

APPENDIX A
2000 RECORD OF DECISION (ROD)

determining that the data on the DMDC electronic reply tape file are consistent with VA's source file and for resolving any discrepancies or inconsistencies on an individual basis. VA will also be responsible for making final determinations as to positive identification, amount of indebtedness and recovery efforts as a result of the match.

The electronic file provided by VA will contain data elements of the debtor's name, SSN, internal account numbers and the total amount owed for each debtor on approximately 200,000 delinquent debtors.

The DMDC computer database file contains approximately 4.8 million records of active duty and retired military members, including the Reserve and Guard, and approximately 3.1 million records of active and retired non-postal Federal civilian employees.

DMDC will match the SSNs on the VA tape by computer against the DMDC database. Matching records, "hits" based on SSN's, will produce data elements of the individual's name, SSN, military service or employing agency, and current work or home address.

F. INCLUSIVE DATES OF THE MATCHING PROGRAM:

This computer matching program is subject to review by the Office of Management and Budget and Congress. If the mandatory 30 day period for public comment has expired and if no objections are raised by either Congress or the Office of Management and Budget within 40 days of being notified of the proposed match, the computer matching program becomes effective and the respective agencies may begin the exchange of data at a mutually agreeable time on a six month basis. By agreement between VA and DoD, the matching program will be in effect and continue for 18 months with an option to extend for 12 additional months unless one of the parties to the agreement advises the other by written request to terminate or modify the agreement.

G. ADDRESS FOR RECEIPT OF PUBLIC COMMENTS OR INQUIRIES:

Director, Defense Privacy Office, 1941 Jefferson Davis Highway, Suite 920, Arlington, VA 22202-4502. Telephone (703) 607-2943.

[FR Doc. 00-2818 Filed 2-7-00; 8:45 am]

BILLING CODE 5001-10-F

DEPARTMENT OF DEFENSE

Department of the Navy

Record of Decision for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet

AGENCY: Department of the Navy, DOD.

ACTION: Notice of record of decision.

SUMMARY: The Department of the Navy, after carefully weighing the operational, environmental, and cost implications of home port facilities for NIMITZ-class nuclear-powered aircraft carriers ("CVNs") in the Pacific Fleet, announces its decision to: (1) construct facilities and infrastructure required to home port two additional CVNs at Naval Air Station North Island (NASNI), Coronado, CA; (2) upgrade existing CVN support facilities at Puget Sound Naval Shipyard (PSNS), Bremerton, WA; and (3) retain Naval Station (NAVSTA) Everett, WA, as a CVN home port.

SUPPLEMENTARY INFORMATION: The text of the entire Record of Decision (ROD) is provided as follows:

Background

Pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. Section 4332(2)(c), the regulations of the Council on Environmental Quality that implement NEPA procedures, 40 CFR Parts 1500-1508, and 40 CFR 93, the General Conformity Rule of the Clean Air Act, the Department of the Navy (DON) announces its decision regarding home port facilities and infrastructure for CVNs in support of the U.S. Pacific Fleet.

First, as conventionally-powered aircraft carriers (CVs) reach the end of their service life and are replaced by nuclear-powered carriers (CVNs), the Navy has a need to create the capacity to home port these new CVN assets. Compared to the CV, the CVN is a newer class of aircraft carrier that has a wider beam, a deeper draft, and different shore maintenance and support requirements. Consequently, a CVN home port requires different shore infrastructure than that provided for a CV. The U.S. Pacific Fleet is preparing for the replacement of two CVs assigned within the U.S. Pacific Fleet area of responsibility (AOR) with two CVNs. Therefore, there is a need to select locations within the Pacific Fleet AOR for the construction of facilities and infrastructure necessary to create the capacity to home port these CVNs.

Second, changes in CVN home port pier, logistics support area, and utility

infrastructure standards for CVN home ports created the need to decide whether to upgrade the existing CVN home port facilities at PSNS to meet those standards or maintain the existing facilities even though they did not meet current standards.

Third, development of Planned Incremental Availability (PIA) maintenance for CVNs created the need to re-evaluate the viability of retaining NAVSTA Everett as a CVN home port to determine if the facilities and infrastructure could efficiently support a CVN while undergoing a PIA maintenance program without adversely affecting crew quality of life.

The DON undertook the planning effort for these decisions on December 3, 1996, when it published a Notice of Intent (NOI) to prepare an Environmental Impact Statement in the **Federal Register**. A public scoping meeting was held in each of the following locations: Bremerton, Washington; Everett, Washington; Pearl City, Hawaii; and Coronado, California. A Notice of Availability (NOA) for the Draft EIS (DEIS) was published in the **Federal Register** on August 28, 1998. Public hearings were held on the DEIS in the same four locations as the scoping meetings and in San Diego, CA. Approximately 317 individuals, agencies, and organizations submitted comments on the DEIS during the 75 day public comment period. All oral and written comments were considered in the preparation of the Final EIS (FEIS). The NOA for the FEIS was published in the **Federal Register** on July 9, 1999. In addition, public notices and news releases noting the availability of the FEIS and draft Final Clean Air Act (CAA) Conformity Determination were published in local and regional newspapers beginning on July 10, 1999. The DON received approximately 60 public comment letters on the FEIS during a 60-day public review period.

Alternatives

Four areas within the Pacific Fleet AOR were considered as feasible locations for the development of CVN home port capacity. The four areas considered were: Naval Air Station North Island (NASNI) Coronado, CA; Puget Sound Naval Shipyard (PSNS) Bremerton, WA; Naval Station (NAVSTA) Everett, WA; and Pearl Harbor Naval Shipyard (PHNSY) Pearl Harbor, HI. Using these four locations, six alternative configurations for creating the necessary CVN home port capacity, including a no construction alternative, were developed and analyzed. Each alternative was evaluated and compared against the

others in terms of: operational, logistical, and personnel requirements; environmental impacts; and facility and infrastructure life cycle costs.

The EIS contained a commitment on the part of the DON to carefully review information collected on crew quality of life (QOL) and maintenance during USS ABRAHAM LINCOLN's first PIA at PSNS. USS ABRAHAM LINCOLN's PIA was completed in October 1999. Information collected concerning QOL demonstrated that commuting from home port at NAVSTA Everett to PSNS did not significantly impact the crew of USS ABRAHAM LINCOLN. The results of this PIA revealed the quality of maintenance met expectations, the maintenance schedule was achieved, the increase in overall cost to perform the maintenance away from home port was acceptable, and the PERSTEMPO/OPTEMPO implications of maintaining NAVSTA Everett as a home port were acceptable.

This additional information was not available at the time the FEIS was published, but was included in DON's evaluation of whether to keep existing home port facilities at NAVSTA Everett or develop home port facilities at PSNS. The availability of this new information does not generate a need for additional environmental analysis. The analysis of the six alternatives considered in the EIS process thoroughly addressed the environmental impacts associated with a CVN remaining at NAVSTA Everett and those associated with creating additional home port capacity at PSNS.

Based upon my review of the comparative analysis of alternatives and public comments received during the NEPA process, I have selected Alternative Two, which was identified as the preferred Alternative in the DEIS and FEIS, as the DON action for developing CVN home port capacity. Alternative Two will create home port capacity for two additional CVNs at NASNI, bringing the total CVN home port capacity at NASNI to three. Under Alternative Two the CVN home port facilities at PSNS will be upgraded to meet current standards and NAVSTA Everett will remain a CVN home port.

Implementation of Alternative Two at NASNI requires that existing Pier J/K be demolished and replaced by a wharf meeting the berthing requirements of a CVN. Approximately 582,000 cubic yards (cy) of sediment will be dredged to meet depth requirements. Most of the material will be deposited at an in-bay location south of the Naval Amphibious Base (NAB) to create an NAB Habitat Enhancement Area, and some of the material will be used as fill for the wharf. A 1.5 to 2.5 acre intertidal habitat

will be created from an upland site to compensate for intertidal/subtidal habitat filled as part of the wharf construction. Berthing for a second additional CVN will be along the section of the existing quay wall that currently serves as the transient berth for CVNs not homeported at NASNI. No dredging is required to convert the transient berth to a permanent berth for the second additional CVN. Utility upgrades are required, as is additional fencing.

Implementation of Alternative Two at PSNS requires that Pier D be removed and replaced by a new pier that meets current berthing criteria for a CVN home port. Dredging of approximately 425,000 cy will be accomplished at Pier D and its turning basin and also at two other CVN maintenance berths and their associated turning basins. The dredged material determined to be suitable for unconfined aquatic disposal will be deposited at a site in Elliot Bay designated under the Puget Sound Dredge Disposal Analysis Program. Material unsuitable for unconfined aquatic disposal will be deposited at an appropriately permitted upland landfill or in one of three Confined Disposal Facilities/Confined Aquatic Disposal sites shown in the FEIS.

Implementation of Alternative Two at NAVSTA Everett requires no action.

Alternative Six (the no construction alternative) is the environmentally preferred alternative because it involves the least disturbance of the natural environment. While environmentally preferable, this alternative would overtax utility, logistical, and personnel support infrastructures at NASNI and PSNS. Consequently, Alternative Six places an unacceptable constraint on the mission capability of the U.S. Pacific Fleet from an operational, training, and personnel perspective.

Environmental Impacts and Mitigation

The DON analyzed the potential impacts of the selected action in fifteen environmental resource areas: geology; topography and soils; terrestrial hydrology and water quality; marine water quality; sediment quality; marine biology; transportation; air quality; noise; aesthetics; cultural resources; general services/access; health and safety; utilities; and environmental justice. This ROD summarizes the potentially significant, but mitigable, impacts associated with Alternative Two, the DON's selected alternative.

Dredging and pier replacement at NASNI will cause the loss of 1.5 acres of intertidal and subtidal habitat. Impacts to habitat will be mitigated by the construction of 1.5 to 2.5 acres of intertidal habitat at a nearby upland

site, and creation of additional snowy plover nesting habitat. The potential loss of eelgrass will be monitored through surveys before and after construction. If the post-construction surveys determine that a loss of eelgrass has occurred, the Navy will provide mitigation for that loss. The amount of eel grass lost will be applied against the Navy's north-central eelgrass mitigation bank according to the 1992 Southern California Eelgrass Mitigation Policy Guidelines, as amended.

Consultation with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service led to the conclusion that dredging and pier construction at PSNS could impact threatened and endangered species of salmon during their out-migration season. In order to mitigate impacts on salmon migration, the Navy will avoid dredging and marine construction during established salmon migration windows. Impacts from construction of a confined disposal facility (CDF), if such a facility is required by the terms of the CWA Section 404 permit obtained for dredging and marine construction activities, will be offset by making the area occupied by the CDF a shallow water habitat area.

Overall impacts on the coastal resources in California were addressed in the coastal consistency determination (CCD) submitted to the California Coastal Commission (CCC) by DON. On December 8, 1999, the California Coastal Commission unanimously concurred that the proposed development of home port capacity at NASNI was consistent to the maximum extent practicable with the California Coastal Management Program. In public hearings on the DON consistency determination held on the same day, DON agreed to continue discussions with the CCC staff about emergency planning issues, thermal discharges from CVNs, and Best Management Practices (BMPs) for stormwater runoff control. DON agreed to discuss these three issues further with the CCC staff, and to present the results to the Commission at another public hearing on or before April 2000. DON also agreed that, if the DON Record of Decision for the development of CVN home port facilities required pier construction at NASNI, no construction work would begin at NASNI before presentation of these results to the Commission on or before April 2000. All construction activities and the operation of facilities necessary to implement Alternative Two will be undertaken in a manner consistent with the terms and conditions of required permits.

Responses to Comments on the FEIS

The DON received comments on the FEIS from elected officials, federal, state, and local government agencies, citizen's groups, and individuals. Most of the issues raised in the comments had already been addressed in the FEIS in response to comments received on the DEIS. New issues raised in comments received on the FEIS concerning those aspects of the proposed action at NASNI are addressed below. No new issues were raised in comments received concerning those aspects of the proposed action at PSNS, NAVSTA Everett or NAVSTA Pearl Harbor.

Commentors noted that the FEIS did not discuss the potential for the proposed project to exacerbate water quality problems in San Diego Bay associated with areas identified under CWA, Section 303(d). Section 303(d) requires states to list those areas for which water quality standards cannot be implemented. As none of the sites in San Diego Bay listed under Section 303(d) are near enough to the proposed pier and mitigation sites to be affected by short term construction and dredging activities, these activities will not further hinder the implementation of water quality standards at any of the sites listed under the CWA.

Commentors noted that the cumulative impact section did not address traffic increases in the City of Coronado they anticipated would accompany the upgraded commissary and exchange facilities proposed for NASNI. The Navy does not anticipate that upgrading commissary and exchange facilities at NASNI will cause any appreciable increase in traffic. Commissary and exchange facilities are already present at NASNI. Changes to those facilities are not expected to attract new users. The pool of eligible patrons in the San Diego area is relatively stable. Patrons are expected to continue to shop at the larger, more conveniently located facilities at Naval Station San Diego, Marine Corps Air Station Miramar, and Camp Pendleton.

Commentors stated that the FEIS failed to analyze the increased probability that invasive species would be introduced into San Diego Bay through ballast water discharges from CVNs homeported at NASNI. Trim and list on CVNs are maintained through a closed system of freshwater tanks. Unlike conventionally-powered ships, no ballast water is taken from or discharged to surrounding waters. Therefore there is no avenue by which invasive species can be introduced into San Diego Bay from CVN ballast water.

It was clear from some comments received on the FEIS that concern still exists about the Navy's adherence to the NEPA process, the marine environment in San Diego Bay, traffic within the City of Coronado, and nuclear propulsion aspects of the addition of more home port capacity for CVNs in the San Diego area. Even though these issues were specifically addressed in the FEIS and there is no requirement that the DON address them further in the ROD, a brief discussion is included here to demonstrate that these concerns have been carefully considered.

Some commentors suggested that regulations implementing NEPA required Navy to reissue the DEIS due to changes included in the FEIS. The DON carefully reviewed the differences between the DEIS and FEIS and concluded that reissuing the DEIS was not required. The NEPA process is an iterative one, designed to produce an FEIS that reflects change, clarification, and refinement of the DEIS based upon comments received from the public. No changes included in the FEIS were so substantial as to require republication of the DEIS.

Some commentors sought more information on the potential loss of eelgrass and soil contamination levels at the upland mitigation site on North Island. In the DEIS, the best available information was used to predict impacts to eelgrass and pollutant levels at the mitigation site. This information was subsequently validated by additional data collected and analyzed in conjunction with the DON's pending application for a CWA Section 404 permit.

Some commentors sought a new discussion about copper leaching into San Diego Bay from anti-fouling paint on ship hulls. The Navy calculated the amount of copper expected to leach from anti-fouling paint on ship hulls and concluded in the FEIS that the net difference from replacement of CVs by CVNs will not be significant. Also, the number of Navy ships berthed in San Diego has decreased. Therefore, there would be no cumulative increase in the amount of copper leaching into the bay.

The City of Coronado and a number of its citizens expressed concern that creating the home port capacity for three CVNs at NASNI will result in major increases in commuter traffic along Coronado streets. The DON took a hard look at the traffic impact associated with creating home port capacity for two additional CVNs. The best available historical data on the days spent in port by CVs homeported at NASNI was analyzed and future days in port by CVNs were projected based upon

anticipated training and deployment requirements. These historical data and projections suggest that the decision to create home port capacity for two additional CVNs at NASNI will not cause significant traffic impacts.

Historically, even when three aircraft carriers were assigned NASNI as a home port, all three of those aircraft carriers were present in port at the same time only an average of thirteen days per year. Based upon training requirements, maintenance schedules, and projected operational tempo, the implementation of Alternative Two is not expected to increase the average number of days a year three CVNs will be present at their NASNI home port. While traffic levels will increase for those brief periods when three CVNs assigned to NASNI are present, overall traffic impacts will be less than significant. Nevertheless, the DON will use mitigation measures to reduce the level of traffic during those infrequent periods when three CVNs assigned to NASNI are simultaneously in port. Mitigation may include measures such as staggering work hours, encouraging carpools and vanpools, and subsidizing the use of public transportation by military personnel and civilian employees. The DON will monitor the effectiveness of these traffic mitigation measures. If the mitigation measures are not successful and traffic associated with the presence of a third homeported CVN creates a significant adverse effect on traffic conditions in Coronado, DON will develop additional mitigation measures.

Several commentors from the San Diego area expressed concern that nuclear propulsion issues such as reactor accident analysis, emergency planning, perimeter monitoring, distribution of potassium iodide, and notification of releases were not thoroughly considered in the FEIS process. The FEIS discusses, among other points, how NIMITZ Class reactor designs have received independent review by the Nuclear Regulatory Commission and the Advisory Committee on Reactor Safeguards, and that the Navy has plans and procedures in place for all types of emergencies that could be associated with Naval Nuclear Propulsion Program (NNPP) operations. These plans and procedures contain classified and sensitive military information that cannot be released to the public. In recent meetings among DON, State, County, and local emergency response officials, the consensus was reached that existing DON, State, County, and local emergency plans are adequate in the highly unlikely event of a radiological emergency.

I thoroughly reviewed the entire discussion of nuclear propulsion radiological issues in the EIS, including classified information not releasable to the public. I am convinced that there are no significant radiological impacts associated with creating and utilizing home port capacity at any of the three locations affected by this decision. As there are no significant radiological impacts, mitigation measures such as installation of a perimeter monitoring system or disputing of potassium iodide are not warranted.

Conclusion

On behalf of the Department of Navy, I have decided to implement Alternative Two, as set out in the FEIS, for development of home port capacity for CVNs within the U.S. Pacific Fleet AOR.

In selecting where to create home port capacity for the two CVNs programmed to replace existing CV assets within the U.S. Pacific Fleet, I considered how the development of home port capacity as set out in each alternative analyzed in the EIS would affect: (1) Operations and training, crew quality of life, and the CVN maintenance program; (2) the environment; and (3) facility and infrastructure life cycle costs. I took a hard look at the environmental impacts analyzed in the EIS and gave careful consideration to the comments received on the DEIS and FEIS.

After weighing all of these factors, I have determined that Alternative Two, the preferred alternative in the FEIS, best serves the interests of the DON while keeping environmental impacts at a less than significant level. Alternative Two satisfies the operational, training, and maintenance requirements of the Pacific Fleet, provides acceptable quality of life for Navy sailors and their families, causes no significant environmental impacts, and entails manageable facility and infrastructure costs.

Dated: January 28, 2000.

Duncan Holaday,

*Deputy Assistant Secretary of the Navy
(Installations and Facilities).*

[FR Doc. 00-2831 Filed 2-7-00; 8:45 am]

BILLING CODE 3810-FF-M

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Intent To Grant Exclusive Patent License; Virotek, LLC

AGENCY: Department of the Navy.

ACTION: Notice.

SUMMARY: The Department of the Navy hereby gives notice of its intent to grant to Virotek, LLC, a revocable, nonassignable, exclusive license to practice worldwide the Government-owned inventions described in U.S. Patent No. 6,015,681 issued 18 January 2000, and its PCT serial No. 96/12135, filed 12 Dec 1996, entitled "Rapid Immunoassay for Cariogenic Bacteria"; and U.S. Patent Serial No. 90/44214, filed on 3 Aug 1999 and its PCT serial No. 99/10482 filed on 3 Aug 1999, entitled "Rapid Immunoassay to Detect Infection with Mycobacterium tuberculosis" in the field of Rapid, Hand-held Salivary Diagnostics for Streptococcus mutans, lactobacillus and Mycobacterium tuberculosis.

DATE: Anyone wishing to object to the grant of this license must file written objections along with supporting evidence, if any, not later than April 10, 2000. Written objections are to be filed with the Office of Technology Transfer, Naval Medical Research Center, 8901 Wisconsin Ave, Bethesda, MD 20889-5607, telephone (301) 319-7428.

FOR FURTHER INFORMATION CONTACT: CDR Charles Schlagel, MSC, USN, Director, Office of Technology Transfer, Naval Medical Research Center, 503 Robert Grant Avenue, Silver Spring, MD 20910-7500, telephone (301) 319-7428.

Dated: January 27, 2000.

J.L. Roth,

Lieutenant Commander, Judge Advocate General's Corps, U.S. Navy, Federal Register Liaison Officer.

[FR Doc. 00-2728 Filed 2-7-00; 8:45 am]

BILLING CODE 3812-FF-P

DEPARTMENT OF DEFENSE

Department of the Navy

Privacy Act of 1974; System of Records

AGENCY: Department of the Navy, DoD.

ACTION: Notice to amend record system.

SUMMARY: The Department of the Navy proposes to amend six systems of records notices in its inventory of record systems subject to the Privacy Act of 1974 (5 U.S.C. 552a), as amended.

DATES: The amendments will be effective on March 9, 2000, unless comments are received that would result in a contrary determination.

ADDRESSES: Send comments to the Department of the Navy, PA/FOIA Policy Branch, Chief of Naval Operations (N09B30), 2000 Navy Pentagon, Washington, DC 20350-2000.

FOR FURTHER INFORMATION CONTACT: Mrs. Doris Lama at (202) 685-6545 or DSN 325-6545.

SUPPLEMENTARY INFORMATION: The Department of the Navy's record system notices for records systems subject to the Privacy Act of 1974 (5 U.S.C. 552a), as amended, have been published in the **Federal Register** and are available from the address above.

The Department of the Navy proposes to amend six systems of records notices in its inventory of record systems subject to the Privacy Act of 1974 (5 U.S.C. 552a), as amended. The changes to the systems of records are not within the purview of subsection (r) of the Privacy Act of 1974 (5 U.S.C. 552a), as amended, which requires the submission of new or altered systems reports. The records systems being amended are set forth below, as amended, published in their entirety.

Dated: February 2, 2000.

L.M. Bynum,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

N01070-1

SYSTEM NAME:

JAG Corps Officer Personnel Information (*February 22, 1993, 58 FR 10694*).

CHANGES:

* * * * *

SYSTEM LOCATION:

Delete entry and replace with 'Office of the Judge Advocate General (Code 61), Department of the Navy, Washington Navy Yard, 1322 Patterson Avenue SE, Suite 3000, Washington, DC 20374-5066.'

* * * * *

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

In paragraph 2, delete 'a semi-annual' and replace with 'an annual'.

* * * * *

N01070-1

SYSTEM NAME:

JAG Corps Officer Personnel Information.

SYSTEM LOCATION:

Office of the Judge Advocate General (Code 61), Department of the Navy, Washington Navy Yard, 1322 Patterson Avenue SE, Suite 3000, Washington, DC 20374-5066.

APPENDIX B
BACKGROUND ILLUSTRATIONS FOR COASTAL/EROSION PROCESSES
IN SAN DIEGO BAY

Appendix B

Background Illustrations for Coastal/Erosion Processes in
San Diego Bay

I. Erosion along First Street, Coronado, CA.

A condition of erosion exists on some exposed, unprotected portions of the shoreline along the northwest extent of First Street in Coronado. Erosion in the area is the combined result of prevailing geomorphology, sedimentation, currents, shoreline, configuration, and bay floor conditions encountered in the area. The geomorphology associated with regional faulting created a trough between North Island and Coronado (the former Spanish Bight), and an even larger trough between North Island/Coronado and the mainland (San Diego Bay). Under natural conditions, these troughs act as outputs, or “sinks”, for sediment exchange within the Bay. Because of diversion and damming of the Bay’s four primary sediment providing rivers, sediment delivery to San Diego Bay has been reduced by 75-82 percent of natural levels. The loss of sediment sources to San Diego Bay has destabilized the shoreline sediment budget so that the sinks now outweigh the sources. The result has been the gradual loss of existing beaches (and other unconsolidated sediments) in areas of higher energy and the absence of additional sediments available to replace them. Currents are generally stronger at the mouth of San Diego Bay and weaker at the head; however, constriction of the Bay between First Street in Coronado and Seaport Village in San Diego rapidly funnels tidal volumes through the narrow passage. Moreover, the abrupt “dog leg” hook in the Bay forces incoming and outgoing tidal volumes to run up directly against the former Spanish Bight shoreline area. Much of the bay shoreline along Coronado and North Island is composed of unconsolidated or loosely consolidated artificial fill material placed there during the 1930s and 40s. This artificial fill material is susceptible to deformation from water and energy and when not laterally supported, such as along an exposed and unprotected shoreline, provides little defense against mechanisms of erosion. The floor of San Diego Bay has been modified repeatedly over the years in response to civic, commercial, recreation, military, and environmental needs, so that only 17 to 18 percent of the original Bay floor remains undisturbed by dredge or fill.

The shoreline is a landform of continuous change; when it recedes it is a natural response to conditions demanding more input at the toe of the shoreline. When the shoreline is artificially expected to remain static, additional maintenance is required, especially when sediment sources have been removed and the land has been extended outward into the water. Without supplementary maintenance, such as additional shoreline protection structures (and a uniform approach to constructing them) or additional sediment inputs, erosion of exposed, unprotected portions of shoreline along the northwest extent of First Street in Coronado will continue.

II. List of Figures

Figure 1 is a map of the bay shoreline of North Island and Coronado from approximately 2001 or 2002, showing the proposed project area and the area of erosion concern for residents along First Street. This area coincides with the study area from the 2000 and 2005 ACOE reports. Figure source: Google 2008.

Figure 2 is a nautical map of San Diego from 1782 showing a natural deep water basin between Coronado and North Island at the north end of Spanish Bight. Depth and description of the bay bottom is provided in Note #2 and translated here: “The numbers of the soundings are arm lengths of 6 feet [castellanos]. The A indicates sand. AF sand and mud. AC sand and gravel. C gravel. AP sand and rock.” Note that the San Diego, Chollas, Sweetwater, and Otay rivers are shown emptying into San Diego Bay, providing sediment to the shoreline of the entire bay. Figure source: Historical Maps of San Diego 2004.

Figure 3 is a subdivision map of San Diego from approximately 1872 showing a natural deep water basin between Coronado and North Island at the north end of Spanish Bight. Depth in the vicinity of this basin, near the present day “Turning Basin”, is listed as “54” on the map. Note that the San Diego River empties into San Diego Bay providing sediment to the shoreline of the entire bay. In 1876 the San Diego River was permanently redirected to Mission Bay (shown as “False Bay” on the map above), removing an important sediment source from San Diego Bay. Figure source: Pryde 1992.

Figure 4 is an 1859 Nautical Map of San Diego Bay showing a natural deep water channel running through the middle of the Bay. Patterns of natural sediment deposition from rivers and drainages are clearly visible (shown as grey shading) all around the bay and ocean shorelines, including along the northwestern extent of what will eventually become First Street, Coronado. This sediment served as a barrier between the shore and wave and current action, and readily replenished shoreline sediments lost to naturally occurring erosion. Due to the damming of rivers and the stabilization of waterfront bluffs, only a small fraction of sediment is delivered to the shoreline today. Source: NOAA (Map #CP710C) 2008.

Figure 5 is a 1902 Nautical Map of San Diego Bay showing a natural deep water basin, partially filled with sediment, between Coronado and North Island at the north end of Spanish Bight. An arrow shows the inland “cut” of the shoreline along the northwestern extent of First Street. Figure 10 of this Appendix shows a close-up view of this map. Source: NOAA (Map #CP2781C) 2008.

Figure 6 is a modern-day map of North Island and Coronado showing their historic and geologic extent (Qbp), and the parts of San Diego Bay that were filled-in (af) to expand both islands. Note the Spanish Bight Fault that separated North Island and Coronado beneath the former channel. Figure source: DoN 1999.

Figure 7 is a diagram of the Silver Strand Littoral Cell showing sediment carried from the Tijuana River northward in the Zuniga Current, and the redirection of that sediment from the mouth of San Diego Bay to an offshore location as a result of the construction of the Zuniga Jetty. The collection of sediment in this area is also visible in Figure 5 of this Appendix. Source: adapted from Kuhn and Shepard 1984.

Figure 8 is a view of the Silver Strand sand spit and dune complex looking south from the Hotel Del Coronado, 1898. Figure source: Kuhn and Shepard 1984.

Figure 9 is a view of shoreline bluffs typical of those found facing San Diego Bay along North Island and Coronado. This photo, taken at the northeast corner of North Island looking north in 1918, shows the bluffs being graded (and the sediment hauled away by carriages) for the construction of seaplane hangars. Spanish Bight is the waterway to the right. Figure source: Sudsbury 1992.

Figure 10 is a close-up view of 1902 Nautical Map of San Diego Bay (Figure 5) showing the extent of the inland “cut” of the shoreline along the northwestern extent of First Street. The red arrow marks the northwestern extent of First Street. Source: NOAA (Map #CP2781C) 2008.

Figure 11 is a map showing the shoreline of North Island and northern Coronado between 1911 and 1912. Note that First through Seventh streets (“5th Street” is labeled) are drawn on Coronado. An arrow indicates where this map shows the shoreline extending far enough inland to interfere with First Street and the land bayward of First Street. This arrow corresponds with the area of erosion concern. Figure source: Sudsbury 1992.

Figure 12 is a view of the shoreline of San Diego Bay along First Street, Coronado, in 1928. Despite development on the rest of the island, there is virtually no development on the active bluff tops bayward of First Street. An arrow shows the natural inland “cut” of the shoreline along the northwestern (left center of photo) extent of First Street. This cut corresponds with the area of erosion concern. Figure source: County of San Diego 2008.

Figure 13 is a view of the shoreline of San Diego Bay along First Street, Coronado, looking east in 1931. Despite development on the rest of the island there is virtually no development on the active bluff tops bayward of First Street. An arrow shows the natural inland “cut” of the shoreline along the northwestern (bottom left of photo) extent of First Street. This cut corresponds with the area of erosion concern. Figure source: Sudsbury.

Figure 14 is a view of the shoreline of San Diego Bay along First Street, Coronado, looking southeast in 1933. Despite increasing development on the rest of the island (compare with Figures 10 and 11) there is virtually no development on the active bluff tops bayward of First Street. An arrow shows the inland “cut” of the shoreline along the northwestern (top left of photo) extent of First Street. This cut corresponds with the area of erosion concern. Figure source: Sudsbury 1992.

Figure 15 is a view of the shoreline of San Diego Bay along First Street, Coronado, looking northwest in 1943. Despite intense development on the rest of the island (compare with Figures 10, 11, and 12) there is virtually no development on the active bluff tops bayward of First Street. An arrow shows the inland “cut” of the shoreline along the northwestern (right side of photo) extent of First Street. This cut corresponds with the area of erosion concern. Figure source: Sudsbury 1992.

Figure 16. is a nautical Map of San Diego Bay showing shoreline along First Street, Coronado, 1948. Figure 5.2-4 of the DEIS shows that, as a result of filling activities, the land in front of First Street

continuously "grew" bayward between 1929 and 1985 and began receding thereafter with the curtail of fill activities. Figures 16 through 21 of this Appendix show a corresponding shallowing of bathymetry nearshore until 1986, after which bathymetry appears to deepen in the nearshore area. Source: NOAA (Map #5105_5-1948) 2008.

Figure 17. is a nautical Map of San Diego Bay showing shoreline along First Street, Coronado, 1967. Figure 5.2-4 of the DEIS shows that, as a result of filling activities, the land in front of First Street continuously "grew" bayward between 1929 and 1985 and began receding thereafter with the curtail of fill activities. Figures 16 through 21 of this Appendix show a corresponding shallowing of bathymetry nearshore until 1986, after which bathymetry appears to deepen in the nearshore area. Source: NOAA (Map #5107_3-1967) 2008.

Figure 18. is a nautical Map of San Diego Bay showing shoreline along First Street, Coronado, 1977. Figure 5.2-4 of the DEIS shows that, as a result of filling activities, the land in front of First Street continuously "grew" bayward between 1929 and 1985 and began receding thereafter with the curtail of fill activities. Figures 16 through 21 of this Appendix show a corresponding shallowing of bathymetry nearshore until 1986, after which bathymetry appears to deepen in the nearshore area. Source: NOAA (Map #18773-10-1977) 2008.

Figure 19. is a nautical Map of San Diego Bay showing shoreline along First Street, Coronado, 1986. Figure 5.2-4 of the DEIS shows that, as a result of filling activities, the land in front of First Street continuously "grew" bayward between 1929 and 1985 and began receding thereafter with the curtail of fill activities. Figures 16 through 21 of this Appendix show a corresponding shallowing of bathymetry nearshore until 1986, after which bathymetry appears to deepen in the nearshore area. Source: NOAA (Map #18773-11-1986) 2008.

Figure 20. is a nautical Map of San Diego Bay showing shoreline along First Street, Coronado, 1995. Figure 5.2-4 of the DEIS shows that, as a result of filling activities, the land in front of First Street continuously "grew" bayward between 1929 and 1985 and began receding thereafter with the curtail of fill activities. Figures 16 through 21 of this Appendix show a corresponding shallowing of bathymetry nearshore until 1986, after which bathymetry appears to deepen in the nearshore area. Source: NOAA (Map #18773-3-1995) 2008.

Figure 21. is a nautical Map of San Diego Bay showing shoreline along First Street, Coronado, 2000. Figure 5.2-4 of the DEIS shows that, as a result of filling activities, the land in front of First Street continuously "grew" bayward between 1929 and 1985 and began receding thereafter with the curtail of fill activities. Figures 16 through 21 of this Appendix show a corresponding shallowing of bathymetry nearshore until 1986, after which bathymetry appears to deepen in the nearshore area. Source: NOAA (Map # 18773-7-2000) 2008.

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Area of Erosion
Concern

Figure 1. Map of the bay shoreline of North Island and Coronado from approximately 2001 or 2002 showing the proposed project area and the area of erosion concern for residents along First Street. This area coincides with the study area from the 2000 and 2005 ACOE reports. Source: Google 2008.

2000 ft

1 km



Num.^o 5.^o

Mision de S. Diego

PLANO
del Puerto
DE S. DIEGO
EN LA COSTA SETENT.^a DE CALIFORN.^a
Levantado por el 2.^o Piloto de la
Armada D. Juan Pantoja.
Año 1782.

Notas.

- 1.^a El día de la Conjunction, sucede el flujo máximo a las 10. de la mañana, y aumenta y disminuye la marea 5. pies.
- 2.^a Los números de la sonda son brazas de 6. pies castellanos. La A. indica Arena. AF. Arena y fango. AC. Arena y Cascajo. C. Cascajo. AP. Arena y Píedra.

Prefidio de S. Diego



P. de los Muertos

R. y Rancheria de las Chollas

P. S. Agustín

Est. de San Felipe

R. de la Punta

P. de Arena

P. de la Loma de S. Diego

P. de San Juan

P. de San Juan

Latitud Norte 32. 40. 07."

Longitud Occidental de Cadiz, III. 05. 45



Escala de 5. millas maritimas.

Figure 2. Nautical map of San Diego from 1782 showing a natural deep water basin between Coronado and North Island at the north end of Spanish Bight. Depth and description of the bay bottom is provided in Note #2: "The numbers of the soundings are arm lengths of 6 feet [castellanos]. The A indicates sand. AF sand and mud. AC sand and gravel. C gravel. AP sand and rock." Note the San Diego, Chollas, Sweetwater, and Otay rivers are shown emptying into San Diego Bay. Source: Historical Maps of San Diego 2004.



Figure 3. Subdivision map of San Diego from approximately 1872 showing a natural deep water basin between Coronado and North Island at the north end of Spanish Bight. Depth in the vicinity of this basin, near the present day "Turning Basin", is listed as "54" on the map. Note that the San Diego River empties into San Diego Bay providing sediment to the shoreline of the entire bay. In 1876 the San Diego River was permanently redirected to Mission Bay (shown as "False Bay" on the map above). Source: Pryde 1992.

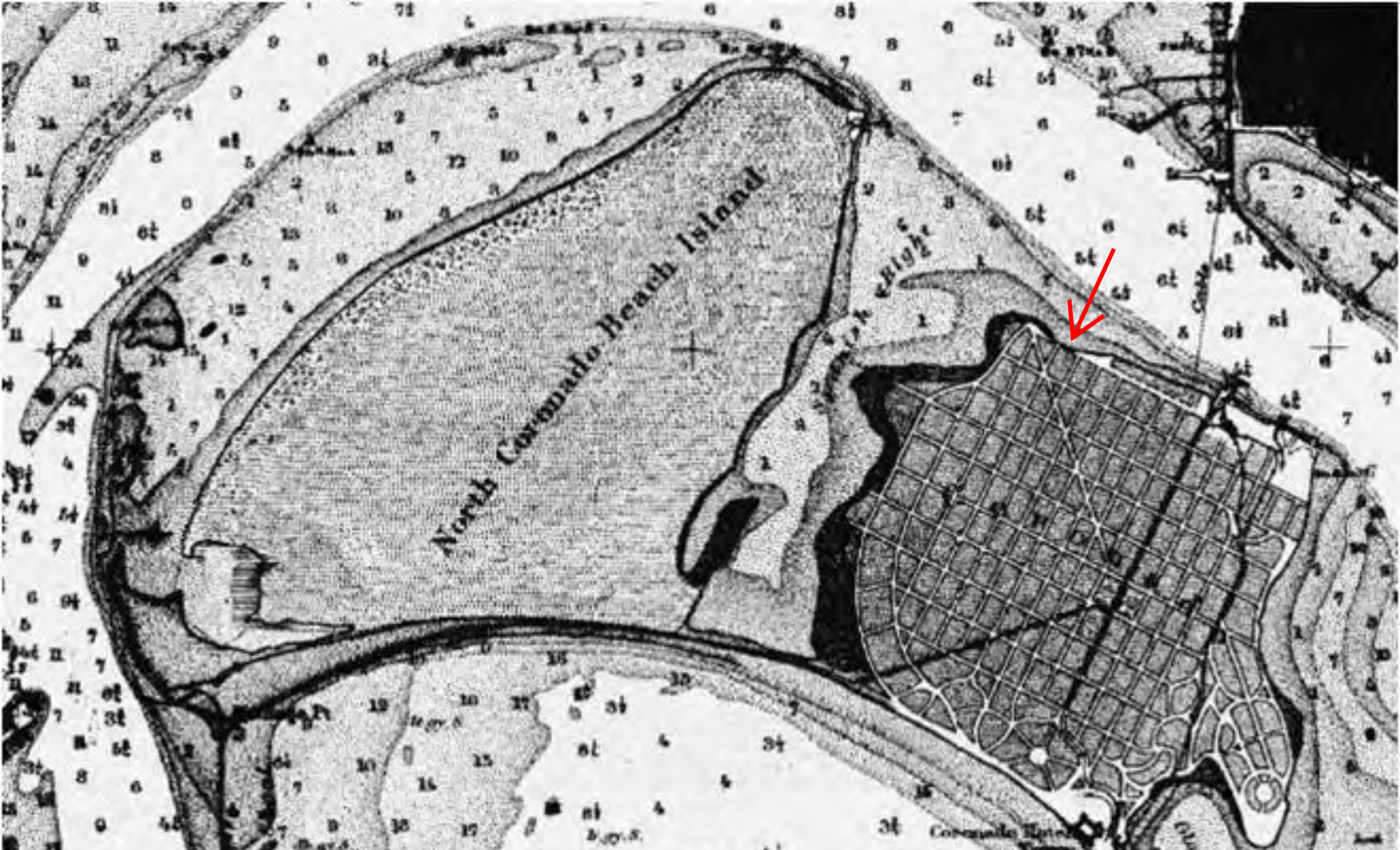


Figure 5. 1902 Nautical Map of San Diego Bay showing a natural deep water basin, partially filled with sediment, between Coronado and North Island at the north end of Spanish Bight. An arrow shows the inland “cut” of the shoreline along the northwestern extent of First Street. Figure 10 of this Appendix shows a close-up view of this map. Source: NOAA (Map #CP2781C) 2008.

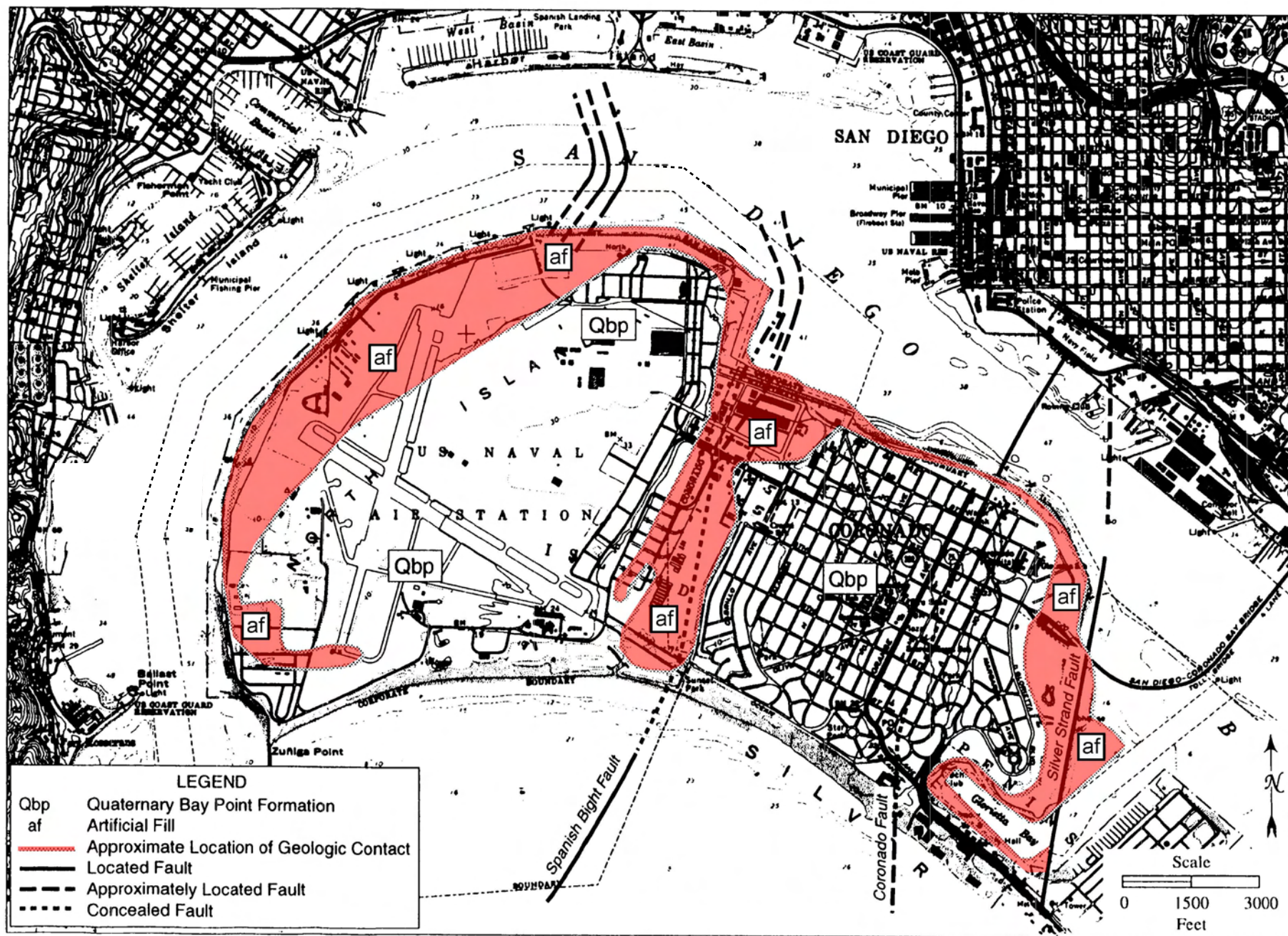


Figure 6. Modern-day map of North Island and Coronado showing their historic and geologic extent (Qbp), and the parts of San Diego Bay that were filled-in (af) to expand both islands. Note the Spanish Bight Fault that separated North Island and Coronado beneath the former channel. Source: DoN 1999.

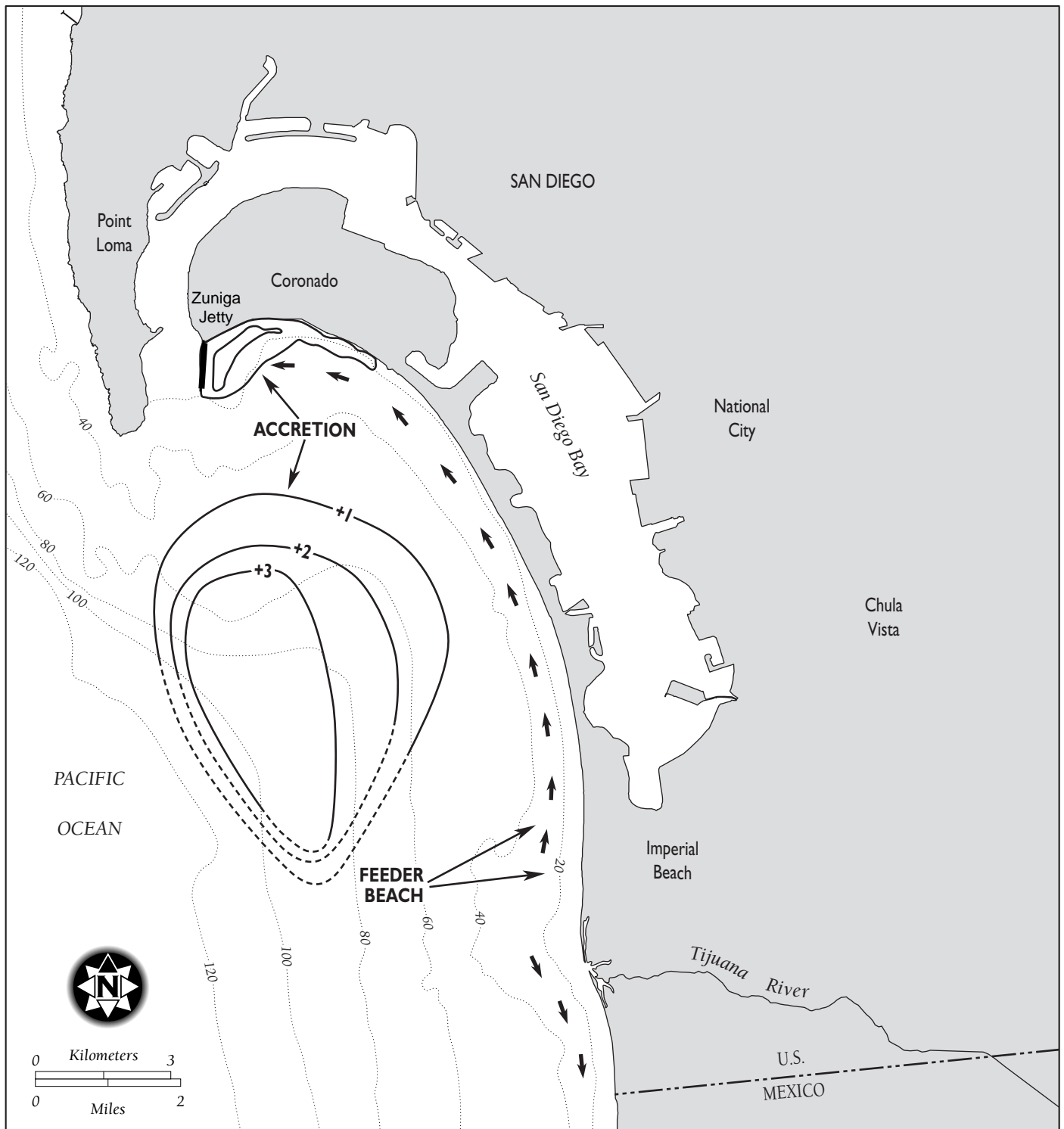


Figure 7. Diagram of the Silver Strand Littoral Cell showing sediment carried from the Tijuana River northward in the Zuniga Current, and the redirection of that sediment from the mouth of San Diego Bay to an offshore location as a result of the construction of the Zuniga Jetty. The collection of sediment in this area is also visible in Figure 5 of this Appendix. Source: adapted from Kuhn and Shepard 1984.



Figure 8. View of the Silver Strand sand spit and dune complex looking south from the Hotel Del Coronado, 1898. Source: Kuhn and Shepard 1984.



Figure 9. View of shoreline bluffs typical of those found facing San Diego Bay along North Island and Coronado. This photo, taken at the northeast corner of North Island looking north in 1918, shows the bluffs being graded (and the sediment hauled away by carriages) for the construction of seaplane hangars. Spanish Bight is the waterway to the right. Source: Sudsbury 1992.

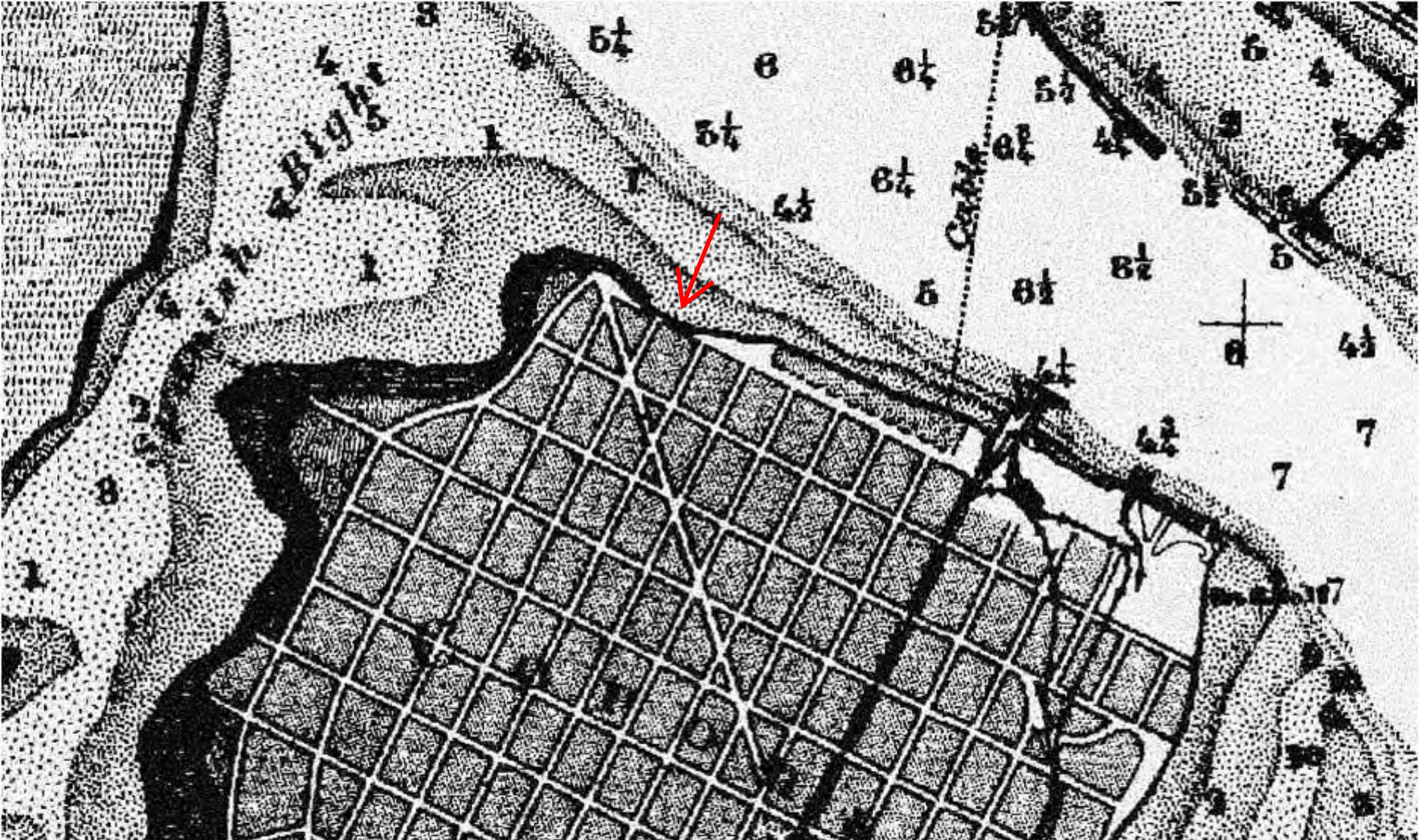


Figure 10. Close-up view of 1902 Nautical Map of San Diego Bay (Figure 5) showing the extent of the inland “cut” of the shoreline along the northwest extent of First Street. The red arrow marks the northwest extent of First Street. Source: NOAA (Map #CP2781C) 2008.

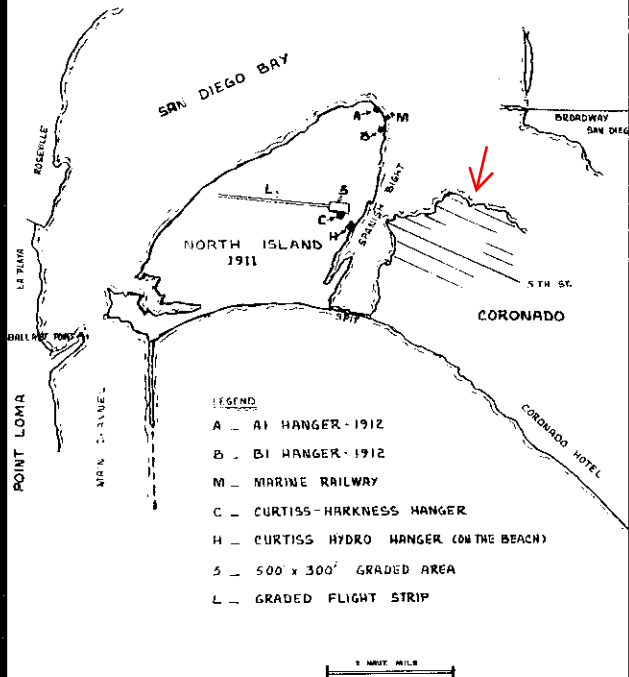


Figure 11. Map of shoreline of North Island and northern Coronado between 1911 and 1912. Note First through Seventh streets ("5th Street" is labeled) drawn on Coronado. As was shown on Figure 10, an arrow indicates where this map shows the shoreline extending far enough inland to interfere with First Street and land bayward of First Street. Source: Sudsbury 1992.



Figure 12. View of shoreline of San Diego Bay along First Street, Coronado, 1928. Despite development on the rest of the island there is virtually no development on the active bluff tops bayward of First Street. An arrow shows the inland "cut" of the shoreline along the northwestern (left center of photo) extent of First Street. Source: County of San Diego 2008.

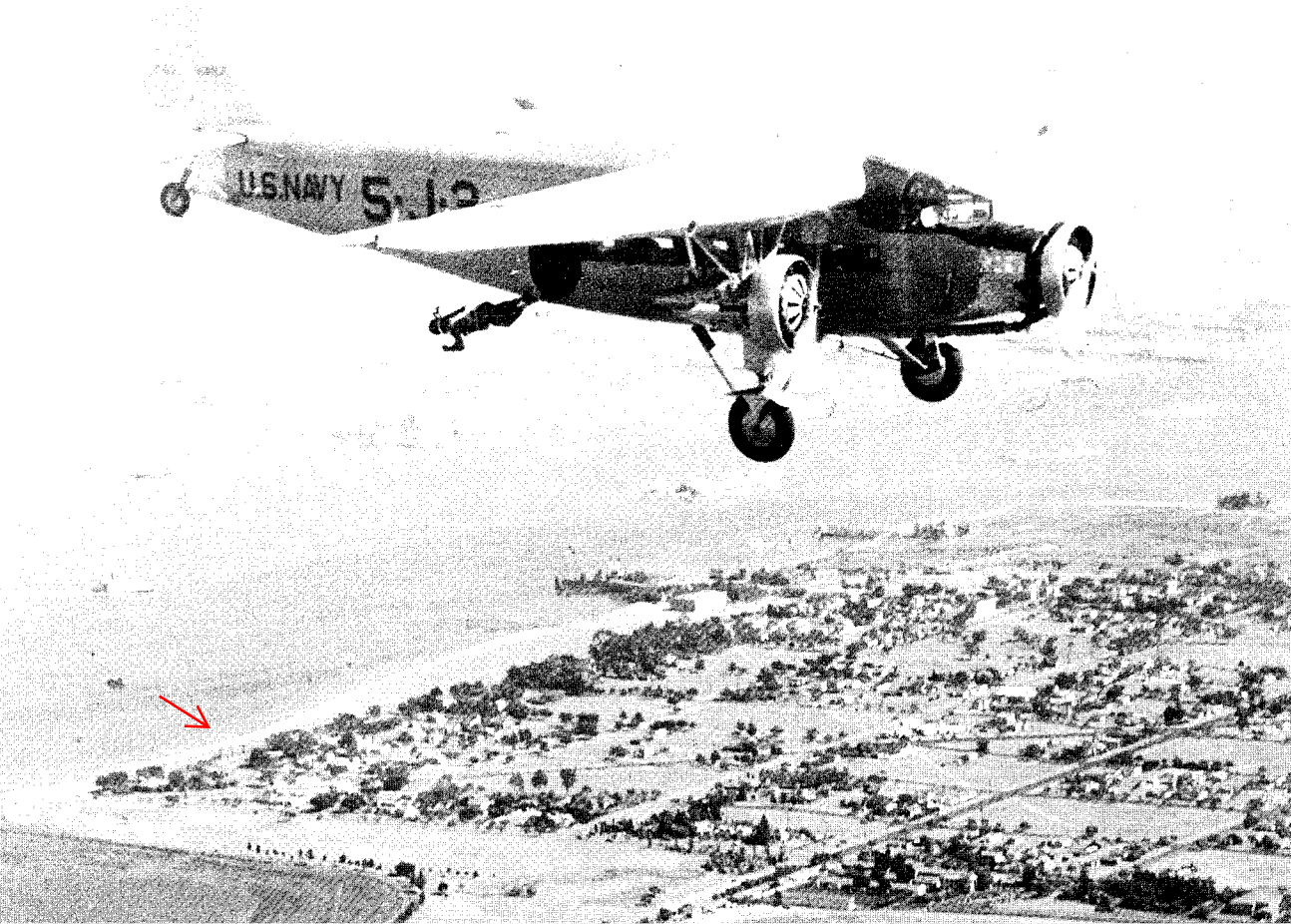


Figure 13. View of shoreline of San Diego Bay along First Street, Coronado, looking east, 1931. Despite development on the rest of the island there is virtually no development on the active bluff tops bayward of First Street. An arrow shows the inland “cut” of the shoreline along the northwestern (bottom left of photo) extent of First Street. Source: Sudsbury 1992.

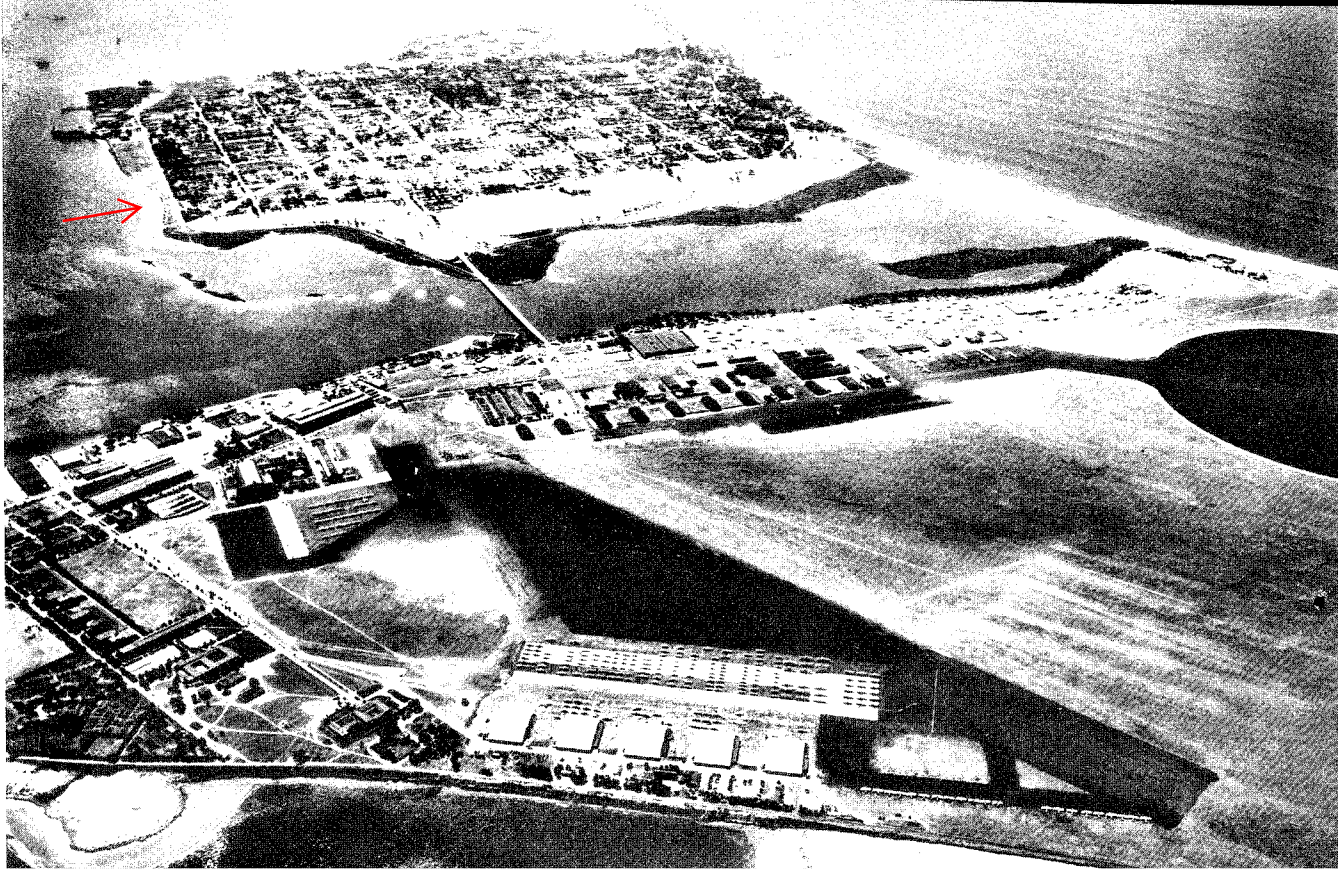


Figure 14. View of shoreline of San Diego Bay along First Street, Coronado, looking southeast, 1933. Despite increasing development on the rest of the island (compare with Figures 10 and 11) there is virtually no development on the active bluff tops bayward of First Street. An arrow shows the inland "cut" of the shoreline along the northwestern (top left of photo) extent of First Street. Source: Sudsbury 1992.



Figure 15. View of shoreline of San Diego Bay along First Street, Coronado, looking northwest, 1943. Despite intense development on the rest of the island (compare with Figures 10, 11, and 12) there is virtually no development on the active bluff tops bayward of First Street. An arrow shows the inland "cut" of the shoreline along the northwestern (right side of photo) extent of First Street. Source: Sudsbury 1992.



Figure 16. Nautical Map of San Diego Bay showing shoreline along First Street, Coronado, 1948. Figure 5.2-4 of the DEIS shows that, as a result of filling activities, the land in front of First Street continuously "grew" bayward between 1929 and 1985 and began receding thereafter with the curtail of fill activities. Figures 16 through 21 of this Appendix show a corresponding shallowing of bathymetry nearshore until 1986, after which bathymetry appears to deepen in the nearshore area. Source: NOAA (Map #5105_5-1948) 2008.



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Figure 18. Nautical Map of San Diego Bay showing shoreline along First Street, Coronado, 1977. Figure 5.2-4 of the DEIS shows that, as a result of filling activities, the land in front of First Street continuously "grew" bayward between 1929 and 1985 and began receding thereafter with the curtail of fill activities. Figures 16 through 21 of this Appendix show a corresponding shallowing of bathymetry nearshore until 1986, after which bathymetry appears to deepen in the nearshore area. Source: NOAA (Map #18773-10-1977) 2008.



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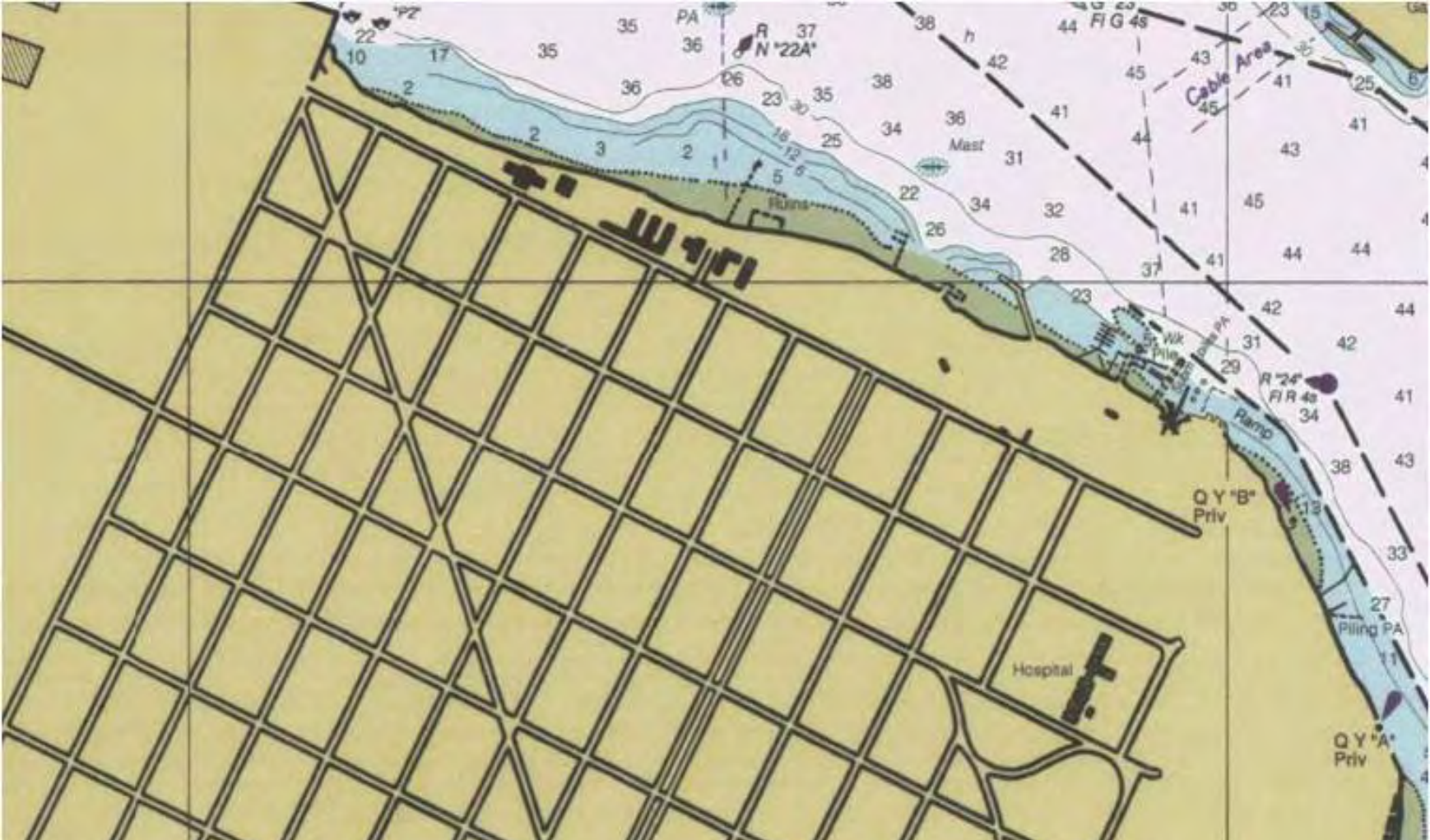


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APPENDIX C
TRAFFIC STUDY

Final
Traffic Study for the
Supplemental Environmental
Impact Statement for
Developing Home Port Facilities
for Three NIMITZ-Class Aircraft
Carriers in Support of the U.S.
Pacific Fleet

May 2008

Prepared for:
HELIX Environmental Planning, Inc.
7578 El Cajon Blvd, Suite 200
La Mesa, CA 91941
Project No. 095219001

Contract # N62473-06-D-2204-0006

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Military Acronyms:

BRAC	Base Alignment and Closure
CVN	Carrier Vessel Nuclear (nuclear powered aircraft carrier)
DON	Department of the Navy
FRCSW	Fleet Readiness Center Southwest
NAB	Naval Amphibious Base
NASNI	Naval Air Station North Island
NBC	Naval Base Coronado
NRRF	Naval Radio Receiving Facility
ROD	Record of Decision
SSTC	Silver Strand Training Complex

Traffic Engineering Acronyms:

AADT	annual average daily traffic
ADT	average daily traffic
EIS	Environmental Impact Statement
FEIS	Final Environmental Impact Statement
HCM	Highway Capacity Manual
HOV	high occupancy vehicles
ITS	Intelligent Transportation Systems
LOS	level of service
MOE	Measurement of Effectiveness
MPH	miles per hour
MTS	Metropolitan Transit System
NCHRP	National Cooperative Highway Research Program
OWSC	one-way stop-controlled
PHF	peak-hour factor
PHV	Percent Heavy Vehicles
PM	Post Mile
ROW	right-of-way
RTP	Regional Transportation Plan

SANDAG	San Diego Association of Governments
SEIS	Supplemental Environmental Impact Statement
SR	State Route
TAZ	Traffic Analysis Zones
TDM	Transportation Demand Management
TIP	Transportation Incentive Program
TSM	Transportation Systems Management
TWSC	two-way stop-controlled

Key Traffic Terms

AM or PM Peak Hours are those hours of the day in which the bulk of commute trips occur and in which traffic impacts are likely to be the greatest. The a.m. peak hour on Coronado generally occurred between 6:15 a.m. and 7:15 a.m. The p.m. peak hour on Coronado generally occurred between 2:30 p.m. and 3:30 p.m.

Annual Average Daily Traffic (AADT) is the average number of cars that use a roadway segment within a 24-hour period over the span of a year. AADT gives a broader view of the number of cars that use a roadway segment as it eliminates seasonal fluctuations in traffic volumes.

Average Daily Traffic (ADT) is the number of vehicles that use a roadway segment within a 24-hour period.

Capacity of a transportation facility is the maximum number of persons or vehicles that can be expected to traverse a point or uniform section of road within a specified time frame under prevailing roadway, traffic and control conditions. Theoretically, this is the point in which the flow rate (vehicles/hour) on the facility is the highest. The highest volume attainable under LOS E has been designated as the capacity of the arterial or collector.

Highway Capacity Manual (HCM) is a publication of the Transportation Research Board. It contains concepts, guidelines, and computational procedures for computing the capacity and quality of service of various highway facilities, including freeways, signalized and unsignalized intersections, rural highways, and the effects of transit, pedestrians, and bicycles on the performance of these systems.

Level of Service (LOS) corresponds to “excellent” through “failure” conditions in terms of traffic congestion, both for road segments and for intersections. It is used to provide an indication of the amount of delay a driver would experience along a road segment or the amount of wait time a driver would experience at an intersection. LOS is rated on a scale of “A” through “F”, with “A” representing excellent, free flow conditions, and “F” representing failures of road segments or intersections.

Peak Hour Factor (PHF) describes the relationship between hourly traffic volumes and the maximum rate of flow within the hour. Peak Hour Factor is defined as the hourly volume divided by four times the maximum 15-minute volume within the hour.

Transportation Analysis Zone (TAZ) is the unit of geography most commonly used in conventional transportation planning models. The size of a zone varies, but for typical metropolitan planning software, a zone of under 3000 people is common.

Transportation Demand Management (TDM) is a term applied to a broad range of strategies primarily intended to reduce the demand of the transportation system. Examples of TDM measures include carpools, vanpools, walking, bicycling, public transportation, telecommuting, and alternative work schedules.

Transportation Systems Management (TSM) is an opportunity to increase the efficiency and safety of the transportation infrastructure without widening streets through innovative technologies and effective prioritization of resource use. A few examples of TSM measures include Intelligent Transportation Systems (ITS) strategies (real-time traffic operations, variable message signs, etc.), interconnecting

existing traffic signals, optimizing the signal timings, access management to control access onto major streets, preferential treatment for HOV's, ramp metering, etc.

Volume to Capacity (V/C) Ratio is ratio of the actual traffic volume of a road segment or intersection to the design capacity of the road segment or intersection. It is used to provide an estimate of the level of service of the road segment or intersection.

EXECUTIVE SUMMARY

This study evaluates the traffic conditions within the study area when a minimum of one and a maximum of three homeported Carrier Vessel Nuclear (CVNs) are present at Naval Air Station North Island (NASNI). Traffic improvements have been suggested at several locations along primary base access routes that would not operate at an acceptable level of service (LOS) for the condition with three CVNs in port with staggered work hours.

Project Description

The Department of Navy (DON) is preparing a Supplemental Environmental Impact Statement (SEIS) to the Final Environmental Impact Statement (1999 FEIS) for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet project. The Record Of Decision (ROD) for the 1999 FEIS dated February 8, 2000 selected the creation of two additional home porting capacities at NASNI to accommodate a total of three CVNs. Under the 2000 ROD, three CVNs were approved for home port at NASNI. Currently, there are two homeported CVNs at NASNI, including the USS NIMITZ and the USS RONALD REAGAN. The DON announced on March 10, 2007 that the USS CARL VINSON will return to the West Coast and likely to NASNI in early 2010.

The purpose of this traffic study is to supplement the traffic analysis contained in the 1999 FEIS as traffic conditions have substantially changed in the City of Coronado since approval of the ROD in 2000. Therefore, this study assesses new information, validates impacts to traffic, and analyzes the effectiveness of traffic mitigation measures implemented under the 2000 ROD when three NASNI homeported CVNs were simultaneously in port. Mitigation measures were identified in the 2000 ROD and included: staggering work hours, encouraging carpools and vanpools, and subsidizing the use of public transportation by military personnel and civilian employees.

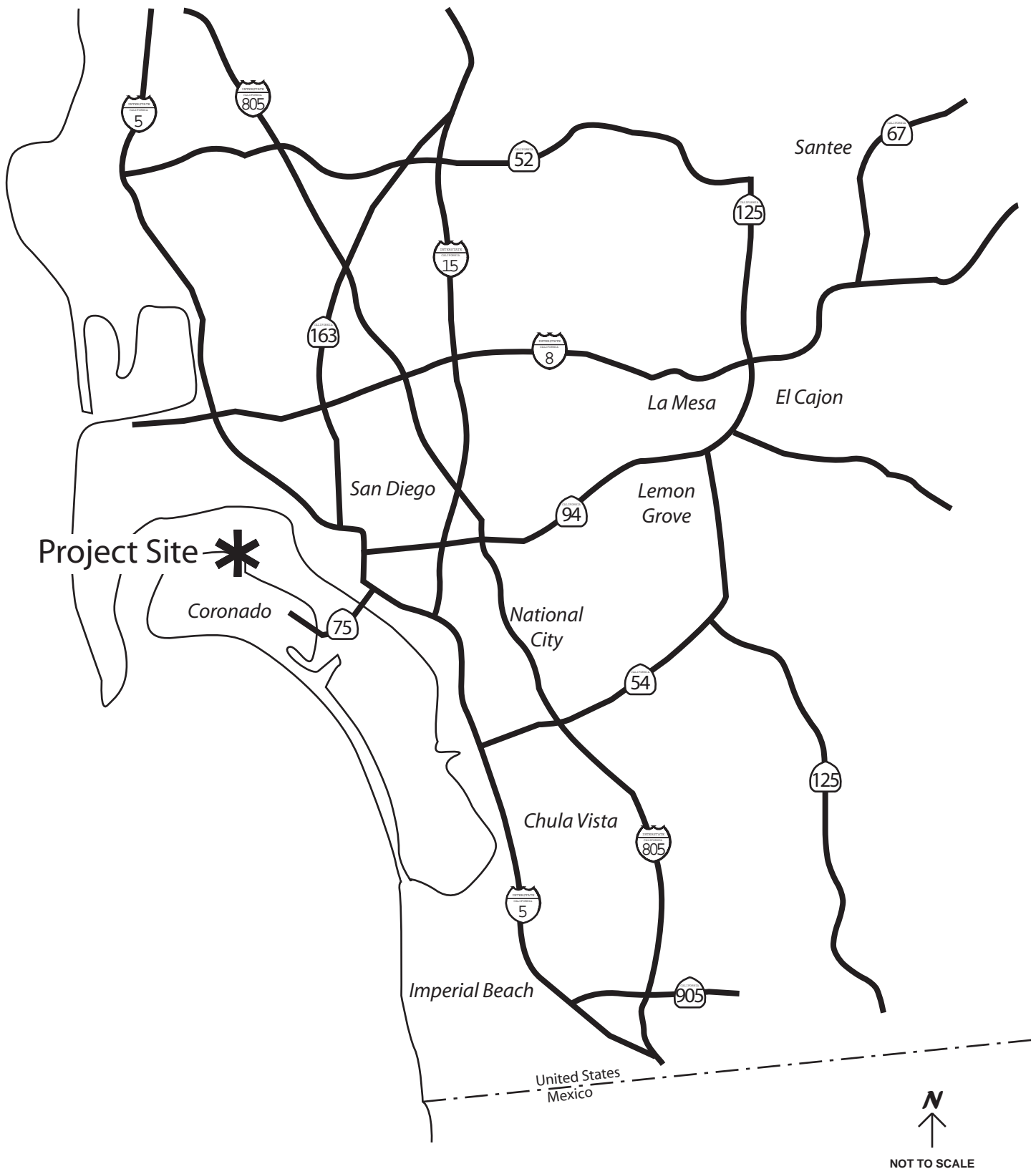
Throughout this study, discussion and analyses related to no staggered work hours while two and three CVNs are in port have been included for comparison purposes only. This condition does not exist and would not exist pursuant to the mitigation measures required in the 2000 ROD. Potential improvements to locations along primary routes to NASNI that would operate at a deficient LOS E or F have been proposed for the condition with three CVNs in port with staggered work hours.

Project Location/Access

NASNI is located on the northwestern end of Coronado Island in San Diego Bay and is a few miles from downtown San Diego. NASNI is one of seven Navy facilities as part of Naval Base Coronado (NBC) in southwest California. NBC has a large presence within the City of Coronado, with three military facilities that include NASNI, Naval Amphibious Base (NAB) Coronado, located on the northern portion of the Silver Strand, and Silver Strand Training Complex (SSTC), or formerly known as the Naval Radio Receiving Facility (NRRF), located on the south portion of the Silver Strand. **Figure E-1** depicts the location of the project in a regional context. **Figure E-2** shows the locations of the NBC facilities within the City of Coronado. This figure also depicts the state highways serving Coronado along with the post mile stations that Caltrans uses to identify locations along their state highways.

Four military gates control the traffic access onto the base, which are all located off Alameda Boulevard. Starting from the south, the four gates include: Ocean Boulevard, Fourth Street (exiting traffic only), Third Street (entering traffic only), and First Street. It should be noted that the Main Gate at Third Street/Fourth Street has been recently reconfigured and opened for military use on July 9, 2007.

CVN SEIS Traffic Study



CVN SEIS Traffic Study

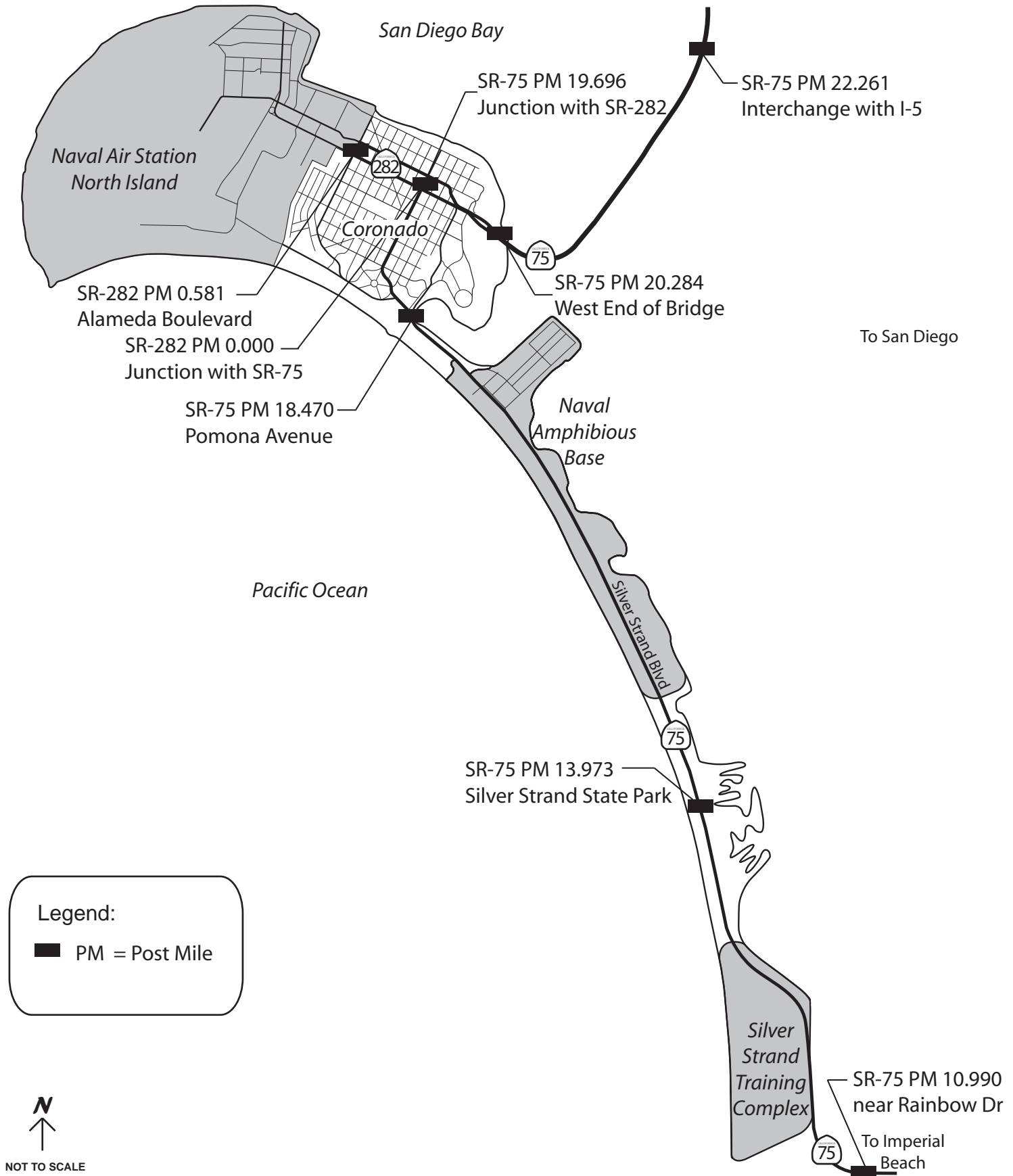


FIGURE E-2

E-3

NBC Facility Locations Within the City of Coronado

Analysis Scenarios

The following three scenarios were analyzed as part of this study:

Existing Conditions (2007)

- Existing Conditions: Represents the traffic conditions during the summer when one homeported carrier was present (USS RONALD REAGAN). The second homeported carrier (USS NIMITZ) was on deployment and did not return until after the traffic counts were completed. At the time of the counts, the USS RONALD REAGAN was undergoing a major overhaul, consisting of over 2,300 contractors providing service on the carrier. In addition, the Main Gate at NASNI has been reconfigured for entering traffic at Third Street and exiting traffic at Fourth Street. It should be noted that traffic counts collected when one carrier was in port were adjusted using trip generation formulas to forecast traffic volumes when two or three carriers are in port (with and without staggering work hours).

Near Term (2015)

- Near Term Conditions: Represents the traffic conditions of the street network assumed to be in place by 2015, which is generally the same as Existing Conditions. At any given time, the number of carriers present at NASNI will fluctuate depending on the deployment schedule. As such, four traffic scenarios were developed with the various CVNs in port:
 - One homeported CVN in port
 - Two homeported CVNs in port (no staggered work hours)
 - Three homeported CVNs in port (no staggered work hours)
 - Three homeported CVNs in port (with staggered work hours)

Horizon Year (2030)

- Horizon Year Conditions: Represents the traffic conditions of the street network assumed to be in place by 2030, which is generally the same as under Existing Conditions and consistent with the City's adopted community plan. Similar to the Near Term conditions, four traffic scenarios were developed with the various CVNs in port:
 - One homeported CVN in port
 - Two homeported CVNs in port (no staggered work hours)
 - Three homeported CVNs in port (no staggered work hours)
 - Three homeported CVNs in port (with staggered work hours)

Forecast Traffic Volumes

Year 2030 forecast traffic volumes were developed in a five-step process. First, area wide traffic volumes were developed using the SANDAG regional travel forecast. The second step involved post model adjustments that were necessary to better reflect conditions on Coronado streets. The third step involved developing peak-hour turning movements at study area intersections. The fourth step involved the generation and assignment of traffic from cumulative development projects (in the City and on NASNI) not specifically included in the regional model. The final step involved adding traffic resulting from a second and third CVN since traffic counts only reflected one CVN in port. **Figure E-3** shows a graphical illustration of how the traffic volumes for the various scenarios were calculated.

A more detailed description of the five-step process is listed below.

1. The most recent regional travel forecast (Series 11) was used to project future traffic conditions within the study area. This travel forecast was used to project conditions for the Year 2030. The forecast is consistent with and being used to develop the Regional Transportation Plan. The forecast does not assume a tunnel in the Third and Fourth Street corridor. The Year 2015 traffic volumes were computed through an interpolation process.
2. As is customary, post model adjustments were made to more accurately reflect localized traffic conditions. This process involved a screenline evaluation of growth in traffic on parallel roadways taking an average growth rate for those facilities.
3. The third step involved converting daily traffic volumes to peak-hour intersection volumes. Standardized procedures were used that considered existing and projected daily traffic volumes, as well as observed peak-hour turning movement counts.
4. Development projects not captured in the regional growth model were identified through a meeting with City of Coronado staff. Traffic from these cumulative projects was added in the Years 2015 and 2030.
5. The final step involved adding traffic from a second and third carrier. This process is described in the next paragraph (CVN Traffic). The resulting traffic was added to each of the Existing, 2015, and 2030 baseline conditions to reflect traffic conditions that would occur with one, two, and three carriers in port.

CVN SEIS Traffic Study

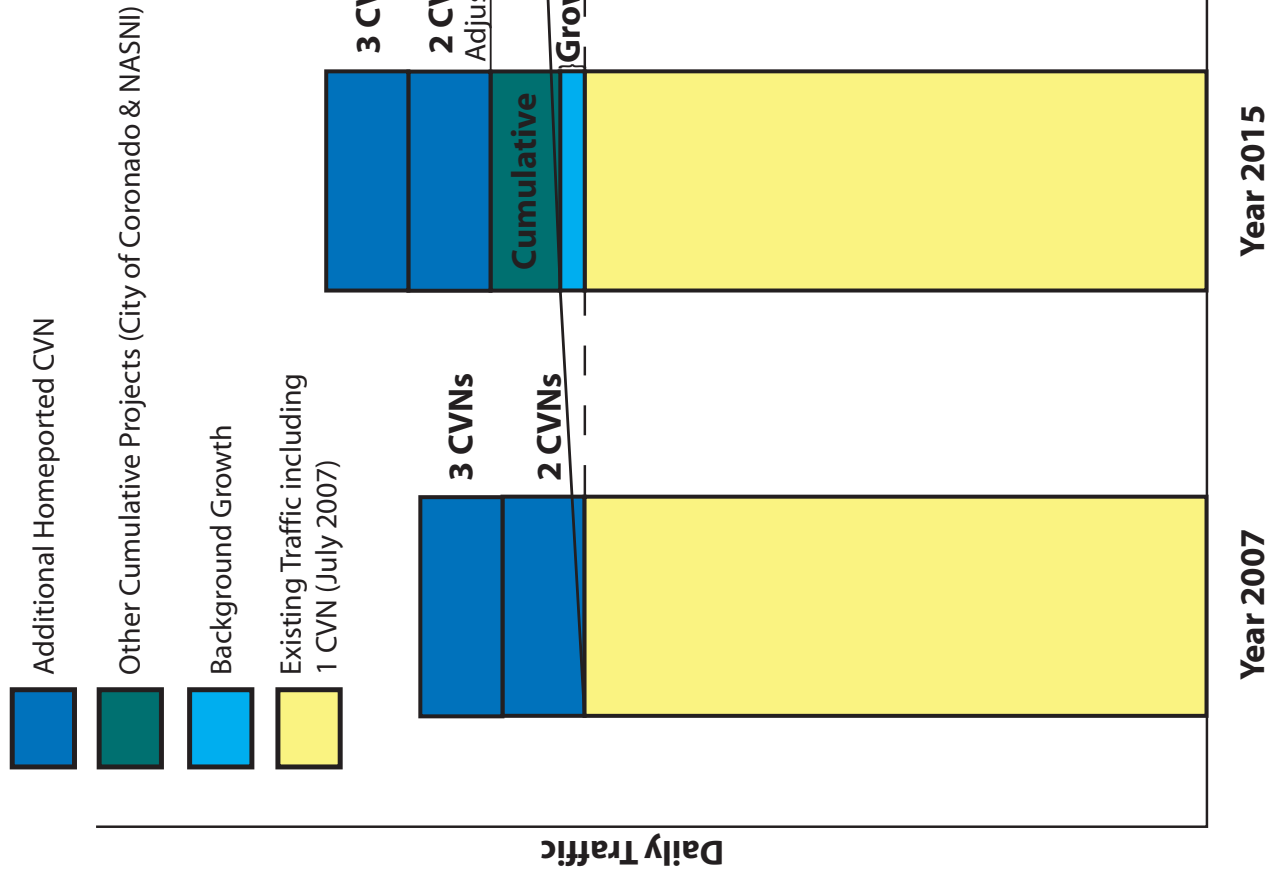


FIGURE E-3
Graphical Illustration of Traffic Volumes in the Study Area

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CVN Traffic

Trip Generation

The daily trip generation for a CVN was primarily based on trip rates published in the 1999 FEIS and subsequent studies conducted in 2002. The 2002 study identified traffic conditions at the NASNI gates with one, two, and three carriers in port. The difference in average daily traffic (ADT) between one and three carriers (47,158 ADT – 37,548 ADT) resulted in 9,610 ADT. This value was divided by 2 to determine the average ADT per carrier, which resulted in 4,805 ADT per carrier. With a population of 3,217 personnel for each CVN, this resulted in a trip rate of 1.49 trips per person. The 1999 FEIS had used a similar, but slightly lower rate of 1.47 trips per person. The 2002 observed rate was used in this study as it more accurately reflects conditions at NASNI.

The peak-hour traffic for a carrier was estimated on the likely arrival and departure of workers assigned to a CVN. In general, the 3,217 personnel corresponding to a 100 percent manning level for a CVN was converted to a total of 1,392 vehicle trips during the peak periods.

Table E-1 summarizes the trip generation for the various CVNs in port, with and without staggered work hours. As shown in the table, three CVNs in port without staggered work hours would generate 14,279 daily trips, including 4,176 (3,795 in, 181 out) a.m. peak-hour trips and 4,176 (381 in, 3,795 out) p.m. peak-hour trips. With staggered work hours, three CVNs in port would generate the same 14,279 daily trips, including 1,679 (1,526 in, 153 out) a.m. peak-hour trips and 1,727 (157 in, 1,570 out)

TABLE E-1 TRIP GENERATION SUMMARY					
Land Use	Units	Trip Rate (a)	Daily Trips	AM Peak-Hour (b)	PM Peak-Hour (b)
1 CVN	3,217 Personnel	1.49/Personnel	4,793	1,392 1,265 in, 127 out	1,392 127 in, 1,265 out
2 CVNs	6,434 Personnel	1.49/Personnel	9,586	2,784 2,530 in, 254 out	2,784 254 in, 2,530 out
3 CVNs	9,651 Personnel	1.49/Personnel	14,379	4,176 3,795 in, 381 out	4,176 381 in, 3,795 out
3 CVNs (staggered work hours)	9,651 Personnel	1.49/Personnel	14,379	1,679 1,526 in, 153 out	1,727 157 in, 1,570 out
Note:					
(a) Trip rate primarily based on updated data contained in the September 4, 2002 Memorandum for the Record (Beaman 2002).					
(b) 29 percent of the daily trips occurred during both peak periods with a 90/10 split during the AM Peak-Hour and a 10/90 split during the PM Peak-Hour.					

Trip Distribution and Assignment

The trip distribution for traffic related to a CVN entering and exiting the City of Coronado is primarily based on the 2030 San Diego Association of Governments (SANDAG) Series 10 forecast. The Series 11 forecast was not used for regional trip distribution (percentage of trips entering/exiting Coronado via the San Diego-Coronado Bridge or via Silver Strand Boulevard) since it assumed a higher percentage of traffic being captured internally within Coronado. Field observations confirmed that only a small percentage of NASNI vehicles originated from within Coronado and the majority of the NASNI vehicles left Coronado during the afternoon peak period. However, it should be noted that the Series 11 forecast, dated October 25, 2007, was used in determining the growth at intersections and roadway segments in the study area.

The following lists show the general trip distribution to and from NASNI, which will be used for Existing, Near Term, and Horizon Year scenarios:

- 77 percent to/from the San Diego-Coronado Bridge
- 5 percent to/from the Silver Strand Boulevard
- 18 percent internal to Coronado

For the trip distribution at the NASNI gates, the following list shows the distribution:

- 5 percent to/from Ocean Boulevard Gate
- 70 percent to Third Street Gate / 70 percent from Fourth Street Gate
- 25 percent to/from First Street Gate

Based on the trip distribution, a.m. and p.m. peak-hour trips were assigned to the local roadway network and through the study intersections.

Summary of Analyses

Although roadway segment analyses have been performed for the various scenarios both with and without staggered work hours, a better indicator for the traffic operations in the study area are from the results of the peak-hour intersection analyses. As a result, intersection analyses have been performed for the various scenarios to determine the intersections that would not meet the standards.

Table E-2 has been prepared to summarize the LOS at all respective intersections under each scenario analyzed for this report. A total of 25 intersections were evaluated for this project, which consisted of 12 signalized locations and 13 unsignalized locations. Cells that are shown in green correspond to intersections that would operate at LOS A to C. Cells that are shown in yellow correspond to intersections that would operate at LOS D. Cells that are shown in orange correspond to intersections that are at capacity and would operate at LOS E. Cells that are shown in red correspond to intersections that would operate at LOS F.

As shown in the table, the number of intersections operating at an unacceptable LOS in the three CVNs with staggered work hour condition for the three time periods (Existing, Near Term, and Horizon Year) would be similar to the one CVN in port condition. Under Existing Conditions, 18 intersections would operate at LOS E or F with three CVNs in port with staggered work hours. Under the Near Term and Horizon Year conditions, 22 intersections would operate at LOS E or F with three CVNs in port with

TABLE E-2
SUMMARY OF INTERSECTION ANALYSES

			JULY 2007 CONDITIONS								NEAR TERM CONDITIONS (YEAR 2015)								HORIZON YEAR CONDITIONS (YEAR 2030)								
INTERSECTION			PEAK HOUR	1 CVN		2 CVNs		3 CVNs		3 CVNs STAGGERED		1 CVN		2 CVNs		3 CVNs		3 CVNs STAGGERED		1 CVN		2 CVNs		3 CVNs		3 CVNs STAGGERED	
				DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1	First St & Alameda Blvd	AM	74.6	F	223.2	F	393.3	F	105.1	F	147.0	F	370.1	F	547.4	F	235.1	F	156.7	F	381.7	F	559.2	F	245.9	F	
		PM	30.6	D	90.5	F	171.3	F	41.5	E	57.4	F	159.3	F	256.3	F	98.0	F	60.8	F	164.6	F	264.4	F	102.1	F	
2	Third St & Alameda Blvd	AM	17.2	B	45.9	D	175.0	F	18.9	B	14.1	B	138.0	F	283.6	F	37.8	D	15.9	B	150.1	F	299.1	F	45.5	D	
		PM	ECL	F	ECL	F	ECL	F	ECL	F	9.2	A	11.8	B	14.9	B	10.2	B	9.5	A	12.3	B	15.6	B	10.6	B	
3	Fourth St & Alameda Blvd	AM	9.4	A	11.7	B	16.1	C	9.7	A	6.2	A	7.1	A	8.3	A	6.5	A	6.3	A	7.2	A	8.4	A	6.6	A	
		PM	25.7	C	87.3	F	225.0	F	34.2	C	45.8	D	193.7	F	359.1	F	83.5	F	33.4	C	188.6	F	342.8	F	99.7	F	
4	Ocean Blvd & Alameda Blvd	AM	27.7	D	31.9	D	37.2	E	28.5	D	32.4	D	40.1	E	48.0	E	35.1	E	37.3	E	47.2	E	57.7	F	40.7	E	
		PM	115.2	F	157.5	F	209.4	F	124.8	F	172.1	F	245.9	F	313.0	F	201.6	F	235.4	F	323.1	F	400.8	F	270.8	F	
5	First St & D Ave	AM	15.3	C	24.2	C	65.9	F	16.1	C	18.7	C	58.2	F	ECL	F	26.4	D	19.7	C	70.0	F	ECL	F	29.1	D	
		PM	62.5	F	121.4	F	185.5	F	73.2	F	100.2	F	188.7	F	454.4	F	147.7	F	110.6	F	208.3	F	507.4	F	161.7	F	
6	Third St & D Ave	AM	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	
		PM	42.5	E	53.8	F	70.1	F	44.8	E	62.8	F	76.3	F	103.2	F	61.6	F	78.1	F	96.5	F	247.1	F	76.5	F	
7	Fourth St & D Ave	AM	30.7	D	42.4	E	66.0	F	32.6	D	43.7	E	68.6	F	133.0	F	47.4	E	53.2	F	88.6	F	180.9	F	58.4	F	
		PM	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	
8	Sixth St & D Ave	AM	8.0	A	8.1	A	8.3	A	8.0	A	8.1	A	8.3	A	8.5	A	8.2	A	8.2	A	8.4	A	8.6	A	8.3	A	
		PM	9.9	A	10.3	B	10.6	B	10.1	B	10.3	B	10.8	B	11.2	B	10.5	B	10.7	B	11.2	B	11.7	B	10.9	B	
9	First St & Orange Ave	AM	7.1	A	10.3	B	15.8	B	7.7	A	8.7	A	15.1	B	28.2	C	10.7	B	9.1	A	16.1	B	30.9	C	11.2	B	
		PM	30.9	C	97.7	F	215.9	F	39.3	D	67.2	E	220.8	F	294.5	F	138.6	F	95.4	F	245.3	F	320.1	F	203.7	F	
10	Third St & Orange Ave	AM	25.7	C	106.5	F	224.2	F	33.1	C	60.3	E	222.2	F	349.1	F	124.5	F	80.8	F	243.6	F	375.7	F	145.3	F	
		PM	29.5	C	37.5	D	48.7	D	31.1	C	37.6	D	51.5	D	67.0	E	43.4	D	43.2	D	57.7	E	77.3	E	48.2	D	
11	Fourth St & Orange Ave	AM	15.1	B	16.9	B	19.2	B	15.3	B	17.5	B	20.4	C	24.6	C	18.2	B	19.1	B	23.7	C	27.1	C	20.1	C	
		PM	70.5	E	146.9	F	236.7	F	85.3	F	115.7	F	236.7	F	332.0	F	168.3	F	137.8	F	263.1	F	356.3	F	192.2	F	
12	Fifth St & Orange Ave	AM	55.9	F	69.7	F	91.2	F	58.1	F	83.6	F	125.7	F	180.7	F	96.4	F	136.9	F	227.7	F	407.9	F	165.2	F	
		PM	112.3	F	180.7	F	ECL	F	123.9	F	206.7	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	
13	Sixth St & Orange Ave	AM	9.0	A	14.1	B	21.8	C	10.1	B	11.0	B	22.6	C	30.0	C	14.6	B	13.0	B	24.9	C	38.1	D	17.0	B	
		PM	13.2	B	17.3	B	20.9	C	14.4	B	16.3	B	21.8	C	27.6	C	19.1	B	17.9	B	24.8	C	31.4	C	20.8	C	
14	Eighth St & Orange Ave	AM	11.8	B	11.8	B	13.3	B	11.7	B	13.8	B	13.2	B	14.4	B	13.3	B	14.9	B	15.0	B	15.1	B	14.9	B	
		PM	18.7	B	20.0	B	21.7	C	18.9	B	21.3	C	23.6	C	25.6	C	22.2	C	24.4	C	26.8	C	28.8	C	25.2	C	
15	Tenth St & Orange Ave	AM	15.9	B	16.5	B	18.2	B	16.0	B	18.1	B	19.5	B	22.8	C	18.3	B	20.6	C	25.0	C	26.0	C	21.7	C	
		PM	19.6	B	23.3	C	31.1	C	20.9	C	22.5	C	31.7	C	36.8	D	26.4	C	28.1	C	34.9	C	39.5	D	30.3	C	
16	Third St & Pomona Ave	AM	45.4	E	85.2	F	182.8	F	51.2	F	69.2	F	192.8	F	447.9	F	102.7	F	88.1	F	263.7	F	606.4	F	135.4	F	
		PM	22.2	C	23.5	C	25.1	D	22.5	C	26.1	D	27.4	D	29.4	D	26.0	D	30.8	D	32.5	D	35.3	E	30.6	D	
17	R. H. Dana Pl & Orange Ave	AM	118.8	F	120.3	F	121.7	F	119.1	F	133.1	F	134.3	F	137.9	F	133.5	F	154.9	F	155.9	F	157.2	F	155.3	F	
		PM	36.2	D	39.2	D	42.0	D	36.7	D	41.4	D	46.4	D	50.0	D	43.6	D	46.9	D	52.2	D	56.6	E	49.1	D	
18	Fourth St & Pomona Ave	AM	20.0	C	21.9	C	24.1	C	20.4	C	23.7	C	26.1	D	29.3	D	24.0	C	27.8	D	31.1	D	35.6	E	28.2	D	
		PM	166.2	F	504.0	F	ECL	F	227.0	F	368.7	F	ECL	F	ECL	F	650.0	F	514.4	F	ECL	F	ECL	F	856.4	F	
19	Glorietta Blvd & Pomona Ave	AM	10.5	B	10.5	B	10.5	B	10.5	B	10.7	B	10.7	B	10.7	B	10.7	B	10.9	B	10.9	B	10.9	B	10.9	B	
		PM	16.1	C	16.5	C	16.9	C	16.2	C	17.8	C	18.6	C	19.2	C	18.1	C	20.5	C	21.6	C	22.5	C	20.9	C	
20	Pomona Ave & Silver Strand Blvd	AM	31.3	C	33.1	C	35.7	D	31.0	C	38.8	D	42.3	D	47.3	D	40.0	D	48.5	D	53.2	D	59.2	E	50.0	D	
		PM	32.4	C	34.0	C	35.8	D	32.7	C	41.1	D	43.1	D	46.2	D	41.8	D	52.3	D	54.4	D	58.0	E	52.8	D	
21	Fourth St & Glorietta Blvd	AM	60.4	F	108.5	F	207.1	F	67.8	F	89.4	F	212.8	F	432.2	F	126.4	F	114.4	F	289.7	F	608.6	F	165.7	F	
		PM	23.1	C	24.5	C	25.9	D	23.4	C	26.8	D	28.0	D	29.8	D	26.7	D	31.1	D	32.7	D	35.1	E	31.0	D	
22	Tarawa Rd & Silver Strand Blvd	AM	263.7	F	269.9	F	277.6	F	265.5	F	287.1	F	297.3	F	305.0	F	291.4	F	321.2	F	331.4	F	339.1	F	325.4	F	
		PM	80.7	F	85.2	F	91.9	F	82.5	F	93.2	F	103.1	F	115.9	F	96.5	F	110.5	F	119.6	F	132.6	F	112.9	F	
23	Tulagi Rd & Silver Strand Blvd	AM	4.2	A	5.0	A	4.8	A	4.2	A	3.7	A	3.8	A	4.1	A	3.8	A	3.8	A	4.1	A	4.7	A	3.9	A	
		PM	10.7	B	11.2	B	11.8	B	10.7	B	12.0	B	12.9	B	13.8	B	12.3	B	13.5	B	14.7	B	15.6	B	13.9	B	
24	Logan Ave & Cesar E Chavez Pkwy	AM	16.4	B	17.5	B	19.2	B	17.2	B	16.9	B	19.5	B	20.9	C	18.6	B	18.6	B	20.6	C	23.0	C	19.2	B	
		PM	117.1	F	118.1	F	119.2	F	117.1	F	128.1	F	129.2	F	130.2	F	128.1	F	149.7	F	154.1	F	151.9	F	153.0	F	
25	National Ave & SR-75 Off-Ramp	AM	10.0	A	10.0	A	10.0	A	10.0	A	10.0	A	10.0	A	10.0	A	10.0	A	10.1	B	10.1	B	10.1	B	10.1	B	
		PM	11.2	B	11.3	B	11.5	B	11.2	B	11.3	B	11.6	B	11.7	B	11.4	B	11.5	B	11.7	B	11.9	B	11.6	B	
Intersections at LOS A, B, C, or D			33		28		25		32		30		26		25		28		29		25		19		28		
Intersections at LOS E			3		1		1		2		3		1		2		2		1		2		7		1		
Intersections at LOS F			14		21		24		16		17		23		23		20		20		23		24		21		

Notes:
ECL = Exceeds Calculable Limit. Reported when delay exceeds Synchro 6 maximum.
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0
XX LOS A, B, & C
XX LOS D
XX LOS E
XX LOS F

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staggered work hours. The majority of intersections that are reported to operate at an unacceptable LOS are primarily unsignalized intersections.

For the reasons stated in the preceding discussion, several of the intersections that are shown to be failing in the analysis are unsignalized intersections. No improvements were made at the unsignalized intersections. These locations were not considered as candidates for improvements since the limited number of vehicles on the minor street (approach to an intersection that has to stop for traffic on the major street) causes a LOS failure based on the HCM analysis. Field observations at each of these locations indicated that the vehicles on the minor street have adequate gaps despite the heavy demand for the through movement on the major street. These gaps allow the vehicles from the stopped approach to turn onto or cross the major street.

Potential Improvements

This study identified improvements that could be made to study area intersections to address traffic with three CVNs in port. Two types of improvements were provided: 1) No Right-of-Way (ROW) acquisition and 2) ROW acquisition. This distinction was made because acquiring ROW makes the process of implementing the improvement more complicated, more costly, and more time consuming. These improvements are shown in **Table E-3**. As shown in the table, the majority of the improvements do not require any ROW acquisition except for at the Third Street/Orange Avenue and Fourth Street/Orange Avenue intersections. The proposed improvements at these locations would require some ROW acquisition. The following pages describe and graphically display the improvements in more detail.

TABLE E-3
SUMMARY OF
POTENTIAL IMPROVEMENT PACKAGES

INTERSECTION		NEAR TERM (2015)		HORIZON YEAR (2030)	
		(A) NO RIGHT-OF-WAY ACQUISITION	(B) RIGHT-OF-WAY ACQUISITION	(A) NO RIGHT-OF-WAY ACQUISITION	(B) RIGHT-OF-WAY ACQUISITION
1	First St & Alameda Blvd	Install traffic signal. Re-stripe south leg along Alameda Blvd to accommodate a NBL and a NBL-R turn lane.	No additional mitigation needed	Install traffic signal. Re-stripe south leg along Alameda Blvd to accommodate a NBL and a NBL-R turn lane.	No additional mitigation needed
3	Fourth St & Alameda Blvd	Install traffic signal (a). Reconfigure west leg along Fourth St to accommodate 3 EBT lanes, 1 EBR lane, and 1 EBL lane.	No additional mitigation needed	Reconfigure west leg along Fourth St to accommodate 3 EBT lanes, 1 EBR lane, and 1 EBL lane. Widen north leg along Alameda Blvd 6' to the west in order to add a dual-SBL turn lane.	No additional mitigation needed
9	First St & Orange Ave	Remove parking along the south side of First St, west of Orange Ave. Re-stripe west leg along First St to accommodate an EBT lane and an shared EBR turn/bicycle lane. (optional diagonal parking along Orange Ave)	No additional mitigation needed	Remove parking along the south side of First St, west of Orange Ave. Re-stripe west leg along First St to accommodate an EBT lane and an shared EBR turn/bicycle lane. (optional diagonal parking along Orange Ave)	No additional mitigation needed
10	Third St & Orange Ave	No feasible options	Acquire right-of-way on the south side of the east leg along Third St. Re-stripe the east leg along Third St to accommodate a dual-WBL turn lane. Trim down median on south side of Orange Ave to allow for improved radius for WBL traffic.	No feasible options	Acquire right-of-way on the south side of the east leg along Third St. Re-stripe the east leg along Third St to accommodate a dual-WBL turn lane. Trim down median on south side of Orange Ave to allow for improved radius for WBL traffic.
11	Fourth St & Orange Ave	Remove some of the median on the north side of Orange Ave to accommodate a triple SBL turn pocket.	Acquire right-of-way on the south side of the east leg along Fourth St. Channelize the NBR lane along Orange Ave. Remove parking along Fourth St to accommodate the NBR free movement.	Acquire right-of-way on the south side of the east leg along Fourth St. Channelize the NBR lane along Orange Ave. Remove parking along Fourth St to accommodate the NBR free movement.	Remove some of the median on the north side of Orange Ave to accommodate a triple SBL turn pocket.

Notes:

Bold text indicates additional mitigation recommended for future years.

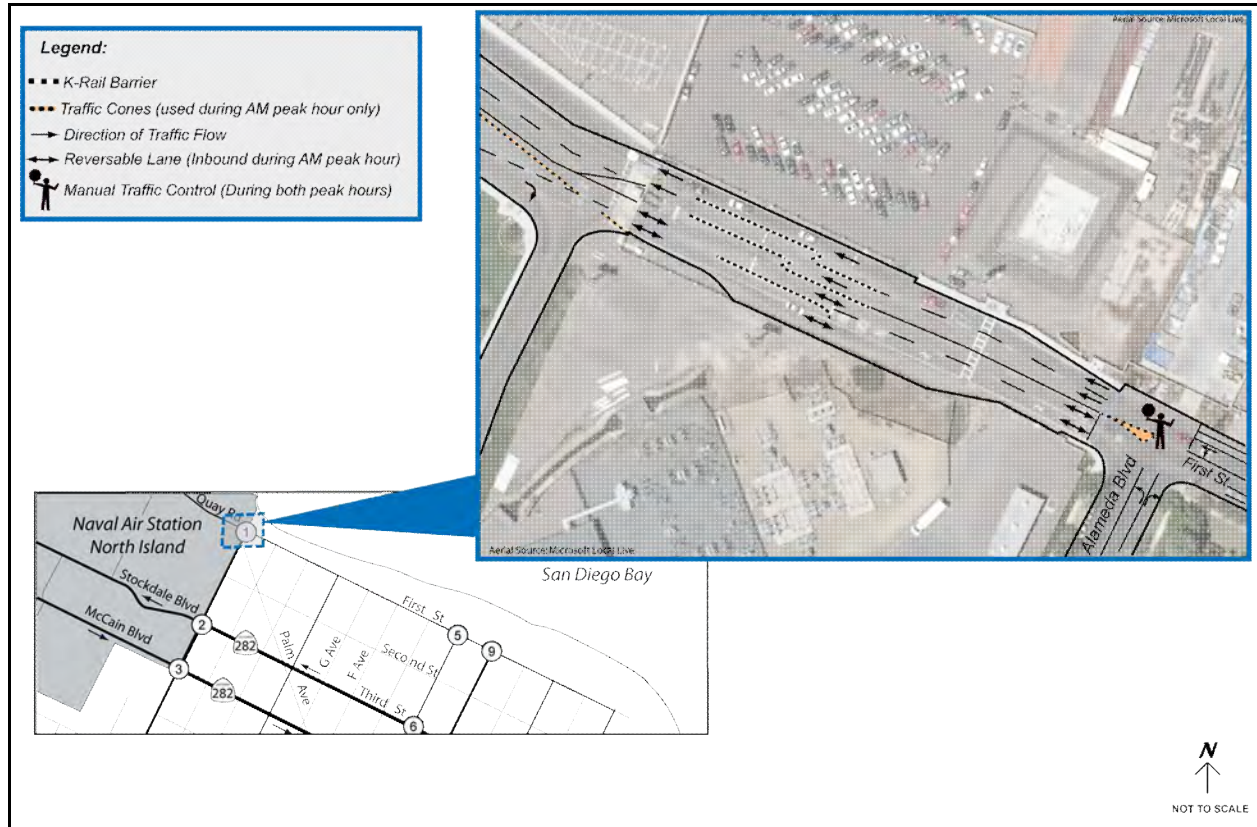
(a) Traffic signal planned for installation Fall, 2008.

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First Street & Alameda Boulevard

At this location, the improvement would consist of implementing an inbound only configuration during the a.m. peak-hour. This option would require modification to the guard stations, reversible lane operation on the first block of Quay Road west of Alameda Boulevard, and manual traffic control at this location. Cones would be laid out in the middle of the intersection to channelize the vehicles turning left from Alameda Boulevard to the two reversible lane guard stations, while traffic entering from First Street would use the existing two guard stations. On NASNI, cones would be laid out along Quay Road to prohibit vehicles from exiting NASNI onto First Street and re-route those vehicles to McCain Boulevard. During the p.m. peak-hour, the First Street/Alameda Boulevard would return to its normal operation with inbound and outbound traffic, but still require manual traffic control. **Figure E-4** shows a conceptual sketch of the improvements at this intersection. This improvement provides the dual benefit of improving the operation of this intersection, but also reduces the overall back-up of traffic entering the base in the morning by providing relief to the Third Street (Stockdale) gate.

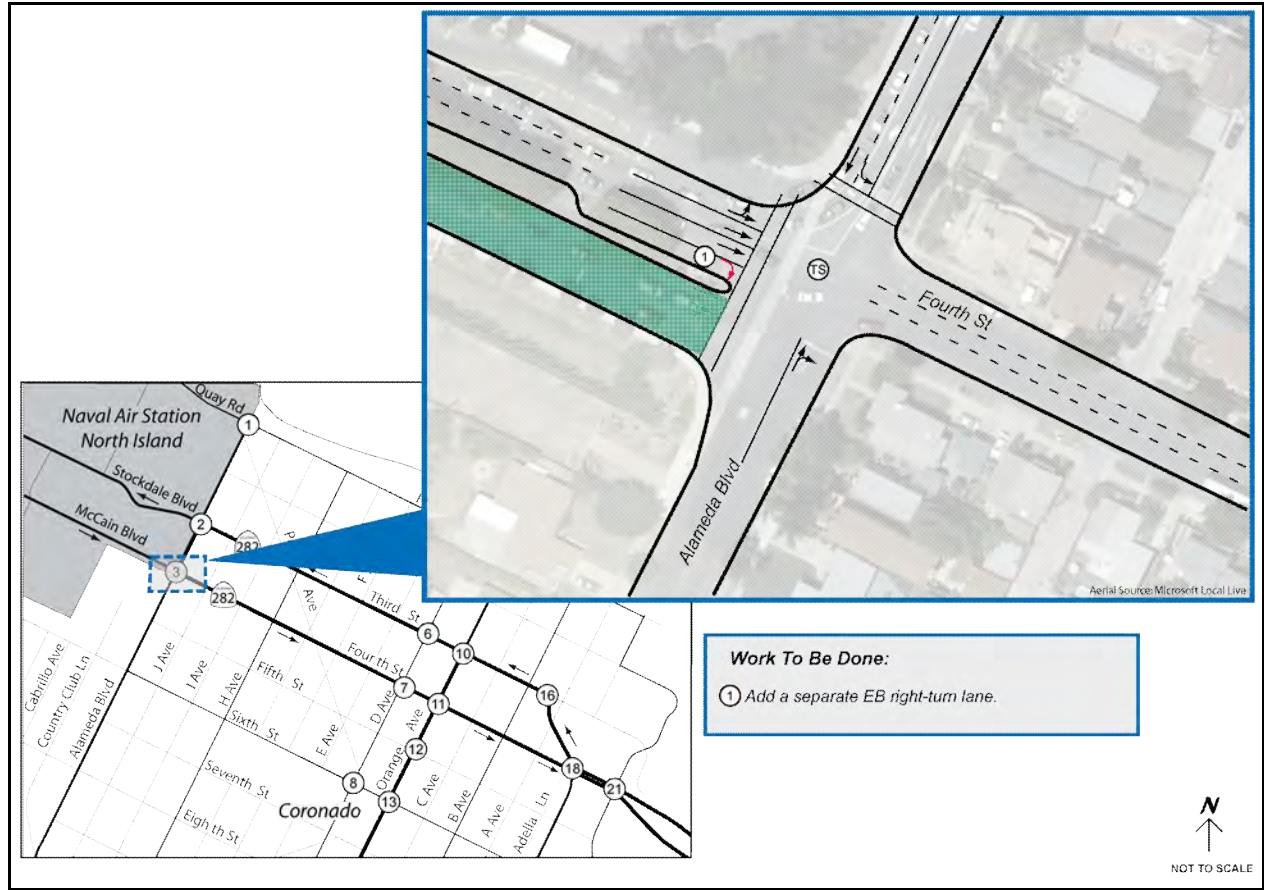
Figure E-4 Conceptual Mitigation at First St & Alameda Blvd



Fourth Street & Alameda Boulevard

At this location, the improvement would consist of adding an exclusive eastbound right-turn lane along McCain Boulevard for vehicles turning right onto Alameda Boulevard. This improvement would help separate exiting traffic from NASNI and improve the overall traffic flow through this intersection, especially during the p.m. peak-hour. **Figure E-5** shows a conceptual sketch of the improvements at this intersection.

Figure E-5 Conceptual Mitigation at Fourth St & Alameda Blvd



First Street & Orange Avenue (Option 1)

At this location, two options have been provided as mitigation. The first option includes the removal of approximately five metered on-street parking spaces including a commercial loading zone on the south side of First Street just west of the intersection. The commercial loading zone would be relocated west of the existing alley. With the removal of the parking spaces, an exclusive right-turn lane from First Street to Orange Avenue would be re-striped. **Figure E-6** shows a conceptual sketch of the improvements at this intersection.

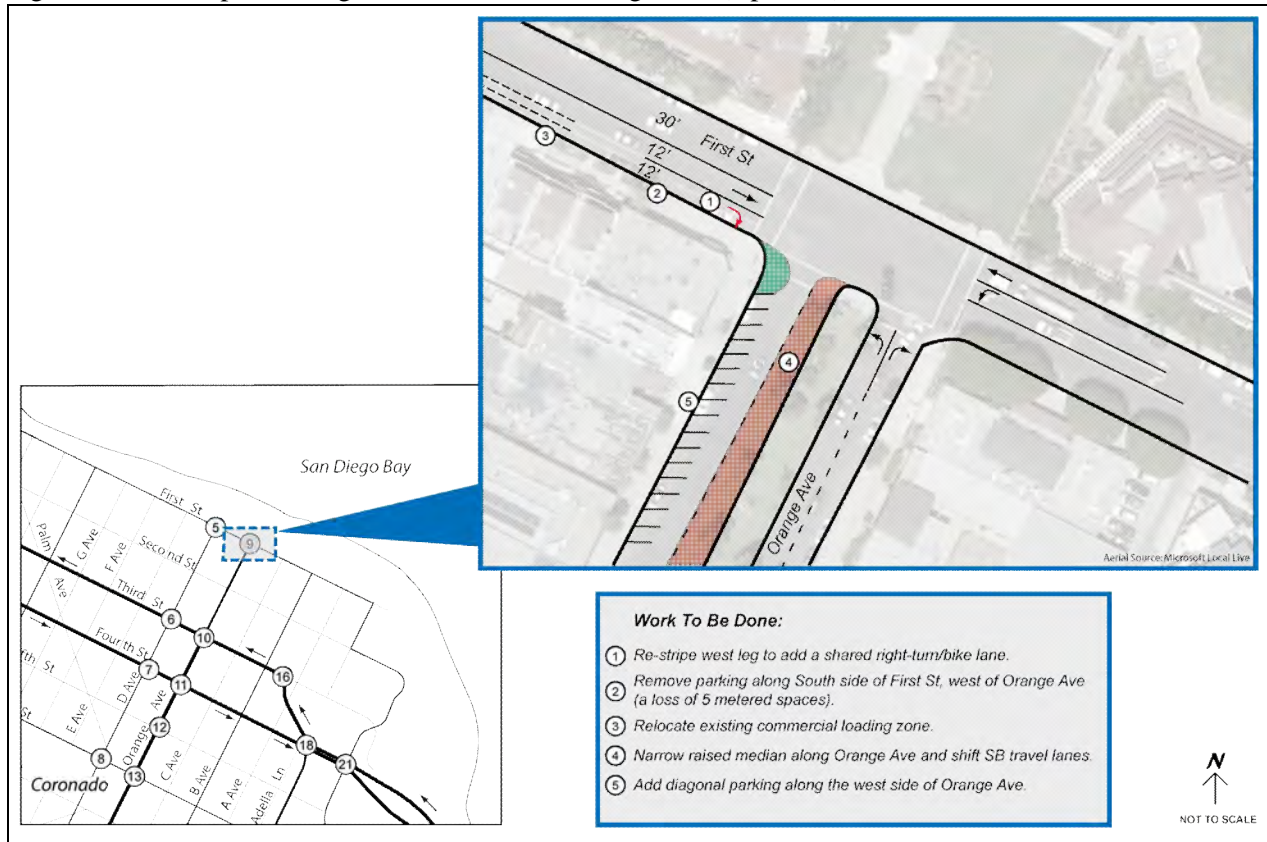
Figure E-6 Conceptual Mitigation at First St & Orange Ave (Option 1)



First Street & Orange Avenue (Option 2)

The second option is very similar to the first option, but includes a larger curb return radius to accommodate the larger trucks turning right onto Orange Avenue from First Street. In addition, approximately 40 diagonal parking stalls along the west side of Orange Avenue between First Street and Second Street would be provided, which creates a net increase of approximately 10 to 15 parking spaces. In order to accommodate the diagonal parking spaces, approximately 12 feet of the existing landscaped median would need to be removed. **Figure E-7** shows a conceptual sketch of the improvements at this intersection.

Figure E-7 Conceptual Mitigation at First St & Orange Ave (Option 2)



Third Street & Orange Avenue

At this location, the improvement would consist of adding a second westbound left-turn lane from Third Street to Orange Avenue. In order for this to occur, Third Street would need to be widened to the south and would require ROW acquisition. In addition, the center median along Orange Avenue would be trimmed to accommodate the turns from the addition of the second left-turn lane. **Figure E-8** shows a conceptual sketch of the improvements at this intersection.

Figure E-8 Conceptual Mitigation at Third St & Orange Ave



Fourth Street & Orange Avenue (Option 1)

At this location, two options have been provided as mitigation. The first option consists of adding a third southbound left-turn lane from Orange Avenue to Fourth Street. In order to accomplish this mitigation, approximately 12 feet of the existing landscaped median would need to be removed to accommodate the left-turn lane. Field work indicated that no major utilities would need to be relocated and no ROW acquisition would be required. **Figure E-9** shows a conceptual sketch of the improvements at this intersection.

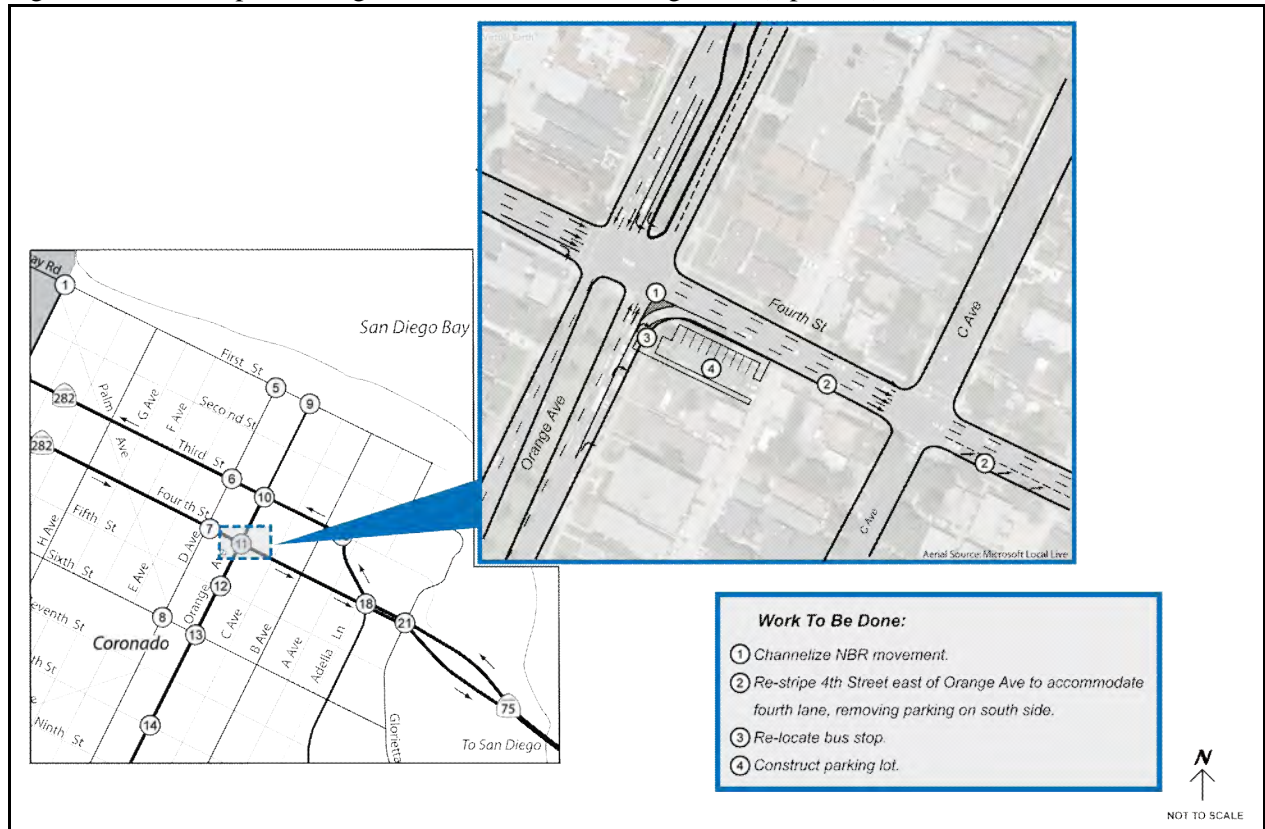
Figure E-9 Conceptual Mitigation at Fourth St & Orange Ave (Option 1)



Fourth Street & Orange Avenue (Option 2)

The second option consists of channelizing the northbound right-turn movement from Orange Avenue to Fourth Street, which would require ROW acquisition of the property located at the southeast corner of the intersection. This mitigation would allow vehicles in this movement to get through the intersection without stopping, resulting in fewer delays. To accommodate this mitigation, approximately 14 parking spaces on the south side of Fourth Street between Orange Avenue and C Avenue would be removed to allow for the fourth lane (an acceleration lane on Fourth Street). This parking could be replaced by constructing a surface lot on the acquired property. In addition, the existing MTS bus stop would have to be relocated. **Figure E-10** shows a conceptual sketch of the improvements at this intersection.

Figure E-10 Conceptual Mitigation at Fourth St & Orange Ave (Option 2)



Summary

This report summarizes the transportation analyses of the three CVNs with staggered work hours on surrounding streets and intersections. Background traffic conditions have been updated to reflect 2007 conditions and updated projections of future traffic conditions, as compared to those conditions assessed in the 1999 FEIS. In addition, the study area has been expanded to more comprehensively assess potential impacts. This study quantitatively addresses the results of having three CVNs in port with staggered work hours. As a result of these updated assumptions and conditions, potential improvements have been identified and recommended for five locations within the study area. These options do not include grade separation or tunnels in the Third Street/Fourth Street corridor.

1.0 INTRODUCTION

This study evaluates the traffic conditions within the study area when a minimum of one and a maximum of three homeported Carrier Vessel Nuclear (CVNs) are present at Naval Air Station North Island (NASNI). Over the past 30 years NASNI has been the homeport to three aircraft carriers. From 1978 until 1992, three conventionally-powered carriers (CVs) were homeported at NASNI. As part of the 1993 Base Realignment and Closure (BRAC) action, a CVN was realigned from Naval Air Station (NAS) Alameda to NASNI. However, the CVN did not arrive until 1998. From 1998 until 2005, three aircraft carriers (including both CVs and CVNs) were homeported at NASNI. During 2006 and 2007, two CVNs have been homeported at NASNI.

Project Description

The Department of Navy (DON) is preparing a Supplemental Environmental Impact Statement (SEIS) to the Final Environmental Impact Statement (*1999 FEIS*) for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet project. The Record Of Decision (ROD) for the *1999 FEIS* dated February 8, 2000 selected the creation of two additional home porting capacities at NASNI to accommodate a total of three CVNs. Under the 2000 ROD, three CVNs were approved for home port at NASNI. Currently, there are two homeported CVNs at NASNI, including the USS NIMITZ and the USS RONALD REAGAN. The DON announced on March 10, 2007 that the USS CARL VINSON will return to the West Coast and likely to NASNI in early 2010.

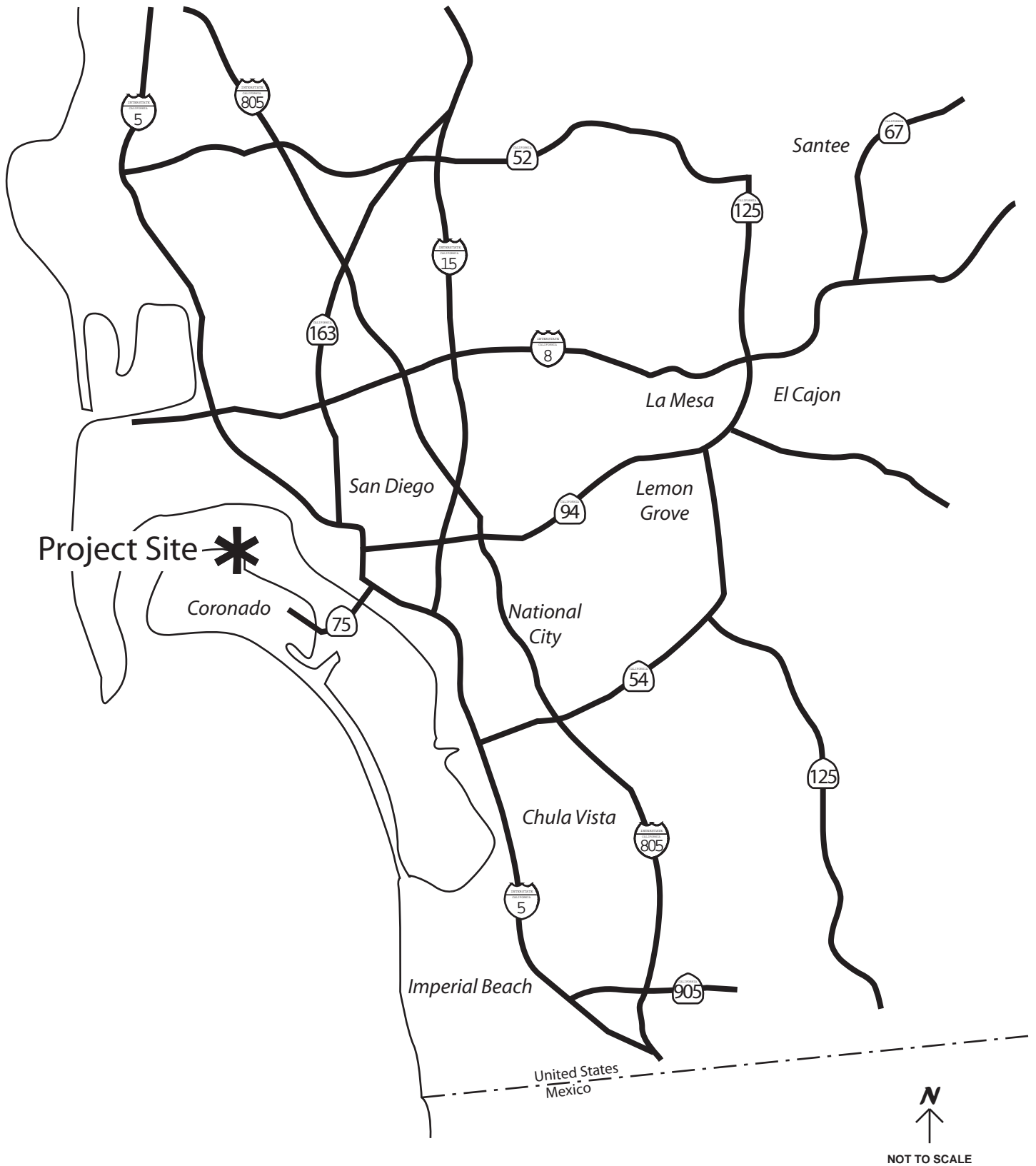
The purpose of this traffic study is to supplement the traffic analysis contained in the *1999 FEIS* as traffic conditions have substantially changed in the City of Coronado since approval of the ROD in 2000. Therefore, this study assesses new information, validates impacts to traffic, and analyzes the effectiveness of traffic mitigation measures implemented under the 2000 ROD when three NASNI homeported CVNs were simultaneously in port. Mitigation measures were identified in the 2000 ROD and included: staggering work hours, encouraging carpools and vanpools, and subsidizing the use of public transportation by military personnel and civilian employees.

Throughout this study, discussion and analyses related to no staggered work hours while two and three CVNs are in port have been included for comparison purposes only. This condition does not exist and would not exist pursuant to the mitigation measures required in the 2000 ROD. Potential improvements to locations that would operate at a deficient level of service (LOS) E or F have been proposed for the condition with three CVNs in port and with staggered work hours.

Project Location/Access

NASNI is located on the northwestern end of Coronado Island in San Diego Bay and is a few miles from downtown San Diego. NASNI is one of seven Navy facilities as part of Naval Base Coronado (NBC) in southwest California. NBC has a large presence within the City of Coronado, with three military facilities that include NASNI, Naval Amphibious Base (NAB) Coronado, located on the northern portion of the Silver Strand, and Silver Strand Training Complex (SSTC), or formerly known as the Naval Radio Receiving Facility (NRRF), located on the south portion of the Silver Strand. **Figure 1-1** depicts the location of the project in a regional context. **Figure 1-2** shows the locations of the NBC facilities within the City of Coronado. This figure also depicts the state highways serving Coronado along with the post mile stations that Caltrans uses to identify locations along their state highways.

CVN SEIS Traffic Study



CVN SEIS Traffic Study

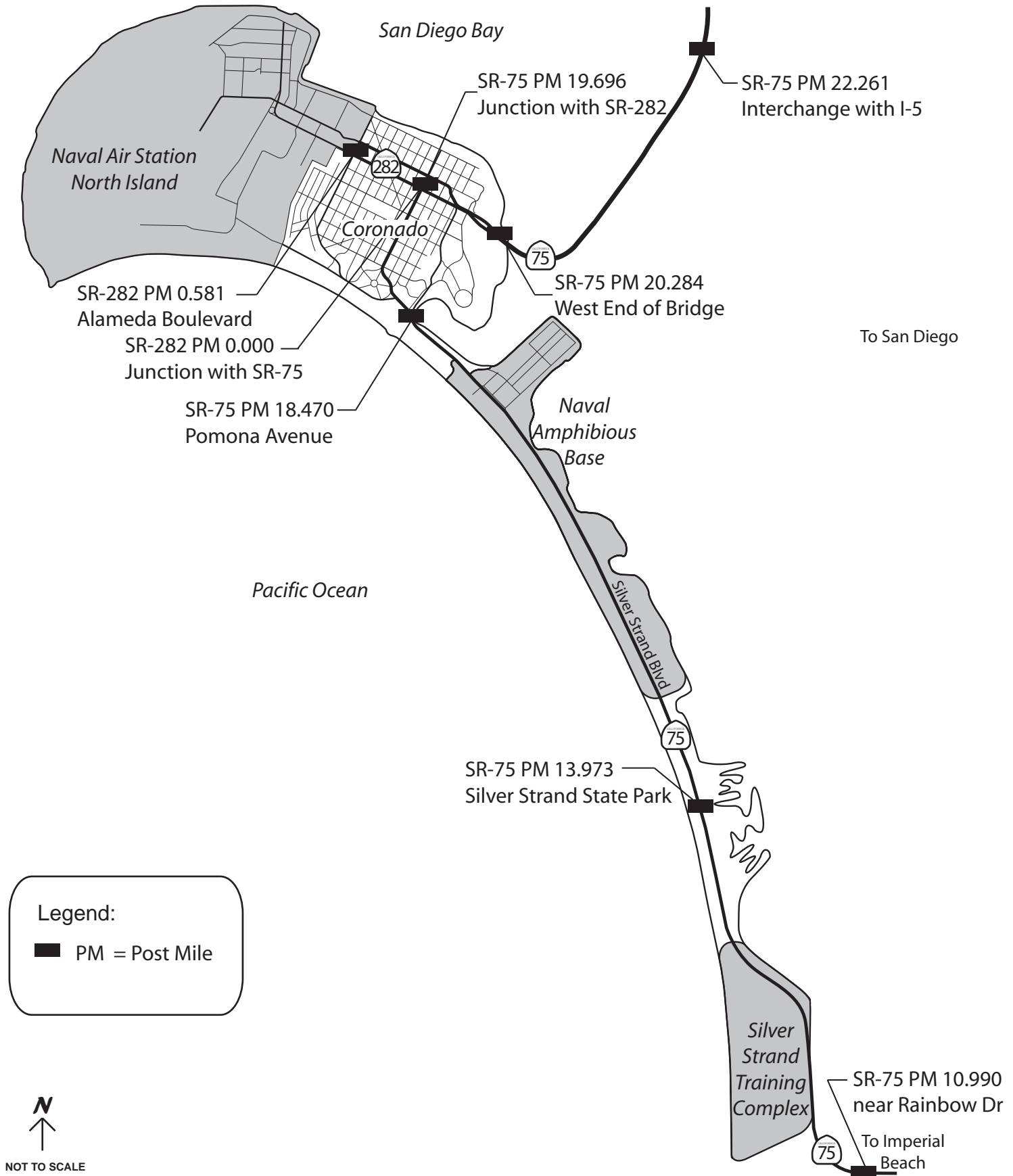


FIGURE 1-2

Four military gates control the traffic access onto the base, which are all located off Alameda Boulevard. Starting from the south, the four gates include: Ocean Boulevard, Fourth Street (exiting traffic only), Third Street (entering traffic only), and First Street. It should be noted that the Main Gate at Third Street/Fourth Street has been recently reconfigured and opened for military use on July 9, 2007.

Analysis Scenarios

The following three scenarios were analyzed as part of this study:

Existing Conditions (2007)

- Existing Conditions: Represents the traffic conditions during the summer when one homeported carrier was present (USS RONALD REAGAN). The second homeported carrier (USS NIMITZ) was on deployment and did not return until after the traffic counts were completed. At the time of the counts, the USS RONALD REAGAN was undergoing a major overhaul, consisting of over 2,300 contractors providing service on the carrier. In addition, the Main Gate at NASNI has been reconfigured for entering traffic at Third Street and exiting traffic at Fourth Street. It should be noted that traffic counts collected when one carrier was in port were adjusted using trip generation formulas to forecast traffic volumes when two or three carriers are in port (with and without staggering work hours).

Near Term (2015)

- Near Term Conditions: Represents the traffic conditions of the street network assumed to be in place by 2015, which is generally the same as Existing Conditions. At any given time, the number of carriers present at NASNI will fluctuate depending on the deployment schedule. As such, four traffic scenarios were developed with the various CVNs in port:
 - One homeported CVN in port
 - Two homeported CVNs in port (no staggered work hours)
 - Three homeported CVNs in port (no staggered work hours)
 - Three homeported CVNs in port (with staggered work hours)

Horizon Year (2030)

- Horizon Year Conditions: Represents the traffic conditions of the street network assumed to be in place by 2030, which is generally the same as under Existing Conditions and consistent with the City's adopted community plan. Similar to the Near Term conditions, four traffic scenarios were developed with the various CVNs in port:
 - One homeported CVN in port
 - Two homeported CVNs in port (no staggered work hours)
 - Three homeported CVNs in port (no staggered work hours)
 - Three homeported CVNs in port (with staggered work hours)

2.0 METHODOLOGY

The following section describes the methodology used to estimate the traffic resulting from a CVN in port, forecast traffic volumes in the study area, determine study intersections, complete the analysis process, and determine significant impacts.

CVN Traffic

The following section describes the traffic related to a CVN including the estimated trip generation, distribution, and assignment for Existing, Near Term (Year 2015), and Horizon Year (Year 2030) scenarios.

Trip Generation

The daily trip generation for a CVN published in the *1999 FEIS* was 1.47 trips per person. Subsequent to the *1999 FEIS*, additional traffic data was collected in May and August 2002 at NASNI during periods with one, two, and three carriers in port. This data includes all traffic (cars and trucks) for the base and is documented in the September 4, 2002 Memorandum for the Record (Beaman 2002). The following averages were obtained for the various numbers of carriers in port:

- One carrier – 37,548 ADT
- Two carriers – 42,692 ADT
- Three carriers – 47,158 ADT

The difference in daily trips between one and three carriers (47,158 ADT – 37,548 ADT) resulted in 9,610 ADT. This value was divided by 2 to determine the average ADT per carrier, which resulted in 4,805 ADT per carrier. With a population of 3,217 personnel for each CVN, this resulted in a trip rate of 1.49 trips per person.

As a conservative estimate when compared to the rate of 1.47 trips per person used in the *1999 FEIS*, the trip rate of 1.49 trips per person was used for the estimation of daily traffic generated for each CVN in port at NASNI.

Peak hour traffic for a carrier was estimated on the likely arrival and departure of workers assigned to a CVN. The data and assumptions used to generate CVN traffic is shown in **Table 2-1**. In general, the 3,217 personnel corresponding to a 100 percent manning level for a CVN was converted to a total of 1,392 vehicle trips during the peak periods. As shown in the table, each CVN would be estimated to generate a total of 4,793 ADT including 1,392 (1,265 in, 127 out) a.m. peak-hour trips and 1,392 (127 in, 1,265 out) p.m. peak-hour trips.

Figure 2-1 illustrates the distribution of carrier traffic over a typical 24-hour period on a weekday if work hours are not staggered. As shown in the figure, two large peaks would occur during the morning and afternoon peak period, which assume a start time of 7:00 a.m. In the morning peak, approximately 4,200 vehicles would arrive at NASNI between 5:30 a.m. and 6:30 a.m. in order to get a parking space prior to reporting to duty at 7:00 a.m. In the afternoon peak, the same 4,200 vehicles would leave NASNI between 2:30 p.m. and 3:30 p.m. During the remaining hours of the day, traffic would be significantly less.

TABLE 2-1
TRIP GENERATION FOR CVN CARRIER

Consideration	Factor	Number
100% manning level for a carrier ¹		3,217
Current manning levels ²	0.90	2,895
Less E1 -E3 staff living on-ship/on-base ³	-833	2,062
Duty section (less 20%) ⁴	0.80	1,650
Personnel assigned off-ship TAD, training, leave (less 10%)	0.90	1,485
Personnel using transit (2%) ⁵	0.02	30
Total commute trips using auto		1,455
Average persons per vehicle (commute trip) ⁶	1.15	1,265
Trips in non-peak direction ⁷	0.10	127
Total peak hour trips ⁸		1,392
Daily trips ⁹	1.49	4,793
Percent of daily trips associated with a carrier in each peak hour ¹⁰		29.0%

Notes:

¹ Indicates complement of crew in fully manned condition.

² Manning levels according to the Navy Master Plan (NMP) are approximately 2,800. A 10% reduction was applied to reflect unfilled billets that are typical.

³ The NMP states that 1,041 sailors are E3 and below. The NMP and statistical analysis indicates that 80% of the E3 and below are unmarried without dependents, resulting in 833 sailors. These sailors will be billeted on the ship or in on-base housing.

⁴ Five duty sections are assumed, with 20% of the crew in each duty section. Personnel on duty section are required to stay on ship to provide routine maintenance and security for the carrier; consequently, they do not commute in the peak hour.

⁵ Transit mode split including bus and ferry riders. Rate is based on service provided to base and overall base modal split.

⁶ Persons per vehicle reflect carpooling and vanpooling activity. Rate reflects past performance at NASNI.

⁷ Trips in non-peak direction refers to outbound trips in the morning peak hour and inbound trips in the afternoon peak hour.

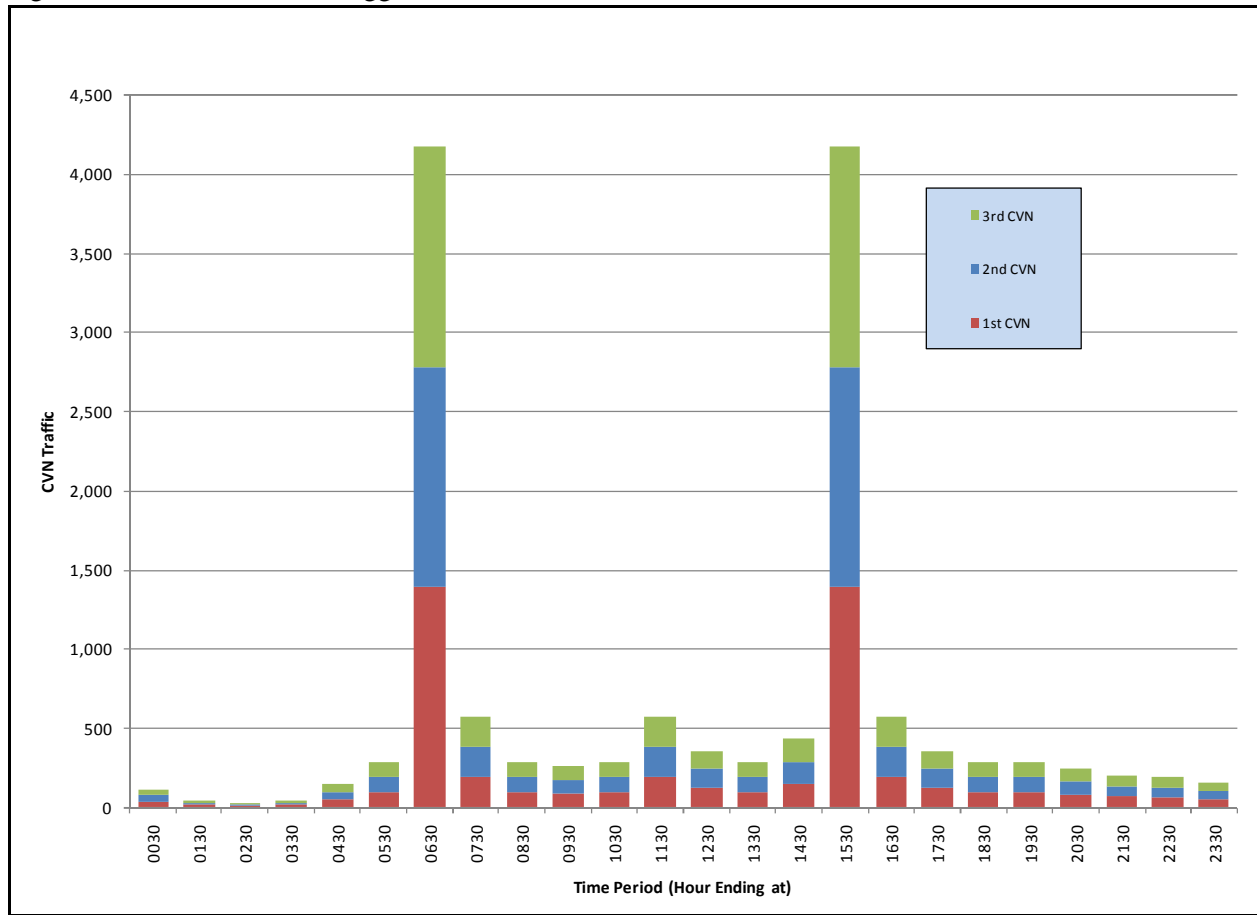
⁸ Total peak hour trips refers to both inbound and outbound trips in the highest morning peak hour and the highest afternoon peak hour.

⁹ Daily trips are based on the daily trip rate observed for NASNI when 1, 2 and 3 carriers were present at the base, based on the September 4, 2002 Memorandum for the Record (Beaman 2002). Daily trips are computed by multiplying the rate times the number 100% manning level of the carrier.

¹⁰ Reflects the percentage of the total daily traffic associated with a carrier that occurs in the highest morning peak hour and the highest afternoon peak hour. Other trips relate to personal off-duty trips, deliveries, maintenance, visitors, and recreational trips.

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Figure 2-1 Effects of Non-Staggered Work Hours with Three CVNs in Port



In the 2000 ROD (associated with the 1999 FEIS), the DON agreed to provide staggered work start times when three carriers are in port simultaneously. The DON has indicated that they have and intend to continue staggering work start times at 6:00 a.m., 7:00 a.m., and 8:00 a.m. when three carriers are simultaneously in port. **Figure 2-2** shows how the staggering of start times reduces the severity of the peak one hour traffic volumes for inbound and outbound traffic. As shown in the figure, the traffic volumes during the peak-hour in the morning and afternoon peak is reduced to approximately 1,700 vehicles in the one-hour period. With the staggered work hours, it has a dramatic influence on the peak one-hour period by reducing the traffic volumes, but it would extend the peak hour traffic to a three-hour period.

Figure 2-2 Effects of Staggered Work Hours with Three CVNs in Port

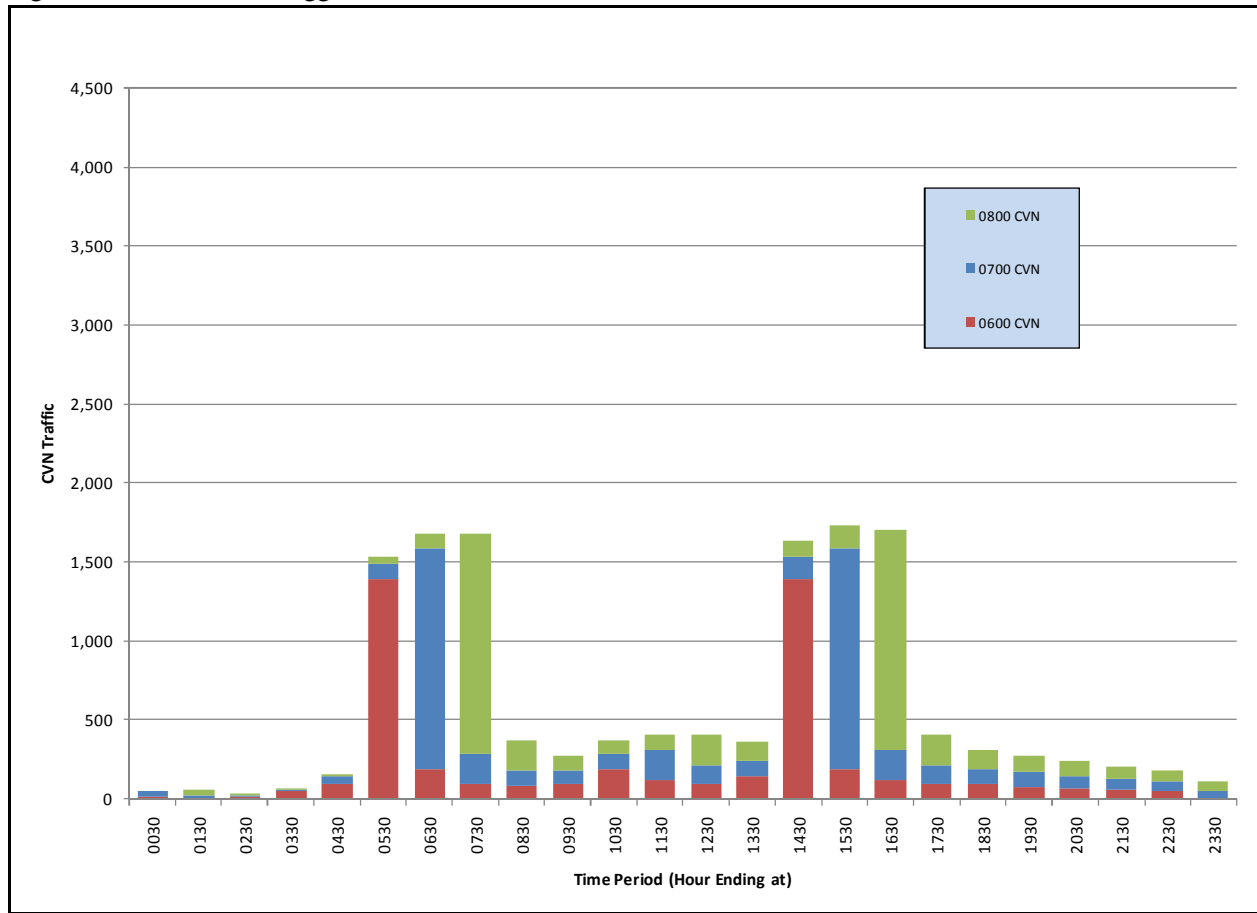


Table 2-2 shows the resulting daily and peak hour traffic generation for four different levels of CVN activity. The first line illustrates the trip generation associated with one carrier in port. The second line illustrates the trip generation associated with 2 CVNs, both starting the work day at the same time. The third line shows the trip generation associated with three CVNs, all starting their work day at the same time. The final line shows the trip generation of three CVNs, with start times at 6:00 a.m., 7:00 a.m. and 8:00 a.m. This illustrates, as does Figure 2-2, the effectiveness of staggering work start times in reducing the traffic added to the single highest morning and afternoon peak hour.

TABLE 2-2
INCREMENT OF TRAFFIC ADDED

Scenario	Total Traffic			Traffic Added to 1 CVN Condition		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
1 CVN	1,392	1,392	4,793	n/a	n/a	n/a
2nd CVN	2,784	2,784	9,586	1,392	1,392	4,793
3rd CVN	4,176	4,176	14,379	2,784	2,784	9,586
3rd CVN (with staggered work start times)	1,679	1,727	14,379	287	335	9,586

Notes:

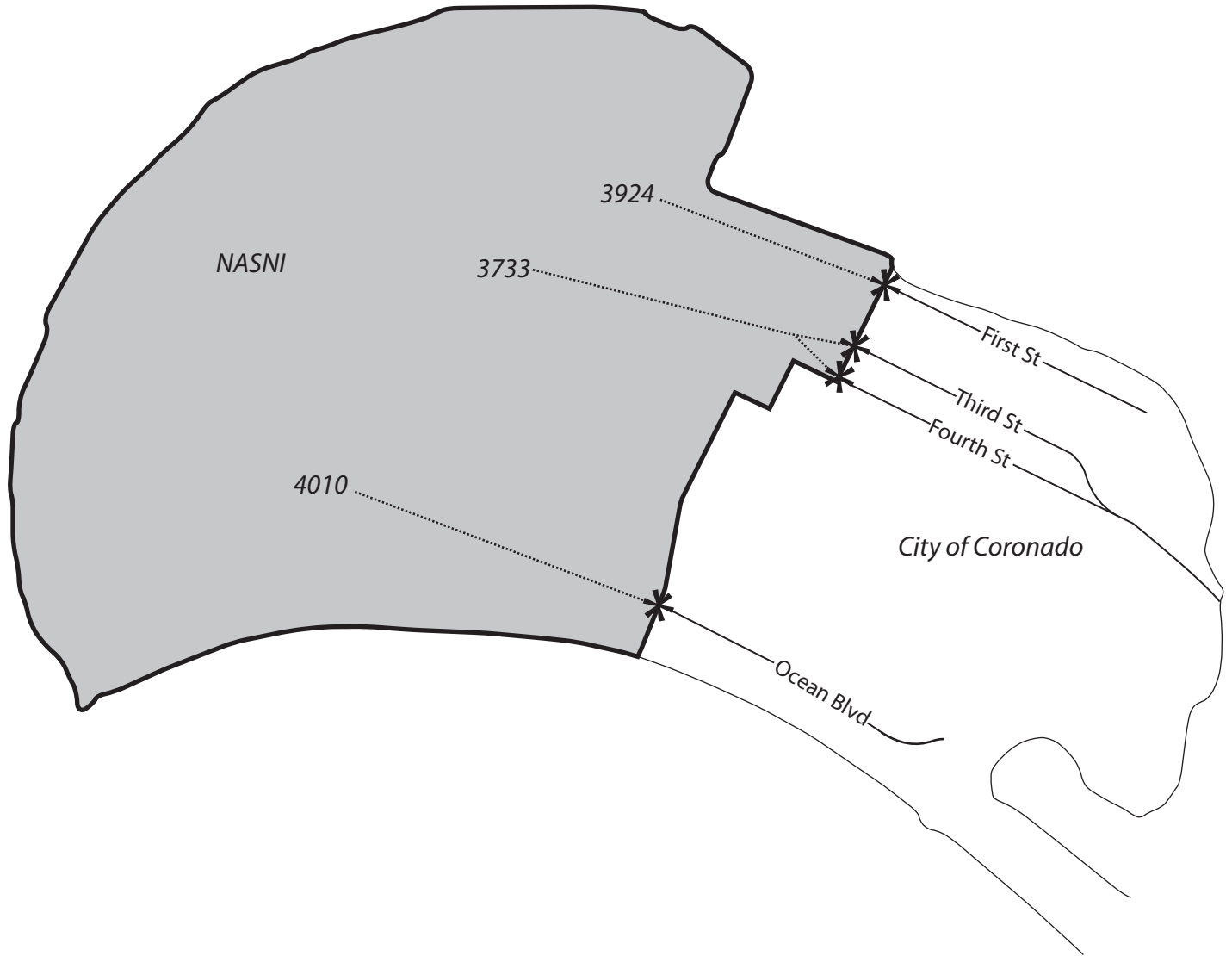
The first three scenarios (1 CVN, 2nd CVN, and 3rd CVN) assume no staggered work hours and all personnel start at 7:00 a.m. The last scenario (3rd CVN with staggered work start times) assumes staggered work hours with personnel starting at 6:00 a.m., 7:00 a.m. and 8:00 a.m.

Trip Distribution

The trip distribution for traffic related to a CVN entering and exiting the City of Coronado is primarily based on the 2030 San Diego Association of Governments (SANDAG) Series 10 forecast. The Series 11 forecast was not used for regional trip distribution (percentage of trips entering/exiting Coronado via the San Diego-Coronado Bridge or via Silver Strand Boulevard) since it assumed a higher percentage of traffic being captured internally within Coronado. Field observations confirmed that only a small percentage of NASNI vehicles originated from within Coronado and the majority of the NASNI vehicles left Coronado during the afternoon peak period. However, it should be noted that the Series 11 forecast, dated October 25, 2007, was used in determining the growth at intersections and roadway segments in the study area.

The traffic model divides the county into traffic analysis zones (TAZs). NASNI is comprised of three TAZs: 3733, 3924, and 4010. A TAZ is a grouping of land uses/trips and is generally divided along existing roadways or natural features such as streams, oceans, dams, etc. Each of the TAZs for NASNI generally represents the access points onto NASNI (i.e., Ocean Boulevard Gate, Third Street/Fourth Street Gate, and First Street Gate). **Figure 2-3** shows the TAZs for NASNI and the loadings at the NASNI gates.

CVN SEIS Traffic Study



Legend:
 TAZ Number - XXXX
 Gate Location - *

N
 ↑
 NOT TO SCALE

The following lists show the general trip distribution to and from NASNI, which will be used for Existing, Near Term, and Horizon Year scenarios:

- 77 percent to/from the San Diego-Coronado Bridge
- 5 percent to/from the Silver Strand Boulevard
- 18 percent internal to Coronado

For the trip distribution at the NASNI gates, the following list shows the distribution:

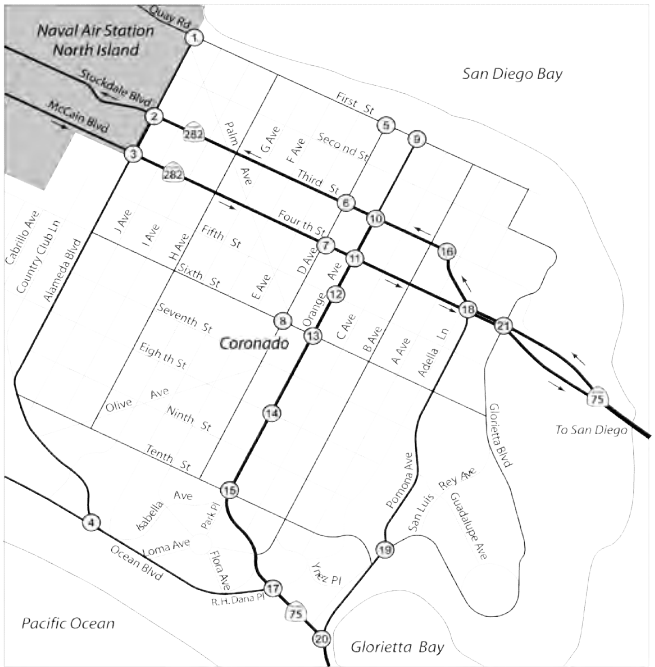
- 5 percent to/from Ocean Boulevard Gate
- 70 percent to Third Street Gate / 70 percent from Fourth Street Gate
- 25 percent to/from First Street Gate

Figures 2-4 to 2-4.1 and 2-5 illustrate the CVN trip distribution at the study intersections and roadway segments, respectively.

Trip Assignment

Based on the trip distribution, a.m. and p.m. peak-hour trips were assigned to the local roadway network and through the study intersections. **Figures 2-6 to 2-6.1 and 2-7** illustrate the CVN trip assignment at the study intersections and roadway segments, respectively.

CVN SEIS Traffic Study

1 <div>↑ 15%</div> <div>Quay Rd</div> <div>First St</div> <div>(15%) ↓ (10%) ↓</div> <div>Alameda Blvd</div> <div>10% ↓</div>	2 <div>↑ 1% ↓ (9%)</div> <div>Alameda Blvd</div> <div>Stockdale Blvd</div> <div>Third St</div> <div>4% ↓ 2% / (1%) ↓</div>	3 <div>↑ (2%) ↓ (7%)</div> <div>Alameda Blvd</div> <div>McCain Blvd</div> <div>Fourth St</div> <div>(1%) ↓ (65%) ↓ (4%) ↓</div> <div>6% ↓</div>	4 <div>↑ 5%</div> <div>Alameda Blvd</div> <div>Ocean Blvd</div> <div>(5%) ↓</div>
5 <div>↑ 15%</div> <div>Residential Dwy</div> <div>First St</div> <div>(15%) ↓</div> <div>D Ave</div>	6 <div>↑ 67%</div> <div>D Ave</div> <div>Third St</div> <div>2% ↓</div>	7 <div>↑</div> <div>D Ave</div> <div>Fourth St</div> <div>(70%) ↓ (2%) ↓</div> <div>2% ↓</div>	8 <div>↑ 2%</div> <div>D Ave</div> <div>Sixth St</div> <div>(2%) ↓</div> <div>D Ave</div>
9 <div>↑ 1% ↓ 1%</div> <div>First St</div> <div>(1%) ↓ (14%) ↓</div> <div>Orange Ave</div> <div>14% ↓ (1%) ↓</div>	10 <div>↑ 1% ↓ (14%)</div> <div>Orange Ave</div> <div>Third St</div> <div>13% ↓ 57% ↓ 4% ↓</div> <div>9% ↓ 1% / (1%) ↓</div>	11 <div>↑ 4% / (1%) ↓ (13%)</div> <div>Orange Ave</div> <div>Fourth St</div> <div>(1%) ↓ (60%) ↓ (9%) ↓</div> <div>10% ↓ (3%) ↓</div>	12 <div>↑ 4% / (10%)</div> <div>Orange Ave</div> <div>Fifth St</div> <div>10% ↓ (3%) ↓</div>
13 <div>↑ 4% / (5%) ↓ (5%)</div> <div>Orange Ave</div> <div>Sixth St</div> <div>(2%) ↓</div> <div>2% ↓ 5% / (3%) ↓</div>			

Legend

X% / (Y%) = IN / OUT PERCENT DISTRIBUTION



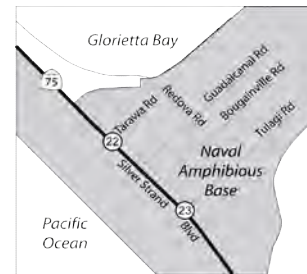
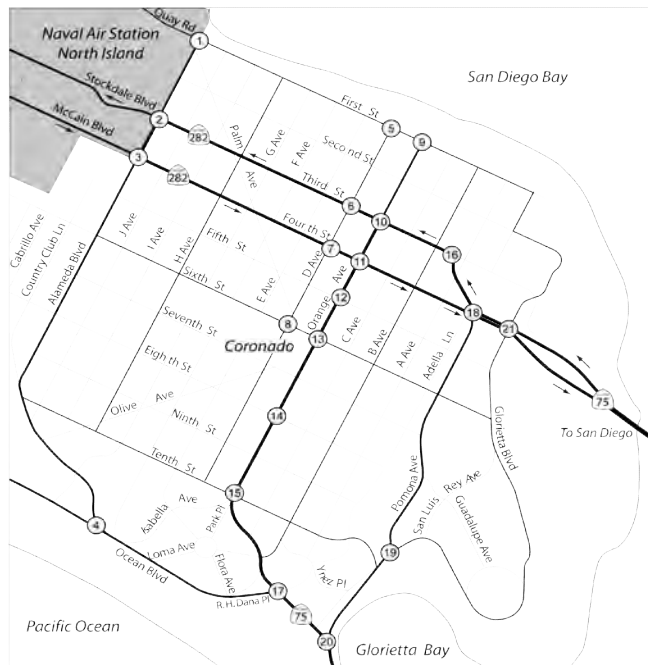
NOT TO SCALE

FIGURE 2-4

CVN Trip Distribution - Study Intersections

CVN SEIS Traffic Study

14	Orange Ave ↔ 4% / (7%) ↔	Eighth St ↔ 7% / (3%)	15	Orange Ave ↔ 4% / (4%) ↔ (3%)	Tenth St ↔ 4%	16	Third St ↔ Pomona Ave 74%	17	Orange Ave ↔ (4%) ↔ R.H. Dana Pl (1%) / (1%) ↔	Adella Ave ↔ 1% / 4%
18	Pomona Ave ↔ 74% ↔ (76%)	Fourth St ↔	19	Pomona Blvd ↔ (1%)	Glorietta Blvd ↔	20	Orange Ave ↔ (5%) ↔ Silver Strand Blvd 5%	21	Glorietta Blvd ↔ (76%) ↔ Glorietta Blvd (1%)	Fourth St ↔ 3% / 74% ↔ (1%)
22	Silver Strand Blvd ↔ (5%) ↔	Tarawa Rd ↔ 5%	23	Silver Strand Blvd ↔ (5%) ↔	Tulagi Rd ↔ 5%	24	Cesar E Chavez Pkwy ↔ 1% ↔ Logan Ave 1%	25	NB SR-75 Off-Ramp ↔ (1%) ↔ National Ave	

**Legend**

X% / (Y%) = IN / OUT PERCENT DISTRIBUTION

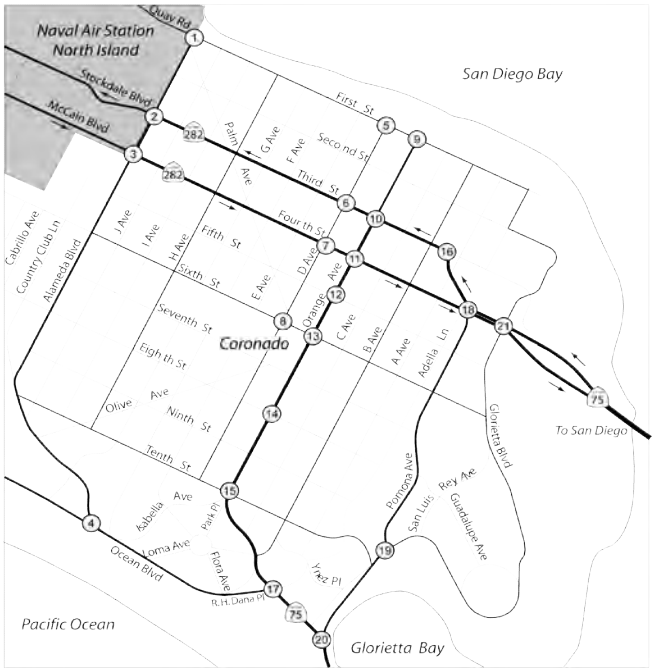


NOT TO SCALE

FIGURE 2-4.1



CVN SEIS Traffic Study

1 <div> <div>Quay Rd</div> <div>First St</div> </div> <div> <div>19 / 190</div> <div>13 / 127</div> </div> <div> <div>Alameda Blvd</div> <div>127 / 13</div> </div>	2 <div> <div>Stockdale Blvd</div> <div>Third St</div> </div> <div> <div>13 / 1</div> <div>11 / 114</div> </div> <div> <div>Alameda Blvd</div> <div>51 / 5</div> <div>822 / 83</div> </div>	3 <div> <div>McCain Blvd</div> <div>Fourth St</div> </div> <div> <div>3 / 25</div> <div>9 / 89</div> </div> <div> <div>Alameda Blvd</div> <div>1 / 13</div> <div>83 / 822</div> <div>5 / 51</div> </div>	4 <div> <div>Alameda Blvd</div> <div>Ocean Blvd</div> </div> <div> <div>63 / 6</div> </div>
5 <div> <div>Residential Dwy</div> <div>First St</div> </div> <div> <div>19 / 190</div> </div> <div> <div>D Ave</div> <div>19 / 190</div> </div>	6 <div> <div>D Ave</div> <div>Third St</div> </div> <div> <div>848 / 85</div> </div> <div> <div>25 / 3</div> </div>	7 <div> <div>D Ave</div> <div>Fourth St</div> </div> <div> <div>89 / 886</div> <div>3 / 25</div> </div> <div> <div>25 / 3</div> </div>	8 <div> <div>D Ave</div> <div>Sixth St</div> </div> <div> <div>25 / 3</div> </div> <div> <div>3 / 25</div> </div>
9 <div> <div>First St</div> </div> <div> <div>13 / 1</div> <div>13 / 1</div> </div> <div> <div>Orange Ave</div> <div>177 / 18</div> <div>1 / 13</div> </div>	10 <div> <div>Orange Ave</div> <div>Third St</div> </div> <div> <div>13 / 1</div> <div>18 / 177</div> </div> <div> <div>164 / 17</div> <div>721 / 72</div> <div>51 / 5</div> </div>	11 <div> <div>Orange Ave</div> <div>Fourth St</div> </div> <div> <div>52 / 18</div> <div>17 / 164</div> </div> <div> <div>1 / 13</div> <div>76 / 759</div> <div>11 / 114</div> </div>	12 <div> <div>Orange Ave</div> <div>Fifth St</div> </div> <div> <div>63 / 132</div> </div> <div> <div>130 / 51</div> </div>
13 <div> <div>Orange Ave</div> <div>Sixth St</div> </div> <div> <div>57 / 68</div> <div>6 / 63</div> </div> <div> <div>3 / 25</div> </div>			

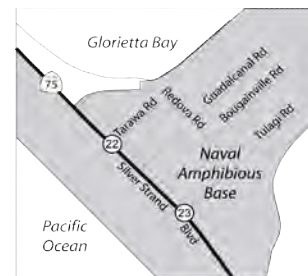
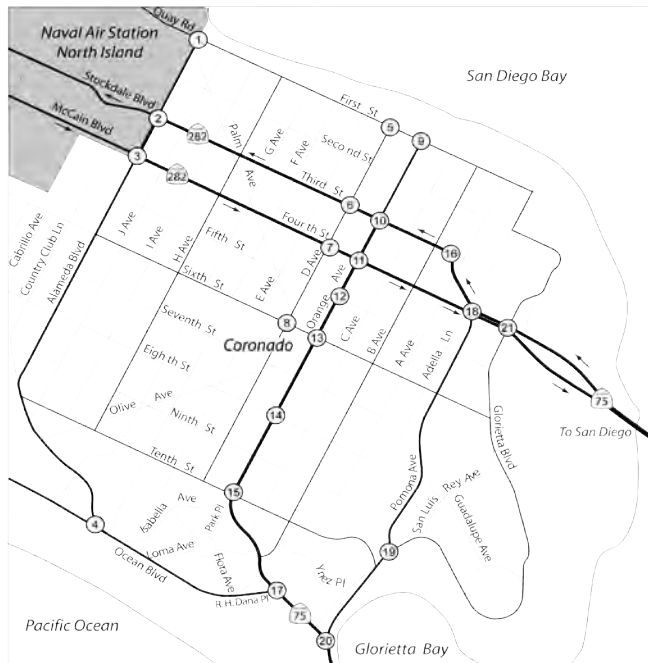
LegendX / Y = AM / PM PEAK HOUR
TURNING VOLUMES

FIGURE 2-6

CVN Trip Assignment - Study Intersections

CVN SEIS Traffic Study

14	59 / 94 Orange Ave Eighth St 92 / 47	15	51 / 5 5 / 51 Orange Ave Tenth St 4 / 38 51 / 5	16	Third St Pomona Ave 936 / 94	17	5 / 51 Orange Ave R.H. Dana Pl Adella Ave 1 / 13 1 / 13 13 / 1 51 / 5
18	Pomona Ave 936 / 94 Fourth St 97 / 961	19	Pomona Blvd Glorietta Blvd 1 / 13	20	6 / 63 Orange Ave Silver Strand Blvd Pomona Ave 63 / 6	21	Glorietta Blvd 38 / 4 936 / 94 Fourth St 97 / 961 1 / 13
22	6 / 63 Silver Strand Blvd Tarawa Rd 63 / 6	23	6 / 63 Silver Strand Blvd Tulagi Rd 63 / 6	24	13 / 1 Cesar E Chavez Pkwy Logan Ave Logan Ave/SB SR-75 On-Ramp 13 / 1	25	1 / 13 1 / 13 NB SR-75 Off-Ramp National Ave

**Legend**

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



FIGURE 2-6.1

CVN SEIS Traffic Study

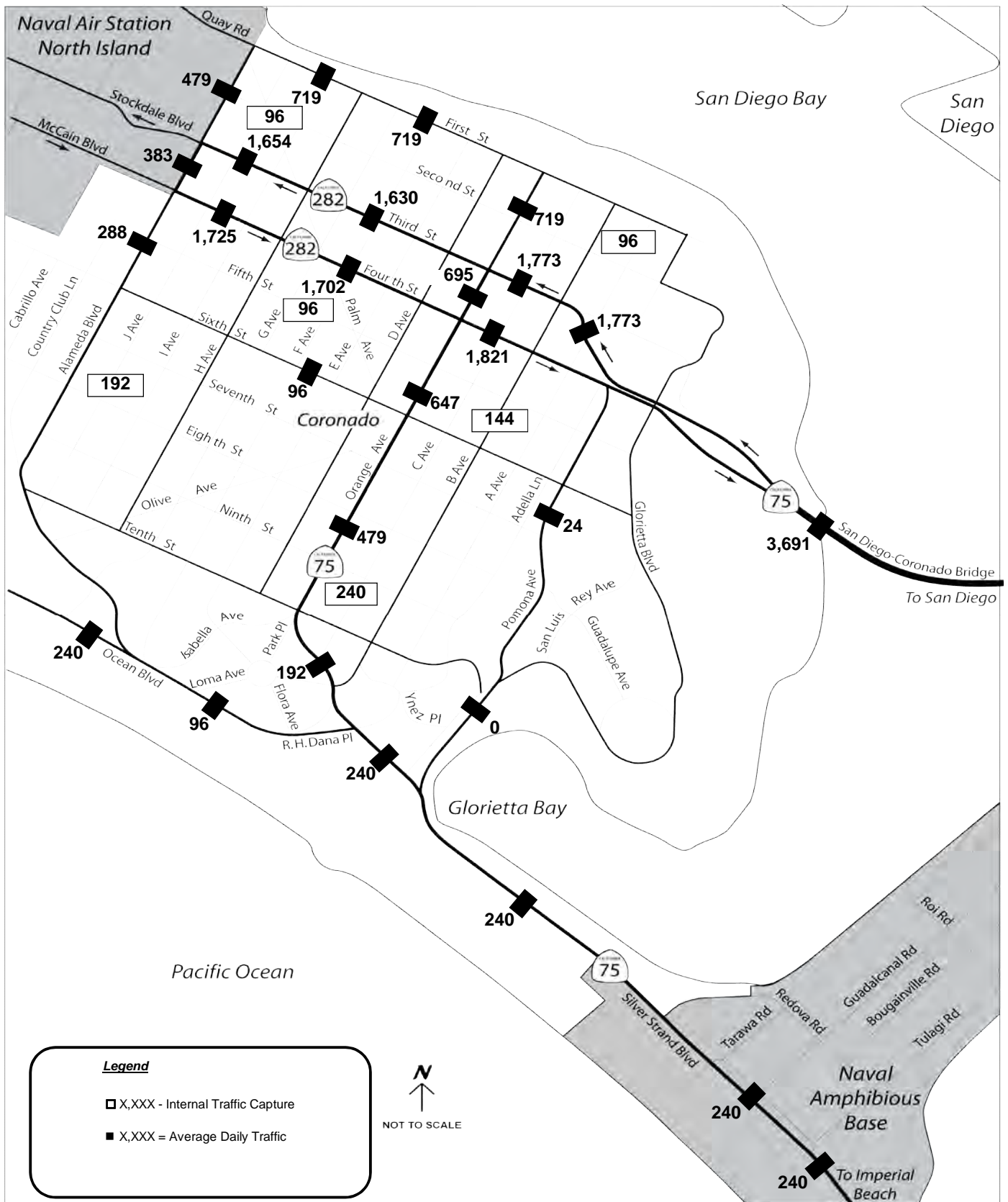


FIGURE 2-7

Forecast Traffic Volumes

In order to estimate the future year 2015 and 2030 traffic volumes in the study area, the Year 2030 traffic forecast was first evaluated. The Year 2015 traffic volumes was linearly interpolated by the difference between Existing and Year 2030 traffic volumes.

Year 2030 Volumes

Year 2030 forecast traffic volumes were developed in a five-step process. First, area wide traffic volumes were developed using the SANDAG regional travel forecast model. The second step involved post model adjustments that were necessary to better reflect conditions on Coronado streets. The third step involved developing peak-hour turning movements at study area intersections. The fourth step involved the generation and assignment of traffic from cumulative development projects (in the City and on NASNI) not specifically included in the regional model. The final step involved adding traffic resulting from a second and third CVN since traffic counts only reflected one CVN in port.

Series 11 Forecast (Step 1)

During the time that this study has been prepared, a newer and updated Series 11 forecast was developed by SANDAG for use in the updated 2030 Regional Transportation Plan (RTP). The SANDAG Board of Directors approved the 2030 RTP on November 30, 2007. Included as part of the 2030 RTP was the regional travel forecast model (Series 11 Regional Growth and Population Forecast, 2007 RTP Network). The Series 11 Regional Growth and Population Forecast was used since it is currently the adopted forecast. One of the major differences between the Series 11 forecast and the Series 10 forecast was the exclusion of a tunnel beneath Third Street/Fourth Street between the San Diego-Coronado Bridge and NASNI. Since the tunnel is not a funded project, it has been removed from the latest Series 11 forecast. **Appendix A** contains a copy of the Series 10 and 11 forecasts.

For the Horizon Year model run, there is the inclusion of Transportation Demand Management (TDM) and Transportation System Management (TSM) measures based on policies contained in the recently approved 2030 RTP. TDM is a term applied to a broad range of strategies primarily intended to reduce the demand of the transportation system. Examples of TDM measures include carpools, vanpools, walking, bicycling, public transportation, telecommuting, and alternative work schedules. TSM is an opportunity to increase the efficiency and safety of the transportation infrastructure without widening streets through innovative technologies and effective prioritization of resource use. A few examples of TSM measures include Intelligent Transportation Systems (ITS) strategies (real-time traffic operations, variable message signs, etc.), interconnecting existing traffic signals, optimizing the signal timings, access management to control access onto major streets, preferential treatment for high occupancy vehicles (HOV), ramp metering, etc.

Post Model Adjustments (Step 2)

Post traffic model adjustments were made to better reflect existing travel patterns on Coronado streets. A review of unadjusted model volumes indicated that certain streets, such as Pomona Avenue are expected to have substantial increases in traffic, while a parallel route, Orange Avenue, is expected to have a decrease in traffic volumes. This occurrence is likely due to the model's inability to assess the effects of various speed control techniques used by the City of Coronado to discourage travel on Pomona Avenue. These techniques include speed humps, heavy police enforcement, and outreach efforts to dissuade NAB

traffic from using this street. To better represent growth on streets within Coronado, volume increases were adjusted using screenline adjustment techniques.

A screenline analysis was performed to determine the growth rate for different areas within the study area, which was applied to determine interim year traffic volumes. A screenline is an imaginary line that is placed in key areas to capture the amount of vehicle trips crossing each respective screenline. The growth rate was calculated by summing the Year 2030 traffic volumes for each screenline location and dividing it by the Existing traffic volumes at the same locations. The calculated growth rate for each respective screenline was applied linearly to the existing traffic volumes to determine the unadjusted Year 2030 traffic volumes (assuming only one CVN in port) along the roadway segments. A screenline was drawn across several roads, which included the following locations:

- Screenline 1: First Street, Third Street, Fourth Street just east of Alameda Boulevard
- Screenline 2: First Street, Third Street, Fourth Street between H Avenue and D Avenue
- Screenline 3: First Street, Third Street, Fourth Street between Orange Avenue and B Avenue
- Screenline 4: Orange Avenue and Pomona Avenue between Fifth Street and Seventh Street
- Screenline 5: Orange Avenue and Pomona Avenue between Eighth Street and Silver Strand Boulevard

Figure 2-8 shows the locations of the screenlines. As shown in the figure, the growth rates ranged between two percent and 11 percent. The average of the screenlines resulted in a growth rate of 8.1 percent. This value was used to determine the traffic volumes for all other locations not included as part of the five screenlines. **Table 2-3** summarizes the growth for each segment contained within each screenline. As shown in the table, several segments resulted in a decrease in traffic volumes, but the average of the segments for each respective screenline resulted in a positive growth value.

Peak-Hour Turning Movement Volumes (Step 3)

To estimate the baseline Year 2030 turning movement volumes at the study intersections, the existing turning movements at each respective study intersection were adjusted based on the baseline Year 2030 ADT volumes along each approach. Each respective movement was derived using an iterative approach that balances the inflows and outflows for each approach. The input values include the existing turning movement volumes and future year peak hour approach and departure volumes along each leg of the intersection. The future peak hour approach volumes was estimated by applying the existing peak-hour factor (K-factor) and directional distributional percentage (D-factor) to the future ADT volumes along each approach. A more detailed description of the methodology used to forecast turning movement volumes is contained in National Cooperative Highway Research Program (NCHRP) 255 Highway Traffic Data for Urbanized Area Project Planning and Design, Chapter 8.

Cumulative Projects (Step 4)

Cumulative projects on NASNI and within the City of Coronado were also taken into account and added to the unadjusted Year 2030 traffic volumes. At the time of this study, two projects have been identified on NASNI, which include the expansion of the Navy Lodge to include 220 additional rooms and the addition of a helicopter squadron to include an additional 200 personnel. The total daily traffic estimated to be generated by these projects is 2,700 ADT. Because of the uncertainty of other potential projects on NASNI and as a conservative estimate, an additional 1,300 ADT was assumed to be included as cumulative traffic for a total of 4,000 ADT.

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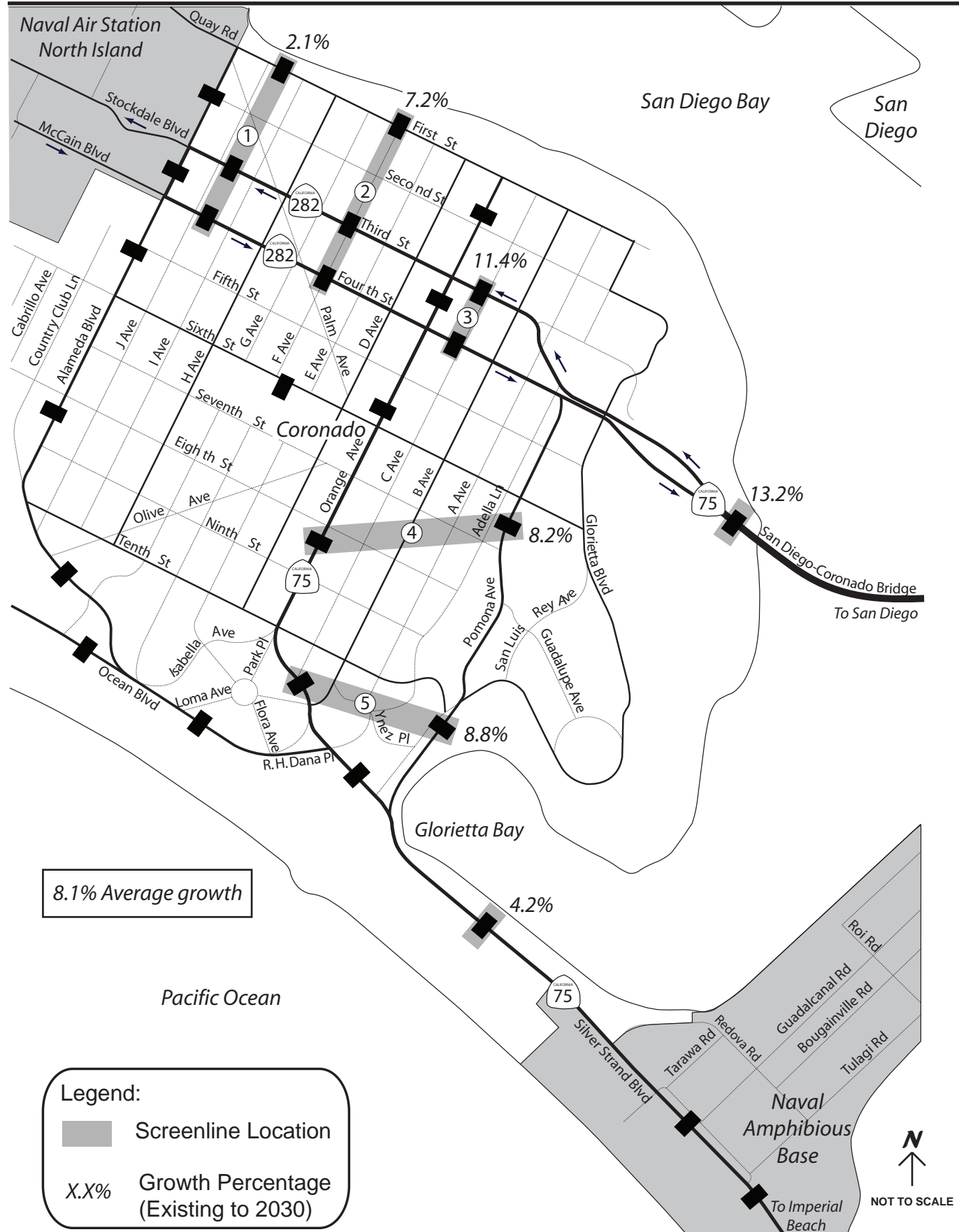


FIGURE 2-8

TABLE 2-3
SCREENLINE ANALYSIS AND
GROWTH PERCENTAGE SUMMARY

ROADWAY SEGMENT	EXISTING ADT	2030 ADT (a)	Change	Growth
Screenline 1				
First St between Alameda Blvd & H Ave	5,833	6,259	426	
Third St between Alameda Blvd & H Ave	15,577	15,306	-271	
Fourth St between Alameda Blvd & H Ave	13,774	14,371	597	
SUM	35,184	35,936		2.1%
Screenline 2				
First St between H Ave & Orange Ave	7,181	4,352	-2,829	
Third St between H Ave & Orange Ave	16,605	19,406	2,801	
Fourth St between H Ave & Orange Ave	15,029	17,849	2,820	
SUM	38,815	41,607		7.2%
Screenline 3				
Third St between Orange Ave and Pomona Ave	35,960	32,971	-2,989	
Fourth St between Orange Ave and Pomona Ave	28,877	39,247	10,370	
SUM	64,837	72,218		11.4%
Screenline 4				
Orange Ave between Sixth St & Tenth St	32,064	24,873	-7,191	
Pomona Ave between Fourth St & Glorietta Blvd	6,107	16,442	10,335	
SUM	38,171	41,315		8.2%
Screenline 5				
Orange Ave between Tenth St & R.H Dana Pl	27,913	27,037	-876	
Pomona Ave between Glorietta Blvd & Silver Strand Blvd	12,786	17,241	4,455	
SUM	40,699	44,278		8.8%
GRAND TOTAL	217,706	235,354		8.1%
(a) 2030 ADT volumes were taken from the SANDAG Series 11 forecast, dated October 25, 2007. The Series 11 forecast was reduced to be similar (1 CVN in port) to the existing counts.				

K:\TPTO\095219011\Excel\May 2008 (off base)\[219011RS01.xls]Screenline Table

Three cumulative projects within the City of Coronado were identified. These projects included the Hotel Del Coronado, Regatta Bay LLC, and Coronado City Views LLC projects. Traffic related to these projects within the City of Coronado resulted in an increase of 2,872 ADT. The total NASNI and City of Coronado cumulative project traffic resulted in a total of 6,872 ADT, which was added to the Year 2030 traffic volumes.

CVN Traffic (Step 5)

Traffic related to the addition of a second and third CVN at NASNI was added to Year 2030 and cumulative traffic volumes at the intersections and roadway segments in the study area since the traffic counts obtained only had one CVN in port.

Year 2015 Volumes

To determine the Year 2015 volumes along the roadway segments in the study area, the calculated growth rate for each screenline location was factored down to account for the smaller incremental growth between Existing and the Year 2015. These growth rates were applied to the Existing volumes along the roadway segments.

The same cumulative project traffic on NASNI and within the City of Coronado was added to the unadjusted Year 2015 traffic volumes, which resulted in an adjusted baseline Year 2015 traffic volumes with one CVN in port.

To estimate the baseline Year 2015 turning movement volumes at the study intersections, the baseline Year 2015 turning movement volumes were interpolated by comparing the Existing and Year 2030 turning movements at each respective location.

Figure 2-9 shows a graphical illustration of how the traffic volumes for the various scenarios were calculated. As shown in the figure, the traffic related to one and two additional CVNs were added to the existing traffic volumes since only one CVN was in port during the time that the counts were obtained. For the future years 2015 and 2030, the background growth was added to the existing traffic volumes with more background growth added in the Year 2030. The same cumulative traffic was added in the Years 2015 and 2030, resulting in an adjusted baseline with one CVN in port.

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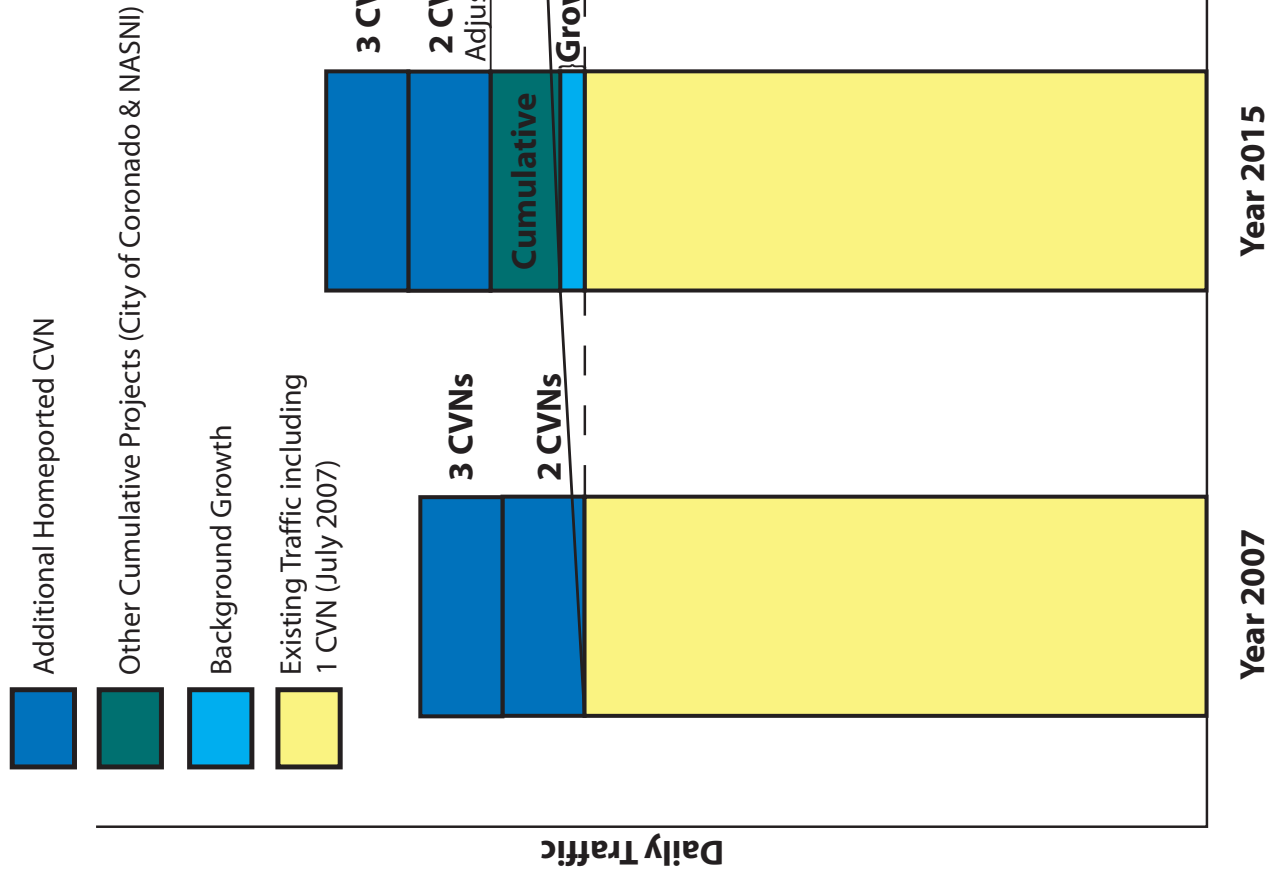
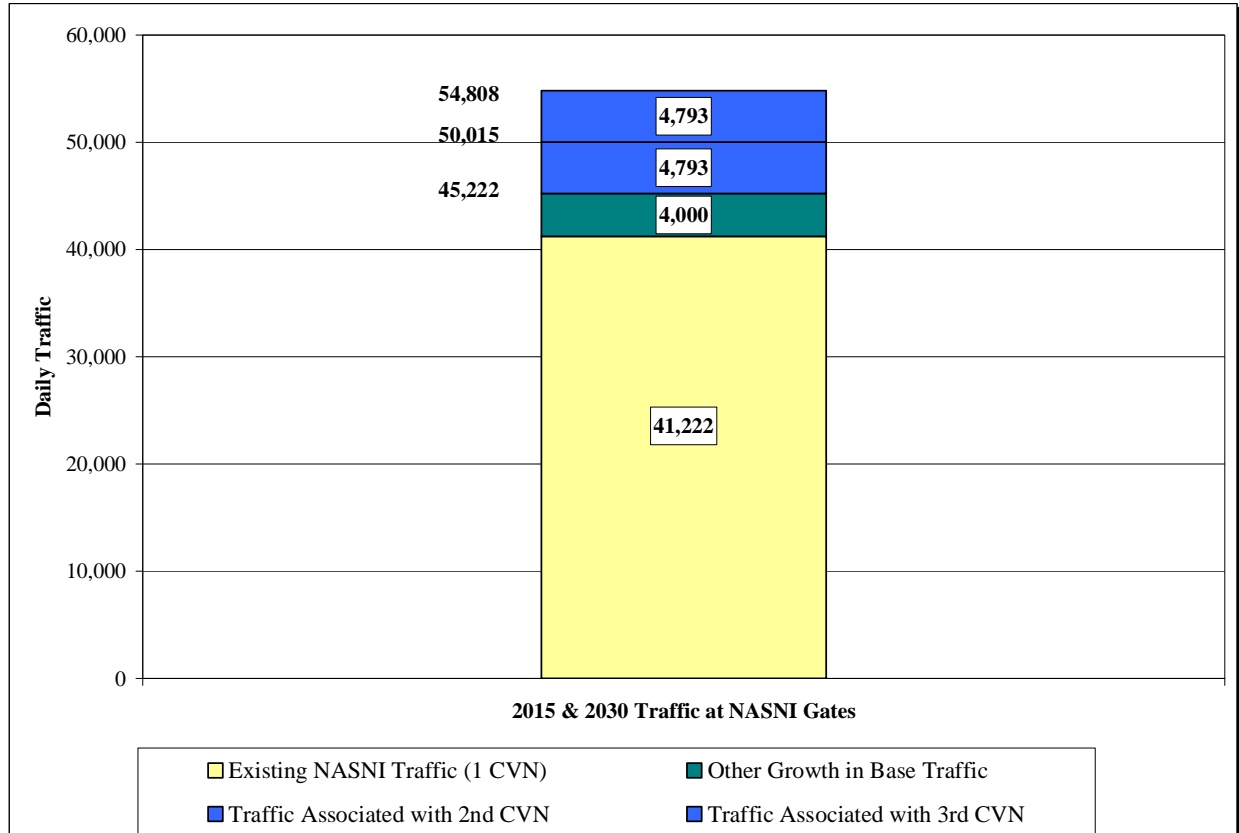


FIGURE 2-9
Graphical Illustration of Traffic Volumes in the Study Area

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Figure 2-10 below shows a graphical illustration of the future daily traffic volumes for NASNI traffic only. As shown in the figure, the existing traffic volumes at NASNI include approximately 75 percent of the total traffic in the future years. Traffic related to the two additional CVNs include approximately 17 percent of the total NASNI traffic in the future years. The cumulative traffic on NASNI includes the remaining eight percent of the total NASNI traffic in the future years.

Figure 2-10 Graphical Illustration of Year 2015 and 2030 Traffic Volumes at NASNI



Study Intersections

A total of 25 intersections are included in the project study area, which is generally consistent with the study area used in the *City-Wide Major Traffic Study*, dated March 15, 2005 prepared by Parsons Brinkerhoff Quade & Douglas, Inc for the City of Coronado. The study intersections selected for analysis are shown in **Table 2-4**.

<p style="text-align: center;">TABLE 2-4 STUDY INTERSECTIONS</p>	
Intersection	Traffic Control (a)
1 Quay Rd - First St & Alameda Blvd	TWSC
2 Stockdale Blvd - Third St & Alameda Blvd	TWSC
3 McCain Blvd - Fourth St & Alameda Blvd	AWSC
4 Ocean Blvd & Alameda Blvd	OWSC
5 First St & D Ave	TWSC
6 Third St & D Ave	TWSC
7 Fourth St & D Ave	TWSC
8 Sixth St & D Ave	AWSC
9 First St & Orange Ave	Signal
10 Third St & Orange Ave	Signal
11 Fourth St & Orange Ave	Signal
12 Fifth St & Orange Ave	TWSC
13 Sixth St & Orange Ave	Signal
14 Eighth St & Orange Ave	Signal
15 Tenth St & Orange Ave	Signal
16 Third St & Pomona Ave	OWSC
17 R. H. Dana Pl - Adella Ave & Orange Ave	Signal
18 Fourth St & Pomona Ave	OWSC
19 Glorietta Blvd & Pomona Ave	TWSC
20 Pomona Ave & Orange Ave - Silver Strand Blvd	Signal
21 Fourth St & Glorietta Blvd	OWSC
22 Tarawa Rd & Silver Strand Blvd	Signal
23 Tulagi Rd & Silver Strand Blvd	Signal
24 Logan Ave & Cesar E Chavez Pkwy (b)	Signal
25 National Ave & SR-75 Off-Ramp (b)	Signal
<p>Notes:</p> <p>(a) Signal = Traffic signal, TWSC = Two-Way Stop-Control, OWSC = One-Way Stop-Control, AWSC = All-Way Stop-Control.</p> <p>(b) Intersections located in the City of San Diego. All other intersections are located in the City of Coronado.</p>	

As shown in the table, all intersections are located in the City of Coronado except for the Logan Avenue/Cesar Chavez Parkway and National Avenue/SR-75 Off-Ramp intersections, which are located across the San Diego-Coronado Bridge in the City of San Diego. The two intersections within the City of San Diego were included since they are the first two intersections in the City after crossing the San Diego-Coronado Bridge that could be affected by the CVN traffic from NASNI. Intersections 1 through 3 are the access points to NASNI and Intersection 4 is the intersection just east of the Ocean Boulevard Gate. Of the 25 study intersections, 12 are signalized and the remaining intersections are unsignalized and function as a two-way or all-way stop control. **Figure 2-11** displays the location of the study intersections.

Analysis Process

The analysis process included determining the operations at the study intersections for the a.m. and p.m. peak-hours. Because the traffic on the City of Coronado typically peaks earlier than traditional peaks due to the presence of the working shifts of military personnel, the a.m. peak was defined between 6:00 a.m. and 8:00 a.m. and the p.m. peak was defined between 2:30 p.m. and 4:30 p.m. These peak periods are consistent with the peak periods analyzed in the *City-Wide Major Traffic Study*, dated March 15, 2005.

Analysis Software

To analyze the operations of both signalized and unsignalized intersections, Synchro 6.0 (Trafficware) was used for the analysis. Synchro 6.0 uses the methodologies outlined in the 2000 *Highway Capacity Manual (HCM)* and the results are accepted by the City of Coronado and Caltrans.

The following list contains the assumptions used for the analyses:

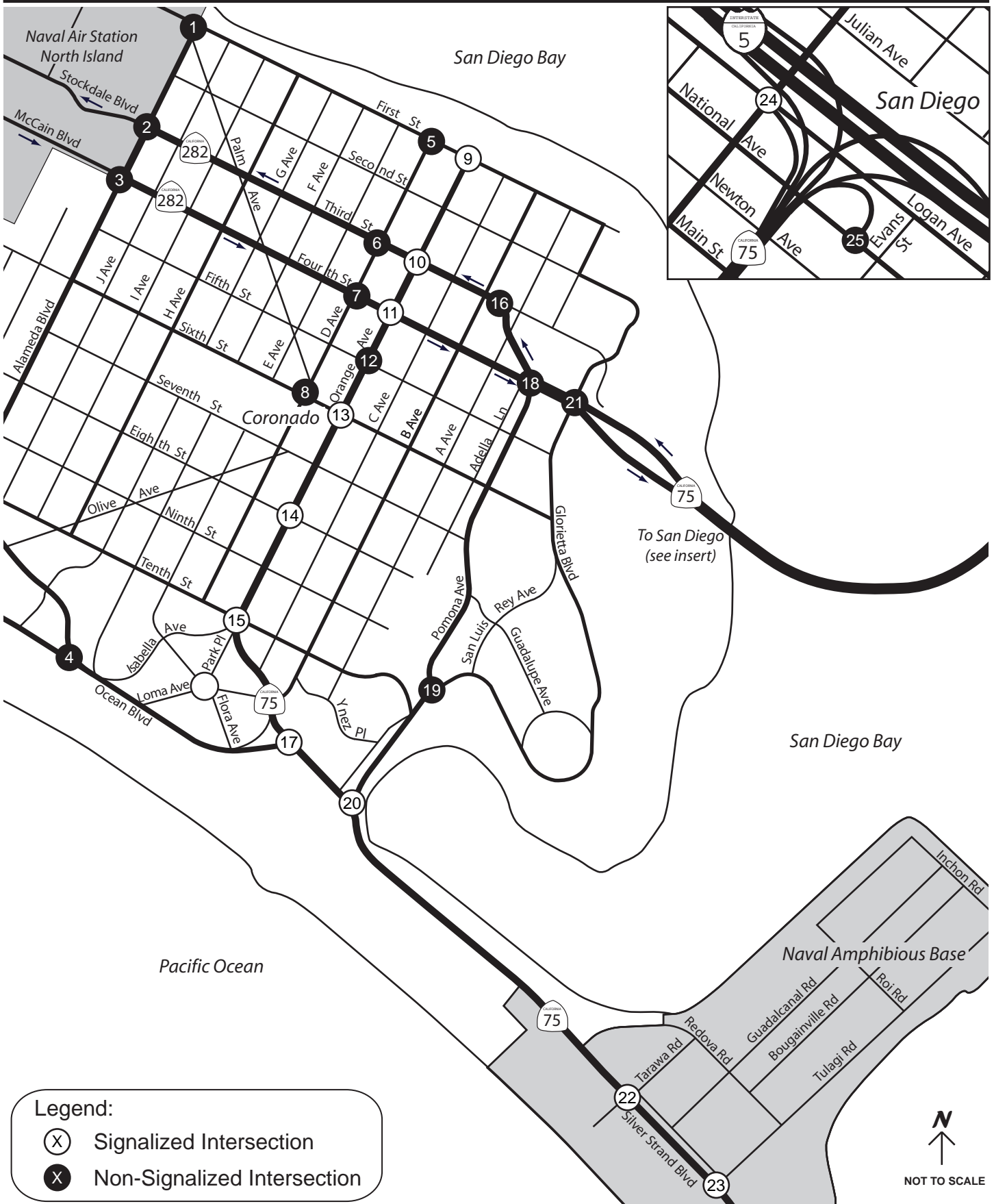
- Peak-hour factor (PHF) = Measured in field PHF used for existing and future conditions analyses
- Percent of heavy vehicle (PHV) = 2 percent (conservative estimate based on data contained in *City-Wide Major Traffic Study*, dated March 15, 2005)
- Cycle length for all traffic signals along Orange Avenue between Third Street and Pomona Avenue = Between 140 and 180 seconds (based on field observations during peak periods)
- Pedestrians = 20 pedestrians per hour for all legs of an intersection (based on an average of pedestrian data collected in the field at selected locations)

Intersections

The 2000 *HCM* published by the Transportation Research Board establishes procedures to evaluate highway facilities and rate their ability to process traffic volumes. The terminology "level of service" is used to provide a qualitative evaluation based on certain quantitative calculations, which are related to empirical values.

The LOS for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay. The LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. At an all-way stop control intersection, the delay reported is the average control delay of the intersection. At a one-way or two-way stop control intersection, the delay reported represents the worst movement, which is typically the left-

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turns from the minor street approach. In addition to reporting the worst delay for the minor street approach at an unsignalized intersection, all delays for each approach as well as the overall delay of the intersection will be reported to more completely describe the operations at each unsignalized intersection.

The criteria for the various levels of service designations are provided in **Table 2-5**.

<p style="text-align: center;">TABLE 2-5 LOS CRITERIA FOR INTERSECTIONS</p>			
LOS	Signalized	Unsignalized	Description
	Control Delay (sec/veh) (a)	Average Control Delay (sec/veh) (b)	
A	≤ 10.0	≤ 10.0	Operations with very low delay and most vehicles do not stop.
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0	Operations with good progression but with some restricted movement.
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0	Operations where there is significant delay, extensive queuing, and poor progression.
F	> 80.0	> 50.0	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.
Notes: (a) 2000 Highway Capacity Manual, Chapter 16, Page 2, Exhibit 16-2 (b) 2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2			

Within the City of Coronado and San Diego, all signalized and unsignalized intersections are expected to operate at LOS D or better as shown in the *City of Coronado General Plan Circulation Element*, October 17, 1995 and in the *City of San Diego Significance Determination Thresholds*, Page 71, January 2007.

Roadway Segments



















The ADT threshold for the different roadway classifications in the City of Coronado are summarized in **Table 2-6**. These values were obtained from the *City of Coronado General Plan Circulation Element*, dated October 17, 1995. In the City of Coronado, the acceptable LOS for roadway segments is LOS C. It should be noted that the ADTs shown in the table should be used for planning purposes only. It has limited relevance in identifying roadway capacity and determining roadway performance. Roadway performance is typically limited to the operations of the upstream and downstream intersections of a roadway segment. **Figure 2-12** shows the existing roadway classifications for the roadways within the study area.

<p align="center">TABLE 2-6 CITY OF CORONADO ROADWAY SEGMENT CAPACITY AND LOS</p>						
Roadway Segment Classification	Lanes	Level of Service (LOS)				
		A	B	C	D	E
Principal Arterial	6	25,000	35,000	50,000	55,000	60,000
Principal Arterial	4	15,000	21,000	30,000	35,000	40,000
Principal Arterial (One-Way)	3	12,500	17,500	25,000	27,500	30,000
Minor Arterial	4	10,000	14,000	20,000	25,000	30,000
Minor Arterial	2	5,000	7,000	10,000	13,000	15,000
Collector	2	2,500	3,500	5,000	6,500	8,000
<p>Notes:</p> <p>The volumes and the average daily level of service listed above are only intended as a general planning guideline. Each value shown in the table represents the maximum allowable volume for each respective LOS. Traffic volumes exceeding the values shown under the LOS E column would represent a LOS F condition.</p> <p>Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.</p> <p>Source: <i>City of Coronado General Plan Circulation Element</i>, October 17, 1995.</p>						



A graphical representation of the LOS concepts for the different facilities is shown in **Figure 2-13**.

Figure 2-13 Graphical Summary of LOS Concepts

Levels of Service (LOS)						
LOS	Roadway Segments		Signalized Intersection		Unsignalized Intersection	
A		<p>Free-flow conditions.</p> <p>Vehicles unaffected by other vehicles.</p> <p>Movement within the traffic stream is good</p> <p>Minor disruptions to flow are absorbed without change to speed</p>		<p>Very low delay, less than 10.0 sec. per vehicle.</p> <p>Most vehicles arrive during the green phase.</p> <p>Most vehicles do not need to stop.</p>		<p>Delays less than 10.0 sec. per vehicle.</p> <p>Little or no delay to minor street traffic.</p>
B		<p>Free-flow conditions.</p> <p>Other vehicles become more noticeable.</p> <p>Less freedom to maneuver.</p> <p>Minor disruptions to flow are absorbed, although local deterioration in LOS is more obvious.</p>		<p>Delay in range of 10.1 to 20.0 sec. per vehicle.</p> <p>More vehicles stop than LOS A.</p>		<p>Delay in range of 10.1 to 15.0 sec. per vehicle.</p> <p>Short traffic delays to minor street traffic.</p>
C		<p>Traffic density on roadways becomes noticeable.</p> <p>Traffic becomes affected by other vehicles.</p> <p>Travel speeds may become reduced.</p> <p>Queuing occurs with serious traffic disruption.</p>		<p>Delay in range of 20.1 to 35.0 sec. per vehicle.</p> <p>Number of vehicles are stopping with some backup and light congestion.</p>		<p>Delay in range of 15.1 to 25.0 sec. per vehicle.</p> <p>Average traffic delays to minor street traffic.</p>
D		<p>Movement becomes restricted due to traffic congestion.</p> <p>Speeds decline slightly with increasing flows.</p> <p>Minor disruptions can be absorbed without extensive queues forming and the service deteriorating.</p>		<p>Delay in range of 35.1 to 55.0 sec. per vehicle.</p> <p>Congestion more noticeable.</p> <p>Many vehicles stop.</p> <p>Longer delays occur.</p>		<p>Delay in range of 25.1 to 35.0 sec. per vehicle.</p> <p>Long traffic delays to minor street traffic.</p>
E		<p>Operations at or near capacity.</p> <p>Minimum spacing for maintaining uniform flow.</p> <p>Speeds are highly variable and unpredictable.</p>		<p>Delay in range of 55.1 to 80.0 sec. per vehicle.</p> <p>Extensive queuing.</p> <p>Poor progression.</p>		<p>Delay in range of 35.1 to 50.0 sec. per vehicle.</p> <p>Very long delays to minor street traffic.</p>
F		<p>Forced or breakdown in vehicular flow.</p> <p>Vehicle speeds are less than 30 mph.</p> <p>Complete congestion.</p>		<p>Delay in excess of 80.0 sec. per vehicle.</p> <p>Delay unacceptable to most drivers.</p> <p>Arrival rates exceed the capacity of the intersection.</p>		<p>Delay in excess of 50.0 sec. per vehicle.</p> <p>Extreme delays with queuing.</p> <p>Congestion affects other intersections.</p> <p>Warrants improvement to intersection.</p>

Significance Determination

Because three CVNs have already been approved to be homeported at NASNI and this study only evaluates the changes in traffic conditions and the effectiveness of the mitigations identified in the 2000 ROD, no significance criteria would be applicable. However, it should be noted that for this study, potential improvements at intersections not operating at an acceptable LOS have been proposed for the scenario with three CVNs in port with staggered work hours. This scenario would represent the worst case scenario assuming all three CVNs are in port at the same time, but with the implementation of the staggered work hours as described in the 2000 ROD. In addition, any location that would operate at an unacceptable LOS would be considered cumulatively impacted by both Navy traffic and other traffic growth in the community. Increases in background traffic volumes have occurred over the last several years, resulting in additional delay at some of the intersections in the study area.

3.0 TRENDS AND HISTORICAL DATA

The following section summarizes various traffic trends that have occurred over the past decade. The trend analysis includes traffic volumes, intersection operations, truck traffic, bus and ferry ridership, and travel times. This data helps to show changes that have occurred since the 1999 FEIS.

Traffic Volumes

Historical traffic volumes at the following locations have been compiled from Caltrans data:

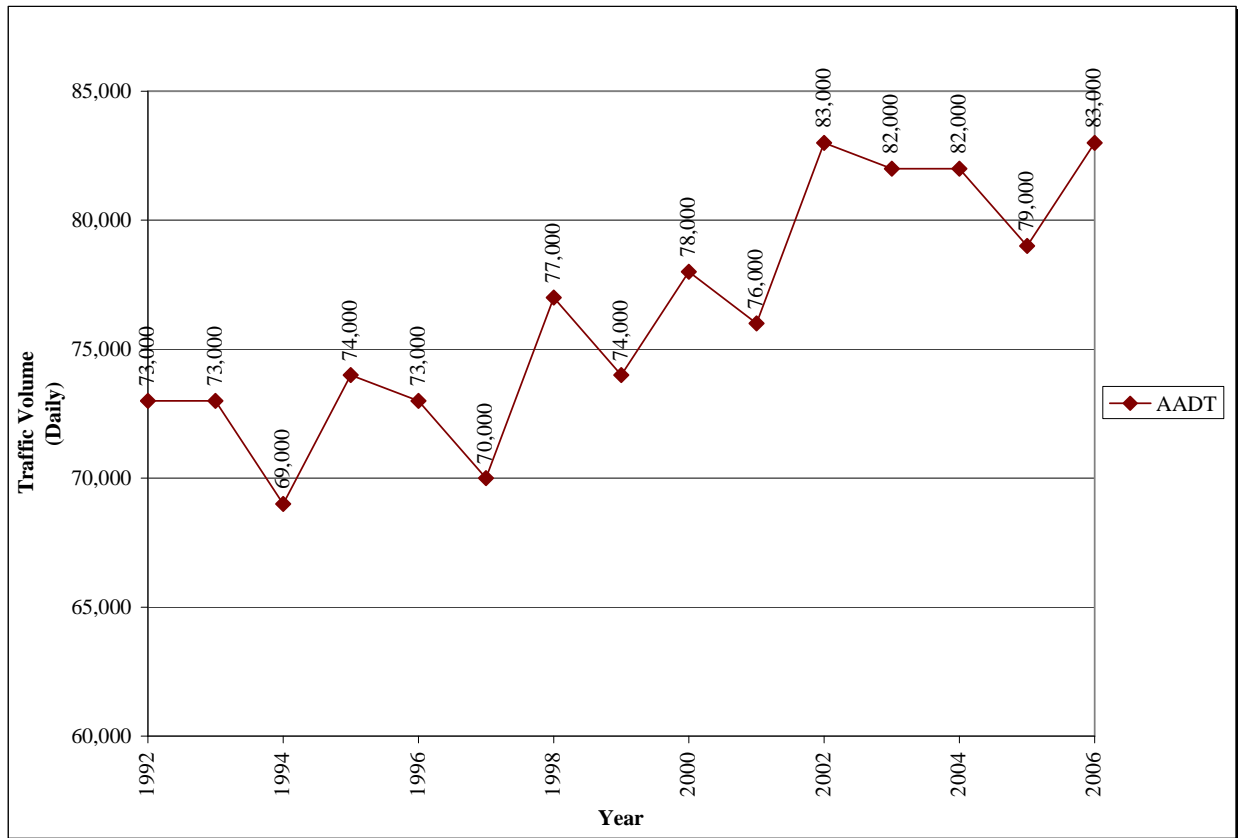
- SR-75 (San Diego-Coronado Bridge)
- SR-75 (Silver Strand Boulevard)
- Third Street/Fourth Street Couplet
- Orange Avenue between First Street and Pomona Avenue

The latest published data by Caltrans was the Year 2006 traffic data. According to discussions with Caltrans staff, Year 2007 data would be available during spring 2008. **Appendix B** contains the traffic volumes obtained from Caltrans.

San Diego-Coronado Bridge

Figure 3-1 illustrates the annual average daily traffic (AADT) volumes at postmile (PM) 20.284 along SR-75, which is the location of the toll booths at the west end of the San Diego-Coronado Bridge (see Figure 1-2 for post mile locations). As shown in the figure, traffic volumes show a steady increase from 1992 to 2006 and results in an increase of approximately 14 percent over the 14 years or an average growth of one percent per year over the 14 years. With the removal of the toll in 2002, the data indicated a large increase in traffic volumes (76,000 in 2001 to 83,000 in 2002). Prior to the toll removal, the data indicated an average AADT of less than 80,000 daily vehicles. Following that initial surge in traffic volumes immediately following the toll removal, traffic volumes remained relatively constant in excess of 80,000 daily vehicles and growth in traffic has been nominal. It should be noted that the data provided by Caltrans represents the highest month of data collected during its respective year. This data compares to the 85,092 ADT counted in July 2007 for this study using tube counts at the same location as the Caltrans permanent count station.

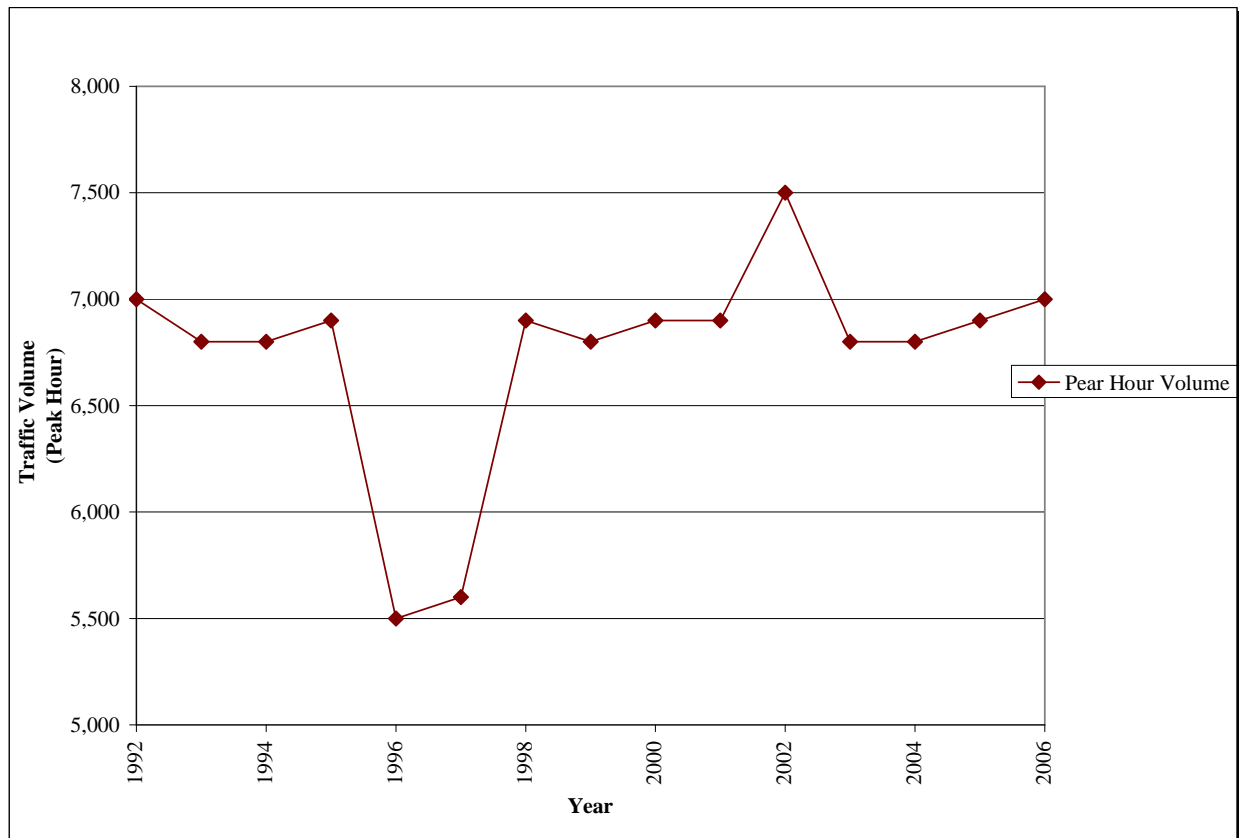
Figure 3-1 Daily Traffic Volumes – San Diego-Coronado Bridge



Source: Caltrans Traffic and Vehicle Data Systems Unit. Data represents peak month for each respective year.

Figure 3-2 illustrates the peak-hour volumes (for both directions) at PM 20.284 along SR-75, which is the location of the toll booths at the west end of the San Diego-Coronado Bridge. As shown in the figure, traffic volumes have remained generally constant at approximately 7,000 vehicles during the peak-hour, except in the years 1996, 1997, and 2002. However, it is unclear if the peak-hour data represents the a.m. peak or the p.m. peak and could vary from year to year. Data is collected on an hourly basis and the highest hour of traffic is selected for the peak-hour, disregarding the time of day. It could be concluded that the peak-hour traffic volumes are almost at or at its capacity at this location given the five lanes of traffic (three westbound and two eastbound during the morning peak and vice versa during the afternoon peak). The data collected in July 2007 for this study resulted in a peak volume of 6,700 ADT. This value was calculated by summing the peak one-hour by direction. It should be noted that the 6,700 ADT does not correspond to an actual peak-hour time period since the peak volume in the eastbound direction was added to the peak volume in the westbound direction and both of these occurred at different times in the day. The peak volume related to the military peak was 6,100 ADT during the morning peak (6:15 to 7:15 a.m.) and 6,500 ADT during the afternoon peak (2:15 to 3:15 p.m.).

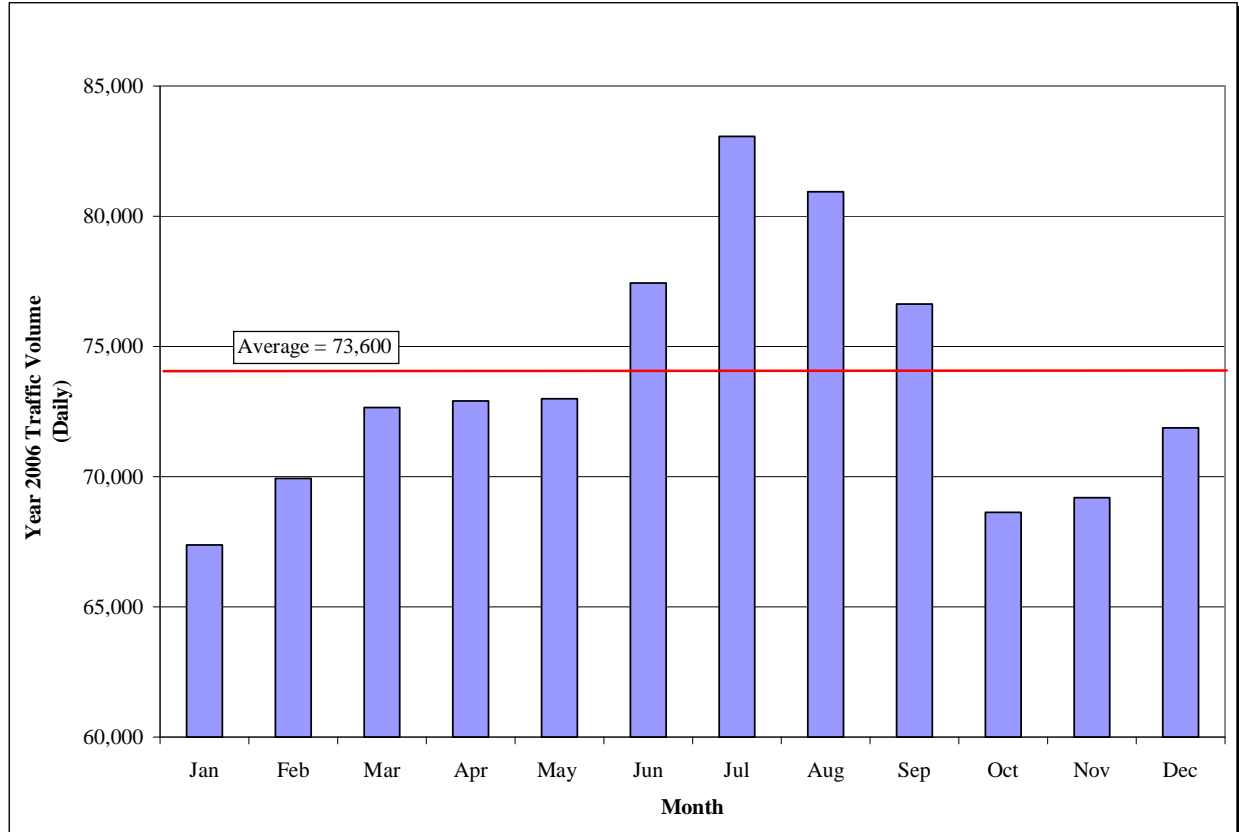
Figure 3-2 2006 Peak-Hour Traffic Volumes – San Diego-Coronado Bridge



Source: Caltrans Traffic and Vehicle Data Systems Unit. Data represents peak month for each respective year.

Figure 3-3 illustrates the monthly AADT volumes at PM 22.261 along SR-75 (near I-5) along with the average of all months. Traffic data was obtained for the Year 2006. As shown in the figure, the average traffic volume for 2006 was approximately 73,600 vehicles. January resulted in the lowest daily traffic volumes with approximately 67,400 vehicles. July resulted in the highest daily traffic volumes with approximately 83,100 vehicles. Traffic volumes between the months of June and September were higher than the average. Traffic counts obtained in July 2007 resulted in approximately 85,100 ADT, which is higher than the average. However, traffic counts in September 2007 resulted in approximately 72,500 ADT, which slightly below the average.

Figure 3-3 2006 Monthly Traffic Volumes – San Diego-Coronado Bridge

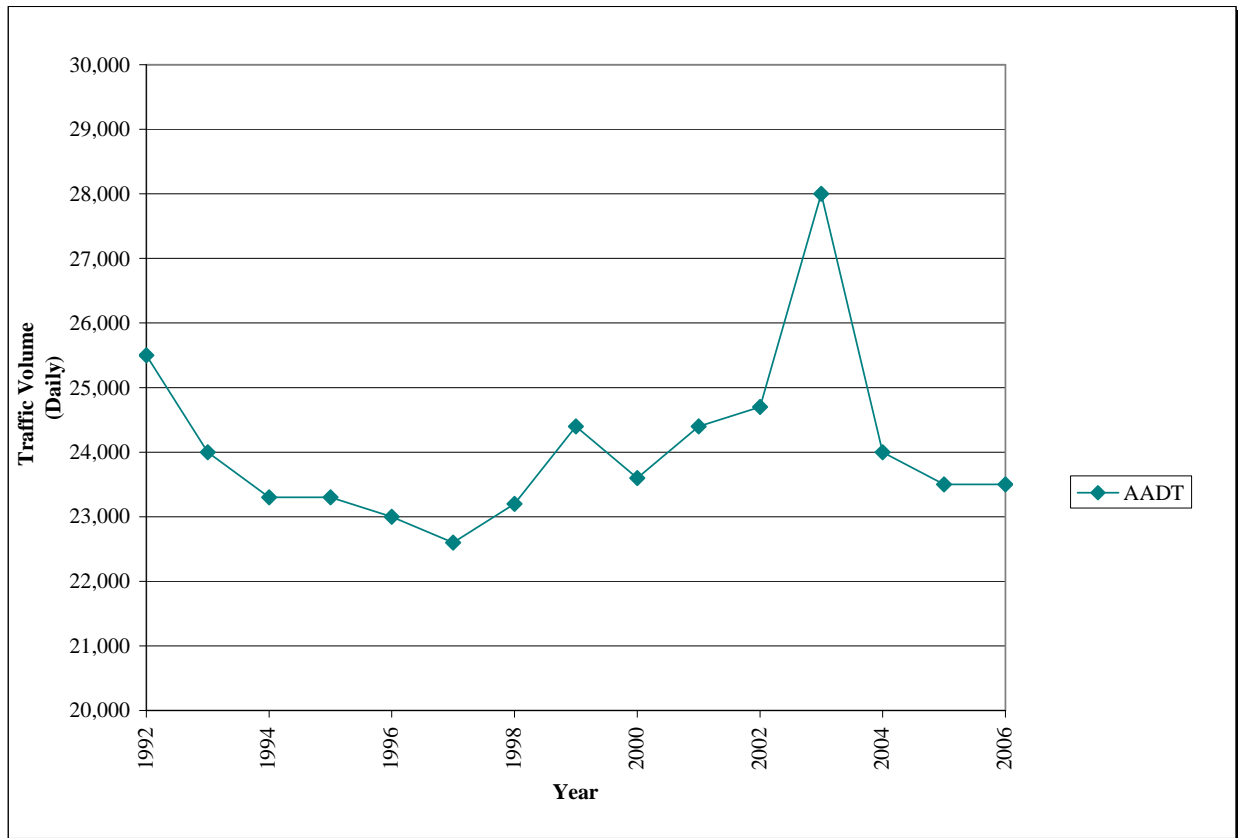


Source: Caltrans Traffic and Vehicle Data Systems Unit

Silver Strand Boulevard

Figure 3-4 illustrates the AADT volumes at PM 13.973 along SR-75 or Silver Strand Boulevard, which is located near the Silver Strand State Park entrance. As shown in the figure, traffic volumes generally ranged between 23,000 and 25,000 AADT between 1992 and 2006 with an outlier in 2003. From 1992 to 1997, the traffic data indicated a decreasing trend in traffic volumes. Since 1997, traffic volumes have increased and decreased, depending on the year. In general, the traffic volumes experienced on Silver Strand Boulevard are approximately one-fourth of the volumes experienced on the San Diego-Coronado Bridge.

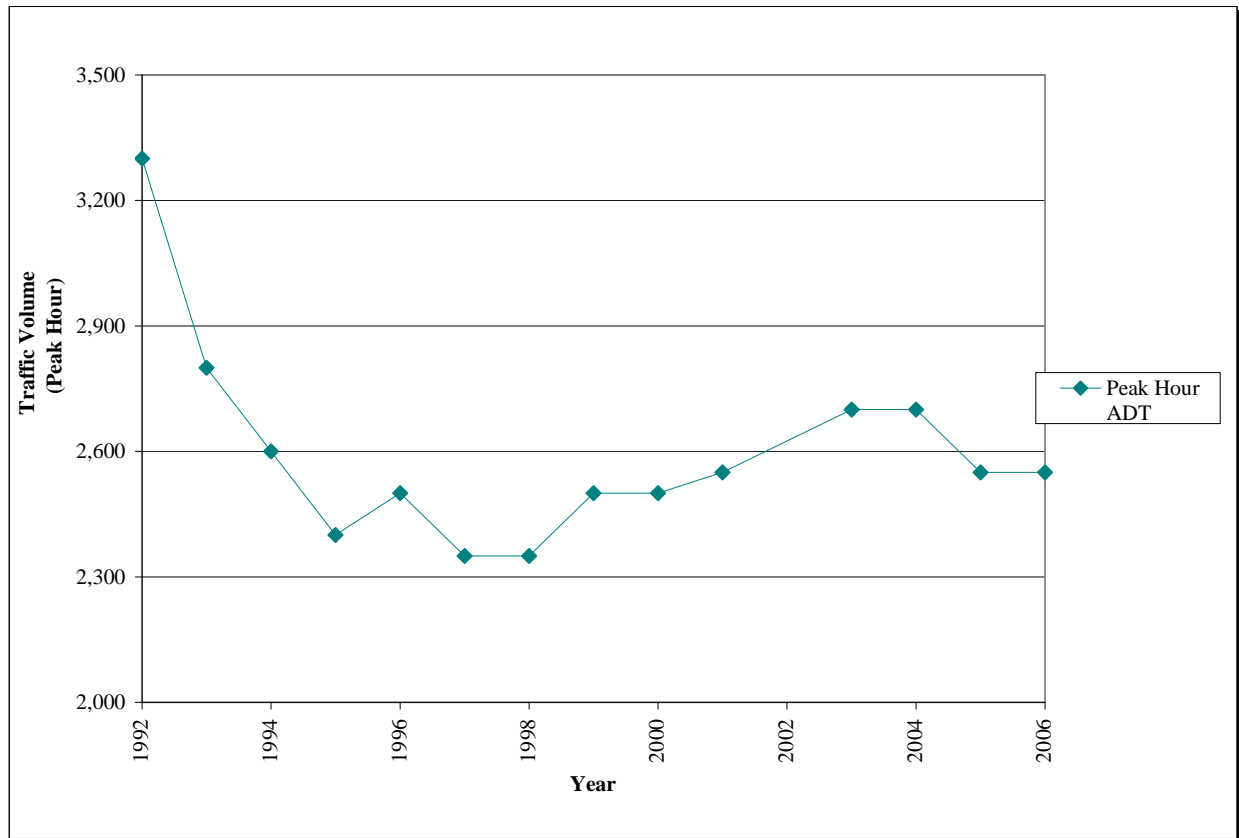
Figure 3-4 Daily Traffic Volumes – Silver Strand Boulevard



Source: Caltrans Traffic and Vehicle Data Systems Unit. Data represents peak month for each respective year.

Figure 3-5 illustrates the peak-hour volumes (for both directions) at PM 13.973 along SR-75 or Silver Strand Boulevard, which is located near the Silver Strand State Park entrance. As shown in the figure, traffic volumes generally ranged between 2,400 and 3,200 vehicles during the peak period. From 1992 to 1995, the traffic data indicated a decreasing trend in traffic volumes, which is similar to what was shown for the AADT data. Since 1998, traffic volumes have generally increased until 2003 with recent years showing a slight decline in traffic volumes.

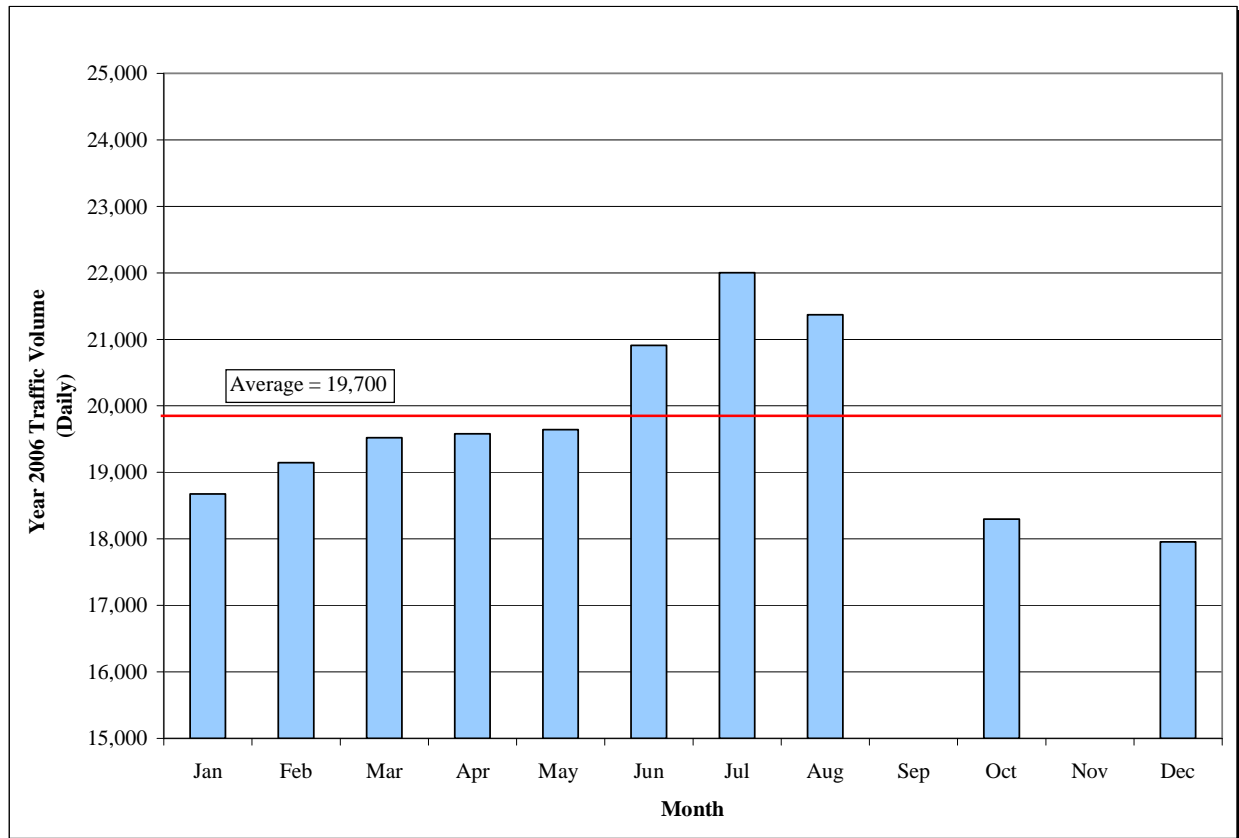
Figure 3-5 Peak-Hour Traffic Volumes – Silver Strand Boulevard



Source: Caltrans Traffic and Vehicle Data Systems Unit. Data represents peak month for each respective year.

Figure 3-6 illustrates the monthly AADT volumes at PM 10.990 along SR-75 (near Rainbow Boulevard, which is south of the Silver Strand State Park) along with the average of all months. Traffic data was obtained for the Year 2006. It should be noted that the traffic data was missing for the months of September and November. As shown in the figure, the average traffic volume for 2006 was approximately 19,700 vehicles. December resulted in the lowest daily traffic volumes with approximately 18,000 vehicles. July resulted in the highest daily traffic volumes with approximately 22,000 vehicles. Traffic volumes between the months of June and August were higher than the average.

Figure 3-6 2006 Monthly Traffic Volumes – Silver Strand Boulevard

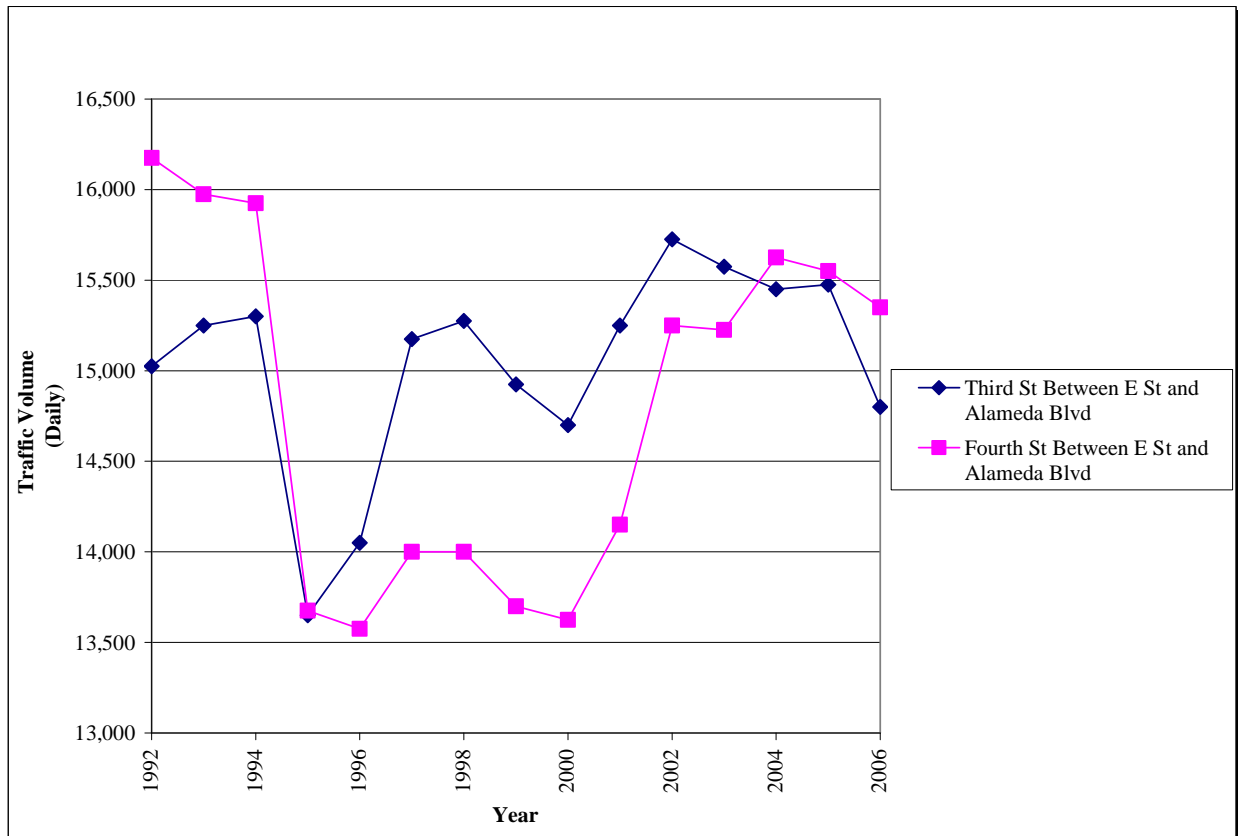


Source: Caltrans Traffic and Vehicle Data Systems Unit

SR-282 – Third Street/Fourth Street Couplet

Figure 3-7 illustrates the averaged AADT volumes between PM 0.000 and 0.581 along SR-282 or Third Street/Fourth Street couplet. Traffic data was averaged for four locations along the Third Street/Fourth Street couplet, which include E Avenue, H Avenue, J Avenue, and Alameda Boulevard. As shown in the figure, traffic volumes along Third Street and Fourth Street generally indicated the same trend with a large decrease in traffic volumes in 1995 and increasing traffic volumes after 2000. Traffic volumes on Third Street were generally higher than Fourth Street except in recent years where traffic volumes indicated a decline.

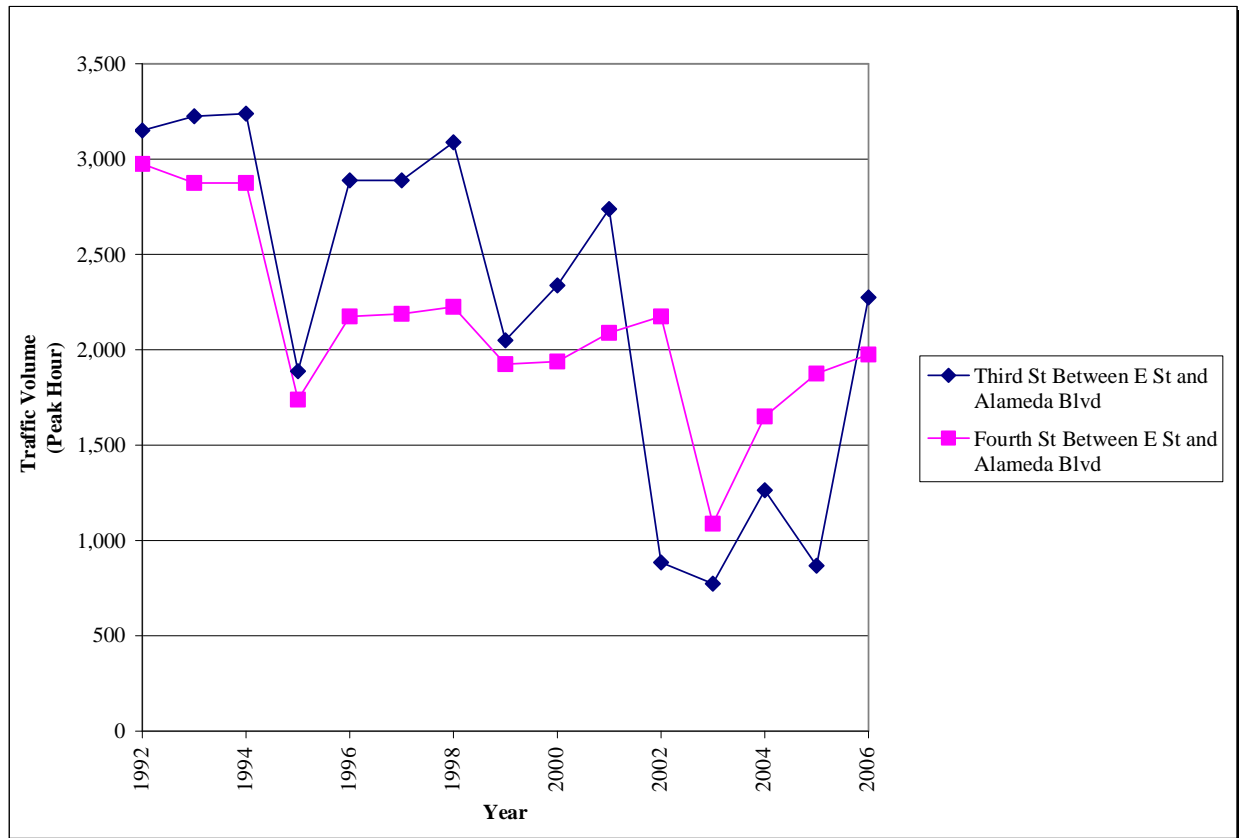
Figure 3-7 Daily Traffic Volumes – Third and Fourth Streets



Source: Caltrans Traffic and Vehicle Data Systems Unit. Data represents peak month for each respective year.

Figure 3-8 illustrates the peak-hour volumes between PM 0.000 and 0.581 along SR-282 or Third Street/Fourth Street couplet. As shown in the figure, traffic volumes along Third Street and Fourth Street generally indicated the same trend with a large decrease in traffic volumes in 1995 and in 2002 for Third Street and in 2003 for Fourth Street. Traffic volumes on Third Street were generally higher than Fourth Street except in recent years where traffic volumes along Third Street were slightly lower than Fourth Street. Currently, traffic volumes along the Third Street/Fourth Street couplet during the peak period are approximately 2,000 vehicles.

Figure 3-8 Peak-Hour Traffic Volumes – Third and Fourth Streets

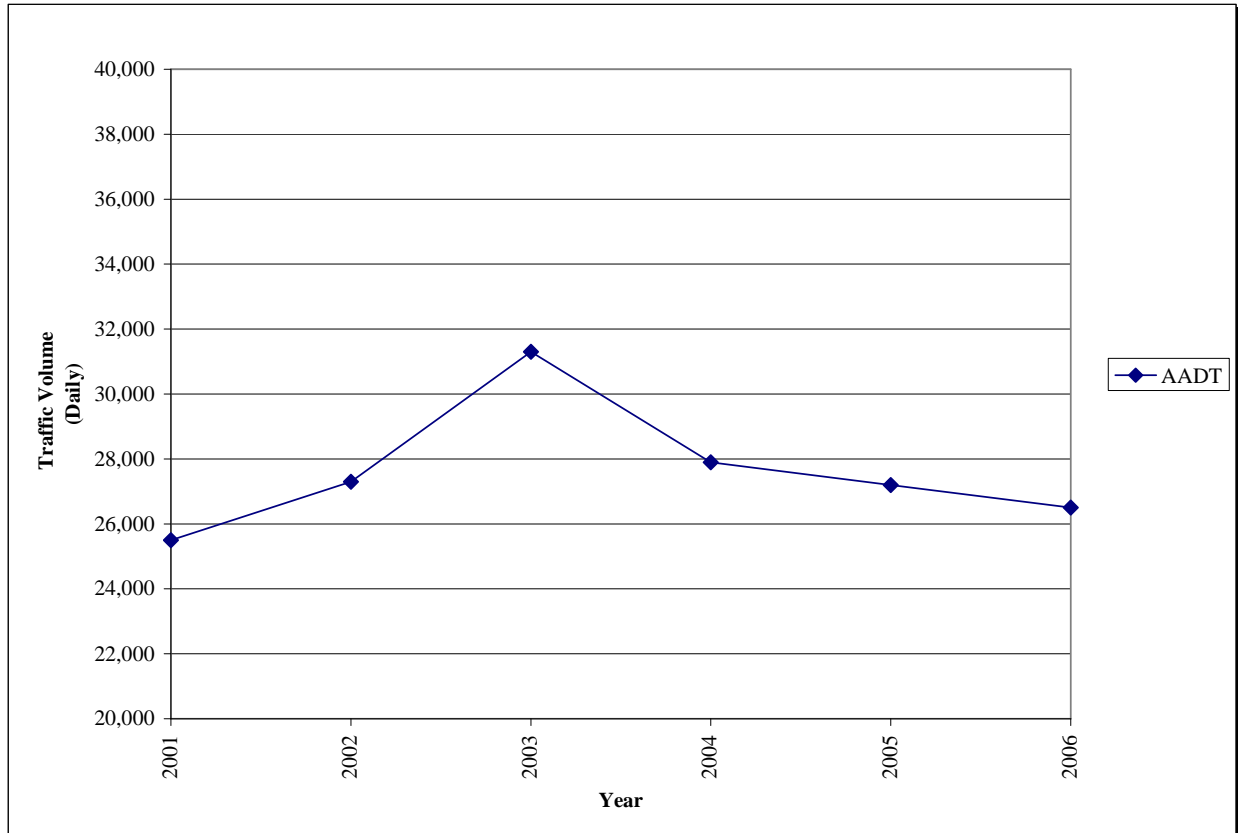


Source: Caltrans Traffic and Vehicle Data Systems Unit. Data represents peak month for each respective year.

Orange Avenue

Figure 3-9 illustrates the averaged AADT volumes between PM 18.470 and 19.696 along Orange Avenue. Traffic data was averaged for six locations along Orange Avenue, which include Third Street, Fourth Street, Sixth Street, Eighth Street, Ninth Street, Tenth Street, and Pomona Avenue. As shown in the figure, traffic volumes peaked in 2003 with approximately 32,000 daily vehicles with traffic volumes decreasing to approximately 28,000 daily vehicles in 2005.

Figure 3-9 Daily Traffic Volumes – Orange Avenue



Source: Caltrans Traffic and Vehicle Data Systems Unit. Data represents peak month for each respective year.

Roadway Summary

Table 3-1 summarizes the traffic counts performed in six traffic studies between 1986 and 2005 on roadway segments. As shown in the table, traffic has generally shown some small increases since 1995. Although limited data is available from 1986, it is shown that volumes on the San Diego-Coronado Bridge have increased significantly while volumes on Silver Strand Boulevard south of NAB have remained fairly constant. This is consistent with the idea that removal of the tolls on the San Diego-Coronado Bridge, first eastbound in 1986 and then westbound in 2002, lead to a direct increase in traffic volumes.

The roadways shown to be consistently well under capacity are:

- SR-282 from Alameda Boulevard to Orange Avenue along both Third and Fourth Street

The roadways shown to be most commonly over capacity include:

- SR-75 between Orange Avenue and Glorietta Boulevard along both Third Street and Fourth Street
- First Street between Orange Avenue and C Avenue (from counts obtained in the Year 2003)

It should be noted that roadway counts can vary depending on the exact location of the count, day of count, and time of year.

TABLE 3-1
HISTORICAL DATA FOR
ROADWAY SEGMENTS

ROADWAY SEGMENT	SAN DIEGO-CORONADO BRIDGE REPORT (1986) (a)	FIRST CVN EIS (1995) (b)	THIRD STREET GATE TIA (1997) (c)	SECOND CVN EIS (1999) (d)	TOLL REMOVAL EIS (2001) (e)	SR-75 CONCEPT REPORT (2003) (f)	CITY-WIDE TRAFFIC STUDY (2005) (g)	SR 75/282 CORRIDOR PROJECT (2007) (g)	CVN SEIS TRAFFIC STUDY (2007) (h)
Glorietta Blvd									
Second St to Third St			5,000		4,600		4,870	4,870	
First St									
Alameda Blvd to J Ave		3,950	3,660	6,300	7,600		6,702	6,702	5,833
Orange Ave to C Ave					7,500		9,554	9,554	
Second St									
Orange Ave to C Ave					5,900		8,320	8,320	
Third St (SR-75/SR-282)									
Alameda Blvd to J Ave		12,830	16,370	16,400	18,000		16,330	16,330	15,577
D Ave to Orange Ave		19,710	18,230	18,200			17,360	17,360	16,605
Orange Ave to C Ave		29,200	27,000	26,600	35,100		38,980	38,980	35,960
SR-75									
San Diego-Coronado Bridge	49,000		79,980	71,000	75,700	76,500			85,092
Glorietta Blvd to B Ave						71,000	67,066	67,066	
Fourth St (SR-75/SR-282)									
Alameda Blvd to J Ave		14,910	17,370	17,400	18,000		14,894	14,894	13,774
D Ave to Orange Ave		16,030	18,220	18,200			18,274	18,274	15,029
Orange Ave to C Ave		24,000	33,000	33,500	35,100		32,750	32,750	28,877
Ocean Blvd									
Marina Ave to G Ave		7,820	7,800				6,915	6,915	7,601
Flora Ave to Loma Ave		11,140	11,100				11,360	11,360	10,277

Notes:

- (a) Taken from the *San Diego-Coronado Bridge Report to the California Transportation Commission*, dated June 1986. Counts were calculated using Caltrans data.
- (b) Taken from *Final Environmental Impact Statement for the Development of Facilities in San Diego/Coronado to Support the Homeporting of One NIMITZ Class Aircraft Carrier*, dated November 1995. Counts were calculated using inputs from the City of Coronado, and Caltrans.
- (c) Taken from the *Final Traffic Impact Analysis NASNI Third Street Gate Coronado, California*, dated February 1997. Counts for the state roads were calculated using Caltrans data. Other counts were collected, August 1996, with two CVN's in port.
- (d) Taken from the Final Environment Impact Statement for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet, dated July 1999. Counts were calculated in 1998 using inputs from Caltrans, SANDAG, and the City of Coronado.
- (e) Taken from the *Final Environmental Impact Report (FEIR) for the San Diego-Coronado Bridge Toll Removal*, dated October 2001. Counts were collected in 2000, with two CVN's in port.
- (f) Taken from the *SR-75 Transportation Concept Report*, dated January 2004. Counts were collected July-August 2003, with two CVN's in port.
- (g) Taken from the *Coronado City-Wide Major Traffic Study*, dated March 2005. Counts were collected July-August 2003, with two CVN's in port.
- (h) Taken from traffic counts provided by National Data & Surveying Services, dated July 2007. One CVN was in port at the time the counts were collected.

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TABLE 3-1.1
HISTORICAL DATA FOR
ROADWAY SEGMENTS

ROADWAY SEGMENT	SAN DIEGO-CORONADO BRIDGE REPORT (1986) (a)	FIRST CVN EIS (1995) (b)	THIRD STREET GATE TIA (1997) (c)	SECOND CVN EIS (1999) (d)	TOLL REMOVAL EIS (2001) (e)	SR-75 CONCEPT REPORT (2003) (f)	CITY-WIDE TRAFFIC STUDY (2005) (g)	SR 75/282 CORRIDOR PROJECT (2007) (g)	CVN SEIS TRAFFIC STUDY (2007) (h)
Alameda Blvd									
First St to Third St		3,940	3,660	3,940	8,200				3,650
Third St to Fourth St		20,700	17,620	20,000	17,500		16,527	16,527	4,542
Fourth St to Fifth St		9,490	9,340	9,490			9,657	9,657	7,812
Eighth St to Ninth St		4,650		4,650			6,589	6,589	5,390
Orange Ave (SR-75)									
Second St to Third St		11,020	10,300	11,020	11,100		17,253	17,253	10,755
Third St to Fourth St		30,900		30,000	30,800		37,104	37,104	22,764
Fourth St to Fifth St		31,390	28,530		29,900	28,500	32,623	32,623	30,819
Sixth St to Seventh St				35,500	27,800	28,500	33,261	33,261	32,064
Eighth St to Ninth St				28,500	26,500		32,955	32,955	32,064
Loma Ave to C Ave		27,800				25,200	27,153	27,153	27,913
Glorietta Blvd to Pomona Ave	26,500			31,000	25,300	25,200	35,526	35,526	34,620
Silver Strand Blvd (SR-75)									
Avenida del Sol to Avenida de las Arenas		31,000		38,000	35,200		38,558	38,558	38,573
South of Tarawa Rd	23,400				25,300	25,700			29,847
B Ave									
Second St to Third St					5,900		1,149	1,149	
Pomona Ave									
Fourth St to Fifth St					11,100		3,942	3,942	6,107
Seventh St to Eighth St					11,100		7,451	7,451	6,107
Glorietta Blvd to Ynez Pl					13,800		10,717	10,717	12,786

Notes:

(a) Taken from the *San Diego-Coronado Bridge Report to the California Transportation Commission*, dated June 1986. Counts were calculated using Caltrans data.

(b) Taken from *Final Environmental Impact Statement for the Development of Facilities in San Diego/Coronado to Support the Homeporting of One NIMITZ Class Aircraft Carrier*, dated November 1995.

(c) Taken from the *Final Traffic Impact Analysis NASNI Third Street Gate Coronado, California*, dated February 1997. Counts for the state roads were calculated using Caltrans data. Other counts were collected, August 1996, with two CVN's in port.

(d) Taken from the Final Environment Impact Statement for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet, dated July 1999. Counts were calculated in 1998 using inputs from Caltrans, SANDAG, and the City of Coronado.

(e) Taken from the *Final Environmental Impact Report (FEIR) for the San Diego-Coronado Bridge Toll Removal*, dated October 2001. Counts were collected in 2000, with two CVN's in port.

(f) Taken from the *SR-75 Transportation Concept Report*, dated January 2004. Counts were calculated using Caltrans data.

(g) Taken from the *Coronado City-Wide Major Traffic Study*, dated March 2005. Counts were collected July-August 2003, with two CVN's in port.

(h) Taken from traffic counts provided by National Data & Surveying Services, dated July 2007. One CVN was in port at the time the counts were collected.

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Intersection Operations

Table 3-2 summarizes the analyses performed in five traffic studies conducted between 1995 and 2005 at several intersections within the City of Coronado. As shown in the table, intersection analyses have generally provided similar LOS for the studies conducted between 1995 and 2005. Many of the intersections reported at LOS E or F in 2005 were performing similarly in 1995 and 1997.

Like roadways segments, intersection turning movement counts can vary depending on the exact location of the count, day of count, and time of year. Also, the HCM methodology for intersection analysis has undergone minor changes with its update in 1997. Prior to 1997, the delay reported at signalized intersections included the average stopped delay. After 1997, the delay reported at signalized intersections included the average control delay. Control delay is always higher than the stopped delay that was used as the primary determinant of LOS because it includes stopped delay plus all of the acceleration/deceleration delay that is caused by the signalized intersection.

It should be noted that with the review of all the historical data along some of the major corridors in the City of Coronado, it is difficult to conclude the percentage of the overall traffic that is associated with NASNI. Each data point represents a snapshot in time of what the traffic conditions were like. Variables such as the number of carriers in port, month, year, special events, etc. can greatly affect the traffic conditions in the City of Coronado and near NASNI. Special events and other unforeseen traffic flows are also variables that should be considered.

TABLE 3-2
HISTORICAL DATA FOR
INTERSECTION LOS

INTERSECTION	PEAK HOUR	FIRST CVN EIS (1995) (a)	THIRD STREET GATE TIA (1997) (b)	SECOND CVN EIS (1999) (c)	TOLL REMOVAL EIS (2001) (d)	CITY-WIDE TRAFFIC STUDY (2005) (e)
First St & Alameda Blvd	AM	C			NC	F
	PM	C			C	F
First St & Orange Ave	AM	B	B	B	C	A
	PM	B	B	B	B	A
Third St & Alameda Blvd	AM	F	F	D	NC	F
	PM	F	F	C	NC	F
Third St & H Ave	AM		F			F
	PM		C			C
Third St & Orange Ave	AM	E	D	D	E	C
	PM	C	C	C	D	C
Third St & C Ave	AM		F			C
	PM		F			F
Third St & B Ave	AM		F			F
	PM		F			F
Fourth St & Alameda Blvd	AM	E	D	D	D	B
	PM	E	D	D	NC	E
Fourth St & H Ave	AM		B			B
	PM		F			F
Fourth St & Orange Ave	AM	C	C	C	C	B
	PM	E	F	F	F	E
Fourth St & C Ave	AM		E			C
	PM		F			F
Fourth St & B Ave	AM		F			C
	PM		F			F
Fourth St & Pomona Ave	AM		B			C
	PM		F			F
Fourth St & Glorietta Blvd	AM		D			E
	PM		F			C
Sixth St & Orange Ave	AM		D		C	A
	PM		D		B	A
R.H. Dana Pl & Orange Ave	AM	D		D	C	C
	PM	D		D	C	C
Pomona Ave & Silver Strand Blvd	AM				B	A
	PM				B	B
Tarawa Rd & Silver Strand Blvd	AM				F	E
	PM				F	E

Notes:

Bold values indicate intersections operating at LOS E or F.

NC = not calculable. Study reports that LOS is not calculable but the intersection should be operating acceptably.

(a) Taken from *Final Environmental Impact Statement for the Development of Facilities in San Diego/Coronado to Support the Homeporting of One NIMITZ Class Aircraft Carrier*, dated November 1995. Counts were collected in 1992 & 1993, with two CVN's in port(b) Taken from the *Final Traffic Impact Analysis NASNI Third Street Gate Coronado, California*, dated February 1997. Counts were collected August 1996, with two CVN's in port.(c) Taken from the *Final Environment Impact Statement for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet*, dated July 1999. Counts were calculated in 1998 using inputs from Caltrans, SANDAG, and the City of Coronado.(d) Taken from the *Final Environmental Impact Report for the San Diego-Coronado Bridge Toll Removal*, dated October 2001. Counts were collected in 2000, with two CVN's in port.(e) Taken from the *Coronado City-Wide Major Traffic Study*, dated March 2005. Counts were collected July - August 2003, with two CVN's in port.

Blank cells indicate that intersections were not studied for the respective report.

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Truck Traffic

Table 3-3 illustrates the percentage of trucks on various streets within the study area. The traffic counts were obtained in July 2003 as part of the *City Wide Major Traffic Study*, March 15, 2005. As shown in the table, the location with the highest percentage of trucks was near the NASNI First Street gate with approximately two percent of the vehicles being trucks. At the other NASNI gates, the truck percentages were extremely low with less than a percent of the vehicles being trucks.

TABLE 3-3
VEHICLE CLASSIFICATION SUMMARY

LOCATION	AUTOS	VANS AND BUSES	SEMI TRUCKS	TOTAL	PERCENT HEAVY VEHICLES
NASNI First St Gate	11,164	404	220	11,788	1.9%
NAB Tarawa Rd Gate	174	11	3	188	1.6%
NAB Tulagi Rd	415	4	4	423	0.9%
SR-75 at Bridge Toll Plaza	48,404	673	446	49,523	0.9%
Silver Strand Blvd (SR-75) south of Tulagi Rd	19,405	469	101	19,975	0.5%
NAB Main Gate south of Tarawa Rd	7,308	171	33	7,512	0.4%
NASNI Ocean Blvd Gate	3,829	26	9	3,864	0.2%
NASNI Main Gate (Fourth St)	21,671	247	37	21,955	0.2%
Hotel Del Coronado Dwy	1,940	25	2	1,967	0.1%
Strand Way at Rendova Rd	811	0	0	811	0.0%

Notes:

Traffic counts were performed on a weekday from 5:30 a.m. to 5:30 p.m. in July 2003.

Source: Coronado *City-Wide Major Traffic Study*, dated March 15, 2005.

K:\TPTO\095219011\Excel\[Vehicle Classification Summary.xls]trucks

NASNI Traffic

Table 3-4 summarizes the historical trends for entering traffic at the NASNI gates from 1983 to 2005, prior to the reconfiguration of the Main gates. As shown in the table, there are considerable variations in traffic entering NASNI in each respective year. For the traffic data between 1983 and 2005, the Main Gate at Fourth Street resulted in approximately 50 percent of the inbound traffic to NASNI. The First Street Gate resulted in approximately 25 percent of the inbound traffic and the Second Street and Ocean Boulevard Gates resulted in the remaining 25 percent of the inbound traffic. It should be noted that the data collected in 2002 had one, two, and three carriers in port. The increase in entering traffic with each additional carrier in port was approximately 2,350 ADT. Assuming that the exiting traffic was the same as the entering traffic, this resulted in 4,700 ADT ($2,350 \times 2$) for the total traffic entering and exiting NASNI, which correlates to the trip generation of a carrier in port.

Table 3-5 summarizes the trends for entering traffic at the NASNI gates in July and September 2007 with the reconfiguration of the gates. As shown in the table, traffic counts now indicate approximately 75 percent of the traffic entering NASNI at the Main Gate at Third Street. The First Street and Ocean Boulevard Gates resulted in the remaining 25 percent of the inbound traffic with the First Street Gate receiving a slightly higher amount of traffic. The traffic entering NASNI was approximately 20,000 ADT, which is generally consistent with the data collected in May 2002 with one carrier in port. In addition, traffic counts were obtained in July 2007 by both tube counts and personnel at the gates. The data indicated that the tube counts were approximately two percent higher. This difference is negligible and would indicate that the tube counts were accurate in the collection of data at the gates.

TABLE 3-4
HISTORICAL COUNT DATA FOR
ENTERING TRAFFIC AT NASNI

GATE	INBOUND ADT											AVERAGE DISTRIBUTION (d)
	1983	Jul 1988	Feb 1989	Jan 1990	Jul 1993	Aug 1995	Feb 1999	May 2002 (a)	May 2002 (b)	Aug 2002 (c)	Nov 2005	
First St (Gate 2)	4,600	6,553	7,432	5,220	3,480	5,100	3,481	5,332	3,961	7,133	7,143	23%
Second St (Gate 3)	2,250	6,777	6,396	2,845	2,499	2,000	4,924	--	--	--	--	17%
Fourth St (Main Gate)	15,800	11,787	14,315	9,134	7,485	10,347	13,482	16,149	15,170	15,208	14,049	52%
Ocean Blvd (Gate 5)	3,150	2,385	2,846	465	2,494	1,675	681	--	--	1,507	--	8%
Total Inbound	25,800	27,502	30,989	17,664	15,958	19,122	22,568	21,481	19,131	23,848	21,192	100%

Notes:

(a) Counts were performed with two carriers in port.

(b) Counts were performed with one carrier in port.

(c) Counts were performed with three carriers in port.

(d) All 2002 counts and the November 2005 counts were not included in the average distribution because of missing data.

1983 counts taken from the *Traffic Engineering-Planning Study*, dated May, 1983.1988 through 1993 counts taken from the *Final Environmental Impact Statement for the Development of Facilities in San Diego/Coronado to Support the Homeporting of One NIMITZ Class Aircraft Carrier*, dated November 1995 and 1999 counts taken from NASNI information compiled in June 2000 and provided to Kimley-Horn and Associates in July 2007.

2002 counts taken from NASNI studies associated with an Environmental Impact Statement Record of Decision, which indicated that traffic would be monitored with one, two, and three carriers in port.

2005 counts taken from the Third Street Gate Signal Warrant Study. Counts were collected in November 2005.

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TABLE 3-5
CURRENT COUNT DATA FOR
ENTERING TRAFFIC AT NASNI

GATE	INBOUND ADT			AVERAGE DISTRIBUTION
	July 2007 Tube Counts	July 2007 Manual Counts	Sept 2007 Tube Counts	
First St (Gate 2)	3,350	2,967	2950	16%
Third St	14,234	14,264	15023	73%
Ocean Blvd (Gate 5)	2,424	2,319	1981	11%
Total Inbound	20,008	19,550	19,955	100%

Notes:

July 2007 tube counts were taken between July 22, 2007 and July 28, 2007 by National Data & Surveying Services, with one CVN in port.

July 2007 manual counts were taken between July 16, 2007 and July 30, 2007 by NASNI security personnel working at the gates, with one CVN in port.

September 2007 tube counts were taken between September 09, 2007 and September 15, 2007 by National Data & Surveying Services, with one CVN in port.

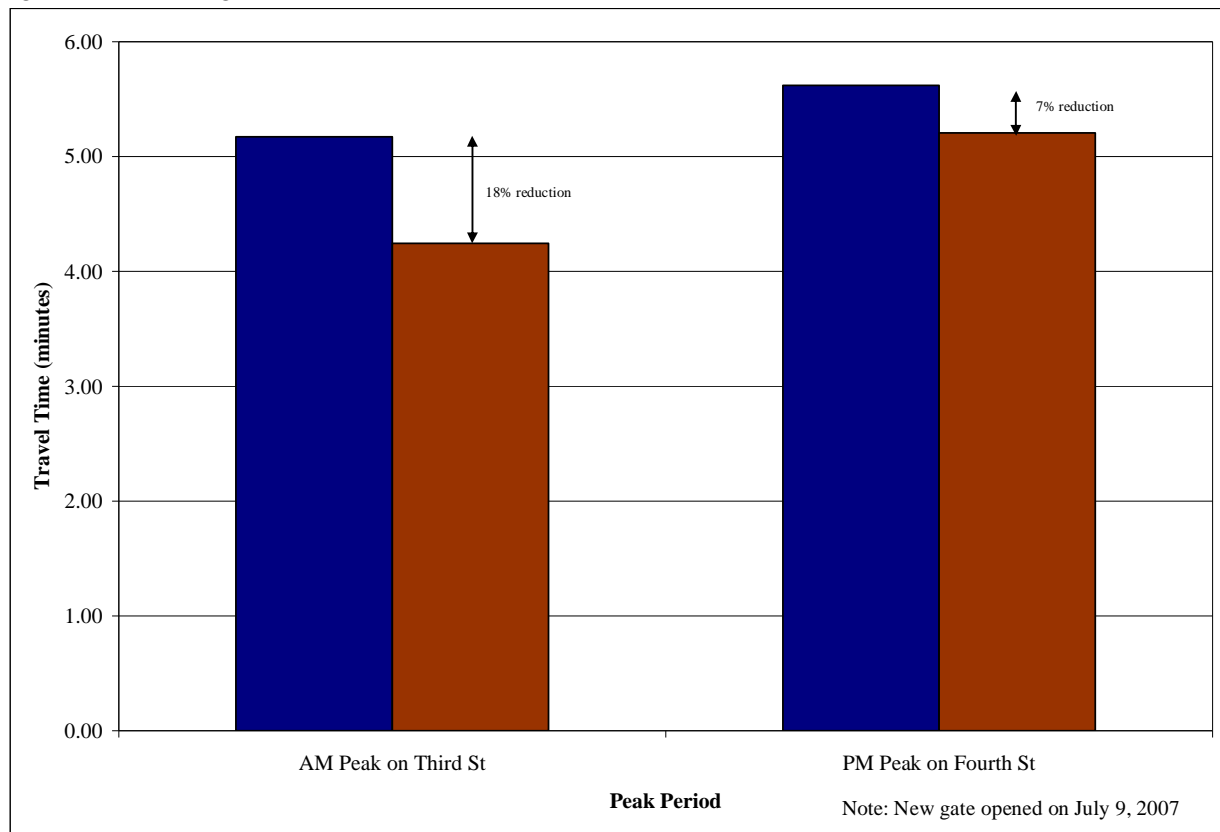
K:\PTO\09521901\Excel\Gate Count Summary.xls\gates (2)

Travel Times between NASNI and San Diego-Coronado Bridge

Travel time runs during the morning and afternoon peak periods were conducted by Navy staff between the toll booths at the San Diego-Coronado Bridge and the entrance to NASNI. A minimum of seven travel time runs in each direction were made during the peak periods. The data conducted from June 5, 2007 to July 6, 2007 was used for the travel time runs with the entrance to NASNI at Fourth Street. The data conducted from July 10, 2007 to August 23, 2007 was used for the travel time runs with the modified entrance to NASNI at Third Street. It should be noted that the travel times during the morning peak represent the time it takes a vehicle to get from the toll booth at the San Diego-Coronado Bridge to the NASNI gates. In the afternoon peak, the travel time represents the time a vehicle takes to get from the NASNI gate to the toll booth at the San Diego-Coronado Bridge. **Appendix C** contains the data provided for the analysis.

Figure 3-10 illustrates the average travel times between the San Diego-Coronado Bridge and the NASNI gates during the peak periods. As shown in the figure, there is a travel time savings with the new gate on Third Street. During the morning peak, a commuter would experience a travel time savings of 18 percent or about a minute. During the afternoon peak, a commuter would experience a travel time savings of seven percent or just under half a minute. With the new gate on Third Street, the average travel time during the morning peak is approximately four minutes while the average travel time during the afternoon peak is approximately five minutes. The morning peak experiences the most benefits from the new gate configuration since inbound traffic no longer needs to use Alameda Boulevard to enter the base.

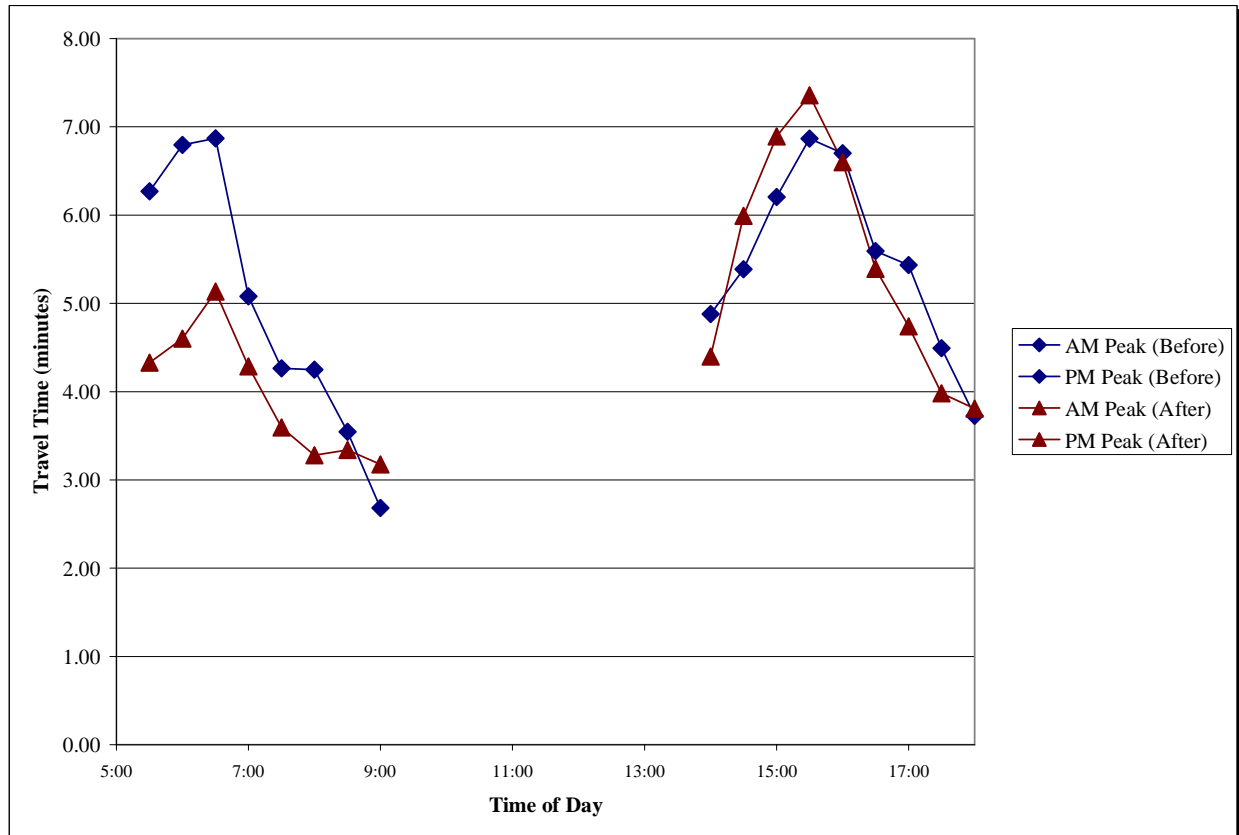
Figure 3-10 Average Peak Period Travel Times



Source: Department of Navy

Figure 3-11 illustrates the average travel times between the San Diego-Coronado Bridge and the NASNI gates during the peak periods in 30-minute increments. As shown in the figure, the peak travel times occur around 6:30 a.m. for entering vehicles and around 2:30 p.m. for exiting vehicles. With the reconfigured gate, the travel times during the morning peak period decrease. However, during the afternoon peak, the travel times for certain time periods increase, but the average travel time during the entire peak period decreases (as shown in Figure 3-10 above). It should be noted that traffic signals are planned to be installed at the Third Street/Alameda Boulevard and Fourth Street/Alameda Boulevard intersections in Fall 2008. With these additional improvements, travel times may be further decreased than with the current reconfiguration of the gates.

Figure 3-11 Incremental Peak Period Travel Times



Source: Department of Navy

Transit Ridership

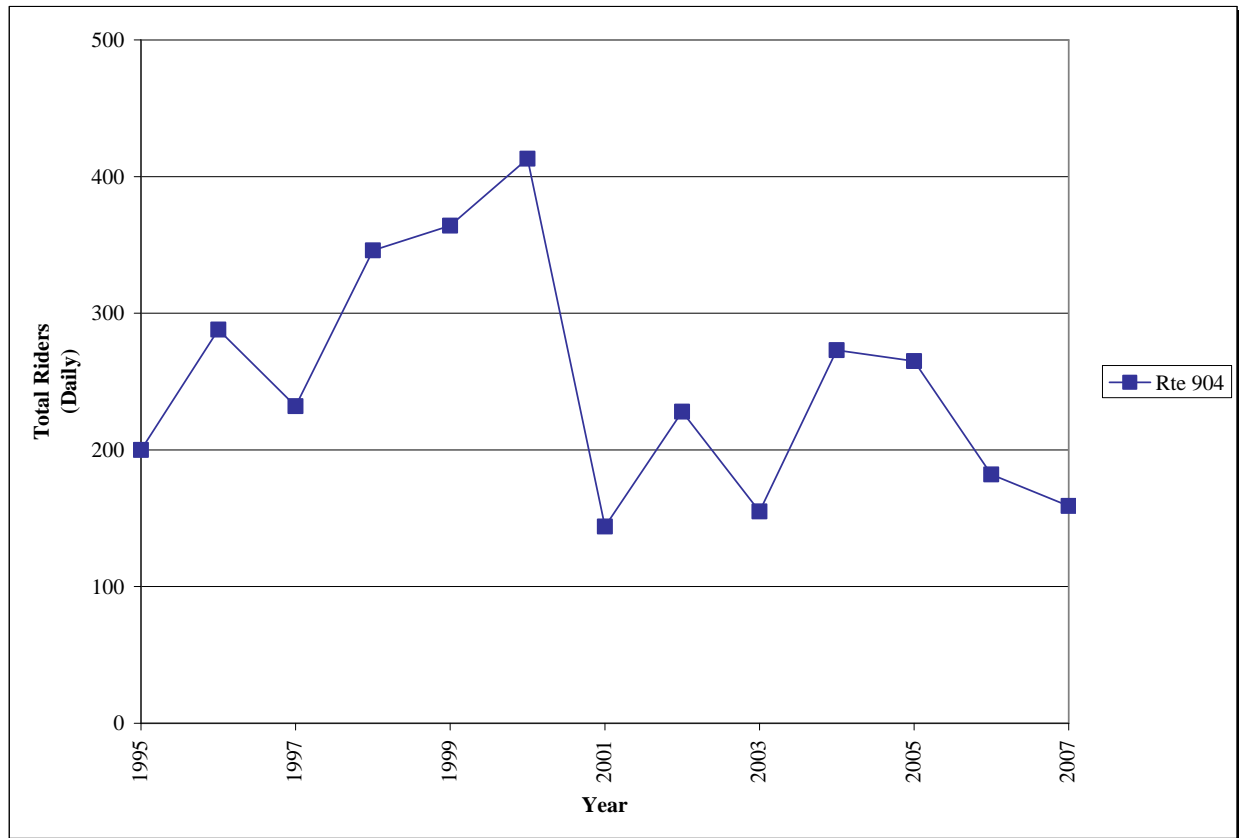
Historical transit ridership for the following routes serving the City of Coronado has been compiled from MTS data:

- Route 901: Provides regional service between the cities of Imperial Beach, Coronado, and San Diego. Service is provided to NASNI at a bus stop located near the Third Street/I Avenue intersection.
- Route 904: Provides local service between the Coronado Island Marriot Resort and the City Hall with stops at the Ferry Landing and Hotel del Coronado.

Appendix D contains the traffic volumes obtained from MTS.

An assessment of transit use on local bus routes and ferry service was undertaken to better evaluate existing usage. Historical transit ridership for the routes serving the City of Coronado has been compiled from MTS data. **Figure 3-12** illustrates the local transit ridership data for Route 904. As shown in the figure, the ridership level fluctuates on a yearly basis with a large decline in ridership from the Year 2000 to 2001. The daily ridership totals range between 150 to 400 riders.

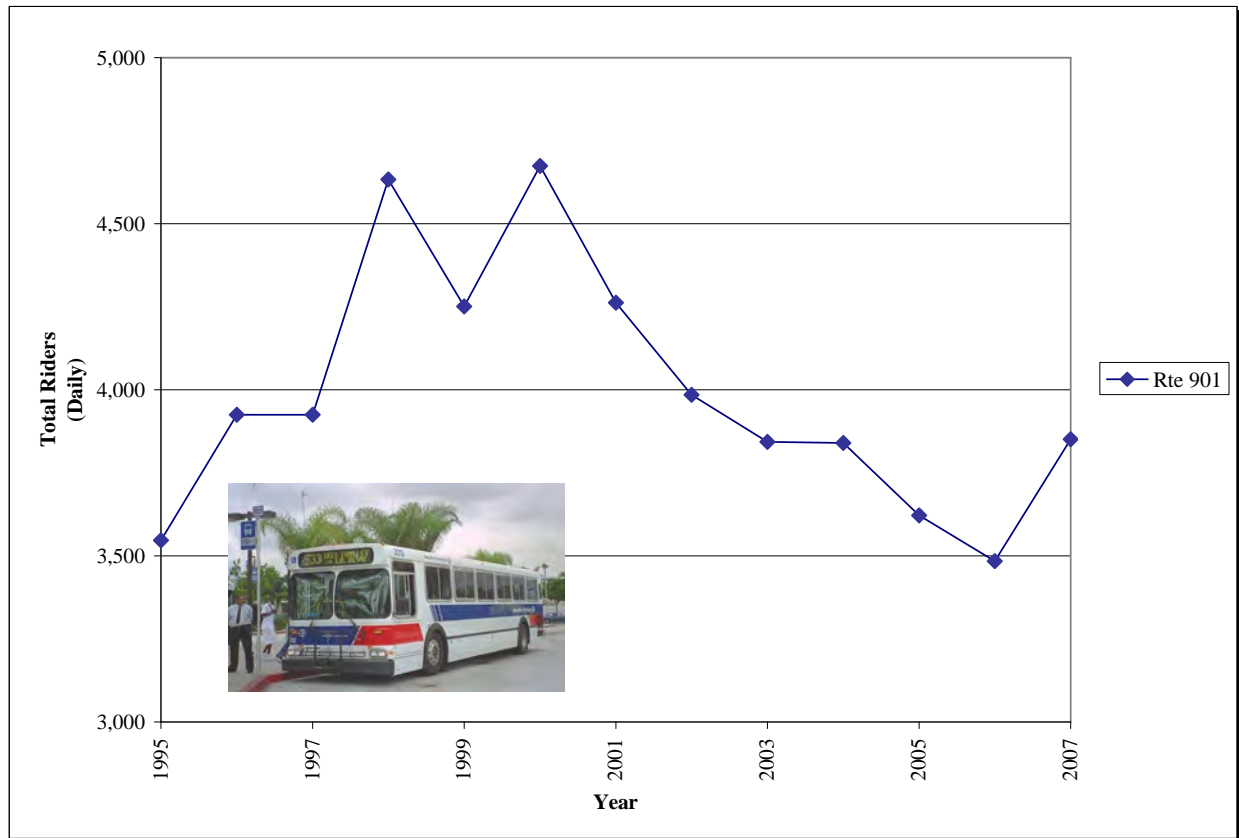
Figure 3-12 Local Transit Ridership



Source: Caltrans Traffic and Vehicle Data Systems Unit. Data represents peak month for each respective year.

Figure 3-13 illustrates the regional transit ridership data for Route 901. As shown in the figure, the ridership level fluctuated on a yearly basis prior to the Year 2000, but is generally declining since 2000. Currently, the average ridership is approximately 3,500 on a daily basis. The peak ridership occurred in 2000 with approximately 4,700 daily riders. The large decrease could have been caused by the tolls being removed in 2002 and more civilians working at NASNI have decided to drive to/from work instead of riding transit. In addition, bus ridership could have decreased due to heightened security after the 9/11 tragedy.

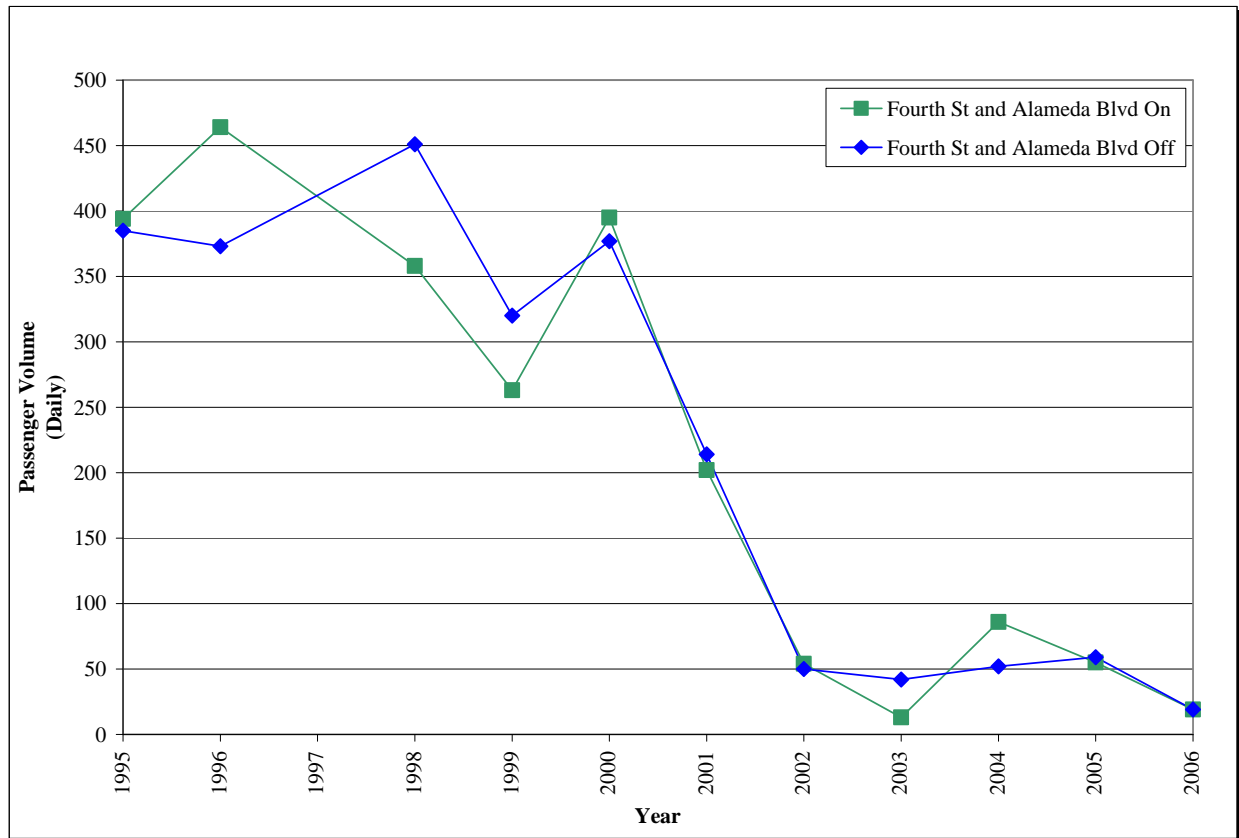
Figure 3-13 Regional Transit Ridership



Source: Caltrans Traffic and Vehicle Data Systems Unit. Data represents peak month for each respective year.

Figure 3-14 illustrates the boarding and alighting at the NASNI bus stop near the intersection of Fourth Street/Alameda Boulevard for Route 901. As shown in the figure, the number of boarding and alighting at the NASNI bus stop prior to 2001 ranged between 250 and 450 passengers per day. However, between 2001 and 2002, the number of boarding and alighting has significantly decreased to approximately 50 passengers per day and has remained constant at approximately 50 passengers per day. The large decrease could have been caused by the tolls being removed in 2002 and more civilians working at NASNI has decided to drive and/or vanpool to/from work instead of riding transit.

Figure 3-14 Route 901 Boarding and Alighting Near NASNI

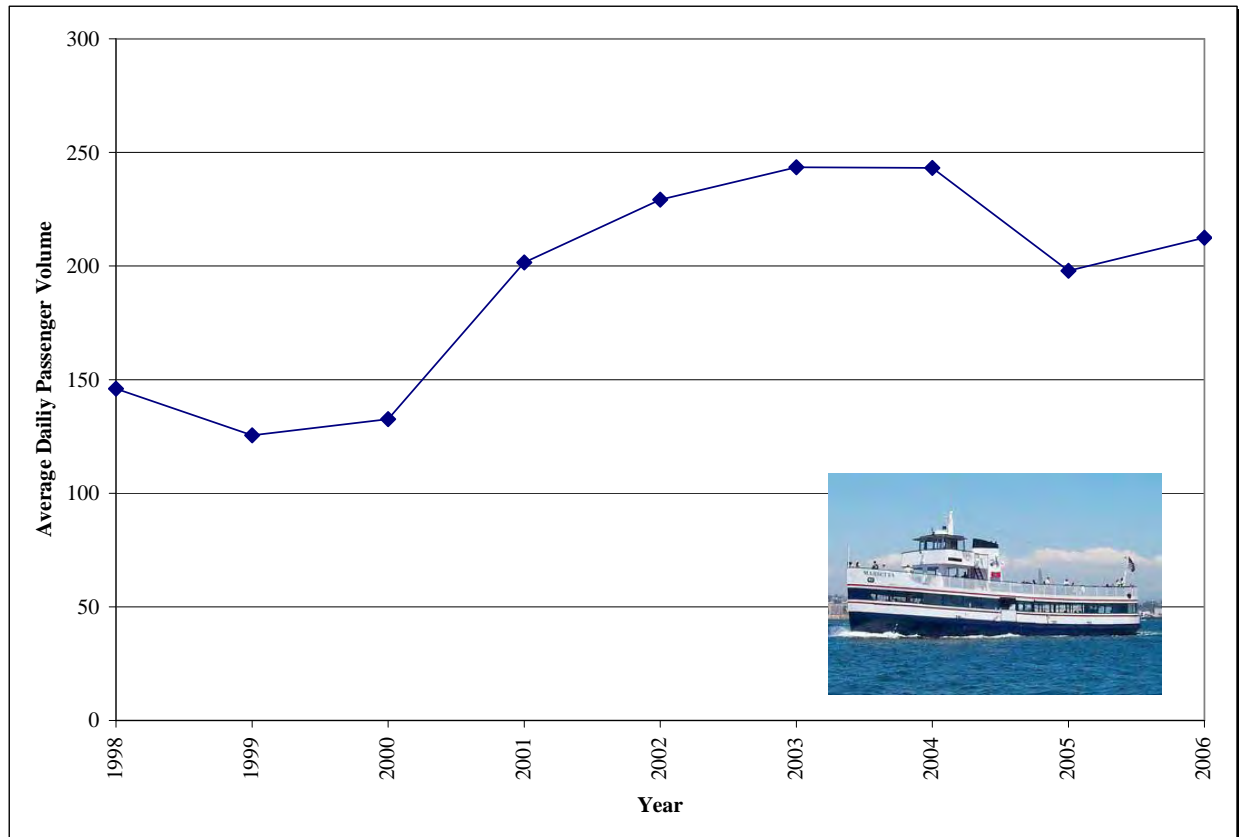


Source: Caltrans Traffic and Vehicle Data Systems Unit. Data represents peak month for each respective year.

Ferry Ridership

Figure 3-15 illustrates the historical daily ferry ridership to NASNI between the years 1998 to 2006. The name of the commuter ferry is Marietta and has a capacity of 525 passengers. As shown in the figure, the average ridership ranged from a low of approximately 125 passengers in 1999 to a high of approximately 250 passengers in 2004. Since 2004, the average daily ridership has decreased by approximately 20 percent. At its peak, the ferry still was only 50 percent full and could hold another 275 passengers. **Appendix E** contains the ferry ridership data.

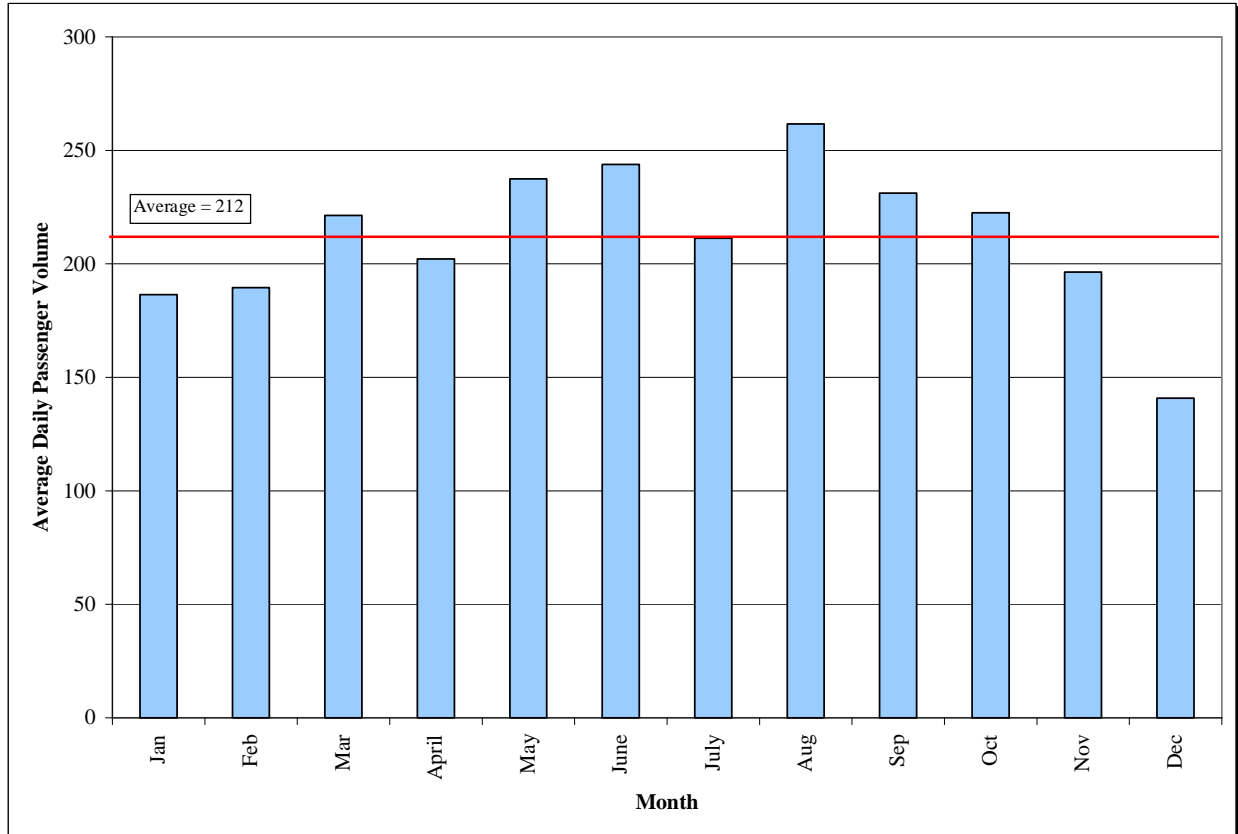
Figure 3-15 Historical Daily Ferry Ridership



Source: Harbor Excursions, 2007

Figure 3-16 illustrates the average daily ferry ridership to NASNI for each month in 2006. As shown in the figure, ridership fluctuates throughout the year. The daily average ranges from a low of 141 riders in December to a peak month average of 262 riders in August, with a yearly average of 212 riders per day.

Figure 3-16 2006 Average Daily Ferry Ridership by Month

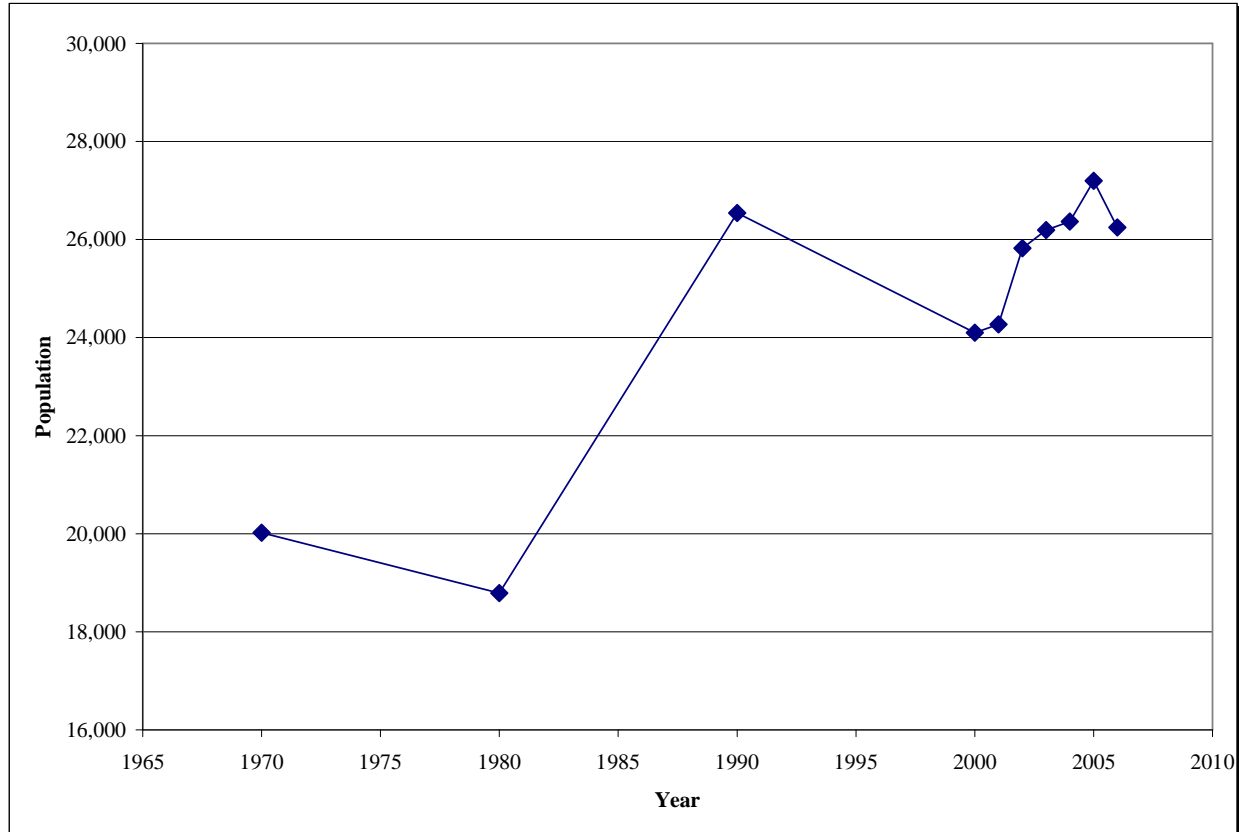


Source: Harbor Excursions, 2007

Population

The total population over the last 40 years in the City of Coronado was based on data provided by the US Census. **Figure 3-17** illustrates the trends in population over the years. As shown in the figure, the population ranged from a low of 19,000 in 1980 to a high of 27,000 in 2005. In recent years, the population has seen a gradual increase every year.

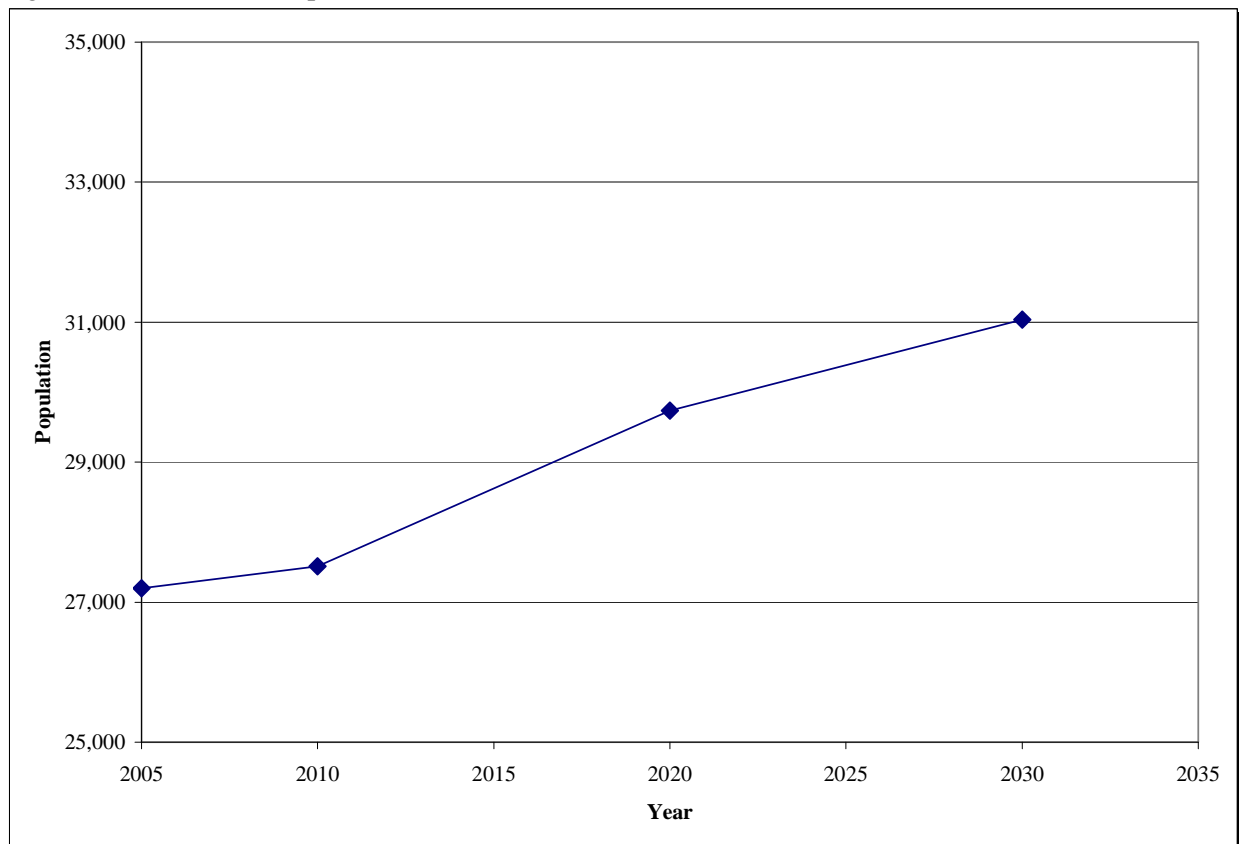
Figure 3-17 Coronado Population – Past and Present



Source: <http://factfinder.census.gov>

The future population over next 20 years in the City of Coronado was based on data provided by the US Census. **Figure 3-18** illustrates the trends in for the future. As shown in the figure, the population is expected to increase to approximately 31,000 by the Year 2030. This would represent an increase of approximately 18 percent over the current population.

Figure 3-18 Coronado Population – Future



Source: <http://datawarehouse.sandag.org>

Trend Analysis Summary

The trend analysis suggests evolving traffic patterns in the City of Coronado. However, it is difficult to firmly substantiate the causes of traffic growth. The following conclusions can be drawn from the analysis:

- Traffic counts obtained in 2003 from Caltrans and from the *City Wide Traffic Study* seemed to be on the high side with traffic counts in 2002 and 2004 being lower and consistent with each other.
- Truck traffic in Coronado is relatively low with up to two percent of the total traffic at the NASNI truck gate and generally less than one percent elsewhere.
- Data shows that traffic at the gates have fluctuated throughout the years, ranging from a low of 16,000 in July 1993 to a high of 31,000 in February 1989. Because data is limited and the data collection methods are not clearly stated, it is difficult to say with certainty that there is a trend in traffic entering/exiting NASNI. What the data shows is that approximately 75 percent of the traffic uses the gate at First Street and Third/Fourth Street.
- Traffic on Third Street and Fourth Street has not grown since 1996 with the exception of the segment of Third Street between the bridge and Orange Avenue, which has increased by approximately 9,000 ADT. Because the traffic has only increased along Third Street between the bridge and Orange Avenue, this increase in traffic is assumed to not be NASNI related.
- Bridge traffic has historically been increasing approximately one percent per year. When the tolls were removed in 2002, there was an approximate 10 percent spike in traffic (+7,000 ADT). Since 2002, traffic has not been increasing.
- Based on the traffic count data, traffic is above normal during June, July, August, and September, with the peak month in July. This coincides with the peak tourist season.
- The toll removal in 2002 coincides with a noticeable decrease in transit ridership on Route 901. In particular, NASNI ridership dropped from approximately 400 roundtrip passengers per day to approximately 50 roundtrip passengers per day.
- Peak-hour bridge traffic has been steady at approximately 7,000 vehicles in the peak-hour. This value did not increase with the toll removal, which could indicate that the bridge may be near capacity during the peak-hour.
- Traffic on Orange Avenue has grown by approximately 2,000 ADT since 2001.
- Traffic on Silver Strand Boulevard has grown by approximately 2,000 to 3,000 ADT since the toll removal.
- With the reconfigured Main Gate, the travel times during the peak periods have decreased between the San Diego-Coronado Bridge and the NASNI gates.
- The ferry ridership has seen an increase in ridership from the Year 2000 to 2004, but has remained relatively constant since then at approximately 212 average daily riders. The month of August experiences the highest ridership.
- The population in Coronado has experienced a growth of approximately 40 percent over the last 30 years and future projections indicate a growth of approximately one percent per year over the next 20 years. Future projections are based on assumptions on future demographic trends.

Causes of traffic growth in Coronado are difficult to pinpoint. The following potential causes are likely:

- Infill projects and land use changes with higher densities within Coronado. The amount of infill projects have been relatively minor, but are likely to have an effect on overall traffic growth.
- Removal of the bridge toll. This appears to have increased off-peak travel. The toll removal appears to have increased traffic on the bridge by approximately 7,000 ADT.
- Tourism traffic has likely increased due to growth in the San Diego region. The number of beaches is constant so as growth in the region occurs, more visitors will likely visit each available beach. This traffic would likely occur during off peak periods since recreational trips typically avoid rush hour traffic.
- Traffic on NASNI varies, but does not appear to have trended upward over the period when data has been collected. The number of carriers in port, variations in schedules and personnel needs, military construction (MILCON) projects, contractors, special base events, etc. can cause fluctuations in gate traffic and area-wide traffic.
- Construction traffic may be higher than typical. The City of Coronado staff indicated that there are 250 construction workers per day at the Hotel del Coronado and numerous remodeling projects throughout the City.
- The population in Coronado has experienced an average annual growth rate of one percent per year over the last 40 years. With a low transit ridership and an increased demand for automobiles, additional vehicle trips have been generated with the increase in population.

4.0 EXISTING CONDITIONS

This section summarizes the existing roadway circulation network, peak-hour and daily traffic volumes, pedestrian/bicycle traffic, average vehicle occupancy at NASNI gates, and operations at the study intersections and roadway segments in the study area. Traffic volumes related to the second and third CVN in port were added to the existing traffic volumes (without staggering work hours) to replicate the traffic conditions if two or three carriers were in port. As discussed previously, this condition would not exist as work hours are being staggered with more than one CVN in port. Therefore, the results from the non-staggered work hours are shown for comparison purposes only.

Because the traffic volumes during the summer months (data obtained in July 2007) are generally higher than the traffic volumes during the fall months (data obtained in September 2007), this traffic study used the summer traffic data because they would represent a conservative estimate. A comparison to September 2007 count data is also provided in this section below. **Appendix F** contains the traffic analysis resulting from the traffic volumes obtained in September 2007.

Road Network

The following provides a description of the existing street system within the vicinity of the study area. Roadway classifications for the different roadways in the study area were based on field observations and on the *City of Coronado General Plan Circulation Element*, dated October 17, 1995.

First Street is classified and functions as an east-west, 2-lane collector between Alameda Boulevard and A Avenue. Sidewalks, curbs, parallel-parking spaces, and bike lanes are located on both sides of the street, for the entire length of the street. A NASNI gate is located at the west end of First Street. This street is a route used by some of the traffic between NASNI and the San Diego-Coronado Bridge. Right-turns in the eastbound direction are prohibited between 2:00 and 6:00 between J Avenue and D Avenue. The posted speed limit is 25 miles per hour (mph).

Third Street is classified and functions as a westbound, one-way, 3-lane principal arterial between Pomona Avenue and Alameda Boulevard. Third Street is also known as SR-75 between Pomona Avenue and Orange Avenue and SR-282 between Orange Avenue and Alameda Boulevard. Sidewalks and curbs are located on both sides of the street for the entire length of the street. Parking is located on both sides of the street west of Orange Avenue. No parking is allowed east of Orange Avenue. An entrance-only NASNI gate is located at the west end of Third Street. This street serves as the main route from the San Diego-Coronado Bridge to NASNI. Right-turns are prohibited between 5:00 a.m. and 8:00 a.m. between D Avenue and J Avenue. The posted speed limit is 25 mph.

Pomona Avenue is classified and functions as a north-south, 2-lane minor arterial between Fourth Street and Silver Strand Boulevard and a westbound, one-way, 3-lane principal arterial between Fourth Street and Third Street. Sidewalks, curbs, and parallel-parking spaces are located on both sides of the street between Third Street and Glorietta Boulevard. Sidewalks, curbs, parallel-parking spaces are located on the east side of the street and a separate bike path is located about 25 feet west of the street between Glorietta Boulevard and Silver Strand Boulevard. Speed humps are located intermittently between Fourth Street and Silver Strand Boulevard. The posted speed limit is 25 mph.

Fourth Street is classified and functions as an eastbound, one-way, 3-lane principal arterial between Alameda Boulevard and Pomona Avenue. Sidewalks, curbs, and parallel-parking spaces are located on both sides of the street, for the entire length of the street. Fourth Street is also known as SR-282 between Alameda

Boulevard and Orange Avenue and SR-75 between Orange Avenue and Pomona Avenue. An exit-only NASNI gate is located at the west end of the street. This street serves as the main route from NASNI to the San Diego-Coronado Bridge. The posted speed limit is 25 mph.

San Diego-Coronado Bridge is classified and functions as a 5-lane freeway. The traffic lanes on the bridge are separated by a movable median, which allows for three westbound traffic lanes in the morning and three eastbound traffic lanes in the afternoon and evening. The approach on each side of the bridge contains three lanes. An out-of-service toll plaza sits on the west side of the bridge and serves as a traffic calming device for vehicles entering the island. The San Diego-Coronado Bridge is also known as SR-75. The posted speed limit is 50 mph.

Sixth Street is classified and functions as an east-west, 2-lane collector between Alameda Boulevard and Glorietta Boulevard. Sixth Street, west of Orange Avenue, is bordered by Coronado High School, Coronado Middle School, and Village Elementary School. The street has sidewalks, curbs, and parallel-parking on both sides of the street, for the entire length of the street. The posted speed limit is 25 mph.

Tenth Street is classified and functions as an east-west, 2-lane collector between Alameda Boulevard and Pomona Avenue. The street has sidewalks, curbs, and parallel-parking on both sides of the street, for the entire length of the street. The posted speed limit is 25 mph.

Ocean Boulevard is classified and functions as an east-west, 2-lane minor arterial between NASNI and Orange Avenue. The street has sidewalks, curbs, and parallel-parking on both sides of the street, for the entire length of the street. The street has a double-yellow centerline between NASNI and Isabella Avenue. The posted speed limit is 25 mph.

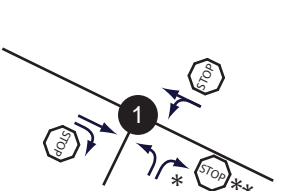
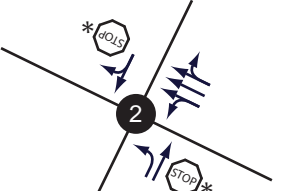

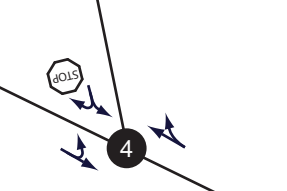
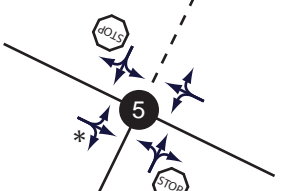

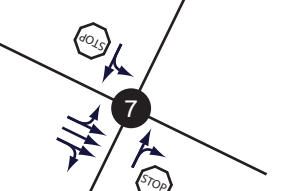
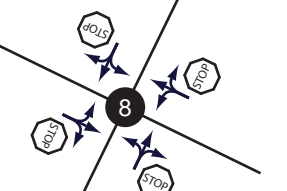
Alameda Boulevard is classified and functions as a north-south, 2-lane minor arterial between First Street and Ocean Boulevard. The street runs along the border of NASNI between First Street and Fourth Street. The street has sidewalks, curbs, and parallel-parking on both sides of the street, for the entire length of the street. There is a segment of the street with a double-yellow centerline between Ninth Street and J Avenue. The posted speed limit is 25 mph.

Orange Avenue is classified and functions as a north-south, 4-lane minor arterial between First Street and Third Street and a 4-lane principal arterial between Third Street and Pomona Avenue. Orange Avenue is also known as SR-75. The road has a wide raised landscaped median for the entire length of the road. This street has sidewalks, curbs, and parallel-parking spaces on both sides of the street, for the entire length of the street. The posted speed limit is 30 mph between First Street and Ninth Street and 25 mph between Ninth Street and to Pomona Avenue.

Silver Strand Boulevard is classified and functions as an east-west, 4-lane principal arterial between Pomona Avenue and the city limits of Imperial Beach. Silver Strand Boulevard is also known as SR-75 south of Pomona Avenue. The road has a landscaped median with an intermittent barrier along the center of the median. There is a separate, two-lane, bike path to the north of the road that travels the length of the road. There is also a curb on both sides of the road, along the entire length of the road. The posted speed limit is 45 mph.

Figures 4-1 to 4-1.2 show the existing geometrics of the study intersections within the study area.

CVN SEIS Traffic Study

First St/ Alameda Blvd	Third St/ Alameda Blvd	Fourth St/ Alameda Blvd	Ocean Blvd/ Alameda Blvd
 *No right-turn 2 p.m. to 6 p.m. ** It functions as an all-way stop during peak hours.	 *Under manual traffic control from 5:00 a.m. to 7:00 a.m.	 *Under manual traffic control from 2:00 p.m. to 5:00 p.m.	
First St/ D Ave	Third St/ D Ave	Fourth St/ D Ave	Sixth St/ D Ave
 *No right-turn 2 p.m. to 6 p.m.	 *No right-turn 5 a.m. to 8 a.m.		

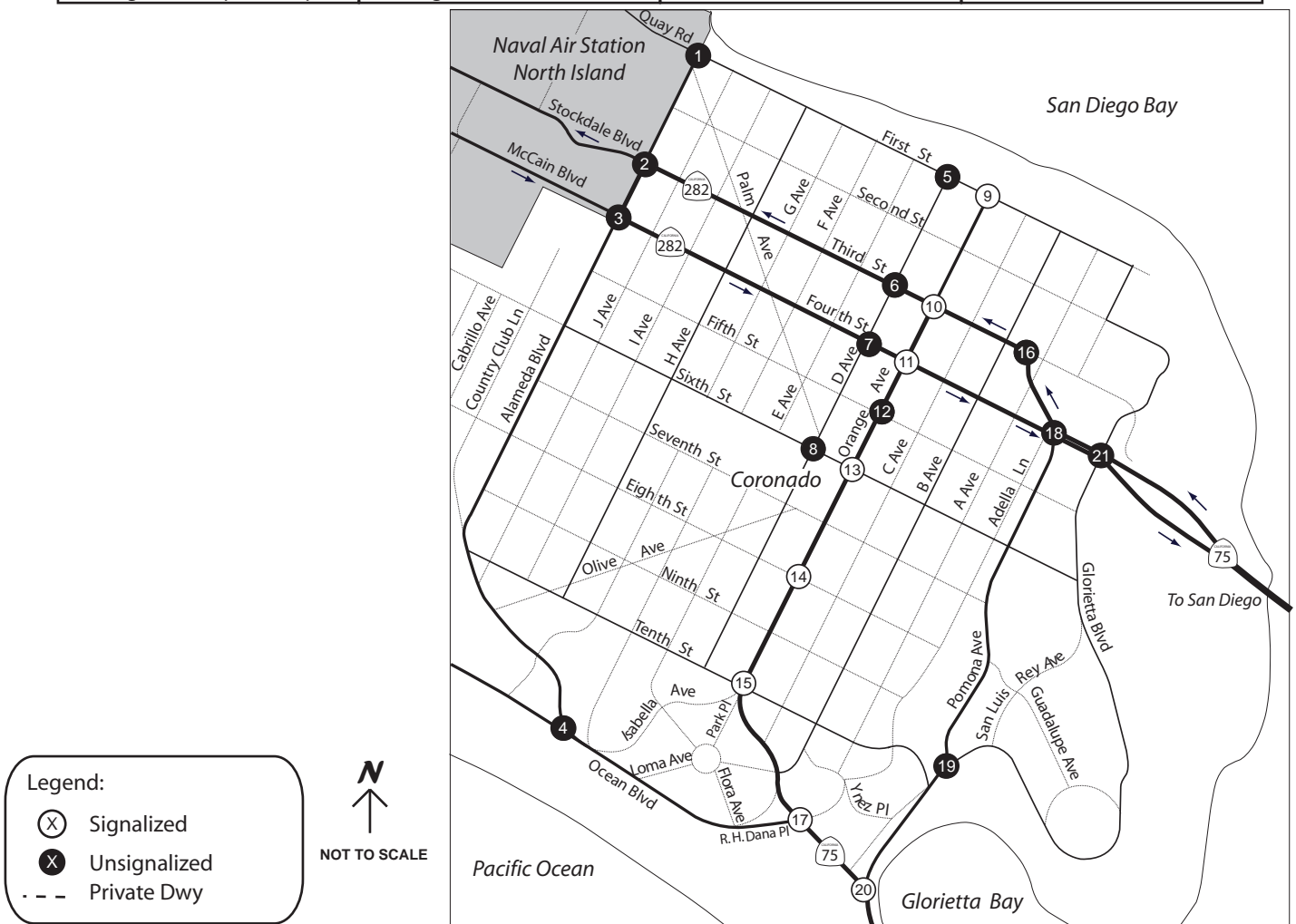


FIGURE 4-1

CVN SEIS Traffic Study

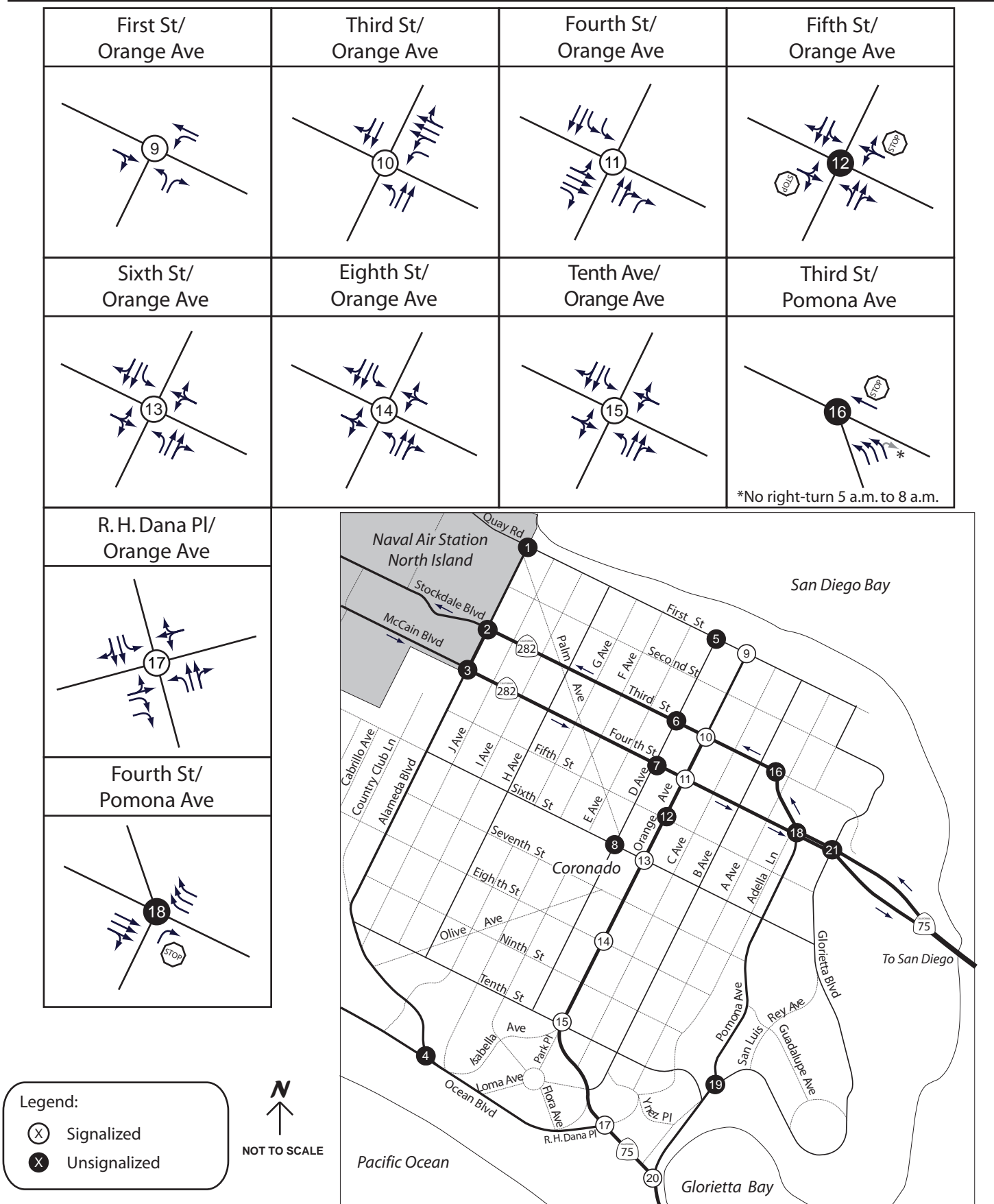
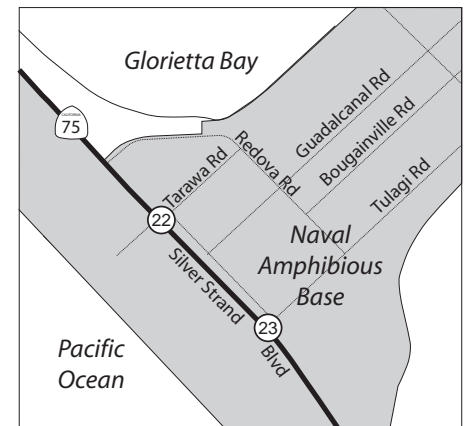
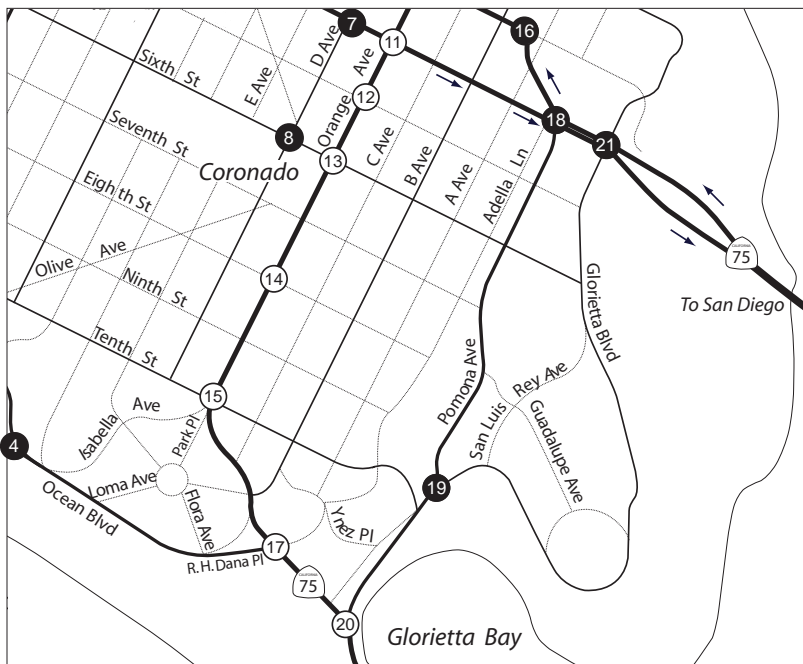


FIGURE 4-1.1

CVN SEIS Traffic Study

Pomona Ave/ Glorietta Blvd	Pomona Ave/ Silver Strand Blvd	Fourth St/ Glorietta Blvd	Tarawa Rd/ Silver Strand Blvd
Tulagi Rd/ Silver Strand Blvd	Logan Ave/ Cesar E Chavez Pkwy	National Ave/ NB SR-75 Off-Ramp	

*No right-turn 3 p.m. to 5 p.m.
(Buses Excepted)



Legend:

- Signalized
- Unsignalized
- Free right-turn

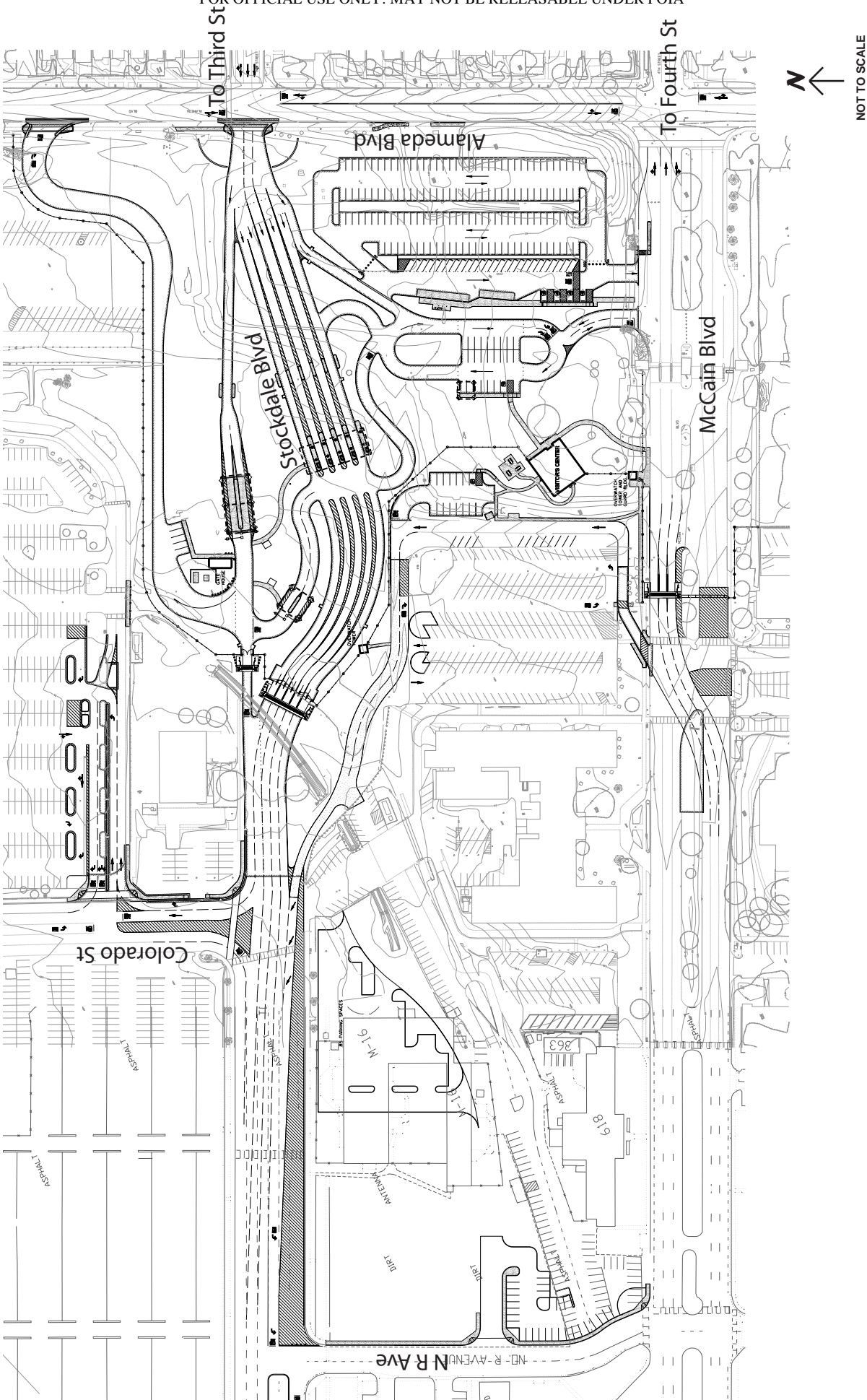


NASNI Base Main Gate

The previous main access to NASNI was provided via Fourth Street, which turns into McCain Boulevard on base. The majority of the inbound traffic originates from Third Street. Inbound traffic from Third Street required a left-turn at Alameda Boulevard and a right-turn at Fourth Street to enter NASNI. For outbound traffic, the majority of the traffic continued onto Fourth Street from NASNI. The segment of Alameda Boulevard between Third Street and Fourth Street was configured for southbound one-way traffic.

The DON has finished the construction of the NASNI Base Main Gate at Stockdale Boulevard (Third Street) and McCain Boulevard (Fourth Street) and it was opened to the public on July 9, 2007. The gate serves the majority of traffic to and from NASNI, with Stockdale Boulevard processing inbound traffic and McCain Boulevard discharging outbound traffic. **Figure 4-2** shows the site plan for the current gate. As shown in the figure, the completion of the gate extends the Third Street and Fourth Street one-way couplet into NASNI as Stockdale Boulevard and McCain Boulevard, respectively.

With the completion of the gate, Alameda Boulevard from Third Street to Fourth Street has been converted to two-way traffic. Both the intersection of Third Street and Alameda Boulevard and the intersection of Fourth Street and Alameda Boulevard are now operating as a two-way stop-controlled (TWSC) intersection, with traffic along Alameda Boulevard required to stop. As a temporary solution, NASNI is currently providing traffic control personnel at the Third Street/Alameda Boulevard intersection from approximately 5 a.m. to 7 a.m. and at the Fourth Street/Alameda Boulevard intersection from 2 p.m. to 5 p.m. to minimize traffic congestion at the intersections. Traffic signals are already planned for these two intersections and should be installed by Fall 2008. On NASNI, McCain Boulevard and Stockdale Boulevard have been reconfigured to function similarly to a one-way couplet from the gate to Quentin Roosevelt Boulevard. Although both McCain Boulevard and Stockdale Boulevard allow two-way traffic west of North R Avenue, the primary travel route is McCain Boulevard for eastbound traffic and Stockdale Boulevard for westbound traffic.



Source: Department of the Navy, Naval Facilities Engineering Command

FIGURE 4-2

Existing NASNI Base Main Gate Site Plan

Transit Network

The City of Coronado has several private and public transit options including bus and ferry service for City of Coronado residents, workers, and visitors.

The Metropolitan Transit System (MTS) serves the City of Coronado with two bus routes. Route 901 runs from Downtown San Diego, across the San Diego-Coronado Bridge, through the City of Coronado to the City of Imperial Beach and the Otay Mesa Community of the City of San Diego. The route travels along both SR-75 and SR-282, and currently provides a transit stop inside the base just west of Alameda Boulevard. The stop is located near the visitor check-in center prior to the stationed guards at the Third Street gate. The bus exits the base at the Fourth Street gate. Passengers exiting the bus for NASNI are required to walk on base through the guard station and to their final destination on base. Previously, the bus route made a stop on Alameda Boulevard between Third Street and Fourth Street. The route provides daily service every 15 minutes on weekdays during peak periods (approximately 5:00 a.m. to 8:00 a.m. and 2:00 p.m. to 4:00 p.m.), and every 30 minutes on weekdays during non-peak periods and weekends. Route 901 is one of the MTS top ten routes for high ridership.

Route 904 provides service within the City of Coronado between Third Street / Glorietta Boulevard and Silver Strand Boulevard (SR-75) and Avenida de las Arenas. The route travels primarily on Orange Avenue and Silver Strand Boulevard and not does provide access to any NBC facility. The route provides daily service every one hour between approximately 10 a.m. and 7 p.m. **Figures 4-3** and **4-4** show the routes and stops of Routes 901 and 904, respectively.

In addition to two bus routes serving the City of Coronado, MTS also operates the San Diego Trolley system, which serves several cities throughout San Diego County. Although the trolley does not pass through the City of Coronado, many commuters to and from the City of Coronado and NASNI use the trolley in combination with the bus or ferry. Both the Orange and Blue trolley lines serve Downtown San Diego, with stops at major transit centers, including the Santa Fe Depot near the Broadway ferry dock.

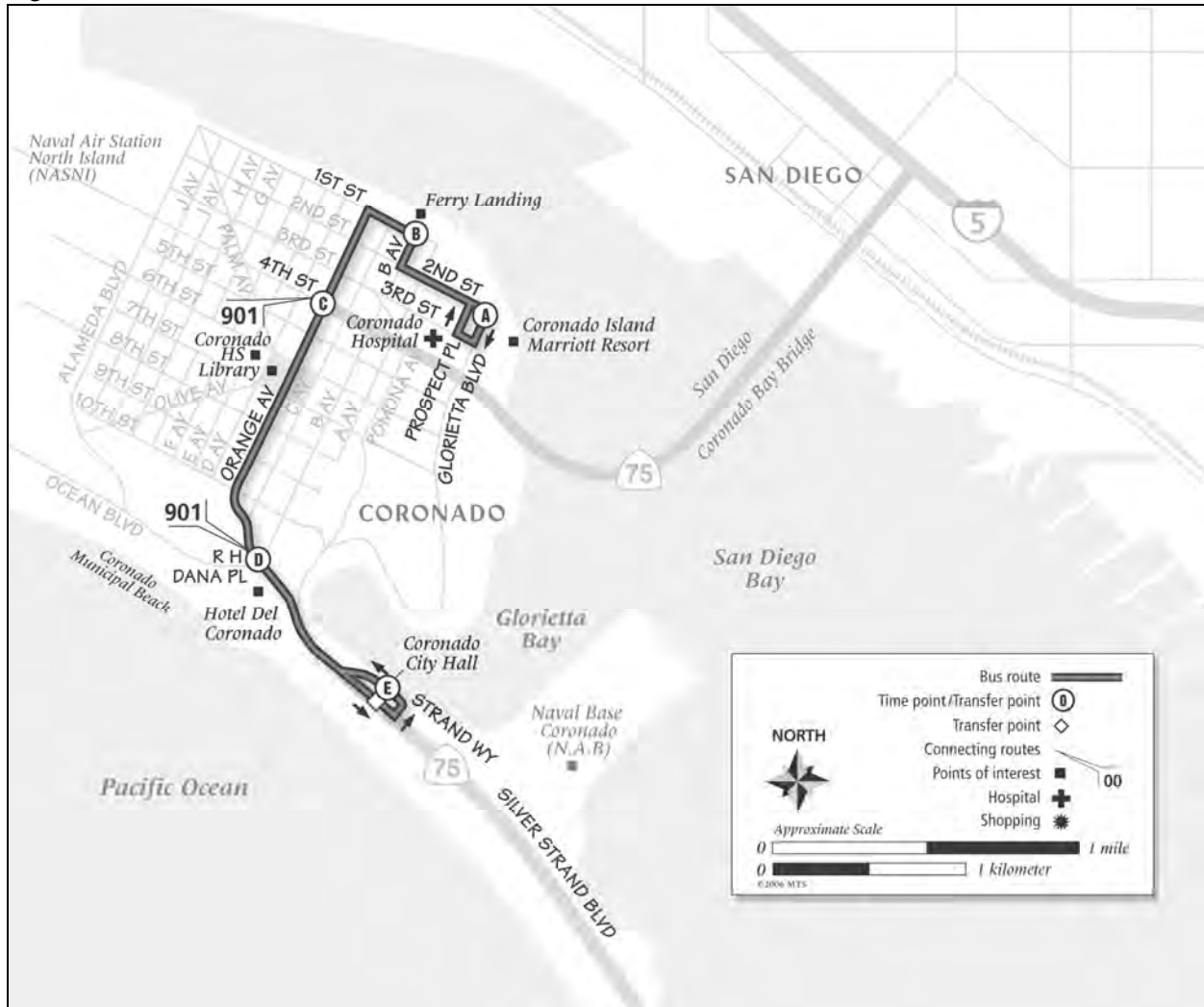
MTS operates the Coaster as well, a passenger train which runs between the City of Oceanside and Downtown San Diego. The train has a stop at the Santa Fe Depot in Downtown San Diego, which is near the Broadway ferry dock.

Figure 4-3 MTS Route 901



Source: MTS Route Map, dated June 17, 2007

Figure 4-4 MTS Route 904



Source: MTS Route Map, dated June 11, 2006

The DON provides a transit subsidy program to help offset some of the costs for employees commuting with the use of mass transit and vanpools. The Transportation Incentive Program (TIP) outlines the details of the program. Each user of this program will receive up to \$110 per month in tax free assistance. In general, the six forms of public transportation eligible for TIP are the following:

- The COASTER
- San Diego Trolley
- MTS Busses
- San Diego Bay Ferry
- Vanpool Services, Inc. (VPSI) Vanpool
- Ridesharing

According to the TIP, each vanpool must have at least six people (not including the driver) and be at least half filled on each trip in order to qualify for the subsidy program. At NASNI, the current vanpool program consists of groups of 7 to 14 riders together to and from NASNI in privately owned vans. These

riders often come from areas outside the County of San Diego. Based on the latest estimates, 80 vanpools are operated with 762 members.

Currently, limited public transportation is available on-base. The on-base shuttle has a peak demand occurring between 5:00 and 8:00 a.m. with an average of approximately 120 to 130 passengers during this time period. The capacity of the on-base shuttle is 36 passengers. During the afternoon peak, there is a sharp decline in ridership. The potential cause for the decline is that people catch a ride with other co-workers and get dropped off near the main gate.

The DON estimates that 1,400 to 1,500 civilian and military personnel commute to and from NASNI daily via MTS transit, the ferry, or a vanpool. This is approximately six percent of the military personnel and DON civilian employees.

Passenger ferry service is available between the City of Coronado and Downtown San Diego. Daily sailings depart every one hour between approximately 9 a.m. to 10 p.m. A commuter ferry runs during peak periods between the Broadway Pier, NASNI, and Coronado Landing Marketplace. These sailings depart every 45 minutes to one hour between approximately 5:30 a.m. to 8:30 a.m. and 2 p.m. to 5 p.m. on Mondays through Fridays. The ferry is operated by the private company Harbor Excursions. The ferry to and from NASNI is free for military personnel with proper identification. During 2006, an average of 212 people used the ferry during the weekday, based on data provided by Harbor Excursions.

Non-Motorized Facility Network

Bicycle Facilities

According to the *City of Coronado General Plan Circulation Element*, dated October 17, 1995, three types of bikeways exist within the City of Coronado, which are Class I, II, and III facilities. A Class I facility is a bike path that has its own right-of-way (ROW) and is exclusively used for bicyclists. A Class II facility is a bike lane that is used exclusively or semi-exclusively for bicyclists. A Class II bike lane is usually provided on an existing roadway and separated from through traffic by striping or other pavement markings. A Class III facility is a bike route that shares ROW designated by signs or pavement markings.

Within the City of Coronado, one identified Class I bike path exists along Silver Strand Boulevard, and one identified Class II bike lane exists in Tideland Park and extends along Glorietta Boulevard to Second Street. Identified Class III bike routes exist along several major streets, including the following:

- First Street from Alameda Boulevard to A Street
- Sixth Street from Coronado Avenue to Glorietta Boulevard
- Tenth Street from Cabrillo Avenue to Glorietta Boulevard
- Coronado Avenue from Ocean Boulevard to Sixth Street
- E Street from Isabella Avenue to Olive Avenue
- Olive Avenue from E Avenue to D Avenue
- D Avenue from Olive Avenue to Palm Avenue
- Palm Avenue from D Avenue to F Avenue
- F Avenue from Palm Avenue to First Street
- Adella Lane from Ynez Place to Sixth Street
- Glorietta Boulevard from Ynez Place to Fifth Street

Figure 4-5 shows the bike routes in the City of Coronado.

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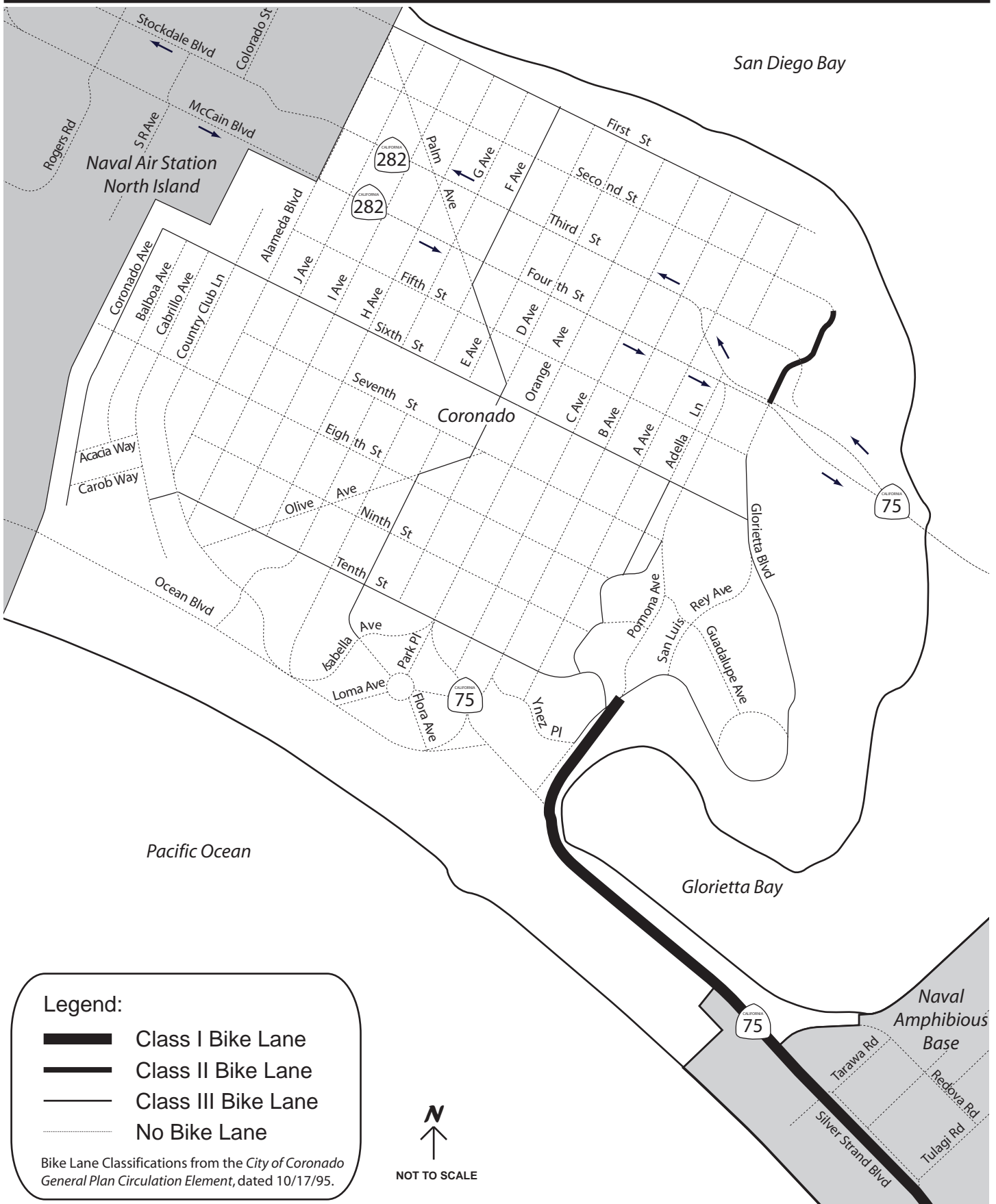


FIGURE 4-5

Traffic Volumes

The peak-hour intersection turning movements at the study area intersections and the ADT volumes along the roadway segments were counted in July 2007 by National Data and Surveying Services. Traffic counts in July were presumed to represent the month with the highest traffic demand on Coronado based on historical traffic data. Traffic counts in the a.m. peak period were obtained between 6:00 and 8:00 a.m. and traffic counts in the p.m. peak period were obtained between 2:30 and 4:30 p.m. The peak-hour generally occurred between 6:15 and 7:15 a.m. for the morning peak and between 2:30 and 3:30 p.m. for the afternoon peak. It should be noted that 10 of the roadway segments in the study area included 7-day counts (July 22, 2007 to July 28, 2007). For the locations where 7-day counts were obtained, the average of the midweek data (Tuesday to Thursday) is shown on the figure. In addition, during the time the traffic counts were obtained, one CVN was in port (USS RONALD REAGAN). The existing traffic volume data is contained in **Appendix G**.

Fleet Readiness Center Southwest (FRCSW) is located on NASNI and serves as a maintenance and repair facility for aircraft and related systems. FRCSW employs around 3,600 personnel who commute on-base everyday and should be considered when looking at traffic volumes related to NASNI. The work day at FRCSW starts at various times ranging from 5:00 a.m. to 8:00 a.m.

Table 4-1 summarizes the notional start times of the FRCSW employees and demonstrates notional distribution of work hours. As shown in the table, the majority of the FRCSW employees (60 percent of the 3,600 employees) start between 6:00 a.m. and 7:00 a.m. However, efforts have been made to stagger the work hour hours and 22 percent of the employees start between 5:00 a.m. and 6:00 a.m. and 16 percent start between 7:00 a.m. and 8:00 a.m.

**TABLE 4-1
START TIMES OF
FRC SW EMPLOYEES**

START TIME	ADMINISTRATION	PRODUCTION	ENGINEERING	LOGISTICS	OTHER	TEST LINE	TOTAL	PERCENT	HOURLY PERCENTAGE
5:00 AM	0	125	0	0	0	25	150	4%	22%
5:15 AM	0	150	0	0	0		150	4%	
5:30 AM	10	125	50	25	20	25	255	7%	
5:45 AM	10	200	0	25	20		255	7%	
6:00 AM	30	700	100	75	30		935	26%	60%
6:15 AM	0	525	0	0	0		525	15%	
6:30 AM	10	300	75	50	20		455	13%	
6:45 AM	10	200	0	0	20		230	6%	
7:00 AM	20	150	100	50	20		340	9%	16%
7:15 AM	0	100	0	25	0		125	3%	
7:30 AM	0	25	25	25	10		85	2%	
7:45 AM	0	25	0	0	0		25	1%	
8:00 AM	10	25	0	25	10		70	2%	2%
TOTALS	100	2650	350	300	150	50	3600		100%

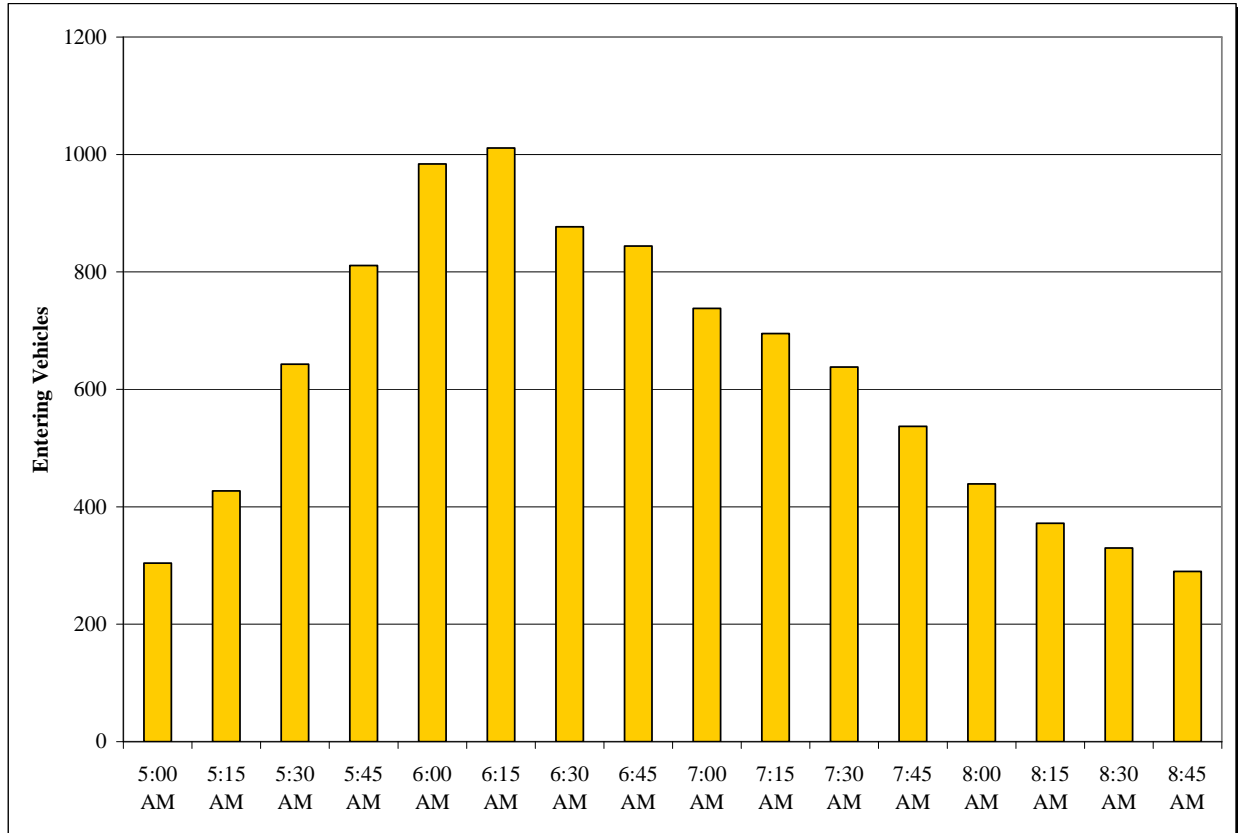
Notes:

Data provided by the Department of Navy (DON), dated October, 2007.

K:\PTO\095219011\Excel\FRC SW Start Times.xls\gates

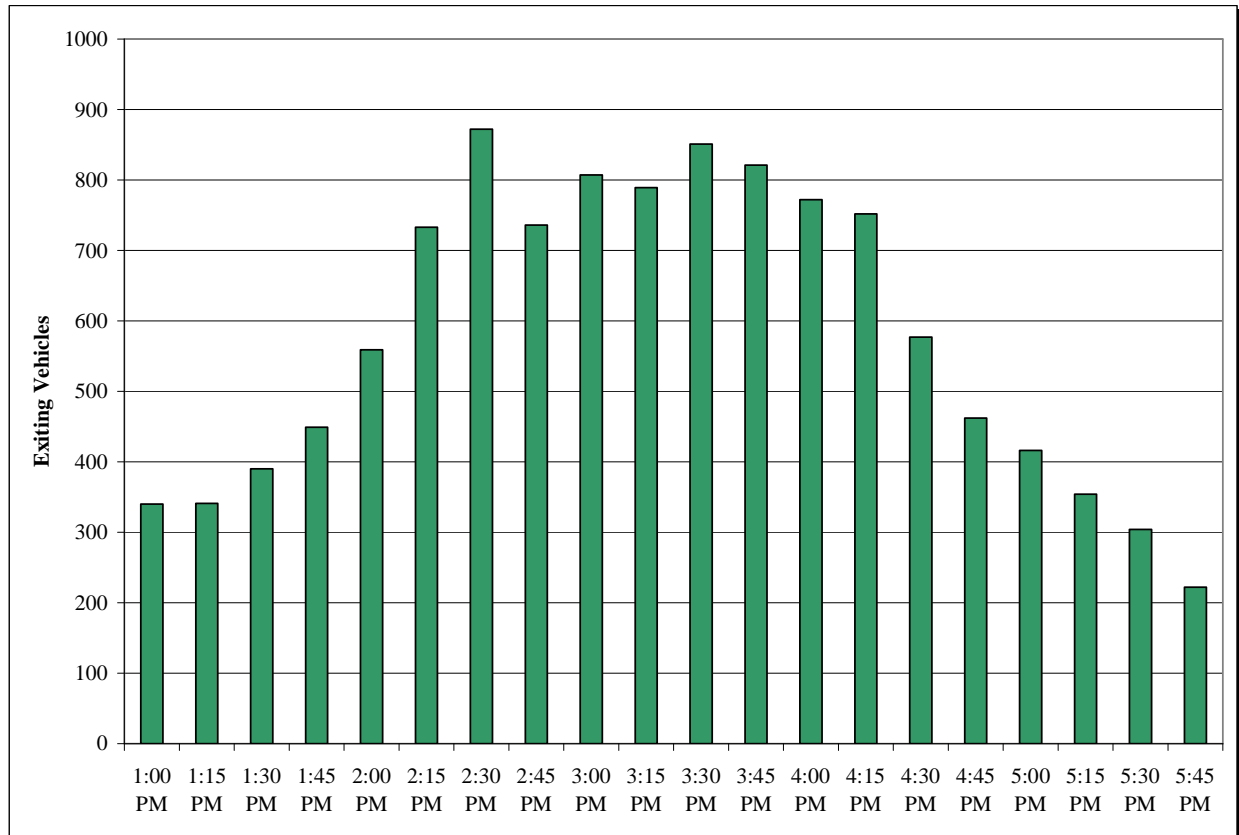
Figures 4-6 and 4-7 illustrate the entering traffic volumes at the NASNI gates in the morning and afternoon peaks, respectively. Traffic counts are summarized in 15-minute increments. As shown in Figure 4-6, there is a distinct peak that occurs between 6:00 a.m. and 6:30 a.m. with approximately 1,000 vehicles entering during each 15-minute time period. After 6:30 a.m., the traffic demand gradually declines with approximately 300 entering vehicles at 9:00 a.m.

Figure 4-6 Entering Traffic at NASNI Gates



As shown in Figure 4-7, there is no distinct peak during the afternoon peak period. Exiting traffic volumes are generally around 800 to 850 vehicles in each 15-minute time period between 2:30 p.m. and 4:00 p.m. The staggered work hours help to spread the peak during the afternoon peak period. Also, at the Main gate, vehicles are currently being queued on-base before traveling onto Fourth Street. These measures help to avoid large surges of traffic entering the roadway network within the City of Coronado.

Figure 4-7 Exiting Traffic at NASNI Gates



Figures 4-8 and **4-8.1** illustrate the Existing Conditions peak-hour traffic volumes at the study intersections and **Figure 4-9** illustrates the Existing Conditions ADT volumes along the roadway segments.

Since the traffic counts obtained reflected only one CVN in port, the traffic related to one and two additional homeported CVNs in port were added to the peak-hour and daily traffic volumes, assuming no staggered work hours. This would represent Existing Conditions if traffic counts were collected when two or three homeported CVNs were in port and no staggered work hours would occur. **Figures 4-10** to **4-13** show the peak-hour and daily traffic volumes at the study intersections with two and three homeported CVNs in port, respectively without staggered work hours. **Figures 4-14** and **4-14.1** show the peak-hour volumes with three CVNs in port and with staggered work hours. In general, the traffic volumes during the peak periods with the staggered work hours would be similar to the traffic volumes with two CVNs in port, but slightly less.

CVN SEIS Traffic Study

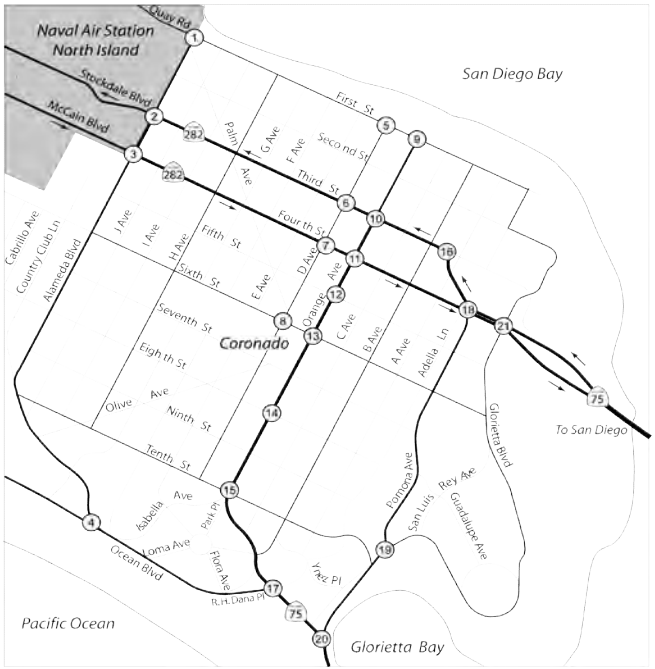
1 <div> <div> <div>473 / 49</div> <div>5 / 38</div> </div> <div>Quay Rd</div> <div>First St</div> </div> <div> <div>53 / 651</div> <div>37 / 424</div> </div> <div>Alameda Blvd</div> <div> <div>373 / 39</div> <div>5 / 0</div> </div>	2 <div> <div>13 / 12</div> <div>32 / 385</div> </div> <div>Stockdale Blvd</div> <div>Alameda Blvd</div> <div> <div>195 / 25</div> <div>2235 / 483</div> <div>17 / 143</div> </div> <div>Third St</div> <div> <div>109 / 45</div> <div>4 / 29</div> </div>	3 <div> <div>53 / 257</div> <div>32 / 307</div> </div> <div>McCain Blvd</div> <div>Alameda Blvd</div> <div> <div>8 / 0</div> <div>347 / 1354</div> <div>93 / 496</div> </div> <div>Fourth St</div> <div> <div>81 / 75</div> <div>78 / 74</div> </div>	4 <div> <div>5 / 11</div> <div>56 / 180</div> </div> <div>Alameda Blvd</div> <div> <div>29 / 33</div> <div>816 / 266</div> </div> <div>Ocean Blvd</div> <div> <div>0 / 1</div> <div>52 / 623</div> </div>
5 <div> <div>1 / 0</div> <div>2 / 2</div> <div>0 / 3</div> </div> <div>Residential Dwy</div> <div> <div>0 / 1</div> <div>472 / 249</div> <div>3 / 77</div> </div> <div>First St</div> <div> <div>85 / 763</div> </div> <div>D Ave</div> <div> <div>1 / 3</div> <div>0 / 1</div> <div>4 / 17</div> </div>	6 <div> <div>2 / 8</div> <div>54 / 80</div> </div> <div>D Ave</div> <div> <div>0 / 20</div> <div>2490 / 866</div> <div>33 / 56</div> </div> <div>Third St</div> <div> <div>4 / 11</div> <div>16 / 49</div> </div>	7 <div> <div>62 / 115</div> <div>21 / 19</div> </div> <div>D Ave</div> <div> <div>2 / 2</div> <div>685 / 2057</div> <div>2 / 3</div> </div> <div>Fourth St</div> <div> <div>19 / 57</div> <div>17 / 43</div> </div>	8 <div> <div>3 / 6</div> <div>52 / 125</div> <div>12 / 51</div> </div> <div>D Ave</div> <div> <div>8 / 34</div> <div>48 / 37</div> <div>12 / 32</div> </div> <div>Sixth St</div> <div> <div>1 / 6</div> <div>38 / 132</div> <div>15 / 25</div> </div> <div> <div>16 / 27</div> <div>53 / 111</div> <div>10 / 54</div> </div>
9 <div> <div>242 / 182</div> <div>63 / 245</div> </div> <div>First St</div> <div> <div>16 / 232</div> <div>71 / 544</div> </div> <div>Orange Ave</div> <div> <div>229 / 146</div> <div>24 / 134</div> </div>	10 <div> <div>9 / 12</div> <div>239 / 744</div> </div> <div>Orange Ave</div> <div> <div>180 / 130</div> <div>2293 / 845</div> <div>1644 / 1194</div> </div> <div>Third St</div> <div> <div>64 / 84</div> <div>138 / 248</div> </div>	11 <div> <div>1471 / 1085</div> <div>489 / 846</div> </div> <div>Orange Ave</div> <div> <div>10 / 10</div> <div>631 / 2057</div> <div>80 / 54</div> </div> <div>Fourth St</div> <div> <div>207 / 339</div> <div>280 / 547</div> </div>	12 <div> <div>29 / 20</div> <div>1576 / 1171</div> <div>26 / 9</div> </div> <div>Orange Ave</div> <div> <div>3 / 5</div> <div>14 / 8</div> <div>4 / 5</div> </div> <div>Fifth St</div> <div> <div>4 / 5</div> <div>18 / 72</div> <div>16 / 23</div> </div> <div> <div>10 / 13</div> <div>449 / 876</div> <div>6 / 12</div> </div>
13 <div> <div>38 / 35</div> <div>1537 / 1112</div> <div>21 / 40</div> </div> <div>Orange Ave</div> <div> <div>9 / 29</div> <div>15 / 26</div> <div>5 / 14</div> </div> <div>Sixth St</div> <div> <div>13 / 35</div> <div>20 / 122</div> <div>19 / 65</div> </div> <div> <div>10 / 32</div> <div>445 / 834</div> <div>17 / 51</div> </div>			

FIGURE 4-8

Existing Conditions (1 CVN) Peak-Hour Traffic Volumes

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14 <div>46 / 35 ↕ 1316 / 976 ↕ 31 / 62</div> <div>Orange Ave</div> <div>13 / 38 ↕ 12 / 48 ↕ 6 / 28</div> <div>Eighth St</div> <div>33 / 84 ↕ 25 / 84 ↕ 41 / 107</div> <div>70 / 60 ↕ 374 / 764 ↕ 14 / 10</div>	15 <div>22 / 43 ↕ 1332 / 1008 ↕ 13 / 34</div> <div>Orange Ave</div> <div>4 / 15 ↕ 5 / 25 ↕ 6 / 12</div> <div>Tenth St</div> <div>31 / 45 ↕ 22 / 62 ↕ 7 / 45</div> <div>20 / 51 ↕ 404 / 786 ↕ 3 / 35</div>	16 <div>18 / 97</div> <div>Third St</div> <div>Pomona Ave</div> <div>4097 / 2194 ↕ 0 / 5</div>	17 <div>29 / 23 ↕ 1307 / 1011 ↕ 15 / 27</div> <div>Orange Ave</div> <div>2 / 9 ↕ 7 / 19 ↕ 14 / 44</div> <div>R.H. Dana Pl</div> <div>12 / 114 ↕ 6 / 203 ↕ 100 / 527</div> <div>Adella Ave</div> <div>823 / 268 ↕ 380 / 777 ↕ 2 / 24</div>
18 <div>4093 / 2193</div> <div>Pomona Ave</div> <div>Fourth St</div> <div>964 / 3195 ↕ 154 / 170</div> <div>223 / 158 ↕ 223 / 158</div>	19 <div>241 / 274 ↕ 0 / 6</div> <div>Pomona Blvd</div> <div>3 / 7 ↕ 29 / 64</div> <div>Glorietta Blvd</div> <div>578 / 610 ↕ 129 / 428</div>	20 <div>1411 / 1674</div> <div>Orange Ave</div> <div>7 / 10 ↕ 282 / 334</div> <div>Pomona Ave</div> <div>1248 / 1058 ↕ 612 / 664</div>	21 <div>4 / 66</div> <div>Glorietta Blvd</div> <div>477 / 279 ↕ 4082 / 2132</div> <div>Fourth St</div> <div>1147 / 3312 ↕ 32 / 31</div> <div>412 / 1105 ↕ 412 / 1105</div>
22 <div>434 / 82 ↕ 648 / 1673 ↕ 383 / 141</div> <div>Silver Strand Blvd</div> <div>158 / 405 ↕ 78 / 49 ↕ 5 / 7</div> <div>Tarawa Rd</div> <div>30 / 259 ↕ 32 / 66 ↕ 13 / 124</div> <div>193 / 47 ↕ 1554 / 932 ↕ 3 / 2</div>	23 <div>646 / 1777</div> <div>Silver Strand Blvd</div> <div>3 / 11 ↕ 40 / 248</div> <div>Tulagi Rd</div> <div>1750 / 952 ↕ 397 / 43</div>	24 <div>78 / 56 ↕ 401 / 356 ↕ 94 / 115</div> <div>Cesar E Chavez Pkwy</div> <div>37 / 46 ↕ 80 / 85 ↕ 47 / 47</div> <div>Logan Ave/SB SR-75 On-Ramp</div> <div>49 / 84 ↕ 89 / 282 ↕ 68 / 38</div> <div>11 / 20 ↕ 106 / 345 ↕ 195 / 554</div>	25 <div>102 / 134 ↕ 17 / 99</div> <div>NB SR-75 Off-Ramp</div> <div>101 / 107</div> <div>National Ave</div> <div>72 / 142 ↕ 72 / 142</div>

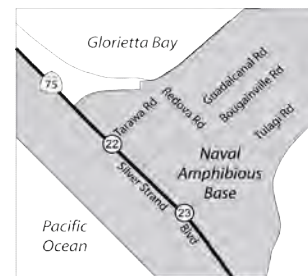
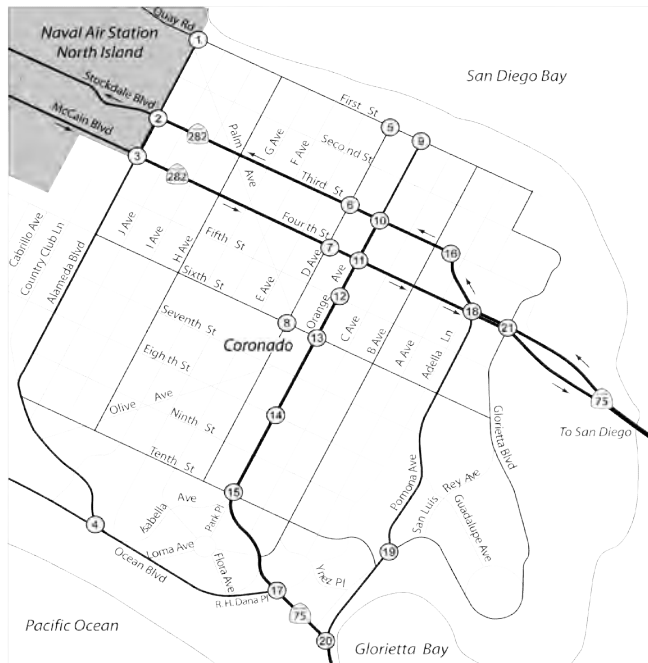
**Legend**X / Y = AM / PM PEAK HOUR
TURNING VOLUMES

FIGURE 4-8.1

CVN SEIS Traffic Study

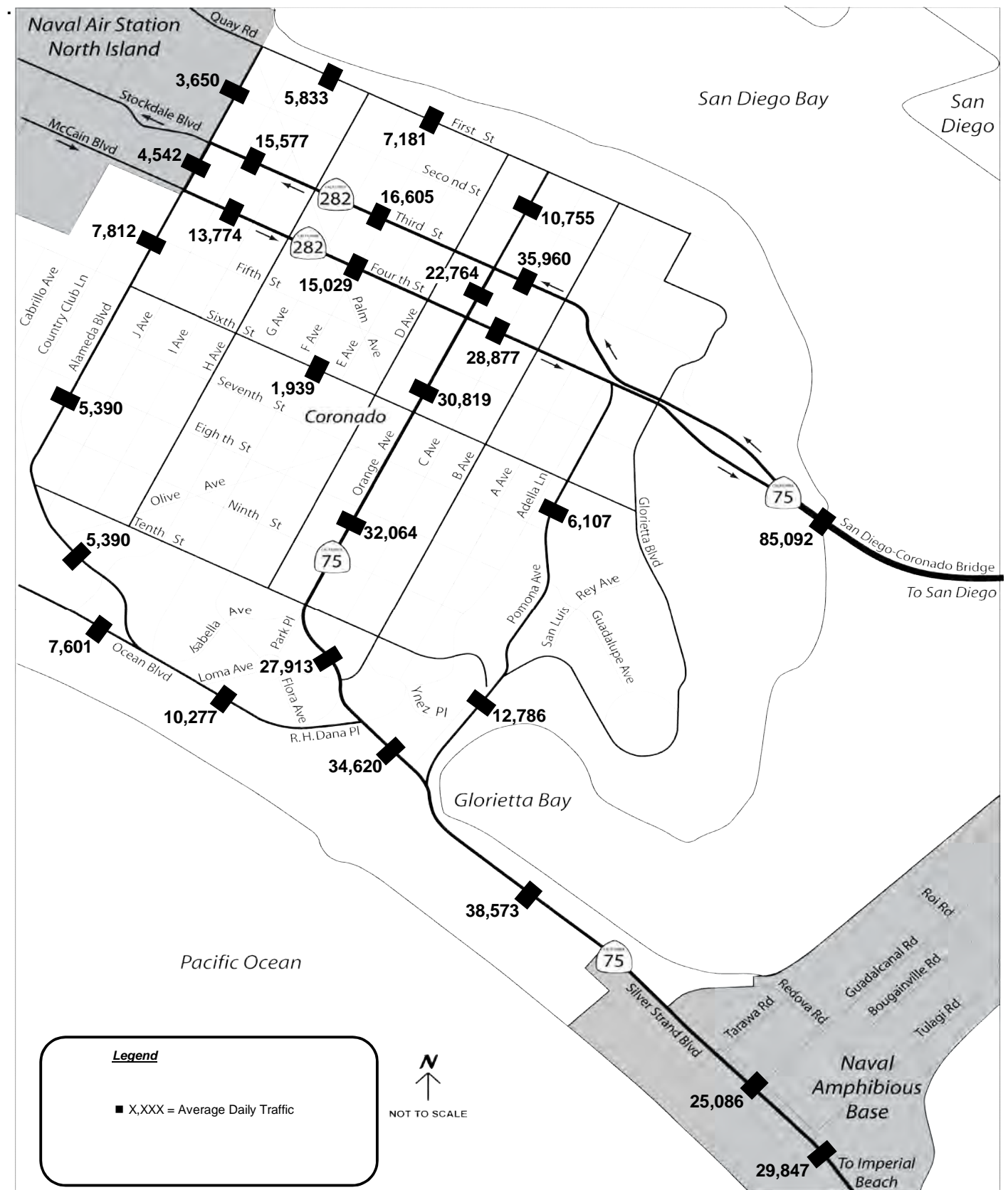


FIGURE 4-9

Existing Conditions (1 CVN) ADT Volumes

CVN SEIS Traffic Study

1 <div> <div> <div>Quay Rd</div> <div> <div>↔</div> <div>↔</div> </div> </div> <div> <div>663 / 68</div> <div>5 / 38</div> </div> </div> <div> <div>72 / 841</div> <div>50 / 551</div> </div> <div> <div>Alameda Blvd</div> <div>↔</div> </div> <div> <div>500 / 52</div> <div>5 / 0</div> </div>	2 <div> <div> <div>↔</div> <div>↔</div> </div> <div> <div>26 / 13</div> <div>43 / 499</div> </div> </div> <div> <div>Alameda Blvd</div> <div>↔</div> </div> <div> <div>246 / 30</div> <div>3057 / 566</div> <div>17 / 143</div> </div>	3 <div> <div> <div>↔</div> <div>↔</div> </div> <div> <div>56 / 282</div> <div>41 / 396</div> </div> </div> <div> <div>Alameda Blvd</div> <div>↔</div> </div> <div> <div>9 / 13</div> <div>430 / 2176</div> <div>98 / 547</div> </div>	4 <div> <div> <div>↔</div> <div>↔</div> </div> <div> <div>5 / 11</div> <div>56 / 180</div> </div> </div> <div> <div>Alameda Blvd</div> <div>↔</div> </div> <div> <div>29 / 33</div> <div>879 / 272</div> </div>
5 <div> <div> <div>↔</div> <div>↔</div> </div> <div> <div>1 / 0</div> <div>2 / 2</div> <div>0 / 3</div> </div> </div> <div> <div>Residential Dwy</div> <div>↔</div> </div> <div> <div>0 / 1</div> <div>662 / 268</div> <div>3 / 77</div> </div>	6 <div> <div> <div>↔</div> <div>↔</div> </div> <div> <div>2 / 8</div> <div>54 / 80</div> </div> </div> <div> <div>D Ave</div> <div>↔</div> </div> <div> <div>0 / 20</div> <div>3338 / 951</div> <div>33 / 56</div> </div>	7 <div> <div> <div>↔</div> <div>↔</div> </div> <div> <div>62 / 115</div> <div>21 / 19</div> </div> </div> <div> <div>D Ave</div> <div>↔</div> </div> <div> <div>2 / 2</div> <div>774 / 2943</div> <div>5 / 28</div> </div>	8 <div> <div> <div>↔</div> <div>↔</div> </div> <div> <div>3 / 6</div> <div>52 / 125</div> <div>12 / 51</div> </div> </div> <div> <div>D Ave</div> <div>↔</div> </div> <div> <div>8 / 34</div> <div>73 / 40</div> <div>12 / 32</div> </div>
9 <div> <div> <div>↔</div> <div>↔</div> </div> <div> <div>255 / 183</div> <div>76 / 246</div> </div> </div> <div> <div>First St</div> <div>↔</div> </div> <div> <div>17 / 245</div> <div>89 / 721</div> </div> <div> <div>Orange Ave</div> <div>↔</div> </div> <div> <div>406 / 164</div> <div>25 / 147</div> </div>	10 <div> <div> <div>↔</div> <div>↔</div> </div> <div> <div>22 / 13</div> <div>257 / 921</div> </div> </div> <div> <div>Orange Ave</div> <div>↔</div> </div> <div> <div>344 / 147</div> <div>3014 / 917</div> <div>1695 / 1199</div> </div>	11 <div> <div> <div>↔</div> <div>↔</div> </div> <div> <div>1523 / 1103</div> <div>506 / 1010</div> </div> </div> <div> <div>Orange Ave</div> <div>↔</div> </div> <div> <div>11 / 23</div> <div>707 / 2816</div> <div>91 / 168</div> </div>	12 <div> <div> <div>↔</div> <div>↔</div> </div> <div> <div>29 / 20</div> <div>1639 / 1303</div> <div>26 / 9</div> </div> </div> <div> <div>Orange Ave</div> <div>↔</div> </div> <div> <div>3 / 5</div> <div>14 / 8</div> <div>4 / 5</div> </div>
13 <div> <div> <div>↔</div> <div>↔</div> </div> <div> <div>38 / 35</div> <div>1594 / 1180</div> <div>27 / 103</div> </div> </div> <div> <div>Orange Ave</div> <div>↔</div> </div> <div> <div>72 / 35</div> <div>15 / 26</div> <div>5 / 14</div> </div>	<div> <div> <div>↔</div> <div>↔</div> </div> <div> <div>35 / 35</div> <div>512 / 878</div> <div>17 / 51</div> </div> </div> <div> <div>Sixth St</div> <div>↔</div> </div>		

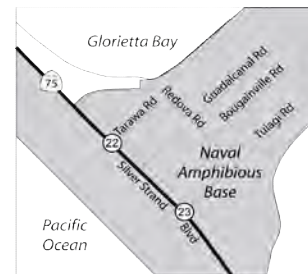
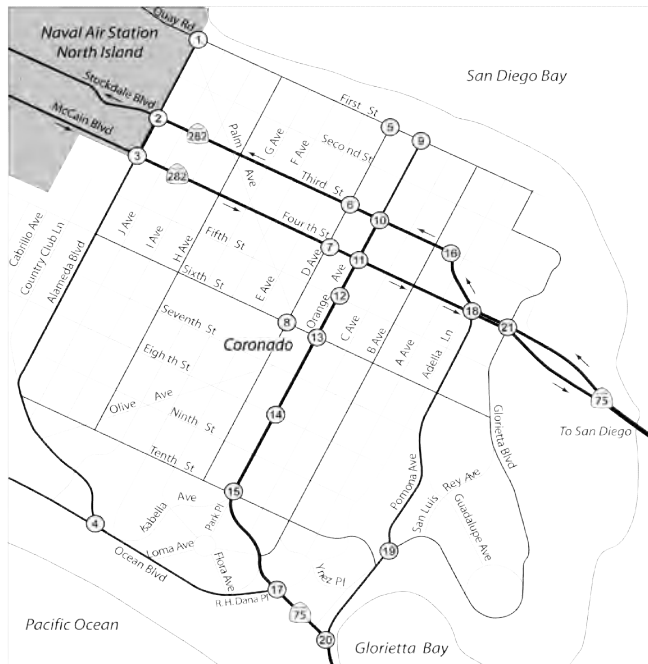
**Legend**X / Y = AM / PM PEAK HOUR
TURNING VOLUMES

NOT TO SCALE

FIGURE 4-10

CVN SEIS Traffic Study

14 <div>46 / 35 ↕ 1375 / 1070 ↕ 31 / 62</div> <div>Orange Ave</div> <div>13 / 38 ↕ 12 / 48 ↕ 6 / 28</div> <div>Eighth St</div> <div>33 / 84 ↕ 25 / 84 ↕ 41 / 107</div> <div>70 / 60 ↕ 466 / 811 ↕ 14 / 10</div>	15 <div>73 / 48 ↕ 1337 / 1059 ↕ 13 / 34</div> <div>Orange Ave</div> <div>4 / 15 ↕ 5 / 25 ↕ 6 / 12</div> <div>Tenth St</div> <div>35 / 83 ↕ 22 / 62 ↕ 7 / 45</div> <div>20 / 51 ↕ 455 / 791 ↕ 3 / 35</div>	16 <div>0%</div> <div>Pomona Ave</div> <div>18 / 97 ↕ 5033 / 2288 ↕ 0 / 5</div> <div>Third St</div>	17 <div>29 / 23 ↕ 1312 / 1062 ↕ 15 / 27</div> <div>Orange Ave</div> <div>2 / 9 ↕ 7 / 19 ↕ 14 / 44</div> <div>R.H. Dana Pl</div> <div>12 / 114 ↕ 7 / 216 ↕ 101 / 540</div> <div>Adella Ave</div> <div>836 / 269 ↕ 431 / 782 ↕ 2 / 24</div>
18 <div>5029 / 2287 ↕</div> <div>Pomona Ave</div> <div>1061 / 4156 ↕ 154 / 170</div> <div>Fourth St</div> <div>223 / 158 ↕</div>	19 <div>241 / 274 ↕ 0 / 6</div> <div>Pomona Blvd</div> <div>3 / 7 ↕ 29 / 64</div> <div>Glorietta Blvd</div> <div>579 / 623 ↕ 129 / 428</div>	20 <div>1417 / 1737 ↕</div> <div>Orange Ave</div> <div>7 / 10 ↕ 282 / 334</div> <div>Pomona Ave</div> <div>1311 / 1064 ↕ 612 / 664</div> <div>Silver Strand Blvd</div>	21 <div>4 / 66 ↕</div> <div>Glorietta Blvd</div> <div>515 / 283 ↕ 5018 / 2226</div> <div>Fourth St</div> <div>1244 / 4273 ↕ 32 / 31</div> <div>413 / 1118 ↕</div>
22 <div>434 / 82 ↕ 654 / 1736 ↕ 383 / 141</div> <div>Silver Strand Blvd</div> <div>158 / 405 ↕ 78 / 49 ↕ 5 / 7</div> <div>Tarawa Rd</div> <div>30 / 259 ↕ 32 / 66 ↕ 13 / 124</div> <div>193 / 47 ↕ 1617 / 938 ↕ 3 / 2</div>	23 <div>652 / 1840 ↕</div> <div>Silver Strand Blvd</div> <div>3 / 11 ↕ 40 / 248</div> <div>Tulagi Rd</div> <div>1813 / 958 ↕ 397 / 43</div>	24 <div>78 / 56 ↕ 401 / 356 ↕ 107 / 116</div> <div>Cesar E Chavez Pkwy</div> <div>37 / 46 ↕ 80 / 85 ↕ 47 / 47</div> <div>Logan Ave/SB SR-75 On-Ramp</div> <div>49 / 84 ↕ 102 / 283 ↕ 68 / 38</div> <div>11 / 20 ↕ 106 / 345 ↕ 195 / 554</div>	25 <div>103 / 147 ↕ 18 / 112</div> <div>NB SR-75 Off-Ramp</div> <div>101 / 107 ↕</div> <div>National Ave</div> <div>72 / 142 ↕</div>



Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



FIGURE 4-10.1

CVN SEIS Traffic Study

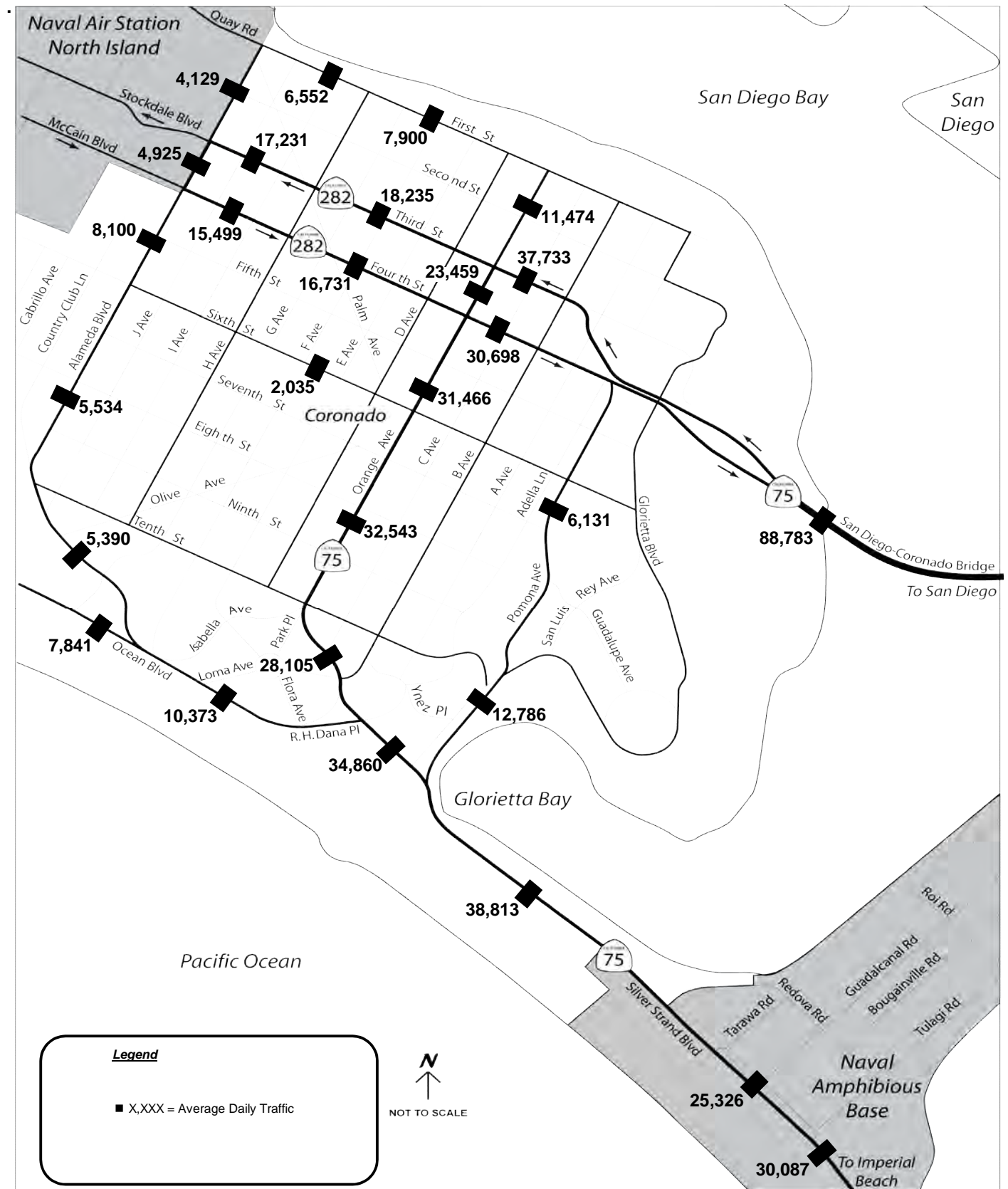


FIGURE 4-11

Existing Conditions (2 CVNs) ADT Volumes

CVN SEIS Traffic Study

1 <div> <div>Quay Rd</div> <div> <div>↕</div> <div>↕</div> </div> <div>853 / 87 5 / 38</div> </div> <div> <div>Alameda Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>627 / 65 5 / 0</div> </div>	2 <div> <div>Stockdale Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>39 / 14 54 / 613</div> </div> <div> <div>Alameda Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>297 / 35 3879 / 649 17 / 143</div> </div>	3 <div> <div>McCain Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>59 / 307 50 / 485</div> </div> <div> <div>Alameda Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>10 / 26 513 / 2998 103 / 598</div> </div>	4 <div> <div>Fourth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>233 / 91 78 / 74</div> </div> <div> <div>Alameda Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>5 / 11 56 / 180</div> </div>
5 <div> <div>Residential Dwy</div> <div> <div>↕</div> <div>↕</div> </div> <div>1 / 0 2 / 2 0 / 3</div> </div> <div> <div>First St</div> <div> <div>↕</div> <div>↕</div> </div> <div>0 / 1 852 / 287 3 / 77</div> </div>	6 <div> <div>D Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>2 / 8 54 / 80</div> </div> <div> <div>Third St</div> <div> <div>↕</div> <div>↕</div> </div> <div>0 / 20 4186 / 1036 33 / 56</div> </div>	7 <div> <div>D Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>62 / 115 21 / 19</div> </div> <div> <div>Fourth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>2 / 2 863 / 3829 8 / 53</div> </div>	8 <div> <div>D Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>3 / 6 52 / 125 12 / 51</div> </div> <div> <div>Sixth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>8 / 34 98 / 43 12 / 32</div> </div>
9 <div> <div>First St</div> <div> <div>↕</div> <div>↕</div> </div> <div>268 / 184 89 / 247</div> </div> <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>18 / 258 107 / 898</div> </div>	10 <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>35 / 14 275 / 1098</div> </div> <div> <div>Third St</div> <div> <div>↕</div> <div>↕</div> </div> <div>508 / 164 3735 / 989 1746 / 1204</div> </div>	11 <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>1575 / 1121 523 / 1174</div> </div> <div> <div>Fourth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>12 / 36 783 / 3575 102 / 282</div> </div>	12 <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>29 / 20 1702 / 1435 26 / 9</div> </div> <div> <div>Fifth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>3 / 5 14 / 8 4 / 5</div> </div>
13 <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>38 / 35 1651 / 1248 33 / 166</div> </div> <div> <div>Sixth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>135 / 41 15 / 26 5 / 14</div> </div>			

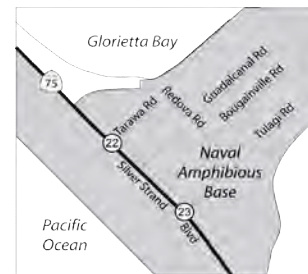
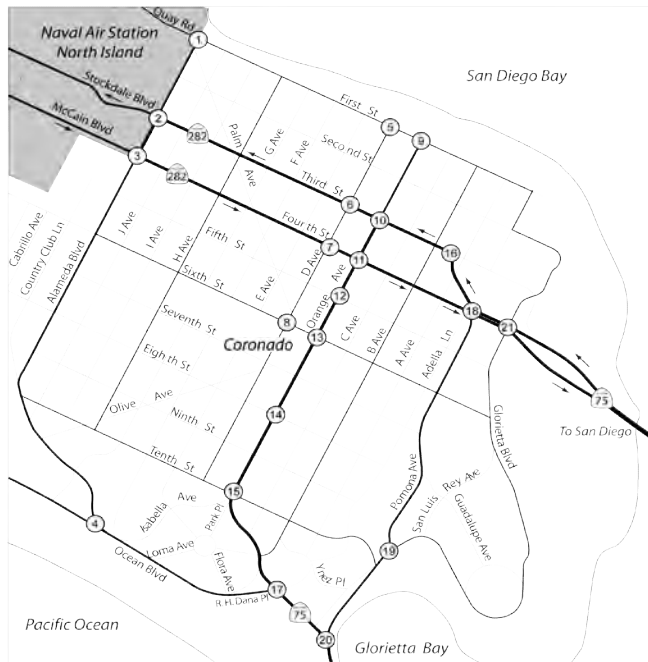
**Legend**X / Y = AM / PM PEAK HOUR
TURNING VOLUMES

NOT TO SCALE

FIGURE 4-12

CVN SEIS Traffic Study

14 <div>46 / 35 ↔ 1434 / 1164 ↔ 31 / 62 ↔ Orange Ave</div> <div>13 / 38 ↔ 12 / 48 ↔ 6 / 28 ↔ Eighth St</div> <div>33 / 84 ↔ 25 / 84 ↔ 41 / 107 ↔ Pomona Ave</div> <div>70 / 60 ↔ 558 / 858 ↔ 14 / 10 ↔ Fourth St</div>	15 <div>124 / 53 ↔ 1342 / 1110 ↔ 13 / 34 ↔ Orange Ave</div> <div>4 / 15 ↔ 5 / 25 ↔ 6 / 12 ↔ Tenth St</div> <div>39 / 121 ↔ 22 / 62 ↔ 7 / 45 ↔ Pomona Blvd</div> <div>20 / 51 ↔ 506 / 796 ↔ 3 / 35 ↔ Glorietta Blvd</div>	16 <div>0% ↔ 18 / 97 ↔ Third St</div> <div>5969 / 2382 ↔ 0 / 5 ↔ Pomona Ave</div>	17 <div>29 / 23 ↔ 1317 / 1113 ↔ 15 / 27 ↔ Orange Ave</div> <div>2 / 9 ↔ 7 / 19 ↔ 14 / 44 ↔ Adella Ave</div> <div>12 / 114 ↔ 8 / 229 ↔ 102 / 553 ↔ R.H. Dana Pl</div> <div>849 / 270 ↔ 482 / 787 ↔ 2 / 24 ↔ Fourth St</div>
18 <div>5965 / 2381 ↔ Fourth St</div> <div>1158 / 5117 ↔ 154 / 170 ↔ Silver Strand Blvd</div> <div>223 / 158 ↔ Tarawa Rd</div>	19 <div>241 / 274 ↔ 0 / 6 ↔ Pomona Blvd</div> <div>3 / 7 ↔ 29 / 64 ↔ Glorietta Blvd</div> <div>580 / 636 ↔ 129 / 428 ↔ Silver Strand Blvd</div> <div>3 / 11 ↔ 40 / 248 ↔ Tulagi Rd</div>	20 <div>1423 / 1800 ↔ Orange Ave</div> <div>7 / 10 ↔ 282 / 334 ↔ Pomona Ave</div> <div>1374 / 1070 ↔ 612 / 664 ↔ Silver Strand Blvd</div>	21 <div>4 / 66 ↔ Glorietta Blvd</div> <div>553 / 287 ↔ 5954 / 2320 ↔ Fourth St</div> <div>1341 / 5234 ↔ 32 / 31 ↔ National Ave</div>
22 <div>434 / 82 ↔ 660 / 1799 ↔ 383 / 141 ↔ Silver Strand Blvd</div> <div>158 / 405 ↔ 78 / 49 ↔ 5 / 7 ↔ Tarawa Rd</div> <div>30 / 259 ↔ 32 / 66 ↔ 13 / 124 ↔ Pomona Ave</div> <div>193 / 47 ↔ 1680 / 944 ↔ 3 / 2 ↔ Fourth St</div>	23 <div>658 / 1903 ↔ Silver Strand Blvd</div> <div>3 / 11 ↔ 40 / 248 ↔ Tulagi Rd</div> <div>1876 / 964 ↔ 397 / 43 ↔ Silver Strand Blvd</div>	24 <div>78 / 56 ↔ 401 / 356 ↔ 120 / 117 ↔ Cesar E Chavez Pkwy</div> <div>37 / 46 ↔ 80 / 85 ↔ 47 / 47 ↔ Logan Ave/SB SR-75 On-Ramp</div> <div>49 / 84 ↔ 115 / 284 ↔ 68 / 38 ↔ Logan Ave</div> <div>11 / 20 ↔ 106 / 345 ↔ 195 / 554 ↔ Cesar E Chavez Pkwy</div>	25 <div>104 / 160 ↔ 19 / 125 ↔ NB SR-75 Off-Ramp</div> <div>101 / 107 ↔ National Ave</div> <div>72 / 142 ↔ Silver Strand Blvd</div>

**Legend**

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



FIGURE 4-12.1

CVN SEIS Traffic Study

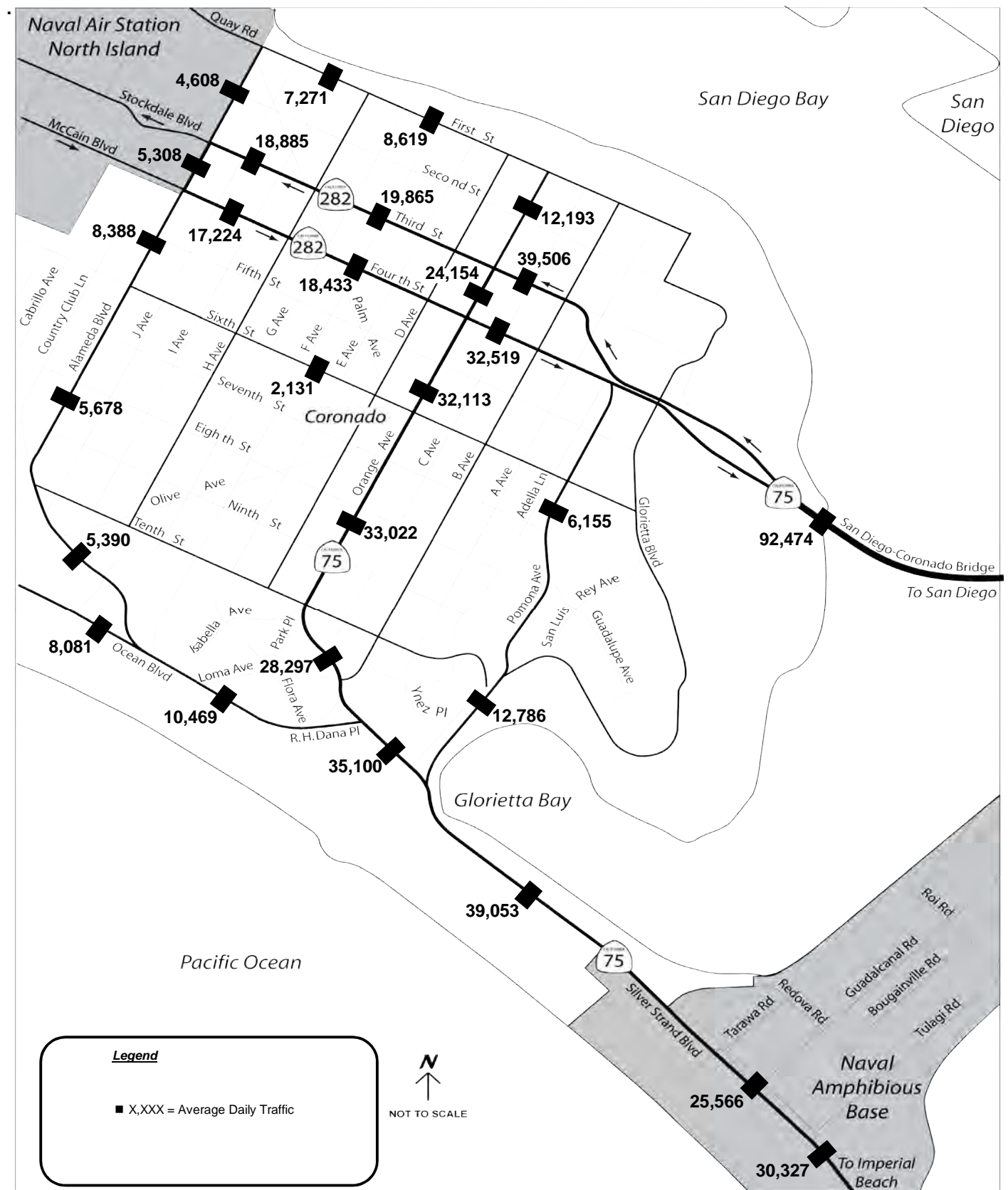
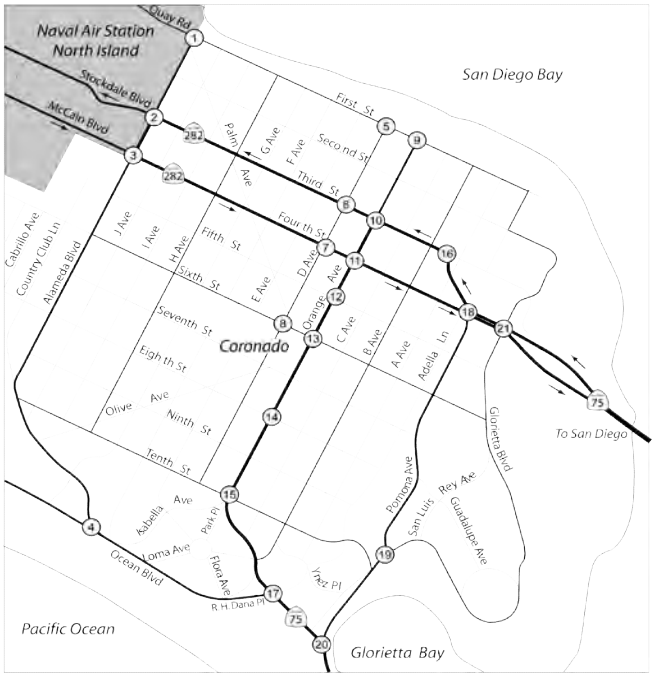


FIGURE 4-13

Existing Conditions (3 CVNs) ADT Volumes

CVN SEIS Traffic Study

1 <div> <div>Quay Rd</div> <div>57 / 697 40 / 454</div> <div>Alameda Blvd</div> </div> <div> <div>First St</div> <div>512 / 54 5 / 38</div> <div>399 / 42 5 / 0</div> </div>	2 <div> <div>Stockdale Blvd</div> <div>16 / 12 34 / 412</div> <div>Alameda Blvd</div> </div> <div> <div>Third St</div> <div>205 / 26 2404 / 503 17 / 143</div> <div>119 / 46 9 / 33</div> </div>	3 <div> <div>McCain Blvd</div> <div>8 / 3 364 / 1552 94 / 508</div> <div>Alameda Blvd</div> </div> <div> <div>Fourth St</div> <div>97 / 77 78 / 74</div> </div>	4 <div> <div>Alameda Blvd</div> <div>5 / 11 56 / 180</div> <div>Alameda Blvd</div> </div> <div> <div>Ocean Blvd</div> <div>29 / 33 829 / 268</div> <div>0 / 1 53 / 638</div> </div>
5 <div> <div>Residential Dwy</div> <div>1 / 0 2 / 2 0 / 3</div> <div>Alameda Blvd</div> </div> <div> <div>First St</div> <div>0 / 1 511 / 254 3 / 77</div> <div>1 / 3 0 / 1 4 / 17</div> </div>	6 <div> <div>D Ave</div> <div>2 / 8 54 / 80</div> <div>D Ave</div> </div> <div> <div>Third St</div> <div>0 / 20 2665 / 886 33 / 56</div> <div>9 / 12 16 / 49</div> </div>	7 <div> <div>D Ave</div> <div>62 / 115 21 / 19</div> <div>D Ave</div> </div> <div> <div>Fourth St</div> <div>24 / 58 17 / 43</div> </div>	8 <div> <div>D Ave</div> <div>3 / 6 52 / 125 12 / 51</div> <div>D Ave</div> </div> <div> <div>Sixth St</div> <div>8 / 34 53 / 38 12 / 32</div> <div>16 / 27 53 / 111 10 / 54</div> </div>
9 <div> <div>Orange Ave</div> <div>16 / 235 75 / 587</div> <div>Orange Ave</div> </div> <div> <div>First St</div> <div>245 / 182 66 / 245</div> <div>266 / 150 24 / 137</div> </div>	10 <div> <div>Orange Ave</div> <div>12 / 12 243 / 787</div> <div>Orange Ave</div> </div> <div> <div>Third St</div> <div>214 / 134 2442 / 862 1654 / 1195</div> <div>87 / 87 141 / 251</div> </div>	11 <div> <div>Orange Ave</div> <div>1482 / 1089 492 / 886</div> <div>Orange Ave</div> </div> <div> <div>Fourth St</div> <div>233 / 342 281 / 556</div> </div>	12 <div> <div>Orange Ave</div> <div>29 / 20 1589 / 1203 26 / 9</div> <div>Orange Ave</div> </div> <div> <div>Fifth St</div> <div>3 / 5 14 / 8 4 / 5</div> <div>10 / 13 476 / 888 6 / 12</div> </div>
13 <div> <div>Orange Ave</div> <div>38 / 35 1549 / 1128 22 / 55</div> <div>Orange Ave</div> </div> <div> <div>Sixth St</div> <div>22 / 31 15 / 26 5 / 14</div> <div>15 / 33 459 / 845 17 / 51</div> </div>			

LegendX / Y = AM / PM PEAK HOUR
TURNING VOLUMES

NOT TO SCALE

FIGURE 4-14

Existing Conditions (3 CVNs with Staggered Work Hours) Peak-Hour Traffic Volumes

DO NOT FORWARD TO PERSONS WITHOUT A DEMONSTRATED OFFICIAL NEED FOR THE INFORMATION CONTAINED HEREIN

Comparison to Existing (Fall) Conditions

Traffic counts obtained at the intersections and roadway segments in the study area in July 2007 were compared to the data collected in September 2007. At the study intersections, the September 2007 traffic data generally remained the same during the morning peak, but experienced approximately a 10 percent decrease during the afternoon peak. Along the roadway segments in the study area, the September 2007 traffic data was approximately 13 percent lower than the July 2007 traffic data.

Vehicle Occupancy Counts

Vehicle occupancy counts were conducted at the Ocean Boulevard, Third Street, and First Street gates on July 26, 2007 by National Data and Surveying Services. These counts included the number of people in each vehicle (ranging between one and greater than five persons per vehicle) entering the base between 5:00 a.m. and 5:00 p.m. **Table 4-2** summarizes the vehicle occupancy at each gate during the morning and afternoon peak period and for the 12-hour period.

As shown in the table, approximately 7,200 persons entered the base between the hours of 6:00 and 8:00 a.m. and resulted in an average vehicle occupancy of 1.11 persons per vehicle. Approximately 92 percent of the people drove alone with 65 percent of the traffic using the Third Street gate, while 20 and 15 percent of the traffic are using the First Street and Ocean Boulevard gates, respectively.

During the afternoon peak period between 2:30 and 4:30 p.m., approximately 1,800 persons entered the base and resulted in an average vehicle occupancy of 1.34 persons per vehicle. Approximately 76 percent of the people drove alone with 74 percent of the traffic using the Third Street gate, while 13 percent of the traffic are using both the First Street and Ocean Boulevard gates.

During the 12-hour period, approximately 21,100 persons entered the base and resulted in an average vehicle occupancy of 1.21 persons per vehicle. Approximately 85 percent of the people drove alone with 67 percent of the people using the Third Street gate, while 19 percent and 14 percent of the traffic are using the First Street and Ocean Boulevard gates, respectively.

The morning peak period vehicle occupancy rate of 1.11 and drive-alone rate of 92 percent most accurately reflects the peak commuting patterns and the rates that correspond to the peak period traffic analysis at intersections.

The vehicle occupancy count data are provided in **Appendix H**.

TABLE 4-2
EXISTING CONDITIONS
VEHICLE OCCUPANCY SUMMARY

GATE	PERSONS PER VEHICLE					TOTALS		VEHICLE'S OCCUPANCY
	1	2	3	4	5+	VEHICLES	PERSONS	
AM PEAK (a)								
Third St (Main)	3,807	276	23	15	18	4,139	4,578	1.11
First St	1,179	118	11	2	4	1,314	1,476	1.12
Ocean Blvd	936	70	9	1	3	1,019	1,122	1.10
All Gates	5,922	464	43	18	25	6,472	7,176	1.11
PM PEAK (b)								
Third St (Main)	754	183	35	16	16	1,004	1,369	1.36
First St	135	31	4	0	1	171	214	1.25
Ocean Blvd	141	36	7	4	0	188	250	1.33
All Gates	1,030	250	46	20	17	1,363	1,833	1.34
TOTAL (c)								
Third St (Main)	9,932	1,358	226	141	89	11,746	14,335	1.22
First St	2,783	416	42	12	10	3,263	3,839	1.18
Ocean Blvd	2,096	290	40	15	21	2,462	2,961	1.20
All Gates	14,811	2,064	308	168	120	17,471	21,135	1.21

Notes:

Vehicle occupancy counts were conducted by National Data and Surveying Services on Thursday, July 26, 2007 between 6:00 and 6:00 p.m. for entering vehicles.

(a) AM Peak: 6:00 to 8:00 a.m.

(b) PM Peak: 2:30 to 4:30 p.m.

(c) Total: 6:00 a.m. to 6:00 p.m.

K:\TPTO\095219011\Excel\219011VO01.xls\Summary

Pedestrian and Bicyclists Counts

Pedestrian and bicycle counts were conducted at 10 locations in the study area on September 18 and 20, 2007 by National Data and Surveying Services. **Figure 4-15** shows the locations for the counts. All locations were along Third Street, Fourth Street, and Orange Avenue. Counts were conducted to coincide with the peak school traffic, which resulted in a morning peak period between 7:00 and 9:00 a.m. and an afternoon peak period between 2:00 and 4:00 p.m. **Table 4-3** summarizes the average pedestrian count data over the two days and **Table 4-4** summarizes the average bicycle count data over the two days.

As shown in Table 4-3, the locations with the highest number of pedestrians were mainly at the intersections along Orange Avenue, but also at the Fourth Street/F Avenue and Fourth Street/G Avenue intersections. At the Fourth Street/F Avenue intersection, yellow crosswalks are present on all legs except for the east leg of the intersection and a crossing guard is present during the peak periods to assist pedestrians crossing Fourth Street. At the Seventh Street/Orange Avenue intersection, two crossing guards are present during the peak periods to stop traffic along Orange Avenue to assist pedestrians in crossing Orange Avenue. The location with the lowest number of pedestrians was at the Third Street/Alameda Boulevard intersection with 12 and 9 pedestrians on all legs during the two-hour period in the morning and afternoon peak period, respectively. The location with the highest number of pedestrians was at the Seventh Street/Orange Avenue intersection with 80 pedestrians on all legs during the two-hour period in the morning peak period. In the afternoon peak period, the Sixth Street/Orange Avenue intersection had the highest number of pedestrians with 127 pedestrians on all legs. The likely reason for the high number of pedestrians is the proximity to the schools, retail business activity on Orange Avenue, and the number of bus stops in the area.

As shown in Table 4-4, the locations with the highest number of bicyclists were mainly along Orange Avenue south of Fourth Street. In addition, bicyclists were present on the south side of Third and Fourth Streets during the morning peak and on the north side of Third and Fourth Streets during the afternoon peak.

The pedestrian and bicycle count data are provided in **Appendix J**.

CVN SEIS Traffic Study

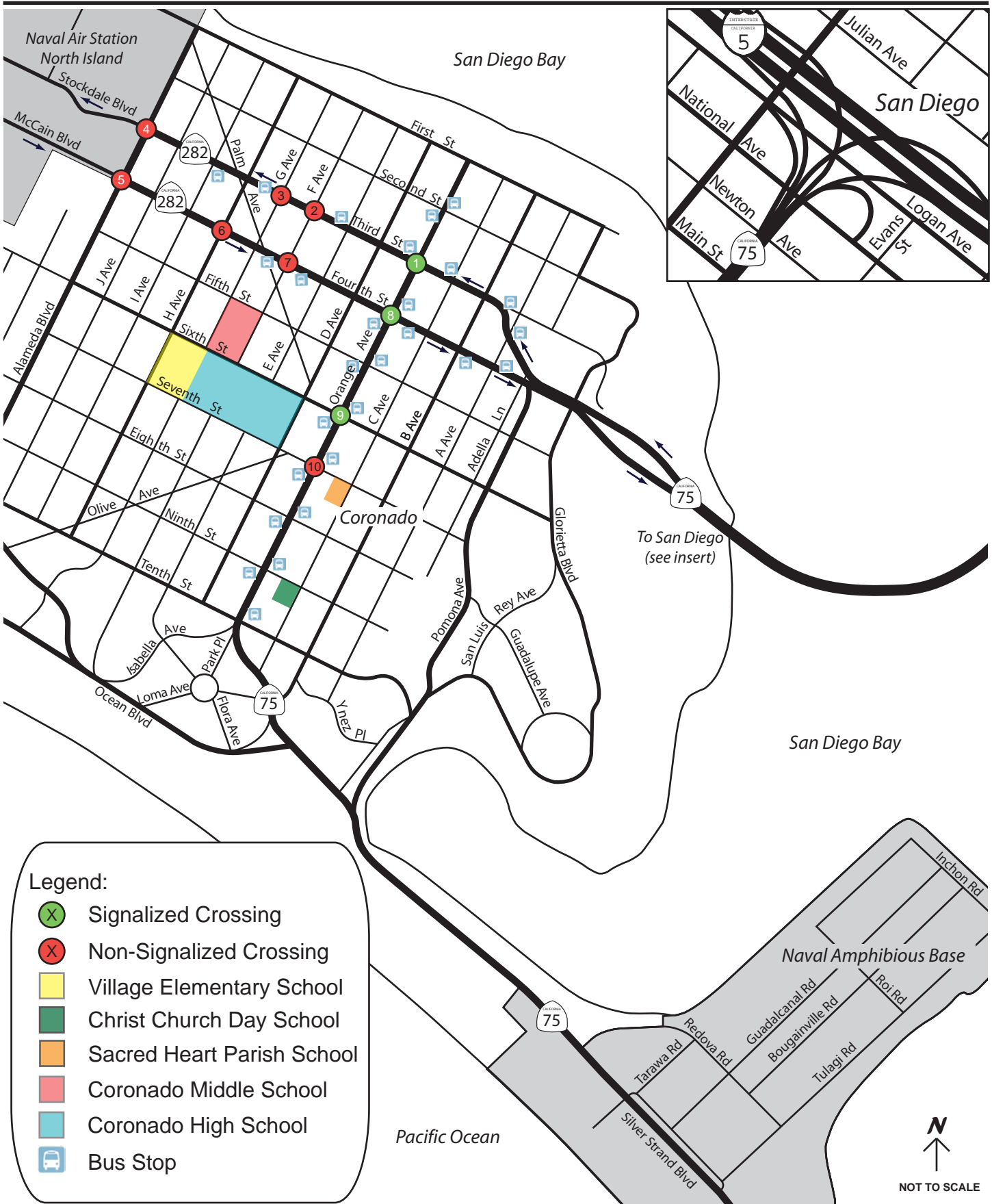


FIGURE 4-15

TABLE 4-3
SUMMARY OF BICYCLE COUNT DATA

INTERSECTION	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
	AM PM	AM PM	AM PM	AM PM	AM PM
Third St and Orange Ave	4 / 6	0 / 2	13 / 7	4 / 1	20 / 16
Third St and F Ave	2 / 23	2 / 8	29 / 2	6 / 9	39 / 42
Third St and H Ave	1 / 8	1 / 1	2 / 3	1 / 2	5 / 13
Third St and Alameda Blvd	5 / 3	0 / 1	3 / 3	0 / 0	7 / 7
Fourth St and Alameda Blvd	5 / 5	7 / 4	3 / 3	1 / 2	16 / 13
Fourth St and F Ave	3 / 47	2 / 4	39 / 4	0 / 2	43 / 56
Fourth St and G Ave	4 / 8	8 / 4	31 / 5	5 / 11	47 / 27
Fourth St and Orange Ave	3 / 7	3 / 1	18 / 9	1 / 2	24 / 18
Sixth St and Orange Ave	3 / 7	13 / 69	14 / 8	54 / 4	83 / 88
Seventh St and Orange Ave	12 / 11	14 / 43	20 / 12	34 / 23	79 / 88

Notes:

Counts were performed by National Data & Surveying Services on Tuesday, September 18, 2007 and Thursday, September 20, 2007.

AM counts were performed between 7:00 AM and 9:00 AM. PM counts were performed between 2:00 PM and 4:00 PM.

This table is an average of the peak-hour counts completed on September 18, 2007 and September 20, 2007.

The counts refer to bicyclists crossing the respective leg of the intersection.

Avenues were considered as running North-South and Streets were considered as running East-West.

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TABLE 4-4
SUMMARY OF PEDESTRIAN COUNT DATA

INTERSECTION	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
	AM / PM	AM / PM	AM / PM	AM / PM	AM / PM
Third St and Orange Ave	15 / 31	15 / 18	16 / 16	6 / 25	52 / 90
Third St and F Ave	7 / 13	1 / 12	20 / 3	11 / 6	38 / 32
Third St and H Ave	9 / 19	2 / 3	6 / 2	1 / 7	17 / 31
Third St and Alameda Blvd	0 / 1	6 / 5	1 / 0	6 / 4	12 / 9
Fourth St and Alameda Blvd	0 / 1	2 / 1	1 / 3	23 / 21	26 / 25
Fourth St and F Ave	10 / 11	13 / 6	31 / 3	8 / 18	61 / 36
Fourth St and G Ave	9 / 42	4 / 4	6 / 13	46 / 7	64 / 66
Fourth St and Orange Ave	9 / 15	3 / 8	29 / 19	5 / 5	46 / 46
Sixth St and Orange Ave	5 / 17	11 / 66	15 / 27	29 / 17	59 / 127
Seventh St and Orange Ave	15 / 16	16 / 35	15 / 48	35 / 29	80 / 126

Notes:

Counts were performed by National Data & Surveying Services on Tuesday, September 18, 2007 and Thursday, September 20, 2007.

AM counts were performed between 7:00 AM and 9:00 AM. PM counts were performed between 2:00 PM and 4:00 PM.

This table is an average of the peak-hour counts completed on September 18, 2007 and September 20, 2007.

The counts refer to pedestrians crossing the respective leg of the intersection.

Avenues were considered as running North-South and Streets were considered as running East-West.

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Intersection Analysis

Field observations at the study intersections were performed during the peak periods as a comparison to the results from the Synchro analyses. In addition, the traffic volumes associated with two and three CVNs in port without staggered work hours and with three CVNs in port with staggered work hours were added to the study intersections.

Table 4-5 displays the LOS analysis results for the study intersections under Existing Conditions. The results of the various carriers in port (with and without staggered work hours) are shown next to each other for the ease of comparison. As shown in the table, all intersections would operate at LOS D or better during both peak periods with one carrier in port, except at 14 locations (of which 10 intersections are unsignalized). With two carriers in port and without staggered work hours, an additional two intersections would operate at an unacceptable LOS. With three carriers in port and without staggered work hours, 16 locations would be expected to operate at an unacceptable LOS. With three CVNs in port with staggered work hours, the same 14 locations identified in the one CVN scenario would operate at an unacceptable LOS E or F, of which 10 intersections are unsignalized. **Figure 4-16** graphically displays these locations.

Because the movement with the highest delay at an unsignalized intersection is reported (regardless of how many vehicles are in that respective movement), the delay reported may not represent the overall operations of an intersection. Therefore, **Tables 4-6 to 4-8** have been prepared to summarize the delay per approach for each OWSC or TWSC intersection under Existing Conditions with one, two, and three CVNs in port, respectively without staggered work hours and **Table 4-9** has been prepared to summarize the delay per approach with three CVNs in port with staggered work hours. As shown in the tables, the volume for the stop controlled movement on the minor approach of an unsignalized intersection was less than 200 vehicles. At a few locations, less than five vehicles caused an intersection to report a large delay resulting in an unacceptable LOS.

The following list includes the intersections operating at an unacceptable LOS and a description of the operations with one CVN in port.

- **First Street & Alameda Boulevard (LOS F – a.m. peak)**
The movement that fails during the morning peak is the westbound movement into NASNI along First Street. This movement has to stop for the heavy left-turns into NASNI from Alameda Boulevard. Although the northbound movement does not have a stop sign, many vehicles typically slow or stop, resulting in additional delay for all movements at this intersection. During the afternoon peak, the eastbound movement exiting NASNI from Quay Road fails, which consists of approximately 1,000 vehicles in the peak-hour. All of these vehicles would have to stop before either continuing along First Street or turning right onto Alameda Boulevard.
- **Third Street & Alameda Boulevard (LOS F, p.m. peak)**
The movements that fail during the afternoon peak are the stop controlled approaches along Alameda Boulevard. Field observations validate the long delays associated for vehicles waiting for a gap to occur on Third Street, which result in queued vehicles along Alameda Boulevard that extend back to First Street.
- **Ocean Boulevard & Alameda Boulevard (LOS F, p.m. peak)**
The movement that fails during the afternoon peak is the southbound stop controlled approach along Alameda Boulevard. These vehicles have to wait for a gap along Ocean Boulevard with approximately 600 vehicles coming from NASNI and 200 vehicles heading

TABLE 4-5
EXISTING CONDITIONS
PEAK-HOUR INTERSECTION LOS SUMMARY

INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	1 CVN		2 CVNs		3 CVNs		3 CVNs STAGGERED	
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1 First St & Alameda Blvd	All-Way Stop (c)	AM	74.6	F	223.2	F	393.3	F	105.1	F
		PM	30.6	D	90.5	F	171.3	F	41.5	E
2 Third St & Alameda Blvd	Two-Way Stop (d)	AM	17.2	B	45.9	D	175.0	F	18.9	B
		PM	ECL	F	ECL	F	ECL	F	ECL	F
3 Fourth St & Alameda Blvd	All-Way Stop (e)	AM	9.4	A	11.7	B	16.1	C	9.7	A
		PM	25.7	C	87.3	F	225.0	F	34.2	C
4 Ocean Blvd & Alameda Blvd	One-Way Stop	AM	27.7	D	31.9	D	37.2	E	28.5	D
		PM	115.2	F	157.5	F	209.4	F	124.8	F
5 First St & D Ave	Two-Way Stop	AM	15.3	C	24.2	C	65.9	F	16.1	C
		PM	62.5	F	121.4	F	185.5	F	73.2	F
6 Third St & D Ave	Two-Way Stop	AM	ECL	F	ECL	F	ECL	F	ECL	F
		PM	42.5	E	53.8	F	70.1	F	44.8	E
7 Fourth St & D Ave	Two-Way Stop	AM	30.7	D	42.4	E	66.0	F	32.6	D
		PM	ECL	F	ECL	F	ECL	F	ECL	F
8 Sixth St & D Ave	All-Way Stop	AM	8.0	A	8.1	A	8.3	A	8.0	A
		PM	9.9	A	10.3	B	10.6	B	10.1	B
9 First St & Orange Ave	Signalized	AM	7.1	A	10.3	B	15.8	B	7.7	A
		PM	30.9	C	97.7	F	215.9	F	39.3	D
10 Third St & Orange Ave	Signalized	AM	25.7	C	106.5	F	224.2	F	33.1	C
		PM	29.5	C	37.5	D	48.7	D	31.1	C
11 Fourth St & Orange Ave	Signalized	AM	15.1	B	16.9	B	19.2	B	15.3	B
		PM	70.5	E	146.9	F	236.7	F	85.3	F
12 Fifth St & Orange Ave	Two-Way Stop	AM	55.9	F	69.7	F	91.2	F	58.1	F
		PM	112.3	F	180.7	F	ECL	F	123.9	F
13 Sixth St & Orange Ave	Signalized	AM	9.0	A	14.1	B	21.8	C	10.1	B
		PM	13.2	B	17.3	B	20.9	C	14.4	B
14 Eighth St & Orange Ave	Signalized	AM	11.8	B	11.8	B	13.3	B	11.7	B
		PM	18.7	B	20.0	B	21.7	C	18.9	B
15 Tenth St & Orange Ave	Signalized	AM	15.9	B	16.5	B	18.2	B	16.0	B
		PM	19.6	B	23.3	C	31.1	C	20.9	C
16 Third St & Pomona Ave	One-Way Stop	AM	45.4	E	85.2	F	182.8	F	51.2	F
		PM	22.2	C	23.5	C	25.1	D	22.5	C
17 R. H. Dana Pl & Orange Ave	Signalized	AM	118.8	F	120.3	F	121.7	F	119.1	F
		PM	36.2	D	39.2	D	42.0	D	36.7	D
18 Fourth St & Pomona Ave	One-Way Stop	AM	20.0	C	21.9	C	24.1	C	20.4	C
		PM	166.2	F	504.0	F	ECL	F	227.0	F
19 Glorietta Blvd & Pomona Ave	Two-Way Stop	AM	10.5	B	10.5	B	10.5	B	10.5	B
		PM	16.1	C	16.5	C	16.9	C	16.2	C
20 Pomona Ave & Silver Strand Blvd	Signalized	AM	31.3	C	33.1	C	35.7	D	31.0	C
		PM	32.4	C	34.0	C	35.8	D	32.7	C
21 Fourth St & Glorietta Blvd	One-Way Stop	AM	60.4	F	108.5	F	207.1	F	67.8	F
		PM	23.1	C	24.5	C	25.9	D	23.4	C
22 Tarawa Rd & Silver Strand Blvd	Signalized	AM	263.7	F	269.9	F	277.6	F	265.5	F
		PM	80.7	F	85.2	F	91.9	F	82.5	F
23 Tulagi Rd & Silver Strand Blvd	Signalized	AM	4.2	A	5.0	A	4.8	A	4.2	A
		PM	10.7	B	11.2	B	11.8	B	10.7	B
24 Logan Ave & Cesar E Chavez Pkwy	Signalized	AM	16.4	B	17.5	B	19.2	B	17.2	B
		PM	117.1	F	118.1	F	119.2	F	117.1	F
25 National Ave & SR-75 Off-Ramp	One-Way Stop	AM	10.0	A	10.0	A	10.0	A	10.0	A
		PM	11.2	B	11.3	B	11.5	B	11.2	B

Notes:**Bold** values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds Synchro 6 maximum.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At one-way stop-controlled intersections and two-way stop-controlled intersections delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0

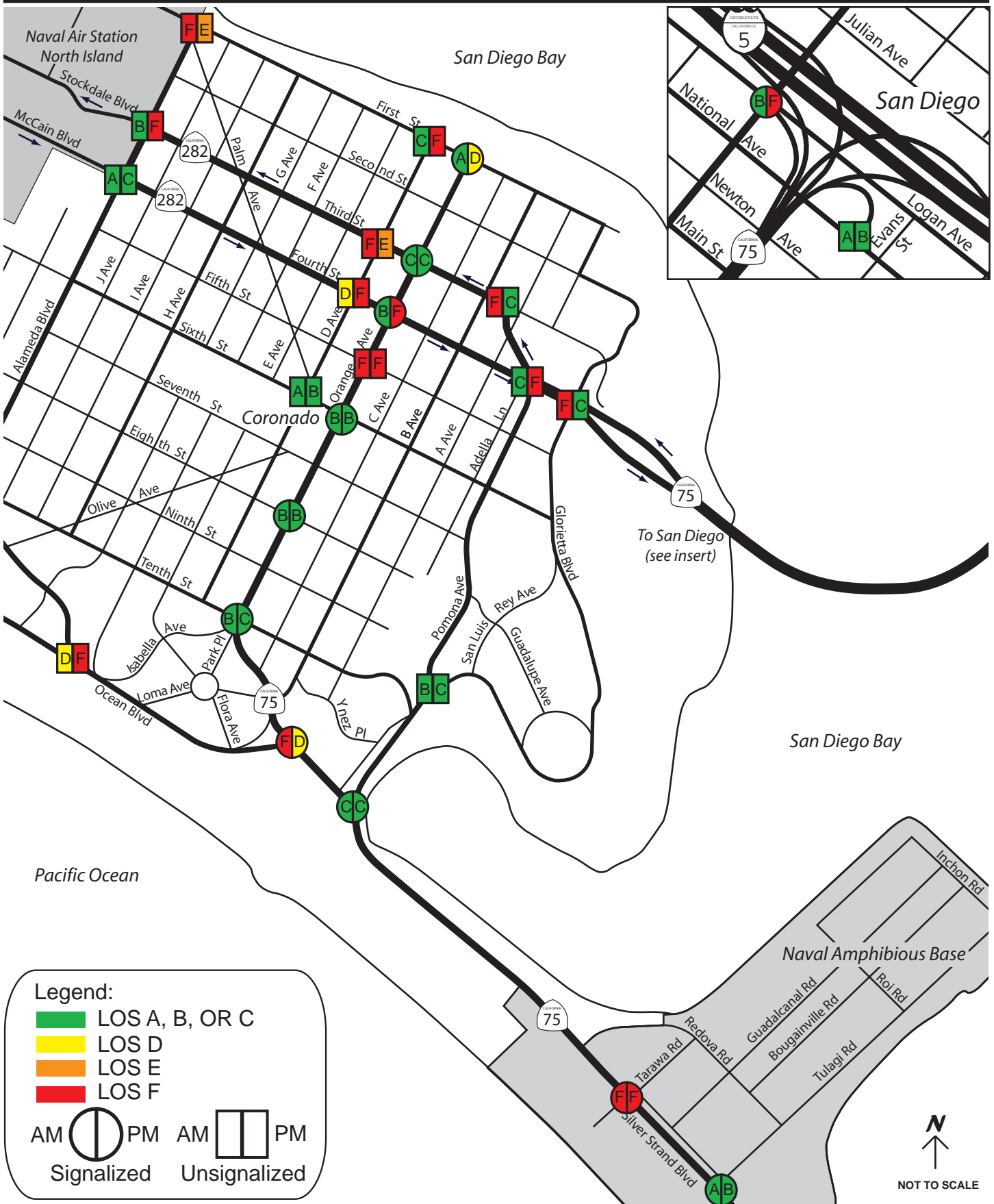
(c) The northbound movement is free, however; the intersection functions as an all-way stop

(d) During the AM peak-hour period, this intersection functions as a signalized intersection due to manual traffic control measures.

(e) During the PM peak-hour period, this intersection functions as a signalized intersection due to manual traffic control measures.

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CVN SEIS Traffic Study



4-37 **FIGURE 4-16**
Existing LOS at Study Intersections (3 CVNs and Staggered Work Hours)

TABLE 4-6
EXISTING CONDITIONS (1 CVN)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
4	Ocean Blvd & Alameda Blvd	SB	LT-RT	Stop	27.7	D	61	115.2	F	199
		EB	LT-TH	Free	0	A	52	0	A	416
		WB	TH-RT	Free	0	A	845	0	A	321
		TOTAL			2.0	A	958	23.2	C	936
5	First St & D Ave	NB	LT-TH-RT	Stop	10.9	B	5	28.1	D	17
		SB	LT-TH-RT	Stop	15.3	C	3	62.5	F	3
		EB	LT-TH-RT	Free	0	A	85	0	A	753
		WB	LT-TH-RT	Free	0.1	A	475	3.9	A	290
		TOTAL			0.4	A	568	2.1	A	1063
6	Third St & D Ave	NB	LT-TH	Stop	ECL	F	20	33.8	D	53
		SB	TH-RT	Stop	ECL	F	56	42.5	E	58
		WB	LT-TH	Free	0.6	A	655	1.8	A	256
			TH	Free	0	A	1245	0	A	406
			TH	Free	0	A	622	0	A	222
		TOTAL			ECL	F	2598	7.5	A	995
7	Fourth St & D Ave	NB	TH-RT	Stop	15.5	C	36	ECL	F	83
		SB	LT-TH	Stop	30.7	D	83	ECL	F	80
		EB	LT-TH	Free	0.1	A	173	0	A	488
			TH	Free	0	A	342	0	A	972
			TH-RT	Free	0	A	173	0	A	488
		TOTAL			6.4	A	807	ECL	F	2111
12	Fifth St & Orange Ave	NB	LT-TH	Free	1.8	A	235	0.8	A	446
			TH-RT	Free	0	A	231	0	A	445
		SB	LT-TH	Free	0.7	A	814	0.4	A	588
			TH-RT	Free	0	A	817	0	A	599
		EB	LT-TH-RT	Stop	51.2	F	38	112.3	F	162
		WB	LT-TH-RT	Stop	55.9	F	21	30	D	14
		TOTAL			2.5	A	2156	10.6	B	2254

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

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TABLE 4-6.1
EXISTING CONDITIONS (1 CVN)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION	APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
				AM PEAK			PM PEAK		
16	NB	LT	Free	0	A	1395	0	A	897
		LT	Free	0	A	1395	0	A	897
		LT	Free	0	A	1395	0	A	453
	WB	TH	Stop	45.4	E	18	22.2	C	97
	TOTAL			0.2	A	4203	0.9	A	2344
18	NB	RT	Stop	20.0	C	223	166.2	F	164
	EB	TH	Free	0	A	385	0	A	1123
		TH	Free	0	A	385	0	A	1123
		TH-RT	Free	0	A	347	0	A	711
	WB	RT	Free	0	A	1364	0	A	723
		RT	Free	0	A	1364	0	A	723
		RT	Free	0	A	1364	0	A	723
	TOTAL			0.9	A	5432	5.5	A	5290
19	SB	TH-RT	Stop	10.5	B	241	16.1	C	258
	EB	LT-TH	Free	8.3	A	707	7.8	A	940
	WB	TH-RT	Free	0	A	32	0	A	70
	TOTAL			8.6	A	980	9.1	A	1268
21	NB	RT	Free	7.4	A	412	6.3	A	1015
	SB	RT	Stop	60.4	F	4	23.1	C	71
	EB	TH	Free	0	A	459	0	A	1325
		TH	Free	0	A	459	0	A	1325
		TH-RT	Free	0	A	262	0	A	694
	WB	TH	Free	0	A	1633	0	A	792
		TH	Free	0	A	1633	0	A	792
		TH-RT	Free	0	A	1294	0	A	656
	TOTAL			0.4	A	6156	0.5	A	6670
25	SB	LT	Stop	10.0	A	17	11.2	B	95
		RT	Stop	9.8	A	102	10.1	B	128
	EB	TH	Free	0	A	72	0	A	135
	WB	TH	Free	0	A	101	0	A	113
	TOTAL			4.2	A	292	5.2	A	471

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

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TABLE 4-7
EXISTING CONDITIONS (2 CVNs)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
4	Ocean Blvd & Alameda Blvd	SB	LT-RT	Stop	31.9	D	61	157.5	F	199
		EB	LT-TH	Free	0	A	58	0	A	458
		WB	TH-RT	Free	0	A	908	0	A	328
		TOTAL			2.1	A	1027	29.9	D	985
5	First St & D Ave	NB	LT-TH-RT	Stop	13.6	B	5	44.9	E	17
		SB	LT-TH-RT	Stop	24.2	C	3	121.4	F	3
		EB	LT-TH-RT	Free	0	A	104	0	A	941
		WB	LT-TH-RT	Free	0.1	A	665	4.8	A	307
		TOTAL			0.5	A	777	2.7	A	1268
6	Third St & D Ave	NB	LT-TH	Stop	ECL	F	45	42.2	E	55
		SB	TH-RT	Stop	ECL	F	56	53.8	F	58
		WB	LT-TH	Free	0.6	A	867	1.7	A	276
			TH	Free	0	A	1669	0	A	446
			TH	Free	0	A	834	0	A	242
		TOTAL			ECL	F	3471	8.8	A	1077
7	Fourth St & D Ave	NB	TH-RT	Stop	21.8	C	61	ECL	F	86
		SB	LT-TH	Stop	42.4	E	83	ECL	F	80
		EB	LT-TH	Free	0.1	A	195	0	A	697
			TH	Free	0	A	387	0	A	1391
			TH-RT	Free	0	A	199	0	A	722
		TOTAL			8.4	A	925	ECL	F	2976
12	Fifth St & Orange Ave	NB	LT-TH	Free	1.9	A	300	1	A	471
			TH-RT	Free	0	A	295	0	A	470
		SB	LT-TH	Free	0.8	A	845	0.4	A	653
			TH-RT	Free	0	A	849	0	A	665
		EB	LT-TH-RT	Stop	63	F	38	ECL	F	162
		WB	LT-TH-RT	Stop	69.7	F	21	80.5	F	14
		TOTAL			2.8	A	2348	16.1	C	2435

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

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TABLE 4-7.1
EXISTING CONDITIONS (2 CVNs)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
16	Third St & Pomona Ave	NB	LT	Free	0	A	2057	0	A	935
			LT	Free	0	A	2057	0	A	935
			LT	Free	0	A	1028	0	A	473
		WB	TH	Stop	85.2	F	18	23.5	C	97
		TOTAL			0.3	A	5160	1	A	2440
18	Fourth St & Pomona Ave	NB	RT	Stop	21.9	C	223	ECL	F	164
		EB	TH	Free	0	A	425	0	A	1461
			TH	Free	0	A	425	0	A	1461
			TH-RT	Free	0	A	366	0	A	880
		WB	RT	Free	0	A	1676	0	A	754
			RT	Free	0	A	1676	0	A	754
			RT	Free	0	A	1676	0	A	754
		TOTAL			0.8	A	6467	14.1	B	6228
19	Glorietta Blvd & Pomona Ave	SB	TH-RT	Stop	10.5	B	241	16.5	C	258
		EB	LT-TH	Free	8.3	A	708	7.9	A	953
		WB	TH-RT	Free	0	A	32	0	A	70
		TOTAL			8.6	A	981	9.3	A	1281
21	Fourth St & Glorietta Blvd	NB	RT	Free	7.3	A	413	6	A	1027
		SB	RT	Stop	108.5	F	4	24.5	C	71
		EB	TH	Free	0	A	498	0	A	1709
			TH	Free	0	A	498	0	A	1709
			TH-RT	Free	0	A	281	0	A	886
		WB	TH	Free	0	A	2007	0	A	827
			TH	Free	0	A	2007	0	A	827
			TH-RT	Free	0	A	1519	0	A	677
		TOTAL			0.3	A	7227	0.4	A	7733
25	National Ave & SR-75 Off-Ramp	SB	LT	Stop	10	A	18	11.3	B	107
			RT	Stop	9.8	A	103	10.2	B	140
		EB	TH	Free	0	A	72	0	A	135
		WB	TH	Free	0	A	101	0	A	113
		TOTAL			4.2	A	294	5.5	A	495

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

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TABLE 4-8
EXISTING CONDITIONS (3 CVNs)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
4	Ocean Blvd & Alameda Blvd	SB	LT-RT	Stop	37.2	E	61	ECL	F	199
		EB	LT-TH	Free	0	A	64	0	A	500
		WB	TH-RT	Free	0	A	971	0	A	334
		TOTAL			2.3	A	1096	37.7	E	1033
5	First St & D Ave	NB	LT-TH-RT	Stop	27.6	D	5	66.5	F	17
		SB	LT-TH-RT	Stop	65.9	F	3	ECL	F	3
		EB	LT-TH-RT	Free	0	A	123	0	A	1128
		WB	LT-TH-RT	Free	0.1	A	855	6.2	A	324
		TOTAL			0.9	A	986	3.4	A	1472
6	Third St & D Ave	NB	LT-TH	Stop	ECL	F	70	56.6	F	58
		SB	TH-RT	Stop	ECL	F	56	70.1	F	58
		WB	LT-TH	Free	0.7	A	1079	1.6	A	296
			TH	Free	0	A	2093	0	A	486
			TH	Free	0	A	1047	0	A	262
		TOTAL			ECL	F	4345	10.9	B	1160
7	Fourth St & D Ave	NB	TH-RT	Stop	33.2	D	86	ECL	F	88
		SB	LT-TH	Stop	66	F	83	ECL	F	80
		EB	LT-TH	Free	0.1	A	218	0	A	906
			TH	Free	0	A	432	0	A	1809
			TH-RT	Free	0	A	224	0	A	955
		TOTAL			12.5	B	1043	ECL	F	3838
12	Fifth St & Orange Ave	NB	LT-TH	Free	2.3	A	364	1.3	A	497
			TH-RT	Free	0	A	361	0	A	496
		SB	LT-TH	Free	1	A	877	0.4	A	719
			TH-RT	Free	0	A	880	0	A	729
		EB	LT-TH-RT	Stop	80.7	F	38	ECL	F	162
		WB	LT-TH-RT	Stop	91.2	F	21	ECL	F	14
		TOTAL			3.4	A	2541	ECL	F	2617

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

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TABLE 4-8.1
EXISTING CONDITIONS (3 CVNs)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
16	Third St & Pomona Ave	NB	LT	Free	0	A	2439	0	A	974
			LT	Free	0	A	2439	0	A	974
			LT	Free	0	A	1220	0	A	492
		WB	TH	Stop	ECL	F	18	25.1	D	97
		TOTAL			0.5	A	6116	1	A	2537
18	Fourth St & Pomona Ave	NB	RT	Stop	24.1	C	223	ECL	F	164
		EB	TH	Free	0	A	463	0	A	1798
			TH	Free	0	A	463	0	A	1798
			TH-RT	Free	0	A	385	0	A	1048
		WB	RT	Free	0	A	1988	0	A	785
			RT	Free	0	A	1988	0	A	785
			RT	Free	0	A	1988	0	A	785
		TOTAL			0.8	A	7498	ECL	F	7163
19	Glorietta Blvd & Pomona Ave	SB	TH-RT	Stop	10.5	B	241	16.9	C	258
		EB	LT-TH	Free	8.3	A	709	8	A	964
		WB	TH-RT	Free	0	A	32	0	A	70
		TOTAL			8.6	A	982	9.4	A	1292
21	Fourth St & Glorietta Blvd	NB	RT	Free	7.2	A	414	5.8	A	1039
		SB	RT	Stop	ECL	F	4	25.9	D	71
		EB	TH	Free	0	A	537	0	A	2094
			TH	Free	0	A	537	0	A	2094
			TH-RT	Free	0	A	300	0	A	1078
		WB	TH	Free	0	A	2382	0	A	862
			TH	Free	0	A	2382	0	A	862
			TH-RT	Free	0	A	1743	0	A	698
		TOTAL			0.3	A	8299	0.3	A	8798
25	National Ave & SR-75 Off-Ramp	SB	LT	Stop	10	A	19	11.5	B	120
			RT	Stop	9.8	A	104	10.3	B	153
		EB	TH	Free	0	A	72	0	A	135
		WB	TH	Free	0	A	101	0	A	113
		TOTAL			4.3	A	296	5.8	A	521

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

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TABLE 4-9
EXISTING CONDITIONS (3 CVNs WITH STAGGERED WORK HOURS)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
4	Ocean Blvd & Alameda Blvd	SB	LT-RT	Stop	28.5	D	61	124.8	F	199
		EB	LT-TH	Free	0	A	53	0	A	426
		WB	TH-RT	Free	0	A	858	0	A	324
		TOTAL			2.0	A	972	24.7	C	949
5	First St & D Ave	NB	LT-TH-RT	Stop	11.1	B	5	31.3	D	17
		SB	LT-TH-RT	Stop	16.1	C	3	73.2	F	3
		EB	LT-TH-RT	Free	0	A	89	0	A	799
		WB	LT-TH-RT	Free	0.1	A	514	4.1	A	295
		TOTAL			0.4	A	611	2.2	A	1114
6	Third St & D Ave	NB	LT-TH	Stop	ECL	F	25	35.6	E	53
		SB	TH-RT	Stop	ECL	F	56	44.8	E	58
		WB	LT-TH	Free	0.6	A	699	1.7	A	260
			TH	Free	0	A	1332	0	A	416
			TH	Free	0	A	666	0	A	227
		TOTAL			ECL	F	2778	7.8	A	1014
7	Fourth St & D Ave	NB	TH-RT	Stop	16.6	C	41	ECL	F	84
		SB	LT-TH	Stop	32.6	D	83	ECL	F	80
		EB	LT-TH	Free	0.1	A	178	0	A	538
			TH	Free	0	A	352	0	A	1072
			TH-RT	Free	0	A	179	0	A	545
		TOTAL			6.7	A	833	ECL	F	2319
12	Fifth St & Orange Ave	NB	LT-TH	Free	1.8	A	248	0.9	A	452
			TH-RT	Free	0	A	244	0	A	451
		SB	LT-TH	Free	0.7	A	821	0.4	A	604
			TH-RT	Free	0	A	823	0	A	615
		EB	LT-TH-RT	Stop	53.1	F	38	123.9	F	162
		WB	LT-TH-RT	Stop	58.1	F	21	33.1	D	14
		TOTAL			2.5	A	2195	11.5	B	2298

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

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TABLE 4-9.1
EXISTING CONDITIONS (3 CVNs WITH STAGGERED WORK HOURS)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
16	Third St & Pomona Ave	NB	LT	Free	0	A	1753	0	A	906
			LT	Free	0	A	1753	0	A	906
			LT	Free	0	A	877	0	A	458
		WB	TH	Stop	51.2	F	18	22.5	C	97
		TOTAL			0.2	A	4401	0.9	A	2367
18	Fourth St & Pomona Ave	NB	RT	Stop	20.4	C	223	ECL	F	164
		EB	TH	Free	0	A	393	0	A	1204
			TH	Free	0	A	393	0	A	1204
			TH-RT	Free	0	A	351	0	A	752
		WB	RT	Free	0	A	1429	0	A	731
			RT	Free	0	A	1429	0	A	731
			RT	Free	0	A	1429	0	A	731
		TOTAL			0.9	A	5647	7.2	A	5517
19	Glorietta Blvd & Pomona Ave	SB	TH-RT	Stop	10.5	B	241	16.2	C	258
		EB	LT-TH	Free	8.3	A	707	7.8	A	943
		WB	TH-RT	Free	0	A	32	0	A	70
		TOTAL			8.6	A	980	9.1	A	1271
21	Fourth St & Glorietta Blvd	NB	RT	Free	7.4	A	412	6.2	A	1018
		SB	RT	Stop	67.8	F	4	23.4	C	71
		EB	TH	Free	0	A	467	0	A	1417
			TH	Free	0	A	467	0	A	1417
			TH-RT	Free	0	A	266	0	A	740
		WB	TH	Free	0	A	1710	0	A	801
			TH	Free	0	A	1710	0	A	801
			TH-RT	Free	0	A	1340	0	A	661
		TOTAL			0.4	A	6376	0.5	A	6926
25	National Ave & SR-75 Off-Ramp	SB	LT	Stop	10	A	17	11.2	B	97
			RT	Stop	9.8	A	102	10.1	B	131
		EB	TH	Free	0	A	72	0	A	135
		WB	TH	Free	0	A	101	0	A	113
		TOTAL			4.2	A	292	5.2	A	476

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

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to NASNI. Field observations indicate that gaps are available along Ocean Boulevard although there are heavy volumes. These gaps allow vehicles stopped on Alameda Avenue to turn onto Ocean Boulevard, resulting in delays much lower than what is reported from the HCM analysis.

- **First Street & D Avenue (LOS F, p.m. peak)**

The movement that fails during the afternoon peak is the southbound stop controlled approach at the intersection. The southbound approach is an access to a parking lot for Coronado Village property (1099 First Street). Vehicles exiting the parking lot have to wait for a gap along First Street. Traffic counts indicate that only five vehicles are present during the afternoon peak period. Field observations indicate that gaps are present in both directions along First Street. Gaps are created by the stop control on First Street at the First Street/E Avenue intersection and also from the traffic signal at the First Street/Orange Boulevard intersection. Delays are much lower than what is reported from the HCM analysis.

- **Third Street & D Avenue (LOS F – a.m. peak, LOS E – p.m. peak)**

The movements that fail during both peak periods are the northbound and southbound stop controlled approaches along D Avenue. These vehicles have to wait for a gap along Third Street with approximately 2,500 vehicles coming from the Third Street/Orange Avenue intersection during the morning peak and approximately 1,000 vehicles during the afternoon peak. Although there are heavy traffic volumes along Third Street at this location, the signal at Third Street/Orange Avenue creates approximately 20 to 30 seconds of gaps along Orange Avenue allowing vehicles to turn onto Third Street or continue straight along D Avenue.

- **Fourth Street & D Avenue (LOS F, p.m. peak)**

The movements that fail during both peak periods are the northbound and southbound stop controlled approaches along D Avenue. These vehicles have to wait for a gap along Fourth Street with approximately 2,100 vehicles coming from the west along Fourth Street during the afternoon peak. Field observations indicate that when vehicles are stopped at the signal at the Fourth Street/Orange Avenue intersection, queues extend past D Avenue. However, vehicles on Fourth Street allow the vehicles from D Avenue to turn onto Fourth Street.

- **Fourth Street & Orange Avenue (LOS E, p.m. peak)**

The movements that fail during the afternoon peak are the southbound left-turns and northbound right-turns from Orange Avenue to Fourth Street due to the heavy traffic demand. Traffic counts indicate approximately 850 left-turning vehicles and 550 right-turning vehicles. In addition, traffic from the west along Fourth Street is approximately 2,050 vehicles. Field observations indicate long queues and delays for all approaches at this intersection.

- **Fifth Street & Orange Avenue (LOS F, a.m. and p.m. peaks)**

The movements that fail during both peak periods are the westbound and eastbound stop controlled approaches along Fifth Street. These vehicles have to wait for a gap along Orange Avenue with approximately 500 and 900 vehicles coming from the south along Orange Avenue and approximately 1,600 and 1,200 vehicles coming from the north along Orange Avenue during the morning and afternoon peak, respectively. Traffic counts indicate that less than 100 vehicles are on the stop controlled approaches of Fifth Street. Field observations indicate that sufficient gaps are created from the signals at Fourth and Sixth Streets along Orange Avenue that allow vehicles to turn onto Orange Avenue from Fifth Street. Also, up to two vehicles turning left onto Orange Avenue or continuing straight along Fifth Street are able to queue in the median break.

- **Third Street & Pomona Avenue (LOS E, a.m. peak)**

The movement that fails during the morning peak period is the westbound stop controlled approach at the intersection. Vehicles in this movement have to find a gap in traffic along Third Street. Traffic counts indicate that approximately 20 vehicles are making this

movement. Field observations indicate that due to the curvature of Third Street, some vehicles slow down, which creates gaps in the flow of traffic. Also, gaps are created when vehicles are stopped at the Third Street/Orange Avenue intersection and queues extend past Pomona Avenue. Vehicles on Third Street allow vehicles from Pomona Avenue to turn onto Third Street. The longest delay observed for a vehicle stopped on Pomona Avenue was 30 seconds.

- **R.H. Dana Place & Orange Avenue (LOS F, a.m. peak)**

The movement that fails during the morning peak is the northbound left-turn from Orange Avenue to Ocean Boulevard. Traffic counts indicate approximately 825 vehicles making a left-turn from one lane of traffic. In addition, there are approximately 1,300 opposing vehicles (through traffic) along Orange Avenue. Field observations validate the heavy demand of left-turning vehicles onto R.H. Dana Place from Orange Avenue.

- **Fourth Street & Pomona Avenue (LOS F, p.m. peak)**

The movement that fails during the afternoon peak is the northbound stop controlled approach along Pomona Avenue. Vehicles in this movement have to find a gap in traffic along Fourth Street. Traffic counts indicate that approximately 150 vehicles are making a right-turn onto Fourth Street during the afternoon peak. Field observations indicate delays for the stopped vehicles on Pomona Avenue vary, depending on when they arrive and if a gap exists along Fourth Street from the traffic signal at the Fourth Street/Orange Avenue intersection. The longest delay observed was approximately 75 seconds and the shortest delay observed was five seconds with an average delay of approximately 20 seconds.

- **Fourth Street & Glorietta Boulevard (LOS F, a.m. peak)**

The movement that fails during the morning peak is the southbound stop controlled approach along Glorietta Boulevard. Vehicles in this movement have to find a gap in traffic along Glorietta Boulevard. Traffic counts indicate only 4 vehicles are making a right-turn onto Fourth Street during the morning peak. Field observations indicate that vehicles from Glorietta Boulevard turning right onto Fourth Street are generally made when right-turns onto Glorietta Boulevard from Fourth Street are being made. From the vehicles observed during the morning peak period, the average delay for vehicles in the southbound approach was less than 10 seconds per vehicle.

- **Tarawa Road & Silver Strand Boulevard (LOS E, p.m. peak)**

The movements that fail during the afternoon peak are the eastbound and westbound approaches along Tarawa Road, which correspond to the exiting traffic at NAB. Traffic counts indicate approximately 450 vehicles are present on each approach during the afternoon peak period. Field observations validate the heavy demand of traffic exiting on Tarawa Road.

- **Logan Avenue & Cesar E Chavez Parkway (LOS F, p.m. peak)**

The movement that fails during the afternoon peak is the northbound right-turn from Cesar Chavez Parkway to Logan Avenue/San Diego-Coronado Bridge. Field observations indicate long queues for this movement and vehicles having to yield to the southbound left-turning traffic.

Appendix I contains the LOS calculation worksheets.

Comparison to Existing (Fall) Conditions

The intersection analysis with the traffic data obtained in July 2007 was compared to the traffic data obtained in September 2007. Results indicate that 12 intersections currently operate at LOS E or F in September 2007, while 14 intersections currently operate at LOS E or F in July 2007. However, since there are two more intersections that operate at an unacceptable LOS in July 2007 compared to September 2007, the intersection analysis provided with the summer data in July 2007 would represent a more conservative analysis.

Roadway Segment Analysis

Table 4-10 displays the roadway segments analysis under the Existing Conditions. The results of the various carriers in port are shown next to each other for the ease of comparison. It should be noted that staggered work hours does not affect this analysis and only affects the traffic volumes during the peak periods. Traffic volumes resulting from three CVNs in port would be the same with or without staggered work hours over a 24-hour time period. As shown in the table, all roadway segments would function at LOS C or better with one, two, or three carriers in port, except at 11 locations. The following list shows the roadway segments that would function at LOS D, E, or F with three CVNs in port.

- First Street between Alameda Boulevard and H Avenue
- First Street between H Avenue and Orange Avenue
- Third Street between Orange Avenue and Pomona Avenue
- Fourth Street between Orange Avenue and Pomona Avenue
- Ocean Boulevard between Alameda Boulevard and Orange Avenue
- Orange Avenue between Fourth Street and Sixth Street
- Orange Avenue between Sixth Street and Tenth Street
- Orange Avenue between R.H. Dana Place and Pomona Avenue
- Silver Strand Boulevard between Pomona Avenue and Tarawa Road
- Silver Strand Boulevard between Tulagi Road and Leyte Road
- Pomona Avenue between Glorietta Boulevard and Silver Strand Boulevard

Comparison to Existing (Fall) Conditions

The roadway segment analysis with the traffic data obtained in July 2007 was compared to the traffic data obtained in September 2007. Results indicate that 12 roadway segments currently operate at LOS D, E or F in July 2007, while 7 roadway segments currently operate at LOS D, E or F in September 2007. The results from the September 2007 traffic data are generally consistent with the results from the July 2007 traffic data for the east-west streets located west of Orange Avenue. For the segments along Orange Avenue and segments located to the east of Orange Avenue, all segments function at LOS C or better. However, since there are five more locations that function at an unacceptable LOS in July 2007 compared to September 2007, the roadway segment analysis provided with the summer data in July 2007 would represent a more conservative analysis.

TABLE 4-10
EXISTING CONDITIONS
ROADWAY SEGMENT LOS SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	1 CVN		2 CVNs		3 CVNs				
			ADT	V/C RATIO (a)	ADT	V/C RATIO (a)	ADT	V/C RATIO (a)	LOS		
First St											
Alameda Blvd to H Ave H Ave to Orange Ave	2-Lane Collector	8,000	5,833	0.729	D	6,552	0.819	E	7,271	0.909	E
	2-Lane Collector	8,000	7,181	0.898	E	7,900	0.988	E	8,619	1.077	F
Third St (SR-75/282)											
Alameda Blvd to H Ave	3-Lane Principal Arterial (one-way)	30,000	15,577	0.519	B	17,231	0.574	B	18,885	0.630	C
H Ave to Orange Ave	3-Lane Principal Arterial (one-way)	30,000	16,605	0.554	B	18,235	0.608	C	19,865	0.662	C
Orange Ave to Pomona Ave	3-Lane Principal Arterial (one-way)	30,000	35,960	1.199	F	37,733	1.258	F	39,506	1.317	F
Fourth St (SR-75/282)											
Alameda Blvd to H Ave	3-Lane Principal Arterial (one-way)	30,000	13,774	0.459	B	15,499	0.517	B	17,224	0.574	B
H Ave to Orange Ave	3-Lane Principal Arterial (one-way)	30,000	15,029	0.501	B	16,731	0.558	B	18,433	0.614	C
Orange Ave to Pomona Ave	3-Lane Principal Arterial (one-way)	30,000	28,877	0.963	E	30,698	1.023	F	32,519	1.084	F
Sixth St											
H Ave to Orange Ave	2-Lane Collector	8,000	1,939	0.242	A	2,035	0.254	A	2,131	0.266	A
Ocean Blvd											
Marina Ave to Alameda Blvd	2-Lane Minor Arterial	15,000	7,601	0.507	C	7,841	0.523	C	8,081	0.539	C
Alameda Blvd to Orange Ave	2-Lane Minor Arterial	15,000	10,277	0.685	D	10,373	0.692	D	10,469	0.698	D
Alameda Blvd											
First St to Third St	2-Lane Minor Arterial	15,000	3,650	0.243	A	4,129	0.275	A	4,608	0.307	A
Third St to Fourth St	2-Lane Minor Arterial	15,000	4,542	0.303	A	4,925	0.328	A	5,308	0.354	B
Fourth St to Sixth St	2-Lane Minor Arterial	15,000	7,812	0.521	C	8,100	0.540	C	8,388	0.559	C
Sixth St to Tenth St	2-Lane Minor Arterial	15,000	5,390	0.359	B	5,534	0.369	B	5,678	0.379	B
Tenth St to Ocean Blvd	2-Lane Minor Arterial	15,000	5,390	0.359	B	5,390	0.359	B	5,390	0.359	B
Orange Ave (SR-75)											
First St to Third St	4-Lane Minor Arterial	30,000	10,755	0.359	B	11,474	0.382	B	12,193	0.406	B
Third St to Fourth St	4-Lane Principal Arterial	40,000	22,764	0.569	C	23,459	0.586	C	24,154	0.604	C
Fourth St to Sixth St	4-Lane Principal Arterial	40,000	30,819	0.770	D	31,466	0.787	D	32,113	0.803	D
Sixth St to Tenth St	4-Lane Principal Arterial	40,000	32,064	0.802	D	32,543	0.814	D	33,022	0.826	D
Tenth St to R. H. Dana Pl	4-Lane Principal Arterial	40,000	27,913	0.698	C	28,105	0.703	C	28,297	0.707	C
R. H. Dana Pl to Pomona Ave	4-Lane Principal Arterial	40,000	34,620	0.866	D	34,860	0.872	D	35,100	0.878	E
Silver Strand Blvd (SR-75)											
Pomona Ave to Tarawa Rd	4-Lane Principal Arterial	40,000	38,573	0.964	E	38,813	0.970	E	39,053	0.976	E
Tarawa Rd to Tulagi Rd	4-Lane Principal Arterial	40,000	25,086	0.627	C	25,326	0.633	C	25,566	0.639	C
Tulagi Rd to Leyte Rd	4-Lane Principal Arterial	40,000	29,847	0.746	C	30,087	0.752	D	30,327	0.758	D
Pomona Ave											
Fourth St to Glorietta Blvd	2-Lane Minor Arterial	15,000	6,107	0.407	B	6,131	0.409	B	6,155	0.410	B
Glorietta Blvd to Silver Strand Blvd	2-Lane Minor Arterial	15,000	12,786	0.852	D	12,786	0.852	D	12,786	0.852	D

Notes:

Bold values indicate roadway segments operating at LOS D, E, or F.(a) Existing roads street classification is based on the *City of Coronado General Plan Circulation Element*, dated 10/17/95.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured from 7/18/07 to 7/28/07.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

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5.0 NEAR TERM (2015) CONDITIONS

This section provides a description of the Near Term conditions with one, two, and three CVNs in port at NASNI without staggered work hours and three CVNs in port with staggered work hours. The Near Term scenario would represent the conditions in the Year 2015.

Road Network

Under the Near Term scenario, the following improvements to the intersections have been assumed to be constructed and in operation:

- Traffic signal at Third Street & Alameda Boulevard
- Traffic signal at Fourth Street & Alameda Boulevard

Figure 5-1 shows the intersection geometrics at the locations listed above. All other intersections and roadway segments in the study area would remain the same as Existing Conditions.

Traffic Volumes

Cumulative Projects

City of Coronado staff provided a list of cumulative projects, which are considered to be approved, but not yet completed or occupied. The cumulative project list is dated June 29, 2007 and can be found in **Appendix K**. After further review of the list of cumulative projects, it was determined that the following three projects would be added to the baseline traffic volumes:

1. Hotel Del Coronado (1050 Orange Avenue): 176-unit condominium
2. Regatta Bay LLC (120 – 140 C Avenue): 16-unit condominium, 11,000 sf commercial/retail, 2,900 sf tradesman
3. Coronado City Views LLC (131 – 145 Orange Avenue): 11-unit condominium, 6,900 sf commercial/retail, 1,600 sf tradesman

All other projects in the list were either assumed to be remodels and/or did not generate a significant amount of traffic. The traffic volumes associated with these other projects were already included as growth in background traffic as part of the traffic forecasts.

Figure 5-2 shows the locations of each cumulative project and **Table 5-1** summarizes the estimated trip generation associated with the cumulative projects. As shown in the table, all of the cumulative projects would be estimated to generate a total of 2,872 ADT with 75 (41 in, 34 out) a.m. peak-hour trips and 122 (70 in, 52 out) p.m. peak-hour trips. It should be noted that the Hotel Del Coronado expansion consists of 205 units. However, 29 units were completed in July 2007, which leaves 176 units to be constructed. It is assumed that an additional 50 units have been constructed by September 2007. The remaining 126 units will be constructed in Phase 2.

The trip generation rates for the a.m. and p.m. peak periods are for typical peaks, which would represent the peak-hour between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. For this analysis, the a.m. peak-hour occurs between 6:15 and 7:15 a.m. and the p.m. peak-hour occurs between 2:30 and 3:30 p.m. There are no trip generation rates that are published for our peak periods. The trips estimated to be generated by the standard trip generation rates would overestimate the amount of traffic that would occur

CVN SEIS Traffic Study

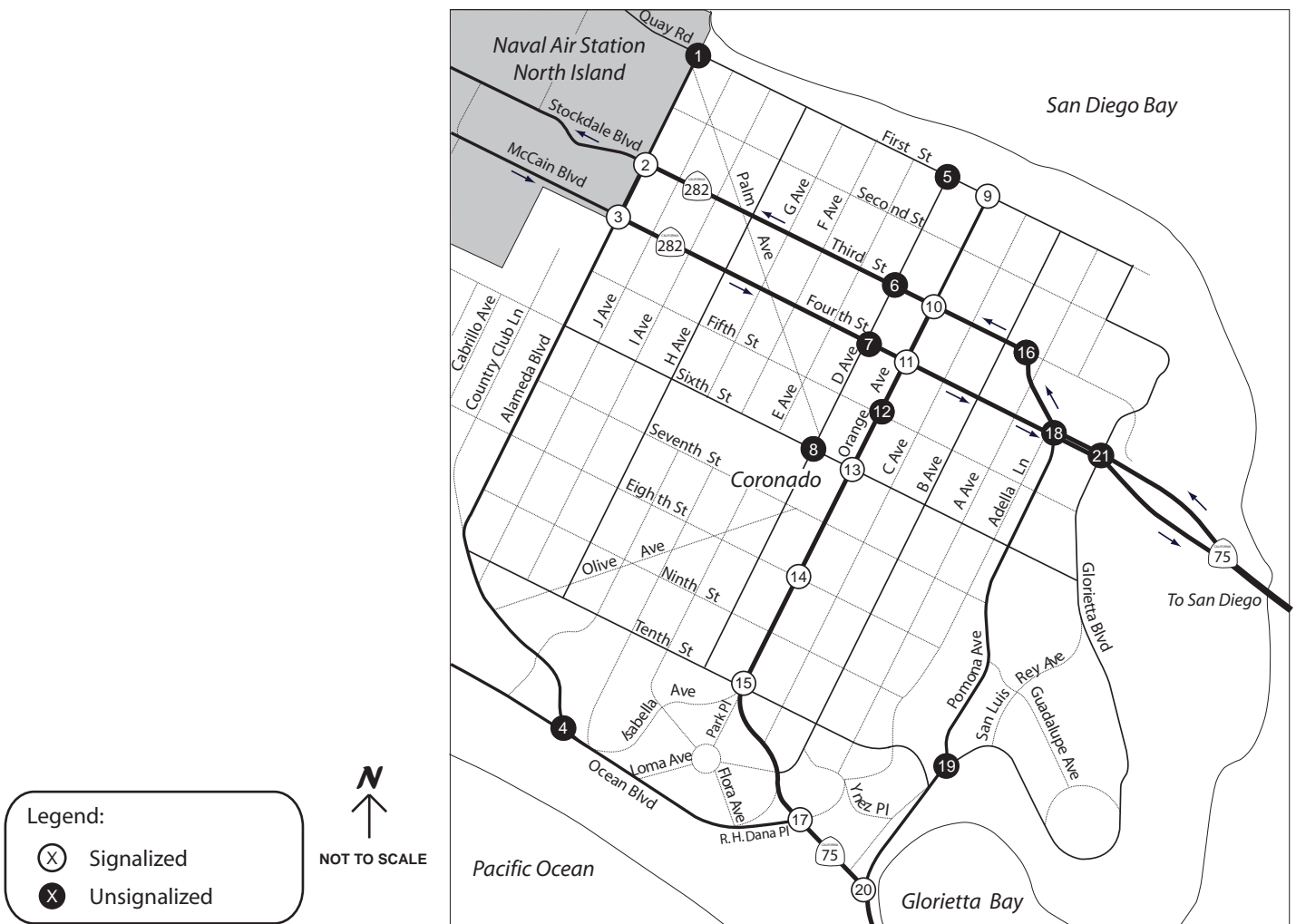
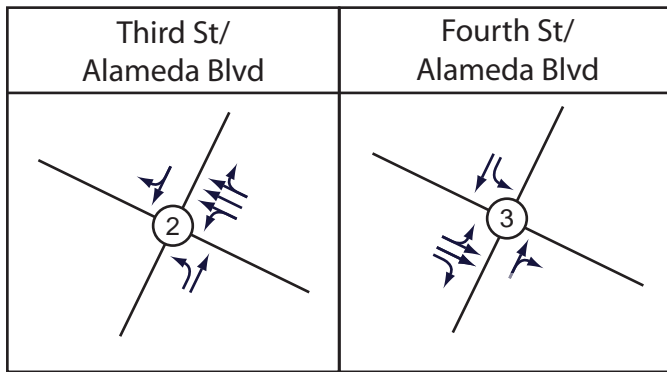


FIGURE 5-1

CVN SEIS Traffic Study

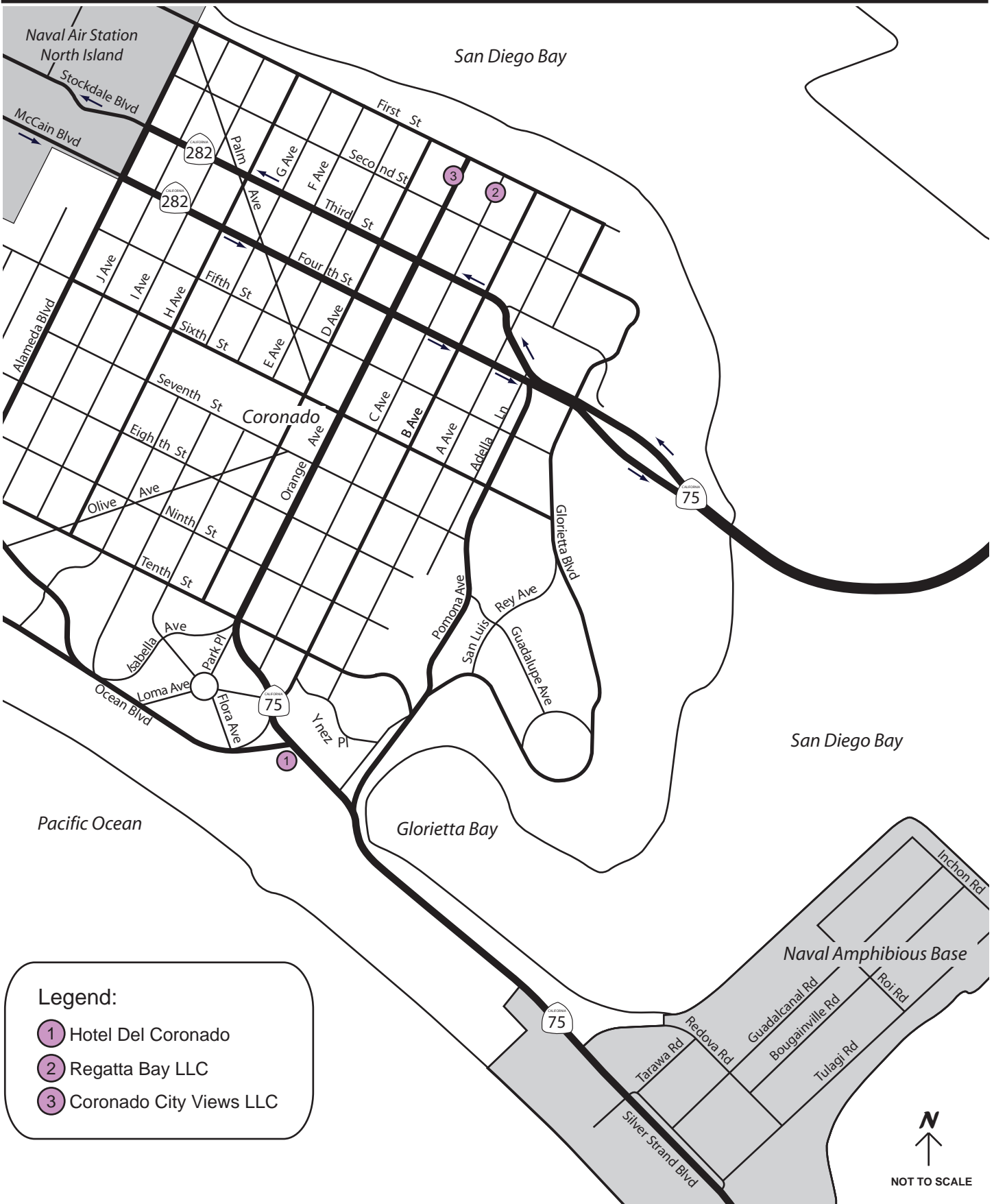


FIGURE 5-2

Cumulative Project Locations

TABLE 5-1
CUMULATIVE PROJECT TRIP GENERATION SUMMARY

Project Name or Owner	Address within City of Coronado	Land Use	Units ¹	Trip Rate ²	Daily Trips	AM Peak-Hour			PM Peak-Hour						
						% of ADT ²	In:Out Ratio ²	In	Out	Total	% of ADT ²	In:Out Ratio ²	In	Out	Total
DRIVEWAY TRIPS ³															
Proposed															
Hotel Del Coronado	1050 Orange Ave	Hotel (w/convention facilities/restaurant)	176 oc	10 / oc	1,760	6%	6.00 : 4.00	63	43	106	8%	6.00 : 4.00	84	57	141
		Condominium	16 du	8 / du	128	8%	2.00 : 8.00	2	8	10	10%	7.00 : 3.00	9	4	13
		Specialty Retail/Strip Commercial	11 ksf	40 / ksf	440	3%	6.00 : 4.00	8	5	13	9%	5.00 : 5.00	20	20	40
		Tradesman	2.9 ksf	40 / ksf	116	3%	6.00 : 4.00	2	1	3	9%	5.00 : 5.00	5	5	10
		Subtotal			684			12	15	27			34	29	63
Coronado City Views LLC	131-145 Orange Ave	Condominium	11 du	8 / du	88	8%	2.00 : 8.00	1	6	7	10%	7.00 : 3.00	6	3	9
		Specialty Retail/Strip Commercial	6.9 ksf	40 / ksf	276	3%	6.00 : 4.00	5	3	8	9%	5.00 : 5.00	12	13	25
		Tradesman	1.6 ksf	40 / ksf	64	3%	6.00 : 4.00	1	1	2	9%	5.00 : 5.00	3	3	6
		Subtotal			428			7	10	17			21	19	40
		CUMULATIVE PROJECT TRIP GENERATION =					2,872		82	68	150			139	105	244
NET CUMULATIVE PROJECT TRIP GENERATION ⁴ =					2,872		41	34	75			70	52	122	

Note:

Cumulative Project information provided by the City of Coronado.

1. oc = occupied room; du = dwelling unit; ksf = one thousand square feet.

2. Trip rates referenced from the Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, SANDAG, April 2002.

3. Driveway trips are the total number of trips generated by a site.

4. A 50% reduction was applied to peak-hour traffic to account for the analysis of the peak period to occur earlier than the traditional peak period of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. No adjustments were made to the daily traffic.

K:\PT095219011\Excel\May 2008 (off base)\219011T600.xls\Approved Projects

for the peaks analyzed in this study. As a result, a 50 percent reduction was applied to the traffic generated by the three cumulative projects during the morning and afternoon peak periods. No reduction was applied to the daily traffic generated by the cumulative projects.

Traffic from the three cumulative projects was added to the baseline traffic volumes. **Figures 5-3 to 5-8** shows the peak-hour and daily traffic volumes at the study intersections with one, two, and three homeported CVNs in port assuming no staggered work hours, respectively. **Figures 5-9 and 5-9.1** show the peak-hour traffic volumes with three CVNs in port with staggered work hours.

CVN SEIS Traffic Study

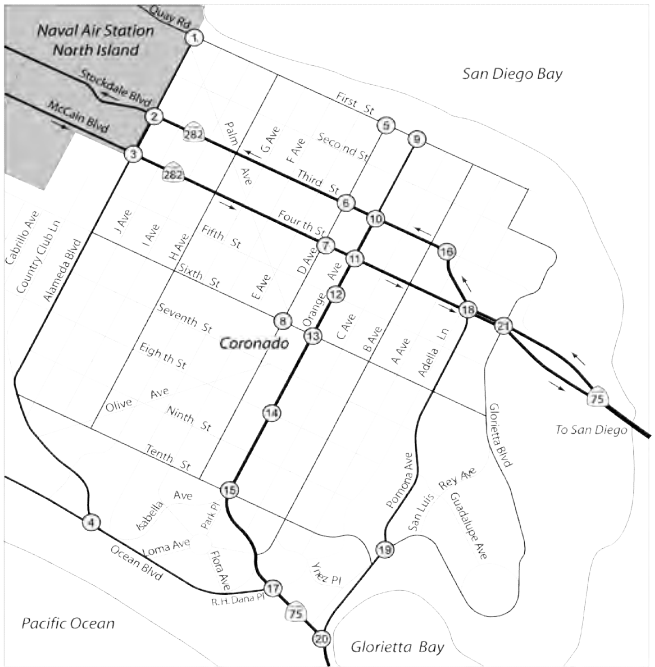
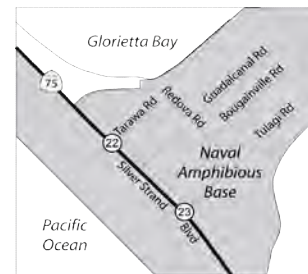
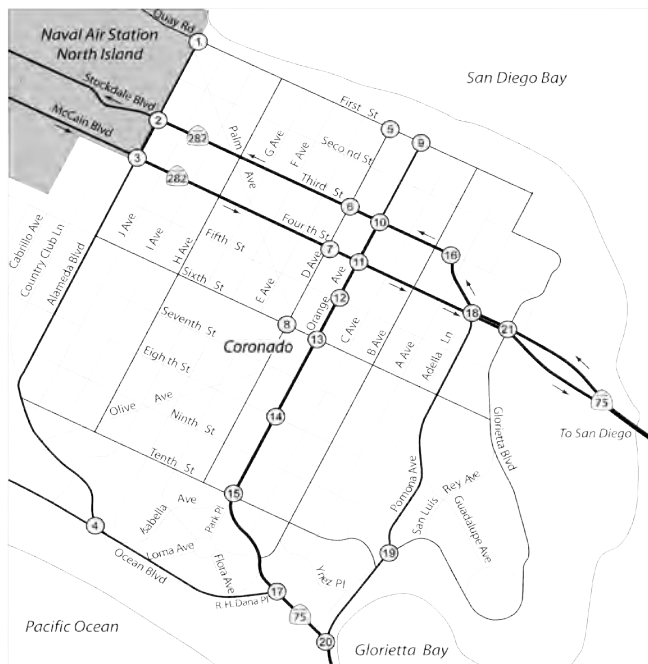
1 <div> <div>Quay Rd</div> <div> <div>635 / 66</div> <div>5 / 39</div> </div> </div> <div> <div> <div>69 / 814</div> <div>49 / 543</div> </div> <div>Alameda Blvd</div> </div> <div> <div>490 / 51</div> <div>5 / 0</div> </div>	2 <div> <div>25 / 14</div> <div>43 / 492</div> </div> <div>Stockdale Blvd</div> <div>Alameda Blvd</div> <div> <div>241 / 29</div> <div>2951 / 559</div> <div>17 / 144</div> </div> <div> <div>155 / 50</div> <div>26 / 43</div> </div>	3 <div> <div>57 / 287</div> <div>40 / 386</div> </div> <div>McCain Blvd</div> <div>Alameda Blvd</div> <div> <div>11 / 11</div> <div>419 / 2055</div> <div>100 / 554</div> </div> <div> <div>145 / 83</div> <div>80 / 75</div> </div>	4 <div> <div>5 / 11</div> <div>60 / 188</div> </div> <div>Alameda Blvd</div> <div> <div>31 / 36</div> <div>892 / 278</div> </div> <div> <div>0 / 1</div> <div>58 / 694</div> </div>
5 <div> <div>1 / 0</div> <div>2 / 2</div> <div>0 / 3</div> </div> <div>Residential Dwy</div> <div> <div>0 / 1</div> <div>643 / 273</div> <div>3 / 79</div> </div> <div> <div>105 / 942</div> </div> <div>D Ave</div> <div> <div>1 / 3</div> <div>0 / 1</div> <div>4 / 18</div> </div>	6 <div> <div>2 / 9</div> <div>56 / 82</div> </div> <div>D Ave</div> <div> <div>0 / 21</div> <div>3261 / 959</div> <div>34 / 58</div> </div> <div> <div>25 / 13</div> <div>16 / 50</div> </div>	7 <div> <div>63 / 118</div> <div>22 / 19</div> </div> <div>D Ave</div> <div> <div>2 / 2</div> <div>778 / 2848</div> <div>4 / 24</div> </div> <div> <div>40 / 60</div> <div>18 / 44</div> </div>	8 <div> <div>4 / 7</div> <div>52 / 127</div> <div>13 / 53</div> </div> <div>D Ave</div> <div> <div>9 / 35</div> <div>70 / 40</div> <div>13 / 33</div> </div> <div> <div>2 / 7</div> <div>40 / 156</div> <div>16 / 26</div> </div>
9 <div> <div>258 / 187</div> <div>79 / 255</div> </div> <div>First St</div> <div> <div>18 / 248</div> <div>89 / 709</div> </div> <div>Orange Ave</div> <div> <div>387 / 167</div> <div>26 / 151</div> </div>	10 <div> <div>21 / 15</div> <div>272 / 932</div> </div> <div>Orange Ave</div> <div> <div>327 / 158</div> <div>2965 / 930</div> <div>1756 / 1258</div> </div> <div> <div>160 / 96</div> <div>160 / 284</div> </div>	11 <div> <div>1572 / 1155</div> <div>530 / 1028</div> </div> <div>Orange Ave</div> <div> <div>12 / 23</div> <div>713 / 2752</div> <div>91 / 150</div> </div> <div> <div>325 / 373</div> <div>301 / 611</div> </div>	12 <div> <div>30 / 22</div> <div>1693 / 1342</div> <div>27 / 11</div> </div> <div>Orange Ave</div> <div> <div>3 / 5</div> <div>14 / 8</div> <div>4 / 5</div> </div> <div> <div>5 / 7</div> <div>18 / 72</div> <div>17 / 25</div> </div>
13 <div> <div>40 / 37</div> <div>1648 / 1228</div> <div>27 / 95</div> </div> <div>Orange Ave</div> <div> <div>62 / 35</div> <div>15 / 26</div> <div>5 / 15</div> </div> <div> <div>14 / 38</div> <div>21 / 123</div> <div>21 / 89</div> </div> <div> <div>32 / 36</div> <div>528 / 918</div> <div>18 / 54</div> </div>			

FIGURE 5-3

5-6 Near Term (2015) Conditions (1 CVN) Peak-Hour Traffic Volumes

CVN SEIS Traffic Study

14 <div>49 / 37 ↔ 1422 / 1107 ↔ 32 / 65</div> <div>Orange Ave</div> <div>↔ 14 / 40 ↔ 12 / 49 ↔ 6 / 29</div> <div>Eighth St</div> <div>35 / 87 25 / 86 42 / 110</div> <div>↔ 72 / 62 ↔ 474 / 847 ↔ 15 / 10</div>	15 <div>65 / 49 ↔ 1392 / 1104 ↔ 14 / 36</div> <div>Orange Ave</div> <div>↔ 5 / 16 ↔ 5 / 26 ↔ 6 / 12</div> <div>Tenth St</div> <div>36 / 79 22 / 63 8 / 46</div> <div>↔ 21 / 53 ↔ 469 / 832 ↔ 4 / 37</div>	16 <div>↔ 19 / 101</div> <div>Third St</div> <div>Pomona Ave</div> <div>5054 / 2382 0 / 5</div>	17 <div>32 / 26 ↔ 1352 / 1086 ↔ 15 / 29</div> <div>Orange Ave</div> <div>↔ 2 / 9 ↔ 7 / 20 ↔ 21 / 54</div> <div>R.H. Dana Pl</div> <div>Adella Ave</div> <div>13 / 121 7 / 217 115 / 568</div> <div>↔ 864 / 285 ↔ 444 / 819 ↔ 7 / 32</div>
18 <div>↔ 5039 / 2366</div> <div>Pomona Ave</div> <div>Fourth St</div> <div>1101 / 4148 159 / 175</div> <div>↔ 229 / 163</div>	19 <div>259 / 297 ↔ 0 / 6</div> <div>Pomona Blvd</div> <div>↔ 3 / 7 ↔ 30 / 66</div> <div>Glorietta Blvd</div> <div>604 / 648 133 / 441</div>	20 <div>↔ 1458 / 1779</div> <div>Orange Ave</div> <div>↔ 18 / 26 ↔ 290 / 344</div> <div>Pomona Ave</div> <div>1338 / 1098 631 / 685</div>	21 <div>4 / 68</div> <div>Glorietta Blvd</div> <div>↔ 528 / 293 ↔ 5038 / 2318</div> <div>Fourth St</div> <div>1285 / 4263 33 / 32</div> <div>↔ 429 / 1160</div>
22 <div>446 / 85 ↔ 679 / 1784 ↔ 393 / 145</div> <div>Silver Strand Blvd</div> <div>↔ 163 / 416 ↔ 80 / 50 ↔ 5 / 7</div> <div>Tarawa Rd</div> <div>31 / 266 33 / 68 13 / 127</div> <div>↔ 199 / 48 ↔ 1660 / 978 ↔ 3 / 2</div>	23 <div>677 / 1891</div> <div>Silver Strand Blvd</div> <div>↔ 3 / 11 ↔ 41 / 255</div> <div>Tulagi Rd</div> <div>1861 / 999 408 / 44</div>	24 <div>80 / 58 ↔ 412 / 366 ↔ 108 / 119</div> <div>Cesar E Chavez Pkwy</div> <div>↔ 38 / 47 ↔ 82 / 87 ↔ 48 / 48</div> <div>Logan Ave</div> <div>50 / 86 102 / 291 70 / 39</div> <div>11 / 21 109 / 354 200 / 570</div>	25 <div>106 / 149 ↔ 18 / 113</div> <div>NB SR-75 Off-Ramp</div> <div>↔ 104 / 110</div> <div>National Ave</div> <div>74 / 146</div>



Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



FIGURE 5-3.1

5-7 Near Term (2015) Conditions (1 CVN) Peak-Hour Traffic Volumes

CVN SEIS Traffic Study

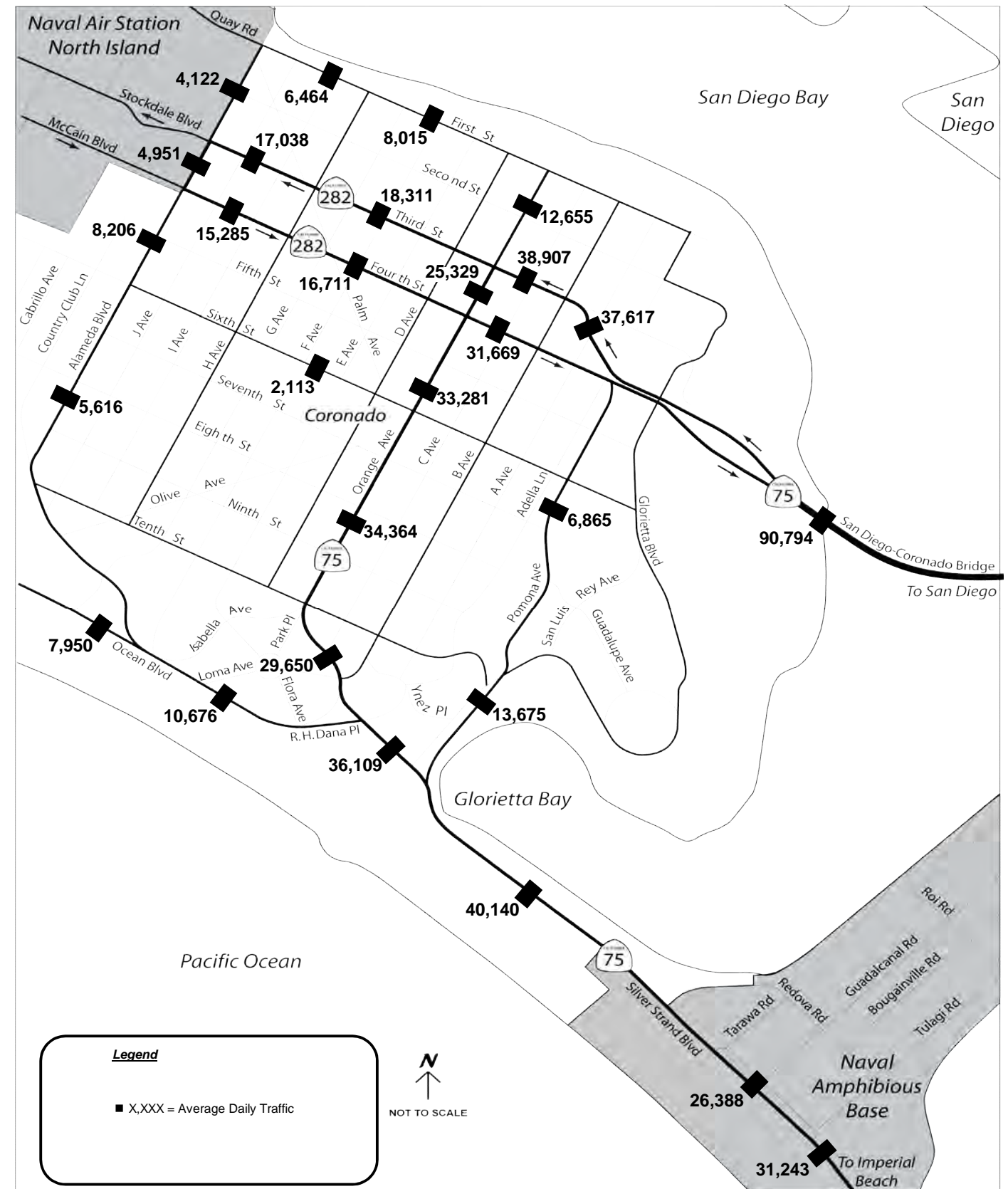
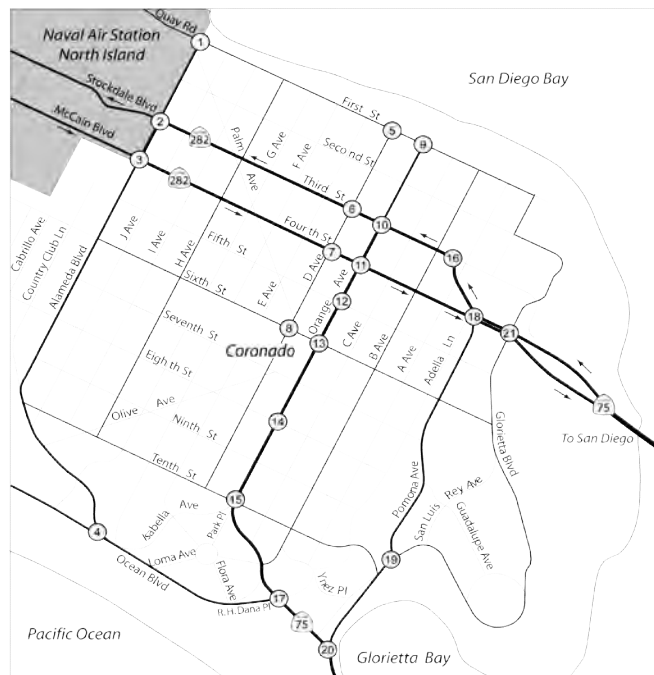


FIGURE 5-4

Near Term (2015) Conditions (1 CVN) ADT Volumes

CVN SEIS Traffic Study

1 <div>Quay Rd</div> <div>88 / 1004 62 / 670</div> <div>Alameda Blvd</div> <div>617 / 64 5 / 0</div> <div>825 / 85 5 / 39</div> <div>First St</div>	2 <div>Stockdale Blvd</div> <div>38 / 15 54 / 606</div> <div>Alameda Blvd</div> <div>206 / 55 53 / 58</div> <div>292 / 34 3773 / 642 17 / 144</div> <div>Third St</div>	3 <div>McCain Blvd</div> <div>12 / 24 502 / 2877 105 / 605</div> <div>Alameda Blvd</div> <div>221 / 91 80 / 75</div> <div>60 / 312 49 / 475</div> <div>Fourth St</div>	4 <div>Ocean Blvd</div> <div>31 / 36 955 / 284</div> <div>Alameda Blvd</div> <div>0 / 1 64 / 757</div> <div>5 / 11 60 / 188</div> <div>Fifth St</div>
5 <div>Residential Dwy</div> <div>1 / 0 2 / 2 0 / 3</div> <div>124 / 1132</div> <div>D Ave</div> <div>1 / 3 0 / 1 4 / 18</div> <div>0 / 1 833 / 292 3 / 79</div> <div>First St</div>	6 <div>D Ave</div> <div>2 / 9 56 / 82</div> <div>50 / 16 16 / 50</div> <div>0 / 21 4109 / 1044 34 / 58</div> <div>Third St</div>	7 <div>D Ave</div> <div>63 / 118 22 / 19</div> <div>65 / 63 18 / 44</div> <div>2 / 2 867 / 3734 7 / 49</div> <div>Fourth St</div>	8 <div>D Ave</div> <div>4 / 7 52 / 127 13 / 53</div> <div>17 / 28 53 / 113 11 / 56</div> <div>9 / 35 95 / 43 13 / 33</div> <div>Sixth St</div>
9 <div>Orange Ave</div> <div>19 / 261 107 / 886</div> <div>564 / 185 27 / 164</div> <div>271 / 188 92 / 256</div> <div>First St</div>	10 <div>Orange Ave</div> <div>34 / 16 290 / 1109</div> <div>274 / 107 174 / 298</div> <div>491 / 175 3686 / 1002 1807 / 1263</div> <div>Third St</div>	11 <div>Orange Ave</div> <div>1624 / 1173 547 / 1192</div> <div>452 / 386 305 / 649</div> <div>13 / 36 789 / 3511 102 / 264</div> <div>Fourth St</div>	12 <div>Orange Ave</div> <div>30 / 22 1756 / 1474 27 / 11</div> <div>11 / 13 719 / 1029 6 / 13</div> <div>3 / 5 14 / 8 4 / 5</div> <div>Fifth St</div>
13 <div>Orange Ave</div> <div>40 / 37 1705 / 1296 33 / 158</div> <div>14 / 38 21 / 123 24 / 114</div> <div>125 / 41 15 / 26 5 / 15</div> <div>Sixth St</div>			

**Legend**X / Y = AM / PM PEAK HOUR
TURNING VOLUMES

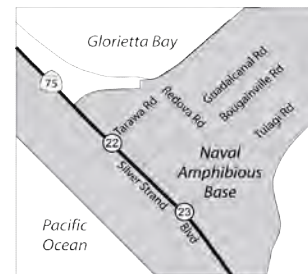
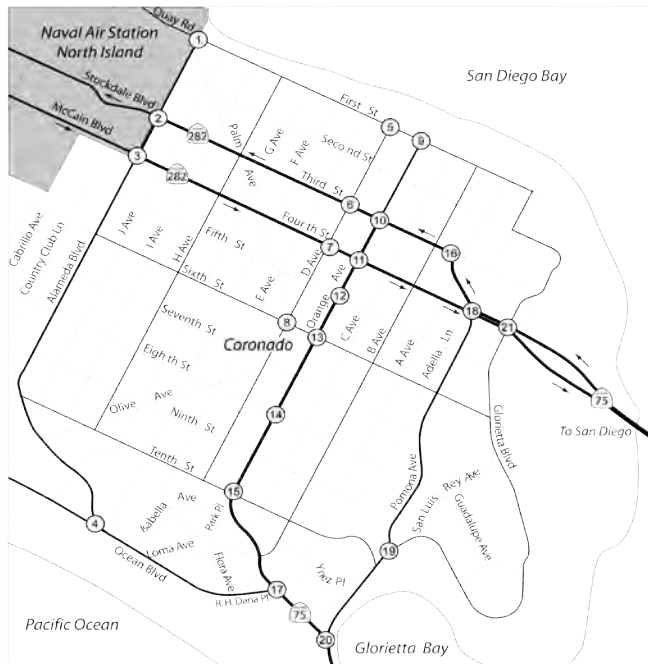
NOT TO SCALE

FIGURE 5-5

5-9 Near Term (2015) Conditions (2 CVNs) Peak-Hour Traffic Volumes

CVN SEIS Traffic Study

14 49 / 37 ↕ 1481 / 1201 ↕ 32 / 65 Orange Ave ↕ 14 / 40 ↕ 12 / 49 ↕ 6 / 29 Eighth St ↕ 72 / 62 ↕ 566 / 894 ↕ 15 / 10 ↕ 35 / 87 ↕ 25 / 86 ↕ 42 / 110 ↕	15 116 / 54 ↕ 1397 / 1155 ↕ 14 / 36 Orange Ave ↕ 5 / 16 ↕ 5 / 26 ↕ 6 / 12 Tenth St ↕ 21 / 53 ↕ 520 / 837 ↕ 4 / 37 ↕	16 ↕ 19 / 101 ↕ Third St ↕ Pomona Ave ↕ 5990 / 2476 ↕ 0 / 5 ↕	17 32 / 26 ↕ 1357 / 1137 ↕ 15 / 29 Orange Ave ↕ 2 / 9 ↕ 7 / 20 ↕ 21 / 54 Adella Ave ↕ 13 / 121 ↕ 8 / 230 ↕ 116 / 581 ↕ 877 / 286 ↕ 495 / 824 ↕ 7 / 32 ↕
18 ↕ 5975 / 2460 ↕ Fourth St ↕ 1198 / 5109 ↕ 159 / 175 ↕ ↕ 229 / 163 ↕	19 259 / 297 ↕ 0 / 6 Pomona Blvd ↕ 3 / 7 ↕ 30 / 66 Glorietta Blvd ↕ 605 / 661 ↕ 133 / 441 ↕	20 ↕ 1464 / 1842 ↕ Orange Ave ↕ 18 / 26 ↕ 290 / 344 Pomona Ave ↕ 1401 / 1104 ↕ 631 / 685 ↕	21 4 / 68 ↕ Glorietta Blvd ↕ 566 / 297 ↕ 5974 / 2412 Fourth St ↕ 1382 / 5224 ↕ 33 / 32 ↕ 430 / 1173 ↕
22 446 / 85 ↕ 685 / 1847 ↕ 393 / 145 Silver Strand Blvd ↕ 163 / 416 ↕ 80 / 50 ↕ 5 / 7 Tarawa Rd ↕ 31 / 266 ↕ 33 / 68 ↕ 13 / 127 ↕ 199 / 48 ↕ 1723 / 984 ↕ 3 / 2 ↕	23 683 / 1954 ↕ Silver Strand Blvd ↕ 3 / 11 ↕ 41 / 255 Tulagi Rd ↕ 1924 / 1005 ↕ 408 / 44 ↕	24 80 / 58 ↕ 412 / 366 ↕ 121 / 120 Cesar E Chavez Pkwy ↕ 38 / 47 ↕ 82 / 87 ↕ 48 / 48 Logan Ave/SB SR-75 On-Ramp ↕ 50 / 86 ↕ 115 / 292 ↕ 70 / 39 ↕ 11 / 21 ↕ 109 / 354 ↕ 200 / 570 ↕	25 107 / 162 ↕ 19 / 126 NB SR-75 Off-Ramp ↕ 104 / 110 National Ave ↕ 74 / 146 ↕



Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

FIGURE 5-5.1

Near Term (2015) Conditions (2 CVNs) Peak-Hour Traffic Volumes

CVN SEIS Traffic Study

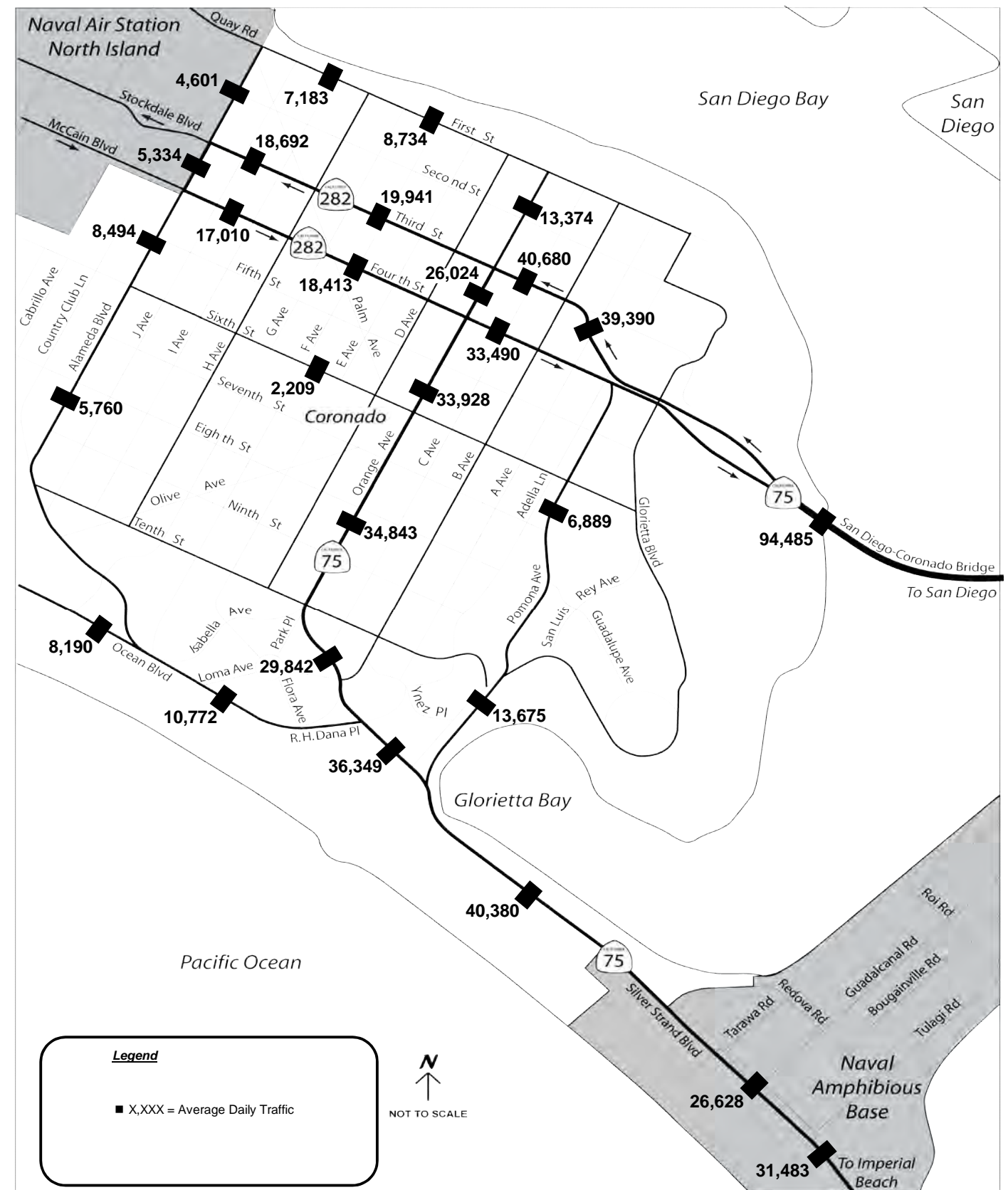


FIGURE 5-6

Near Term (2015) Conditions (2 CVNs) ADT Volumes

CVN SEIS Traffic Study

1 <div> <div> <div>Quay Rd</div> <div>107 / 1194 75 / 797</div> </div> <div> <div>Alameda Blvd</div> <div>744 / 777 5 / 0</div> </div> </div> <div> <div>First St</div> <div>1015 / 104 5 / 39</div> </div>	2 <div> <div>Stockdale Blvd</div> <div>257 / 60 80 / 73</div> </div> <div> <div>Alameda Blvd</div> <div>343 / 39 4595 / 725 17 / 144</div> </div>	3 <div> <div>McCain Blvd</div> <div>13 / 37 585 / 3699 110 / 656</div> </div> <div> <div>Alameda Blvd</div> <div>297 / 99 80 / 75</div> </div>	4 <div> <div>Fourth St</div> <div>0 / 1 70 / 820</div> </div> <div> <div>Alameda Blvd</div> <div>31 / 36 1018 / 290</div> </div>
5 <div> <div>Residential Dwy</div> <div>1 / 0 2 / 2 0 / 3</div> </div> <div> <div>D Ave</div> <div>1 / 3 0 / 1 4 / 18</div> </div>	6 <div> <div>D Ave</div> <div>75 / 19 16 / 50</div> </div> <div> <div>D Ave</div> <div>0 / 21 4957 / 1129 34 / 58</div> </div>	7 <div> <div>D Ave</div> <div>90 / 66 18 / 44</div> </div> <div> <div>D Ave</div> <div>63 / 118 22 / 19</div> </div>	8 <div> <div>D Ave</div> <div>17 / 28 53 / 113 11 / 56</div> </div> <div> <div>D Ave</div> <div>4 / 7 52 / 127 13 / 53</div> </div>
9 <div> <div>Orange Ave</div> <div>741 / 203 28 / 177</div> </div> <div> <div>First St</div> <div>20 / 274 125 / 1063</div> </div>	10 <div> <div>Orange Ave</div> <div>388 / 118 188 / 312</div> </div> <div> <div>First St</div> <div>284 / 189 105 / 257</div> </div>	11 <div> <div>Orange Ave</div> <div>579 / 399 309 / 687</div> </div> <div> <div>Fourth St</div> <div>14 / 49 865 / 4270 113 / 378</div> </div>	12 <div> <div>Orange Ave</div> <div>11 / 13 849 / 1080 6 / 13</div> </div> <div> <div>Orange Ave</div> <div>30 / 22 1819 / 1606 27 / 11</div> </div>
13 <div> <div>Orange Ave</div> <div>82 / 42 662 / ### 18 / 54</div> </div> <div> <div>Orange Ave</div> <div>40 / 37 1762 / 1364 39 / 221</div> </div>			

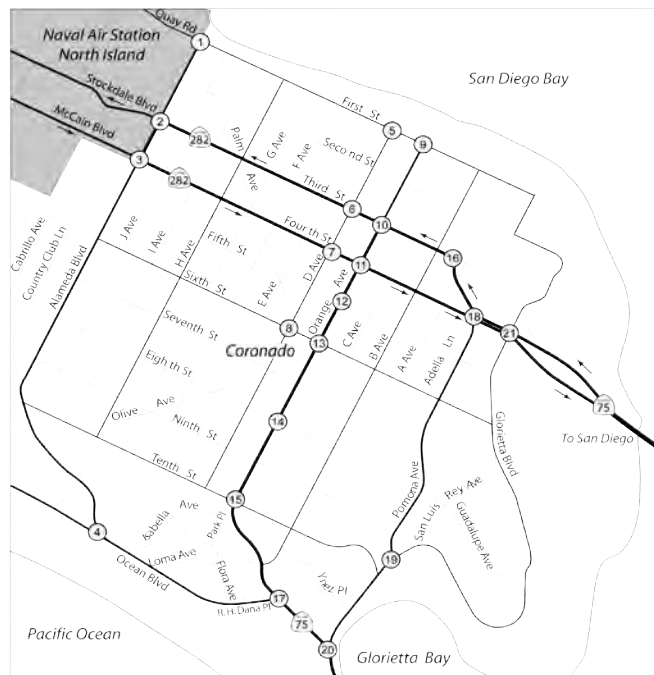
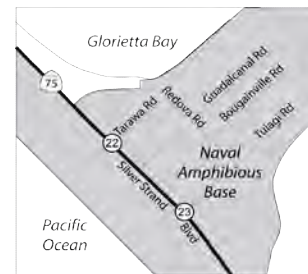
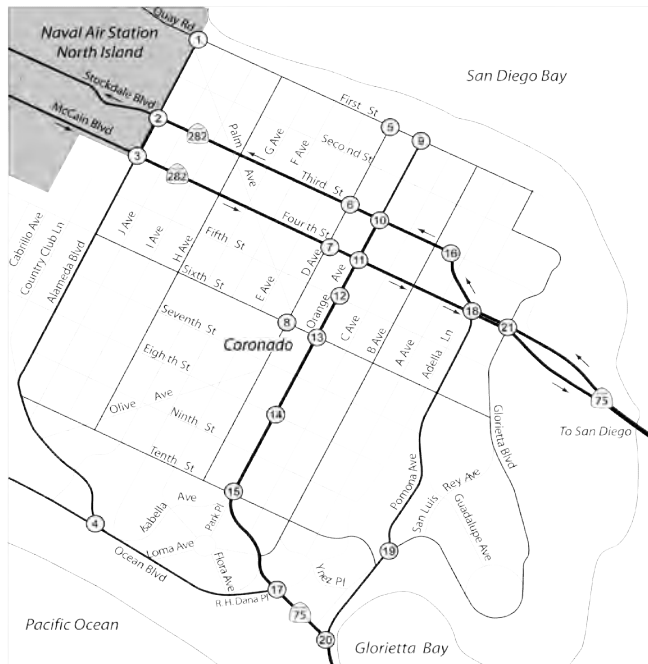
**Legend**X / Y = AM / PM PEAK HOUR
TURNING VOLUMES

FIGURE 5-7

5-12 Near Term (2015) Conditions (3 CVNs) Peak-Hour Traffic Volumes

CVN SEIS Traffic Study

14 <div>49 / 37 ↔ 1540 / 1295 ↔ 32 / 65</div> <div>Orange Ave</div> <div>14 / 40 ↔ 12 / 49 ↔ 6 / 29</div> <div>Eighth St</div> <div>35 / 87 ↔ 25 / 86 ↔ 42 / 110</div> <div>72 / 62 ↔ 658 / 941 ↔ 15 / 10</div>	15 <div>167 / 59 ↔ 1402 / 1206 ↔ 14 / 36</div> <div>Orange Ave</div> <div>5 / 16 ↔ 5 / 26 ↔ 6 / 12</div> <div>Tenth St</div> <div>44 / 155 ↔ 22 / 63 ↔ 8 / 46</div> <div>21 / 53 ↔ 571 / 842 ↔ 4 / 37</div>	16 <div>19 / 101 ↔</div> <div>Third St</div> <div>Pomona Ave</div> <div>6926 / 2570 ↔ 0 / 5</div>	17 <div>32 / 26 ↔ 1362 / 1188 ↔ 15 / 29</div> <div>Orange Ave</div> <div>2 / 9 ↔ 7 / 20 ↔ 21 / 54</div> <div>R.H. Dana Pl</div> <div>Adella Ave</div> <div>13 / 121 ↔ 9 / 243 ↔ 117 / 594</div> <div>890 / 287 ↔ 546 / 829 ↔ 7 / 32</div>
18 <div>6911 / 2554 ↔</div> <div>Pomona Ave</div> <div>Fourth St</div> <div>1295 / 6070 ↔ 159 / 175</div> <div>229 / 163 ↔</div>	19 <div>259 / 297 ↔ 0 / 6</div> <div>Pomona Blvd</div> <div>3 / 7 ↔ 30 / 66</div> <div>Glorietta Blvd</div> <div>606 / 674 ↔ 133 / 441</div>	20 <div>1470 / 1905 ↔</div> <div>Orange Ave</div> <div>18 / 26 ↔ 290 / 344</div> <div>Pomona Ave</div> <div>1464 / 1110 ↔ 631 / 685</div>	21 <div>4 / 68 ↔</div> <div>Glorietta Blvd</div> <div>604 / 301 ↔ 6910 / 2506</div> <div>Fourth St</div> <div>1479 / 6185 ↔ 33 / 32</div> <div>431 / 1186 ↔</div>
22 <div>446 / 85 ↔ 691 / 1910 ↔ 393 / 145</div> <div>Silver Strand Blvd</div> <div>163 / 416 ↔ 80 / 50 ↔ 5 / 7</div> <div>Tarawa Rd</div> <div>31 / 266 ↔ 33 / 68 ↔ 13 / 127</div> <div>199 / 48 ↔ 1786 / 990 ↔ 3 / 2</div>	23 <div>689 / 2017 ↔</div> <div>Silver Strand Blvd</div> <div>3 / 11 ↔ 41 / 255</div> <div>Tulagi Rd</div> <div>1987 / 1011 ↔ 408 / 44</div>	24 <div>80 / 58 ↔ 412 / 366 ↔ 134 / 121</div> <div>Cesar E Chavez Pkwy</div> <div>38 / 47 ↔ 82 / 87 ↔ 48 / 48</div> <div>Logan Ave/SB SR-75 On-Ramp</div> <div>50 / 86 ↔ 128 / 293 ↔ 70 / 39</div> <div>11 / 21 ↔ 109 / 354 ↔ 200 / 570</div>	25 <div>108 / 175 ↔ 20 / 139</div> <div>NB SR-75 Off-Ramp</div> <div>104 / 110 ↔</div> <div>National Ave</div> <div>74 / 146 ↔</div>

**Legend**

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES

**FIGURE 5-7.1**

Near Term (2015) Conditions (3 CVNs) Peak-Hour Traffic Volumes

CVN SEIS Traffic Study

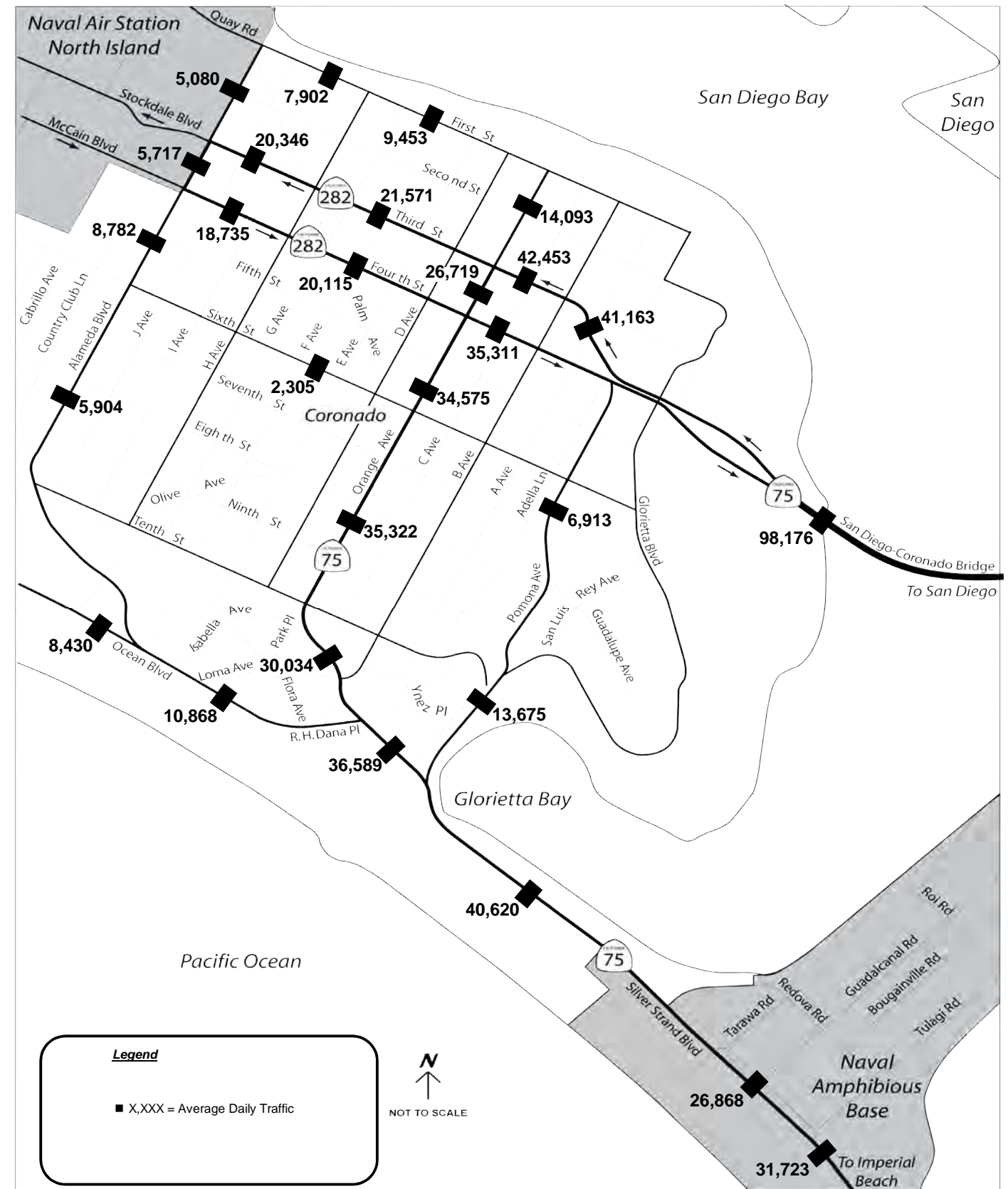


FIGURE 5-8

Near Term (2015) Conditions (3 CVNs) ADT Volumes

CVN SEIS Traffic Study

1 <div> <div>Quay Rd</div> <div> <div>↕</div> <div>↕</div> </div> <div>674 / 71 5 / 39</div> </div> <div> <div>Alameda Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>516 / 54 5 / 0</div> </div>	2 <div> <div>Stockdale Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>28 / 14 45 / 519</div> </div> <div> <div>Alameda Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>251 / 30 3120 / 579 17 / 144</div> </div>	3 <div> <div>McCain Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>58 / 293 42 / 407</div> </div> <div> <div>Alameda Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>11 / 14 436 / 2253 101 / 566</div> </div>	4 <div> <div>Fourth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>161 / 85 80 / 75</div> </div> <div> <div>Alameda Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>5 / 11 60 / 188</div> </div>
5 <div> <div>Residential Dwy</div> <div> <div>↕</div> <div>↕</div> </div> <div>1 / 0 2 / 2 0 / 3</div> </div> <div> <div>First St</div> <div> <div>↕</div> <div>↕</div> </div> <div>0 / 1 682 / 278 3 / 79</div> </div>	6 <div> <div>D Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>2 / 9 56 / 82</div> </div> <div> <div>Third St</div> <div> <div>↕</div> <div>↕</div> </div> <div>0 / 21 3436 / 979 34 / 58</div> </div>	7 <div> <div>D Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>63 / 118 22 / 19</div> </div> <div> <div>Fourth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>2 / 2 796 / 3061 5 / 30</div> </div>	8 <div> <div>D Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>4 / 7 52 / 127 13 / 53</div> </div> <div> <div>Sixth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>9 / 35 75 / 41 13 / 33</div> </div>
9 <div> <div>First St</div> <div> <div>↕</div> <div>↕</div> </div> <div>261 / 187 82 / 255</div> </div> <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>18 / 251 93 / 752</div> </div>	10 <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>24 / 15 276 / 975</div> </div> <div> <div>Third St</div> <div> <div>↕</div> <div>↕</div> </div> <div>361 / 162 3114 / 947 1766 / 1259</div> </div>	11 <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>1583 / 1159 533 / 1068</div> </div> <div> <div>Fourth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>12 / 26 729 / 2935 93 / 177</div> </div>	12 <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>30 / 22 1706 / 1374 27 / 11</div> </div> <div> <div>Fifth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>3 / 5 14 / 8 4 / 5</div> </div>
13 <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>40 / 37 1660 / 1244 28 / 110</div> </div> <div> <div>Sixth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>75 / 37 15 / 26 5 / 15</div> </div>	<div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>37 / 37 542 / 929 18 / 54</div> </div>		

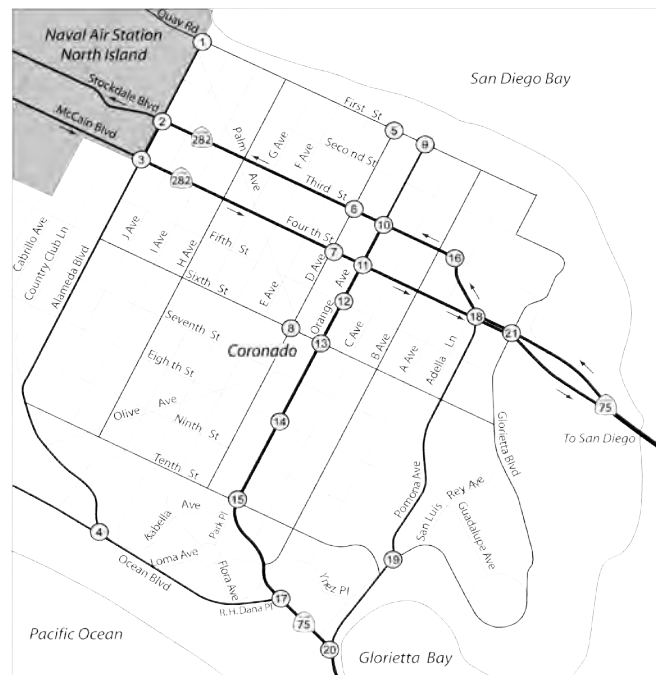
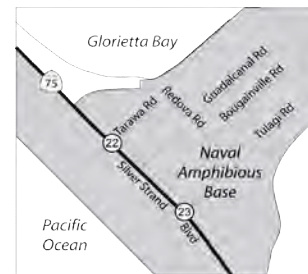
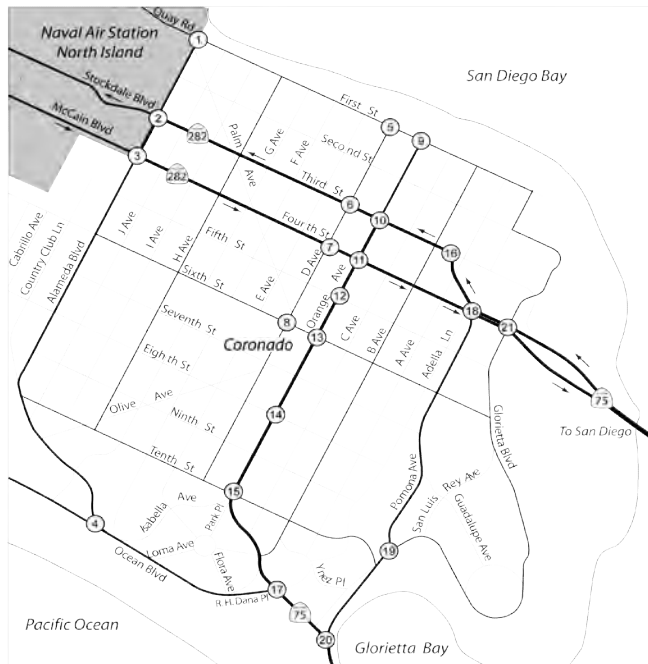
**Legend**X / Y = AM / PM PEAK HOUR
TURNING VOLUMES

FIGURE 5-9

Near Term (2015) Conditions (3 CVNs with Staggered Work
Hours) Peak-Hour Traffic Volumes

CVN SEIS Traffic Study

14 <div>49 / 37 ↔ 1434 / 1130 ↔ 32 / 65</div> <div>Orange Ave</div> <div>14 / 40 ↔ 12 / 49 ↔ 6 / 29</div> <div>Eighth St</div> <div>35 / 87 ↔ 25 / 86 ↔ 42 / 110</div> <div>72 / 62 ↔ 493 / 858 ↔ 15 / 10</div>	15 <div>75 / 50 ↔ 1393 / 1116 ↔ 14 / 36</div> <div>Orange Ave</div> <div>5 / 16 ↔ 5 / 26 ↔ 6 / 12</div> <div>Tenth St</div> <div>37 / 88 ↔ 22 / 63 ↔ 8 / 46</div> <div>21 / 53 ↔ 479 / 833 ↔ 4 / 37</div>	16 <div>19 / 101 ↔</div> <div>Third St</div> <div>Pomona Ave</div> <div>5247 / 2405 ↔ 0 / 5</div>	17 <div>32 / 26 ↔ 1353 / 1098 ↔ 15 / 29</div> <div>Orange Ave</div> <div>2 / 9 ↔ 7 / 20 ↔ 21 / 54</div> <div>R.H. Dana Pl</div> <div>Adella Ave</div> <div>13 / 121 ↔ 7 / 220 ↔ 115 / 571</div> <div>867 / 285 ↔ 454 / 820 ↔ 7 / 32</div>
18 <div>5232 / 2389 ↔</div> <div>Pomona Ave</div> <div>Fourth St</div> <div>1121 / 4379 ↔ 159 / 175</div> <div>229 / 163 ↔</div>	19 <div>259 / 297 ↔ 0 / 6</div> <div>Pomona Blvd</div> <div>3 / 7 ↔ 30 / 66</div> <div>Glorietta Blvd</div> <div>604 / 651 ↔ 133 / 441</div>	20 <div>1459 / 1794 ↔</div> <div>Orange Ave</div> <div>18 / 26 ↔ 290 / 344</div> <div>Pomona Ave</div> <div>1351 / 1100 ↔ 631 / 685</div>	21 <div>4 / 68 ↔</div> <div>Glorietta Blvd</div> <div>536 / 294 ↔ 5231 / 2341</div> <div>Fourth St</div> <div>1305 / 4494 ↔ 33 / 32</div> <div>429 / 1163 ↔</div>
22 <div>446 / 85 ↔ 680 / 1799 ↔ 393 / 145</div> <div>Silver Strand Blvd</div> <div>163 / 416 ↔ 80 / 50 ↔ 5 / 7</div> <div>Tarawa Rd</div> <div>31 / 266 ↔ 33 / 68 ↔ 13 / 127</div> <div>199 / 48 ↔ 1673 / 980 ↔ 3 / 2</div>	23 <div>678 / 1906 ↔</div> <div>Silver Strand Blvd</div> <div>3 / 11 ↔ 41 / 255</div> <div>Tulagi Rd</div> <div>1874 / 1001 ↔ 408 / 44</div>	24 <div>80 / 58 ↔ 412 / 366 ↔ 111 / 119</div> <div>Cesar E Chavez Pkwy</div> <div>38 / 47 ↔ 82 / 87 ↔ 48 / 48</div> <div>Logan Ave/SB SR-75 On-Ramp</div> <div>50 / 86 ↔ 105 / 291 ↔ 70 / 39</div> <div>11 / 21 ↔ 109 / 354 ↔ 200 / 570</div>	25 <div>106 / 152 ↔ 18 / 116</div> <div>NB SR-75 Off-Ramp</div> <div>104 / 110 ↔</div> <div>National Ave</div> <div>74 / 146 ↔</div>



Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



FIGURE 5-9.1

Near Term (2015) Conditions (3 CVNs Staggered) Peak-Hour
Traffic Volumes

Intersection Analysis

Table 5-2 displays the LOS analysis results for the study intersections under the Near Term conditions. The results of the various carriers in port are shown next to each other for the ease of comparison. As shown in the table, all intersections would operate at LOS D or better during both peak periods with one carrier in port, except at 15 locations (of which nine intersections are unsignalized). With two carriers in port, an additional intersection would operate at an unacceptable LOS. With three carriers in port, 17 locations would be expected to operate at an unacceptable LOS. With three carriers in port with staggered work hours, 16 locations would operate at an unacceptable LOS, nine of which are unsignalized intersections. **Figure 5-10** graphically displays these locations.

Because the movement with the highest delay at an unsignalized intersection is reported (regardless of how many vehicles are in that respective movement), the delay reported may not represent the overall operations of an intersection. Therefore, **Tables 5-3 to 5-5** have been prepared to summarize the delay per approach for each OWSC or TWSC intersection under Near Term conditions with one, two, and three CVNs in port, respectively without staggered work hours and **Table 5-6** has been prepared to summarize the delay per approach with three CVNs in port with staggered work hours. As shown in the table, certain movements with low traffic volumes have large delays, which have a negative effect on the LOS while realistically the intersection would operate much better than the LOS output indicates. Some movements with heavy volumes have heavy delays, which illustrates the potential need for improvements for those particular movements. By displaying the delay and its respective traffic volume for each movement separately, it provides a better overall view of the operation of the entire unsignalized intersection.

In the Year 2015, the following study intersections would operate at an unacceptable LOS when three CVNs would be in port at the same time and with staggered work hours, based on the HCM analysis.

- First Street & Alameda Boulevard (LOS F – a.m. and p.m. peak-hours)
- Fourth Street & Alameda Boulevard (LOS E – a.m. peak-hour, LOS F – p.m. peak-hour)
- Ocean Boulevard & Alameda Boulevard (LOS E – a.m. peak-hour, LOS F – p.m. peak-hour)
- First Street & D Avenue (LOS F – p.m. peak-hour)
- Third Street & D Avenue (LOS F – a.m. and p.m. peak-hours)
- Fourth Street & D Avenue (LOS E – a.m. peak-hour, LOS F – p.m. peak-hour)
- First Street & Orange Avenue (LOS F –p.m. peak-hour)
- Third Street & Orange Avenue (LOS F –a.m. peak-hour)
- Fourth Street & Orange Avenue (LOS F –p.m. peak-hour)
- Fifth Street & Orange Avenue (LOS F – a.m. and p.m. peak-hours)
- Third Street & Pomona Avenue (LOS F – a.m. peak-hour)
- R.H. Dana Place & Orange Avenue (LOS F –a.m. peak-hour)
- Fourth Street & Pomona Avenue (LOS F –p.m. peak-hour)
- Fourth Street & Glorietta Boulevard (LOS F –a.m. peak-hour)
- Tarawa Road & Silver Strand Boulevard (LOS F – a.m. and p.m. peak-hours)
- Logan Avenue & Cesar E Chavez Parkway (LOS F –p.m. peak-hour)

Appendix I contains the LOS calculation worksheets.

TABLE 5-2
NEAR TERM (2015) CONDITIONS
PEAK-HOUR INTERSECTION LOS SUMMARY

INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	1 CVN		2 CVNs		3 CVNs		3CVNs STAGGERED	
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1 First St & Alameda Blvd	All-Way Stop (c)	AM	147.0	F	370.1	F	547.4	F	235.1	F
		PM	57.4	F	159.3	F	256.3	F	98.0	F
2 Third St & Alameda Blvd	Signalized	AM	14.1	B	138.0	F	283.6	F	37.8	D
		PM	9.2	A	11.8	B	14.9	B	10.2	B
3 Fourth St & Alameda Blvd	Signalized	AM	6.2	A	7.1	A	8.3	A	6.5	A
		PM	45.8	D	193.7	F	359.1	F	83.5	F
4 Ocean Blvd & Alameda Blvd	One-Way Stop	AM	32.4	D	40.1	E	48.0	E	35.1	E
		PM	172.1	F	245.9	F	313.0	F	201.6	F
5 First St & D Ave	Two-Way Stop	AM	18.7	C	58.2	F	ECL	F	26.4	D
		PM	100.2	F	188.7	F	454.4	F	147.7	F
6 Third St & D Ave	Two-Way Stop	AM	ECL	F	ECL	F	ECL	F	ECL	F
		PM	62.8	F	76.3	F	103.2	F	61.6	F
7 Fourth St & D Ave	Two-Way Stop	AM	43.7	E	68.6	F	133.0	F	47.4	E
		PM	ECL	F	ECL	F	ECL	F	ECL	F
8 Sixth St & D Ave	All-Way Stop	AM	8.1	A	8.3	A	8.5	A	8.2	A
		PM	10.3	B	10.8	B	11.2	B	10.5	B
9 First St & Orange Ave	Signalized	AM	8.7	A	15.1	B	28.2	C	10.7	B
		PM	67.2	E	220.8	F	294.5	F	138.6	F
10 Third St & Orange Ave	Signalized	AM	60.3	E	222.2	F	349.1	F	124.5	F
		PM	37.6	D	51.5	D	67.0	E	43.4	D
11 Fourth St & Orange Ave	Signalized	AM	17.5	B	20.4	C	24.6	C	18.2	B
		PM	115.7	F	236.7	F	332.0	F	168.3	F
12 Fifth St & Orange Ave	Two-Way Stop	AM	83.6	F	125.7	F	180.7	F	96.4	F
		PM	206.7	F	ECL	F	ECL	F	ECL	F
13 Sixth St & Orange Ave	Signalized	AM	11.0	B	22.6	C	30.0	C	14.6	B
		PM	16.3	B	21.8	C	27.6	C	19.1	B
14 Eighth St & Orange Ave	Signalized	AM	13.8	B	13.2	B	14.4	B	13.3	B
		PM	21.3	C	23.6	C	25.6	C	22.2	C
15 Tenth St & Orange Ave	Signalized	AM	18.1	B	19.5	B	22.8	C	18.3	B
		PM	22.5	C	31.7	C	36.8	D	26.4	C
16 Third St & Pomona Ave	One-Way Stop	AM	69.2	F	192.8	F	447.9	F	102.7	F
		PM	26.1	D	27.4	D	29.4	D	26.0	D
17 R. H. Dana Pl & Orange Ave	Signalized	AM	133.1	F	134.3	F	137.9	F	133.5	F
		PM	41.4	D	46.4	D	50.0	D	43.6	D
18 Fourth St & Pomona Ave	One-Way Stop	AM	23.7	C	26.1	D	29.3	D	24.0	C
		PM	368.7	F	ECL	F	ECL	F	650.0	F
19 Glorietta Blvd & Pomona Ave	Two-Way Stop	AM	10.7	B	10.7	B	10.7	B	10.7	B
		PM	17.8	C	18.6	C	19.2	C	18.1	C
20 Pomona Ave & Silver Strand Blvd	Signalized	AM	38.8	D	42.3	D	47.3	D	40.0	D
		PM	41.1	D	43.1	D	46.2	D	41.8	D
21 Fourth St & Glorietta Blvd	One-Way Stop	AM	89.4	F	212.8	F	432.2	F	126.4	F
		PM	26.8	D	28.0	D	29.8	D	26.7	D
22 Tarawa Rd & Silver Strand Blvd	Signalized	AM	287.1	F	297.3	F	305.0	F	291.4	F
		PM	93.2	F	103.1	F	115.9	F	96.5	F
23 Tulagi Rd & Silver Strand Blvd	Signalized	AM	3.7	A	3.8	A	4.1	A	3.8	A
		PM	12.0	B	12.9	B	13.8	B	12.3	B
24 Logan Ave & Cesar E Chavez Pkwy	Signalized	AM	16.9	B	19.5	B	20.9	C	18.6	B
		PM	128.1	F	129.2	F	130.2	F	128.1	F
25 National Ave & SR-75 Off-Ramp	One-Way Stop	AM	10.0	A	10.0	A	10.0	A	10.0	A
		PM	11.3	B	11.6	B	11.7	B	11.4	B

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds Synchro 6 maximum.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0.

(c) The northbound movement is free, however; the intersection functions as an all-way stop controlled intersection.

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CVN SEIS Traffic Study

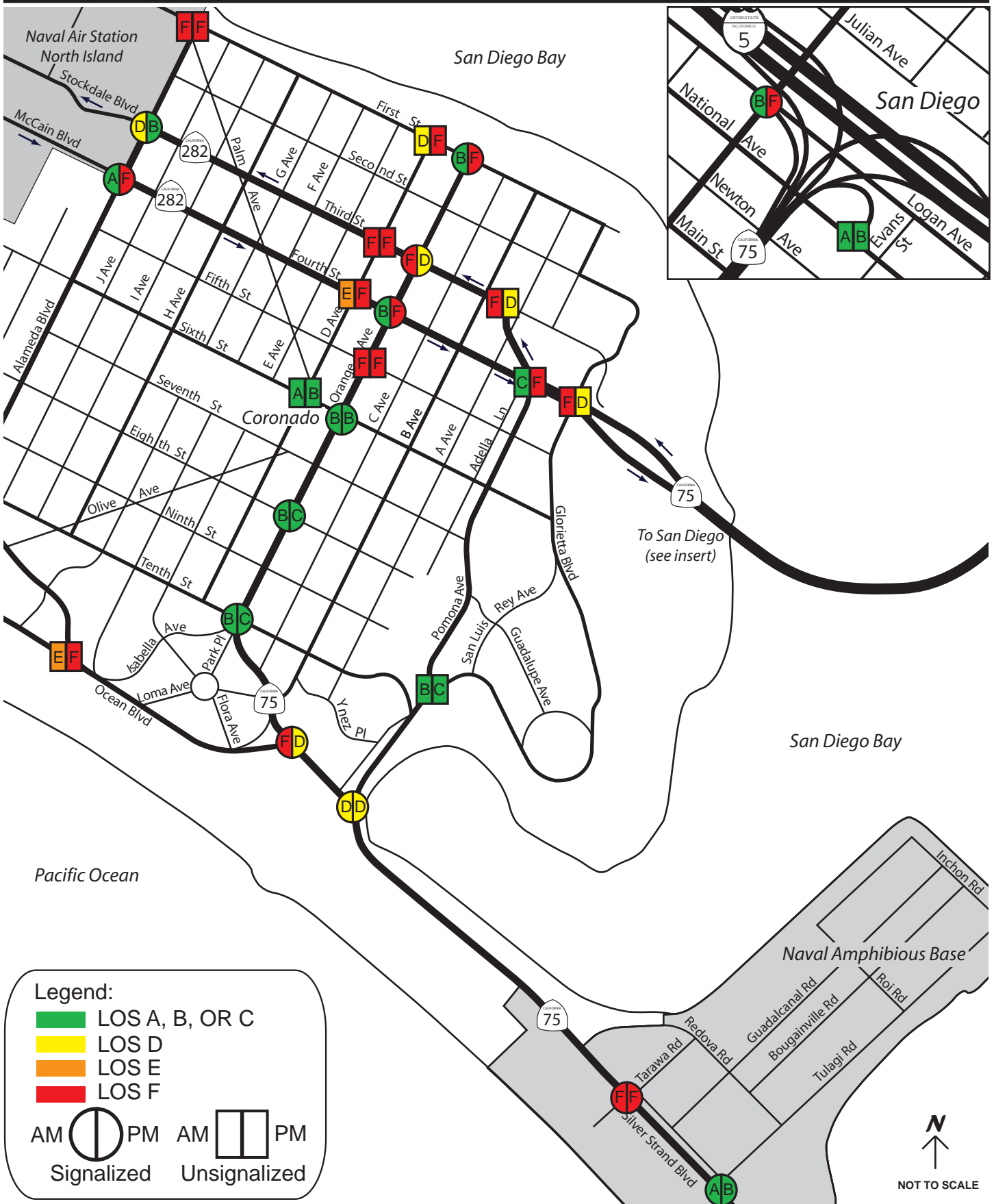


FIGURE 5-10

5-19
Near Term (2015) LOS at Study Intersections (3 CVNs and Staggered Work Hours)

TABLE 5-3
NEAR TERM (2015) CONDITIONS (1 CVN)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
4	Ocean Blvd & Alameda Blvd	SB	LT-RT	Stop	32.4	D	65	172.1	F	207
		EB	LT-TH	Free	0	A	59	0	A	448
		WB	TH-RT	Free	0	A	900	0	A	339
		TOTAL			2.3	A	1024	33.9	D	994
5	First St & D Ave	NB	LT-TH-RT	Stop	12	B	5	37.6	E	18
		SB	LT-TH-RT	Stop	18.7	C	3	100.2	F	3
		EB	LT-TH-RT	Free	0	A	107	0	A	859
		WB	LT-TH-RT	Free	0.1	A	578	4.4	A	318
		TOTAL			0.4	A	693	2.6	A	1198
6	Third St & D Ave	NB	LT-TH	Stop	ECL	F	32	48.4	E	56
		SB	TH-RT	Stop	ECL	F	58	62.8	F	60
		WB	LT-TH	Free	0.6	A	774	1.7	A	286
			TH	Free	0	A	1479	0	A	462
			TH	Free	0	A	740	0	A	251
		TOTAL			ECL	F	3083	10.1	B	1115
7	Fourth St & D Ave	NB	TH-RT	Stop	19.5	C	49	ECL	F	88
		SB	LT-TH	Stop	43.7	E	85	ECL	F	81
		EB	LT-TH	Free	0.1	A	199	0	A	595
			TH	Free	0	A	392	0	A	1187
			TH-RT	Free	0	A	200	0	A	608
		TOTAL			8.3	A	925	ECL	F	2559
12	Fifth St & Orange Ave	NB	LT-TH	Free	2.4	A	283	1	A	491
			TH-RT	Free	0	A	278	0	A	491
		SB	LT-TH	Free	0.8	A	865	0.5	A	651
			TH-RT	Free	0	A	868	0	A	663
		EB	LT-TH-RT	Stop	77.2	F	40	ECL	F	169
		WB	LT-TH-RT	Stop	83.6	F	21	82.8	F	14
		TOTAL			3.4	A	2355	18.6	C	2479

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0

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TABLE 5-3.1
NEAR TERM (2015) CONDITIONS (1 CVN)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
16	Third St & Pomona Ave	NB	LT	Free	0	A	1607	0	A	985
			LT	Free	0	A	1607	0	A	985
			LT	Free	0	A	1607	0	A	497
		WB	TH	Stop	69.2	F	19	26.1	D	101
		TOTAL			0.3	A	4840	1	A	2568
18	Fourth St & Pomona Ave	NB	RT	Stop	23.7	C	229	ECL	F	169
		EB	TH	Free	0	A	444	0	A	1329
			TH	Free	0	A	444	0	A	1329
			TH-RT	Free	0	A	381	0	A	819
		WB	RT	Free	0	A	1568	0	A	790
			RT	Free	0	A	1568	0	A	790
			RT	Free	0	A	1568	0	A	790
		TOTAL			1	A	6202	11	B	6016
19	Glorietta Blvd & Pomona Ave	SB	TH-RT	Stop	10.7	B	259	17.8	C	279
		EB	LT-TH	Free	8.5	A	737	8.1	A	982
		WB	TH-RT	Free	0	A	33	0	A	72
		TOTAL			8.8	A	1029	9.8	A	1333
21	Fourth St & Glorietta Blvd	NB	RT	Free	7.3	A	429	6.1	A	1061
		SB	RT	Stop	89.4	F	4	26.8	D	72
		EB	TH	Free	0	A	517	0	A	1559
			TH	Free	0	A	517	0	A	1559
			TH-RT	Free	0	A	292	0	A	812
		WB	TH	Free	0	A	1881	0	A	872
			TH	Free	0	A	1881	0	A	872
			TH-RT	Free	0	A	1455	0	A	709
		TOTAL			0.3	A	6976	0.5	A	7516
25	National Ave & SR-75 Off-Ramp	SB	LT	Stop	10	A	18	11.3	B	103
			RT	Stop	9.8	A	106	10.2	B	138
		EB	TH	Free	0	A	74	0	A	138
		WB	TH	Free	0	A	104	0	A	116
		TOTAL			4.2	A	302	5.4	A	495

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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TABLE 5-4
NEAR TERM (2015) CONDITIONS (2 CVNs)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
4	Ocean Blvd & Alameda Blvd	SB	LT-RT	Stop	40.1	E	65	ECL	F	207
		EB	LT-TH	Free	0	A	64	0	A	505
		WB	TH-RT	Free	0	A	986	0	A	344
		TOTAL			2.6	A	1115	45.2	E	1056
5	First St & D Ave	NB	LT-TH-RT	Stop	24.9	C	5	65.6	F	18
		SB	LT-TH-RT	Stop	58.2	F	3	ECL	F	3
		EB	LT-TH-RT	Free	0	A	124	0	A	1117
		WB	LT-TH-RT	Free	0.1	A	836	6.2	A	330
		TOTAL			0.8	A	968	3.5	A	1468
6	Third St & D Ave	NB	LT-TH	Stop	ECL	F	66	61	F	58
		SB	TH-RT	Stop	ECL	F	58	76.3	F	60
		WB	LT-TH	Free	0.7	A	1061	1.6	A	299
			TH	Free	0	A	2055	0	A	490
			TH	Free	0	A	1027	0	A	265
		TOTAL			ECL	F	4267	12	B	1172
7	Fourth St & D Ave	NB	TH-RT	Stop	31.9	D	83	ECL	F	89
		SB	LT-TH	Stop	68.6	F	85	ECL	F	81
		EB	LT-TH	Free	0.1	A	218	0	A	884
			TH	Free	0	A	433	0	A	1765
			TH-RT	Free	0	A	224	0	A	929
		TOTAL			12.8	B	1043	ECL	F	3748
12	Fifth St & Orange Ave	NB	LT-TH	Free	3	A	371	1.5	A	522
			TH-RT	Free	0	A	365	0	A	522
		SB	LT-TH	Free	1	A	905	0.6	A	740
			TH-RT	Free	0	A	908	0	A	751
		EB	LT-TH-RT	Stop	112.5	F	40	ECL	F	169
		WB	LT-TH-RT	Stop	125.7	F	21	ECL	F	14
		TOTAL			4.6	A	2610	ECL	F	2718

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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TABLE 5-4.1
NEAR TERM (2015) CONDITIONS (2 CVNs)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
16	Third St & Pomona Ave	NB	LT	Free	0	A	2448	0	A	1012
			LT	Free	0	A	2448	0	A	1012
			LT	Free	0	A	1224	0	A	511
		WB	TH	Stop	ECL	F	19	27.4	D	101
		TOTAL				0.6	A	6139	1.1	A	2636
18	Fourth St & Pomona Ave	NB	RT	Stop	26.1	D	229	ECL	F	169
		EB	TH	Free	0	A	479	0	A	1796
			TH	Free	0	A	479	0	A	1796
			TH-RT	Free	0	A	398	0	A	1052
		WB	RT	Free	0	A	1992	0	A	811
			RT	Free	0	A	1992	0	A	811
			RT	Free	0	A	1992	0	A	811
		TOTAL				0.9	A	7561	ECL	F	7246
19	Glorietta Blvd & Pomona Ave	SB	TH-RT	Stop	10.7	B	259	18.6	C	279
		EB	LT-TH	Free	8.5	A	738	8.3	A	999
		WB	TH-RT	Free	0	A	33	0	A	72
		TOTAL				8.8	A	1030	10.1	B	1350
21	Fourth St & Glorietta Blvd	NB	RT	Free	7.2	A	430	5.8	A	1077
		SB	RT	Stop	ECL	F	4	28	D	72
		EB	TH	Free	0	A	553	0	A	2090
			TH	Free	0	A	553	0	A	2090
			TH-RT	Free	0	A	310	0	A	1077
		WB	TH	Free	0	A	2389	0	A	897
			TH	Free	0	A	2389	0	A	897
			TH-RT	Free	0	A	1761	0	A	724
TOTAL				0.3	A	8389	0.4	A	8924	
25	National Ave & SR-75 Off-Ramp	SB	LT	Stop	10	A	19	11.6	B	120
			RT	Stop	9.8	A	107	10.3	B	155
		EB	TH	Free	0	A	74	0	A	138
		WB	TH	Free	0	A	104	0	A	116
		TOTAL				4.3	A	304	5.8	A	529

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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TABLE 5-5
NEAR TERM (2015) CONDITIONS (3 CVNs)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
4	Ocean Blvd & Alameda Blvd	SB	LT-RT	Stop	48	E	65	ECL	F	207
		EB	LT-TH	Free	0	A	70	0	A	547
		WB	TH-RT	Free	0	A	1049	0	A	350
		TOTAL			2.9	A	1184	54.8	F	1104
5	First St & D Ave	NB	LT-TH-RT	Stop	ECL	F	5	133.3	F	18
		SB	LT-TH-RT	Stop	ECL	F	3	ECL	F	3
		EB	LT-TH-RT	Free	0	A	143	0	A	1305
		WB	LT-TH-RT	Free	0.1	A	1026	8.3	A	347
		TOTAL			ECL	F	1177	5.9	A	1673
6	Third St & D Ave	NB	LT-TH	Stop	ECL	F	91	101.4	F	60
		SB	TH-RT	Stop	ECL	F	58	103.2	F	60
		WB	LT-TH	Free	1.1	A	1273	1.5	A	319
			TH	Free	0	A	2479	0	A	530
			TH	Free	0	A	1239	0	A	285
		TOTAL			ECL	F	5140	16.5	C	1254
7	Fourth St & D Ave	NB	TH-RT	Stop	59.4	F	108	ECL	F	92
		SB	LT-TH	Stop	133	F	85	ECL	F	81
		EB	LT-TH	Free	0.1	A	241	0.1	A	1093
			TH	Free	0	A	478	0	A	2183
			TH-RT	Free	0	A	249	0	A	1162
		TOTAL			23.7	C	1161	ECL	F	4611
12	Fifth St & Orange Ave	NB	LT-TH	Free	3.7	A	435	2	A	547
			TH-RT	Free	0	A	431	0	A	547
		SB	LT-TH	Free	1.2	A	936	0.7	A	806
			TH-RT	Free	0	A	939	0	A	816
		EB	LT-TH-RT	Stop	155.1	F	40	ECL	F	169
		WB	LT-TH-RT	Stop	ECL	F	21	ECL	F	14
		TOTAL			6	A	2802	ECL	F	2899

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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TABLE 5-5.1
NEAR TERM (2015) CONDITIONS (3 CVNs)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
16	Third St & Pomona Ave	NB	LT	Free	0	A	2830	0	A	1050
			LT	Free	0	A	2830	0	A	1050
			LT	Free	0	A	1416	0	A	530
		WB	TH	Stop	ECL	F	19	29.4	D	101
		TOTAL				1.2	A	7095	1.1	A	2731
18	Fourth St & Pomona Ave	NB	RT	Stop	29.3	D	229	ECL	F	169
		EB	TH	Free	0	A	518	0	A	2134
			TH	Free	0	A	518	0	A	2134
			TH-RT	Free	0	A	418	0	A	1221
		WB	RT	Free	0	A	2304	0	A	842
			RT	Free	0	A	2304	0	A	842
			RT	Free	0	A	2304	0	A	842
		TOTAL				0.9	A	8595	ECL	F	8184
19	Glorietta Blvd & Pomona Ave	SB	TH-RT	Stop	10.7	B	259	19.2	C	279
		EB	LT-TH	Free	8.5	A	739	8.4	A	1010
		WB	TH-RT	Free	0	A	33	0	A	72
		TOTAL				8.8	A	1031	10.3	B	1361
21	Fourth St & Glorietta Blvd	NB	RT	Free	7.1	A	431	5.7	A	1089
		SB	RT	Stop	ECL	F	4	29.8	D	72
		EB	TH	Free	0	A	592	0	A	2474
			TH	Free	0	A	592	0	A	2474
			TH-RT	Free	0	A	329	0	A	1269
		WB	TH	Free	0	A	2764	0	A	932
			TH	Free	0	A	2764	0	A	932
			TH-RT	Free	0	A	1986	0	A	745
TOTAL				0.4	A	9462	0.3	A	9987	
25	National Ave & SR-75 Off-Ramp	SB	LT	Stop	10	A	20	11.7	B	132
			RT	Stop	9.8	A	108	10.4	B	167
		EB	TH	Free	0	A	74	0	A	138
		WB	TH	Free	0	A	104	0	A	116
		TOTAL				4.3	A	306	6.1	A	553

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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TABLE 5-6
NEAR TERM (2015) CONDITIONS (3 CVNs WITH STAGGERED WORK HOURS)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
4	Ocean Blvd & Alameda Blvd	SB	LT-RT	Stop	35.1	E	65	ECL	F	207
		EB	LT-TH	Free	0	A	59	0	A	473
		WB	TH-RT	Free	0	A	936	0	A	339
		TOTAL			2.4	A	1060	38.5	E	1019
5	First St & D Ave	NB	LT-TH-RT	Stop	14.2	B	5	50.4	F	18
		SB	LT-TH-RT	Stop	26.4	D	3	147.7	F	3
		EB	LT-TH-RT	Free	0	A	109	0	A	975
		WB	LT-TH-RT	Free	0.1	A	685	5.1	A	318
		TOTAL			0.5	A	802	3.1	A	1314
6	Third St & D Ave	NB	LT-TH	Stop	ECL	F	46	47.6	E	56
		SB	TH-RT	Stop	ECL	F	58	61.6	F	60
		WB	LT-TH	Free	0.7	A	893	1.7	A	284
			TH	Free	0	A	1718	0	A	460
			TH	Free	0	A	859	0	A	249
		TOTAL			ECL	F	3574	10	A	1109
7	Fourth St & D Ave	NB	TH-RT	Stop	22.7	C	63	ECL	F	88
		SB	LT-TH	Stop	47.4	E	85	ECL	F	81
		EB	LT-TH	Free	0.1	A	201	0	A	725
			TH	Free	0	A	398	0	A	1447
			TH-RT	Free	0	A	204	0	A	752
		TOTAL			9.2	A	951	ECL	F	3093
12	Fifth St & Orange Ave	NB	LT-TH	Free	2.6	A	319	1.2	A	502
			TH-RT	Free	0	A	314	0	A	502
		SB	LT-TH	Free	0.9	A	880	0.5	A	691
			TH-RT	Free	0	A	883	0	A	701
		EB	LT-TH-RT	Stop	88.2	F	40	ECL	F	169
		WB	LT-TH-RT	Stop	96.4	F	21	ECL	F	14
		TOTAL			3.8	A	2457	ECL	F	2579

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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TABLE 5-6.1
NEAR TERM (2015) CONDITIONS (3 CVNs WITH STAGGERED WORK HOURS)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
16	Third St & Pomona Ave	NB	LT	Free	0	A	2144	0	A	983
			LT	Free	0	A	2144	0	A	983
			LT	Free	0	A	1073	0	A	496
		WB	TH	Stop	102.7	F	19	26	D	101
		TOTAL				0.4	A	5380	1	A	2563
18	Fourth St & Pomona Ave	NB	RT	Stop	24	C	229	ECL	F	169
		EB	TH	Free	0	A	448	0	A	1539
			TH	Free	0	A	448	0	A	1539
			TH-RT	Free	0	A	383	0	A	923
		WB	RT	Free	0	A	1744	0	A	788
			RT	Free	0	A	1744	0	A	788
			RT	Free	0	A	1744	0	A	788
		TOTAL				0.9	A	6740	17.9	C	6534
19	Glorietta Blvd & Pomona Ave	SB	TH-RT	Stop	10.7	B	259	18.1	C	279
		EB	LT-TH	Free	8.5	A	737	8.2	A	990
		WB	TH-RT	Free	0	A	33	0	A	72
		TOTAL				8.8	A	1029	9.9	A	1341
21	Fourth St & Glorietta Blvd	NB	RT	Free	7.3	A	429	5.9	A	1068
		SB	RT	Stop	126.4	F	4	26.7	D	72
		EB	TH	Free	0	A	522	0	A	1798
			TH	Free	0	A	522	0	A	1798
			TH-RT	Free	0	A	294	0	A	931
		WB	TH	Free	0	A	2092	0	A	870
			TH	Free	0	A	2092	0	A	870
			TH-RT	Free	0	A	1582	0	A	708
		TOTAL				0.3	A	7537	0.4	A	8115
25	National Ave & SR-75 Off-Ramp	SB	LT	Stop	10	A	18	11.4	B	111
			RT	Stop	9.8	A	106	10.2	B	145
		EB	TH	Free	0	A	74	0	A	138
		WB	TH	Free	0	A	104	0	A	116
		TOTAL				4.2	A	302	5.6	A	510

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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Roadway Segment Analysis

Table 5-7 displays the roadway segments analysis under the Near Term conditions. The results of the various carriers in port are shown next to each other for the ease of comparison. As shown in the table, all roadway segments would function at LOS C or better with one, two, or three carriers in port, except at 12 locations.

- First Street between Alameda Boulevard and H Avenue
- First Street between H Avenue and Orange Avenue
- Third Street between Orange Avenue and Pomona Avenue
- Fourth Street between Orange Avenue and Pomona Avenue
- Ocean Boulevard between Alameda Boulevard and Orange Avenue
- Orange Avenue between Fourth Street and Sixth Street
- Orange Avenue between Sixth Street and Tenth Street
- Orange Avenue between Tenth Street and R.H. Dana Place
- Orange Avenue between R.H. Dana Place and Pomona Avenue
- Silver Strand Boulevard between Pomona Avenue and Tarawa Road
- Silver Strand Boulevard between Tulagi Road and Leyte Road
- Pomona Avenue between Glorietta Boulevard and Silver Strand Boulevard

It should be noted that staggered work hours does not affect this analysis and only affects the traffic volumes during the peak periods. Traffic volumes resulting from three CVNs in port would be the same with or without staggered work hours over a 24-hour time period.

TABLE 5-7
NEAR TERM (2015) CONDITIONS
ROADWAY SEGMENT LOS SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	1 CVN		2 CVNs		3 CVNs	
			ADT	V/C RATIO (a)	LOS	ADT	V/C RATIO (a)	LOS
First St								
Alameda Blvd to H Ave	2-Lane Collector	8,000	6,464	0.808	D	7,183	0.898	E
H Ave to Orange Ave	2-Lane Collector	8,000	8,015	1.002	F	8,734	1.092	F
Third St (SR-75/282)								
Alameda Blvd to H Ave	3-Lane Principal Arterial (one-way)	30,000	17,038	0.568	B	18,692	0.623	C
H Ave to Orange Ave	3-Lane Principal Arterial (one-way)	30,000	18,311	0.610	C	19,941	0.665	C
Orange Ave to Pomona Ave	3-Lane Principal Arterial (one-way)	30,000	38,907	1.297	F	40,680	1.356	F
Fourth St (SR-75/282)								
Alameda Blvd to H Ave	3-Lane Principal Arterial (one-way)	30,000	15,285	0.510	B	17,010	0.567	B
H Ave to Orange Ave	3-Lane Principal Arterial (one-way)	30,000	16,711	0.557	B	18,413	0.614	C
Orange Ave to Pomona Ave	3-Lane Principal Arterial (one-way)	30,000	31,669	1.056	F	33,490	1.116	F
Sixth St								
H Ave to Orange Ave	2-Lane Collector	8,000	2,113	0.264	A	2,209	0.276	A
Ocean Blvd								
Marina Ave to Alameda Blvd	2-Lane Minor Arterial	15,000	7,950	0.530	C	8,190	0.546	C
Alameda Blvd to Orange Ave	2-Lane Minor Arterial	15,000	10,676	0.712	D	10,772	0.718	D
Alameda Blvd								
First St to Third St	2-Lane Minor Arterial	15,000	4,122	0.275	A	4,601	0.307	A
Third St to Fourth St	2-Lane Minor Arterial	15,000	4,951	0.330	A	5,334	0.356	B
Fourth St to Sixth St	2-Lane Minor Arterial	15,000	8,206	0.547	C	8,494	0.566	C
Sixth St to Tenth St	2-Lane Minor Arterial	15,000	5,616	0.374	B	5,760	0.384	B
Tenth St to Ocean Blvd	2-Lane Minor Arterial	15,000	5,496	0.366	B	5,496	0.366	B
Orange Ave (SR-75)								
First St to Third St	4-Lane Minor Arterial	30,000	12,655	0.422	B	13,374	0.446	B
Third St to Fourth St	4-Lane Principal Arterial	40,000	25,329	0.633	C	26,024	0.651	C
Fourth St to Sixth St	4-Lane Principal Arterial	40,000	33,281	0.832	D	33,928	0.848	D
Sixth St to Tenth St	4-Lane Principal Arterial	40,000	34,364	0.859	D	34,843	0.871	D
Tenth St to R. H. Dana Pl	4-Lane Principal Arterial	40,000	29,650	0.741	C	29,842	0.746	C
R. H. Dana Pl to Pomona Ave	4-Lane Principal Arterial	40,000	36,109	0.903	E	36,349	0.909	E
Silver Strand Blvd (SR-75)								
Pomona Ave to Tarawa Rd	4-Lane Principal Arterial	40,000	40,140	1.004	F	40,380	1.010	F
Tarawa Rd to Tulagi Rd	4-Lane Principal Arterial	40,000	26,388	0.660	C	26,628	0.666	C
Tulagi Rd to Leyte Rd	4-Lane Principal Arterial	40,000	31,243	0.781	D	31,483	0.787	D
Pomona Ave								
Fourth St to Glorieta Blvd	2-Lane Minor Arterial	15,000	6,865	0.458	B	6,889	0.459	B
Glorieta Blvd to Silver Strand Blvd	2-Lane Minor Arterial	15,000	13,675	0.912	E	13,675	0.912	E

Notes:

Bold values indicate roadway segments operating at LOS D, E, or F.

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

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Potential Improvements

This section describes the additional transportation improvements that could be implemented to improve the traffic conditions within the study area under the Near Term conditions as shown in the Intersection Analysis section above. As discussed in the Methodology section, the CVN project does not add any trips to the network that were not already evaluated when a third carrier was assessed in the 1999 FEIR. As such, these recommended improvements are considered as cumulatively impacted by both Navy traffic and other traffic growth in the community. Improvements were considered for those intersections along primary NASNI access routes projected to operate at LOS E or F.

Intersections

Table 5-8 describes the transportation improvements at intersections that could be implemented to improve the operations at intersections that would operate at LOS E or F. As shown in the table, improvements are shown for five intersections, primarily along the main routes to/from NASNI. For the improvements that do not require any ROW acquisition, all improvements would restore the intersection to an acceptable LOS except at the Third Street/Orange Avenue and Fourth Street/Orange Avenue intersections. No feasible improvements could be made at the Third Street/Orange Avenue intersection without some sort of ROW acquisition.

Additional improvements at the Third Street/Orange Avenue intersection that require some ROW acquisition would improve the operations at this location to an acceptable LOS during both peak periods. However, the additional improvements at the Fourth Street/Orange Avenue intersection would improve the LOS in both peak periods, but would still operate at LOS F during the p.m. peak period.

The following section describes the improvements at each affected intersection shown in the table in more detail.

TABLE 5-8
NEAR TERM (2015) CONDITIONS
PEAK-HOUR LOS SUMMARY (WITH POTENTIAL IMPROVEMENTS)

INTERSECTION		TRAFFIC CONTROL	PEAK HOUR	3 CVNs		3 CVNs STAGGERED		3 CVNs AFTER IMPROVEMENTS		DESCRIPTION
				DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	
NO RIGHT-OF-WAY ACQUISITION OPTIONS										
1	First St & Alameda Blvd	All-Way Stop (c)	AM	547.4	F	235.1	F	3.8	A	Implement inbound only configuration during AM peak hour (requires manual traffic control and cone layout during implementation) and manual traffic control during the PM peak hour.
			PM	256.3	F	98.0	F	10.5	B	
3	Fourth St & Alameda Blvd	Signalized	AM	8.3	A	6.5	A	6.6	A	Add an exclusive EBR turn lane.
			PM	359.1	F	83.5	F	42.7	D	
9	First St & Orange Ave	Signalized	AM	28.2	C	10.7	B	10.7	B	Remove parking along the south side of First St, west of Orange Ave. Re-stripe west leg along First St to accommodate an EBT lane and an shared EBR turn/bicycle lane. (optional diagonal parking along Orange Ave)
			PM	294.5	F	138.6	F	8.4	A	
10	Third St & Orange Ave	Signalized	AM	349.1	F	124.5	F	--	--	No feasible options.
			PM	67.0	E	43.4	D	--	--	
11	Fourth St & Orange Ave	Signalized	AM	24.6	C	18.2	B	18.0	B	Remove some of the median on the north side of Orange Ave to accommodate a triple SBL turn pocket.
			PM	332.0	F	168.3	F	131.5	F	
RIGHT-OF-WAY ACQUISITION OPTIONS										
10	Third St & Orange Ave	Signalized	AM	349.1	F	124.5	F	46.0	D	Acquire right-of-way on the south side of the east leg along Third St. Re-stripe the east leg along Third St to accommodate a dual-WBL turn lane. Trim down median on south side of Orange Ave to allow for improved radius for WBL traffic.
			PM	67.0	E	43.4	D	26.7	C	
11	Fourth St & Orange Ave	Signalized	AM	24.6	C	18.2	B	14.9	B	Acquire right-of-way on the south side of the east leg along Fourth St. Channelize the NBR lane along Orange Ave. Remove parking along Fourth St to accommodate the NBR free movement.
			PM	332.0	F	168.3	F	107.2	F	
Notes: N=Northbound; SB=Southbound; EB= Eastbound; WB=Westbound; T=Thru; L= Left; R=Right Bold values indicate intersections operating at LOS E or F. (a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement. (b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0 (c) The northbound movement is free; however, the intersection functions as an all-way stop controlled intersection.										

Notes:

NB= Northbound; SB=Southbound; EB= Eastbound; WB=Westbound; T=Thru; L= Left; R=Right

Bold values indicate intersections operating at LOS E or F.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0

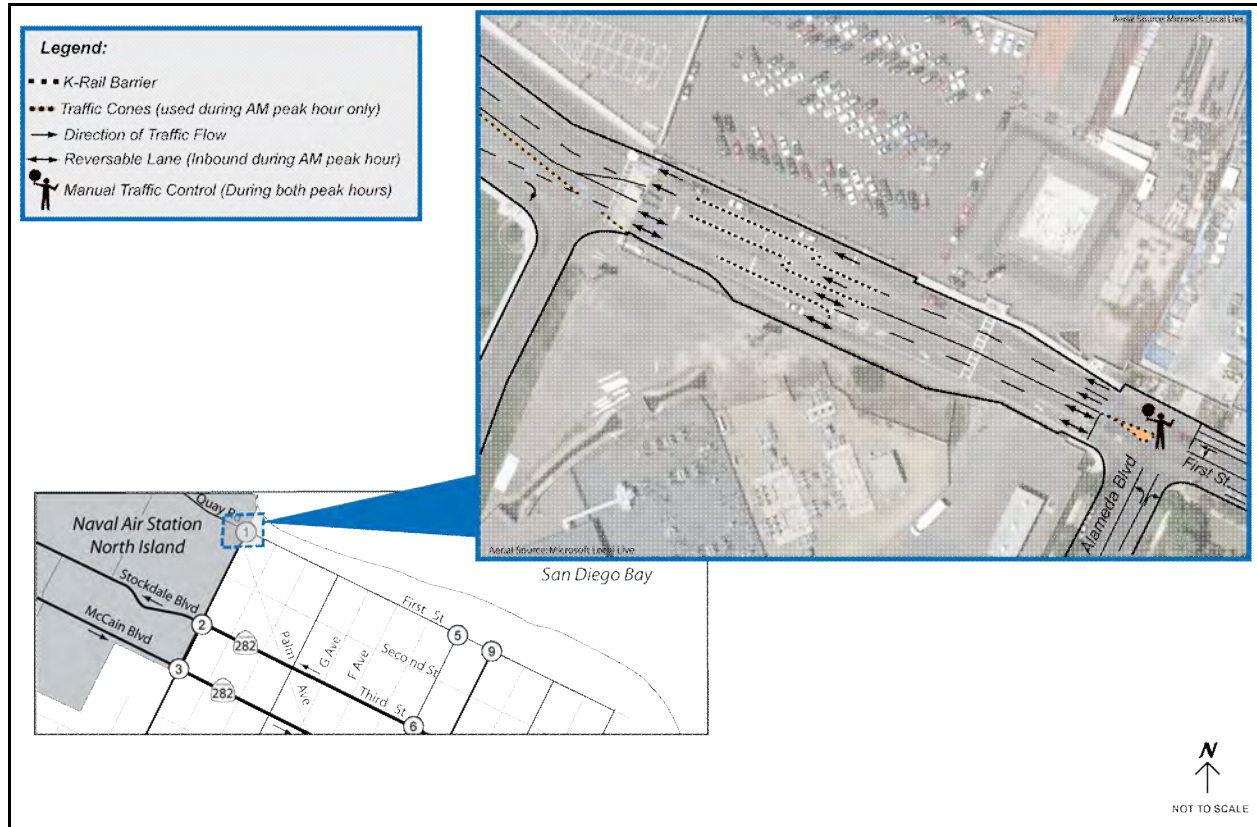
(c) The northbound movement is free; however, the intersection functions as an all-way stop controlled intersection.

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First Street & Alameda Boulevard

At this location, the improvement would consist of implementing an inbound only configuration during the a.m. peak-hour. This option would require modification to the guard stations, reversible lane operation on the first block of Quay Road west of Alameda Boulevard, and manual traffic control at this location. Cones would be laid out in the middle of the intersection to channelize the vehicles turning left from Alameda Boulevard to the two reversible lane guard stations, while traffic entering from First Street would use the existing two guard stations. On NASNI, cones would be laid out along Quay Road to prohibit vehicles from exiting NASNI onto First Street and re-route those vehicles to McCain Boulevard. During the p.m. peak-hour, the First Street/Alameda Boulevard would return to its normal operation with inbound and outbound traffic, but still require manual traffic control. **Figure 5-11** shows a conceptual sketch of the improvements at this intersection. This improvement provides the dual benefit of improving the operation of this intersection, but also reduces the overall back-up of traffic entering the base in the morning by providing relief to the Third Street (Stockdale) gate.

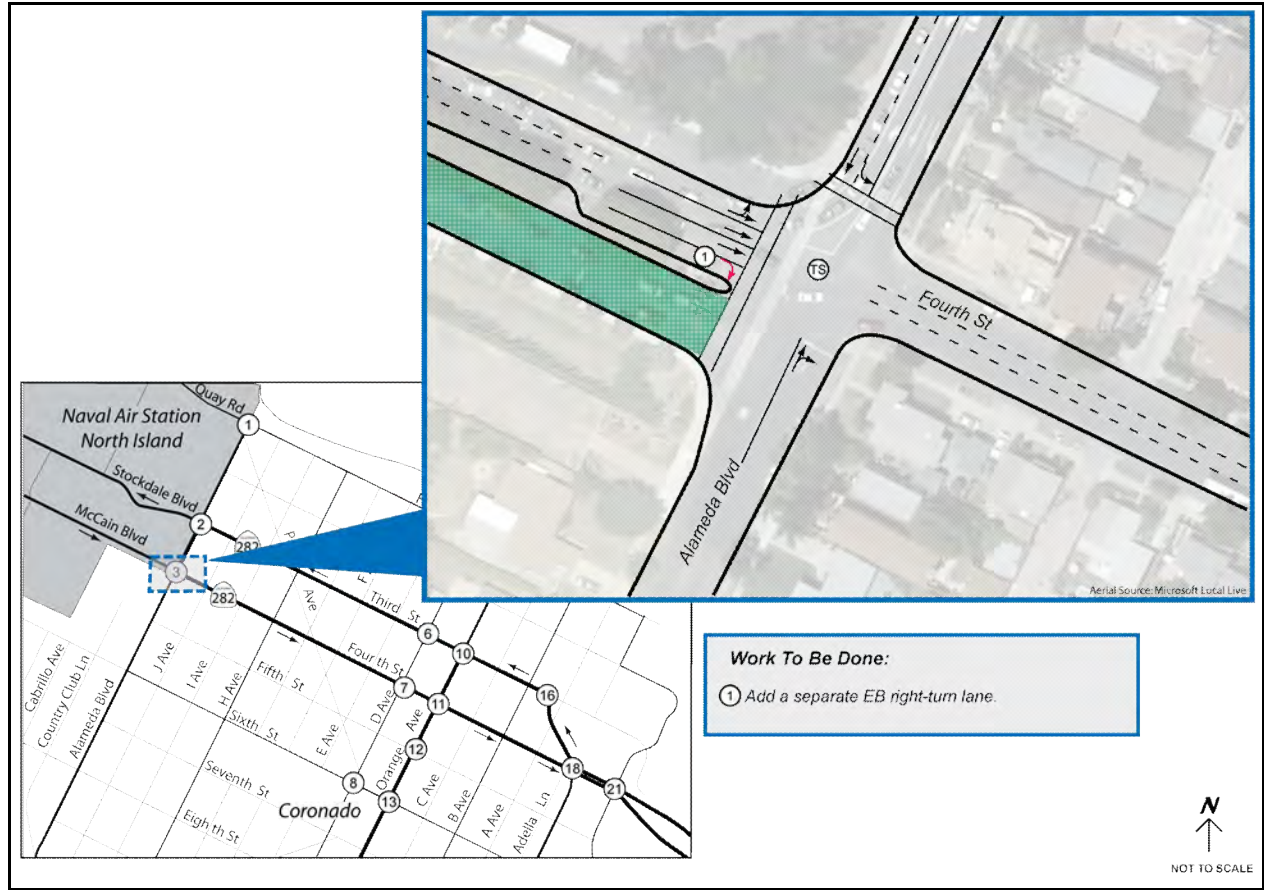
Figure 5-11 Conceptual Mitigation at First St & Alameda Blvd



Fourth Street & Alameda Boulevard

At this location, the improvement would consist of adding an exclusive eastbound right-turn lane along McCain Boulevard for vehicles turning right onto Alameda Boulevard. This improvement would help separate exiting traffic from NASNI and improve the overall traffic flow through this intersection, especially during the p.m. peak-hour. **Figure 5-12** shows a conceptual sketch of the improvements at this intersection.

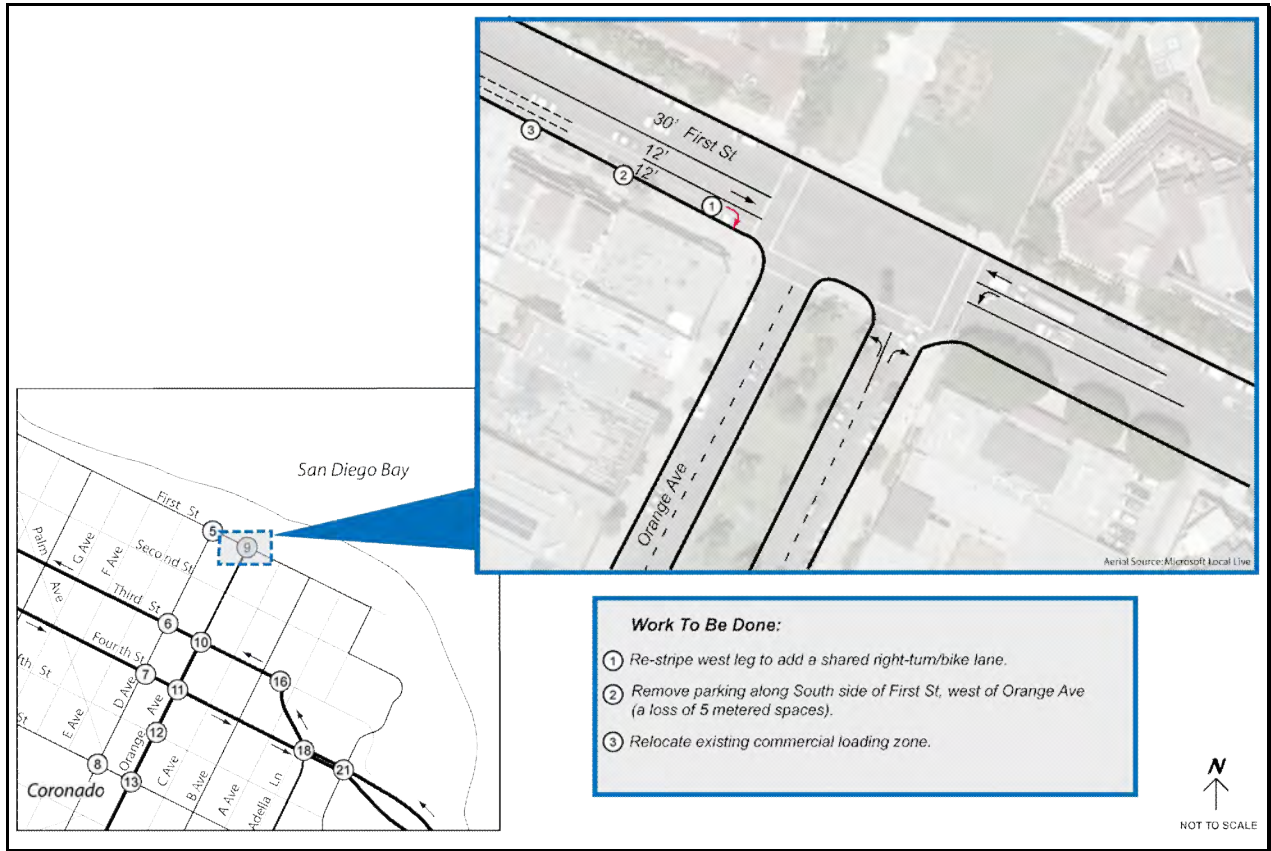
Figure 5-12 Conceptual Mitigation at Fourth St & Alameda Blvd



First Street & Orange Avenue (Option 1)

At this location, two options have been provided as mitigation. The first option includes the removal of approximately five metered on-street parking spaces including a commercial loading zone on the south side of First Street just west of the intersection. The commercial loading zone would be relocated west of the existing alley. With the removal of the parking spaces, an exclusive right-turn lane from First Street to Orange Avenue would be re-striped. **Figure 5-13** shows a conceptual sketch of the improvements at this intersection.

Figure 5-13 Conceptual Mitigation at First St & Orange Ave (Option 1)



First Street & Orange Avenue (Option 2)

The second option is very similar to the first option, but includes a larger curb return radius to accommodate the larger trucks turning right onto Orange Avenue from First Street. In addition, approximately 40 diagonal parking stalls along the west side of Orange Avenue between First Street and Second Street would be provided, which creates a net increase of approximately 10 to 15 parking spaces. In order to accommodate the diagonal parking spaces, approximately 12 feet of the existing landscaped median would need to be removed. **Figure 5-14** shows a conceptual sketch of the improvements at this intersection.

Figure 5-14 Conceptual Mitigation at First St & Orange Ave (Option 2)



Third Street & Orange Avenue

At this location, the improvement would consist of adding a second westbound left-turn lane from Third Street to Orange Avenue. In order for this to occur, Third Street would need to be widened to the south and would require ROW acquisition. In addition, the center median along Orange Avenue would be trimmed to accommodate the turns from the addition of the second left-turn lane. **Figure 5-15** shows a conceptual sketch of the improvements at this intersection.

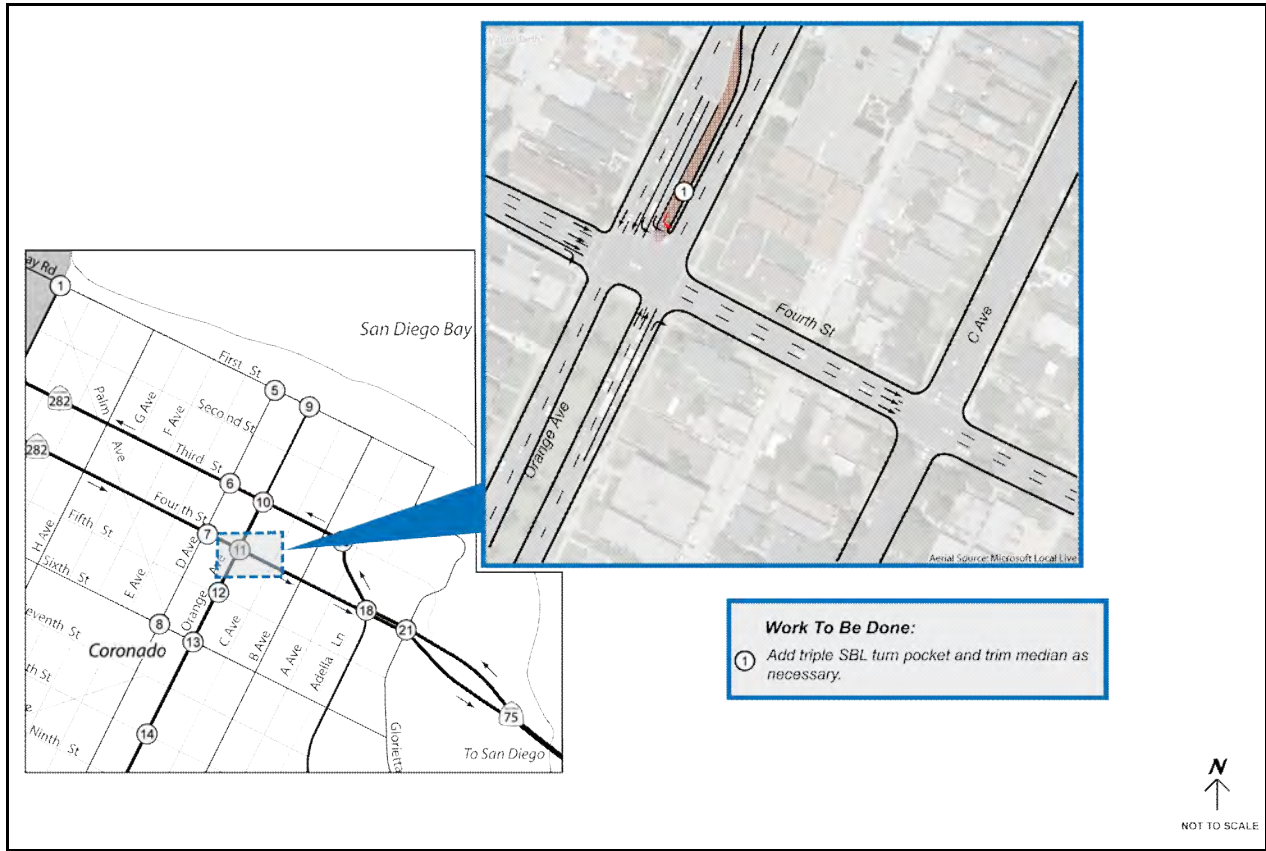
Figure 5-15 Conceptual Mitigation at Third St & Orange Ave



Fourth Street & Orange Avenue (Option 1)

At this location, two options have been provided as mitigation. The first option consists of adding a third southbound left-turn lane from Orange Avenue to Fourth Street. In order to accomplish this mitigation, approximately 12 feet of the existing landscaped median would need to be removed to accommodate the left-turn lane. Field work indicated that no major utilities would need to be relocated and no ROW acquisition would be required. **Figure 5-16** shows a conceptual sketch of the improvements at this intersection.

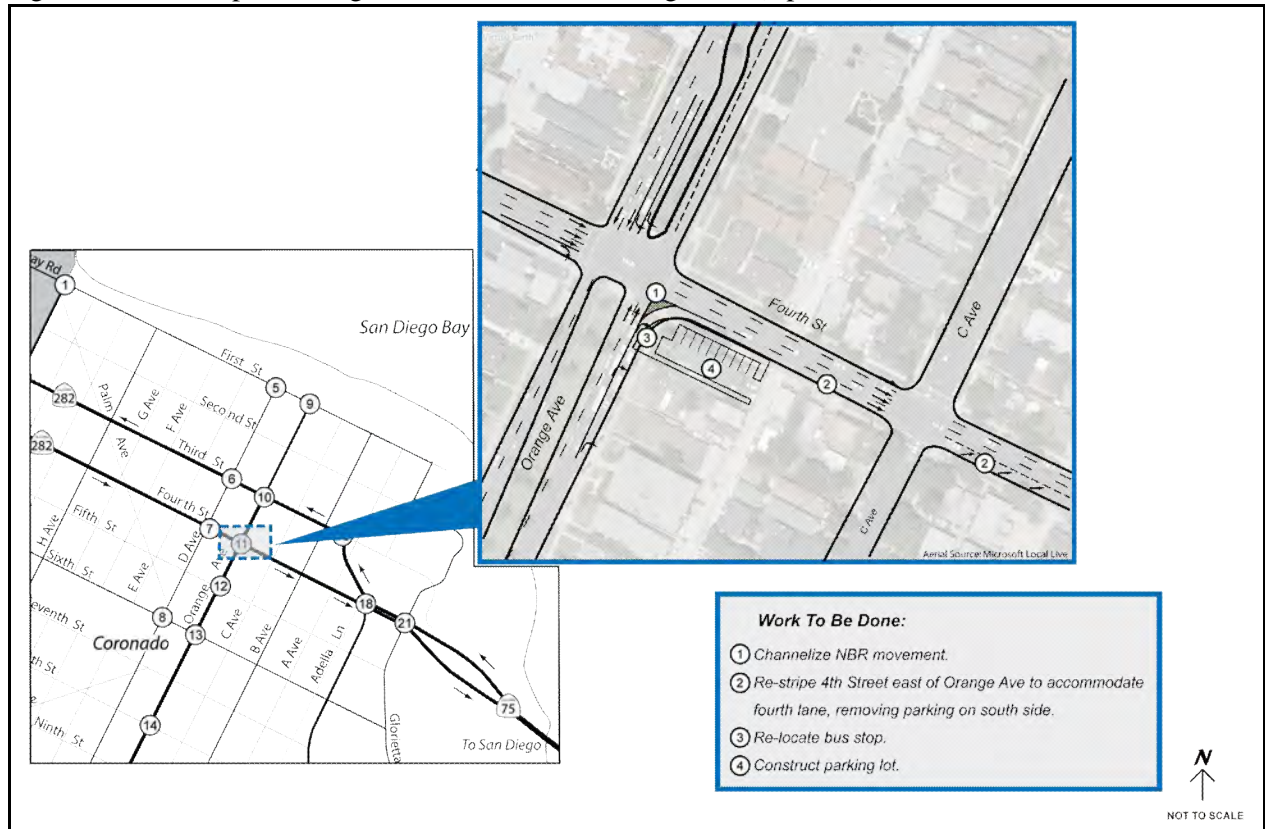
Figure 5-16 Conceptual Mitigation at Fourth St & Orange Ave (Option 1)



Fourth Street & Orange Avenue (Option 2)

The second option consists of channelizing the northbound right-turn movement from Orange Avenue to Fourth Street, which would require ROW acquisition of the property located at the southeast corner of the intersection. This mitigation would allow vehicles in this movement to get through the intersection without stopping, resulting in fewer delays. To accommodate this mitigation, approximately 14 parking spaces on the south side of Fourth Street between Orange Avenue and C Avenue would be removed to allow for the fourth lane (an acceleration lane on Fourth Street). This parking could be replaced by constructing a surface lot on the acquired property. In addition, the existing MTS bus stop would have to be relocated. **Figure 5-17** shows a conceptual sketch of the improvements at this intersection.

Figure 5-17 Conceptual Mitigation at Fourth St & Orange Ave (Option 2)



Appendix L contains the LOS worksheets for the intersections with the recommended potential improvements.

Roadway Segments

Although several roadway segments were determined to function at an unacceptable LOS, no improvements are being proposed. The roadway segment analysis uses theoretical capacities for roadways depending on the classification. This analysis does not take into account grades of roadway, design features, number of traffic signals along the roadway, etc. between two roadways with the same classification. Furthermore, these capacities assume a traditional distribution of traffic over the day, including a typical one-hour morning and afternoon peak hour. Coronado traffic patterns are unique in that the peak-hour is spread over a longer time period with the DON's staggering of work times and heavy tourism traffic, which occurs outside of the peak hour. To better represent the conditions of a roadway segment, the operations of the upstream and downstream intersections of each respective segment during the peak periods would indicate whether the roadway segment would have adequate capacity. With the improvements to the intersections described above, the delays decreased resulting in better operations along the roadway segments between the affected intersections.

6.0 HORIZON YEAR (2030) CONDITIONS

This section provides a description of the Horizon Year conditions with one, two, and three CVNs in port at NASNI without staggered work hours and three CVNs in port with staggered work hours. The Horizon Year scenario would represent the conditions in the Year 2030.

Road Network

Under the Horizon Year scenario, no improvements to the intersections or roadway segments in the study area have been assumed. As a result, the roadway network would remain the same as the Near Term conditions scenario.

Traffic Volumes

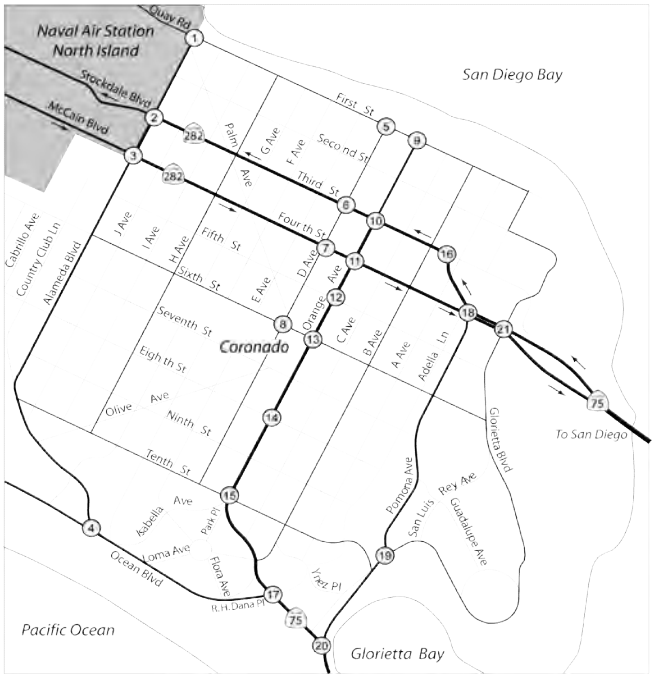
Figures 6-1 to 6-6 shows the peak-hour and daily traffic volumes at the study intersections with one, two, and three homeported CVNs in port assuming no staggered work hours, respectively. **Figure 6-7 and 6-7.1** show the peak-hour traffic volumes with three CVNs in port with staggered work hours.

Intersection Analysis

Table 6-1 displays the LOS analysis results for the study intersections under the Horizon Year conditions. The results of the various carriers in port are shown next to each other for the ease of comparison. As shown in the table, all intersections would operate at LOS D or better during both peak periods with one carrier in port, except at 15 locations. With two carriers in port, an additional two intersections would operate at an unacceptable LOS. With three carriers in port without staggered work hours, 17 locations would be expected to operate at an unacceptable LOS. With three carriers in port with staggered work hours, 16 locations would be expected to operate at an unacceptable LOS, nine of which are unsignalized intersections. **Figure 6-8** graphically displays these locations.

Because the movement with the highest delay at an unsignalized intersection is reported (regardless of how many vehicles are in that respective movement), the delay reported may not represent the overall operations of an intersection. Therefore, **Tables 6-2 to 6-4** have been prepared to summarize the delay per approach for each OWSC or TWSC intersection under the Horizon Year conditions with one, two, and three CVNs in port, respectively without staggered work hours and **Table 6-5** has been prepared to summarize the delay per approach with three CVNs in port with staggered work hours. As shown in the table, certain movements with low traffic volumes have large delays, which have a negative effect on the LOS while realistically the intersection would operate much better than the LOS output indicates. Some movements with heavy volumes have heavy delays, which illustrates the potential need for improvements for those particular movements. By displaying the delay and its respective traffic volume for each movement separately, it provides a better overall view of the operation of the entire unsignalized intersection.

CVN SEIS Traffic Study

1 <div> <div> <div>Quay Rd</div> <div> <div>↕</div> <div>↕</div> </div> <div>642 / 67</div> <div>5 / 40</div> </div> <div> <div>↕</div> <div>↕</div> </div> <div> <div>Alameda Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>511 / 53</div> <div>5 / 0</div> </div> </div>	2 <div> <div> <div>Stockdale Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>26 / 16</div> <div>45 / 514</div> </div> <div> <div>Alameda Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>249 / 30</div> <div>3007 / 571</div> <div>17 / 145</div> </div> </div>	3 <div> <div> <div>McCain Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>60 / 304</div> <div>41 / 394</div> </div> <div> <div>Alameda Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>14 / 11</div> <div>424 / 2082</div> <div>106 / 583</div> </div> </div>	4 <div> <div> <div>Fourth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>6 / 12</div> <div>63 / 197</div> </div> <div> <div>Alameda Blvd</div> <div> <div>↕</div> <div>↕</div> </div> <div>32 / 38</div> <div>935 / 292</div> </div> </div>
5 <div> <div> <div>Residential Dwy</div> <div> <div>↕</div> <div>↕</div> </div> <div>1 / 0</div> <div>2 / 2</div> <div>0 / 2</div> </div> <div> <div>First St</div> <div> <div>↕</div> <div>↕</div> </div> <div>0 / 2</div> <div>665 / 285</div> <div>4 / 82</div> </div> </div>	6 <div> <div> <div>D Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>2 / 10</div> <div>59 / 85</div> </div> <div> <div>Third St</div> <div> <div>↕</div> <div>↕</div> </div> <div>0 / 22</div> <div>3378 / 999</div> <div>35 / 61</div> </div> </div>	7 <div> <div> <div>D Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>66 / 124</div> <div>23 / 20</div> </div> <div> <div>Fourth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>2 / 2</div> <div>810 / 2945</div> <div>4 / 24</div> </div> </div>	8 <div> <div> <div>D Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>6 / 8</div> <div>52 / 132</div> <div>16 / 57</div> </div> <div> <div>Sixth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>11 / 38</div> <div>69 / 41</div> <div>15 / 35</div> </div> </div>
9 <div> <div> <div>First St</div> <div> <div>↕</div> <div>↕</div> </div> <div>266 / 194</div> <div>84 / 268</div> </div> <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>21 / 258</div> <div>90 / 737</div> </div> </div>	10 <div> <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>22 / 16</div> <div>282 / 965</div> </div> <div> <div>Third St</div> <div> <div>↕</div> <div>↕</div> </div> <div>341 / 170</div> <div>3099 / 977</div> <div>1867 / 1343</div> </div> </div>	11 <div> <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>1643 / 1203</div> <div>572 / 1099</div> </div> <div> <div>Fourth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>13 / 24</div> <div>748 / 2866</div> <div>94 / 153</div> </div> </div>	12 <div> <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>31 / 23</div> <div>1775 / 1401</div> <div>28 / 14</div> </div> <div> <div>Fifth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>4 / 6</div> <div>15 / 9</div> <div>5 / 6</div> </div> </div>
13 <div> <div> <div>Orange Ave</div> <div> <div>↕</div> <div>↕</div> </div> <div>41 / 39</div> <div>1730 / 1285</div> <div>28 / 98</div> </div> <div> <div>Sixth St</div> <div> <div>↕</div> <div>↕</div> </div> <div>63 / 38</div> <div>16 / 26</div> <div>5 / 16</div> </div> </div>			

LegendX / Y = AM / PM PEAK HOUR
TURNING VOLUMES

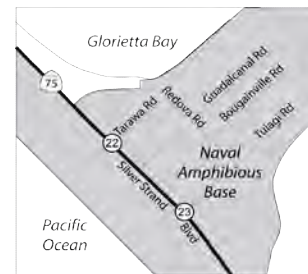
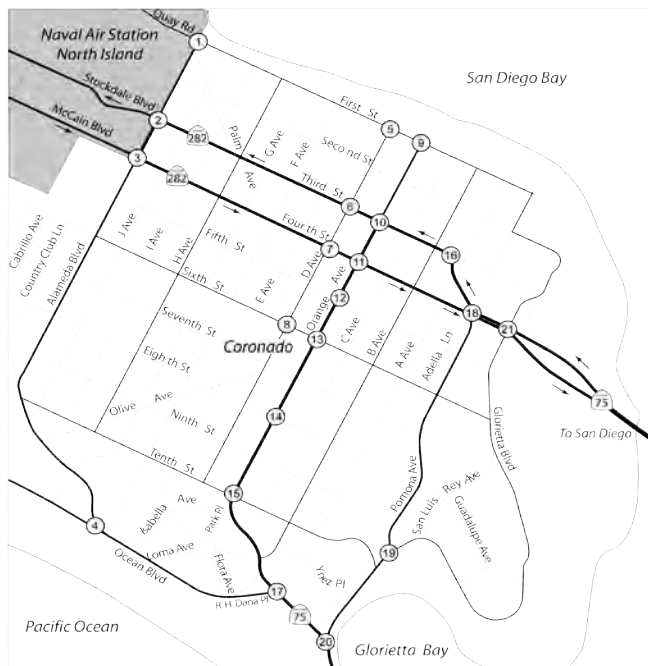
NOT TO SCALE

FIGURE 6-1

Horizon Year (2030) Conditions (1 CVN) Peak-Hour Traffic
Volumes

CVN SEIS Traffic Study

14 <div> <div>52 / 39 ↕ 1492 / 1159 ↕ 33 / 68</div> <div>Orange Ave</div> <div> <div>15 / 42 ↕ 13 / 52 ↕ 7 / 30</div> <div>Eighth St</div> </div> </div> <div> <div>38 / 92 25 / 91 45 / 116</div> <div>↕ ↕ ↕</div> <div> <div>75 / 65 493 / 888 18 / 11</div> <div>↕ ↕ ↕</div> </div> </div>	15 <div> <div>66 / 50 ↕ 1466 / 1161 ↕ 15 / 37</div> <div>Orange Ave</div> <div> <div>6 / 17 ↕ 6 / 27 ↕ 7 / 13</div> <div>Tenth St</div> </div> </div> <div> <div>39 / 82 21 / 66 9 / 49</div> <div>↕ ↕ ↕</div> <div> <div>23 / 58 489 / 874 7 / 41</div> <div>↕ ↕ ↕</div> </div> </div>	16 <div> <div>20 / 108</div> <div>Third St</div> </div> <div> <div>Pomona Ave</div> <div> <div>5358 / 2545 0 / 6</div> <div>↕ ↕</div> </div> </div>	17 <div> <div>37 / 30 ↕ 1422 / 1139 ↕ 16 / 33</div> <div>Orange Ave</div> <div> <div>2 / 10 ↕ 8 / 21 ↕ 22 / 57</div> <div>Adella Ave</div> </div> </div> <div> <div>14 / 131 8 / 222 120 / 596</div> <div>↕ ↕ ↕</div> <div> <div>904 / 297 466 / 859 7 / 37</div> <div>↕ ↕ ↕</div> </div> </div>
18 <div> <div>5342 / 2529</div> <div>Pomona Ave</div> <div> <div>Fourth St</div> </div> </div> <div> <div>1177 / 4388 167 / 184</div> <div>↕ ↕</div> <div> <div>241 / 171</div> <div>↕</div> </div> </div>	19 <div> <div>273 / 313 ↕ 0 / 6</div> <div>Pomona Blvd</div> <div> <div>3 / 8 ↕ 32 / 70</div> <div>Glorietta Blvd</div> </div> </div> <div> <div>636 / 681 140 / 465</div> <div>↕ ↕</div> <div> <div>1954 / 1049 430 / 46</div> <div>↕ ↕</div> </div> </div>	20 <div> <div>1531 / 1866 ↕</div> <div>Orange Ave</div> <div> <div>19 / 27 ↕ 306 / 362</div> <div>Pomona Ave</div> </div> </div> <div> <div>1403 / 1153 666 / 723</div> <div>↕ ↕</div> <div> <div>53 / 91 107 / 306 74 / 41</div> <div>↕ ↕ ↕</div> </div> </div>	21 <div> <div>5 / 73 ↕</div> <div>Glorietta Blvd</div> <div> <div>564 / 313 ↕ 5341 / 2476</div> <div>Fourth St</div> </div> </div> <div> <div>1370 / 4510 36 / 34</div> <div>↕ ↕</div> <div> <div>460 / 1242</div> <div>↕</div> </div> </div>
22 <div> <div>468 / 90 ↕ 713 / 1872 ↕ 412 / 152</div> <div>Silver Strand Blvd</div> <div> <div>171 / 438 ↕ 85 / 52 ↕ 6 / 8</div> <div>Tarawa Rd</div> </div> </div> <div> <div>32 / 280 35 / 71 14 / 134</div> <div>↕ ↕ ↕</div> <div> <div>209 / 51 1742 / 1027 4 / 3</div> <div>↕ ↕ ↕</div> </div> </div>	23 <div> <div>712 / 1985 ↕</div> <div>Silver Strand Blvd</div> <div> <div>3 / 12 ↕ 43 / 268</div> <div>Tulagi Rd</div> </div> </div> <div> <div>1954 / 1049 430 / 46</div> <div>↕ ↕</div> <div> <div>53 / 91 107 / 306 74 / 41</div> <div>↕ ↕ ↕</div> </div> </div>	24 <div> <div>85 / 61 ↕ 433 / 385 ↕ 114 / 125</div> <div>Cesar E Chavez Pkwy</div> <div> <div>40 / 50 ↕ 86 / 91 ↕ 51 / 51</div> <div>Logan Ave/SB SR-75 On-Ramp</div> </div> </div> <div> <div>12 / 22 115 / 372 210 / 599</div> <div>↕ ↕ ↕</div> <div> <div>78 / 154</div> <div>↕</div> </div> </div>	25 <div> <div>111 / 156 ↕ 19 / 118</div> <div>NB SR-75 Off-Ramp</div> <div> <div>109 / 116</div> <div>↕</div> </div> </div> <div> <div>78 / 154</div> <div>↕</div> </div>



Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES

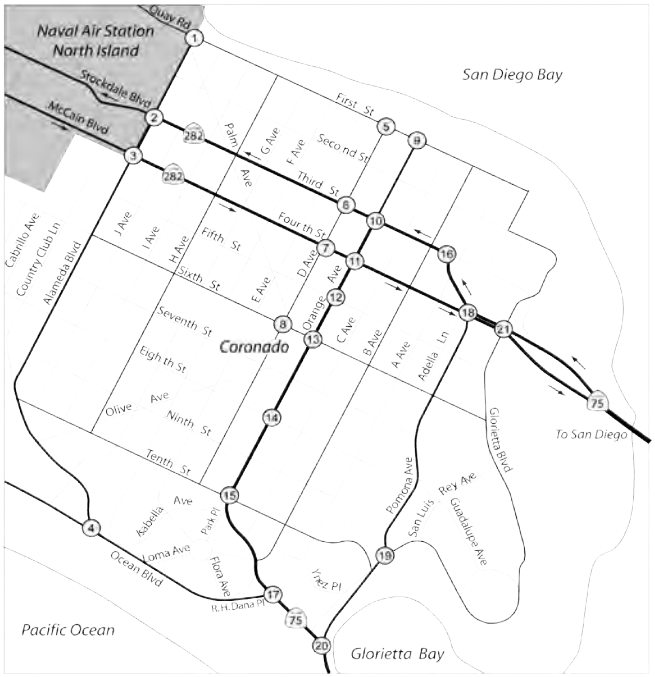


FIGURE 6-1.1

Horizon Year (2030) Conditions (1 CVN) Peak-Hour Traffic Volumes



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1 <div> <div> <div>832 / 86</div> <div>5 / 40</div> </div> <div> <div>Quay Rd</div> <div>First St</div> </div> </div> <div> <div> <div>89 / 1014</div> <div>64 / 694</div> </div> <div> <div>Alameda Blvd</div> <div>638 / 66</div> <div>5 / 0</div> </div> </div>	2 <div> <div> <div>39 / 17</div> <div>56 / 628</div> </div> <div> <div>Stockdale Blvd</div> <div>Alameda Blvd</div> </div> </div> <div> <div> <div>300 / 35</div> <div>3829 / 654</div> <div>17 / 145</div> </div> <div> <div>Third St</div> <div>213 / 58</div> <div>53 / 60</div> </div> </div>	3 <div> <div> <div>63 / 329</div> <div>50 / 483</div> </div> <div> <div>McCain Blvd</div> <div>Alameda Blvd</div> </div> </div> <div> <div> <div>15 / 24</div> <div>507 / 2904</div> <div>111 / 634</div> </div> <div> <div>Fourth St</div> <div>223 / 96</div> <div>85 / 78</div> </div> </div>	4 <div> <div> <div>6 / 12</div> <div>63 / 197</div> </div> <div> <div>Alameda Blvd</div> <div>32 / 38</div> <div>998 / 298</div> </div> </div> <div> <div> <div>0 / 1</div> <div>67 / 790</div> </div> <div> <div>Fourth St</div> <div>20 / 31</div> <div>52 / 117</div> <div>14 / 61</div> </div> </div>
5 <div> <div> <div>1 / 0</div> <div>2 / 2</div> <div>0 / 2</div> </div> <div> <div>Residential Dwy</div> <div>First St</div> </div> </div> <div> <div> <div>129 / 1168</div> </div> <div> <div>D Ave</div> <div>1 / 3</div> <div>0 / 2</div> <div>4 / 19</div> </div> </div>	6 <div> <div> <div>2 / 10</div> <div>59 / 85</div> </div> <div> <div>D Ave</div> <div>0 / 22</div> <div>4226 / 1084</div> <div>35 / 61</div> </div> </div> <div> <div> <div>50 / 17</div> <div>17 / 52</div> </div> <div> <div>Third St</div> </div> </div>	7 <div> <div> <div>66 / 124</div> <div>23 / 20</div> </div> <div> <div>D Ave</div> <div>2 / 2</div> <div>899 / 3831</div> <div>7 / 49</div> </div> </div> <div> <div> <div>66 / 66</div> <div>19 / 46</div> </div> <div> <div>Fourth St</div> </div> </div>	8 <div> <div> <div>6 / 8</div> <div>52 / 132</div> <div>16 / 57</div> </div> <div> <div>D Ave</div> <div>11 / 38</div> <div>94 / 44</div> <div>15 / 35</div> </div> </div> <div> <div> <div>4 / 8</div> <div>40 / 186</div> <div>19 / 29</div> </div> <div> <div>Fourth St</div> <div>20 / 31</div> <div>52 / 117</div> <div>14 / 61</div> </div> </div>
9 <div> <div> <div>279 / 195</div> <div>97 / 269</div> </div> <div> <div>First St</div> </div> </div> <div> <div> <div>22 / 271</div> <div>108 / 914</div> </div> <div> <div>Orange Ave</div> <div>578 / 193</div> <div>26 / 171</div> </div> </div>	10 <div> <div> <div>35 / 17</div> <div>300 / 1142</div> </div> <div> <div>Orange Ave</div> <div>505 / 187</div> <div>3820 / 1049</div> <div>1918 / 1348</div> </div> </div> <div> <div> <div>277 / 110</div> <div>181 / 310</div> </div> <div> <div>Third St</div> </div> </div>	11 <div> <div> <div>1695 / 1221</div> <div>589 / 1263</div> </div> <div> <div>Orange Ave</div> <div>14 / 37</div> <div>824 / 3625</div> <div>105 / 267</div> </div> </div> <div> <div> <div>461 / 400</div> <div>325 / 690</div> </div> <div> <div>Fourth St</div> </div> </div>	12 <div> <div> <div>31 / 23</div> <div>1838 / 1533</div> <div>28 / 14</div> </div> <div> <div>Orange Ave</div> <div>4 / 6</div> <div>15 / 9</div> <div>5 / 6</div> </div> </div> <div> <div> <div>6 / 9</div> <div>19 / 72</div> <div>18 / 28</div> </div> <div> <div>Fourth St</div> <div>12 / 13</div> <div>742 / 1073</div> <div>7 / 16</div> </div> </div>
13 <div> <div> <div>41 / 39</div> <div>1787 / 1353</div> <div>34 / 161</div> </div> <div> <div>Orange Ave</div> <div>126 / 44</div> <div>16 / 26</div> <div>5 / 16</div> </div> </div> <div> <div> <div>15 / 42</div> <div>22 / 126</div> <div>25 / 119</div> </div> <div> <div>Orange Ave</div> <div>58 / 42</div> <div>618 / ###</div> <div>19 / 59</div> </div> </div>			

LegendX / Y = AM / PM PEAK HOUR
TURNING VOLUMES

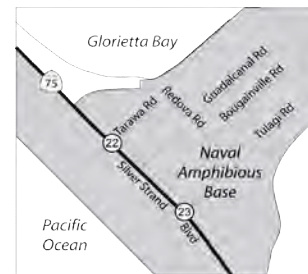
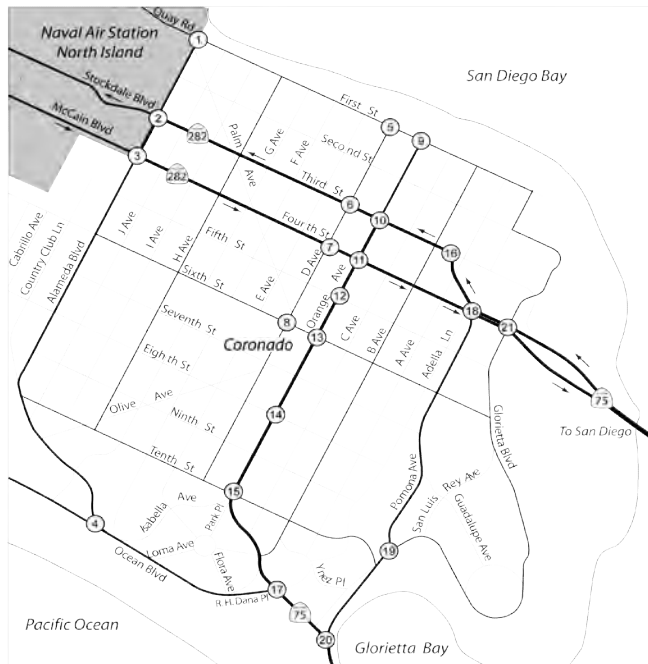
NOT TO SCALE

FIGURE 6-3

Horizon Year (2030) Conditions (2 CVNs) Peak-Hour Traffic
Volumes

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14 <div>52 / 39 ↔ 1551 / 1253 ↔ 33 / 68 ↔ Orange Ave</div> <div>15 / 42 ↔ 13 / 52 ↔ 7 / 30 ↔ Eighth St</div> <div>38 / 92 ↔ 25 / 91 ↔ 45 / 116 ↔</div> <div>75 / 65 ↔ 585 / 935 ↔ 18 / 11 ↔</div>	15 <div>117 / 55 ↔ 1471 / 1212 ↔ 15 / 37 ↔ Orange Ave</div> <div>6 / 17 ↔ 6 / 27 ↔ 7 / 13 ↔ Tenth St</div> <div>43 / 120 ↔ 21 / 66 ↔ 9 / 49 ↔</div> <div>23 / 58 ↔ 540 / 879 ↔ 7 / 41 ↔</div>	16 <div>20 / 108 ↔ Third St</div> <div>Pomona Ave</div> <div>6294 / 2639 ↔ 0 / 6 ↔</div>	17 <div>37 / 30 ↔ 1427 / 1190 ↔ 16 / 33 ↔ Orange Ave</div> <div>2 / 10 ↔ 8 / 21 ↔ 22 / 57 ↔ Adella Ave</div> <div>14 / 131 ↔ 9 / 235 ↔ 121 / 609 ↔</div> <div>917 / 298 ↔ 517 / 864 ↔ 7 / 37 ↔</div>
18 <div>Pomona Ave</div> <div>6278 / 2623 ↔ Fourth St</div> <div>1274 / 5349 ↔ 167 / 184 ↔</div> <div>241 / 171 ↔</div>	19 <div>273 / 313 ↔ 0 / 6 ↔ Pomona Blvd</div> <div>3 / 8 ↔ 32 / 70 ↔ Glorietta Blvd</div> <div>637 / 694 ↔ 140 / 465 ↔</div>	20 <div>1537 / 1929 ↔ Orange Ave</div> <div>19 / 27 ↔ 306 / 362 ↔ Pomona Ave</div> <div>1466 / 1159 ↔ 666 / 723 ↔</div>	21 <div>5 / 73 ↔ Glorietta Blvd</div> <div>602 / 317 ↔ 6277 / 2570 ↔ Fourth St</div> <div>1467 / 5471 ↔ 36 / 34 ↔</div> <div>461 / 1255 ↔</div>
22 <div>468 / 90 ↔ 719 / 1935 ↔ 412 / 152 ↔ Silver Strand Blvd</div> <div>171 / 438 ↔ 85 / 52 ↔ 6 / 8 ↔ Tarawa Rd</div> <div>32 / 280 ↔ 35 / 71 ↔ 14 / 134 ↔</div> <div>209 / 51 ↔ 1805 / 1033 ↔ 4 / 3 ↔</div>	23 <div>718 / 2048 ↔ Silver Strand Blvd</div> <div>3 / 12 ↔ 43 / 268 ↔ Tulagi Rd</div> <div>2017 / 1055 ↔ 430 / 46 ↔</div>	24 <div>85 / 61 ↔ 433 / 385 ↔ 127 / 126 ↔ Cesar E Chavez Pkwy</div> <div>40 / 50 ↔ 86 / 91 ↔ 51 / 51 ↔ Logan Ave/SB SR-75 On-Ramp</div> <div>53 / 91 ↔ 120 / 307 ↔ 74 / 41 ↔</div> <div>12 / 22 ↔ 115 / 372 ↔ 210 / 599 ↔</div>	25 <div>112 / 169 ↔ 20 / 131 ↔ NB SR-75 Off-Ramp</div> <div>109 / 116 ↔ National Ave</div> <div>78 / 154 ↔</div>



Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



FIGURE 6-3.1

Horizon Year (2030) Conditions (2 CVNs) Peak-Hour Traffic Volumes

CVN SEIS Traffic Study

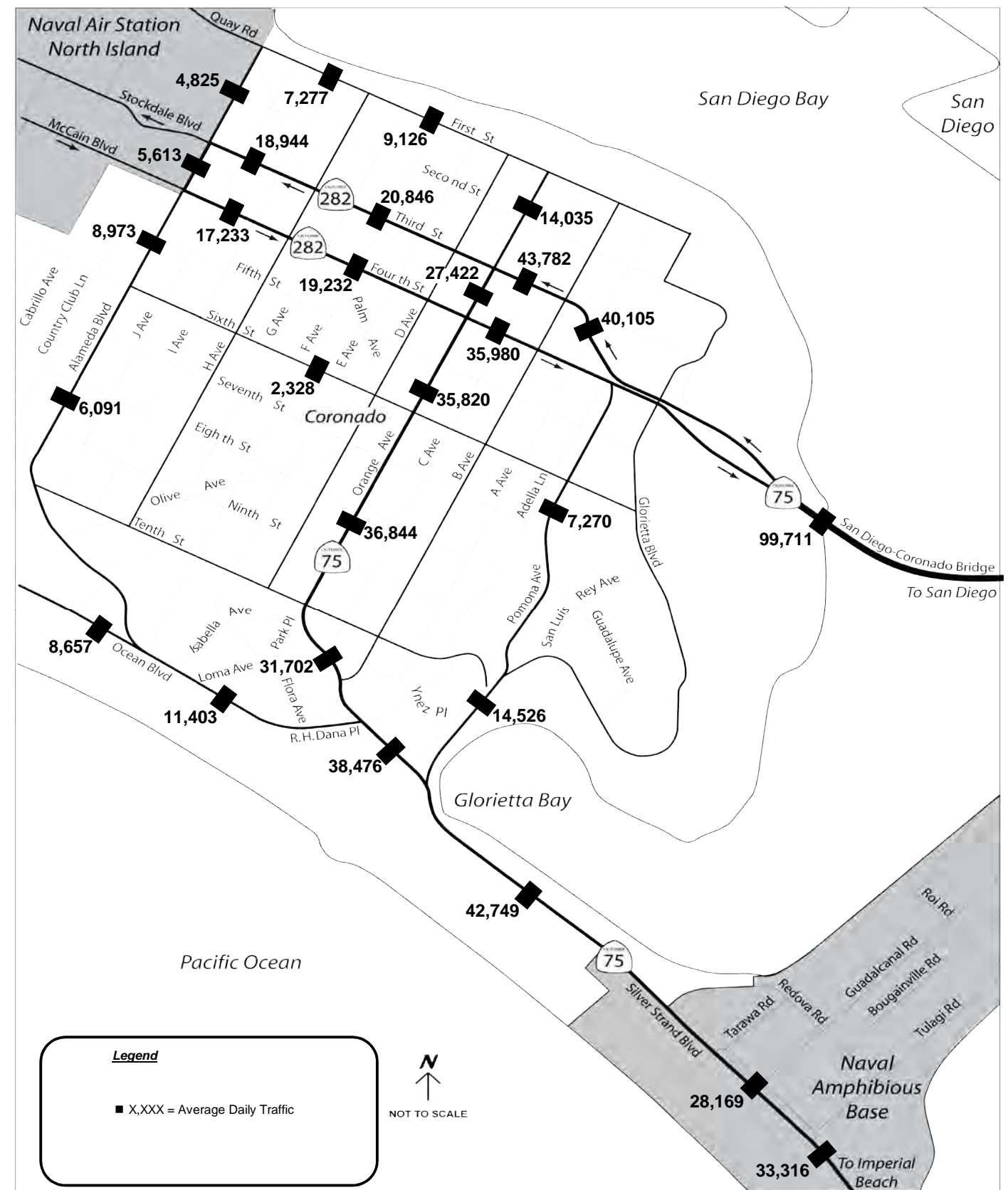


FIGURE 6-4

Horizon Year (2030) Conditions (2 CVNs) ADT Volumes

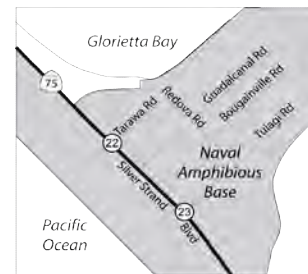
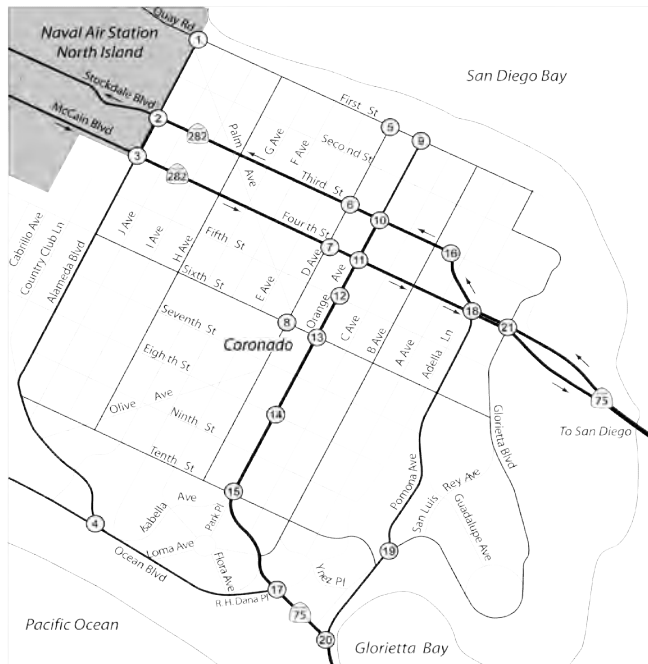
The map illustrates the layout of Coronado Island, a small, rectangular island in San Diego Bay. The island is bounded by the Pacific Ocean to the west and south, and San Diego Bay to the east. To the northwest, the Naval Air Station North Island is visible, connected to the mainland by the Stockdale Blvd and McCain Blvd. The island's streets are a grid of numbered streets (1st to 19th) and named streets (Avenue, Blvd, Pl). The Coronado Bridge is shown crossing the bay, connecting the island to the mainland. The Coronado Ferry is also indicated. The map includes various landmarks and points of interest, such as the Stockdale Blvd and McCain Blvd. The map is a detailed representation of the island's geography and infrastructure.

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CVN SEIS Traffic Study

14 52 / 39 1610 / 1347 33 / 68 Orange Ave 15 / 42 13 / 52 7 / 30 Eighth St 38 / 92 25 / 91 45 / 116 75 / 65 677 / 982 18 / 11	15 168 / 60 1476 / 1263 15 / 37 Orange Ave 6 / 17 6 / 27 7 / 13 Tenth St 47 / 158 21 / 66 9 / 49 23 / 58 591 / 884 7 / 41	16 20 / 108 Third St Pomona Ave 7230 / 2733 0 / 6	17 37 / 30 1432 / 1241 16 / 33 Orange Ave 2 / 10 8 / 21 22 / 57 R.H. Dana Pl 14 / 131 10 / 248 122 / 622 930 / 299 568 / 869 7 / 37 Adella Ave
18 7214 / 2717 Pomona Ave Fourth St 1371 / 6310 167 / 184 241 / 171	19 273 / 313 0 / 6 Pomona Blvd 3 / 8 32 / 70 Glorietta Blvd 638 / 707 140 / 465	20 1543 / 1992 Orange Ave 19 / 27 306 / 362 Pomona Ave 1529 / 1165 666 / 723 Silver Strand Blvd	21 5 / 73 Glorietta Blvd 640 / 321 7213 / 2664 Fourth St 1564 / 6432 36 / 34 462 / 1268
22 468 / 90 725 / 1998 412 / 152 Silver Strand Blvd 171 / 438 85 / 52 6 / 8 Tarawa Rd 32 / 280 35 / 71 14 / 134 209 / 51 1868 / 1039 4 / 3	23 724 / 2111 Silver Strand Blvd 3 / 12 43 / 268 Tulagi Rd 2080 / 1061 430 / 46	24 85 / 61 433 / 385 140 / 127 Cesar E Chavez Pkwy Logan Ave 53 / 91 133 / 308 74 / 41 40 / 50 86 / 91 51 / 51 Logan Ave/SB SR-75 On-Ramp 12 / 22 115 / 372 210 / 599	25 113 / 182 21 / 144 NB SR-75 Off-Ramp 109 / 116 National Ave 78 / 154



Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



FIGURE 6-5.1

Horizon Year (2030) Conditions (3 CVNs) Peak-Hour Traffic Volumes

CVN SEIS Traffic Study

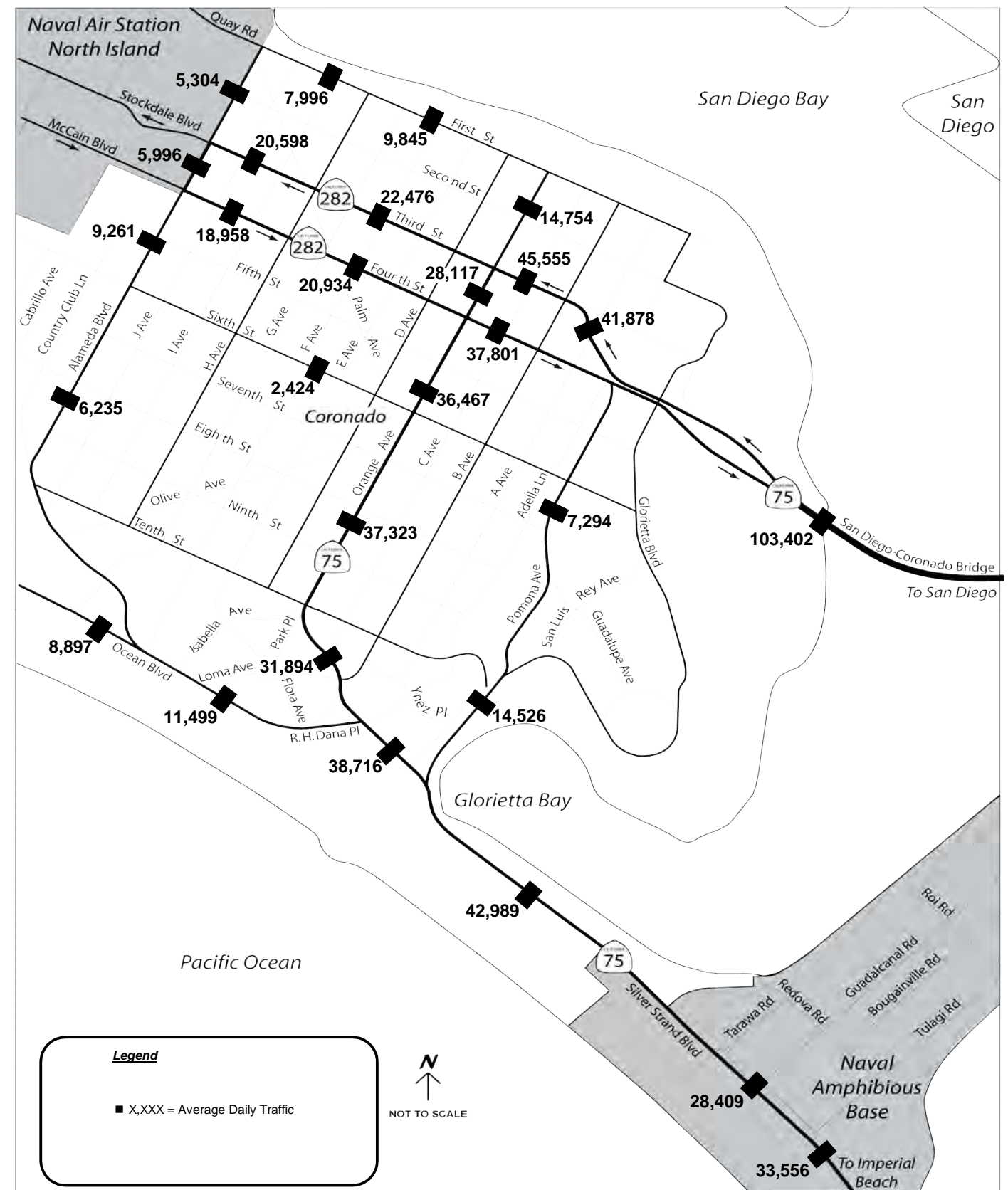


FIGURE 6-6

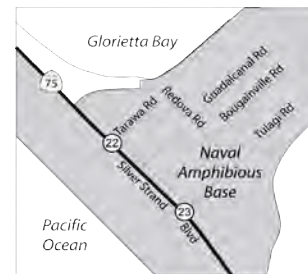
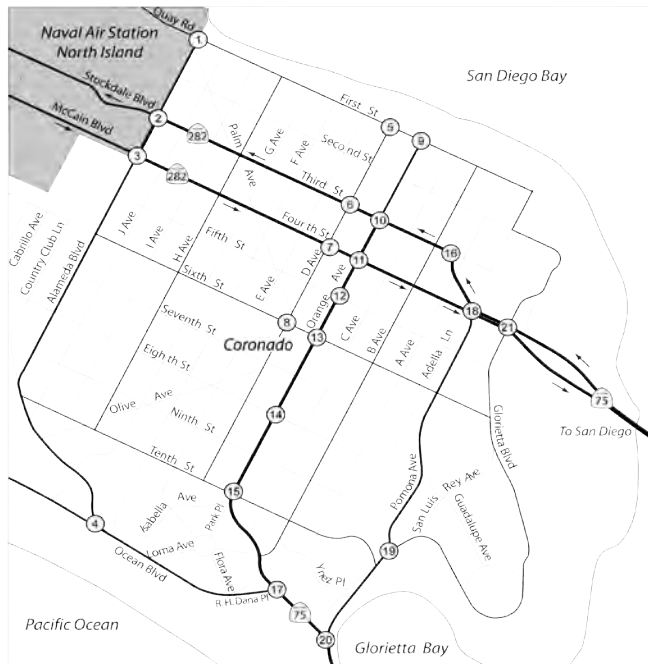
A detailed map of Coronado Island, California. The map shows the island's coastline and a grid of streets. Key landmarks include the Naval Air Station North Island to the northwest, San Diego Bay to the northeast, and the Pacific Ocean to the southwest. Major roads like Highway 163, Highway 56, and Highway 75 are shown. Numbered points of interest (1-20) are marked along the main road network. Street names include Clay Rd, McCain Blvd, Stockdale Blvd, Cabrillo Ave, Country Club Ln, Alameda Blvd, J Ave, I Ave, H Ave, G Ave, F Ave, E Ave, D Ave, C Ave, B Ave, A Ave, Adella Ln, Ponce de Leon Ave, San Luis, Rey Ave, Guadalupe Ave, Jerez Pl, and Ft. Denton Rd. The map also shows the connection to the mainland via Highway 75 towards San Diego.

NOT TO SCALE

DO NOT FORWARD TO PERSONS WITHOUT A DEMONSTRATED OFFICIAL NEED FOR THE INFORMATION CONTAINED HEREIN

CVN SEIS Traffic Study

14 <div>52 / 39 1504 / 1182 33 / 68</div> <div>Orange Ave</div> <div>15 / 42 13 / 52 7 / 30</div> <div>Eighth St</div> <div>38 / 92 25 / 91 45 / 116</div> <div>75 / 65 512 / 899 18 / 11</div>	15 <div>76 / 51 1467 / 1173 15 / 37</div> <div>Orange Ave</div> <div>6 / 17 6 / 27 7 / 13</div> <div>Tenth St</div> <div>40 / 91 21 / 66 9 / 49</div> <div>23 / 58 499 / 875 7 / 41</div>	16 <div>20 / 108</div> <div>Third St</div> <div>Pomona Ave</div> <div>5551 / 2568 0 / 6</div>	17 <div>37 / 30 1423 / 1151 16 / 33</div> <div>Orange Ave</div> <div>2 / 10 8 / 21 22 / 57</div> <div>R.H. Dana Pl</div> <div>14 / 131 8 / 225 120 / 599</div> <div>Adella Ave</div> <div>907 / 297 476 / 860 7 / 37</div>
18 <div>5535 / 2552</div> <div>Pomona Ave</div> <div>Fourth St</div> <div>1197 / 4619 167 / 184</div> <div>241 / 171</div>	19 <div>273 / 313 0 / 6</div> <div>Pomona Blvd</div> <div>3 / 8 32 / 70</div> <div>Glorietta Blvd</div> <div>636 / 684 140 / 465</div>	20 <div>1532 / 1881</div> <div>Orange Ave</div> <div>19 / 27 306 / 362</div> <div>Pomona Ave</div> <div>1416 / 1155 666 / 723</div>	21 <div>5 / 73</div> <div>Glorietta Blvd</div> <div>572 / 314 5534 / 2499</div> <div>Fourth St</div> <div>1390 / 4741 36 / 34</div> <div>460 / 1245</div>
22 <div>468 / 90 714 / 1887 412 / 152</div> <div>Silver Strand Blvd</div> <div>171 / 438 85 / 52 6 / 8</div> <div>Tarawa Rd</div> <div>32 / 280 35 / 71 14 / 134</div> <div>209 / 51 1755 / 1029 4 / 3</div>	23 <div>713 / 2000</div> <div>Silver Strand Blvd</div> <div>3 / 12 43 / 268</div> <div>Tulagi Rd</div> <div>1967 / 1051 430 / 46</div>	24 <div>85 / 61 433 / 385 117 / 125</div> <div>Cesar E Chavez Pkwy</div> <div>40 / 50 86 / 91 51 / 51</div> <div>Logan Ave/SB SR-75 On-Ramp</div> <div>53 / 91 110 / 306 74 / 41</div> <div>12 / 22 115 / 372 210 / 599</div>	25 <div>111 / 159 19 / 121</div> <div>NB SR-75 Off-Ramp</div> <div>109 / 116</div> <div>National Ave</div> <div>78 / 154</div>



Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



FIGURE 6-7.1

Horizon Year (2030) Conditions (3 CVNs Staggered) Peak-Hour
Traffic Volumes

TABLE 6-1
HORIZON YEAR (2030) CONDITIONS
PEAK-HOUR INTERSECTION LOS SUMMARY

INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	1 CVN		2 CVNs		3 CVNs		3CVNs STAGGERED	
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1 First St & Alameda Blvd	All-Way Stop (c)	AM	156.7	F	381.7	F	559.2	F	245.9	F
		PM	60.8	F	164.6	F	264.4	F	102.1	F
2 Third St & Alameda Blvd	Signalized	AM	15.9	B	150.1	F	299.1	F	45.5	D
		PM	9.5	A	12.3	B	15.6	B	10.6	B
3 Fourth St & Alameda Blvd	Signalized	AM	6.3	A	7.2	A	8.4	A	6.6	A
		PM	33.4	C	188.6	F	342.8	F	99.7	F
4 Ocean Blvd & Alameda Blvd	One-Way Stop	AM	37.3	E	47.2	E	57.7	F	40.7	E
		PM	235.4	F	323.1	F	400.8	F	270.8	F
5 First St & D Ave	Two-Way Stop	AM	19.7	C	70.0	F	ECL	F	29.1	D
		PM	110.6	F	208.3	F	507.4	F	161.7	F
6 Third St & D Ave	Two-Way Stop	AM	ECL	F	ECL	F	ECL	F	ECL	F
		PM	78.1	F	96.5	F	247.1	F	76.5	F
7 Fourth St & D Ave	Two-Way Stop	AM	53.2	F	88.6	F	180.9	F	58.4	F
		PM	ECL	F	ECL	F	ECL	F	ECL	F
8 Sixth St & D Ave	All-Way Stop	AM	8.2	A	8.4	A	8.6	A	8.3	A
		PM	10.7	B	11.2	B	11.7	B	10.9	B
9 First St & Orange Ave	Signalized	AM	9.1	A	16.1	B	30.9	C	11.2	B
		PM	95.4	F	245.3	F	320.1	F	203.7	F
10 Third St & Orange Ave	Signalized	AM	80.8	F	243.6	F	375.7	F	145.3	F
		PM	43.2	D	57.7	E	77.3	E	48.2	D
11 Fourth St & Orange Ave	Signalized	AM	19.1	B	23.7	C	27.1	C	20.1	C
		PM	137.8	F	263.1	F	356.3	F	192.2	F
12 Fifth St & Orange Ave	Two-Way Stop	AM	136.9	F	227.7	F	407.9	F	165.2	F
		PM	ECL	F	ECL	F	ECL	F	ECL	F
13 Sixth St & Orange Ave	Signalized	AM	13.0	B	24.9	C	38.1	D	17.0	B
		PM	17.9	B	24.8	C	31.4	C	20.8	C
14 Eighth St & Orange Ave	Signalized	AM	14.9	B	15.0	B	15.1	B	14.9	B
		PM	24.4	C	26.8	C	28.8	C	25.2	C
15 Tenth St & Orange Ave	Signalized	AM	20.6	C	25.0	C	26.0	C	21.7	C
		PM	28.1	C	34.9	C	39.5	D	30.3	C
16 Third St & Pomona Ave	One-Way Stop	AM	88.1	F	263.7	F	606.4	F	135.4	F
		PM	30.8	D	32.5	D	35.3	E	30.6	D
17 R. H. Dana Pl & Orange Ave	Signalized	AM	154.9	F	155.9	F	157.2	F	155.3	F
		PM	46.9	D	52.2	D	56.6	E	49.1	D
18 Fourth St & Pomona Ave	One-Way Stop	AM	27.8	D	31.1	D	35.6	E	28.2	D
		PM	514.4	F	ECL	F	ECL	F	856.4	F
19 Glorietta Blvd & Pomona Ave	Two-Way Stop	AM	10.9	B	10.9	B	10.9	B	10.9	B
		PM	20.5	C	21.6	C	22.5	C	20.9	C
20 Pomona Ave & Silver Strand Blvd	Signalized	AM	48.5	D	53.2	D	59.2	E	50.0	D
		PM	52.3	D	54.4	D	58.0	E	52.8	D
21 Fourth St & Glorietta Blvd	One-Way Stop	AM	114.4	F	289.7	F	608.6	F	165.7	F
		PM	31.1	D	32.7	D	35.1	E	31.0	D
22 Tarawa Rd & Silver Strand Blvd	Signalized	AM	321.2	F	331.4	F	339.1	F	325.4	F
		PM	110.5	F	119.6	F	132.6	F	112.9	F
23 Tulagi Rd & Silver Strand Blvd	Signalized	AM	3.8	A	4.1	A	4.7	A	3.9	A
		PM	13.5	B	14.7	B	15.6	B	13.9	B
24 Logan Ave & Cesar E Chavez Pkwy	Signalized	AM	18.6	B	20.6	C	23.0	C	19.2	B
		PM	149.7	F	154.1	F	151.9	F	153.0	F
25 National Ave & SR-75 Off-Ramp	One-Way Stop	AM	10.1	B	10.1	B	10.1	B	10.1	B
		PM	11.5	B	11.7	B	11.9	B	11.6	B

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds Synchro 6 maximum.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0

(c) The northbound movement is free, however, the intersection functions as an all-way stop controlled intersection.

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TABLE 6-2
HORIZON YEAR (2030) CONDITIONS (1 CVN)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
4	Ocean Blvd & Alameda Blvd	SB	LT-RT	Stop	37.3	E	69	ECL	F	217
		EB	LT-TH	Free	0	A	62	0	A	469
		WB	TH-RT	Free	0	A	944	0	A	357
		TOTAL			2.7	A	1075	46.4	E	1043
5	First St & D Ave	NB	LT-TH-RT	Stop	12.3	B	5	45.3	E	20
		SB	LT-TH-RT	Stop	19.7	C	3	110.6	F	3
		EB	LT-TH-RT	Free	0	A	112	0	A	895
		WB	LT-TH-RT	Free	0.1	A	601	4.7	A	333
		TOTAL			0.4	A	721	2.7	A	1251
6	Third St & D Ave	NB	LT-TH	Stop	ECL	F	33	61.9	F	58
		SB	TH-RT	Stop	ECL	F	61	78.1	F	62
		WB	LT-TH	Free	0.7	A	804	1.7	A	298
			TH	Free	0	A	1538	0	A	480
			TH	Free	0	A	769	0	A	261
		TOTAL			ECL	F	3205	12.7	B	1159
7	Fourth St & D Ave	NB	TH-RT	Stop	20.5	C	51	ECL	F	92
		SB	LT-TH	Stop	53.2	F	89	ECL	F	86
		EB	LT-TH	Free	0.1	A	206	0	A	618
			TH	Free	0	A	409	0	A	1233
			TH-RT	Free	0	A	208	0	A	630
		TOTAL			10	A	963	ECL	F	2659
12	Fifth St & Orange Ave	NB	LT-TH	Free	3.4	A	295	1.1	A	513
			TH-RT	Free	0	A	291	0	A	516
		SB	LT-TH	Free	0.9	A	907	0.7	A	683
			TH-RT	Free	0	A	910	0	A	693
		EB	LT-TH-RT	Stop	128.1	F	43	ECL	F	177
		WB	LT-TH-RT	Stop	136.9	F	24	ECL	F	16
		TOTAL			5.7	A	2470	ECL	F	2598

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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TABLE 6-2.1
HORIZON YEAR (2030) CONDITIONS (1 CVN)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
16	Third St & Pomona Ave	NB	LT	Free	0	A	1711	0	A	1052
			LT	Free	0	A	1711	0	A	1052
			LT	Free	0	A	1711	0	A	532
		WB	TH	Stop	88.1	F	20	30.8	D	108
		TOTAL				0.3	A	5153	1.2	A	2744
18	Fourth St & Pomona Ave	NB	RT	Stop	27.8	D	241	ECL	F	177
		EB	TH	Free	0	A	474	0	A	1414
			TH	Free	0	A	474	0	A	1414
			TH-RT	Free	0	A	404	0	A	868
		WB	RT	Free	0	A	1669	0	A	844
			RT	Free	0	A	1669	0	A	844
			RT	Free	0	A	1669	0	A	844
		TOTAL				1.1	A	6600	15.2	C	6405
19	Glorietta Blvd & Pomona Ave	SB	TH-RT	Stop	10.9	B	273	20.5	C	293
		EB	LT-TH	Free	8.8	A	776	8.5	A	1034
		WB	TH-RT	Free	0	A	35	0	A	77
		TOTAL				9	A	1084	10.7	B	1404
21	Fourth St & Glorietta Blvd	NB	RT	Free	7.2	A	460	6.1	A	1136
		SB	RT	Stop	114.4	F	5	31.1	D	78
		EB	TH	Free	0	A	551	0	A	1658
			TH	Free	0	A	551	0	A	1658
			TH-RT	Free	0	A	312	0	A	863
		WB	TH	Free	0	A	2003	0	A	931
			TH	Free	0	A	2003	0	A	931
			TH-RT	Free	0	A	1551	0	A	757
TOTAL				0.4	A	7436	0.5	A	8012	
25	National Ave & SR-75 Off-Ramp	SB	LT	Stop	10.1	B	19	11.5	B	108
			RT	Stop	9.9	A	111	10.3	B	144
		EB	TH	Free	0	A	78	0	A	146
		WB	TH	Free	0	A	109	0	A	122
		TOTAL				4.2	A	317	5.4	A	520

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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TABLE 6-3
HORIZON YEAR (2030) CONDITIONS (2 CVNs)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
4	Ocean Blvd & Alameda Blvd	SB	LT-RT	Stop	47.2	E	69	ECL	F	217
		EB	LT-TH	Free	0	A	67	0	A	528
		WB	TH-RT	Free	0	A	1030	0	A	361
		TOTAL			3.1	A	1166	59.6	F	1106
5	First St & D Ave	NB	LT-TH-RT	Stop	29.2	D	5	83.8	F	20
		SB	LT-TH-RT	Stop	70	F	3	ECL	F	3
		EB	LT-TH-RT	Free	0	A	129	0	A	1153
		WB	LT-TH-RT	Free	0.1	A	859	6.7	A	344
		TOTAL			0.9	A	996	3.8	A	1520
6	Third St & D Ave	NB	LT-TH	Stop	ECL	F	67	86.6	F	60
		SB	TH-RT	Stop	ECL	F	61	96.5	F	62
		WB	LT-TH	Free	0.8	A	1091	1.6	A	311
			TH	Free	0	A	2113	0	A	509
			TH	Free	0	A	1057	0	A	275
		TOTAL			ECL	F	4389	15.7	C	1217
7	Fourth St & D Ave	NB	TH-RT	Stop	34.7	D	85	ECL	F	93
		SB	LT-TH	Stop	88.6	F	89	ECL	F	86
		EB	LT-TH	Free	0.1	A	227	0	A	907
			TH	Free	0	A	450	0	A	1810
			TH-RT	Free	0	A	231	0	A	951
		TOTAL			16.1	C	1082	ECL	F	3847
12	Fifth St & Orange Ave	NB	LT-TH	Free	4.4	A	383	1.7	A	544
			TH-RT	Free	0	A	378	0	A	546
		SB	LT-TH	Free	1.1	A	947	0.8	A	773
			TH-RT	Free	0	A	950	0	A	781
		EB	LT-TH-RT	Stop	ECL	F	43	ECL	F	177
		WB	LT-TH-RT	Stop	ECL	F	24	ECL	F	16
		TOTAL			8.1	A	2725	ECL	F	2837

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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TABLE 6-3.1
HORIZON YEAR (2030) CONDITIONS (2 CVNs)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
16	Third St & Pomona Ave	NB	LT	Free	0	A	2573	0	A	1078
			LT	Free	0	A	2573	0	A	1078
			LT	Free	0	A	1286	0	A	545
		WB	TH	Stop	ECL	F	20	32.5	D	108
		TOTAL			0.8	A	6452	1.3	A	2809
18	Fourth St & Pomona Ave	NB	RT	Stop	31.1	D	241	ECL	F	177
		EB	TH	Free	0	A	510	0	A	1880
			TH	Free	0	A	510	0	A	1880
			TH-RT	Free	0	A	422	0	A	1101
		WB	RT	Free	0	A	2092	0	A	865
			RT	Free	0	A	2092	0	A	865
			RT	Free	0	A	2092	0	A	865
		TOTAL			1	A	7959	ECL	F	7633
19	Glorietta Blvd & Pomona Ave	SB	TH-RT	Stop	10.9	B	273	21.6	C	293
		EB	LT-TH	Free	8.8	A	777	8.7	A	1050
		WB	TH-RT	Free	0	A	35	0	A	77
		TOTAL			9	A	1085	11	B	1420
21	Fourth St & Glorietta Blvd	NB	RT	Free	7.1	A	461	5.8	A	1153
		SB	RT	Stop	ECL	F	5	32.7	D	78
		EB	TH	Free	0	A	587	0	A	2189
			TH	Free	0	A	587	0	A	2189
			TH-RT	Free	0	A	330	0	A	1128
		WB	TH	Free	0	A	2511	0	A	955
			TH	Free	0	A	2511	0	A	955
			TH-RT	Free	0	A	1857	0	A	772
		TOTAL			0.4	A	8849	0.4	A	9419
25	National Ave & SR-75 Off-Ramp	SB	LT	Stop	10.1	B	20	11.7	B	126
			RT	Stop	9.9	A	112	10.5	B	162
		EB	TH	Free	0	A	78	0	A	146
		WB	TH	Free	0	A	109	0	A	122
		TOTAL			4.3	A	319	5.9	A	556

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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TABLE 6-4
HORIZON YEAR (2030) CONDITIONS (3 CVNs)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
4	Ocean Blvd & Alameda Blvd	SB	LT-RT	Stop	57.7	F	69	ECL	F	217
		EB	LT-TH	Free	0	A	73	0	A	569
		WB	TH-RT	Free	0	A	1093	0	A	367
		TOTAL			3.6	A	1235	70.6	F	1153
5	First St & D Ave	NB	LT-TH-RT	Stop	ECL	F	5	ECL	F	20
		SB	LT-TH-RT	Stop	ECL	F	3	ECL	F	3
		EB	LT-TH-RT	Free	0	A	148	0	A	1341
		WB	LT-TH-RT	Free	0.2	A	1049	9.2	A	361
		TOTAL			ECL	F	1205	6.7	A	1725
6	Third St & D Ave	NB	LT-TH	Stop	ECL	F	92	ECL	F	63
		SB	TH-RT	Stop	ECL	F	61	132.1	F	62
		WB	LT-TH	Free	1.2	A	1303	1.6	A	331
			TH	Free	0	A	2537	0	A	549
			TH	Free	0	A	1269	0	A	295
		TOTAL			ECL	F	5262	28.9	D	1300
7	Fourth St & D Ave	NB	TH-RT	Stop	68.5	F	110	ECL	F	96
		SB	LT-TH	Stop	ECL	F	89	ECL	F	86
		EB	LT-TH	Free	0.1	A	249	0.1	A	1116
			TH	Free	0	A	494	0	A	2229
			TH-RT	Free	0	A	257	0	A	1184
		TOTAL			31.2	D	1199	ECL	F	4711
12	Fifth St & Orange Ave	NB	LT-TH	Free	6.1	A	448	2.4	A	569
			TH-RT	Free	0	A	443	0	A	572
		SB	LT-TH	Free	1.4	A	979	0.9	A	838
			TH-RT	Free	0	A	981	0	A	847
		EB	LT-TH-RT	Stop	ECL	F	43	ECL	F	177
		WB	LT-TH-RT	Stop	ECL	F	24	ECL	F	16
		TOTAL			12.4	B	2918	ECL	F	3019

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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TABLE 6-4.1
HORIZON YEAR (2030) CONDITIONS (3 CVNs)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
16	Third St & Pomona Ave	NB	LT	Free	0	A	2954	0	A	1117
			LT	Free	0	A	2954	0	A	1117
			LT	Free	0	A	1478	0	A	564
		WB	TH	Stop	ECL	F	20	35.3	E	108
		TOTAL			1.7	A	7406	1.3	A	2906
18	Fourth St & Pomona Ave	NB	RT	Stop	35.6	E	241	ECL	F	177
		EB	TH	Free	0	A	548	0	A	2218
			TH	Free	0	A	548	0	A	2218
			TH-RT	Free	0	A	441	0	A	1271
		WB	RT	Free	0	A	2405	0	A	896
			RT	Free	0	A	2405	0	A	896
			RT	Free	0	A	2405	0	A	896
		TOTAL			1.1	A	8993	ECL	F	8572
19	Glorietta Blvd & Pomona Ave	SB	TH-RT	Stop	10.9	B	273	22.5	C	293
		EB	LT-TH	Free	8.8	A	778	8.9	A	1062
		WB	TH-RT	Free	0	A	35	0	A	77
		TOTAL			9	A	1086	11.3	B	1432
21	Fourth St & Glorietta Blvd	NB	RT	Free	7	A	462	5.7	A	1165
		SB	RT	Stop	ECL	F	5	35.1	E	78
		EB	TH	Free	0	A	626	0	A	2573
			TH	Free	0	A	626	0	A	2573
			TH-RT	Free	0	A	349	0	A	1321
		WB	TH	Free	0	A	2885	0	A	990
			TH	Free	0	A	2885	0	A	990
			TH-RT	Free	0	A	2083	0	A	793
		TOTAL			0.4	A	9921	0.3	A	10483
25	National Ave & SR-75 Off-Ramp	SB	LT	Stop	10.1	B	21	11.9	B	138
			RT	Stop	9.9	A	113	10.6	B	174
		EB	TH	Free	0	A	78	0	A	146
		WB	TH	Free	0	A	109	0	A	122
		TOTAL			4.3	A	321	6.2	A	580

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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TABLE 6-5
HORIZON YEAR (2030) CONDITIONS (3 CVNs WITH STAGGERED WORK HOURS)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
4	Ocean Blvd & Alameda Blvd	SB	LT-RT	Stop	40.7	E	69	ECL	F	217
		EB	LT-TH	Free	0	A	62	0	A	495
		WB	TH-RT	Free	0	A	980	0	A	357
		TOTAL			2.8	A	1111	51.9	F	1069
5	First St & D Ave	NB	LT-TH-RT	Stop	15.1	C	5	62.7	F	20
		SB	LT-TH-RT	Stop	29.1	D	3	161.7	F	3
		EB	LT-TH-RT	Free	0	A	114	0	A	1011
		WB	LT-TH-RT	Free	0.1	A	708	5.5	A	332
		TOTAL			0.5	A	830	3.3	A	1366
6	Third St & D Ave	NB	LT-TH	Stop	ECL	F	47	60.5	F	58
		SB	TH-RT	Stop	ECL	F	61	76.5	F	62
		WB	LT-TH	Free	0.7	A	924	1.7	A	297
			TH	Free	0	A	1776	0	A	478
			TH	Free	0	A	888	0	A	259
		TOTAL			ECL	F	3696	12.5	B	1154
7	Fourth St & D Ave	NB	TH-RT	Stop	24	C	65	ECL	F	92
		SB	LT-TH	Stop	58.4	F	89	ECL	F	86
		EB	LT-TH	Free	0.1	A	209	0	A	748
			TH	Free	0	A	414	0	A	1492
			TH-RT	Free	0	A	212	0	A	775
		TOTAL			11.1	B	989	ECL	F	3193
12	Fifth St & Orange Ave	NB	LT-TH	Free	3.7	A	331	1.3	A	524
			TH-RT	Free	0	A	327	0	A	527
		SB	LT-TH	Free	1	A	922	0.7	A	723
			TH-RT	Free	0	A	925	0	A	731
		EB	LT-TH-RT	Stop	150.8	F	43	ECL	F	177
		WB	LT-TH-RT	Stop	165.2	F	24	ECL	F	16
		TOTAL			6.5	A	2572	ECL	F	2698

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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TABLE 6-5.1
HORIZON YEAR (2030) CONDITIONS (3 CVNs WITH STAGGERED WORK HOURS)
DELAY PER APPROACH AT UNSIGNALIZED INTERSECTIONS

INTERSECTION		APPROACH	MOVEMENT	TRAFFIC CONTROL	DELAY (SEC) / LOS / VOLUME (VEH) (a)					
					AM PEAK			PM PEAK		
16	Third St & Pomona Ave	NB	LT	Free	0	A	2268	0	A	1050
			LT	Free	0	A	2268	0	A	1050
			LT	Free	0	A	1135	0	A	531
		WB	TH	Stop	135.4	F	20	30.6	D	108
		TOTAL				0.5	A	5691	1.2	A	2739
18	Fourth St & Pomona Ave	NB	RT	Stop	28.2	D	241	ECL	F	177
		EB	TH	Free	0	A	479	0	A	1623
			TH	Free	0	A	479	0	A	1623
			TH-RT	Free	0	A	406	0	A	974
			WB	RT	Free	0	A	1845	0	A	841
		RT		Free	0	A	1845	0	A	841
		RT		Free	0	A	1845	0	A	841
		TOTAL				1	A	7140	23.3	C	6920
19	Glorietta Blvd & Pomona Ave	SB	TH-RT	Stop	10.9	B	273	20.9	C	293
		EB	LT-TH	Free	8.8	A	776	8.6	A	1041
		WB	TH-RT	Free	0	A	35	0	A	77
		TOTAL				9	A	1084	10.8	B	1411
21	Fourth St & Glorietta Blvd	NB	RT	Free	7.2	A	460	5.9	A	1143
		SB	RT	Stop	165.7	F	5	31	D	78
		EB	TH	Free	0	A	556	0	A	1897
			TH	Free	0	A	556	0	A	1897
			TH-RT	Free	0	A	314	0	A	982
		WB	TH	Free	0	A	2214	0	A	929
			TH	Free	0	A	2214	0	A	929
			TH-RT	Free	0	A	1679	0	A	756
TOTAL				0.4	A	7998	0.4	A	8611	
25	National Ave & SR-75 Off-Ramp	SB	LT	Stop	10.1	B	19	11.6	B	115
			RT	Stop	9.9	A	111	10.4	B	152
		EB	TH	Free	0	A	78	0	A	146
		WB	TH	Free	0	A	109	0	A	122
		TOTAL				4.2	A	317	5.6	A	535

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay reported is in seconds per vehicle. LOS corresponds to the delay for each respective movement. Volume shown is the total entering volume for each respective movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

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In the Year 2030, the following study intersections would operate at an unacceptable LOS when three CVNs would be in port at the same time and with staggered work hours, based on the HCM analysis.

- First Street & Alameda Boulevard (LOS F – a.m. and p.m. peak-hours)
- Fourth Street & Alameda Boulevard (LOS F –p.m. peak-hour)
- Ocean Boulevard & Alameda Boulevard (LOS E – a.m. peak-hour, LOS F – p.m. peak-hour)
- First Street & D Avenue (LOS F – p.m. peak-hour)
- Third Street & D Avenue (LOS F – a.m. and p.m. peak-hours)
- Fourth Street & D Avenue (LOS F – a.m. and p.m. peak-hours)
- First Street & Orange Avenue (LOS F –p.m. peak-hour)
- Third Street & Orange Avenue (LOS F –a.m. peak-hour)
- Fourth Street & Orange Avenue (LOS F –p.m. peak-hour)
- Fifth Street & Orange Avenue (LOS F – a.m. and p.m. peak-hours)
- Third Street & Pomona Avenue (LOS F – a.m. p.m. peak-hour)
- R.H. Dana Place & Orange Avenue (LOS F –a.m. peak-hour)
- Fourth Street & Pomona Avenue (LOS F –p.m. peak-hour)
- Fourth Street & Glorietta Boulevard (LOS F –a.m. peak-hour)
- Tarawa Road & Silver Strand Boulevard (LOS F – a.m. and p.m. peak-hours)
- Logan Avenue & Cesar E Chavez Parkway (LOS F –p.m. peak-hour)

Appendix I contains the LOS calculation worksheets.

Roadway Segment Analysis

Table 6-6 displays the roadway segments analysis under the Horizon Year conditions. The results of the various carriers in port are shown next to each other for the ease of comparison. As shown in the table, all roadway segments would function at LOS C or better with one, two, or three carriers in port, except at 12 locations.

- First Street between Alameda Boulevard and H Avenue
- First Street between H Avenue and Orange Avenue
- Third Street between Orange Avenue and Pomona Avenue
- Fourth Street between Orange Avenue and Pomona Avenue
- Ocean Boulevard between Alameda Boulevard and Orange Avenue
- Orange Avenue between Fourth Street and Sixth Street
- Orange Avenue between Sixth Street and Tenth Street
- Orange Avenue between Tenth Street and R.H. Dana Place
- Orange Avenue between R.H. Dana Place and Pomona Avenue
- Silver Strand Boulevard between Pomona Avenue and Tarawa Road
- Silver Strand Boulevard between Tulagi Road and Leyte Road
- Pomona Avenue between Glorietta Boulevard and Silver Strand Boulevard

It should be noted that staggered work hours does not affect this analysis and only affects the traffic volumes during the peak periods. Traffic volumes resulting from three CVNs in port would be the same with or without staggered work hours over a 24-hour time period.

TABLE 6-6
HORIZON YEAR (2030) CONDITIONS
ROADWAY SEGMENT LOS SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	1 CVN		2 CVNs		3 CVNs	
			ADT	V/C RATIO (a)	LOS	ADT	V/C RATIO (a)	LOS
First St								
Alameda Blvd to H Ave	2-Lane Collector	8,000	6,558	0.820	E	7,277	0.910	E
H Ave to Orange Ave	2-Lane Collector	8,000	8,407	1.051	F	9,126	1.141	F
Third St (SR-75/282)								
Alameda Blvd to H Ave	3-Lane Principal Arterial (one-way)	30,000	17,290	0.576	B	18,944	0.631	C
H Ave to Orange Ave	3-Lane Principal Arterial (one-way)	30,000	19,216	0.641	C	20,846	0.695	C
Orange Ave to Pomona Ave	3-Lane Principal Arterial (one-way)	30,000	42,009	1.400	F	43,782	1.459	F
Fourth St (SR-75/282)								
Alameda Blvd to H Ave	3-Lane Principal Arterial (one-way)	30,000	15,508	0.517	B	17,233	0.574	B
H Ave to Orange Ave	3-Lane Principal Arterial (one-way)	30,000	17,530	0.584	C	19,232	0.641	C
Orange Ave to Pomona Ave	3-Lane Principal Arterial (one-way)	30,000	34,159	1.139	F	35,980	1.199	F
Sixth St								
H Ave to Orange Ave	2-Lane Collector	8,000	2,232	0.279	A	2,328	0.291	A
Ocean Blvd								
Marina Ave to Alameda Blvd	2-Lane Minor Arterial	15,000	8,417	0.561	C	8,657	0.577	C
Alameda Blvd to Orange Ave	2-Lane Minor Arterial	15,000	11,307	0.754	D	11,403	0.760	D
Alameda Blvd								
First St to Third St	2-Lane Minor Arterial	15,000	4,346	0.290	A	4,825	0.322	A
Third St to Fourth St	2-Lane Minor Arterial	15,000	5,230	0.349	B	5,613	0.374	B
Fourth St to Sixth St	2-Lane Minor Arterial	15,000	8,685	0.579	C	8,973	0.598	C
Sixth St to Tenth St	2-Lane Minor Arterial	15,000	5,947	0.396	B	6,091	0.406	B
Tenth St to Ocean Blvd	2-Lane Minor Arterial	15,000	5,827	0.388	B	5,827	0.388	B
Orange Ave (SR-75)								
First St to Third St	4-Lane Minor Arterial	30,000	13,316	0.444	B	14,035	0.468	C
Third St to Fourth St	4-Lane Principal Arterial	40,000	26,727	0.668	C	27,422	0.686	C
Fourth St to Sixth St	4-Lane Principal Arterial	40,000	35,173	0.879	E	35,820	0.896	E
Sixth St to Tenth St	4-Lane Principal Arterial	40,000	36,365	0.909	E	36,844	0.921	E
Tenth St to R. H. Dana Pl	4-Lane Principal Arterial	40,000	31,510	0.788	D	31,702	0.793	D
R. H. Dana Pl to Pomona Ave	4-Lane Principal Arterial	40,000	38,236	0.956	E	38,476	0.962	E
Silver Strand Blvd (SR-75)								
Pomona Ave to Tarawa Rd	4-Lane Principal Arterial	40,000	42,509	1.063	F	42,749	1.069	F
Tarawa Rd to Tulagi Rd	4-Lane Principal Arterial	40,000	27,929	0.698	C	28,169	0.704	C
Tulagi Rd to Leyte Rd	4-Lane Principal Arterial	40,000	33,076	0.827	D	33,316	0.833	D
Pomona Ave								
Fourth St to Glorieta Blvd	2-Lane Minor Arterial	15,000	7,246	0.483	C	7,270	0.485	C
Glorieta Blvd to Silver Strand Blvd	2-Lane Minor Arterial	15,000	14,526	0.968	E	14,526	0.968	E

Notes:

Bold values indicate roadway segments operating at LOS D, E, or F.

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

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Potential Improvements

This section describes the transportation improvements that are recommended to mitigate the significant impacts under the Horizon Year Conditions as shown in the Intersection Analysis section above. As discussed in the Methodology section, the CVN project does not add any trips to the network that were not already evaluated when a third carrier was assessed in the *1999 FEIR*. As such, these recommended improvements are considered as cumulatively impacted by both Navy traffic and other traffic growth in the community. Improvements were considered for those intersections along primary NASNI access routes projected to operate at LOS E or F.

Intersections

Table 6-7 describes the transportation improvements at intersections that could be implemented to improve the operations at intersections that would operate at LOS E or F. As shown in the table, the same improvements as described in the Near Term conditions are recommended. The only difference is that the delays at the intersections became slightly worse due to the additional traffic associated with background growth. Also, at the Third Street/Orange Avenue intersection, the improvement that would require ROW acquisition would still not improve the operations to an acceptable LOS condition.

Appendix L contains the LOS worksheets for the intersections with the recommended potential improvements.

Roadway Segments

Although several roadway segments were determined to function at an unacceptable LOS, no improvements are being proposed. The roadway segment analysis uses theoretical capacities for roadways depending on the classification. This analysis does not take into account grades of roadway, design features, number of traffic signals along the roadway, etc. between two roadways with the same classification. Furthermore, these capacities assume a traditional distribution of traffic over the day, including a typical one-hour morning and afternoon peak hour. Coronado traffic patterns are unique in that the peak-hour is spread over a longer time period with the DON's staggering of work times and heavy tourism traffic, which occurs outside of the peak hour. To better represent the conditions of a roadway segment, the operations of the upstream and downstream intersections of each respective segment during the peak periods would indicate whether the roadway segment would have adequate capacity. With the improvements to the intersections described above, the delays decreased resulting in better operations along the roadway segments between the affected intersections.

TABLE 6-7
HORIZON YEAR (2030) CONDITIONS
PEAK-HOUR LOS SUMMARY (WITH POTENTIAL IMPROVEMENTS)

TABLE 6-7									
HORIZON YEAR (2030) CONDITIONS									
PEAK-HOUR LOS SUMMARY (WITH POTENTIAL IMPROVEMENTS)									
INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	3 CVNs		3 CVNs STAGGERED		3 CVNs AFTER IMPROVEMENTS		DESCRIPTION
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	
NO RIGHT-OF-WAY ACQUISITION OPTIONS									
1 First St & Alameda Blvd	All-Way Stop (c)	AM	559.2	F	245.9	F	4.3	A	Implement inbound only configuration during AM peak hour (requires manual traffic control and cone layout during implementation) and manual traffic control during the PM peak hour.
		PM	264.4	F	102.1	F	10.9	B	
3 Fourth St & Alameda Blvd	Signalized	AM	8.4	A	6.6	A	6.6	A	Add an exclusive EBR turn lane.
		PM	342.8	F	99.7	F	44.4	D	
9 First St & Orange Ave	Signalized	AM	30.9	C	11.2	B	11.2	B	Remove parking along the south side of First St, west of Orange Ave. Re-stripe west leg along First St to accommodate an EBT lane and an shared EBR turn/bicycle lane. (optional diagonal parking along Orange Ave)
		PM	320.1	F	203.7	F	9.0	A	
10 Third St & Orange Ave	Signalized	AM	375.7	F	145.3	F	--	--	No feasible options.
		PM	77.3	E	48.2	D	--	--	
11 Fourth St & Orange Ave	Signalized	AM	27.1	C	20.1	C	17.8	B	Remove some of the median on the north side of Orange Ave to accommodate a triple SBL turn pocket.
		PM	356.3	F	192.2	F	150.5	F	
RIGHT-OF-WAY ACQUISITION OPTIONS									
10 Third St & Orange Ave	Signalized	AM	375.7	F	145.3	F	56.0	E	Acquire right-of-way on the south side of the east leg along Third St. Re-stripe the east leg along Third St to accommodate a dual-WBL turn lane. Trim down median on south side of Orange Ave to allow for improved radius for WBL traffic.
		PM	77.3	E	48.2	D	32.0	C	
11 Fourth St & Orange Ave	Signalized	AM	27.1	C	20.1	C	15.9	B	Acquire right-of-way on the south side of the east leg along Fourth St. Channelize the NBR lane along Orange Ave. Remove parking along Fourth St to accommodate the NBR free movement.
		PM	356.3	F	192.2	F	124.2	F	
Notes:									
NIB= Northbound; SB=Southbound; EB= Eastbound; WB=Westbound; T=Thru; L= Left; R=Right									
Bold values indicate intersections operating at LOS E or F.									
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.									
(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0									
(c) The northbound movement is free; however, the intersection functions as an all-way stop controlled intersection.									

Notes:

NB= Northbound; SB=Southbound; EB= Eastbound; WB=Westbound; T=Thru; L= Left; R=Right

Bold values indicate intersections operating at LOS E or F.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0

(c) The northbound movement is free; however, the intersection functions as an all-way stop controlled intersection.

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7.0 GRADE SEPARATION OPTION

The City of Coronado has been advocating a study of grade separation options for Third and Fourth Streets. These options include tunnel(s) from the San Diego-Coronado Bridge to NASNI and grade separation of the Third and Fourth Streets intersections with Orange Avenue. While the impacts of the CVN project do not require these improvements, the effectiveness of the grade separation alternative at improving the LOS at the Third and Fourth Street intersections with Orange Avenue was assessed.

Third Street & Orange Avenue

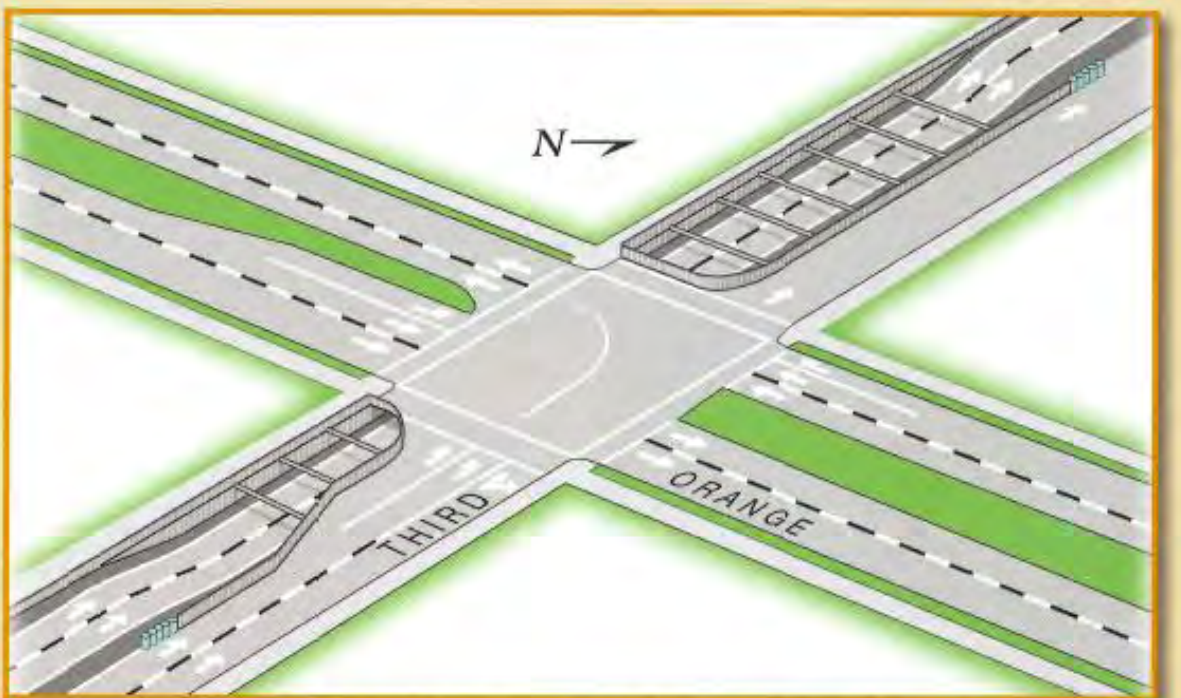
At this location, the mitigation would consist of grade-separating the westbound through traffic along Orange Avenue. The grade separation would start near the intersection with C Avenue and end at the intersection with D Avenue. The right-turn movement to C Avenue and D Avenue would be restricted to help with the traffic flow. The through traffic along Third Street would go under Orange Avenue. With the improvements, this intersection would improve to an acceptable LOS during both peak periods.

Fourth Street & Orange Avenue

At this location, the mitigation would consist of grade-separating the eastbound through traffic along Orange Avenue. The grade separation would start near the intersection with D Avenue and end at the intersection with C Avenue. The right-turn movement to C Avenue and D Avenue would be restricted to help with the traffic flow. The through traffic along Fourth Street would go under Orange Avenue. With the improvements, this intersection would improve to an acceptable LOS during both peak periods.

Figure 7-1 shows a conceptual sketch of the grade separation concept at the Third Street/Orange Avenue and Fourth Street/Orange Avenue intersections.

Figure 7-1 Conceptual Grade Separation Option at Third St/Fourth St & Orange Ave Intersections



Westbound through-lanes beneath Third Street at Orange Avenue.



Eastbound through-lanes beneath Fourth Street at Orange Avenue.

Source: City of Coronado Update, November 2007, Vol. 4

8.0 OTHER ISSUES

The following section discusses the construction traffic in relationship to local streets within Coronado related to the improvements required for the third CVN berth (Berth LIMA).

Construction Traffic

According to the 1999 *FEIS*, barges would be primarily used to bring in construction equipment, vehicles, materials, etc. in order to minimize the truck traffic on local roads within the City of Coronado. However, it is noted that some truck traffic would bring in materials and use the First Street gate due to the high costs of using the barge. For the improvements at the Berth LIMA, truck traffic would be recommended to be limited to the hours of 9:00 a.m. and 2:00 p.m. in order to minimize the conflicts with vehicles on local streets. This time period would represent conditions with the lowest traffic volumes during a typical weekday.

In addition to truck traffic related to the construction and improvements required at the Berth LIMA, it was assumed that approximately 100 workers would be at the project site on a daily basis. If all of the 100 workers drove separately to NASNI, the additional traffic delays related to the construction workers would be minimal and would be much less than the addition of a CVN, which would generate approximately 4,800 daily trips.

9.0 FINDINGS AND CONCLUSIONS

This traffic study has re-evaluated the traffic operations associated with one, two, and three CVNs in port at NASNI with no staggered work hours and three CVNs in port with staggered work hours. Potential improvements have been recommended at five intersections to improve the overall operations during the peak periods. The analysis evaluated conditions in the summer (July 2007), Near Term (Year 2015), and Horizon Year (Year 2030). Each of these time frames was evaluated with one, two, and three CVNs in port without staggered work hours and with three CVNs in port with staggered work hours. The staggered work hour scenario was compared to the non-staggered work hour conditions to assess the effectiveness of this mitigation as noted in the 2000 ROD. The following paragraphs summarize the key findings and conclusions of the analyses.

Summary of Intersection Analyses

Table 9-1 has been prepared to summarize the LOS at all respective intersections under each scenario analyzed for this report. Cells that are shown in green correspond to intersections that would operate at LOS A to C. Cells that are shown in yellow correspond to intersections that would operate at LOS D. Cells that are shown in orange correspond to intersections that are at capacity and would operate at LOS E. Cells that are shown in red correspond to intersections that would operate at LOS F.

As shown in the table, the number of intersections operating at an unacceptable LOS in the three CVNs with staggered work hour condition for the three time periods (Existing, Near Term, and Horizon Year) would be similar to the one CVN in port condition. Under Existing Conditions, 18 intersections would operate at LOS E or F with three CVNs in port with staggered work hours. Under the Near Term and Horizon Year conditions, 22 intersections would operate at LOS E or F with three CVNs in port with staggered work hours. The majority of intersections that are reported to operate at an unacceptable LOS are primarily unsignalized intersections.

Summary of Roadway Segment Analyses

Table 9-2 has been prepared to summarize the LOS at all respective roadway segments under each scenario analyzed for this report. Cells that are shown in green correspond to intersections that would function at LOS A to C. Cells that are shown in orange correspond to roadway segments that would function at LOS D or E. Cells that are shown in red correspond to roadway segments that would function at LOS F.

As shown in the table, all segments of Sixth Street and Alameda Boulevard would function at an acceptable LOS during all phases and scenarios of the project. Also, the results of the Near Term and Horizon Year with two or three CVNs in port would not further degrade the LOS. In addition, the number of roadway segments that would function at LOS D, E, or F with one, two, or three CVNs in port is 11 or 12, depending on the number of CVNs in port.

Potential Improvements

This study identified a number of improvements that could be made to the study area intersections to address the condition when three CVNs would be in port and with staggered work hours. Three types of improvements were provided: 1) No ROW acquisition, 2) ROW acquisition, and 3) ROW acquisition including grade separation. These improvements are shown in **Table 9-3**. As shown in the table, potential improvements were recommended at five intersections within the study area. Three of the five

TABLE 9-1
SUMMARY OF INTERSECTION ANALYSES

			JULY 2007 CONDITIONS								NEAR TERM CONDITIONS (YEAR 2015)								HORIZON YEAR CONDITIONS (YEAR 2030)								
INTERSECTION			PEAK HOUR	1 CVN		2 CVNs		3 CVNs		3 CVNs STAGGERED		1 CVN		2 CVNs		3 CVNs		3 CVNs STAGGERED		1 CVN		2 CVNs		3 CVNs		3 CVNs STAGGERED	
				DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1	First St & Alameda Blvd	AM	74.6	F	223.2	F	393.3	F	105.1	F	147.0	F	370.1	F	547.4	F	235.1	F	156.7	F	381.7	F	559.2	F	245.9	F	
		PM	30.6	D	90.5	F	171.3	F	41.5	E	57.4	F	159.3	F	256.3	F	98.0	F	60.8	F	164.6	F	264.4	F	102.1	F	
2	Third St & Alameda Blvd	AM	17.2	B	45.9	D	175.0	F	18.9	B	14.1	B	138.0	F	283.6	F	37.8	D	15.9	B	150.1	F	299.1	F	45.5	D	
		PM	ECL	F	ECL	F	ECL	F	ECL	F	9.2	A	11.8	B	14.9	B	10.2	B	9.5	A	12.3	B	15.6	B	10.6	B	
3	Fourth St & Alameda Blvd	AM	9.4	A	11.7	B	16.1	C	9.7	A	6.2	A	7.1	A	8.3	A	6.5	A	6.3	A	7.2	A	8.4	A	6.6	A	
		PM	25.7	C	87.3	F	225.0	F	34.2	C	45.8	D	193.7	F	359.1	F	83.5	F	33.4	C	188.6	F	342.8	F	99.7	F	
4	Ocean Blvd & Alameda Blvd	AM	27.7	D	31.9	D	37.2	E	28.5	D	32.4	D	40.1	E	48.0	E	35.1	E	37.3	E	47.2	E	57.7	F	40.7	E	
		PM	115.2	F	157.5	F	209.4	F	124.8	F	172.1	F	245.9	F	313.0	F	201.6	F	235.4	F	323.1	F	400.8	F	270.8	F	
5	First St & D Ave	AM	15.3	C	24.2	C	65.9	F	16.1	C	18.7	C	58.2	F	ECL	F	26.4	D	19.7	C	70.0	F	ECL	F	29.1	D	
		PM	62.5	F	121.4	F	185.5	F	73.2	F	100.2	F	188.7	F	454.4	F	147.7	F	110.6	F	208.3	F	507.4	F	161.7	F	
6	Third St & D Ave	AM	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	
		PM	42.5	E	53.8	F	70.1	F	44.8	E	62.8	F	76.3	F	103.2	F	61.6	F	78.1	F	96.5	F	247.1	F	76.5	F	
7	Fourth St & D Ave	AM	30.7	D	42.4	E	66.0	F	32.6	D	43.7	E	68.6	F	133.0	F	47.4	E	53.2	F	88.6	F	180.9	F	58.4	F	
		PM	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	
8	Sixth St & D Ave	AM	8.0	A	8.1	A	8.3	A	8.0	A	8.1	A	8.3	A	8.5	A	8.2	A	8.2	A	8.4	A	8.6	A	8.3	A	
		PM	9.9	A	10.3	B	10.6	B	10.1	B	10.3	B	10.8	B	11.2	B	10.5	B	10.7	B	11.2	B	11.7	B	10.9	B	
9	First St & Orange Ave	AM	7.1	A	10.3	B	15.8	B	7.7	A	8.7	A	15.1	B	28.2	C	10.7	B	9.1	A	16.1	B	30.9	C	11.2	B	
		PM	30.9	C	97.7	F	215.9	F	39.3	D	67.2	E	220.8	F	294.5	F	138.6	F	95.4	F	245.3	F	320.1	F	203.7	F	
10	Third St & Orange Ave	AM	25.7	C	106.5	F	224.2	F	33.1	C	60.3	E	222.2	F	349.1	F	124.5	F	80.8	F	243.6	F	375.7	F	145.3	F	
		PM	29.5	C	37.5	D	48.7	D	31.1	C	37.6	D	51.5	D	67.0	E	43.4	D	43.2	D	57.7	E	77.3	E	48.2	D	
11	Fourth St & Orange Ave	AM	15.1	B	16.9	B	19.2	B	15.3	B	17.5	B	20.4	C	24.6	C	18.2	B	19.1	B	23.7	C	27.1	C	20.1	C	
		PM	70.5	E	146.9	F	236.7	F	85.3	F	115.7	F	236.7	F	332.0	F	168.3	F	137.8	F	263.1	F	356.3	F	192.2	F	
12	Fifth St & Orange Ave	AM	55.9	F	69.7	F	91.2	F	58.1	F	83.6	F	125.7	F	180.7	F	96.4	F	136.9	F	227.7	F	407.9	F	165.2	F	
		PM	112.3	F	180.7	F	ECL	F	123.9	F	206.7	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	ECL	F	
13	Sixth St & Orange Ave	AM	9.0	A	14.1	B	21.8	C	10.1	B	11.0	B	22.6	C	30.0	C	14.6	B	13.0	B	24.9	C	38.1	D	17.0	B	
		PM	13.2	B	17.3	B	20.9	C	14.4	B	16.3	B	21.8	C	27.6	C	19.1	B	17.9	B	24.8	C	31.4	C	20.8	C	
14	Eighth St & Orange Ave	AM	11.8	B	11.8	B	13.3	B	11.7	B	13.8	B	13.2	B	14.4	B	13.3	B	14.9	B	15.0	B	15.1	B	14.9	B	
		PM	18.7	B	20.0	B	21.7	C	18.9	B	21.3	C	23.6	C	25.6	C	22.2	C	24.4	C	26.8	C	28.8	C	25.2	C	
15	Tenth St & Orange Ave	AM	15.9	B	16.5	B	18.2	B	16.0	B	18.1	B	19.5	B	22.8	C	18.3	B	20.6	C	25.0	C	26.0	C	21.7	C	
		PM	19.6	B	23.3	C	31.1	C	20.9	C	22.5	C	31.7	C	36.8	D	26.4	C	28.1	C	34.9	C	39.5	D	30.3	C	
16	Third St & Pomona Ave	AM	45.4	E	85.2	F	182.8	F	51.2	F	69.2	F	192.8	F	447.9	F	102.7	F	88.1	F	263.7	F	606.4	F	135.4	F	
		PM	22.2	C	23.5	C	25.1	D	22.5	C	26.1	D	27.4	D	29.4	D	26.0	D	30.8	D	32.5	D	35.3	E	30.6	D	
17	R. H. Dana Pl & Orange Ave	AM	118.8	F	120.3	F	121.7	F	119.1	F	133.1	F	134.3	F	137.9	F	133.5	F	154.9	F	155.9	F	157.2	F	155.3	F	
		PM	36.2	D	39.2	D	42.0	D	36.7	D	41.4	D	46.4	D	50.0	D	43.6	D	46.9	D	52.2	D	56.6	E	49.1	D	
18	Fourth St & Pomona Ave	AM	20.0	C	21.9	C	24.1	C	20.4	C	23.7	C	26.1	D	29.3	D	24.0	C	27.8	D	31.1	D	35.6	E	28.2	D	
		PM	166.2	F	504.0	F	ECL	F	227.0	F	368.7	F	ECL	F	ECL	F	650.0	F	514.4	F	ECL	F	ECL	F	856.4	F	
19	Glorietta Blvd & Pomona Ave	AM	10.5	B	10.5	B	10.5	B	10.5	B	10.7	B	10.7	B	10.7	B	10.7	B	10.9	B	10.9	B	10.9	B	10.9	B	
		PM	16.1	C	16.5	C	16.9	C	16.2	C	17.8	C	18.6	C	19.2	C	18.1	C	20.5	C	21.6	C	22.5	C	20.9	C	
20	Pomona Ave & Silver Strand Blvd	AM	31.3	C	33.1	C	35.7	D	31.0	C	38.8	D	42.3	D	47.3	D	40.0	D	48.5	D	53.2	D	59.2	E	50.0	D	
		PM	32.4	C	34.0	C	35.8	D	32.7	C	41.1	D	43.1	D	46.2	D	41.8	D	52.3	D	54.4	D	58.0	E	52.8	D	
21	Fourth St & Glorietta Blvd	AM	60.4	F	108.5	F	207.1	F	67.8	F	89.4	F	212.8	F	432.2	F	126.4	F	114.4	F	289.7	F	608.6	F	165.7	F	
		PM	23.1	C	24.5	C	25.9	D	23.4	C	26.8	D	28.0	D	29.8	D	26.7	D	31.1	D	32.7	D	35.1	E	31.0	D	
22	Tarawa Rd & Silver Strand Blvd	AM	263.7	F	269.9	F	277.6	F	265.5	F	287.1	F	297.3	F	305.0	F	291.4	F	321.2	F	331.4	F	339.1	F	325.4	F	
		PM	80.7	F	85.2	F	91.9	F	82.5	F	93.2	F	103.1	F	115.9	F	96.5	F	110.5	F	119.6	F	132.6	F	112.9	F	
23	Tulagi Rd & Silver Strand Blvd	AM	4.2	A	5.0	A	4.8	A	4.2	A	3.7	A	3.8	A	4.1	A	3.8	A	3.8	A	4.1	A	4.7	A	3.9	A	
		PM	10.7	B	11.2	B	11.8	B	10.7	B	12.0	B	12.9	B	13.8	B	12.3	B	13.5	B	14.7	B	15.6	B	13.9	B	
24	Logan Ave & Cesar E Chavez Pkwy	AM	16.4	B	17.5	B	19.2	B	17.2	B	16.9	B	19.5	B	20.9	C	18.6	B	18.6	B	20.6	C	23.0	C	19.2	B	
		PM	117.1	F	118.1	F	119.2	F	117.1	F	128.1	F	129.2	F	130.2	F	128.1	F	149.7	F	154.1	F	151.9	F	153.0	F	
25	National Ave & SR-75 Off-Ramp	AM	10.0	A	10.0	A	10.0	A	10.0	A	10.0	A	10.0	A	10.0	A	10.0	A	10.1	B	10.1	B	10.1	B	10.1	B	
		PM	11.2	B	11.3	B	11.5	B	11.2	B	11.3	B	11.6	B	11.7	B	11.4	B	11.5	B	11.7	B	11.9	B	11.6	B	
Intersections at LOS A, B, C, or D			33		28		25		32		30		26		25		28		29		25		19		28		
Intersections at LOS E			3		1		1		2		3		1		2		2		1		2		7		1		
Intersections at LOS F			14		21		24		16		17		23		23		20		20		23		24		21		

Notes:
ECL = Exceeds Calculable Limit. Reported when delay exceeds Synchro 6 maximum.
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0
XX LOS A, B, & C
XX LOS D
XX LOS E
XX LOS F

K:\TPTO\095219011\Excel\May 2008 (off base)\219011DN01.xls\Summary

TABLE 9-2 SUMMARY OF ROADWAY SEGMENT ANALYSES									
ROADWAY SEGMENT	JULY 2007 CONDITIONS			NEAR TERM CONDITIONS (YEAR 2015)			HORIZON YEAR CONDITIONS (YEAR 2030)		
	1 CVN	2 CVNs	3 CVNs	1 CVN	2 CVNs	3 CVNs	1 CVN	2 CVNs	3 CVNs
First St									
Alameda Blvd to H Ave	D	E	E	D	E	E	E	E	E
H Ave to Orange Ave	E	E	F	F	F	F	F	F	F
Third St (SR-75/282)									
Alameda Blvd to H Ave	B	B	C	B	C	C	B	C	C
H Ave to Orange Ave	B	C	C	C	C	C	C	C	C
Orange Ave to Pomona Ave	F	F	F	F	F	F	F	F	F
Fourth St (SR-75/282)									
Alameda Blvd to H Ave	B	B	B	B	B	C	B	B	C
H Ave to Orange Ave	B	B	C	B	C	C	C	C	C
Orange Ave to Pomona Ave	E	F	F	F	F	F	F	F	F
Sixth St									
H Ave to Orange Ave	A	A	A	A	A	A	A	A	A
Ocean Blvd									
Marina Ave to Alameda Blvd	C	C	C	C	C	C	C	C	C
Alameda Blvd to Orange Ave	D	D	D	D	D	D	D	D	D
Alameda Blvd									
First St to Third St	A	A	A	A	A	B	A	A	B
Third St to Fourth St	A	A	B	A	B	B	B	B	B
Fourth St to Sixth St	C	C	C	C	C	C	C	C	C
Sixth St to Tenth St	B	B	B	B	B	B	B	B	B
Tenth St to Ocean Blvd	B	B	B	B	B	B	B	B	B
Orange Ave (SR-75)									
First St to Third St	B	B	B	B	B	C	B	C	C
Third St to Fourth St	C	C	C	C	C	C	C	C	C
Fourth St to Sixth St	D	D	D	D	D	D	E	E	E
Sixth St to Tenth St	D	D	D	D	D	E	E	E	E
Tenth St to R. H. Dana Pl	C	C	C	C	C	D	D	D	D
R. H. Dana Pl to Pomona Ave	D	D	E	E	E	E	E	E	E
Silver Strand Blvd (SR-75)									
Pomona Ave to Tarawa Rd	E	E	E	F	F	F	F	F	F
Tarawa Rd to Tulagi Rd	C	C	C	C	C	C	C	C	C
Tulagi Rd to Leyte Rd	C	D	D	D	D	D	D	D	D
Pomona Ave									
Fourth St to Glorietta Blvd	B	B	B	B	B	B	C	C	C
Glorietta Blvd to Silver Strand Blvd	D	D	D	E	E	E	E	E	E
Roadway Segments at LOS A, B, or C	17	16	16	16	16	15	15	15	15
Roadway Segments at LOS D or E	9	9	8	7	7	8	8	8	8
Roadway Segments at LOS F	1	2	3	4	4	4	4	4	4
Notes:									
XX	LOS A, B, & C								
XX	LOS D & E								
XX	LOS F								

TABLE 9-3
SUMMARY OF
POTENTIAL IMPROVEMENT PACKAGES

INTERSECTION		NEAR TERM (2015)		HORIZON YEAR (2030)	
		(A) NO RIGHT-OF-WAY ACQUISITION	(B) RIGHT-OF-WAY ACQUISITION	(A) NO RIGHT-OF-WAY ACQUISITION	(B) RIGHT-OF-WAY ACQUISITION
1	First St & Alameda Blvd	Install traffic signal. Re-stripe south leg along Alameda Blvd to accommodate a NBL and a NBL-R turn lane.	No additional mitigation needed	Install traffic signal. Re-stripe south leg along Alameda Blvd to accommodate a NBL and a NBL-R turn lane.	No additional mitigation needed
3	Fourth St & Alameda Blvd	Install traffic signal (a). Reconfigure west leg along Fourth St to accommodate 3 EBT lanes, 1 EBR lane, and 1 EBL lane.	No additional mitigation needed	Reconfigure west leg along Fourth St to accommodate 3 EBT lanes, 1 EBR lane, and 1 EBL lane. Widen north leg along Alameda Blvd 6' to the west in order to add a dual-SBL turn lane.	No additional mitigation needed
9	First St & Orange Ave	Remove parking along the south side of First St, west of Orange Ave. Re-stripe west leg along First St to accommodate an EBT lane and an shared EBR turn/bicycle lane. (optional diagonal parking along Orange Ave)	No additional mitigation needed	Remove parking along the south side of First St, west of Orange Ave. Re-stripe west leg along First St to accommodate an EBT lane and an shared EBR turn/bicycle lane. (optional diagonal parking along Orange Ave)	No additional mitigation needed
10	Third St & Orange Ave	No feasible options	Acquire right-of-way on the south side of the east leg along Third St. Re-stripe the east leg along Third St to accommodate a dual-WBL turn lane. Trim down median on south side of Orange Ave to allow for improved radius for WBL traffic.	No feasible options	Acquire right-of-way on the south side of the east leg along Third St. Re-stripe the east leg along Third St to accommodate a dual-WBL turn lane. Trim down median on south side of Orange Ave to allow for improved radius for WBL traffic.
11	Fourth St & Orange Ave	Remove some of the median on the north side of Orange Ave to accommodate a triple SBL turn pocket.	Acquire right-of-way on the south side of the east leg along Fourth St. Channelize the NBR lane along Orange Ave. Remove parking along Fourth St to accommodate the NBR free movement.	Acquire right-of-way on the south side of the east leg along Fourth St. Channelize the NBR lane along Orange Ave. Remove parking along Fourth St to accommodate the NBR free movement.	Remove some of the median on the north side of Orange Ave to accommodate a triple SBL turn pocket.

Notes:

Bold text indicates additional mitigation recommended for future years.

(a) Traffic signal planned for installation Fall, 2008.

K:\TPT0\095219011\Excel\Mitigation Comparison.xls\SUMMARY

locations would improve to acceptable LOS conditions after the potential improvements that do not require any ROW acquisition. With the improvements that require ROW acquisition, the Third Street/Orange Avenue intersection would operate at an acceptable LOS in the Near Term, but would worsen to unacceptable conditions in the Horizon Year. With the grade separation option, the Third Street/Orange Avenue and Fourth Street/Orange Avenue intersections would improve to acceptable LOS conditions.

Additional Means to Improve Traffic Conditions

Another means of reducing traffic from NASNI is to increase transit use and vanpool participation. With three carriers in port, 54,808 ADT are expected to enter and exit the base. This assumes projection of existing transit trends. The DON could implement certain transit improvements, vanpool participation incentives, or base access restrictions to encourage ridesharing. These measures, however, would require an on-going commitment and monitoring to be considered adequate mitigation measures. The following measures are suggested:

- Continue to operate an on-base bus service. This service picks up passengers entering base on foot after transferring from bus service or ferry service and route to major installations on NASNI.
- When three carriers are in port, implement gate access restrictions to reduce the number of vehicles entering the base. This could be done by a variety of means, such as:
 - Issuing passes to every third contractor, encouraging them to carpool into the site.
 - Implementing an every-other-day system of passes to enter the site when a third carrier is present. A number of personnel would be allowed to enter with their vehicle on certain days of the week. On the other days, they would need to carpool or take transit.
 - Provide shuttle bus/vans from park and ride lots or areas with high concentrations of military housing.

It is difficult to predict the effectiveness of these measures in reducing vehicle traffic accessing NASNI, so these techniques should be considered as complementary to the previously identified improvements.

Implementation of Potential Improvements

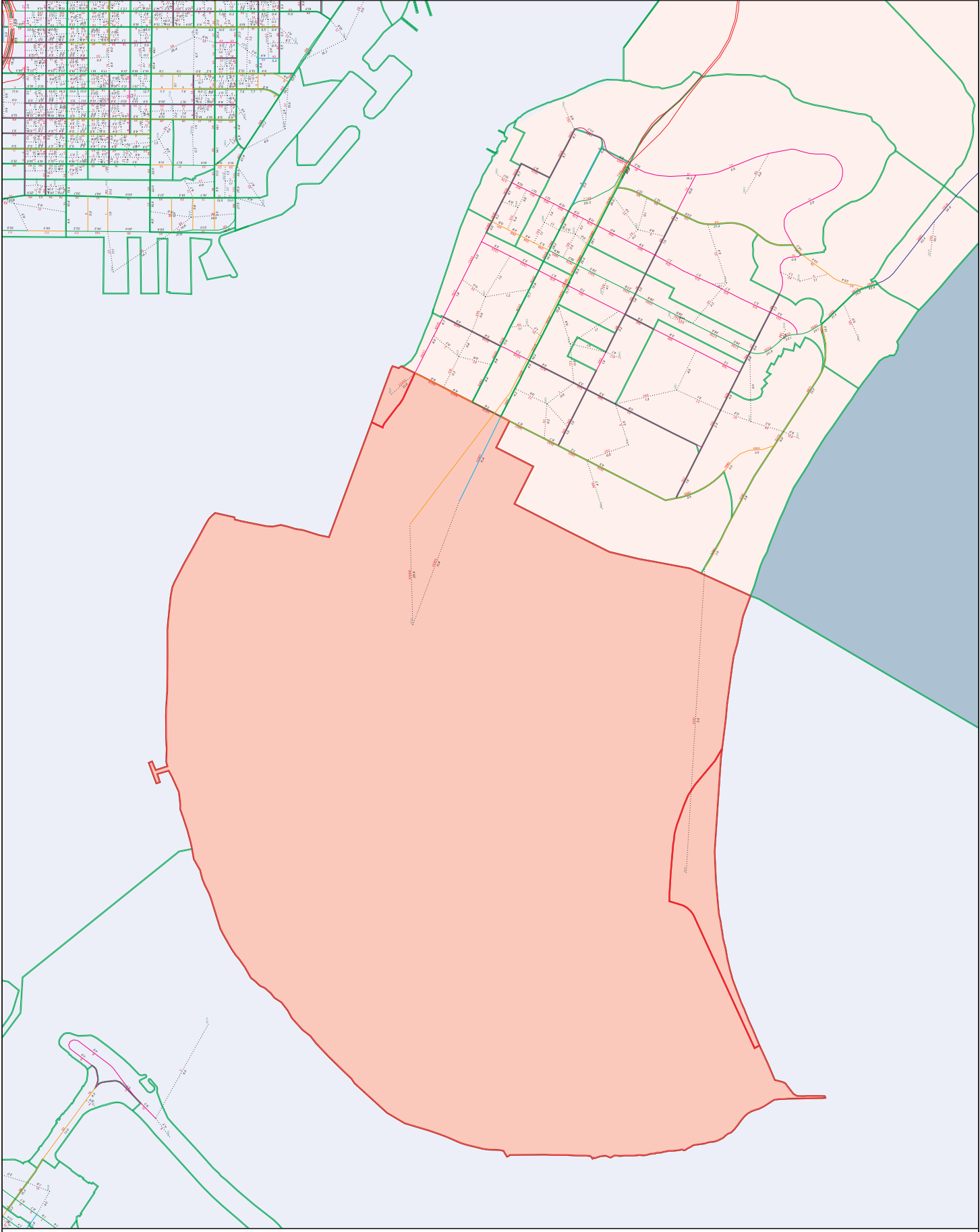
It is suggested that the DON should discuss the funding of improvements shown in Table 9-3 with stakeholders to develop a joint funding approach.

K:\TPTO\095219011\Reports\Final TIA - May 2008\Off-Base\Final Off-Base Traffic Impact Analysis May 2008.doc

APPENDICES

APPENDIX A

- SANDAG Traffic Forecasts



Functional Classifications:

- Freeway
- Prime Arterial
- Major
- Collector
- Local Collector
- Rural Collector
- Local
- Freeway Ramp
- Ramp

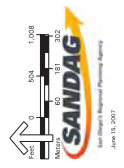
Zone Boundaries:

- Select Zone Boundaries
- Zone Boundaries

Unadjusted Forecasted Volume
 Whole TAZ 3793,3924,4010 Volume

SANDAG
 Cities/County
 Transportation Forecast
 Series 10
 Year 2015

Select Zone Assignment



SANDAG Series 11
Year 2030
Highway Network
Select Link Assignment
Coronado NBC

- Functional Classifications:
- Freeway
 - Prime
 - Major
 - Collector
 - Local Collector
 - Rural Collector
 - Local
 - Freeway Connector
 - Ramp
 - Zone Connector
 - Zone Boundary

- Forecasted Volumes:
- Unadjusted Forecast Volume
 - Select Link Volume
 - Select Link Percentage
 - Traffic Analysis Zone



APPENDIX B

- Caltrans Traffic Volumes

CALTRANS TRAFFIC VOLUMES

REPORT : OTM32444

REPORT TITLE : Monthly Average Daily Traffic and L, R and I Factors

PARAMETERS

YEAR : 2006

12:11:05

MONTHLY AVERAGE DAILY TRAFFIC L R AND I FACTORS

DISTRICT	COUNTY	ROUTE	POSTMILE	-	LEG	Traffic Station : 822											
11	SD	075	009.003	-	A	Location Type : T											
Location Description						Lanes : North 3 South 5											
						Lane Code : 8											
SOUTH JCT RTE 5																	
FACTORS																	
DIR	DAY	L	-	R	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AADT
N	SUN	0.777	0.044		24797	25275	25192	25614	25732	26719	28581	27146	26390	25448	25345		25992
N	MON	1.018	0.008		33924	33211	34274	34179	33547	34667	34829	34087	34679	34250	34354		34048
N	TUE	1.039	0.008		34227	35004	34596	34095	34950	34849	34966	34725	35439	34832	35097		34737
N	WED	1.043	0.015		34220	35128	35448	34336	35040	35514	35346	34880	35207	35146	34758		34857
N	THU	1.050	0.010		34337	35036	35173	34719	35258	35886	35826	34784	35405	35216	35692		35109
N	FRI	1.125	0.048		37328	37520	37820	36992	37874	38802	39223	38076	38766	38491	35402		37613
N	SAT	0.947	0.043		30788	31380	30249	30785	31536	32318	34018	32764	32095	31177	30841		31661
	Avg	1.000	0.025		32803	33222	33250	32960	33420	34108	34684	33780	33997	33509	33070		33431
S	SUN	0.781	0.042		26744	27274	27107	27603	27713	29228	30675	29057	28247	27268	27133		27933
S	MON	1.008	-0.002		36405	35406	36409	36118	35611	36859	36517	35704	36663	36331	36467		36070
S	TUE	1.029	0.001		36565	37277	36762	36193	37028	37126	36991	36594	37660	36724	37109		36810
S	WED	1.063	0.009		37739	38411	38700	37368	38172	38435	38399	37767	38035	38342	37900		38012
S	THU	1.048	-0.001		37309	37654	37264	37139	37486	38357	38073	36804	37456	37510	37916		37486
S	FRI	1.117	0.034		39868	40328	40310	39315	40130	41034	41309	39945	41046	40766	37816		39935
S	SAT	0.954	0.043		33162	33865	32624	33020	34404	34634	36017	35325	34343	33816	33309		34115
	Avg	1.000	0.018		35399	35745	35597	35251	35792	36525	36854	35885	36207	35822	35379		35766
T	SUN	0.779	0.043		51541	52549	52299	53217	53445	55947	59256	56203	54637	52716	52478		53926
T	MON	1.013	0.003		70329	68617	70683	70297	69158	71526	71346	69791	71342	70581	70821		70118
T	TUE	1.034	0.004		70792	72281	71358	70288	71978	71975	71957	71319	73099	71556	72206		71547
T	WED	1.053	0.012		71959	73539	74148	71704	73212	73949	73745	72647	73242	73488	72658		72869
T	THU	1.049	0.004		71646	72690	72437	71858	72744	74243	73899	71588	72861	72726	73608		72595
T	FRI	1.121	0.041		77196	77848	78130	76307	78004	79836	80532	78021	79812	79257	73218		77548
T	SAT	0.951	0.043		63950	65245	62873	63805	65940	66952	70035	68089	66438	64993	64150		65776
	Avg	1.000	0.021		68202	68967	68847	68211	69212	70633	71539	69665	70204	69331	68448		69197
I Factors					-0.685	-0.158		-0.679	0.010		1.612	0.322		0.092	-0.515		
R * I					-0.015	-0.003		-0.015	0.000		0.035	0.007		0.002	-0.011		

12:11:05

MONTHLY AVERAGE DAILY TRAFFIC L R AND I FACTORS

DISTRICT	COUNTY	ROUTE	POSTMILE	-	LEG	Traffic Station : 823											
11	SD	075	010.990	-	A	Location Type : T											
Location Description						Lanes : North 2 South 2											
						Lane Code : 1											
RAINBOW DRIVE																	
FACTORS																	
DIR	DAY	L	-	R	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AADT
N	SUN	0.622	0.104		5195	5561	5566	5966	5948	6974	7903	7330		5302		5324	6092
N	MON	1.097	-0.005		10719	10723	10994	10837	10675	11375	11724	11478		9725		9962	10751
N	TUE	1.129	0.033		10773	11021	11136	11038	11007	11489	11784	11544	11261	10680		9749	11069
N	WED	1.136	0.048		10722	10869	11393	11065	11030	11594	12004	11686	11521	10729		10412	11130
N	THU	1.149	0.044		10790	11004	11582	11307	11119	11676	12091	11597	11518	10872		10729	11265
N	FRI	1.147	0.066		10747	10965	11183	11078	11451	11817	12201	12118	11562	10926		10487	11238
N	SAT	0.721	0.101		6307	6667	6352	6830	7317	7832	8630	8518		6495		6168	7066
	Avg	1.000	0.056		9322	9544	9744	9732	9792	10394	10905	10610		9247		8976	9801
S	SUN	0.645	0.098		5418	5814	5748	6312	6344	7383	8168	7775		5495		5595	6348
S	MON	1.070	-0.022		10522	10658	10762	10736	10406	11244	11503	11301		9331		9726	10523
S	TUE	1.116	0.014		10698	10759	11004	11123	10889	11667	11930	11598	11063	10166		9778	10979
S	WED	1.126	0.044		10685	10843	11340	11038	10967	11578	12121	11731	11458	10460		10523	11076
S	THU	1.152	0.021		10939	10979	11682	11528	11143	11825	12355	11614	11339	10526		10869	11337
S	FRI	1.156	0.072		10897	11381	11334	11142	11245	11930	12656	12373	11144	10791		10107	11372
S	SAT	0.735	0.109		6327	6769	6581	7056	7961	7976	8948	8944		6575		6250	7227
	Avg	1.000	0.048		9355	9600	9779	9848	9851	10515	11097	10762		9049		8978	9837
T	SUN	0.633	0.101		10613	11375	11314	12278	12292	14357	16071	15105		10797		10919	12440
T	MON	1.083	-0.014		21241	21381	21756	21573	21081	22619	23227	22779		19056		19688	21274
T	TUE	1.123	0.024		21471	21780	22140	22161	21896	23156	23714	23142	22324	20846		19527	22048
T	WED	1.131	0.046		21407	21712	22733	22103	21997	23172	24125	23417	22979	21189		20935	22206
T	THU	1.151	0.033		21729	21983	23264	22835	22262	23501	24446	23211	22857	21398		21598	22602
T	FRI	1.151	0.069		21644	22346	22517	22220	22696	23747	24857	24491	22706	21717		20594	22610
T	SAT	0.728	0.105		12634	13436	12933	13886	15278	15808	17578	17462		13070		12418	14292
	Avg	1.000	0.052		18677	19145	19522	19579	19643	20909	22003	21372		18296		17954	19639
I Factors					-0.942			-0.059			2.315			-1.315			
R * I					-0.049			-0.003			0.120			-0.068			

12:11:05

MONTHLY AVERAGE DAILY TRAFFIC L R AND I FACTORS

DISTRICT	COUNTY	ROUTE	POSTMILE	-	LEG	Traffic Station : 717											
11	SD	075	017.455	-	B	Location Type : T											
Location Description						Lanes : North 2 South 2											
						Lane Code : 1											
CORONADO N.A.B. GATE NO. 4																	
FACTORS																	
DIR	DAY	L	-	R	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AADT
N	SUN	0.666		0.108	6410			7967			9857	9536	8587	7063	7338	7027	7824
N	MON	1.067		0.057	11007			13403			14132	13997	13857	11609	12250	12692	12538
N	TUE	1.117		0.047	12119			13589			14288	14128	13382	12524	12663	12671	13130
N	WED	1.131		0.064	12101			13734			14754	14296	13590	12578	12798	12644	13292
N	THU	1.131		0.098	11876			13549			15081	14034	13559	12655	13035	13007	13290
N	FRI	1.120		0.103	11566			13562			14619	14566	14035	12926	11485	12895	13168
N	SAT	0.768		0.085	7765			9292			10641	10729	9296	8422	8341	8411	9030
	Avg	1.000		0.080	10406			12157			13339	13041	12329	11111	11130	11335	11753
S	SUN	0.667		0.095	6686			7915			9787	9820	8431	7046	6654	7048	7859
S	MON	1.043		0.032	10989			13193			13756	13922	8722	11180	11857	12302	12280
S	TUE	1.119	-0.015		12867			13674			14168	14260	13162	12027	12331	12551	13184
S	WED	1.123		0.032	12441			13622			14455	14359	13502	12373	12545	12324	13223
S	THU	1.117		0.076	12132			13285			14788	14224	13384	12417	12678	12686	13156
S	FRI	1.142		0.086	12013			13885			14996	14918	14188	12925	11244	12483	13455
S	SAT	0.788		0.066	8160			9626			10822	11332	9683	8520	8521	8591	9282
	Avg	1.000		0.053	10755			12171			13253	13262	11582	10927	10833	11141	11777
T	SUN	0.667		0.101	13096			15882			19644	19356	17018	14109	13992	14075	15683
T	MON	1.055		0.044	21996			26596			27888	27919	22579	22789	24107	24994	24817
T	TUE	1.118		0.016	24986			27263			28456	28388	26544	24551	24994	25222	26314
T	WED	1.127		0.048	24542			27356			29209	28655	27092	24951	25343	24968	26515
T	THU	1.124		0.087	24008			26834			29869	28258	26943	25072	25713	25693	26446
T	FRI	1.131		0.094	23579			27447			29615	29484	28223	25851	22729	25378	26623
T	SAT	0.778		0.076	15925			18918			21463	22061	18979	16942	16862	17002	18312
	Avg	1.000		0.067	21162			24328			26592	26303	23911	22038	21963	22476	23530
I Factors					-1.502			0.506			1.942			-0.946			
R * I					-0.100			0.034			0.129			-0.063			

12:11:05

MONTHLY AVERAGE DAILY TRAFFIC L R AND I FACTORS

DISTRICT	COUNTY	ROUTE	POSTMILE	-	LEG	Traffic Station : 825											
11	SD	075	019.586	-	B	Location Type : T											
Location Description						Lanes : North 2 South 2											
						Lane Code : 1											
JCT. RTE. 282																	
FACTORS																	
DIR	DAY	L	-	R	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AADT
N	SUN	0.954	0.130		9028	10150	10078	10737	11310	12081	12886			9775		10544	10607
N	MON	0.940	0.064		9606	10168	10585	10574	10722	11538	11755			9854		10197	10447
N	TUE	0.978	0.071		10114	10937	10858	10829	10650	11809	12126	11785		10400		10466	10867
N	WED	0.984	0.076		10075	10564	11094	10943	10554	11891	12374			10340		10682	10933
N	THU	1.013	0.076		10392	10833	11222	11283	10864	12018	12600			10774		10765	11262
N	FRI	1.074	0.107		10984	11602	11758	11698	11644	12745	13258			11805		11425	11936
N	SAT	1.056	0.147		10266	11455	11217	11581	12087	13215	13881			11223		11471	11738
	Avg	1.000	0.096		10066	10816	10973	11092	11119	12185	12697			10596		10793	11113
S	SUN	0.810	0.107		11677	13088	13082	13965	14622	15890	16924			12361		13353	13732
S	MON	0.978	0.042		15445	16251	17386	17002	16335	18339	18493			15377		16122	16579
S	TUE	1.040	0.047		16899	17560	17631	17543	17270	18658	19483	19131		16554		16756	17620
S	WED	1.048	0.058		16892	17288	18105	17655	17495	18793	19616			16903		17008	17767
S	THU	1.082	0.060		17383	17683	18294	18289	17912	19041	20326			17367		17375	18341
S	FRI	1.124	0.089		18015	18799	18911	18582	18715	20084	21026			18585		17401	19052
S	SAT	0.917	0.135		13491	15136	14790	15308	16369	17444	18545			14836		15463	15545
	Avg	1.000	0.077		15686	16544	16886	16906	16960	18321	19202			15998		16211	16948
T	SUN	0.867	0.117		20705	23238	23160	24702	25932	27971	29810			22136		23897	24338
T	MON	0.963	0.051		25051	26419	27971	27576	27057	29877	30248			25231		26319	27027
T	TUE	1.015	0.057		27013	28497	28489	28372	27920	30467	31609	30916		26954		27222	28487
T	WED	1.023	0.065		26967	27852	29199	28598	28049	30684	31990			27243		27690	28700
T	THU	1.055	0.066		27775	28516	29516	29572	28776	31059	32926			28141		28140	29604
T	FRI	1.104	0.096		28999	30401	30669	30280	30359	32829	34284			30390		28826	30988
T	SAT	0.972	0.140		23757	26591	26007	26889	28456	30659	32426			26059		26934	27283
	Avg	1.000	0.085		25752	27359	27859	27998	28078	30507	31899			26593		27004	28061
	I Factors				-0.968			-0.026			1.609			-0.615			
	R * I				-0.082			-0.002			0.136			-0.052			

12:11:05

MONTHLY AVERAGE DAILY TRAFFIC L R AND I FACTORS

DISTRICT	COUNTY	ROUTE	POSTMILE	-	LEG	Traffic Station : 826											
11	SD	075	R 022.261	-	B	Location Type : T											
Location Description						Lanes : North 5 South 7											
						Lane Code : 5											
JCT. RTE. 5																	
FACTORS																	
DIR	DAY	L	-	R	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AADT
N	SUN	0.716	0.102		22347	24077	24381	25688	25788	28538	31848	31189	27304	23706	23473	25982	26193
N	MON	1.039	0.058		33246	36409	38286	38036	37548	40322	42045	41245	39625	33474	37456	38188	37990
N	TUE	1.081	0.053		37418	38359	39439	39326	39051	41021	43264	42142	40608	36983	38460	38362	39536
N	WED	1.095	0.067		37612	37599	40488	40126	39757	41657	43670	42435	42011	37943	38700	38230	40019
N	THU	1.114	0.063		38285	38041	41152	40529	40078	41977	45084	42618	42818	38655	40024	39413	40723
N	FRI	1.134	0.103		39456	39806	41115	41118	41201	43126	46538	46224	42725	40169	35730	40168	41448
N	SAT	0.821	0.105		25654	28561	27680	28435	30022	32026	35445	34803	30916	28363	27835	30364	30009
	Avg	1.000	0.079		33431	34693	36077	36180	36206	38381	41128	40094	38001	34185	34525	35815	36560
S	SUN	0.716	0.105		22614	24378	24960	26227	25806	29030	32514	32058	27707	23849	23627	25717	26541
S	MON	1.052	0.057		34174	38068	39285	39164	38567	41435	43039	42688	40597	34060	38167	38904	39012
S	TUE	1.086	0.058		38367	39090	39901	40081	39670	41818	44277	43081	41900	37230	38692	38882	40249
S	WED	1.094	0.072		38378	38023	40857	40658	40391	42214	44462	43196	42724	38270	38831	38599	40550
S	THU	1.109	0.070		38743	38408	41699	41103	40522	42634	45983	43419	43168	38805	39350	39643	41123
S	FRI	1.119	0.105		39406	40052	41239	40988	41266	43585	47131	45943	42569	40180	35641	40085	41507
S	SAT	0.824	0.115		25975	28642	28111	28866	31282	32686	36184	35562	31723	28700	28386	30550	30556
	Avg	1.000	0.083		33951	35237	36579	36727	36786	39057	41941	40850	38627	34442	34671	36054	37077
T	SUN	0.716	0.104		44961	48455	49341	51915	51594	57568	64362	63247	55011	47555	47100	51699	52734
T	MON	1.046	0.057		67420	74477	77571	77200	76115	81757	85084	83933	80222	67534	75623	77092	77002
T	TUE	1.083	0.056		75785	77449	79340	79407	78721	82839	87541	85223	82508	74213	77152	77244	79785
T	WED	1.094	0.069		75990	75622	81345	80784	80148	83871	88132	85631	84735	76213	77531	76829	80569
T	THU	1.111	0.066		77028	76449	82851	81632	80600	84611	91067	86037	85986	77460	79374	79056	81846
T	FRI	1.127	0.104		78862	79858	82354	82106	82467	86711	93669	92167	85294	80349	71371	80253	82955
T	SAT	0.822	0.110		51629	57203	55791	57301	61304	64712	71629	70365	62639	57063	56221	60914	60564
	Avg	1.000	0.081		67382	69930	72656	72906	72993	77438	83069	80943	76628	68627	69196	71870	73637
I Factors					-1.049	-0.622	-0.164	-0.123	-0.108	0.637	1.581	1.225	0.501	-0.840	-0.745	-0.296	
R * I					-0.085	-0.050	-0.013	-0.010	-0.009	0.052	0.128	0.099	0.041	-0.068	-0.060	-0.024	

APPENDIX C

- Travel Time Run Data

Travel Times

19-Mar-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: CS3 Burrows
530	536	6mins	N/A
600	610	10mins	Waiting to get on base
630	635	5mins	
700	705	5mins	N/A
730	736	6mins	N/A
800	804	4mins	N/A
830	834	4mins	N/A
AVERAGE		6mins 11secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 Burrows
1400	1404	4mins	N/A
1430	1434	4mins	N/A
1500	1508	8mins	Red light
1530	1536	6mins	N/A
1600	1605	5mins	N/A
1630	1634	4mins	N/A
1700	1705	5mins	N/A
1730	1734	4mins	N/A
1800	1804	4mins	N/A
AVERAGE		4mins 8secs	

20-Mar-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: CS3 Burrows
530	535	5mins	N/A
600	607	7mins	Waiting to get on base
630	634	4mins	
700	704	4mins	N/A
730	734	4mins	N/A
800	804	4mins	N/A
830	834	4mins	N/A
AVERAGE		4 mins 57secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 Burrows
1400	1405	5mins	Red light
1430	1435	5mins	Red light
1500	1505	5mins	Red light
1530	1536	6mins	Crossing Guard/Red light
1600	1604	4mins	
1630	1635	5mins	N/A
1700	1704	4mins	Red light
1730	1734	4mins	N/A
1800	1804	4mins	N/A
AVERAGE		5mins 6secs	

Travel Times

21-Mar-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	534	4mins	N/A
600	604	4mins	N/A
630	634	4mins	N/A
700	705	5mins	Red light
730	734	4mins	N/A
800	804	4mins	N/A
830	834	4mins	N/A
AVERAGE		4mins 14secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1404	4mins	N/A
1430	1435	5mins	Red light
1500	1505	5mins	Red light
1530	1535	5mins	Red light
1600	1605	5mins	Red light
1630	1634	4mins	N/A
1700	1703	3mins	N/A
1730	1734	4mins	N/A
1800	1803	3mins	N/A
AVERAGE		4mins 22secs	

Travel Times

2-Apr-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	540	10mins	Waiting to get on base
600	606	6mins	Waiting to get on base
630	636	6mins	Waiting to get on base
700	705	5mins	N/A
730	735	5mins	N/A
800	807	7mins	Waiting to get on base
830	834	4mins	N/A
AVERAGE			6mins 14secs
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1405	5mins	N/A
1430	1435	5mins	N/A
1500	1506	6mins	Red light
1530	1535	5mins	N/A
1600	1605	5mins	Red light
1630	1635	5mins	Red light
1700	1703	3mins	N/A
1730	1734	4mins	N/A
1800	1804	4mins	N/A
AVERAGE			5mins 6secs

3-Apr-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	537	7mins	Waiting to get on base
600	604	4mins	N/A
630	634	4mins	N/A
700	704	4mins	N/A
730	735	5mins	N/A
800	805	5mins	N/A
830	835	5mins	N/A
AVERAGE			5mins 25secs
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1404	4mins	N/A
1430	1436	6mins	Red light
1500	1505	5mins	Red light
1530	1534	4mins	N/A
1600	1605	5mins	Red light
1630	1635	5mins	N/A
1700	1703	3mins	N/A
1730	1735	5mins	Red light
1800	1804	4mins	N/A
AVERAGE			4mins 55secs

4-Apr-07

Toll To Front Gate	REMARKS
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Travel Times

Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	536	6mins	N/A
600	604	4mins	N/A
630	634	4mins	N/A
700	705	5mins	N/A
730	730	5mins	N/A
800	804	4mins	N/A
830	834	4mins	N/A
AVERAGE			4mins 57secs
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1404	4mins	Red light
1430	1434	4mins	Red light
1500	1505	5mins	Red light
1530	1534	4mins	Red light
1600	1603	3mins	N/A
1630	1635	5mins	Red light
1700	1704	4mins	Red light
1730	1734	3mins	N/A
1800	1804	4mins	N/A
AVERAGE			4mins

5-Apr-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	535	5mins	N/A
600	604	4mins	N/A
630	634	4mins	N/A
700	704	4mins	Red light
730	735	4mins	Red light
800	805	5mins	Red light/ Waiting at Gate
830	833	3mins	N/A
AVERAGE			4mins 14secs
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1403	3mins	N/A
1430	1436	6mins	Waiting at Gate/ Red light
1500	1505	5mins	Waiting at light
1530	1534	4mins	Waiting at light
1600	1603	3mins	N/A
1630	1634	4mins	Waiting at light
1700	1703	3mins	Waiting at light
1730	1733	3mins	N/A
1800	1804	4mins	Waiting at light
AVERAGE			4mins 28secs

6-Apr-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	534	4mins	N/A

Travel Times

600	603	3mins	N/A
630	633	3mins	N/A
700	704	4mins	N/A
730	733	3mins	N/A
800	803	3mins	N/A
830	806	6mins	Waiting at Gate/Red light
AVERAGE		4mins 11secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1403	3mins	N/A
1430	1434	4mins	Red light
1500	1504	4mins	Red light
1530	1534	4mins	Red light
1600	1604	4mins	Red light
1630	1634	4mins	N/A
1700	1703	3mins	N/A
1730	1734	4mins	N/A
1800	1804	4mins	N/A
AVERAGE		4mins 17secs	

9-Apr-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	537	7mins	Waiting to get on base
600	604	4mins	N/A
630	635	5mins	N/A
700	705	5mins	N/A
730	733	3mins	N/A
800	804	4mins	N/A
830	834	4mins	N/A
AVERAGE		4mins 57secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 Burrows
1400	1404	4mins	N/A
1430	1436	6mins	Red light
1500	1506	6mins	Red light
1530	1536	6mins	Red light
1600	1604	4mins	N/A
1630	1633	3mins	N/A
1700	1704	4mins	Red light
1730	1733	3mins	N/A
1800	1804	4mins	Red light
AVERAGE		4mins 44secs	

10-Apr-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: CS3 Burrows
530	534	4mins	N/A
600	604	4mins	N/A
630	635	5mins	N/A

Travel Times

700	705	5mins	N/A
730	734	4mins	N/A
800	804	4mins	N/A
830	834	4mins	N/A
AVERAGE		4mins 28secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 Burrows
1400	1403	3mins	N/A
1430	1436	6mins	Red light
1500	1504	4mins	Red light
1530	1535	5mins	Red light
1600	1605	5mins	Red light
1630	1634	4mins	N/A
1700	1704	4mins	N/A
1730	1733	3mins	N/A
1800	1804	4mins	N/A
AVERAGE		4mins 22secs	

11-Apr-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: CS3 Burrows
530	534	4mins	N/A
600	604	4mins	N/A
630	635	5mins	N/A
700	705	5mins	N/A
730	734	4mins	N/A
800	804	4mins	N/A
830	834	4mins	N/A
AVERAGE		4mins 28secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 Burrows
1400	1403	3mins	N/A
1430	1438	8mins	Waiting to get off base/Red light
1500	1504	4mins	Red light
1530	1536	6mins	Red light
1600	1604	4mins	N/A
1630	1634	4mins	Red light
1700	1703	3mins	N/A
1730	1734	4mins	Red light
1800	1804	4mins	N/A
AVERAGE		4mins 44secs	

12-Apr-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: CS3 Burrows
530	535	5mins	N/A
600	603	3mins	N/A
630	635	5mins	N/A
700	705	5mins	Red light
730	735	5mins	N/A

Travel Times

800	803	3mins	N/A
830	835	5mins	Waiting to get on base
AVERAGE		4mins 42secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 Burrows
1400	1403	3mins	N/A
1430	1435	5mins	Red light
1500	1506	6mins	Red light
1530	1534	4mins	N/A
1600	1604	4mins	N/A
1630	1633	3mins	N/A
1700	1703	3mins	N/A
1730	1734	4mins	N/A
1800	1804	4mins	N/A
AVERAGE		4mins	

13-Apr-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: CS3 Burrows
530	533	3mins	N/A
600	603	3mins	N/A
630	635	5mins	Red light
700	705	5mins	Red light
730	734	4mins	N/A
800	805	5mins	Red light
830	834	4mins	N/A
AVERAGE		4mins 14secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 Burrows
1400	1403	3mins	N/A
1430	1435	5mins	Red light
1500	1505	5mins	Red light
1530	1535	5mins	Red light
1600	1603	3mins	N/A
1630	16353	5mins	Red light
1700	1703	3mins	N/A
1730	1734	4mins	N/A
1800	1804	4mins	N/A
AVERAGE		4mins 11secs	

16-Apr-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	534	4mins	N/A
600	604	4mins	N/A
630	634	4mins	N/A
700	704	4mins	N/A
730	734	4mins	N/A
800	803	3mins	N/A
830	833	3mins	N/A
AVERAGE		4mins 11secs	

Travel Times

Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1404	4mins	N/A
1430	1434	4mins	N/A
1500	1505	5mins	Red light
1530	1534	4mins	N/A
1600	1604	4mins	N/A
1630	1635	5mins	Red light
1700	1704	4mins	Red light
1730	1734	4mins	N/A
1800	1804	4mins	N/A
AVERAGE		4mins 22secs	

17-Apr-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	534	4mins	N/A
600	604	4mins	N/A
630	634	4mins	N/A
700	704	4mins	N/A
730	734	4mins	N/A
800	804	4mins	N/A
830	834	4mins	N/A
AVERAGE		4mins	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1403	3mins	N/A
1430	1435	5mins	Red light
1500	1505	5mins	Red light
1530	1534	4mins	N/A
1600	1605	5mins	Red light
1630	1633	3mins	N/A
1700	1703	3mins	N/A
1730	1734	4mins	N/A
1800	1804	4mins	N/A
AVERAGE		4mins	

18-Apr-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: CS3 Burrows
530	534	4mins	N/A
600	603	3mins	N/A
630	635	5mins	Waiting to get on base
700	704	4mins	N/A
730	734	4mins	N/A
800	804	4mins	N/A
830	834	4mins	N/A
AVERAGE		4mins	
Front Gate To Toll			

Travel Times

Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 Burrows
1400	1404	4mins	N/A
1430	1436	6mins	Red light
1500	1507	7mins	Red light
1530	1536	6mins	Red light
1600	1604	4mins	N/A
1630	1634	4mins	Red light
1700	1704	4mins	N/A
1730	1734	4mins	N/A
1800	1804	4mins	N/A
AVERAGE		5mins 17secs	

19-Apr-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	534	4mins	N/A
600	604	4mins	N/A
630	634	4mins	N/A
700	704	4mins	N/A
730	734	4mins	N/A
800	804	4mins	N/A
830	834	4mins	N/A
AVERAGE		4mins	

Front Gate To Toll

Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1405	5mins	Red light
1430	1435	5mins	Red light
1500	1504	4mins	N/A
1530	1535	5mins	Red light
1600	1605	5mins	Red light
1630	1634	4mins	N/A
1700	1704	4mins	N/A
1730	1734	4mins	N/A
1800	1804	4mins	N/A
AVERAGE		4mins 44secs	

Travel Times

15-May-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	540	10mins	N/A
600	611	11mins	N/A
630	638	8mins	N/A
700	705	5mins	N/A
730	734	4mins	N/A
800	807	7mins	N/A
830	835	5mins	N/A
AVERAGE		7mins 14secs	

Front Gate To Toll

Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1404	4mins	N/A
1430	1435	5mins	N/A
1500	1510	10mins	N/A
1530	1540	10mins	N/A
1600	1608	8mins	N/A
1630	1637	7mins	N/A
1700	1705	5mns	N/A
1730	1734	4mins	N/A
1800	1804	4mins	N/A
AVERAGE		6mins 33secs	

16-May-07

Toll To Front Gate		REMARKS	
Morning Run	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	535	5mins	N/A
600	605	5mins	N/A
630	635	5mins	N/A
700	705	5mins	N/A
730	734	4mins	N/A
800	805	5mins	N/A
830	835	5mins	N/A
AVERAGE		5mins 25secs	

Front Gate To Toll

Evening Run	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1405	5mins	N/A
1430	1437	7mins	N/A
1500	1510	10mins	N/A
1530	1540	10mins	N/A
1600	1608	8mins	N/A
1630	1635	5mins	N/A
1700	1704	4mins	N/A
1730	1734	4mins	N/A
1800	1805	5mins	N/A
AVERAGE		6mins 44secs	

Travel Times

17-May-07

Toll To Front Gate			REMARKS
Morning Run	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	534	7mins	N/A
600	604	9mins	N/A
630	634	11mins	N/A
700	704	8mins	N/A
730	734	6mins	N/A
800	804	7mins	N/A
830	834	4mins	N/A
AVERAGE		7mins 42secs	
Front Gate To Toll			
Evening Run	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1404	5mins	N/A
1430	1436	9mins	N/A
1500	1507	9mins	N/A
1530	1536	11mins	N/A
1600	1604	8mins	N/A
1630	1634	6mins	N/A
1700	1704	5mins	N/A
1730	1734	5mins	N/A
1800	1804	5mins	N/A
AVERAGE		7mins	

18-May-07

Toll To Front Gate			REMARKS
Morning Run	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	534	4mins	N/A
600	604	5mins	N/A
630	634	4mins	N/A
700	704	4mins	N/A
730	734	5mins	N/A
800	804	4mins	N/A
830	834	3mins	N/A
AVERAGE		4mins 14secs	
Front Gate To Toll			
Evening Run	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1404	4mins	N/A
1430	1436	5mins	N/A
1500	1507	9mins	N/A
1530	1536	5mins	N/A
1600	1604	4mins	N/A
1630	1634	3mins	N/A
1700	1704	3mins	N/A
1730	1734	4mins	N/A
1800	1804	4mins	N/A
AVERAGE		4mins 55secs	

Travel Times

21-May-07

Toll To Front Gate			REMARKS
Morning Run	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	534	7mins	N/A
600	604	6mins	N/A
630	634	7mins	N/A
700	704	7mins	N/A
730	734	8mins	N/A
800	804	5mins	N/A
830	834	5mins	N/A
AVERAGE		6mins 42secs	
Front Gate To Toll			
Evening Run	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1404	7mins	N/A
1430	1436	8mins	N/A
1500	1507	7mins	N/A
1530	1536	10mins	N/A
1600	1604	11mins	N/A
1630	1634	7mins	N/A
1700	1704	6mins	N/A
1730	1734	6mins	N/A
1800	1804	3mins	N/A
AVERAGE		7mins 22secs	

22-May-07

Toll To Front Gate			REMARKS
Morning Run	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	534	7mins	N/A
600	604	9mins	N/A
630	634	7mins	N/A
700	704	6mins	N/A
730	734	4mins	N/A
800	804	5mins	N/A
830	834	4mins	N/A
AVERAGE		6mins	
Front Gate To Toll			
Evening Run	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1404	6mins	N/A
1430	1436	7mins	N/A
1500	1507	10minss	N/A
1530	1536	7mins	N/A
1600	1604	6mins	N/A
1630	1634	6mins	N/A
1700	1704	5mins	N/A
1730	1734	3mins	N/A
1800	1804	3mins	N/A

Travel Times

AVERAGE	6mins 28secs
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23-May-07

Toll To Front Gate			REMARKS
Morning Run	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	534	5mins	N/A
600	604	7mins	N/A
630	634	7mins	N/A
700	704	6mins	N/A
730	734	9mins	N/A
800	804	5mins	N/A
830	834	5mins	N/A
AVERAGE		6mins 28secs	

Front Gate To Toll			
Evening Run	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1404	8mins	N/A
1430	1436	10mins	N/A
1500	1507	15mins	N/A
1530	1536	35mins	cident-didn't get back to base until 1
1600			
1630			
1700			
1730			
1800	1804	10mins	N/A
AVERAGE		15mins 6secs	

24-May-07

Toll To Front Gate			REMARKS
Morning Run	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	539	9mins	N/A
600	604	7mins	N/A
630	637	7mins	N/A
700	706	6mins	N/A
730	736	6mins	N/A
800	807	7mins	N/A
830	835	5mins	N/A
AVERAGE		7mins 11secs	
Front Gate To Toll			
Evening Run	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1410	10mins	N/A
1430	1439	9mins	N/A
1500	1507	7mins	N/A
1530	1539	9mins	N/A
1600	1606	6mins	N/A
1630	1635	5mins	N/A
1700	1705	5mins	N/A

Travel Times

1730	1734	4mins	N/A
1800	1804	4mins	N/A
AVERAGE	6mins 55secs		

29-May-07

Toll To Front Gate			REMARKS
Morning Run	Arrived at Front Gate	Elapsed Time	Driver: SR Savia
530	534	7mins	N/A
600	604	7mins	N/A
630	634	6mins	N/A
700	704	5mins	N/A
730	734	4mins	N/A
800	804	5mins	N/A
830	834	4mins	N/A
AVERAGE		5mins 42secs	

Front Gate To Toll			
Evening Run	Arrived at Toll	Elapsed Time	Driver: SR Savia
1400	1404	6mins	N/A
1430	1436	8mins	N/A
1500	1507	8mins	N/A
1530	1536	7mins	N/A
1600	1604	9mins	N/A
1630	1634	7mins	N/A
1700	1704	5mins	N/A
1730	1734	5mins	N/A
1800	1804	4mins	N/A
AVERAGE		6mins 55secs	

Travel Times

4-Jun-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: CS2 Madrid
530	536	6mins	N/A
600	605	5mins	N/A
630	638	8mins	N/A
700	707	7mins	N/A
730	736	6mins	N/A
800	805	5mins	N/A
830	835	5mins	N/A
AVERAGE		6mins	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 Thompson
1400	1405	5mins, 5secs	N/A
1430	1435	5mins, 20secs	N/A
1500	1507	7mins, 19secs	N/A
1530	1537	6mins, 38secs	N/A
1600	1608	7mins, 31secs	N/A
1630	1635	5mins, 16secs	N/A
1700	1705	5mins, 2secs	N/A
1730	1736	5mins, 52secs	N/A
1800	1806	6mins, 3secs	N/A
AVERAGE		6mins, 45secs	

5-Jun-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN Stough
530	538	7mins, 29secs	Red light
600	606	5mins, 31secs	N/A
630	637	6mins, 14secs	Red light
700	706	4mins, 4secs	N/A
730	735	3mins, 56secs	N/A
800	804	3mins, 49secs	N/A
830	834	3mins, 6secs	N/A
AVERAGE		4mins, 54secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 Thompson
1400	1405	5mins, 14secs	N/A
1430	1406	5mins, 40secs	N/A
1500	1506	6mins, 20secs	N/A
1530	1543	12mins, 58secs	Traffic/Red light
1600	1609	9mins, 14secs	Traffic/Red light
1630	1637	7mins, 12secs	N/A
1700	1706	6mins, 2secs	N/A
1730	1736	5mins, 45secs	N/A
1800	1805	5mins, 9secs	N/A
AVERAGE		7mins, 10secs	

6-Jun-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN Stough

Travel Times

530	535	5mins, 24secs	Red light
600	606	6mins, 14secs	Waiting to get on base
630	635	5mins, 6secs	N/A
700	705	4mins, 53secs	N/A
730	733	3mins, 3secs	N/A
800	806	6mins, 3secs	Red light
830	834	3mins, 36secs	N/A
AVERAGE		4mins, 54secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 Thompson
1400	1405	5mins, 6secs	N/A
1430	1436	6mins, 26secs	N/A
1500	1507	7mins, 14secs	N/A
1530	1539	8mins, 32secs	N/A
1600	1607	7mins, 28secs	N/A
1630	1637	7mins, 3secs	N/A
1700	1707	7mins, 14secs	N/A
1730	1737	6mins, 38secs	N/A
1800	1804	4mins, 17secs	N/A
AVERAGE		6mins, 20secs	

7-Jun-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN Stough
530	540	9mins, 49secs	Traffic/Red light
600	609	8mins, 50secs	Traffic/Waiting to get on base
630	638	8mins, 28secs	Waiting to get on base
700	706	6mins, 29secs	Waiting to get on base
730	734	4mins, 18secs	N/A
800	804	4mins, 23secs	N/A
830	834	4mins, 6secs	N/A
AVERAGE		6mins, 41secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 Thompson
1400	1405	4mins, 36secs	N/A
1430	1435	5mins, 6secs	N/A
1500	1506	5mins, 32secs	N/A
1530	1537	7mins, 28secs	N/A
1600	1607	7mins, 2secs	N/A
1630	1637	6mins, 42secs	N/A
1700	1706	5mins, 46secs	N/A
1730	1735	5mins, 19secs	N/A
1800	1805	5mins, 3secs	N/A
AVERAGE		5mins, 53secs	

8-Jun-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AD2 Thompson
530	535	5mins, 13secs	N/A
600	606	5mins, 47secs	N/A

Travel Times

630	635	4mins, 48secs	N/A
700	705	5mins, 17secs	N/A
730	738	7mins, 40secs	Person at Gate
800	805	5mins, 1secs	N/A
830	835	4mins, 53secs	N/A
AVERAGE		5mins, 30secs	

Front Gate To Toll

Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AN Stough
1400	1405	5mins, 28secs	N/A
1430	1436	5mins, 39secs	N/A
1500	1511	10mins, 50secs	Traffic/ Red light
1530	1538	8mins, 3secs	Traffic/ Red light
1600	1608	6mins, 17secs	Red light
1630	1634	3mins, 54secs	N/A
1700	1704	3mins, 47secs	N/A
1730	1733	3mins, 16secs	N/A
1800	1803	3mins, 6secs	N/A
AVERAGE		5mins, 35secs	

11-Jun-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR SAVIA
530	545	15mins	N/A
600	610	10mins	N/A
630	638	8mins	N/A
700	704	4mins	N/A
730	734	4mins	N/A
800	803	3mins	N/A
830	833	3mins	N/A
AVERAGE		6 mins 51 secs	

Front Gate To Toll

Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SR SAVIA
1400	1403	3mins 08secs	N/A
1430	1436	6mins 15secs	N/A
1500	1505	5mins 11secs	N/A
1530	1540	9mins 44secs	N/A
1600	1608	7mins55secs	N/A
1630	1635	5mins48secs	N/A
1700	1708	7mins 53secs	N/A
1730	1736	6mins 19secs	N/A
1800	1805	4mins 35secs	N/A
AVERAGE		6 mins 31 secs	

12-Jun-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR SAVIA
530	537	6mins 57secs	N/A
600	608	7mins 39secs	N/A
630	638	8mins 07secs	N/A
700	705	5mins 28secs	N/A
730	736	6mins 08secs	N/A

Travel Times

800	805	4mins 58secs	N/A
830	835	4mins 34secs	N/A
AVERAGE		6 mins 10 secs	

Front Gate To Toll

Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMAS
1400	1405	5mins21secs	N/A
1430	1435	5mins 13secs	N/A
1500	1506	5mins 29secs	N/A
1530	1535	4mins 56secs	N/A
1600	1607	7mins 02secs	Red Light and traffic
1630	1638	7mins 34secs	Red Light and traffic
1700	1705	5mins 17secs	N/A
1730	1734	4mins 21secs	N/A
1800	1805	5mins 14secs	N/A
AVERAGE		5 mins 35 secs	

13-Jun-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR SAVIA
530	539	9mins 24secs	N/A
600	607	7mins 07secs	N/A
630	638	7mins 38secs	N/A
700	703	3mins 27secs	N/A
730	736	5mins 38secs	N/A
800	805	4mins 50secs	N/A
830	835	4mins 48secs	N/A
900	904	3mins 57secs	N/A
AVERAGE		5 mins 51 secs	

Front Gate To Toll

Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1405	5 mins 13 secs	N/A
1430	1437	6mins 36 secs	N/A
1500	1505	5mins 03 secs	N/A
1530	1537	6mins 52 secs	N/A
1600	1607	7 mins 29 secs	N/A
1630	1636	6mins 13 secs	N/A
1700	1705	5mins 19 secs	N/A
1730	1735	4 mins 56 secs	N/A
1800	1804	4 mins 09 secs	N/A
AVERAGE		5 mins 37 secs	

14-Jun-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR SAVIA
530	536	6mins 18 secs	N/A
600	607	6mons 34 secs	N/A
630	637	6mins 53 secs	N/A
700	705	5mins 22 secs	N/A
730	734	3 mins 57 secs	N/A
800	804	3 mins 37 secs	N/A
830	834	4 mins 27 secs	N/A
900	904	4 mins 23 secs	N/A

Travel Times

AVERAGE			
5 mins 15 secs			
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver:AD2 THOMPSON
1400	1405	5mins 12 secs	N/A
1430	1435	4mins 56 secs	N/A
1500	1505	5mins 28 secs	N/A
1530	1537	6 mins 36 secs	N/A
1600	1607	7 mins 21 secs	N/A
1630	1635	5 mins 18secs	N/A
1700	1706	6 mins 24 secs	N/A
1730	1735	5 mins13 secs	N/A
1800	1805	4mins 56 secs	N/A
AVERAGE			
5 mins 38 secs			

15-Jun-07

Toll To Front Gate			
Departed Toll	Arrived at Front Gate	Elapsed Time	REMARKS Driver: SR SAVIA
530	535	4mins 35 secs	N/A
600	607	6mins 49 secs	N/A
630	635	5 mins 22 secs	N/A
700	704	3mins 30 secs	N/A
730	733	3mins 24 secs	N/A
800	806	5 mins 57 secs	N/A
830	834	3 mins39 secs	N/A
900	903	3 mins 26 secs	N/A
AVERAGE			
4 mins 26 secs			

Front Gate To Toll

Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 BURROWS
1400	1405	4mins 56secs	Red Light
1430	1436	5mins 36 secs	Red Light
1500	1506	6 mins 28secs	Red Light
1530	1535	5mins	N/A
1600	1603	3mins 28 secs	Red Light
1630	1633	3 mins 18 secs	N/A
1700	1704	3mins 46secs	Red Light
1730	1733	3 mins 26 secs	N/A
1800	1804	4mins 11 secs	Red Light
AVERAGE			
4mins 26 secs			

18-Jun-07

Toll To Front Gate			
Departed Toll	Arrived at Front Gate	Elapsed Time	REMARKS Driver: SR SAVIA
530	536	5mins 36secs	N/A
600	605	5 mins 15 secs	N/A
630	638	7mins 31 secs	Red Light
700	705	5 mins 04 secs	N/A
730	733	3mins 27 secs	N/A
800	804	4mins 01secs	N/A
830	834	3mins 56 secs	N/A
900	903	3 mins 19 secs	N/A
AVERAGE			
4 mins 32 secs			

Travel Times

Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1405	4mins 59 secs	N/A
1430	1436	5 mins 32 secs	N/A
1500	1505	5mins 17 secs	N/A
1530	1537	6mins 36 secs	N/A
1600	1607	6mins 43 secs	N/A
1630	1635	5mins 23secs	N/A
1700	1705	5 mins 06 secs	N/A
1730	1735	4mins 43secs	N/A
1800	1804	4mins 19 secs	N/A
AVERAGE			
5 mins 36 secs			

19-Jun-07

Toll To Front Gate			
Departed Toll	Arrived at Front Gate	Elapsed Time	REMARKS Driver: SR SAVIA
530	534	4mins 21 secs	N/A
600	605	5 mins 25 secs	N/A
630	637	7 mins 15secs	N/A
700	704	3mins 35 secs	N/A
730	734	4 mins 10secs	N/A
800	804	3mins 55 secs	N/A
830	834	3mins 43 secs	N/A
900	906	5mins 45 secs	N/A
AVERAGE			
4 mins 43 secs			

Front Gate To Toll

Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1405	5mins 03 secs	N/A
1430	1435	5mins 19secs	N/A
1500	1507	6mins 32secs	N/A
1530	1534	4mins 11secs	N/A
1600	1605	5mins 12secs	N/A
1630	1636	5mins 58secs	N/A
1700	1709	8mins 46secs	N/A
1730	1735	5mins 18secs	N/A
1800	1805	4mins 45secs	N/A
AVERAGE			
5mins 32secs			

20-Jun-07

Toll To Front Gate			
Departed Toll	Arrived at Front Gate	Elapsed Time	REMARKS Driver: SR SAVIA
530	535	5mins 25secs	N/A
600	612	11mins 41secs	N/A
630	642	11mins 32 secs	Red Light
700	708	8mins 16secs	N/A
730	737	6mins 32secs	N/A
800	804	4mins 10secs	N/A
830	834	3mins 46secs	N/A
900	903	3mins 28secs	N/A
AVERAGE			
6mins 39secs			

Front Gate To Toll

Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1406	6mins 46secs	N/A

Travel Times

1430	1435	5mins 03 secs	N/A
1500	1506	5mins 46secs	N/A
1530	1536	5mins 52secs	N/A
1600	1606	6mins 47secs	N/A
1630	1637	7mins 18 secs	N/A
1700	1706	6min 12secs	N/A
1730	1735	4mins 42secs	N/A
1800	1805	4mins 59secs	N/A
AVERAGE		5mins 54 secs	

21-Jun-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR SAVIA
530	537	6mins 43 secs	N/A
600	609	9mins 11secs	N/A
630	641	11mins 10secs	N/A
700	708	7mins 38 secs	N/A
730	734	3 mins 37secs	N/A
800	804	3mins 59 secs	N/A
830	835	4mins 45 secs	N/A
900	903	2 mins 57 secs	N/A
AVERAGE		6mins 15 secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1405	4 mins 52 secs	N/A
1430	1435	5 mins 18 secs	N/A
1500	1506	6mins 24secs	N/A
1530	1536	6mins 13 secs	N/A
1600	1607	7mins 17 secs	N/A
1630	1635	5mins 26 secs	N/A
1700	1706	5mins 38 secs	N/A
1730	1735	4mins 56 secs	N/A
1800	1806	6 mins 23 secs	N/A
AVERAGE		5mins 45 secs	

22-Jun-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR SAVIA
530	534	3mins 50secs	N/A
600	605	4mins 58secs	N/A
630	634	4mins 29secs	N/A
700	704	4mins 25secs	N/A
730	734	4mins 18secs	N/A
800	804	3mins 54 secs	N/A
830	835	4mins 53secs	N/A
900	904	4mins 37 secs	N/A
AVERAGE		4mins 17 secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1405	5mins 26secs	N/A
1430	1436	6mins 27secs	N/A
1500	1508	7mins 34 secs	N/A

Travel Times

1530	1539	9mins 26 secs	N/A
1600	1609	9mins 19secs	N/A
1630	1638	8mins 22 secs	N/A
1700	1708	7mins 44secs	N/A
1730	1735	5mins 11secs	N/A
1800	1805	4mins 43secs	N/A
AVERAGE		7mins 04 secs	

25-Jun-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR SAVIA
530	535	5mins 20secs	N/A
600	609	9mins 21 secs	N/A
630	638	8mins 37secs	N/A
700	704	3mins 37 secs	N/A
730	735	4mins 31 secs	N/A
800	805	5mins 26secs	N/A
830	833	3mins 33secs	N/A
900	904	3mins 45secs	N/A
AVERAGE		5mins 03 secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1405	5mins 01 secs	N/A
1430	1434	4mins 33 secs	N/A
1500	1508	5mins 18secs	N/A
1530	1536	6mins 24 secs	N/A
1600	1606	6mins 19secs	N/A
1630	N/A	N/A	Fell sick and went home
1700	N/A	N/A	N/A
1730	N/A	N/A	N/A
1800	N/A	N/A	N/A
AVERAGE		5mins 04 secs	

26-Jun-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR SAVIA
530	535	4mins 58secs	N/A
600	606	5mins 59secs	N/A
630	636	6mins 06secs	N/A
700	705	4mins 38secs	N/A
730	703	3mins 28secs	N/A
800	803	3mins 06secs	N/A
830	834	3mins 50secs	N/A
900	904	3mins 42secs	N/A
AVERAGE		4mins 21secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1405	5mins 15secs	N/A
1430	1435	5mins 03secs	N/A
1500	1505	4mins 59secs	N/A
1530	1536	5mins 44secs	N/A
1600	1607	6mins 59secs	N/A
1630	1637	7mins 08secs	N/A

Travel Times

1700	1707	6mins 40secs	N/A
1730	1735	5mins 23secs	N/A
1800	1805	5mins 18secs	N/A
AVERAGE		5mins 40 secs	

27-Jun-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SR SAVIA
530	535	5mins 02secs	N/A
600	605	4mins 45secs	N/A
630	636	5mins 44secs	N/A
700	705	5mins 15secs	N/A
730	734	3mins 40secs	N/A
800	804	4mins 10secs	N/A
830	834	3mins 43 secs	N/A
900	904	4mins 08 secs	N/A
AVERAGE		4mins 30 secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: THOMPSON
1400	1405	4mins 49secs	N/A
1430	1435	5mins 12secs	N/A
1500	1506	5mins42secs	N/A
1530	1535	5mins 01 secs	N/A
1600	1607	6mins 43secs	N/A
1630	1636	6mins 26secs	N/A
1700	1705	5mins 11secs	N/A
1730	1735	4mins 56 secs	N/A
1800	1805	4mins 31 secs	N/A
AVERAGE		5mins 15secs	

28-Jun-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	537	6mins 41 secs	N/A
600	607	6mins 55secs	N/A
630	639	9mins 24 secs	N/A
700	708	7mins 57 secs	Red Light
730	734	3mins 54 secs	N/A
800	803	3mins 10 secs	N/A
830	834	3 mins 30 secs	N/A
900	904	3mins 41 secs	N/A
AVERAGE		5mins 35 secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 BRUNER
1400	1405	5mins 28secs	N/A
1430	1436	6mins 01secs	N/A
1500	1508	7mins 49 secs	Red Light
1530	1537	6mins 43secs	N/A
1600	1607	6mins 42secs	N/A
1630	1634	4mins 09secs	N/A
1700	1704	4mins 27secs	N/A
1730	1734	4mins 01secs	Red Light
1800	1804	3mins 36secs	N/A

Travel Times

AVERAGE	5mins 20secs
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29-Jun-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	535	5mins 07secs	N/A
600	608	7mins 46secs	N/A
630	636	5mins 55secs	N/A
700	704	4mins 11secs	N/A
730	734	3mins 45secs	N/A
800	804	4mins 12secs	N/A
830	834	4mins 14secs	N/A
900	904	3mins 59secs	N/A
AVERAGE		4mins 45 secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1405	5mins 8secs	N/A
1430	1435	4mins 52secs	N/A
1500	1504	4mins 35secs	N/A
1530	1536	6mins 20secs	N/A
1600	1606	5mins 43secs	N/A
1630	1636	6mins 9secs	N/A
1700	1707	7mins 12secs	N/A
1730	1735	5mins 18secs	N/A
1800	1805	4mins 38secs	N/A
AVERAGE		5mins 26secs	

Travel Times

2-Jul-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	537	6mins 49secs	N/A
600	604	3mins 44secs	N/A
630	635	5mins 20secs	N/A
700	706	6mins 23secs	N/A
730	735	5mins 16secs	N/A
800	806	6mins 23secs	N/A
830	833	3mins 14secs	N/A
900	904	3mins 45secs	N/A
AVERAGE		5mins 06secs	
Front Gate To Toll			
Departed Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 BRUNER
1400	1404	3mins 44secs	N/A
1430	1435	5mins 22secs	N/A
1500	1508	8mins 04secs	Red Light
1530	1537	7mins 06secs	N/A
1600	1607	6mins 39secs	N/A
1630	1636	5mins 38secs	N/A
1700	1703	3mins 16mins	N/A
1730	1734	4mins 02secs	N/A
1800	1803	3mins 02secs	N/A
AVERAGE		5mins 16secs	

3-Jul-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AO2 QUILTER
530	534	4mins 20secs	N/A
600	607	6mins 49secs	N/A
630	635	4mins 31secs	Red Light
700	705	4mins 38secs	Red Light
730	733	3mins 11secs	N/A
800	804	3mins 50secs	Red Light
830	833	3mins 8secs	N/A
900	903	3mins 17secs	N/A
AVERAGE		4mins 16secs	
Front Gate To Toll			
Departed Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 BRUNER
1400	1404	3mins 51secs	N/A
1430	1436	5mins 40secs	Red Light
1500	1508	7mins 32secs	Red Light
1530	1538	8mins 25secs	Red Light
1600	1607	7mins 15secs	N/A
1630	1634	4mins 28secs	N/A
1700	1705	5mins 01secs	Red Light
1730	1734	4mins 11secs	N/A
1800	1804	3mins 50secs	N/A
AVERAGE		5mins 57 secs	

6-Jul-07

Travel Times

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	536	5mins 40 secs	N/A
600	605	4mins 41secs	N/A
630	634	4mins 01secs	N/A
700	705	5mins 29secs	N/A
730	734	4mins	N/A
800	804	4mins 02secs	N/A
830	834	3mins 47secs	N/A
900	904	4mins 23secs	N/A
AVERAGE		4mins 30secs	
Front Gate To Toll			
Departed Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 BRUNER
1400	1405	4mins 55secs	N/A
1430	1436	5mins 45secs	N/A
1500	1504	4mins 20secs	N/A
1530	1534	4mins 21secs	N/A
1600	1604	4mins 11secs	N/A
1630	1635	5mins 02secs	N/A
1700	1705	5mins 10secs	N/A
1730	1734	4mins 01secs	N/A
1800	1803	3mins 08secs	N/A
AVERAGE		4mins 49secs	

9-Jul-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	544	13mins 32secs	N/A
600	614	14mins 13secs	N/A
630	641	11mins 17secs	N/A
700	711	11mins 25secs	N/A
730	736	6mins 23secs	N/A
800	805	4mins 35secs	N/A
830	834	3mins 43secs	N/A
900	903	3mins 19secs	N/A
AVERAGE		8mins 55secs	
ALL IN THE FAR LEFT LANE			
Front Gate To Toll			
Departed Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1404	4mins 22secs	N/A
1430	1435	5mins 17secs	N/A
1500	1505	5mins 11secs	N/A
1530	1536	5mins 51secs	N/A
1600	1607	6mins 42secs	N/A
1630	1635	5mins 18secs	N/A
1700	1706	6mins 02secs	N/A
1730	1735	5mins 19secs	N/A
1800	1805	5mins 17secs	N/A
AVERAGE		5mins 45secs	

10-Jul-07

Travel Times

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	534	4mins 45secs	N/A
600	604	4mins 15secs	N/A
630	635	5mins 08secs	N/A
700	704	4mins 05secs	N/A
730	734	4mins 01secs	N/A
800	803	3mins 06secs	N/A
830	833	3mins 10secs	N/A
900	903	2mins 59secs	N/A
AVERAGE		3mins 50secs	
ALL IN THE FAR RIGHT LANE			
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 BRUNER
1400	1405	5mins 15secs	N/A
1430	1436	5mins 48secs	N/A
1500	1507	7mins 28secs	Red Light
1530	1536	6mins 04secs	Red Light
1600	1605	5mins 21secs	N/A
1630	1635	5mins 28secs	N/A
1700	1706	6mins 09secs	Red Light
1730	1734	3mins 48secs	N/A
1800	1803	3mins 18secs	N/A
AVERAGE		5mins 35secs	

11-Jul-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	534	4mins 12secs	N/A
600	606	5mins 59secs	N/A
630	634	3mins 34secs	N/A
700	705	5mins 01secs	N/A
730	734	4mins 01secs	N/A
800	803	3mins 07secs	N/A
830	834	3mins 59secs	Light Broken
900	905	4mins 59secs	Light Broken
AVERAGE		4mins 30 secs	
ALL IN THE FAR LEFT LANE			
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1405	5mins 13secs	N/A
1430	1436	5mins 46secs	N/A
1500	1505	5mins 09secs	N/A
1530	1536	6mins 18secs	N/A
1600	1606	6mins 29secs	N/A
1630	1635	5mins 17secs	N/A
1700	1704	4mins 18secs	N/A
1730	1734	4mins 23secs	N/A
1800	1804	4mins 07secs	N/A
AVERAGE		5mins 22secs	

Travel Times

12-Jul-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	535	4mins 32secs	N/A
600	603	3mins 16secs	N/A
630	635	4mins 49secs	N/A
700	703	3mins 20secs	N/A
730	735	4mins 35secs	N/A
800	803	3mins 05secs	N/A
830	833	2mins 53secs	N/A
900	904	3mins 58secs	N/A
AVERAGE		3mins 40secs	
ALL IN THE FAR RIGHT LANE			
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 BRUNER
1400	1404	4mins 06secs	N/A
1430	1434	4mins 16secs	N/A
1500	1505	4mins 56secs	N/A
1530	1536	6mins 26secs	N/A
1600	1605	5mins 19secs	N/A
1630	1636	5mins 33secs	N/A
1700	1705	5mins 02secs	N/A
1730	1734	4mins 13secs	N/A
1800	1803	3mins 28secs	N/A
AVERAGE		4mins 40secs	

13-Jul-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	536	5mins 32secs	N/A
600	604	3mins 50secs	N/A
630	635	5mins 24secs	N/A
700	704	4mins 17secs	N/A
730	735	4mins 42secs	N/A
800	803	3mins 22secs	N/A
830	833	3mins 26secs	N/A
900	904	3mins 50secs	N/A
AVERAGE		4mins 29secs	
ALL IN THE FAR LEFT LANE			
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1406	5mins 36secs	N/A
1430	1436	6mins 18secs	N/A
1500	1509	9mins 02secs	N/A
1530	1538	8mins 19secs	N/A
1600	1609	8mins 46secs	N/A
1630	1637	6mins 32secs	N/A
1700	1707	7mins 23secs	N/A
1730	1737	7mins 01secs	N/A
1800	1806	5mins 41secs	N/A
AVERAGE		7mins 14secs	

Travel Times

16-Jul-07			
Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	536	5mins 52secs	N/A
600	604	4mins 27secs	N/A
630	634	3mins 55secs	N/A
700	704	4mins 27secs	N/A
730	734	4mins 17secs	N/A
800	803	3mins 19secs	N/A
830	833	2mins 53secs	N/A
900	904	3mins 37secs	N/A
AVERAGE		4mins 05secs	
ALL IN THE LEFT LANE			
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1406	5mins 31secs	N/A
1430	1436	6mins 12secs	N/A
1500	1509	8mins 45secs	Red Light
1530	1538	7mins 43secs	Red Light
1600	1607	6mins 38secs	N/A
1630	1637	7mins 25secs	Red Light
1700	1705	5mins 21secs	N/A
1730	1734	4mins 10secs	N/A
1800	1804	3mins 51secs	N/A
AVERAGE		6mins 14secs	

17-Jul-07			
Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	534	4mins 04secs	N/A
600	604	4mins 13secs	N/A
630	635	5mins 27secs	Red Light
700	704	4mins 25secs	Red Light
730	733	3mins29secs	N/A
800	804	3mins 53secs	N/A
830	834	3mins 47secs	N/A
900	904	3mins 40secs	N/A
AVERAGE		4mins 07secs	
ALL IN THE FAR LEFT LANE			
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1404	4mins 22secs	N/A
1430	1434	4mins 17secs	N/A
1500	1505	5mins 26secs	N/A
1530	1536	6mins 19secs	N/A
1500	1538	7mins 38secs	Red Light
1630	1636	5mins 49secs	N/A
1700	1706	6mins 12secs	N/A
1730	1735	4mins 52secs	N/A
1800	1803	3mins 21secs	N/A

Travel Times

AVERAGE

5mins 16secs

18-Jul-07

Toll To Front Gate

REMARKS

Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	535	4mins 39secs	N/A
600	605	5mins 15secs	Red Light
630	634	4mins 02secs	N/A
700	705	4mins 55secs	N/A
730	734	3mins 53 secs	N/A
800	803	3mins 26secs	N/A
830	834	3mins 48secs	N/A
900	903	3mins 07secs	N/A
AVERAGE		4mins 02secs	
ALL IN FAR LEFT LANE			
DISTANCE FROM THE TOLL		TO FRONT GATE IS	EXACTULLY ONE MILE

Front Gate To Toll

Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1404	4mins 16secs	N/A
1430	1439	8mins 51secs	Red Light x3 / wreck
1500	1507	7mins 26secs	Red Light x2 / wreck
1530	1540	9mins 44secs	Red Light x3 / wreck
1600	1607	6mins 56secs	Red Light x1
1630	1636	6mins 29secs	Red Light
1700	1706	5mins 56secs	Red Light
1730	1735	5mins 16secs	N/A
1800	1805	4mins 42secs	N/A
AVERAGE		6mins 19secs	

19-Jul-07			
Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: CS2 MADRID
530	534	4mins 18secs	N/A
600	603	3mins 17secs	N/A
630	634	3mins 42secs	N/A
700	706	5mins 39secs	Red Light Road Guard
730	733	3mins 23secs	N/A
800	803	3mins 20secs	N/A
830	833	3mins 10secs	N/A
900	903	2mins 53secs	N/A
AVERAGE		3mins 23secs	
IN THE FAR RIGHT LANE			
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1404	3mins 58secs	N/A
1430	1437	7mins 21secs	Red Lightx2
1500	1507	6mins 49secs	Red Light
1530	1538	8mins 03secs	Red Lightx2
1600	1607	7mins 10secs	Red Lightx2
1630	1637	6mins 31secs	Red Light
1700	1706	5mins 40secs	N/A

Travel Times

1730	1736	5mins 35secs	N/A
1800	1804	4mins 02secs	N/A
AVERAGE		6mins 11 secs	

20-Jul-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	534	3mins 42secs	Red Light
600	604	3mins 48secs	Red Light
630	634	3mins 49secs	Red Light
700	704	3mins 55secs	Red Light
730	734	3mins 58secs	Red Light
800	803	3mins 13secs	Red Light
830	834	3mins 51secs	Red Light
900	904	3mins 39secs	Red Light
AVERAGE		3mins 24secs	

IN THE FAR LEFT LANE

Front Gate To Toll

Departed Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1405	5mins 01secs	Red Light x1
1430	1435	4mins 43secs	Red Light
1500	1505	5mins 11secs	Red Light
1530	1536	6mins 19secs	Red Light x2
1600	1605	5mins 24secs	Red Light
1630	1635	5mins 06secs	Red Light
1700	1704	4mins 26secs	N/A
1730	1734	4mins 09secs	N/A
1800	1804	4mins 15secs	N/A
AVERAGE		4mins 40secs	

23-Jul-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	540	10mins 07secs	emergency personal in road
600	641	10mins 54secs	emergency personal in road
630	634	4mins 11secs	Red Light
700	704	3mins 49secs	N/A
730	733	2mins 56secs	N/A
800	804	3mins 30 secs	N/A
830	835	4mins 40secs	Red Light
900	904	3mins 36secs	N/A

IN THE FAR LEFT LANE

Front Gate To Toll

Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 BRUNER
1400	1407	6mins 30secs	Red Lightx2 slow traffic
1430	1437	6mins 48secs	Red Light x1
1500	1507	7mins 15secs	Red Light x2
1530	1538	7mins 38secs	Red Light x2
1600	1608	8mins 02secs	Red Light x3
1630	1635	4mins 48secs	Red Light x1

Travel Times

1700	1704	4mins 23secs	N/A
1730	1734	4mins 01secs	Red Light X1
1800	1803	3mins 29secs	N/A
AVERAGE		5mins 45 secs	

24-Jul-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	535	4mins 40secs	N/A
600	605	5mins 06secs	Red Light
630	634	4mins 26secs	N/A
700	705	4mins 57secs	N/A
730	734	3mins 41secs	N/A
800	803	3mins 21secs	N/A
830	833	3mins 04secs	N/A
900	904	3mins 41secs	N/A
AVERAGE		4mins 06secs	

ALL IN THE FAR RIGHT LANE

Front Gate To Toll

[illegible]

AVERAGE

Travel Times

1-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	535	5mins 27secs	Red Light Cop in the Road
600	607	6mins52secs	Red Light
630	639	9mins 00secs	Red Light
700	705	5mins 08secs	Red Light
730	733	3mins 02secs	N/A
800	803	3mins 12secs	N/A
830	835	4mins 40secs	Emergency Vehicles
900	905	4mins 41secs	N/A
AVERAGE		5mins 15secs	IN FAR LEFT LANE
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1404	4mins 20secs	N/A
1430	1434	4mins 07secs	N/A
1500	1505	4mins 50secs	N/A
1530	1537	6mins 32secs	Red Light x2
1600	1607	7mins 14secs	Red Light x1 Gate Guard
1630	1636	6mins 09secs	Red Lightx2
1700	1704	4mins 12secs	N/A
1730	1734	4mins 23secs	N/A
1800	1805	4mins 44secs	N/A
AVERAGE		5mins 05secs	

2-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	535	5mins 05secs	N/A
600	606	6mins 26secs	Gate Guard
630	638	8mins 23secs	N/A
700	704	3mins 51secs	N/A
730	733	3mins 12secs	N/A
800	803	3mins 06secs	N/A
830	834	3mins 38secs	N/A
900	903	3mins17secs	N/A
AVERAGE		4mins 30secs	IN FAR RIGHT LANE
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: CS3 BRUNER
1400	1405	5mins 13secs	N/A
1430	1434	4mins 27secs	N/A
1500	1505	4mins 46secs	N/A
1530	1538	8mins 01secs	Red Lightx3
1600	1539	8mins 31secs	Red Lightx3
1630	1637	6mins 29secs	Red Lightx1
1700	1706	5mins 37secs	Red Lightx1
1730	1734	4mins 12secs	N/A
1800	1804	3mins 51secs	Red Lightx1
AVERAGE		5mins 35secs	

3-Aug-07

Toll To Front Gate	REMARKS
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Travel Times

Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: SA SAVIA
530	533	3mins 05secs	N/A
600	603	3mins 22secs	N/A
630	634	4mins 05secs	N/A
700	704	3mins 50secs	N/A
730	733	3mins 06secs	N/A
800	803	3mins 08secs	N/A
830	834	4mins 07secs	N/A
900	903	3mins 06secs	N/A
AVERAGE		3mins 23secs	IN FAR LEFT LANE
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: AD2 THOMPSON
1400	1404	4mins 10secs	Red Light
1430	1435	4mins 56secs	Red Light
1500	1508	7mins 46secs	Red Lightx3
1530	1538	8mins 19secs	Red Light x2 / Gate Guard
1600	1608	7mins 32secs	Red Lightx3
1630	1636	6mins 16secs	Red Lightx3
1700	1706	5mins 45secs	Red Light
1730	1733	2mins 55secs	N/A
1800	1804	4mins 24secs	Red Light
AVERAGE		5mins 48secs	

6-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN STOUGH
530	534	4mins 02secs	N/A
600	605	4mins 47secs	N/A
630	636	6mins 21secs	N/A
700	704	4mins27secs	N/A
730	733	2mins 55secs	N/A
800	802	2mins 25secs	N/A
830	833	2mins 49secs	N/A
900	903	2mins 33secs	N/A
AVERAGE		3mins 45secs	IN FAR RIGHT LANE
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SA SAVIA
1400	1404	4mins 16secs	Red Light
1430	1435	4mins 38secs	Red Light
1500	1508	7mins 52secs	Red Lightx3 /Gate Guard
1530	1540	9mins 47secs	Red Lightx3 /Gate Guard
1600	1608	7mins 51secs	Red Lightx3 /Gate Guard
1630	1636	6mins 03secs	Red Light/Gate Guard
1700	1705	4mins 31secs	Red Light
1730	1734	4mins 07secs	Red Light
1800	1803	2mins 53secs	N/A
AVERAGE		5mins 45secs	

7-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN STOUGH
530	534	3mins 56secs	N/A
600	604	4mins11secs	N/A

Travel Times

630	636	6mins 17secs	N/A
700	705	5mins 06secs	N/A
730	733	3mins 20secs	N/A
800	803	2mins 43secs	N/A
830	833	2mins 31secs	N/A
900	903	2mins 35secs	N/A
AVERAGE		3mins 45 secs	IN THE FAR LEFT LANE
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SA SAVIA
1400	1404	3mins 30secs	N/A
1430	1438	7mins 30secs	Red Lightx2 /Gate Guard
1500	1508	8mins 23secs	Red Lightx3/Gate Guard
1530	1540	10mins 01secs	Red Lightx4/Gate guard
1600	1608	8mins 04secs	Red Light x3
1630	1635	5mins 52secs	Red Light
1700	1704	3mins 52secs	N/A
1730	1733	3mins 03secs	N/A
1800	1804	4mins 21secs	Red Light
AVERAGE		6mins 00secs	

8-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN STOUGH
530	534	3mins25secs	N/A
600	606	5mins 42secs	N/A
630	636	6mins 13secs	N/A
700	706	5mins 31secs	N/A
730	733	3mins 12secs	N/A
800	804	3mins 45secs	N/A
830	833	2mins 51secs	N/A
900	902	2mins 29secs	N/A
AVERAGE		4mins 04secs	IN FAR RIGHT LANE
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SA SAVIA
1400	1403	3mins 29secs	Red Light
1430	1436	5mins 41secs	Red Lightx2
1500	1508	7mins 56secs	Red Lightx3
1530	1541	11mins 10secs	Red Light x4
1600	1610	9mins 30secs	Red Lightx4
1630	1636	6mins 15secs	Red Lightx2
1700	1705	4mins 52secs	Red Light
1730	1733	2mins 49secs	N/A
1800	1804	3mins 39secs	Red Light
AVERAGE		6mins 07secs	2mins 33secs for each red light

9-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN STOUGH
530	534	3mins 47secs	N/A
600	604	4mins 09secs	N/A
630	636	6mins 20secs	N/A
700	704	4mins 04secs	N/A

Travel Times

730	733	3mins 28secs	N/A
800	804	3mins 30 secs	N/A
830	833	2mins 58secs	N/A
900	902	2mins 20secs	N/A
AVERAGE		3mins 45secs	IN THE FAR LEFT LANE
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SA SAVIA
1400	1406	5mins 30secs	Red Light
1430	1437	6mins 48secs	Red Lightx1
1500	1507	6mins 54secs	Red Lightx1
1530	1538	7mins 43secs	Red Lightx2/ Gate Guard
1600	1607	6mins 45secs	Red Lightx2
1630	1637	7mins27secs	Red Lightx2 / Gate Gaurd
1700	1705	4mins30secs	Red Light
1730	1733	2mins51secs	N/A
1800	1804	3mins 45secs	Red Light
AVERAGE		5mins 45secs	

10-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN STOUGH
530	533	3mins 22secs	N/A
600	604	4mins 04secs	N/A
630	636	6mins 01secs	N/A
700	705	4mins 58secs	N/A
730	734	3mins 40secs	N/A
800	803	3mins 04secs	N/A
830	833	2mins 39secs	N/A
900	902	2mins 13secs	N/A
AVERAGE		3mins 45secs	IN THE FAR RIGHT LANE
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SA SAVIA
1400	1404	3mins 41secs	Red Light
1430	1440	9mins 44secs	Red Lightx3
1500	1507	7mins 22secs	Red Lightx2
1530	1534	4mins 25secs	Red Light
1600	1604	3mins 57secs	Red Light
1630	1634	4mins 20secs	Red Light
1700	1703	2mins 57secs	N/A
1730	1734	3mins 35secs	Red Light
1800	1804	3mins 54secs	Red Light
AVERAGE		4mins 40secs	

13-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN STOUGH
530	534	3mins 25secs	N/A
600	604	3mins 46secs	N/A
630	636	5mins 59secs	N/A
700	704	4mins 10secs	N/A
730	734	3mins 58secs	N/A

Travel Times

800	803	3mins 15secs	N/A
830	833	3mins 01secs	N/A
900	903	2mins 30secs	N/A
AVERAGE		3mins 38secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SA SAVIA
1400	1403	2mins 55secs	N/A
1430	1436	6mins 14secs	Red Lightx2
1500	1504	4mins 28secs	Red Light
1530	1538	8mins 04secs	Red Lightx2
1600	1606	6mins 27secs	Red Lightx1
1630	1634	3mins 43secs	Waiting to get off base
1700	1703	3mins 18secs	Red Light
1730	1733	3mins 28secs	N/A
1800	1804	4mins 23secs	Red Light
AVERAGE		4mins 37secs	

14-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: CS2 MADRID
530	534	3mins 34secs	N/A
600	603	3mins 27secs	N/A
630	634	3mins 44secs	N/A
700	704	3mins 43secs	N/A
730	733	3mins 29secs	N/A
800	803	3mins 26secs	N/A
830	833	3mins 20secs	N/A
900	903	3mins 28secs	Red Light
AVERAGE		3mins 30secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SA SAVIA
1400	1403	2mins 58secs	N/A
1430	1436	6mins 18secs	Red Lightx2
1500	1506	6mins 08secs	Red Lightx2
1530	1536	5mins 54secs	Red Lightx2
1600	1607	6mins 53secs	Red Lightx2
1630	1634	4mins 09secs	Red Light
1700	1703	2mins 43secs	N/A
1730	1734	4mins 13secs	Red Light
1800	1803	2mins 53secs	N/A
AVERAGE		4mins 32secs	

15-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN STOUGH
530	534	3mins 41secs	N/A
600	604	4mins 25secs	N/A
630	635	5mins 06secs	N/A
700	704	3mins 56secs	N/A
730	734	3mins 34secs	N/A
800	803	3mins 20secs	N/A

Travel Times

830	833	2mins 47secs	N/A
900	902	2mins 18secs	N/A
AVERAGE		3mins 31secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SA SAVIA
1400	1404	4mins 02secs	Red Light
1430	1437	6mins 40secs	Red Lightx3
1500	1506	5mins 42secs	Red Lightx2
1530	1535	4mins 57secs	Red Light
1600	1608	7mins 34secs	Red Lightx3
1630	1635	5mins 03secs	Red Light
1700	1705	5mins 23secs	Red Light
1730	1734	3mins 48secs	Red Light
1800	1803	2mins 39secs	Red Light
AVERAGE		5mins 00secs	

16-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN STOUGH
530	533	3mins 11secs	N/A
600	604	3mins 50secs	N/A
630	634	4mins 15secs	N/A
700	703	3mins 15secs	N/A
730	734	3mins 38secs	N/A
800	803	3mins 22secs	N/A
830	833	3mins 15secs	N/A
900	903	3mins 13secs	N/A
AVERAGE		3mins 25secs	
Front Gate To Toll			
Red Light is 4mins 27 secs Green Light is 48 secs			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SA SAVIA
1400	1405	4mins 44secs	Red Light
1430	1437	6mins 40secs	Red Lightx2
1500	1508	8mins 02secs	Red Lightx3
1530	1536	6mins 24secs	Red Lightx2
1600	1604	3mins 58secs	Red Light
1630	1633	3mins 17secs	N/A
1700	1704	4mins 08secs	Red Light
1730	1734	3mins 39secs	Red Light
1800	1804	3mins 55secs	Red Light
AVERAGE		4mins 55secs	

17-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN STOUGH
530	533	3mins 07secs	N/A
600	604	3mins 43secs	N/A
630	634	4mins 23secs	N/A
700	704	4mins 11secs	N/A
730	734	3mins 48secs	N/A
800	804	3mins 30secs	N/A
830	833	3mins 02secs	N/A

Travel Times

900	903	3mins 00secs	N/A
AVERAGE		3mins 31 secs	
Front Gate To Toll		Red Light is 4mins 27 secs Green Light is 48 secs	
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SA SAVIA
1400	1404	4mins 12secs	Red Light
1430	1436	6mins 10secs	Red Light
1500	1513	12mins 58secs	Red Lightx2
1530	1540	9mins 59secs	Red Lightx1
1600	1604	3mins 47secs	Red Light
1630	1634	4mins 02secs	Red Light
1700	1704	3mins 59secs	Red Light
1730	1733	2mins 56secs	N/A
1800	1804	4mins 06secs	Red Light
AVERAGE		5mins 43 secs	

20-Aug-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN STOUGH
530	534	3mins 25secs	N/A
600	604	3mins 41secs	N/A
630	634	4mins 14secs	N/A
700	704	3mins 49secs	N/A
730	733	3mins 20secs	N/A
800	803	3mins 07secs	N/A
830	833	3mins 01secs	N/A
900	903	2mins 56secs	N/A
AVERAGE		3mins 24secs	

Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SA SAVIA
1400	1403	2mins 45secs	N/A
1430	1434	3mins 56secs	Red Light
1500	1505	5mins 22secs	Red Light
1530	1536	6mins 00secs	Red Light / Gate Guard
1600	1605	5mins 15secs	Red Light
1630	1634	3mins 38secs	Red Light
1700	1704	3mins 42secs	Red Light
1730	1733	2mins 56secs	N/A
1800	1803	3mins 26secs	Red Light
AVERAGE		4mins 03 secs	

21-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN STOUGH
530	533	3mins 07secs	N/A
600	603	3mins 21 secs	N/A
630	635	5mins 20secs	N/A
700	704	3mins 51secs	N/A
730	733	3mins 27secs	N/A
800	803	3mins 23secs	N/A
830	832	2mins 24secs	N/A
900	902	2mins 16secs	N/A

Travel Times

AVERAGE		3mins 10 secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SA SAVIA
1400	1404	4mins 08secs	Red Light
1430	1437	6mins 47secs	Red Lightx1
1500	1507	7mins 13secs	Red Lightx2
1530	1536	5mins 32secs	Red Light
1600	1605	5mins 34secs	Red Light
1630	1635	4mins 38secs	Red Light
1700	1704	3mins 57secs	Red Light
1730	1734	4mins 10secs	Red Light
1800	1803	2mins 54secs	N/A
AVERAGE		4mins 56secs	

22-Aug-07

Toll To Front Gate			REMARKS
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: CS2 MADRID
530	535	5mins 12secs	N/A
600	605	4mins 36secs	N/A
630	634	3mins 48secs	N/A
700	704	3mins 45secs	N/A
730	733	3mins 04secs	N/A
800	804	3mins 38secs	N/A
830	834	4mins 11secs	N/A
900	903	3mins 20secs	N/A
AVERAGE		3mins 57secs	
Front Gate To Toll			
Depated Front Gate	Arrived at Toll	Elapsed Time	Driver: SA SAVIA
1400	1405	4mins 38secs	Red Light
1430	1435	4mins 53secs	Red Light
1500	1506	6mins 02secs	RedLightx2
1530	1536	5mins 36secs	Red Light
1600	1605	4mins 59secs	Red Light
1630	1634	3mins 52 secs	Red Light
1700	1705	4mins 58secs	Red Light
1730	1733	3mins 27secs	Red Light
1800	1803	2mins 59secs	N/A
AVERAGE		5mins 35secs	

23-Aug-07

Toll To Front Gate		REMARKS	
Departed Toll	Arrived at Front Gate	Elapsed Time	Driver: AN STOUGH
530	533	3mins 01secs	N/A
600	604	4mins 04secs	N/A
630	636	5mins 36secs	N/A
700	704	3mins 59secs	N/A
730	734	3mins 38secs	N/A
800	803	3mins 05secs	N/A
830	833	3mins 10secs	N/A
900	903	2mins 55secs	N/A
AVERAGE		3mins 41 secs	

APPENDIX D

- Transit Ridership Data

4-Detail By Stop - FY 1995

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
IRIS AV TROLLEY STATION	491	0	0	0	133	0	0	0	183	0	0	0	80	0	0	0	95	0	0	0
IRIS AV & MONTEREY PARK D	11	1	491	490	2	0	133	133	6	1	183	182	2	0	80	80	1	0	95	95
IRIS AV & MONTEREY PINE D	2	6	501	495	0	2	135	133	1	1	188	187	0	2	82	80	1	1	96	95
IRIS AV & 27TH ST	24	14	497	483	1	0	133	133	2	6	188	182	14	1	80	79	7	7	96	89
27TH ST & GROVE AV	5	13	507	494	2	0	134	134	1	5	184	179	1	6	93	87	1	2	96	94
CORONADO AV & 27TH ST	17	2	499	497	6	0	136	136	8	1	180	179	1	1	88	87	2	0	95	95
CORONADO AV & 25TH ST	19	3	514	511	2	0	142	142	4	2	187	185	8	1	88	87	5	0	97	97
CORONADO AV & HOLLISTER S	23	23	530	507	10	2	144	142	8	13	189	176	3	7	95	88	2	1	102	101
CORONADO AV & GREEN BAY S	7	39	530	491	4	5	152	147	1	22	184	162	1	5	91	86	1	7	103	96
CORONADO AV & SATURN BL	28	35	498	463	8	2	151	149	11	14	163	149	7	13	87	74	2	6	97	91
CORONADO AV & THERMAL AV	57	11	491	480	6	6	157	151	3	3	160	157	3	2	81	79	45	0	93	93
CORONADO AV & ATWATER ST	6	8	537	529	2	0	157	157	0	3	160	157	1	3	82	79	3	2	138	136
IMPERIAL BEACH & GRANGER	16	18	535	517	5	2	159	157	1	7	157	150	3	3	80	77	7	6	139	133
IMPERIAL BEACH & 13TH ST	62	44	533	489	16	2	162	160	20	9	151	142	13	13	80	67	13	20	140	120
IMPERIAL BEACH & FLORIDA	8	15	551	536	3	2	176	174	1	2	162	160	1	8	80	72	3	3	133	130
IMPERIAL BEACH & EMORY ST	5	13	544	531	0	2	177	175	1	2	161	159	1	4	73	69	3	5	133	128
9TH ST & IMPERIAL BEACH B	13	11	536	525	4	2	175	173	2	3	160	157	4	4	70	66	3	2	131	129
9TH ST & ELM AV	15	25	538	513	5	10	177	167	8	6	159	153	0	4	70	66	2	5	132	127
PALM AV & 9TH ST	90	64	528	464	28	6	172	166	29	20	161	141	9	20	66	46	24	18	129	111
SILVER STRAND & 7TH ST	55	13	554	541	19	2	194	192	23	6	170	164	5	4	55	51	8	1	135	134
SILVER STRAND & RAINBOW D	29	4	596	592	10	0	211	211	10	1	187	186	1	2	56	54	8	1	142	141
SILVER STRAND & CORONADO	19	27	621	594	1	6	221	215	7	14	196	182	8	3	55	52	3	4	149	145
SILVER STRAND & LOEWS RES	8	13	613	600	1	8	216	208	1	1	189	188	3	3	60	57	3	1	148	147
SILVER STRAND & LEYTE RD	3	15	608	593	0	3	209	206	0	7	189	182	0	1	60	59	3	4	150	146
SILVER STRAND & LEYTE RD	19	4	596	592	4	0	206	206	12	1	182	181	0	1	59	58	3	2	149	147
SILVER STRAND & NAS (MAIN	43	40	611	571	10	15	210	195	10	16	193	177	14	1	58	57	9	8	150	142
SILVER STRAND & AVD DE LA	4	9	614	605	0	3	205	202	3	2	187	185	1	0	71	71	0	4	151	147
SILVER STRAND & AVD DEL S	3	20	609	589	0	9	202	193	0	7	188	181	2	2	72	70	1	2	147	145
ORANGE AV & ADELLA AV	46	78	592	514	2	24	193	169	24	36	181	145	15	8	72	64	5	10	146	136
ORANGE AV & B AV	40	13	560	547	4	10	171	161	21	3	169	166	12	0	79	79	3	0	141	141
ORANGE AV & C AV	13	21	587	566	1	12	165	153	3	6	187	181	6	3	91	88	3	0	144	144
ORANGE AV & 10TH ST	14	21	579	558	3	8	154	146	3	11	184	173	5	0	94	94	3	2	147	145
ORANGE AV & 9TH ST	40	29	572	543	16	10	149	139	14	14	176	162	5	3	99	96	5	2	148	146
ORANGE AV & 8TH ST	12	20	583	563	0	12	155	143	9	7	176	169	2	0	101	101	1	1	151	150
ORANGE AV & 7TH ST	10	41	575	534	0	18	143	125	5	14	178	164	3	2	103	101	2	7	151	144
ORANGE AV & 6TH ST	5	16	544	528	0	10	125	115	4	5	169	164	0	0	104	104	1	1	146	145
ORANGE AV & 5TH ST	4	22	533	511	0	9	115	106	4	8	168	160	0	2	104	102	0	3	146	143
3RD ST & ORANGE AV	13	31	499	468	2	6	91	85	3	16	164	148	5	3	102	99	3	6	142	136
3RD ST & E AV	1	3	481	478	0	3	87	84	1	0	151	151	0	0	104	104	0	0	139	139
3RD ST & G AV	6	1	479	478	0	0	84	84	4	0	152	152	1	0	104	104	1	1	139	138
3RD ST & I AVE	2	9	484	475	0	2	84	82	0	1	156	155	2	2	105	103	0	4	139	135
4TH ST & ALAMEDA BL (NASN	299	104	477	373	19	33	82	49	117	25	155	130	110	10	105	95	53	36	135	99
4TH ST & PALM AV	23	1	672	671	6	0	68	68	9	0	247	247	7	1	205	204	1	0	152	152

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4TH ST & E AV	8	1	694	693	4	0	74	74	1	0	256	256	1	0	211	211	2	1	153	152
4TH ST & ORANGE AV	52	2	717	715	11	0	93	93	16	0	257	257	14	2	212	210	11	0	155	155
4TH ST & B AV	24	3	767	764	3	0	104	104	9	0	273	273	5	2	224	222	7	1	166	165
4TH ST & ADELLA LN	26	2	788	786	6	0	107	107	9	1	282	281	8	0	227	227	3	1	172	171
NATIONAL AV & CROSBY ST	13	29	812	783	4	4	113	109	5	11	290	279	1	8	235	227	3	6	174	168
NATIONAL AV & BEARDSLEY S	39	7	796	789	15	1	113	112	17	2	284	282	3	2	228	226	4	2	171	169
NATIONAL AV & 16TH ST	0	1	828	827	0	1	127	126	0	0	299	299	0	0	229	229	0	0	173	173
IMPERIAL AV & 12TH AV	42	246	827	581	10	15	126	111	16	96	299	203	7	92	229	137	9	43	173	130
11TH AV & L ST	1	4	623	619	0	1	121	120	0	2	219	217	1	1	144	143	0	0	139	139
11TH AV & MARKET ST	2	32	620	588	0	3	120	117	0	19	217	198	0	6	144	138	2	4	139	135
11TH AV & F ST	0	12	590	578	0	6	117	111	0	1	198	197	0	2	138	136	0	3	137	134
BROADWAY & 9TH AV	9	156	578	422	1	32	111	79	1	57	197	140	2	39	136	97	5	28	134	106
BROADWAY & 6TH AV	7	113	431	318	3	22	80	58	2	46	141	95	0	28	99	71	2	17	111	94
BROADWAY & 4TH AV	5	158	325	167	0	22	61	39	1	48	97	49	3	46	71	25	1	42	96	54
BROADWAY & 1ST AV	0	85	172	87	0	16	39	23	0	33	50	17	0	11	28	17	0	25	55	30
BROADWAY & FRONT ST	0	21	87	66	0	5	23	18	0	4	17	13	0	5	17	12	0	7	30	23
BROADWAY & COLUMBIA ST	0	21	66	45	0	10	18	8	0	4	13	9	0	3	12	9	0	4	23	19
BROADWAY & KETTNER BL	0	16	45	29	0	4	8	4	0	1	9	8	0	6	9	3	0	5	19	14
BROADWAY & HARBOR DR	0	29	29	0	0	4	4	0	0	8	8	0	0	3	3	0	0	14	14	0
Totals	1838	1838			392	392			654	654			404	404			388	388		

Total Passengers: 1838 (AM: 392 Mid-Day: 654 PM: 404 Other: 388)

Passenger Miles: 11984.2

Average Trip Length: 6.5

Revenue Miles: 1012.4

Passengers/Mile: 1.8

Miles Over Seated Capacity: 13.1

Percent Miles Over Seated Capacity: 1.3

Direction: Southbound

	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
BROADWAY & HARBOR DR	18	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	10	0	0	0
HARBOR DR & ASH ST (HOLID	0	2	18	16	0	0	0	0	0	2	6	4	0	0	2	2	0	0	10	10
PACIFIC HWY & ASH ST	3	0	16	16	0	0	0	0	0	0	4	4	1	0	2	2	0	0	10	10
BROADWAY & KETTNER BL	35	2	19	17	1	0	0	0	16	0	4	4	7	1	3	2	11	1	12	11
BROADWAY & STATE ST	25	0	52	52	2	0	1	1	7	0	20	20	10	0	9	9	6	0	22	22
BROADWAY & FRONT ST	26	0	77	77	2	0	3	3	8	0	27	27	13	0	19	19	3	0	28	28
BROADWAY & 3RD AV	244	4	103	99	32	0	5	5	66	1	35	34	69	1	32	31	77	2	31	29
BROADWAY & 5TH AV	143	7	343	336	27	0	37	37	47	3	100	97	35	3	100	97	34	1	106	105
BROADWAY & 8TH AV	3	0	479	479	0	0	64	64	3	0	144	144	0	0	132	132	0	0	139	139
BROADWAY & 10TH AV	141	19	482	463	45	1	64	63	42	7	147	140	26	8	132	124	28	3	139	136
10TH AV & F ST	15	4	604	600	2	0	108	108	5	1	182	181	2	2	150	148	6	1	164	163
10TH AV & MARKET ST	25	3	615	612	8	0	110	110	9	0	186	186	4	1	150	149	4	2	169	167
10TH AV & ISLAND AV	4	1	637	636	0	0	118	118	1	1	195	194	2	0	153	153	1	0	171	171
10TH AV & PARK BLVD	2	1	640	639	0	1	118	117	1	0	195	195	1	0	155	155	0	0	172	172
IMPERIAL AV & 12TH AV	332	50	641	591	90	6	117	111	76	19	196	177	42	10	156	146	124	15	172	157
NATIONAL AV & 16TH ST	1	7	923	916	0	6	201	195	0	0	253	253	1	0	188	188	0	1	281	280
NATIONAL AV & BEARDSLEY S	0	31	917	886	0	4	195	191	0	12	253	241	0	7	189	182	0	8	280	272
CROSBY ST & NATIONAL AV (	45	14	886	872	20	2	191	189	14	5	241	236	8	5	182	177	3	2	272	270
POMONA AV & GLORIETTA BL	7	50	917	867	1	7	209	202	2	21	250	229	1	13	185	172	3	9	273	264
POMONA AV & 3RD ST	2	16	874	858	0	4	203	199	1	4	231	227	1	7	173	166	0	1	267	266
3RD ST & C AV	3	30	812	782	0	7	199	192	0	14	228	214	1	5	120	115	2	4	265	261
3RD ST & ORANGE AV	4	48	785	737	0	19	192	173	1	18	214	196	1	3	116	113	2	8	263	255
3RD ST & E AV	1	6	741	735	0	4	173	169	1	2	197	195	0	0	114	114	0	0	257	257
3RD ST & G AV	0	16	736	720	0	3	169	166	0	6	196	190	0	3	114	111	0	4	257	253
3RD ST & I AV	4	19	720	701	2	3	166	163	2	3	190	187	0	4	111	107	0	9	253	244
4TH ST & ALAMEDA BL (NASN	95	281	705	424	6	80	165	85	38	26	189	163	35	29	107	78	16	146	244	98
4TH ST & PALM AV	4	10	519	509	1	3	91	88	0	3	201	198	2	3	113	110	1	1	114	113
4TH ST & E AV	0	2	513	511	0	0	89	89	0	1	198	197	0	0	112	112	0	1	114	113
ORANGE AV & 4TH ST	23	10	559	549	2	0	89	89	14	2	197	195	2	6	159	153	5	2	114	112
ORANGE AV & 5TH ST	24	12	572	560	0	3	91	88	22	6	209	203	0	3	155	152	2	0	117	117
ORANGE AV & 6TH ST	32	12	584	572	0	3	88	85	20	1	225	224	9	7	152	145	3	1	119	118
ORANGE AV & 7TH ST	1	2	604	602	0	0	85	85	0	0	244	244	0	1	154	153	1	1	121	120
ORANGE AV & 8TH ST	16	34	603	569	1	6	85	79	8	10	244	234	6	14	153	139	1	4	121	117
ORANGE AV & 9TH ST	32	33	585	552	2	5	80	75	17	11	242	231	6	13	145	132	7	4	118	114
ORANGE AV & PARK PL	20	34	584	550	0	7	77	70	9	20	248	228	8	7	138	131	3	0	121	121
ORANGE AV & LOMA AV	7	15	570	555	0	3	70	67	2	3	237	234	5	9	139	130	0	0	124	124
ORANGE AV & DANA PL	31	56	562	506	7	20	67	47	14	15	236	221	3	7	135	128	7	14	124	110
ORANGE AV & GLORIETTA BL	18	16	537	521	1	2	54	52	5	5	235	230	10	2	131	129	2	7	117	110
SILVER STRAND & AVD DEL S	3	10	539	529	1	6	53	47	1	1	235	234	0	1	139	138	1	2	112	110
SILVER STRAND & AVE DE LA	2	0	532	532	0	0	48	48	1	0	235	235	0	0	138	138	1	0	111	111
SILVER STRAND & NAS (MAIN	23	33	534	501	3	3	48	45	9	13	236	223	11	8	138	130	0	9	112	103
LEYTE RD & PALAU RD	0	0	71	71	0	0	0	0	0	0	0	0	0	0	71	71	0	0	0	0
PALAU RD & LEYTE RD	1	4	71	67	0	0	0	0	0	0	0	0	1	4	71	67	0	0	0	0
SILVER STRAND & CORONADO	12	39	521	482	1	11	48	37	8	15	232	217	3	7	138	131	0	6	103	97
RAINBOW DR & BONITO AV	2	15	494	479	0	0	38	38	2	5	225	220	0	8	134	126	0	2	97	95
PALM AV & RAINBOW DR	2	26	481	455	0	0	38	38	1	16	222	206	0	3	126	123	1	7	95	88
PALM AV & 7TH ST	14	23	457	434	1	1	38	37	11	6	207	201	0	9	123	114	2	7	89	82
9TH ST & PALM AV	59	88	448	360	8	14	38	24	30	30	212	182	11	24	114	90	10	20	84	64

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9TH ST & ELM AV	7	9	419	410	0	0	32	32	2	7	212	205	1	2	101	99	4	0	74	74
9TH ST & IMPERIAL BEACH B	29	15	417	402	12	1	32	31	9	8	207	199	5	6	100	94	3	0	78	78
IMPERIAL BEACH & EMORY ST	7	6	431	425	1	0	43	43	3	4	208	204	1	2	99	97	2	0	81	81
IMPERIAL BEACH & 11TH ST	9	11	432	421	2	0	44	44	2	8	207	199	2	1	98	97	3	2	83	81
IMPERIAL BEACH & 13TH ST	28	60	430	370	2	2	46	44	14	23	201	178	3	19	99	80	9	16	84	68
IMPERIAL BEACH & GRANGER	9	8	398	390	7	1	46	45	1	3	192	189	0	3	83	80	1	1	77	76
CORONADO AV & ATWATER ST	2	6	399	393	1	1	52	51	1	3	190	187	0	0	80	80	0	2	77	75
CORONADO AV & THALIA ST	2	12	395	383	0	3	52	49	0	6	188	182	0	2	80	78	2	1	75	74
CORONADO AV & 18TH	9	26	385	359	0	4	49	45	9	7	182	175	0	7	78	71	0	8	76	68
CORONADO AV & SATURN BL	25	22	368	346	8	3	45	42	9	12	184	172	3	4	71	67	5	3	68	65
CORONADO AV & GREEN BAY S	28	3	371	368	6	0	50	50	17	1	181	180	1	0	70	70	4	2	70	68
CORONADO AV & HOLLISTER S	20	11	396	385	6	1	56	55	8	4	197	193	0	4	71	67	6	2	72	70
CORONADO AV & 25TH ST	7	20	405	385	1	0	61	61	4	12	201	189	0	4	67	63	2	4	76	72
CORONADO AV & 27TH ST	11	12	392	380	10	0	62	62	1	4	193	189	0	6	63	57	0	2	74	72
27TH ST & GROVE AV	3	5	391	386	2	0	72	72	1	1	190	189	0	3	57	54	0	1	72	71
IRIS AV & 27TH ST	5	13	389	376	1	2	74	72	2	5	190	185	2	4	54	50	0	2	71	69
IRIS AV & MONTEREY PINE D	4	3	381	378	0	0	73	73	0	2	187	185	0	1	52	51	4	0	69	69
IRIS AV & MONTEREY PARK D	0	6	382	376	0	0	73	73	0	5	185	180	0	0	51	51	0	1	73	72
IRIS AV TROLLEY STATION	0	376	376	0	0	73	73	0	0	180	180	0	0	51	51	0	0	72	72	0
Totals	1709	1709			325	325			603	603			357	357			424	424		

Total Passengers: 1709 (AM: 325 Mid-Day: 603 PM: 357 Other: 424)
Passenger Miles: 10313.2
Average Trip Length: 6.0
Revenue Miles: 969.9
Passengers/Mile: 1.8
Miles Over Seated Capacity: 0.0
Percent Miles Over Seated Capacity: 0.0

TOTALS BOTH DIRECTIONS

Total Passengers: 3547 (AM: 717 Mid-Day: 1257 PM: 761 Other: 812)
Passenger Miles: 22297.4
Average Trip Length: 6.3
Revenue Miles: 1982.2
Passengers/Mile: 1.8
Miles Over Seated Capacity: 13.1
Percent Miles Over Seated Capacity: 0.3

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4-Detail By Stop - FY 1996

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
IRIS AV TROLLEY STATION	357	0	0	0	88	0	0	0	119	0	0	0	71	0	0	0	79	0	0	0
IRIS AV & MONTEREY PARK D	9	1	357	356	4	0	88	88	1	0	119	119	2	1	71	70	2	0	79	79
IRIS AV & MONTEREY PINE D	4	5	365	360	2	2	92	90	1	3	120	117	0	0	72	72	1	0	81	81
IRIS AV & 27TH ST	15	12	364	352	4	0	92	92	6	1	118	117	2	3	72	69	3	8	82	74
27TH ST & GROVE AV	5	16	367	351	3	0	96	96	1	6	123	117	0	2	71	69	1	8	77	69
CORONADO AV & 27TH ST	10	5	356	351	2	0	99	99	3	3	118	115	5	2	69	67	0	0	70	70
CORONADO AV & 25TH ST	37	18	362	344	7	1	101	100	13	5	119	114	9	8	72	64	8	4	70	66
CORONADO AV & HOLLISTER S	17	16	381	365	6	4	107	103	4	3	127	124	1	4	73	69	6	5	74	69
CORONADO AV & GREEN BAY S	12	6	382	376	6	1	109	108	4	4	128	124	0	0	70	70	2	1	75	74
CORONADO AV & SATURN BL	59	43	388	344	9	9	114	105	33	16	128	112	3	12	70	58	14	6	76	69
CORONADO AV & THERMAL AV	23	9	403	394	3	1	114	113	8	4	145	141	11	2	61	59	1	2	83	81
CORONADO AV & ATWATER ST	3	11	418	407	1	0	116	116	1	2	150	148	0	7	70	63	1	2	82	80
IMPERIAL BEACH & GRANGER	9	9	410	401	0	1	117	116	5	5	149	144	1	2	63	61	3	1	81	80
IMPERIAL BEACH & 13TH ST	76	42	410	367	24	3	116	113	23	6	149	142	11	17	62	45	18	16	83	67
IMPERIAL BEACH & FLORIDA	14	13	443	430	6	1	137	136	5	10	165	155	2	2	56	54	1	0	85	85
IMPERIAL BEACH & EMORY ST	34	18	444	426	17	1	142	141	12	1	160	159	1	8	56	48	4	8	86	78
9TH ST & IMPERIAL BEACH B	24	7	460	453	9	1	158	157	10	2	171	169	1	2	49	47	4	2	82	80
9TH ST & ELM AV	14	9	477	468	5	2	166	164	6	3	179	176	0	4	48	44	3	0	84	84
PALM AV & 9TH ST	108	43	482	439	35	5	169	164	40	18	182	164	11	14	44	30	22	6	87	81
SILVER STRAND & 7TH ST	47	10	548	538	16	0	199	199	14	4	204	200	6	3	41	38	11	3	104	101
SILVER STRAND & RAINBOW D	62	7	585	578	21	0	215	215	16	7	214	207	6	0	44	44	19	0	112	112
SILVER STRAND & CORONADO	21	20	641	621	0	9	236	227	12	8	224	216	8	1	50	49	1	2	131	129
SILVER STRAND & LOEWS RES	6	14	642	628	1	9	227	218	5	4	228	224	0	1	57	56	0	0	130	130
SILVER STRAND & LEYTE RD	2	25	634	609	1	11	219	208	0	10	229	219	1	2	56	54	0	2	130	128
SILVER STRAND & LEYTE RD	5	6	611	605	0	2	209	207	0	1	219	218	0	1	55	54	5	2	128	126
SILVER STRAND & NAS (MAIN	44	45	610	564	3	20	207	187	16	11	218	207	20	8	54	46	5	6	131	124
SILVER STRAND & AVD DE LA	14	14	608	594	5	6	190	184	5	5	223	218	4	1	66	65	0	2	129	127
SILVER STRAND & AVD DEL S	7	8	608	599	0	6	189	183	6	0	223	222	0	0	69	69	1	2	127	125
ORANGE AV & ADELLA AV	86	88	606	518	9	26	183	157	50	41	228	187	18	6	69	63	9	15	126	111
ORANGE AV & B AV	29	15	604	589	5	7	166	159	10	6	237	231	12	1	81	80	2	1	120	119
ORANGE AV & C AV	9	13	618	605	3	4	164	160	2	8	241	233	1	1	92	91	3	0	121	121
ORANGE AV & 10TH ST	17	10	616	606	3	2	163	161	6	5	236	231	3	2	93	91	5	1	124	123
ORANGE AV & 9TH ST	30	34	624	590	3	11	164	153	19	14	237	223	4	4	94	90	4	5	129	124
ORANGE AV & 8TH ST	25	18	620	602	8	14	156	142	12	1	242	241	2	0	94	94	3	3	128	125
ORANGE AV & 7TH ST	11	62	627	565	4	36	150	114	5	15	253	238	1	2	96	94	1	9	128	119
ORANGE AV & 6TH ST	14	10	577	567	1	5	118	113	8	3	244	241	3	1	95	94	2	1	120	119
ORANGE AV & 5TH ST	9	12	581	569	3	3	114	111	3	6	249	243	2	2	97	95	1	1	121	120
3RD ST & ORANGE AV	11	32	564	532	2	5	100	95	4	14	246	232	4	5	97	92	1	8	121	113
3RD ST & E AV	4	5	544	539	1	2	97	95	1	2	236	234	1	1	96	95	1	0	115	115
3RD ST & G AV	3	6	543	537	0	1	96	95	1	2	235	233	2	2	96	94	0	1	116	115
3RD ST & I AVE	9	22	540	518	1	8	95	87	6	5	234	229	0	2	96	94	2	7	115	108
4TH ST & ALAMEDA BL (NASN	349	93	527	434	19	25	88	63	156	25	235	210	119	9	94	85	55	34	110	76
4TH ST & PALM AV	31	2	783	781	8	0	82	82	10	2	366	364	7	0	204	204	6	0	131	131

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4TH ST & E AV	26	2	813	811	11	2	90	88	10	0	374	374	2	0	212	212	3	0	137	137
4TH ST & ORANGE AV	63	2	851	849	15	0	113	113	22	1	384	383	19	0	214	214	7	1	140	139
4TH ST & B AV	21	0	913	913	6	0	128	128	7	0	406	406	2	0	233	233	6	0	146	146
4TH ST & ADELLA LN	33	2	935	933	9	0	134	134	9	1	413	412	8	1	235	234	7	0	153	153
NATIONAL AV & CROSBY ST	17	31	966	935	2	0	143	143	4	16	421	405	4	11	242	231	7	4	160	156
NATIONAL AV & BEARDSLEY S	23	5	952	947	3	0	145	145	10	1	409	408	9	4	235	231	1	0	163	163
NATIONAL AV & 16TH ST	2	0	970	970	0	0	148	148	1	0	418	418	0	0	240	240	1	0	164	164
IMPERIAL AV & 12TH AV	49	335	972	635	8	40	148	108	23	133	419	285	11	97	240	142	7	65	165	100
11TH AV & L ST	3	6	684	678	1	0	116	116	1	4	308	304	0	1	153	152	1	1	107	106
11TH AV & MARKET ST	7	39	681	642	1	3	117	114	2	20	305	285	1	10	152	142	3	6	107	101
11TH AV & F ST	0	6	649	642	0	2	115	113	0	0	287	287	0	1	143	142	0	3	104	100
BROADWAY & 9TH AV	22	132	642	510	4	16	113	97	14	62	287	225	3	36	142	106	1	18	100	82
BROADWAY & 6TH AV	8	122	532	409	1	28	101	73	3	63	239	176	3	23	109	85	1	8	83	75
BROADWAY & 4TH AV	17	230	417	186	5	22	74	52	10	106	179	72	1	56	88	32	1	46	76	30
BROADWAY & 1ST AV	13	92	204	112	1	23	57	34	8	41	82	41	1	13	34	21	3	15	31	16
BROADWAY & FRONT ST	3	35	125	89	0	14	35	21	0	12	49	37	3	6	22	15	0	3	19	16
BROADWAY & COLUMBIA ST	0	32	92	59	0	5	21	16	0	15	37	21	0	9	18	9	0	3	16	13
BROADWAY & KETTNER BL	0	31	59	28	0	8	16	8	0	11	21	10	0	9	9	0	0	3	13	10
BROADWAY & HARBOR DR	0	28	28	0	0	8	8	0	0	10	10	0	0	0	0	0	0	10	10	0
Totals	1982	1984			415	415			786	787			422	422			359	360		

Total Passengers: 1982 (AM: 415 Mid-Day: 786 PM: 422 Other: 359)

Passenger Miles: 12705.5

Average Trip Length: 6.1

Revenue Miles: 1093.2

Passengers/Mile: 1.9

Miles Over Seated Capacity: 3.5

Percent Miles Over Seated Capacity: 0.3

Direction: Southbound

	Daily				Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
BROADWAY & HARBOR DR	24	0	0	0	2	0	0	0	15	0	0	0	15	0	0	0	6	0	0	0	1	0	0	0
HARBOR DR & ASH ST (HOLID	1	0	24	24	1	0	2	2	0	0	15	15	0	0	6	6	0	0	6	6	0	0	1	1
PACIFIC HWY & ASH ST	8	6	25	19	0	0	3	3	3	3	15	12	2	3	6	3	3	0	6	3	3	0	1	1
BROADWAY & KETTNER BL	55	1	27	26	12	0	3	3	20	0	15	15	12	1	5	4	11	0	4	4	0	4	4	4
BROADWAY & STATE ST	38	1	81	80	9	0	15	15	11	0	35	35	6	1	16	15	12	0	15	15	0	15	15	15
BROADWAY & FRONT ST	48	7	118	111	7	5	24	19	17	1	46	45	18	0	21	21	6	1	27	26	1	27	26	26
BROADWAY & 3RD AV	256	7	160	152	45	1	26	25	76	4	62	58	51	1	40	38	84	1	32	31	6	0	144	144
BROADWAY & 5TH AV	111	21	409	388	14	6	70	64	32	7	134	127	32	4	90	86	33	4	115	111	6	4	115	111
BROADWAY & 8TH AV	80	14	500	485	16	5	78	73	48	5	159	154	10	4	119	114	6	0	144	144	6	0	144	144
BROADWAY & 10TH AV	129	17	565	548	35	5	89	84	41	3	202	199	18	6	124	118	35	3	150	147	3	3	150	147
10TH AV & F ST	10	5	677	671	2	0	119	119	4	2	240	238	3	1	136	134	1	2	182	180	1	2	182	180
10TH AV & MARKET ST	21	8	681	673	6	2	121	119	8	2	242	240	1	3	137	134	6	1	181	180	1	1	181	180
10TH AV & ISLAND AV	6	3	695	691	5	0	125	125	0	2	248	246	0	0	136	135	1	1	186	185	1	1	186	185
10TH AV & PARK BLVD	2	2	697	695	0	0	130	130	0	1	246	245	2	1	135	134	0	0	186	186	0	0	186	186
IMPERIAL AV & 12TH AV	349	67	697	630	123	11	130	119	88	20	245	225	49	23	136	113	89	13	186	173	89	13	186	173
NATIONAL AV & 16TH ST	3	2	979	977	2	1	242	241	1	0	313	313	0	1	162	161	0	0	262	262	0	0	262	262
NATIONAL AV & BEARDSLEY S	4	36	980	944	1	10	243	233	3	17	314	297	0	8	161	153	0	1	262	261	0	1	262	261
CROSBY ST & NATIONAL AV (	52	14	948	934	31	5	234	229	12	1	300	299	2	3	153	150	7	5	261	256	7	5	261	256
POMONA AV & GLORIETTA BL	2	43	986	943	1	16	260	244	1	10	311	301	0	9	152	143	0	8	263	255	0	8	263	255
POMONA AV & 3RD ST	9	62	945	882	1	16	245	229	5	22	302	280	2	16	143	126	1	8	255	247	1	8	255	247
3RD ST & C AV	7	20	853	833	0	8	230	222	4	5	285	280	2	1	92	91	1	6	246	240	1	6	246	240
3RD ST & ORANGE AV	4	29	840	811	0	3	222	219	0	16	284	268	4	3	93	90	0	7	241	234	0	7	241	234
3RD ST & E AV	3	10	815	805	0	2	219	217	0	5	268	263	1	3	94	91	2	0	234	234	2	0	234	234
3RD ST & G AV	4	11	808	797	0	5	217	212	2	3	263	260	0	1	92	91	2	2	236	234	2	2	236	234
3RD ST & I AV	3	28	801	773	2	11	212	201	0	7	262	255	0	0	91	91	1	10	236	226	1	10	236	226
4TH ST & ALAMEDA BL (NASN	115	280	776	496	11	86	203	117	56	48	255	207	33	14	91	77	15	132	227	95	15	132	227	95
4TH ST & PALM AV	9	13	611	598	1	6	128	122	5	5	263	258	1	1	110	109	2	1	110	109	2	1	110	109
4TH ST & E AV	2	2	607	605	0	1	123	122	1	1	263	262	1	0	110	110	0	0	111	111	0	0	111	111
ORANGE AV & 4TH ST	16	12	645	632	1	1	122	121	7	3	263	260	5	6	147	140	3	2	113	111	3	2	113	111
ORANGE AV & 5TH ST	7	13	648	635	0	5	122	117	7	2	267	265	0	2	145	143	0	4	114	110	0	4	114	110
ORANGE AV & 6TH ST	41	38	642	604	2	9	117	108	33	17	272	255	5	9	143	134	1	3	110	107	1	3	110	107
ORANGE AV & 7TH ST	4	9	645	635	1	4	110	106	1	3	288	285	1	1	139	137	1	1	108	107	1	1	108	107
ORANGE AV & 8TH ST	21	23	639	616	4	6	107	101	7	5	286	281	8	10	138	128	2	2	108	106	2	2	108	106
ORANGE AV & 9TH ST	23	34	637	602	2	6	105	99	10	19	288	269	7	5	136	130	4	4	108	104	4	4	108	104
ORANGE AV & PARK PL	9	26	625	599	0	5	101	96	5	12	279	267	4	6	137	131	0	3	108	105	0	3	108	105
ORANGE AV & LOMA AV	13	29	608	579	0	6	96	90	10	12	272	260	3	10	135	125	0	1	105	104	0	1	105	104
ORANGE AV & DANA PL	49	76	592	516	6	26	90	64	28	26	270	244	11	3	128	125	4	21	104	83	4	21	104	83
ORANGE AV & GLORIETTA BL	42	45	565	520	9	11	70	59	19	26	272	246	8	3	136	133	6	5	87	82	6	5	87	82
SILVER STRAND & AVD DEL S	17	13	562	549	4	0	68	68	11	10	265	255	0	0	141	141	2	3	88	85	2	3	88	85
SILVER STRAND & AVE DE LA	8	11	566	555	0	3	72	69	5	2	266	264	3	5	141	136	0	1	87	86	0	1	87	86
SILVER STRAND & NAS (MAIN	39	29	563	534	1	7	69	62	19	5	269	264	14	8	139	131	5	9	86	77	5	9	86	77
SILVER STRAND & LEYTE RD	16	4	573	569	6	1	63	62	9	1	283	282	0	2	145	143	1	0	82	82	1	0	82	82
SILVER STRAND & CORONADO	21	43	585	542	1	14	68	54	12	22	291	269	7	5	143	138	1	2	83	81	1	2	83	81
RAINBOW DR & BONITO AV	7	29	563	534	2	1	55	54	4	16	281	265	1	8	145	137	0	4	82	78	0	4	82	78
PALM AV & RAINBOW DR	7	48	541	493	1	5	56	51	6	27	269	242	0	7	138	131	0	9	78	69	0	9	78	69
PALM AV & 7TH ST	13	34	500	466	5	10	52	42	7	12	248	236	1	9	131	122	0	3	69	66	0	3	69	66
9TH ST & PALM AV	50	87	479	392	12	9	47	38	22	39	243	204	8	25	123	98	8	14	66	52	8	14	66	52
9TH ST & ELM AV	3	17	442	425	1	3	50	47	0	9	226	217	0	5	106	101	2	0	60	60	2	0	60	60

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9TH ST & IMPERIAL BEACH B	13	9	428	419	5	0	48	48	4	4	217	213	2	4	101	97	2	1	62	61	2	1	62	61
IMPERIAL BEACH & EMORY ST	4	22	432	410	1	4	53	49	1	16	217	201	2	0	99	99	0	2	63	61	0	2	63	61
IMPERIAL BEACH & 11TH ST	10	15	414	399	4	4	50	46	2	7	202	195	4	4	101	97	0	0	61	61	0	0	61	61
IMPERIAL BEACH & 13TH ST	29	62	409	347	10	9	50	41	11	16	197	181	1	22	101	79	7	15	61	46	7	15	61	46
IMPERIAL BEACH & GRANGER	17	25	376	351	7	3	51	48	1	15	192	177	3	1	80	79	6	6	53	47	6	6	53	47
CORONADO AV & ATWATER ST	13	2	368	366	8	0	55	55	1	0	178	178	0	1	82	81	4	1	53	52	4	1	53	52
CORONADO AV & THALIA ST	13	17	379	362	8	1	63	62	4	15	179	164	0	1	81	80	1	0	56	56	1	0	56	56
CORONADO AV & 18TH	2	17	375	358	1	3	70	67	0	6	168	162	0	6	80	74	1	2	57	55	1	2	57	55
CORONADO AV & SATURN BL	16	28	360	332	3	6	68	62	8	9	162	153	3	9	74	65	2	4	56	52	2	4	56	52
CORONADO AV & GREEN BAY S	7	9	348	339	1	3	65	62	6	3	161	158	0	2	68	66	0	1	54	53	0	1	54	53
CORONADO AV & HOLLISTER S	5	20	346	326	2	4	63	59	1	10	164	154	1	4	66	62	1	2	53	51	1	2	53	51
CORONADO AV & 25TH ST	13	14	331	317	7	0	61	61	1	6	155	149	0	4	63	59	5	4	52	48	5	4	52	48
CORONADO AV & 27TH ST	2	15	330	315	0	2	68	66	2	10	150	140	0	3	59	56	0	0	53	53	0	0	53	53
27TH ST & GROVE AV	5	8	317	309	1	1	66	65	0	2	142	140	0	3	56	53	4	2	53	51	4	2	53	51
IRIS AV & 27TH ST	10	11	314	303	4	0	66	66	3	4	140	136	0	5	53	48	3	2	55	53	3	2	55	53
IRIS AV & MONTEREY PINE D	1	0	313	313	0	0	70	70	0	0	139	139	0	0	48	48	1	0	56	56	1	0	56	56
IRIS AV & MONTEREY PARK D	3	2	314	312	0	1	70	69	2	0	139	139	0	1	48	47	1	0	57	57	1	0	57	57
IRIS AV TROLLEY STATION	0	315	315	0	0	69	69	0	0	141	141	0	0	47	47	0	0	58	58	0	0	58	58	0
Totals	1924	1920			447	447			722	722			358	354			397	397						

4-Detail By Stop - FY 1997

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	ON BRD	THRU	ON	OFF	ON BRD	THRU	ON	OFF	ON BRD	THRU	ON	OFF	ON BRD	THRU	ON	OFF	ON BRD	THRU
IRIS AV TROLLEY STATION	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IRIS AV & MONTEREY PARK D	1	0	5	5	1	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
IRIS AV & MONTEREY PINE D	0	0	6	6	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
IRIS AV & 27TH ST	0	0	6	6	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
27TH ST & GROVE AV	1	0	6	6	1	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & 27TH ST	3	0	7	7	3	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & 25TH ST	0	0	10	10	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & HOLLISTER S	0	0	10	10	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & GREEN BAY S	0	0	10	10	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & SATURN BL	1	1	10	9	1	1	10	9	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & THERMAL AV	0	0	10	10	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & ATWATER ST	0	0	10	10	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
IMPERIAL BEACH & GRANGER	0	0	10	10	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
IMPERIAL BEACH & 13TH ST	3	0	10	10	3	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
IMPERIAL BEACH & FLORIDA	2	0	13	13	2	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
IMPERIAL BEACH & EMORY ST	0	0	15	15	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0
9TH ST & IMPERIAL BEACH B	0	0	15	15	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0
9TH ST & ELM AV	0	0	15	15	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0
PALM AV & 9TH ST	4	0	15	15	4	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & 7TH ST	1	0	19	19	1	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & RAINBOW D	4	0	20	20	4	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & CORONADO	1	1	24	23	1	1	24	23	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & LOEWS RES	0	1	24	23	0	1	24	23	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & LEYTE RD	0	0	23	23	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & LEYTE RD	1	0	23	23	1	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & NAS (MAIN	0	3	24	21	0	3	24	21	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & AVD DE LA	0	1	21	20	0	1	21	20	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & AVD DEL S	0	0	20	20	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & ADELLA AV	0	2	20	18	0	2	20	18	0	0	0	0	0	0	0	0	0	0	0	0
DANA PL & ORANGE AV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & B AV	0	0	18	18	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & C AV	0	0	18	18	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & 10TH ST	0	0	18	18	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & 9TH ST	0	0	18	18	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & 8TH ST	0	0	18	18	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & 7TH ST	0	12	18	6	0	12	18	6	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & 6TH ST	0	0	6	6	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & 5TH ST	0	0	6	6	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
3RD ST & ORANGE AV	0	0	6	6	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
3RD ST & E AV	0	0	6	6	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
3RD ST & G AV	0	0	6	6	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
3RD ST & I AVE	0	0	6	6	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
4TH ST & ALAMEDA BL (NASN	0	2	6	4	0	2	6	4	0	0	0	0	0	0	0	0	0	0	0	0

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4TH ST & PALM AV	0	0	4	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
4TH ST & E AV	0	0	4	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
4TH ST & ORANGE AV	1	0	4	4	1	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
4TH ST & B AV	0	0	5	5	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
4TH ST & ADELLA LN	0	0	5	5	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
NATIONAL AV & CROSBY ST	1	0	5	5	1	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
NATIONAL AV & BEARDSLEY S	1	0	6	6	1	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
NATIONAL AV & 16TH ST	0	0	7	7	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
IMPERIAL AV & 12TH AV	5	1	7	6	5	1	7	6	0	0	0	0	0	0	0	0	0	0	0	0
11TH AV & L ST	0	0	11	11	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0
11TH AV & MARKET ST	0	1	11	10	0	1	11	10	0	0	0	0	0	0	0	0	0	0	0	0
11TH AV & F ST	0	2	10	8	0	2	10	8	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & 9TH AV	0	2	8	6	0	2	8	6	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & 6TH AV	0	1	6	5	0	1	6	5	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & 4TH AV	0	1	5	4	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & 1ST AV	0	3	4	1	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & FRONT ST	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & COLUMBIA ST	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & KETTNER BL	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & HARBOR DR	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	35	35			35	35			0	0			0	0			0	0		

Total Passengers: 35 (AM: 35 Mid-Day: 0 PM: 0 Other: 0)

Passenger Miles: 284.4

Average Trip Length: 8.1

Revenue Miles: 20.2

Passengers/Mile: 1.7

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

Direction: Southbound

	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
BROADWAY & HARBOR DR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HARBOR DR & ASH ST (HOLID	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PACIFIC HWY & ASH ST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & KETTNER BL	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & STATE ST	0	0	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & FRONT ST	0	0	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & 3RD AV	1	0	3	3	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & 5TH AV	1	0	4	4	1	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & 8TH AV	1	0	5	5	1	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
BROADWAY & 10TH AV	8	0	6	6	8	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
10TH AV & F ST	0	0	14	14	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0
10TH AV & MARKET ST	0	1	14	13	0	1	14	13	0	0	0	0	0	0	0	0	0	0	0	0
10TH AV & ISLAND AV	0	0	13	13	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
10TH AV & PARK BLVD	0	0	13	13	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
IMPERIAL AV & 12TH AV	6	2	13	11	6	2	13	11	0	0	0	0	0	0	0	0	0	0	0	0
NATIONAL AV & 16TH ST	0	0	17	17	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0
NATIONAL AV & BEARDSLEY S	0	1	17	16	0	1	17	16	0	0	0	0	0	0	0	0	0	0	0	0
CROSBY ST & NATIONAL AV (	2	0	16	16	2	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0
POMONA AV & GLORIETTA BL	0	2	18	16	0	2	18	16	0	0	0	0	0	0	0	0	0	0	0	0
POMONA AV & 3RD ST	0	0	16	16	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0
3RD ST & C AV	0	0	16	16	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0
3RD ST & ORANGE AV	0	1	16	15	0	1	16	15	0	0	0	0	0	0	0	0	0	0	0	0
3RD ST & E AV	0	1	15	14	0	1	15	14	0	0	0	0	0	0	0	0	0	0	0	0
3RD ST & G AV	0	0	14	14	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0
3RD ST & I AV	0	2	14	12	0	2	14	12	0	0	0	0	0	0	0	0	0	0	0	0
4TH ST & ALAMEDA BL (NASN	0	4	12	8	0	4	12	8	0	0	0	0	0	0	0	0	0	0	0	0
4TH ST & PALM AV	0	2	8	6	0	2	8	6	0	0	0	0	0	0	0	0	0	0	0	0
4TH ST & E AV	0	0	6	6	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & 4TH ST	0	0	6	6	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & 5TH ST	0	0	6	6	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & 6TH ST	0	1	6	5	0	1	6	5	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & 7TH ST	0	0	5	5	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & 8TH ST	0	2	5	3	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & 9TH ST	0	0	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & PARK PL	0	0	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & LOMA AV	0	0	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
DANA PL & ORANGE AV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & DANA PL	1	2	3	1	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & GLORIETTA BL	0	0	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & AVD DEL S	0	0	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & AVE DE LA	0	1	2	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & NAS (MAIN	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & LEYTE RD	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & CORONADO	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
RAINBOW DR & BONITO AV	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
PALM AV & RAINBOW DR	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
PALM AV & 7TH ST	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
9TH ST & PALM AV	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0

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9TH ST & ELM AV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9TH ST & IMPERIAL BEACH B	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IMPERIAL BEACH & EMORY ST	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IMPERIAL BEACH & 11TH ST	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
IMPERIAL BEACH & 13TH ST	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
IMPERIAL BEACH & GRANGER	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & ATWATER ST	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & THALIA ST	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & 18TH	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & SATURN BL	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & GREEN BAY S	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & HOLLISTER S	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & 25TH ST	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO AV & 27TH ST	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
27TH ST & GROVE AV	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
IRIS AV & 27TH ST	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
IRIS AV & MONTEREY PINE D	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
IRIS AV & MONTEREY PARK D	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
IRIS AV TROLLEY STATION	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	24	24			24	24			0	0			0	0			0	0		

Total Passengers: 24 (AM: 24 Mid-Day: 0 PM: 0 Other: 0)
Passenger Miles: 104.3
Average Trip Length: 4.3
Revenue Miles: 21.2
Passengers/Mile: 1.1
Miles Over Seated Capacity: 0.0
Percent Miles Over Seated Capacity: 0.0

TOTALS BOTH DIRECTIONS

Total Passengers: 59 (AM: 59 Mid-Day: 0 PM: 0 Other: 0)
Passenger Miles: 388.7
Average Trip Length: 6.6
Revenue Miles: 41.4
Passengers/Mile: 1.4
Miles Over Seated Capacity: 0.0
Percent Miles Over Seated Capacity: 0.0

4-Detail By Stop - FY 1998

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
IRIS AV TROLLEY STATION	427	0	0	0	107	0	0	0	154	0	0	0	76	0	0	0	90	0	0	0
IRIS AV & MONTEREY PARK D	7	1	427	426	1	0	107	107	2	1	154	153	3	0	76	76	1	0	90	90
IRIS AV & MONTEREY PINE D	1	0	435	432	1	0	108	108	0	0	156	156	0	0	80	80	0	0	91	88
IRIS AV & 27TH ST	4	6	435	426	2	0	110	109	0	0	157	157	2	5	80	74	0	1	88	86
27TH ST & GROVE AV	6	11	433	415	2	0	112	111	4	4	159	152	0	5	76	69	0	2	86	83
CORONADO AV & 27TH ST	11	5	427	418	0	0	113	113	3	3	157	154	4	2	72	67	4	0	85	84
CORONADO AV & 25TH ST	16	3	434	425	6	1	114	112	5	1	159	153	4	1	73	72	1	0	88	88
CORONADO AV & HOLLISTER S	8	11	448	435	1	1	122	121	2	4	159	155	1	1	78	75	4	5	89	84
CORONADO AV & GREEN BAY S	10	6	449	439	1	1	123	121	6	2	159	157	1	2	78	75	2	1	89	86
CORONADO AV & SATURN BL	32	29	453	415	6	2	122	120	15	17	167	146	6	7	76	65	5	3	88	84
CORONADO AV & THERMAL AV	11	6	457	446	2	3	128	125	2	0	164	163	7	2	75	71	0	1	90	87
CORONADO AV & ATWATER ST	8	5	465	453	3	1	128	125	2	1	168	166	2	1	79	76	1	2	90	86
IMPERIAL BEACH & GRANGER	7	8	474	461	4	2	132	130	0	4	172	165	2	0	80	78	1	2	90	88
IMPERIAL BEACH & 13TH ST	45	23	476	442	12	1	135	132	9	9	168	157	7	5	82	72	17	8	91	81
IMPERIAL BEACH & FLORIDA	11	15	497	475	3	1	146	144	7	10	170	157	1	4	82	76	0	0	99	98
IMPERIAL BEACH & EMORY ST	8	7	489	475	3	0	148	148	3	3	165	160	1	2	78	72	1	2	98	95
9TH ST & IMPERIAL BEACH B	12	15	487	462	3	5	151	146	5	4	165	156	1	4	75	69	3	2	96	91
9TH ST & ELM AV	8	8	481	469	5	2	151	148	2	1	164	161	0	4	71	66	1	1	95	94
PALM AV & 9TH ST	93	47	478	419	31	5	153	145	27	16	164	142	13	21	66	44	22	5	95	88
SILVER STRAND & 7TH ST	26	2	524	515	8	0	180	179	10	1	175	171	4	1	57	55	4	0	112	110
SILVER STRAND & RAINBOW D	27	4	551	544	7	2	188	186	13	1	184	181	2	1	59	57	5	0	120	120
SILVER STRAND & CORONADO	34	26	581	550	12	15	195	179	12	6	198	189	8	3	62	58	2	2	126	124
SILVER STRAND & LOEWS RES	5	13	587	570	1	3	193	190	1	8	201	193	2	1	67	65	1	1	126	122
SILVER STRAND & LEYTE RD	5	2	579	574	2	2	192	189	1	0	195	193	0	0	68	68	2	0	124	124
SILVER STRAND & LEYTE RD	4	1	581	577	1	0	191	190	3	0	195	193	0	0	68	68	0	1	127	126
SILVER STRAND & NAS (MAIN	64	28	581	546	4	10	191	180	26	7	196	186	18	4	68	63	16	7	126	117
SILVER STRAND & AVD DE LA	3	3	619	612	0	0	186	183	1	2	215	212	1	0	83	83	1	1	135	134
SILVER STRAND & AVD DEL S	11	17	619	598	2	5	184	177	5	10	215	203	3	0	85	85	1	2	135	133
ORANGE AV & ADELLA AV	71	78	614	527	7	23	180	156	20	26	211	182	33	13	89	72	11	16	134	117
DANA PL & ORANGE AV	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & B AV	48	23	616	586	6	4	171	167	26	14	206	191	7	3	109	102	9	2	130	126
ORANGE AV & C AV	13	4	648	633	3	1	176	171	3	2	220	213	7	1	114	111	0	0	138	138
ORANGE AV & 10TH ST	35	11	652	636	8	5	174	168	14	5	218	212	6	0	121	120	7	1	139	136
ORANGE AV & 9TH ST	32	21	678	653	9	8	179	170	8	7	227	218	9	3	127	124	6	3	145	141
ORANGE AV & 8TH ST	12	4	699	690	2	3	183	179	6	1	232	228	2	0	136	135	2	0	148	148
ORANGE AV & 7TH ST	10	14	704	683	3	13	182	166	2	0	234	231	3	1	138	136	2	0	150	150
ORANGE AV & 6TH ST	15	6	698	688	3	3	169	165	4	3	237	232	8	0	139	138	0	0	153	153
ORANGE AV & 5TH ST	15	3	714	703	10	0	170	166	2	3	243	238	2	0	148	148	1	0	153	151
3RD ST & ORANGE AV	11	35	691	643	1	8	151	141	5	15	241	221	3	9	150	137	2	3	149	144
3RD ST & E AV	11	3	663	659	7	2	142	140	4	1	231	229	0	0	142	142	0	0	148	148
3RD ST & G AV	4	7	671	659	3	2	147	143	1	2	234	231	0	1	142	141	0	2	148	144
3RD ST & I AVE	7	3	665	658	1	2	146	144	3	1	233	230	3	0	141	140	0	0	145	144
4TH ST & ALAMEDA BL (NASN	269	100	669	554	12	35	145	109	91	20	235	208	102	4	144	137	64	41	145	100

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4TH ST & PALM AV	21	0	832	832	5	0	121	121	8	0	304	304	5	0	242	242	3	0	165	165
4TH ST & E AV	12	3	862	857	2	0	127	126	7	3	314	310	2	0	251	251	1	0	170	170
4TH ST & ORANGE AV	62	1	902	899	13	0	154	153	27	0	319	319	13	1	254	252	9	0	175	175
4TH ST & B AV	17	1	968	966	2	0	168	168	3	1	348	347	9	0	267	266	3	0	185	185
4TH ST & ADELLA LN	44	1	993	990	15	1	172	169	11	0	354	354	13	0	278	278	5	0	189	189
NATIONAL AV & CROSBY ST	28	64	1048	968	14	13	187	169	9	28	371	338	0	16	293	273	5	7	197	188
NATIONAL AV & BEARDSLEY S	42	5	1008	999	7	1	187	186	24	3	351	345	11	1	275	273	0	0	195	195
NATIONAL AV & 16TH ST	4	4	1050	1044	2	0	195	194	1	2	372	369	1	1	285	284	0	1	198	197
IMPERIAL AV & 12TH AV	72	340	1051	700	16	29	196	166	34	136	372	234	9	107	286	177	13	68	197	123
11TH AV & L ST	5	2	788	785	0	0	185	185	1	2	274	271	0	0	189	189	4	0	140	140
11TH AV & MARKET ST	3	19	790	756	2	0	185	183	0	8	272	258	0	3	189	181	1	8	144	134
11TH AV & F ST	2	14	764	744	1	7	185	174	1	4	261	256	0	2	181	178	0	1	137	136
BROADWAY & 9TH AV	15	197	753	540	2	36	181	142	11	64	257	188	2	56	179	118	0	41	136	92
BROADWAY & 6TH AV	8	132	566	423	0	51	145	90	5	47	203	154	3	27	123	94	0	7	95	85
BROADWAY & 4TH AV	11	241	440	186	2	41	90	48	4	79	163	80	2	65	100	31	3	56	87	27
BROADWAY & 1ST AV	5	66	204	128	0	17	50	33	1	30	88	53	2	10	36	23	2	9	30	19
BROADWAY & FRONT ST	2	35	137	93	0	14	33	16	0	12	57	42	2	7	26	17	0	2	21	18
BROADWAY & COLUMBIA ST	0	25	97	66	0	10	17	5	0	10	43	31	0	3	19	14	0	2	18	16
BROADWAY & KETTNER BL	0	37	66	17	0	2	5	1	0	19	31	7	0	8	14	2	0	8	16	7
BROADWAY & HARBOR DR	0	17	17	0	0	1	1	0	0	7	7	0	0	2	2	0	0	7	7	0
Totals	1817	1818			395	394			656	670			428	420			338	334		

Total Passengers: 1817 (AM: 395 Mid-Day: 656 PM: 428 Other: 338)

Passenger Miles: 25855.9

Average Trip Length: 5.9

Revenue Miles: 2090.9

Passengers/Mile: 2.1

Miles Over Seated Capacity: 26.3

Percent Miles Over Seated Capacity: 1.3

Direction: Southbound

	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
BROADWAY & HARBOR DR	24	0	0	0	2	0	0	0	5	0	0	0	5	0	0	0	12	0	0	0
HARBOR DR & ASH ST (HOLID	2	0	24	24	0	0	2	2	0	0	5	5	2	0	5	5	0	0	12	12
PACIFIC HWY & ASH ST	4	0	26	26	1	0	2	2	2	0	5	5	1	0	7	7	0	0	12	12
BROADWAY & KETTNER BL	81	0	30	30	10	0	3	3	16	0	7	7	10	0	8	8	45	0	12	12
BROADWAY & STATE ST	49	0	122	122	18	0	14	14	11	0	26	26	4	0	20	20	16	0	62	62
BROADWAY & FRONT ST	51	0	180	178	18	0	34	34	15	0	41	40	6	0	26	26	12	0	79	78
BROADWAY & 3RD AV	326	12	240	222	27	2	53	51	84	2	57	53	71	2	36	33	144	6	94	85
BROADWAY & 5TH AV	148	10	562	542	21	0	81	78	44	3	141	135	27	2	106	103	56	5	234	226
BROADWAY & 8TH AV	87	12	700	677	19	3	102	96	34	3	180	174	18	2	132	126	16	4	286	281
BROADWAY & 10TH AV	139	13	779	757	51	5	120	112	42	2	212	206	14	2	148	145	32	4	299	294
10TH AV & F ST	9	7	912	896	1	2	166	162	1	3	251	246	3	2	163	159	4	0	332	329
10TH AV & MARKET ST	6	3	912	903	2	0	165	165	1	1	250	246	0	1	163	160	3	1	334	332
10TH AV & ISLAND AV	0	2	917	912	0	2	170	168	0	0	250	249	0	0	160	158	0	0	337	337
10TH AV & PARK BLVD	1	2	914	909	1	1	169	166	0	0	249	249	0	1	158	157	0	0	338	337
IMPERIAL AV & 12TH AV	353	69	914	831	101	11	167	153	87	22	250	225	53	10	159	145	112	26	338	308
NATIONAL AV & 16TH ST	3	4	1197	1189	1	2	257	254	1	2	313	310	0	0	199	198	1	0	428	427
NATIONAL AV & BEARDSLEY S	6	56	1195	1132	0	10	255	242	1	34	313	277	5	8	198	188	0	4	429	425
CROSBY ST & NATIONAL AV (	58	46	1145	1087	35	14	243	229	10	8	281	268	3	3	195	190	10	21	426	400
POMONA AV & GLORIETTA BL	15	60	1158	1089	1	21	267	243	12	19	281	262	0	8	197	186	2	12	413	398
POMONA AV & 3RD ST	14	24	1108	1074	6	9	245	234	6	8	275	264	1	3	186	180	1	4	402	396
3RD ST & C AV	6	28	1055	1020	1	10	240	226	1	10	271	261	0	3	148	144	4	5	396	389
3RD ST & ORANGE AV	4	36	1031	985	2	5	229	222	1	18	263	242	1	4	145	139	0	9	394	382
3RD ST & E AV	1	8	996	982	0	2	226	222	0	1	246	244	0	2	141	136	1	3	383	380
3RD ST & G AV	3	5	985	974	2	2	223	219	1	2	244	241	0	0	136	135	0	1	382	379
3RD ST & I AV	1	11	978	961	0	4	221	214	0	2	242	239	0	3	135	131	1	2	380	377
4TH ST & ALAMEDA BL (NASN	89	351	963	601	5	89	215	124	35	38	239	198	29	35	131	94	20	189	378	185
4TH ST & PALM AV	6	11	700	686	2	1	131	130	0	6	237	230	1	1	126	123	3	3	206	203
4TH ST & E AV	0	5	696	690	0	1	132	131	0	1	232	230	0	0	125	125	0	3	207	204
ORANGE AV & 4TH ST	16	15	730	711	1	4	132	127	9	2	231	229	6	6	162	154	0	3	205	201
ORANGE AV & 5TH ST	6	4	731	723	2	1	128	126	0	0	240	239	2	2	161	157	2	1	202	201
ORANGE AV & 6TH ST	13	19	732	704	2	7	129	120	8	8	239	229	3	4	160	154	0	0	204	201
ORANGE AV & 7TH ST	12	8	722	706	0	3	124	119	11	2	239	234	1	1	157	156	0	2	202	197
ORANGE AV & 8TH ST	11	32	725	679	1	6	121	112	5	15	246	227	2	6	158	148	3	5	200	192
ORANGE AV & 9TH ST	28	41	698	648	0	9	115	104	8	16	236	219	10	8	152	141	10	8	195	184
ORANGE AV & PARK PL	26	26	684	649	1	0	104	103	11	16	232	210	7	4	151	147	7	6	197	189
ORANGE AV & LOMA AV	10	32	686	648	1	2	105	102	5	11	224	212	1	14	159	142	3	5	198	192
DANA PL & ORANGE AV	0	4	4	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0
ORANGE AV & DANA PL	54	78	662	577	4	19	103	82	18	17	221	201	16	8	142	134	16	34	196	160
ORANGE AV & GLORIETTA BL	26	8	640	630	1	0	87	87	8	5	224	217	11	0	151	151	6	3	178	175
SILVER STRAND & AVD DEL S	11	8	661	650	2	4	89	83	6	4	225	221	1	0	165	164	2	0	182	182
SILVER STRAND & AVE DE LA	11	2	665	658	0	0	87	87	3	1	229	226	5	1	165	162	3	0	184	183
SILVER STRAND & NAS (MAIN	36	59	676	604	4	16	87	68	15	7	232	221	11	8	169	160	6	28	188	155
SILVER STRAND & LEYTE RD	6	13	647	630	0	0	75	75	1	5	237	232	3	5	173	164	2	3	162	159
SILVER STRAND & CORONADO	30	36	638	593	3	9	75	63	14	12	234	219	10	6	168	162	3	9	161	149
RAINBOW DR & BONITO AV	1	27	630	596	1	2	68	65	0	8	236	225	0	7	174	165	0	10	152	141
PALM AV & RAINBOW DR	6	35	599	554	1	3	67	61	4	12	225	210	0	7	165	157	1	13	142	126
PALM AV & 7TH ST	14	22	567	535	5	3	65	60	6	9	216	203	2	5	158	150	1	5	128	122
9TH ST & PALM AV	40	108	556	440	10	11	67	56	21	44	211	165	4	29	153	122	5	24	125	97

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9TH ST & ELM AV	6	6	491	480	0	0	67	67	5	2	188	186	0	4	132	125	1	0	104	102
9TH ST & IMPERIAL BEACH B	8	15	487	467	4	4	68	62	2	5	191	185	1	6	125	117	1	0	103	103
IMPERIAL BEACH & EMORY ST	10	9	480	458	2	0	66	66	6	2	189	180	1	4	121	114	1	3	104	98
IMPERIAL BEACH & 11TH ST	16	16	474	453	7	4	68	64	4	6	190	182	2	2	115	110	3	4	101	97
IMPERIAL BEACH & 13TH ST	31	56	475	411	6	1	73	71	18	18	187	166	2	17	114	95	5	20	101	79
IMPERIAL BEACH & GRANGER	12	4	451	444	6	2	80	78	5	2	186	182	1	0	99	98	0	0	86	86
CORONADO AV & ATWATER ST	2	8	461	446	1	1	87	84	0	2	188	184	0	3	99	95	1	2	87	83
CORONADO AV & THALIA ST	6	13	454	439	3	9	89	79	3	2	185	183	0	1	95	93	0	1	85	84
CORONADO AV & 18TH	4	15	450	427	2	2	86	81	1	8	187	177	1	2	93	88	0	3	84	81
CORONADO AV & SATURN BL	18	8	437	420	4	3	85	78	7	2	180	175	4	2	90	86	3	1	82	81
CORONADO AV & GREEN BAY S	16	9	446	432	1	3	84	81	13	2	184	179	0	2	92	89	2	2	86	83
CORONADO AV & HOLLISTER S	24	5	451	439	2	0	83	81	21	2	193	189	0	3	90	86	1	0	85	83
CORONADO AV & 25TH ST	11	19	470	445	4	5	86	80	4	7	213	205	2	5	86	78	1	2	85	82
CORONADO AV & 27TH ST	6	16	458	438	2	4	84	80	2	6	210	203	0	4	80	74	2	2	84	81
27TH ST & GROVE AV	6	7	449	436	3	3	84	81	2	3	208	200	0	0	74	73	1	1	83	82
IRIS AV & 27TH ST	4	9	445	434	0	1	84	83	2	5	204	199	0	2	74	71	2	1	83	81
IRIS AV & MONTEREY PINE D	3	0	443	440	2	0	83	82	1	0	204	203	0	0	72	72	0	0	84	83
IRIS AV & MONTEREY PARK D	1	3	443	438	0	0	84	84	0	1	204	202	0	0	72	72	1	2	83	80
IRIS AV TROLLEY STATION	0	440	440	0	0	84	84	0	0	203	203	0	0	72	72	0	0	81	81	0
Totals	2027	2010			415	421			659	657			363	346			590	586		

Total Passengers: 2027 (AM: 415 Mid-Day: 659 PM: 363 Other: 590)
Passenger Miles: 27834.5
Average Trip Length: 6.0
Revenue Miles: 2206.6
Passengers/Mile: 2.1
Miles Over Seated Capacity: 0.0
Percent Miles Over Seated Capacity: 0.0

TOTALS BOTH DIRECTIONS

Total Passengers: 3844 (AM: 810 Mid-Day: 1315 PM: 791 Other: 928)
Passenger Miles: 53690.4
Average Trip Length: 5.9
Revenue Miles: 4297.5
Passengers/Mile: 2.1
Miles Over Seated Capacity: 26.3
Percent Miles Over Seated Capacity: 0.3

4-Detail By Stop - FY 1999

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
IRIS AV TROLLEY STATION	448	0	0	0	151	0	0	0	156	0	0	0	79	0	0	0	62	0	0	0
IRIS AV & MONTEREY PARK D	13	1	448	447	1	0	151	151	3	0	156	156	5	0	79	79	4	1	62	61
IRIS AV & MONTEREY PINE D	5	8	460	452	0	0	152	152	3	2	159	157	2	3	84	81	0	3	65	62
IRIS AV & 27TH ST	8	4	457	453	2	1	152	151	3	0	160	160	0	3	83	80	3	0	62	62
27TH ST & GROVE AV	8	10	461	451	1	2	153	151	4	4	163	159	2	1	80	79	1	3	65	62
CORONADO AV & 27TH ST	17	9	459	450	4	0	152	152	5	4	163	159	4	4	81	77	4	1	63	62
CORONADO AV & 25TH ST	32	22	467	444	17	7	156	149	4	14	164	150	6	0	81	81	5	1	66	64
CORONADO AV & HOLLISTER S	23	14	476	462	6	2	166	164	13	8	154	146	3	2	87	85	1	2	69	67
CORONADO AV & GREEN BAY S	20	8	485	477	4	1	170	169	13	4	159	155	1	3	88	85	2	0	68	68
CORONADO AV & SATURN BL	43	29	497	468	15	12	173	161	16	12	168	156	7	3	86	83	5	2	70	68
CORONADO AV & THERMAL AV	22	17	511	494	2	9	176	167	7	3	172	169	5	4	90	86	8	1	73	72
CORONADO AV & ATWATER ST	17	22	516	494	8	2	169	167	6	5	176	171	1	6	91	85	2	9	80	71
IMPERIAL BEACH & GRANGER	17	14	511	497	3	2	175	173	5	7	177	170	4	3	86	83	5	2	73	71
IMPERIAL BEACH & 13TH ST	59	42	514	472	16	2	176	174	17	14	175	161	12	17	87	70	14	9	76	67
IMPERIAL BEACH & FLORIDA	9	9	532	523	0	1	190	189	7	4	178	174	0	2	82	80	2	2	82	80
IMPERIAL BEACH & EMORY ST	11	8	532	524	0	2	189	187	2	6	181	175	2	0	80	80	7	0	82	82
9TH ST & IMPERIAL BEACH B	18	14	535	521	5	4	187	183	8	8	177	169	2	1	82	81	3	1	89	88
9TH ST & ELM AV	3	10	539	529	0	2	188	186	2	5	177	172	0	2	83	81	1	1	91	90
PALM AV & 9TH ST	123	41	532	491	37	1	186	185	42	20	174	154	22	15	81	66	22	5	91	86
SILVER STRAND & 7TH ST	48	8	614	606	17	1	222	221	18	1	196	195	5	4	88	84	8	2	108	106
SILVER STRAND & RAINBOW D	20	1	654	653	8	0	238	238	6	1	213	212	1	0	89	89	5	0	114	114
SILVER STRAND & CORONADO	38	39	673	633	7	26	246	220	10	11	218	207	19	1	90	89	2	1	119	117
SILVER STRAND & LOEWS RES	21	26	671	645	4	10	227	217	9	13	217	204	5	0	108	108	3	3	119	116
SILVER STRAND & LEYTE RD	11	3	666	663	1	0	221	221	4	2	213	211	3	1	113	112	3	0	119	119
SILVER STRAND & LEYTE RD	8	0	674	674	0	0	222	222	3	0	215	215	4	0	115	115	1	0	122	122
SILVER STRAND & NAS (MAIN	64	27	682	654	6	8	222	214	18	7	218	211	29	5	119	114	11	7	123	115
SILVER STRAND & AVD DE LA	10	16	718	702	1	7	220	213	9	4	229	225	0	2	143	141	0	3	126	123
SILVER STRAND & AVD DEL S	5	23	712	689	0	10	214	204	3	6	234	228	2	3	141	138	0	4	123	119
ORANGE AV & ADELLA AV	80	108	694	586	9	29	204	175	34	41	231	190	28	24	140	116	9	14	119	105
DANA PL & ORANGE AV	3	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
ORANGE AV & B AV	73	30	669	639	9	9	186	177	24	18	224	206	24	1	145	144	16	2	114	112
ORANGE AV & C AV	33	22	712	690	1	8	186	178	20	11	230	219	5	3	168	165	7	0	128	128
ORANGE AV & 10TH ST	55	45	723	677	12	19	179	160	22	13	239	226	13	7	170	163	8	6	135	128
ORANGE AV & 9TH ST	38	46	732	686	7	24	172	148	9	9	248	239	17	9	176	167	5	4	136	132
ORANGE AV & 8TH ST	13	15	724	709	4	4	155	151	5	7	248	241	0	2	184	182	4	2	137	135
ORANGE AV & 7TH ST	16	22	722	700	11	13	155	142	1	8	246	238	3	1	182	181	1	0	139	139
ORANGE AV & 6TH ST	17	17	716	699	3	6	153	147	12	9	239	230	2	2	184	182	0	0	140	140
ORANGE AV & 5TH ST	16	7	716	709	3	1	150	149	8	3	242	239	3	2	184	182	2	1	140	139
3RD ST & ORANGE AV	9	60	695	635	1	16	122	106	5	30	247	217	1	6	185	179	2	8	141	133
3RD ST & E AV	1	6	644	638	0	3	107	104	0	0	222	222	1	3	180	177	0	0	135	135
3RD ST & G AV	3	3	639	636	2	1	104	103	1	2	222	220	0	0	178	178	0	0	135	135
3RD ST & I AVE	3	8	639	631	0	3	105	102	2	3	221	218	0	0	178	178	1	2	135	133
4TH ST & ALAMEDA BL (NASN	168	90	634	544	17	28	102	74	75	14	220	206	62	18	178	160	14	30	134	104

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4TH ST & PALM AV	29	1	712	711	4	1	91	90	15	0	281	281	7	0	222	222	3	0	118	118
4TH ST & E AV	23	4	740	736	5	0	94	94	10	1	296	295	6	3	229	226	2	0	121	121
4TH ST & ORANGE AV	72	4	789	785	17	0	129	129	17	2	305	303	21	0	232	232	17	2	123	121
4TH ST & B AV	46	3	857	854	14	0	146	146	13	0	320	320	14	3	253	250	5	0	138	138
4TH ST & ADELLA LN	55	7	901	894	16	2	160	158	22	1	333	332	9	0	264	264	8	4	144	140
NATIONAL AV & CROSBY ST	33	74	949	874	5	13	174	161	12	25	354	329	8	26	273	247	8	10	148	137
NATIONAL AV & BEARDSLEY S	60	8	908	900	8	1	166	165	36	3	341	338	11	3	255	252	5	1	146	145
NATIONAL AV & 16TH ST	3	1	960	959	0	0	173	173	2	1	374	373	1	0	263	263	0	0	150	150
IMPERIAL AV & 12TH AV	86	361	962	600	21	45	173	128	32	131	375	244	27	129	264	135	6	56	150	93
11TH AV & L ST	1	6	686	680	0	0	149	149	0	4	276	272	1	0	162	162	0	2	99	97
11TH AV & MARKET ST	17	31	681	650	7	0	149	149	5	13	272	259	0	12	163	151	5	6	97	91
11TH AV & F ST	0	18	667	649	0	1	156	155	0	6	264	258	0	4	151	147	0	7	96	89
BROADWAY & 9TH AV	24	182	649	467	7	33	155	122	9	69	258	189	3	55	147	92	5	25	89	64
BROADWAY & 6TH AV	21	137	491	354	3	73	129	56	7	34	198	164	10	21	95	74	1	9	69	60
BROADWAY & 4TH AV	32	191	375	184	3	20	59	39	14	93	171	78	12	52	84	32	3	26	61	35
BROADWAY & 1ST AV	6	71	216	145	1	15	42	27	3	36	92	56	2	6	44	38	0	14	38	24
BROADWAY & FRONT ST	2	30	151	121	1	12	28	16	0	7	59	52	0	6	40	34	1	5	24	19
BROADWAY & COLUMBIA ST	0	22	123	101	0	7	17	10	0	7	52	45	0	6	34	28	0	2	20	18
BROADWAY & KETTNER BL	2	28	101	73	1	6	10	4	0	6	45	39	1	11	28	17	0	5	18	13
BROADWAY & HARBOR DR	0	75	75	0	0	5	5	0	0	39	39	0	0	18	18	0	0	13	13	0
Totals	2161	2158			510	510			811	811			518	518			322	319		

Total Passengers: 2161 (AM: 510 Mid-Day: 811 PM: 518 Other: 322)

Passenger Miles: 13406.2

Average Trip Length: 6.1

Revenue Miles: 1045.5

Passengers/Mile: 2.1

Miles Over Seated Capacity: 6.8

Percent Miles Over Seated Capacity: 0.6

Direction: Southbound

	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
BROADWAY & HARBOR DR	18	0	1	1	0	0	1	1	9	0	0	0	4	0	0	0	5	0	0	0
HARBOR DR & ASH ST (HOLID	11	0	19	19	0	0	1	1	4	0	9	9	5	0	4	4	2	0	5	5
PACIFIC HWY & ASH ST	2	2	30	28	1	1	1	0	0	0	13	13	1	0	9	9	0	1	7	6
BROADWAY & KETTNER BL	80	4	30	26	7	0	1	1	18	2	13	11	25	0	10	10	30	2	6	4
BROADWAY & STATE ST	33	0	106	106	4	0	8	8	13	0	29	29	8	0	35	35	8	0	34	34
BROADWAY & FRONT ST	59	2	139	137	4	0	12	12	10	0	42	42	24	0	43	43	21	2	42	40
BROADWAY & 3RD AV	236	16	196	180	32	2	16	14	67	5	52	47	70	3	67	64	67	6	61	55
BROADWAY & 5TH AV	131	13	416	403	18	0	46	46	44	3	114	111	24	3	134	131	45	7	122	115
BROADWAY & 8TH AV	64	21	534	513	13	4	64	60	32	8	155	147	11	6	155	149	8	3	160	157
BROADWAY & 10TH AV	158	27	577	550	54	5	73	68	45	13	179	166	28	1	160	159	31	8	165	157
10TH AV & F ST	23	19	708	689	3	0	122	122	5	7	211	204	6	6	187	181	9	6	188	182
10TH AV & MARKET ST	10	5	712	707	1	1	125	124	3	3	209	206	0	0	187	187	6	1	191	190
10TH AV & ISLAND AV	6	5	717	712	2	2	125	123	0	2	209	207	4	1	187	186	0	0	196	196
10TH AV & PARK BLVD	1	2	718	716	0	2	125	123	1	0	207	207	0	0	190	190	0	0	196	196
IMPERIAL AV & 12TH AV	388	100	717	617	129	20	123	103	94	28	208	180	66	35	190	155	99	17	196	179
NATIONAL AV & 16TH ST	0	7	1005	998	0	7	232	225	0	0	274	274	0	0	221	221	0	0	278	278
NATIONAL AV & BEARDSLEY S	11	69	998	929	0	19	225	206	2	32	274	242	4	16	221	205	5	2	278	276
CROSBY ST & NATIONAL AV (	94	44	940	896	43	3	206	203	27	13	244	231	10	14	209	195	14	14	281	267
POMONA AV & GLORIETTA BL	16	69	990	921	2	18	246	228	4	27	258	231	6	10	205	195	4	14	281	267
POMONA AV & 3RD ST	6	33	937	904	0	8	230	222	3	11	235	224	3	11	201	190	0	3	271	268
3RD ST & C AV	4	28	880	852	0	17	222	205	2	4	227	223	2	4	176	172	0	3	255	252
3RD ST & ORANGE AV	7	26	856	830	0	6	205	199	3	7	225	218	1	5	174	169	3	8	252	244
3RD ST & E AV	4	21	837	816	0	2	199	197	1	5	221	216	0	10	170	160	3	4	247	243
3RD ST & G AV	3	4	820	816	0	0	197	197	0	0	217	217	2	3	160	157	1	1	246	245
3RD ST & I AV	7	20	819	799	0	6	197	191	1	8	217	209	0	0	159	159	6	6	246	240
4TH ST & ALAMEDA BL (NASN	95	230	806	576	5	76	191	115	36	42	210	168	42	24	159	135	12	88	246	158
4TH ST & PALM AV	9	7	671	664	2	1	120	119	4	3	204	201	1	0	177	177	2	3	170	167
4TH ST & E AV	2	6	673	667	1	3	121	118	0	3	205	202	0	0	178	178	1	0	169	169
ORANGE AV & 4TH ST	24	5	699	694	1	0	119	119	9	1	202	201	4	4	195	191	10	0	183	183
ORANGE AV & 5TH ST	8	5	718	713	0	4	120	116	2	0	210	210	2	1	195	194	4	0	193	193
ORANGE AV & 6TH ST	23	33	721	688	1	10	116	106	13	2	212	210	5	8	196	188	4	13	197	184
ORANGE AV & 7TH ST	20	20	711	691	1	5	107	102	11	8	223	215	4	2	193	191	4	5	188	183
ORANGE AV & 8TH ST	20	39	711	672	3	2	103	101	11	18	226	208	4	12	195	183	2	7	187	180
ORANGE AV & 9TH ST	23	50	692	642	2	20	104	84	15	14	219	205	2	9	187	178	4	7	182	175
ORANGE AV & PARK PL	32	46	665	619	2	16	86	70	18	21	220	199	5	6	180	174	7	3	179	176
ORANGE AV & LOMA AV	24	34	651	617	5	9	72	63	13	14	217	203	6	10	179	169	0	1	183	182
DANA PL & ORANGE AV	0	16	16	0	0	0	0	0	0	0	0	0	0	3	3	0	0	13	13	0
ORANGE AV & DANA PL	40	60	625	565	4	9	68	59	20	13	216	203	7	20	172	152	9	18	169	151
ORANGE AV & GLORIETTA BL	27	11	605	594	0	2	63	61	8	2	223	221	15	7	159	152	4	0	160	160
SILVER STRAND & AVD DEL S	11	6	621	615	3	1	61	60	7	5	229	224	1	0	167	167	0	0	164	164
SILVER STRAND & AVE DE LA	15	12	626	614	0	5	63	58	8	3	231	228	6	2	168	166	1	2	164	162
SILVER STRAND & NAS (MAIN	32	60	629	569	0	10	58	48	14	10	236	226	14	10	172	162	4	30	163	133
SILVER STRAND & LEYTE RD	14	23	601	578	1	0	48	48	6	20	240	220	6	3	176	173	1	0	137	137
SILVER STRAND & CORONADO	41	53	592	539	3	15	49	34	19	15	226	211	12	10	179	169	7	13	138	125
RAINBOW DR & BONITO AV	2	21	580	559	0	5	37	32	0	12	230	218	2	3	181	178	0	1	132	131
PALM AV & RAINBOW DR	4	26	561	535	2	1	32	31	2	16	218	202	0	6	180	174	0	3	131	128
PALM AV & 7TH ST	10	37	539	502	3	1	33	32	2	7	204	197	2	24	174	150	3	5	128	123
9TH ST & PALM AV	64	109	512	403	10	5	35	30	31	46	199	153	16	34	152	118	7	24	126	102

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9TH ST & ELM AV	6	11	467	456	2	0	40	40	0	3	184	181	0	8	134	126	4	0	109	109
9TH ST & IMPERIAL BEACH B	16	34	462	428	4	1	42	41	9	12	181	169	3	13	126	113	0	8	113	105
IMPERIAL BEACH & EMORY ST	9	11	444	433	3	0	45	45	2	3	178	175	1	6	116	110	3	2	105	103
IMPERIAL BEACH & 11TH ST	13	16	442	426	7	0	48	48	2	4	177	173	2	1	111	110	2	11	106	95
IMPERIAL BEACH & 13TH ST	23	48	439	391	4	5	55	50	9	16	175	159	6	15	112	97	4	12	97	85
IMPERIAL BEACH & GRANGER	5	19	414	395	1	3	54	51	1	14	168	154	1	1	103	102	2	1	89	88
CORONADO AV & ATWATER ST	8	19	400	381	4	3	52	49	1	6	155	149	0	10	103	93	3	0	90	90
CORONADO AV & THALIA ST	9	10	389	379	7	2	53	51	2	3	150	147	0	3	93	90	0	2	93	91
CORONADO AV & 18TH	6	13	388	375	0	1	58	57	2	8	149	141	0	3	90	87	4	1	91	90
CORONADO AV & SATURN BL	14	27	381	354	2	3	57	54	6	14	143	129	5	7	87	80	1	3	94	91
CORONADO AV & GREEN BAY S	3	7	368	361	0	1	56	55	3	3	135	132	0	1	85	84	0	2	92	90
CORONADO AV & HOLLISTER S	14	16	364	348	3	2	55	53	5	6	135	129	4	4	84	80	2	4	90	86
CORONADO AV & 25TH ST	14	21	362	341	3	3	56	53	3	10	134	124	4	5	84	79	4	3	88	85
CORONADO AV & 27TH ST	14	14	355	341	4	1	56	55	7	7	127	120	0	4	83	79	3	2	89	87
27TH ST & GROVE AV	10	27	355	328	5	1	59	58	2	8	127	119	3	10	79	69	0	8	90	82
IRIS AV & 27TH ST	4	9	338	329	2	1	63	62	2	3	121	118	0	3	72	69	0	2	82	80
IRIS AV & MONTEREY PINE D	5	2	333	331	1	0	64	64	0	0	120	120	1	2	69	67	3	0	80	80
IRIS AV & MONTEREY PARK D	2	4	336	332	1	2	65	63	1	1	120	119	0	1	68	67	0	0	83	83
IRIS AV TROLLEY STATION	0	334	334	0	0	64	64	0	0	120	120	0	0	67	67	0	0	83	83	0
Totals	2087	2088			415	416			694	694			490	490			488	488		

Total Passengers: 2087 (AM: 415 Mid-Day: 694 PM: 490 Other: 488)
Passenger Miles: 12491.3
Average Trip Length: 6.0
Revenue Miles: 1145.6
Passengers/Mile: 1.8
Miles Over Seated Capacity: 3.6
Percent Miles Over Seated Capacity: 0.3

TOTALS BOTH DIRECTIONS

Total Passengers: 4248 (AM: 925 Mid-Day: 1505 PM: 1008 Other: 810)
Passenger Miles: 25897.4
Average Trip Length: 6.1
Revenue Miles: 2191.1
Passengers/Mile: 2.0
Miles Over Seated Capacity: 10.4
Percent Miles Over Seated Capacity: 0.2

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4-Detail By Stop - FY 2000

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
IRIS AV TROLLEY STATION	506	0	0	0	133	0	0	0	199	0	0	0	75	0	0	0	99	0	0	0
IRIS AV & MONTEREY PARK D	5	2	506	504	0	0	133	133	3	0	199	199	1	0	75	75	1	2	99	97
IRIS AV & MONTEREY PINE D	2	4	509	505	1	1	133	132	1	0	202	202	0	0	76	76	0	3	98	95
IRIS AV & 27TH ST	24	12	507	495	5	1	133	132	12	6	203	197	3	4	76	72	4	1	95	94
27TH ST & GROVE AV	26	16	519	503	4	4	137	133	17	5	209	204	1	6	75	69	4	1	98	97
CORONADO AV & 27TH ST	13	9	529	520	4	0	137	137	6	6	221	215	3	1	70	69	0	2	101	99
CORONADO AV & 25TH ST	43	13	533	520	13	2	141	139	15	5	221	216	9	3	72	69	6	3	99	96
CORONADO AV & HOLLISTER S	30	25	563	538	14	3	152	149	6	15	231	216	6	4	78	74	4	3	102	99
CORONADO AV & GREEN BAY S	9	36	568	532	1	7	163	156	5	27	222	195	1	1	80	79	2	1	103	102
CORONADO AV & SATURN BL	50	45	541	496	12	1	157	156	19	17	200	183	10	18	80	62	9	9	104	95
CORONADO AV & THERMAL AV	20	14	546	532	5	3	168	165	10	4	202	198	2	5	72	67	3	2	104	102
CORONADO AV & ATWATER ST	26	12	552	540	12	0	170	170	6	9	208	199	6	3	69	66	2	0	105	105
IMPERIAL BEACH & GRANGER	11	22	566	544	0	5	182	177	5	7	205	198	3	4	72	68	3	6	107	101
IMPERIAL BEACH & 13TH ST	53	55	555	499	12	5	177	172	16	21	203	182	5	17	71	54	20	12	104	91
IMPERIAL BEACH & FLORIDA	9	24	553	529	4	10	184	174	2	8	198	190	1	1	59	58	2	5	112	107
IMPERIAL BEACH & EMORY ST	8	14	538	524	1	1	178	177	3	7	192	185	2	6	59	53	2	0	109	109
9TH ST & IMPERIAL BEACH B	14	25	532	506	2	3	178	175	6	11	188	177	1	3	55	52	5	8	111	102
9TH ST & ELM AV	8	10	520	510	4	3	177	174	0	3	183	180	1	4	53	49	3	0	107	107
PALM AV & 9TH ST	121	38	518	480	25	3	178	175	48	18	180	162	16	15	50	35	32	2	110	108
SILVER STRAND & 7TH ST	42	7	602	594	12	2	200	198	14	1	210	209	9	2	51	49	7	2	141	138
SILVER STRAND & RAINBOW D	35	3	636	633	13	2	210	208	13	1	223	222	5	0	58	58	4	0	145	145
SILVER STRAND & CORONADO	33	28	668	640	6	12	221	209	10	12	235	223	13	2	63	61	4	2	149	147
SILVER STRAND & LOEWS RES	13	44	673	629	3	15	215	200	3	14	233	219	2	3	74	71	5	12	151	139
SILVER STRAND & LEYTE RD	5	3	642	639	3	3	203	200	1	0	222	222	1	0	73	73	0	0	144	144
SILVER STRAND & LEYTE RD	13	3	644	641	4	0	203	203	2	2	223	221	3	1	74	73	4	0	144	144
SILVER STRAND & NAS (MAIN	35	24	654	630	2	7	207	200	7	4	223	219	21	3	76	73	5	10	148	138
SILVER STRAND & AVD DE LA	15	33	665	632	0	22	202	180	5	5	226	221	7	3	94	91	3	3	143	140
SILVER STRAND & AVD DEL S	6	18	647	629	2	7	180	173	2	6	226	220	1	2	98	96	1	3	143	140
ORANGE AV & ADELLA AV	109	108	635	526	3	37	175	138	34	36	222	186	55	18	97	79	17	17	141	123
DANA PL & ORANGE AV	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ORANGE AV & B AV	51	19	636	617	9	5	142	137	19	7	220	213	19	5	134	129	4	2	140	138
ORANGE AV & C AV	32	30	668	638	9	5	146	141	12	16	232	216	7	4	148	144	4	5	142	137
ORANGE AV & 10TH ST	54	46	670	623	11	23	150	127	18	8	228	220	17	6	151	145	8	9	141	131
ORANGE AV & 9TH ST	38	36	677	641	5	15	138	123	18	13	238	225	8	4	162	158	7	4	139	135
ORANGE AV & 8TH ST	23	13	679	666	7	6	128	122	11	4	243	239	2	0	166	166	3	3	142	139
ORANGE AV & 7TH ST	23	20	689	669	8	12	129	117	14	6	250	244	1	2	168	166	0	0	142	142
ORANGE AV & 6TH ST	8	13	692	679	3	3	125	122	4	8	258	250	0	0	167	167	1	2	142	140
ORANGE AV & 5TH ST	6	10	687	677	2	2	125	123	3	7	254	247	1	1	167	166	0	0	141	141
3RD ST & ORANGE AV	22	46	658	612	1	12	100	88	11	11	250	239	4	10	167	157	6	13	141	128
3RD ST & E AV	8	7	635	628	0	2	89	87	6	5	250	245	2	0	161	161	0	0	135	135
3RD ST & G AV	1	0	636	636	1	0	87	87	0	0	251	251	0	0	163	163	0	0	135	135
3RD ST & I AVE	7	10	637	627	4	3	88	85	1	2	251	249	1	0	163	163	1	5	135	130
4TH ST & ALAMEDA BL (NASN	292	97	634	537	34	24	89	65	135	30	250	220	67	7	164	157	56	36	131	95

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4TH ST & PALM AV	31	2	829	827	10	2	99	97	13	0	355	355	4	0	224	224	4	0	151	151
4TH ST & E AV	17	2	858	856	9	0	107	107	5	1	368	367	2	0	228	228	1	1	155	154
4TH ST & ORANGE AV	97	11	898	887	31	7	141	134	38	1	372	371	20	0	230	230	8	3	155	152
4TH ST & B AV	34	1	984	983	10	0	165	165	12	1	409	408	10	0	250	250	2	0	160	160
4TH ST & ADELLA LN	57	5	1017	1012	15	1	175	174	13	1	420	419	18	3	260	257	11	0	162	162
NATIONAL AV & CROSBY ST	18	63	1069	1005	2	4	189	185	0	26	432	406	1	26	275	249	15	7	173	165
NATIONAL AV & BEARDSLEY S	66	3	1023	1020	11	1	187	186	34	2	406	404	15	0	250	250	6	0	180	180
NATIONAL AV & 16TH ST	3	2	1087	1085	0	0	197	197	2	1	438	437	0	0	265	265	1	1	187	186
IMPERIAL AV & 12TH AV	50	401	1088	687	12	47	197	150	18	170	439	269	12	132	265	133	8	52	187	135
11TH AV & L ST	6	4	737	733	4	1	162	161	0	0	287	287	1	3	145	142	1	0	143	143
11TH AV & MARKET ST	14	30	739	709	1	3	165	162	8	12	287	275	1	12	143	131	4	3	144	141
11TH AV & F ST	1	11	723	712	0	4	163	159	0	4	283	279	1	1	132	131	0	2	145	143
BROADWAY & 9TH AV	40	164	713	549	11	31	159	128	16	69	279	210	9	26	132	106	4	38	143	105
BROADWAY & 6TH AV	16	138	589	451	2	65	139	74	6	32	226	194	4	23	115	92	4	18	109	91
BROADWAY & 4TH AV	35	228	468	239	10	28	76	48	5	101	200	99	11	52	96	44	9	47	96	48
BROADWAY & 1ST AV	16	89	274	185	2	25	58	33	5	43	104	61	9	11	55	44	0	10	57	47
BROADWAY & FRONT ST	5	36	201	165	0	8	35	27	0	12	66	54	5	10	53	43	0	6	47	41
BROADWAY & COLUMBIA ST	0	34	170	136	0	7	27	20	0	12	54	42	0	9	48	39	0	6	41	35
BROADWAY & KETTNER BL	2	69	136	67	1	15	20	5	1	19	42	23	0	19	39	20	0	16	35	19
BROADWAY & HARBOR DR	0	69	69	0	0	6	6	0	0	24	24	0	0	20	20	0	0	19	19	0
Totals	2358	2356			526	526			898	898			515	515			419	417		

Total Passengers: 2358 (AM: 526 Mid-Day: 898 PM: 515 Other: 419)

Passenger Miles: 13959.2

Average Trip Length: 5.8

Revenue Miles: 1151.4

Passengers/Mile: 2.1

Miles Over Seated Capacity: 10.4

Percent Miles Over Seated Capacity: 0.9

Direction: Southbound

	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
BROADWAY & HARBOR DR	38	0	4	4	2	0	0	0	21	0	0	0	10	0	0	0	5	0	4	4
HARBOR DR & ASH ST (HOLID	0	0	42	42	0	0	2	2	0	0	21	21	0	0	10	10	0	0	9	9
PACIFIC HWY & ASH ST	6	0	42	42	0	0	2	2	2	0	21	21	3	0	10	10	1	0	9	9
BROADWAY & KETTNER BL	89	2	48	46	8	0	2	2	32	1	23	22	27	1	13	12	22	0	10	10
BROADWAY & STATE ST	29	0	135	135	0	0	10	10	12	0	54	54	11	0	39	39	6	0	32	32
BROADWAY & FRONT ST	49	5	164	159	3	0	10	10	13	2	66	64	19	3	50	47	14	0	38	38
BROADWAY & 3RD AV	265	16	210	191	19	1	13	12	85	6	77	71	104	8	67	58	57	1	53	50
BROADWAY & 5TH AV	139	13	458	445	15	0	31	31	45	7	156	149	38	1	163	162	41	5	108	103
BROADWAY & 8TH AV	69	23	584	561	6	5	46	41	28	11	194	183	28	6	200	194	7	1	144	143
BROADWAY & 10TH AV	137	32	630	598	59	6	47	41	40	9	211	202	22	9	222	213	16	8	150	142
10TH AV & F ST	12	12	736	723	2	1	100	99	5	6	242	236	4	3	236	232	1	2	158	156
10TH AV & MARKET ST	23	14	735	720	4	4	101	97	7	4	241	237	6	4	236	231	6	2	157	155
10TH AV & ISLAND AV	1	3	744	740	0	2	101	99	1	1	244	243	0	0	238	238	0	0	161	160
10TH AV & PARK BLVD	2	4	741	737	1	1	99	98	1	2	244	242	0	1	238	237	0	0	160	160
IMPERIAL AV & 12TH AV	444	71	739	667	135	12	99	87	140	24	243	219	78	25	237	211	91	10	160	150
NATIONAL AV & 16TH ST	3	11	1113	1102	0	2	222	220	2	5	359	354	1	2	290	288	0	2	242	240
NATIONAL AV & BEARDSLEY S	10	93	1105	1011	3	19	220	201	5	56	356	300	2	13	289	275	0	5	240	235
CROSBY ST & NATIONAL AV (	86	32	1021	989	27	5	204	199	28	7	305	298	5	10	277	267	26	10	235	225
POMONA AV & GLORIETTA BL	12	76	1075	999	0	27	226	199	3	24	326	302	6	16	272	256	3	9	251	242
POMONA AV & 3RD ST	8	39	1011	972	1	12	199	187	4	6	305	299	2	15	262	247	1	6	245	239
3RD ST & C AV	5	34	949	914	2	17	188	171	1	4	303	299	2	6	217	211	0	7	241	233
3RD ST & ORANGE AV	18	33	919	886	2	9	173	164	4	13	300	287	1	5	213	208	11	6	233	227
3RD ST & E AV	3	8	904	896	1	1	166	165	1	4	291	287	1	2	209	207	0	1	238	237
3RD ST & G AV	1	9	899	890	0	3	166	163	0	1	288	287	0	3	208	205	1	2	237	235
3RD ST & I AV	5	24	891	867	1	7	163	156	3	8	287	279	1	1	205	204	0	8	236	228
4TH ST & ALAMEDA BL (NASN	103	280	872	591	9	63	157	94	48	53	282	229	31	46	205	159	15	118	228	109
4TH ST & PALM AV	2	12	695	683	1	2	103	101	0	5	277	272	0	4	190	186	1	1	125	124
4TH ST & E AV	7	4	685	681	0	0	102	102	4	2	272	270	0	0	186	186	3	2	125	123
ORANGE AV & 4TH ST	17	11	720	709	0	0	102	102	5	1	274	273	6	7	218	211	6	3	126	123
ORANGE AV & 5TH ST	3	5	727	722	0	1	102	101	1	0	278	278	1	3	217	214	1	1	130	129
ORANGE AV & 6TH ST	22	23	725	701	2	2	101	99	8	8	279	271	4	10	215	204	8	3	130	127
ORANGE AV & 7TH ST	10	16	723	706	0	5	101	96	5	4	279	275	3	6	208	202	2	1	135	133
ORANGE AV & 8TH ST	21	40	717	676	3	8	96	88	12	19	280	261	5	11	205	193	1	2	136	134
ORANGE AV & 9TH ST	26	47	698	650	2	8	91	83	6	26	273	247	10	8	199	191	8	5	135	129
ORANGE AV & PARK PL	43	34	677	641	1	3	85	82	16	26	253	227	16	4	201	196	10	1	138	136
ORANGE AV & LOMA AV	23	29	685	654	0	3	83	80	9	8	243	235	10	14	213	197	4	4	146	142
ORANGE AV & DANA PL	52	71	669	598	3	15	80	65	17	32	244	212	24	14	199	185	8	10	146	136
ORANGE AV & GLORIETTA BL	35	12	650	637	1	1	68	67	21	7	229	222	11	1	209	207	2	3	144	141
SILVER STRAND & AVD DEL S	22	9	672	663	0	2	68	66	8	1	243	242	7	3	218	215	7	3	143	140
SILVER STRAND & AVE DE LA	22	22	686	664	1	3	66	63	15	5	250	245	4	2	223	221	2	12	147	135
SILVER STRAND & NAS (MAIN	23	28	687	657	4	6	64	58	12	2	260	258	2	4	225	220	5	16	138	121
SILVER STRAND & LEYTE RD	4	23	680	657	2	1	62	61	0	7	270	263	1	8	222	214	1	7	126	119
SILVER STRAND & CORONADO	67	44	661	616	1	11	63	52	30	13	263	250	32	14	215	201	4	6	120	113
RAINBOW DR & BONITO AV	1	23	685	660	0	1	53	52	0	9	280	271	1	6	234	227	0	7	118	110
PALM AV & RAINBOW DR	5	38	661	623	0	4	52	48	3	8	271	263	0	17	228	211	2	9	110	101
PALM AV & 7TH ST	20	49	629	580	8	4	48	44	10	12	266	254	1	23	212	189	1	10	103	93
9TH ST & PALM AV	58	91	600	508	12	10	52	42	29	38	264	226	10	27	190	163	7	16	94	77
9TH ST & ELM AV	2	3	567	564	0	1	54	53	0	0	255	255	0	1	173	172	2	1	85	84

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9TH ST & IMPERIAL BEACH B	20	20	566	545	6	1	53	52	12	7	255	248	1	8	172	164	1	4	86	81
IMPERIAL BEACH & EMORY ST	8	18	565	546	3	1	58	57	2	8	260	252	1	7	165	158	2	2	82	79
IMPERIAL BEACH & 11TH ST	16	16	554	538	6	1	60	59	3	6	254	248	3	8	159	151	4	1	81	80
IMPERIAL BEACH & 13TH ST	49	49	554	504	11	2	65	63	14	23	251	228	12	17	154	136	12	7	84	77
IMPERIAL BEACH & GRANGER	10	12	554	542	0	2	74	72	8	1	242	241	1	7	149	142	1	2	89	87
CORONADO AV & ATWATER ST	12	17	552	534	4	1	72	71	5	7	249	242	1	3	143	140	2	6	88	81
CORONADO AV & THALIA ST	11	9	546	537	7	0	75	75	2	4	247	243	1	4	141	137	1	1	83	82
CORONADO AV & 18TH	5	20	548	528	0	0	82	82	3	10	245	235	0	8	138	130	2	2	83	81
CORONADO AV & SATURN BL	27	24	533	508	4	4	82	78	18	12	238	226	5	3	130	127	0	5	83	77
CORONADO AV & GREEN BAY S	16	24	536	512	2	10	82	72	13	11	244	233	1	3	132	129	0	0	78	78
CORONADO AV & HOLLISTER S	11	13	528	514	2	1	74	73	8	7	246	239	1	1	130	128	0	4	78	74
CORONADO AV & 25TH ST	8	36	527	490	1	3	75	72	3	24	247	223	1	8	131	123	3	1	74	72
CORONADO AV & 27TH ST	9	22	499	476	2	5	73	68	6	4	226	222	0	11	124	112	1	2	76	74
27TH ST & GROVE AV	13	3	485	481	10	1	70	69	1	1	228	227	0	0	112	112	2	1	75	73
IRIS AV & 27TH ST	16	24	494	470	1	9	79	70	12	10	228	218	0	5	112	107	3	0	75	75
IRIS AV & MONTEREY PINE D	7	3	486	482	1	2	71	69	5	1	230	229	0	0	107	106	1	0	78	78
IRIS AV & MONTEREY PARK D	0	13	489	475	0	10	70	60	0	1	234	233	0	0	106	106	0	2	79	76
IRIS AV TROLLEY STATION	0	475	475	0	0	60	60	0	0	233	233	0	0	106	106	0	0	76	76	0
Totals	2280	2266			401	401			857	857			578	566			444	442		

Total Passengers: 2280 (AM: 401 Mid-Day: 857 PM: 578 Other: 444)
Passenger Miles: 15457.7
Average Trip Length: 6.2
Revenue Miles: 1290.7
Passengers/Mile: 1.9
Miles Over Seated Capacity: 4.3
Percent Miles Over Seated Capacity: 0.3

TOTALS BOTH DIRECTIONS

Total Passengers: 4638 (AM: 927 Mid-Day: 1755 PM: 1093 Other: 863)
Passenger Miles: 29416.9
Average Trip Length: 6.0
Revenue Miles: 2442.1
Passengers/Mile: 2.0
Miles Over Seated Capacity: 14.8
Percent Miles Over Seated Capacity: 0.3

4-Detail By Stop - FY 2001

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
IRIS AV TROLLEY STATION	522	0	38	38	177	0	0	0	188	0	23	23	71	0	15	15	86	0	0	0
IRIS AV & MONTEREY PARK D	8	5	560	555	5	0	177	177	1	4	211	207	1	1	86	85	1	0	86	86
IRIS AV & MONTEREY PINE D	6	3	563	560	1	1	182	181	3	0	208	208	0	1	86	85	2	1	87	86
IRIS AV & 27TH ST	10	8	566	558	1	0	182	182	8	1	211	210	0	5	85	80	1	2	88	86
27TH ST & GROVE AV	7	23	568	545	2	5	183	178	2	10	218	208	1	6	80	74	2	2	87	85
CORONADO AV & 27TH ST	24	9	552	543	10	1	180	179	6	7	210	203	3	0	75	75	5	1	87	86
CORONADO AV & 25TH ST	26	13	567	554	11	2	189	187	7	6	209	203	4	1	78	77	4	4	91	87
CORONADO AV & HOLLISTER S	16	21	580	559	2	7	198	191	11	12	210	198	2	0	81	81	1	2	91	89
CORONADO AV & GREEN BAY S	11	33	575	542	5	16	193	177	1	11	209	198	2	4	83	79	3	2	90	88
CORONADO AV & SATURN BL	50	60	553	493	16	23	182	159	26	19	199	180	6	12	81	69	2	6	91	85
CORONADO AV & THERMAL AV	15	17	543	526	3	4	175	171	9	7	206	199	1	4	75	71	2	2	87	85
CORONADO AV & ATWATER ST	43	8	541	533	6	0	174	174	4	4	208	204	31	2	72	70	2	2	87	85
IMPERIAL BEACH & GRANGER	12	36	576	540	4	3	180	177	1	9	208	199	3	12	101	89	4	12	87	75
IMPERIAL BEACH & 13TH ST	69	40	552	512	23	13	181	168	15	15	200	185	15	9	92	83	16	3	79	76
IMPERIAL BEACH & FLORIDA	23	13	581	568	4	0	191	191	8	9	200	191	9	3	98	95	2	1	92	91
IMPERIAL BEACH & EMORY ST	13	20	591	571	10	1	195	194	1	12	199	187	0	6	104	98	2	1	93	92
9TH ST & IMPERIAL BEACH B	18	22	584	562	5	2	204	202	8	12	188	176	1	5	98	93	4	3	94	91
9TH ST & ELM AV	9	19	580	561	3	2	207	205	1	5	184	179	3	10	94	84	2	2	95	93
PALM AV & 9TH ST	138	51	570	519	33	7	208	201	58	19	180	161	16	23	87	64	31	2	95	93
SILVER STRAND & 7TH ST	44	25	657	632	10	5	234	229	22	3	219	216	7	14	80	66	5	3	124	121
SILVER STRAND & RAINBOW D	25	2	676	674	7	0	239	239	12	0	238	238	2	2	73	71	4	0	126	126
SILVER STRAND & CORONADO	29	46	699	653	10	23	246	223	10	22	250	228	7	0	73	73	2	1	130	129
SILVER STRAND & LOEWS RES	11	20	682	662	1	6	233	227	3	8	238	230	5	3	80	77	2	3	131	128
SILVER STRAND & LEYTE RD	6	4	673	669	3	2	228	226	3	1	233	232	0	1	82	81	0	0	130	130
SILVER STRAND & LEYTE RD	11	9	675	666	3	2	229	227	4	2	235	233	3	3	81	78	1	2	130	128
SILVER STRAND & NAS (MAIN	55	20	677	657	4	10	230	220	12	3	237	234	36	1	81	80	3	6	129	123
SILVER STRAND & AVD DE LA	13	28	712	684	1	9	224	215	8	13	246	233	4	5	116	111	0	1	126	125
SILVER STRAND & AVD DEL S	5	17	697	680	0	4	216	212	1	4	241	237	1	6	115	109	3	3	125	122
ORANGE AV & ADELLA AV	75	117	685	568	4	46	212	166	28	46	238	192	18	9	110	101	25	16	125	109
ORANGE AV & B AV	36	45	643	598	2	10	170	160	15	22	220	198	9	10	119	109	10	3	134	131
ORANGE AV & C AV	11	7	634	627	1	2	162	160	0	4	213	209	5	1	118	117	5	0	141	141
ORANGE AV & 10TH ST	36	23	638	615	6	12	161	149	12	7	209	202	10	3	122	119	8	1	146	145
ORANGE AV & 9TH ST	38	32	651	619	4	14	155	141	19	7	214	207	10	7	129	122	5	4	153	149
ORANGE AV & 8TH ST	17	13	657	644	2	3	145	142	10	9	226	217	5	1	132	131	0	0	154	154
ORANGE AV & 7TH ST	15	33	661	628	0	14	144	130	6	9	227	218	7	6	136	130	2	4	154	150
ORANGE AV & 6TH ST	10	8	643	635	1	6	130	124	6	2	224	222	3	0	137	137	0	0	152	152
ORANGE AV & 5TH ST	4	8	645	637	0	1	125	124	1	7	228	221	1	0	140	140	2	0	152	152
3RD ST & ORANGE AV	21	50	641	591	3	16	124	108	10	19	222	203	4	7	141	134	4	8	154	146
3RD ST & E AV	3	4	612	608	1	1	111	110	2	2	213	211	0	1	138	137	0	0	150	150
3RD ST & G AV	3	5	611	606	1	1	111	110	0	4	213	209	2	0	137	137	0	0	150	150
3RD ST & I AVE	10	19	609	590	2	8	111	103	6	5	209	204	1	2	139	137	1	4	150	146
4TH ST & ALAMEDA BL (NASN	120	89	600	511	7	19	105	86	51	20	210	190	36	11	138	127	26	39	147	108
4TH ST & PALM AV	23	3	631	628	4	2	93	91	12	0	241	241	4	1	163	162	3	0	134	134

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4TH ST & E AV	19	0	651	651	4	0	95	95	7	0	253	253	6	0	166	166	2	0	137	137
4TH ST & ORANGE AV	41	1	670	669	13	0	99	99	12	0	260	260	8	1	172	171	8	0	139	139
4TH ST & B AV	32	1	710	709	5	0	112	112	16	0	272	272	7	0	179	179	4	1	147	146
4TH ST & ADELLA LN	43	0	741	741	5	0	117	117	30	0	288	288	4	0	186	186	4	0	150	150
NATIONAL AV & CROSBY ST	13	75	784	709	1	9	122	113	10	41	318	277	2	12	190	178	0	13	154	141
NATIONAL AV & BEARDSLEY S	82	10	722	712	9	2	114	112	48	5	287	282	25	0	180	180	0	3	141	138
NATIONAL AV & 16TH ST	10	4	794	790	2	0	121	121	7	3	330	327	0	1	205	204	1	0	138	138
IMPERIAL AV & 12TH AV	46	301	800	499	6	22	123	101	30	146	334	188	4	99	204	105	6	34	139	105
11TH AV & L ST	4	10	545	535	2	3	107	104	1	5	218	213	1	0	109	109	0	2	111	109
11TH AV & MARKET ST	11	29	539	510	2	1	106	105	5	19	214	195	3	4	110	106	1	5	109	104
11TH AV & F ST	5	10	521	511	0	2	107	105	1	6	200	194	2	0	109	109	2	2	105	103
BROADWAY & 9TH AV	36	160	516	356	3	16	105	89	25	75	195	120	4	39	111	72	4	30	105	75
BROADWAY & 6TH AV	20	116	392	276	0	40	92	52	11	48	145	97	4	9	76	67	5	19	79	60
BROADWAY & 4TH AV	23	129	296	167	3	15	52	37	10	44	108	64	10	47	71	24	0	23	65	42
BROADWAY & 1ST AV	4	63	190	127	2	19	40	21	0	29	74	45	2	11	34	23	0	4	42	38
BROADWAY & FRONT ST	1	39	131	92	0	14	23	9	1	8	45	37	0	6	25	19	0	11	38	27
BROADWAY & COLUMBIA ST	2	15	93	78	0	0	9	9	2	7	38	31	0	4	19	15	0	4	27	23
BROADWAY & KETTNER BL	9	47	80	33	0	4	9	5	9	22	33	11	0	9	15	6	0	12	23	11
BROADWAY & HARBOR DR	0	42	42	0	0	5	5	0	0	20	20	0	0	6	6	0	0	11	11	0
Totals	2042	2080			455	455			836	859			431	446			320	320		

Total Passengers: 2042 (AM: 455 Mid-Day: 836 PM: 431 Other: 320)

Passenger Miles: 12864.2

Average Trip Length: 6.3

Revenue Miles: 1071.1

Passengers/Mile: 1.9

Miles Over Seated Capacity: 3.5

Percent Miles Over Seated Capacity: 0.3

Direction: Southbound

	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
BROADWAY & HARBOR DR	24	0	0	0	1	0	0	0	9	0	0	0	5	0	0	0	9	0	0	0
HARBOR DR & ASH ST (HOLID	0	1	24	23	0	0	1	1	0	0	9	9	0	1	5	4	0	0	9	9
PACIFIC HWY & ASH ST	7	0	23	23	0	0	1	1	1	0	9	9	6	0	4	4	0	0	9	9
BROADWAY & KETTNER BL	67	3	30	27	3	0	1	1	17	2	10	8	22	1	10	9	25	0	9	9
BROADWAY & STATE ST	29	1	94	93	3	0	4	4	13	0	25	25	9	0	31	31	4	1	34	33
BROADWAY & FRONT ST	26	1	122	121	0	0	7	7	12	0	38	38	10	1	40	39	4	0	37	37
BROADWAY & 3RD AV	166	12	147	135	10	0	7	7	62	7	50	43	51	4	49	45	43	1	41	40
BROADWAY & 5TH AV	71	14	301	287	10	0	17	17	26	7	105	98	15	4	96	92	20	3	83	80
BROADWAY & 8TH AV	71	12	358	346	5	0	27	27	29	3	124	121	18	1	107	106	19	8	100	92
BROADWAY & 10TH AV	144	18	417	399	44	3	32	29	61	6	150	144	16	4	124	120	23	5	111	106
10TH AV & F ST	13	8	543	535	2	1	73	72	7	3	205	202	2	3	136	133	2	1	129	128
10TH AV & MARKET ST	40	21	548	527	14	0	74	74	15	16	209	193	8	2	135	133	3	3	130	127
10TH AV & ISLAND AV	2	5	567	562	0	0	88	88	2	4	208	204	0	0	141	141	0	1	130	129
10TH AV & PARK BLVD	2	1	564	563	1	0	88	88	1	1	206	205	0	0	141	141	0	0	129	129
IMPERIAL AV & 12TH AV	316	57	565	508	100	8	89	81	103	21	206	185	40	16	141	125	73	12	129	117
NATIONAL AV & 16TH ST	0	15	824	809	0	1	181	180	0	8	288	280	0	2	165	163	0	4	190	186
NATIONAL AV & BEARDSLEY S	7	79	809	730	2	17	180	163	2	48	280	232	2	8	163	155	1	6	186	180
CROSBY ST & NATIONAL AV (	85	37	737	700	35	10	165	155	33	11	234	223	3	7	157	150	14	9	181	172
POMONA AV & GLORIETTA BL	11	70	785	715	0	20	190	170	2	29	256	227	6	13	153	140	3	8	186	178
POMONA AV & 3RD ST	14	36	726	690	1	8	170	162	8	15	229	214	3	11	146	135	2	2	181	179
3RD ST & C AV	3	31	704	673	0	11	163	152	2	10	222	212	1	6	138	132	0	4	181	177
3RD ST & ORANGE AV	15	32	676	644	2	10	152	142	4	12	214	202	2	3	133	130	7	7	177	170
3RD ST & E AV	4	9	659	650	2	2	144	142	2	3	206	203	0	2	132	130	0	2	177	175
3RD ST & G AV	1	10	654	644	0	4	144	140	1	1	205	204	0	2	130	128	0	3	175	172
3RD ST & I AV	2	11	645	634	0	6	140	134	1	3	205	202	0	1	128	127	1	1	172	171
4TH ST & ALAMEDA BL (NASN	82	125	636	511	7	43	134	91	33	39	203	164	27	16	127	111	15	27	172	145
4TH ST & PALM AV	6	5	593	588	0	2	98	96	2	0	197	197	4	2	138	136	0	1	160	159
4TH ST & E AV	3	5	594	589	2	2	96	94	1	0	199	199	0	2	140	138	0	1	159	158
ORANGE AV & 4TH ST	17	3	592	589	3	0	96	96	5	1	200	199	4	2	138	136	5	0	158	158
ORANGE AV & 5TH ST	2	10	606	596	1	4	99	95	1	6	204	198	0	0	140	140	0	0	163	163
ORANGE AV & 6TH ST	21	13	598	585	0	3	96	93	16	5	199	194	4	2	140	138	1	3	163	160
ORANGE AV & 7TH ST	19	10	606	596	1	4	93	89	12	1	210	209	4	2	142	140	2	3	161	158
ORANGE AV & 8TH ST	18	31	615	584	2	10	90	80	9	12	221	209	7	9	144	135	0	0	160	160
ORANGE AV & 9TH ST	27	30	602	572	3	6	82	76	12	10	218	208	7	4	142	138	5	10	160	150
ORANGE AV & PARK PL	41	34	599	565	2	10	79	69	12	14	220	206	21	6	145	139	6	4	155	151
ORANGE AV & LOMA AV	19	38	606	568	1	4	71	67	6	24	218	194	9	6	160	154	3	4	157	153
ORANGE AV & DANA PL	53	39	587	548	3	9	68	59	21	15	200	185	14	7	163	156	15	8	156	148
ORANGE AV & GLORIETTA BL	31	18	601	583	2	3	62	59	12	10	206	196	13	0	170	170	4	5	163	158
SILVER STRAND & AVD DEL S	19	11	614	603	1	4	61	57	12	1	208	207	4	2	183	181	2	4	162	158
SILVER STRAND & AVE DE LA	23	18	622	604	3	12	58	46	9	4	219	215	10	1	185	184	1	1	160	159
SILVER STRAND & NAS (MAIN	15	50	627	577	0	6	49	43	7	10	224	214	4	2	194	192	4	32	160	128
SILVER STRAND & LEYTE RD	5	15	592	577	2	1	43	42	2	7	221	214	0	2	196	194	1	5	132	127
SILVER STRAND & CORONADO	44	55	582	527	3	10	44	34	14	18	216	198	26	16	194	178	1	11	128	117
RAINBOW DR & BONITO AV	2	38	571	533	0	2	37	35	1	22	212	190	1	8	204	196	0	6	118	112
PALM AV & RAINBOW DR	15	25	535	510	2	1	35	34	9	13	191	178	1	6	197	191	3	5	112	107
PALM AV & 7TH ST	33	31	525	494	6	3	36	33	21	10	187	177	1	12	192	180	5	6	110	104
9TH ST & PALM AV	62	90	527	437	12	4	39	35	36	32	198	166	13	32	181	149	1	22	109	87
9TH ST & ELM AV	9	8	499	491	1	0	47	47	3	2	202	200	5	4	162	158	0	2	88	86

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9TH ST & IMPERIAL BEACH B	23	27	500	473	7	2	48	46	12	12	203	191	2	6	163	157	2	7	86	79
IMPERIAL BEACH & EMORY ST	10	12	496	484	2	1	53	52	5	5	203	198	1	2	159	157	2	4	81	77
IMPERIAL BEACH & 11TH ST	21	14	494	480	3	0	54	54	10	4	203	199	7	6	158	152	1	4	79	75
IMPERIAL BEACH & 13TH ST	46	47	501	454	12	4	57	53	26	13	209	196	5	21	159	138	3	9	76	67
IMPERIAL BEACH & GRANGER	15	7	500	493	7	0	65	65	4	4	222	218	2	2	143	141	2	1	70	69
CORONADO AV & ATWATER ST	2	8	508	500	2	0	72	72	0	3	222	219	0	2	143	141	0	3	71	68
CORONADO AV & THALIA ST	6	19	502	483	2	8	74	66	3	4	219	215	1	3	141	138	0	4	68	64
CORONADO AV & 18TH	6	28	489	461	0	6	68	62	6	13	218	205	0	9	139	130	0	0	64	64
CORONADO AV & SATURN BL	31	26	467	441	2	6	62	56	20	9	211	202	8	5	130	125	1	6	64	58
CORONADO AV & GREEN BAY S	33	19	472	453	6	5	58	53	21	9	222	213	4	3	133	130	2	2	59	57
CORONADO AV & HOLLISTER S	23	8	486	478	10	0	59	59	9	5	234	229	3	1	134	133	1	2	59	57
CORONADO AV & 25TH ST	18	22	501	479	6	0	69	69	4	11	238	227	1	8	136	128	7	3	58	55
CORONADO AV & 27TH ST	8	27	497	470	4	3	75	72	4	9	231	222	0	9	129	120	0	6	62	56
27TH ST & GROVE AV	10	13	478	465	1	1	76	75	8	5	226	221	0	3	120	117	1	4	56	52
IRIS AV & 27TH ST	10	27	475	448	0	8	76	68	9	9	229	220	0	4	117	113	1	6	53	47
IRIS AV & MONTEREY PINE D	8	6	458	452	1	1	68	67	7	3	229	226	0	2	113	111	0	0	48	48
IRIS AV & MONTEREY PARK D	2	1	460	459	2	0	68	68	0	1	233	232	0	0	111	111	0	0	48	48
IRIS AV TROLLEY STATION	0	461	461	0	0	70	70	0	0	232	232	0	0	111	111	0	0	48	48	0
Totals	1958	1958			359	359			817	817			432	432			350	350		

Total Passengers: 1958 (AM: 359 Mid-Day: 817 PM: 432 Other: 350)
 Passenger Miles: 11738.9
 Average Trip Length: 6.0
 Revenue Miles: 1101.4
 Passengers/Mile: 1.8
 Miles Over Seated Capacity: 4.8
 Percent Miles Over Seated Capacity: 0.4

TOTALS BOTH DIRECTIONS

Total Passengers: 4000 (AM: 814 Mid-Day: 1653 PM: 863 Other: 670)
 Passenger Miles: 24603.2
 Average Trip Length: 6.2
 Revenue Miles: 2172.5
 Passengers/Mile: 1.8
 Miles Over Seated Capacity: 8.3
 Percent Miles Over Seated Capacity: 0.2

4-Detail By Stop - FY 2002

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
IRIS AV TROLLEY STATION	431	0	0	0	147	0	0	0	161	0	0	0	54	0	0	0	69	0	0	0
IRIS AV & MONTEREY PARK D	8	4	431	427	2	1	147	146	6	2	161	159	0	0	54	54	0	1	69	68
IRIS AV & MONTEREY PINE D	0	2	435	433	0	0	148	148	0	1	165	164	0	1	54	53	0	0	68	68
IRIS AV & 27TH ST	11	10	433	423	3	6	148	142	5	3	164	161	1	1	53	52	2	0	68	68
27TH ST & GROVE AV	12	16	434	418	6	2	145	143	3	11	166	155	1	2	53	51	2	1	70	69
CORONADO AV & 27TH ST	17	9	430	421	2	1	149	148	8	6	158	152	2	1	52	51	5	1	71	70
CORONADO AV & 25TH ST	35	15	438	423	2	1	150	149	14	7	160	153	12	5	53	48	7	2	75	73
CORONADO AV & HOLLISTER S	20	12	458	446	5	1	151	150	6	3	167	164	1	2	60	58	8	6	80	74
CORONADO AV & GREEN BAY S	16	20	466	446	1	3	155	152	11	13	170	157	2	1	59	58	2	3	82	79
CORONADO AV & SATURN BL	38	19	462	443	8	6	153	147	21	9	168	159	3	2	60	58	6	2	81	79
CORONADO AV & THERMAL AV	24	23	481	458	5	11	155	144	8	7	180	173	6	3	61	58	5	2	85	83
CORONADO AV & ATWATER ST	16	18	482	464	7	1	149	148	5	6	181	175	3	9	64	55	1	2	88	86
IMPERIAL BEACH & GRANGER	8	13	480	467	1	0	155	155	3	6	180	174	2	4	58	54	2	3	87	84
IMPERIAL BEACH & 13TH ST	56	50	475	425	12	10	156	146	20	19	177	158	7	12	56	44	17	9	86	77
IMPERIAL BEACH & FLORIDA	7	12	481	469	2	0	158	158	1	7	178	171	1	4	51	47	3	1	94	93
IMPERIAL BEACH & EMORY ST	8	11	476	465	3	3	160	157	1	4	172	168	1	2	48	46	3	2	96	94
9TH ST & IMPERIAL BEACH B	23	27	473	446	7	2	160	158	9	13	169	156	4	11	47	36	3	1	97	96
9TH ST & ELM AV	4	8	469	461	3	1	165	164	1	5	165	160	0	1	40	39	0	1	99	98
PALM AV & 9TH ST	112	28	465	437	28	1	167	166	41	16	161	145	18	5	39	34	25	6	98	92
SILVER STRAND & 7TH ST	58	12	549	537	11	2	194	192	23	7	186	179	8	2	52	50	16	1	117	116
SILVER STRAND & RAINBOW D	33	4	595	591	11	4	203	199	10	0	202	202	4	0	58	58	8	0	132	132
SILVER STRAND & CORONADO	26	52	624	572	10	15	210	195	5	32	212	180	8	1	62	61	3	4	140	136
SILVER STRAND & LOEWS RES	9	34	598	564	1	10	205	195	3	11	185	174	4	5	69	64	1	8	139	131
SILVER STRAND & LEYTE RD	6	3	573	570	4	1	196	195	0	0	177	177	1	2	68	66	1	0	132	132
SILVER STRAND & LEYTE RD	5	3	576	573	2	0	199	199	3	3	177	174	0	0	67	67	0	0	133	133
SILVER STRAND & NAS (MAIN	46	22	578	556	0	7	201	194	23	4	177	173	19	3	67	64	4	8	133	125
SILVER STRAND & AVD DE LA	21	28	602	574	3	13	194	181	10	6	196	190	6	3	83	80	2	6	129	123
SILVER STRAND & AVD DEL S	15	23	595	572	0	5	184	179	3	7	200	193	12	6	86	80	0	5	125	120
ORANGE AV & ADELLA AV	55	106	587	481	1	38	179	141	19	38	196	158	24	11	92	81	11	19	120	101
ORANGE AV & B AV	35	20	536	516	4	7	142	135	10	10	177	167	6	1	105	104	15	2	112	110
ORANGE AV & C AV	35	25	551	526	1	13	139	126	19	8	177	169	7	2	110	108	8	2	125	123
ORANGE AV & 10TH ST	17	17	561	544	0	9	127	118	11	5	188	183	2	3	115	112	4	0	131	131
ORANGE AV & 9TH ST	43	14	561	547	9	4	118	114	20	3	194	191	7	5	114	109	7	2	135	133
ORANGE AV & 8TH ST	11	7	590	583	0	0	123	123	8	6	211	205	2	0	116	116	1	1	140	139
ORANGE AV & 7TH ST	36	20	594	574	2	10	123	113	29	7	213	206	1	2	118	116	4	1	140	139
ORANGE AV & 6TH ST	4	12	610	598	0	9	115	106	4	1	235	234	0	1	117	116	0	1	143	142
ORANGE AV & 5TH ST	3	4	602	598	1	1	106	105	2	3	238	235	0	0	116	116	0	0	142	142
3RD ST & ORANGE AV	11	43	601	558	0	15	106	91	7	13	237	224	3	8	116	108	1	7	142	135
3RD ST & E AV	4	11	569	558	2	6	91	85	1	3	231	228	1	0	111	111	0	2	136	134
3RD ST & G AV	6	2	562	560	0	0	87	87	0	1	229	228	0	1	112	111	6	0	134	134
3RD ST & I AVE	77	93	566	473	7	14	87	73	40	30	228	198	25	10	111	101	5	39	140	101
4TH ST & ALAMEDA BL (NASN	31	21	550	529	2	1	80	79	9	13	238	225	8	3	126	123	12	4	106	102
4TH ST & PALM AV	67	9	560	551	6	0	81	81	31	7	234	227	23	1	131	130	7	1	114	113

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4TH ST & E AV	10	6	618	612	2	0	87	87	3	6	258	252	3	0	153	153	2	0	120	120
4TH ST & ORANGE AV	56	2	622	620	14	0	89	89	27	0	255	255	8	0	156	156	7	2	122	120
4TH ST & B AV	30	3	676	673	4	0	103	103	16	0	282	282	6	1	164	163	4	2	127	125
4TH ST & ADELLA LN	44	0	703	703	7	0	107	107	23	0	298	298	8	0	169	169	6	0	129	129
NATIONAL AV & CROSBY ST	19	78	747	669	3	5	114	109	6	27	321	294	0	23	177	154	10	23	135	112
NATIONAL AV & BEARDSLEY S	77	17	688	671	9	7	112	105	52	2	300	298	15	3	154	151	1	5	122	117
NATIONAL AV & 16TH ST	3	6	748	742	0	0	114	114	2	4	350	346	1	2	166	164	0	0	118	118
12TH & IMPERIAL STATION	56	306	745	439	13	33	114	81	21	151	348	197	10	87	165	78	12	35	118	83
11TH AV & F ST	14	56	495	439	2	6	94	88	8	27	218	191	2	16	88	72	2	7	95	88
BROADWAY & 9TH AV	37	128	453	325	5	17	90	73	18	63	199	136	8	22	74	52	6	26	90	64
BROADWAY & 6TH AV	20	92	362	270	2	27	78	51	16	41	154	113	2	12	60	48	0	12	70	58
BROADWAY & 4TH AV	21	115	290	175	5	7	53	46	6	55	129	74	5	26	50	24	5	27	58	31
BROADWAY & 1ST AV	12	71	196	125	2	19	51	32	9	28	80	52	0	13	29	16	1	11	36	25
BROADWAY & FRONT ST	3	25	137	112	0	13	34	21	2	6	61	55	1	2	16	14	0	4	26	22
BROADWAY & COLUMBIA ST	1	24	115	91	0	7	21	14	1	12	57	45	0	4	15	11	0	1	22	21
BROADWAY & KETTNER BL	0	50	92	42	0	5	14	9	0	31	46	15	0	8	11	3	0	6	21	15
BROADWAY & HARBOR DR	0	42	42	0	0	9	9	0	0	15	15	0	0	3	3	0	0	15	15	0
Totals	1903	1903			389	389			824	824			358	358			332	332		

Total Passengers: 1903 (AM: 389 Mid-Day: 824 PM: 358 Other: 332)

Passenger Miles: 11366.3

Average Trip Length: 6.0

Revenue Miles: 1073.8

Passengers/Mile: 1.8

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

Direction: Southbound

	Daily				Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
BROADWAY & HARBOR DR	22	0	0	0	1	0	0	0	10	0	0	0	10	0	0	0	7	0	0	0	4	0	0	0
HARBOR DR & ASH ST (HOLID	2	0	22	22	0	0	1	1	0	0	10	10	2	0	7	7	0	0	0	4	0	0	4	4
PACIFIC HWY & ASH ST	9	0	24	24	1	0	1	1	7	0	10	10	1	0	9	9	0	0	0	4	0	0	4	4
BROADWAY & KETTNER BL	49	3	33	30	1	0	2	2	28	1	17	16	14	2	10	8	6	0	0	4	0	0	4	4
BROADWAY & STATE ST	16	0	79	79	1	0	3	3	14	0	44	44	1	0	22	22	0	0	0	10	0	0	10	10
BROADWAY & FRONT ST	27	3	95	92	3	1	4	3	12	1	58	57	12	0	23	23	0	1	10	9	0	0	10	9
BROADWAY & 3RD AV	169	16	119	103	15	1	6	5	64	6	69	63	60	7	35	28	30	2	9	7	0	0	9	7
BROADWAY & 5TH AV	102	17	272	255	7	2	20	18	43	10	127	117	33	4	88	84	19	1	37	36	0	0	37	36
BROADWAY & 8TH AV	69	9	357	348	6	0	25	25	38	7	160	153	12	2	117	115	13	0	55	55	0	0	55	55
BROADWAY & 10TH AV	136	20	417	397	45	6	31	25	49	9	191	182	31	4	127	123	11	1	68	67	0	0	68	67
10TH AV & F ST	34	26	533	507	7	1	70	69	17	10	231	221	6	7	154	147	4	8	78	70	0	0	78	70
12TH & IMPERIAL STATION	314	64	541	477	74	4	76	72	137	33	238	205	48	15	153	138	55	12	74	62	0	0	74	62
NATIONAL AV & 16TH ST	14	13	791	778	3	1	146	145	2	6	342	336	3	4	186	182	6	2	117	115	0	0	117	115
NATIONAL AV & BEARDSLEY S	11	61	792	731	4	10	148	138	4	44	338	294	3	7	185	178	0	0	121	121	0	0	121	121
CROSBY ST & NATIONAL AV (	49	30	742	712	25	3	142	139	12	16	298	282	5	8	181	173	7	3	121	118	0	0	121	118
POMONA AV & GLORIETTA BL	5	65	761	696	0	20	164	144	2	31	294	263	1	10	178	168	2	4	125	121	0	0	125	121
POMONA AV & 3RD ST	8	42	701	659	0	12	144	132	4	17	265	248	3	9	169	160	1	4	123	119	0	0	123	119
3RD ST & C AV	9	23	667	644	8	2	132	130	0	8	252	244	0	8	163	155	1	5	120	115	0	0	120	115
3RD ST & ORANGE AV	14	15	653	638	0	5	138	133	4	8	244	236	5	1	155	154	5	1	116	115	0	0	116	115
3RD ST & E AV	2	8	652	644	0	1	133	132	1	5	240	235	1	2	159	157	0	0	120	120	0	0	120	120
3RD ST & G AV	5	11	646	635	1	3	132	129	3	6	236	230	0	1	158	157	1	1	120	119	0	0	120	119
3RD ST & I AV	38	114	640	526	4	30	130	100	23	33	233	200	9	20	157	137	2	31	120	89	0	0	120	89
4TH ST & ALAMEDA BL (NASN	23	29	564	535	1	1	104	103	5	3	223	220	7	9	146	137	10	16	91	75	0	0	91	75
4TH ST & PALM AV	26	12	558	546	2	4	104	100	10	5	225	220	10	3	144	141	4	0	85	85	0	0	85	85
4TH ST & E AV	6	5	572	567	0	2	102	100	2	1	230	229	2	2	151	149	2	0	89	89	0	0	89	89
ORANGE AV & 4TH ST	20	8	573	565	0	0	100	100	7	3	231	228	6	1	151	150	7	4	91	87	0	0	91	87
ORANGE AV & 5TH ST	12	11	585	574	1	4	100	96	4	2	235	233	3	3	156	153	4	2	94	92	0	0	94	92
ORANGE AV & 6TH ST	18	19	586	567	2	6	97	91	15	10	237	227	1	3	156	153	0	0	96	96	0	0	96	96
ORANGE AV & 7TH ST	12	6	585	579	1	3	93	90	3	0	242	242	6	2	154	152	2	1	96	95	0	0	96	95
ORANGE AV & 8TH ST	34	42	591	549	3	9	91	82	13	19	245	226	12	12	158	146	6	2	97	95	0	0	97	95
ORANGE AV & 9TH ST	1	5	583	578	0	3	85	82	1	2	239	237	0	0	158	158	0	0	101	101	0	0	101	101
ORANGE AV & PARK PL	24	39	579	540	0	13	82	69	13	17	238	221	10	5	158	153	1	4	101	97	0	0	101	97
ORANGE AV & LOMA AV	23	30	564	534	0	3	69	66	10	18	234	216	13	6	163	157	0	3	98	95	0	0	98	95
ORANGE AV & DANA PL	44	50	557	507	8	8	66	58	15	28	226	198	11	7	170	163	10	7	95	88	0	0	95	88
ORANGE AV & GLORIETTA BL	33	12	551	539	0	2	66	64	12	8	213	205	9	2	174	172	12	0	98	98	0	0	98	98
SILVER STRAND & AVD DEL S	19	6	572	566	1	3	64	61	9	3	217	214	9	0	181	181	0	0	110	110	0	0	110	110
SILVER STRAND & AVE DE LA	17	10	585	575	1	5	62	57	14	1	223	222	1	2	190	188	1	2	110	108	0	0	110	108
SILVER STRAND & NAS (MAIN	16	23	592	569	0	4	58	54	12	7	236	229	1	2	189	187	3	10	109	99	0	0	109	99
SILVER STRAND & LEYTE RD	5	19	585	566	2	1	54	53	1	12	241	229	1	2	188	186	1	4	102	98	0	0	102	98
SILVER STRAND & CORONADO	26	40	571	531	3	15	55	40	14	12	230	218	8	8	187	179	1	5	99	94	0	0	99	94
RAINBOW DR & BONITO AV	8	33	557	524	0	6	43	37	4	15	232	217	4	7	187	180	0	5	95	90	0	0	95	90
PALM AV & RAINBOW DR	12	35	532	497	1	2	37	35	9	12	221	209	0	10	184	174	2	11	90	79	0	0	90	79
PALM AV & 7TH ST	28	35	509	474	4	5	36	31	15	16	218	202	7	10	174	164	2	4	81	77	0	0	81	77
9TH ST & PALM AV	58	91	502	411	15	7	35	28	30	41	217	176	8	29	171	142	5	14	79	65	0	0	79	65
9TH ST & ELM AV	4	9	469	460	0	3	43	40	1	3	206	203	3	2	150	148	0	1	70	69	0	0	70	69
9TH ST & IMPERIAL BEACH B	20	22	464	442	1	2	40	38	16	13	204	191	2	4	151	147	1	3	69	66	0	0	69	66
IMPERIAL BEACH & EMORY ST	12	9	462	453	4	3	39	36	6	2	207	205	0	4	149	145	2	0	67	67	0	0	67	67
IMPERIAL BEACH & 11TH ST	13	21	465	444	3	3	40	37	8	5	211	206	1	10	145	135	1	3	69	66	0	0	69	66

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IMPERIAL BEACH & 13TH ST	38	6	457	396	5	11	40	29	16	22	214	192	9	22	136	114	8	6	67	61
IMPERIAL BEACH & GRANGER	14	13	434	421	3	0	34	34	10	6	208	202	0	3	123	120	1	4	69	65
CORONADO AV & ATWATER ST	8	19	435	416	1	9	37	28	5	6	212	206	0	2	120	118	2	2	66	64
CORONADO AV & THALIA ST	5	12	424	412	1	2	29	27	4	7	211	204	0	2	118	116	0	1	66	65
CORONADO AV & 18TH	7	14	417	403	0	0	28	28	4	8	208	200	2	4	116	112	1	2	65	63
CORONADO AV & SATURN BL	25	16	410	394	2	2	28	26	19	6	204	198	4	5	114	109	0	3	64	61
CORONADO AV & GREEN BAY S	39	30	419	389	5	5	28	23	31	19	217	198	1	5	113	108	2	1	61	60
CORONADO AV & HOLLISTER S	32	15	428	413	5	2	28	26	23	4	229	225	3	7	109	102	1	2	62	60
CORONADO AV & 25TH ST	18	25	445	420	2	2	31	29	8	18	248	230	3	3	105	102	5	2	61	59
CORONADO AV & 27TH ST	10	24	438	414	1	0	31	31	9	15	238	223	0	2	105	103	0	7	64	57
27TH ST & GROVE AV	8	7	424	417	5	2	32	30	2	2	232	230	0	2	103	101	1	1	57	56
IRIS AV & 27TH ST	15	6	425	419	2	0	35	35	6	3	232	229	3	3	101	98	4	0	57	57
IRIS AV & MONTEREY PINE D	11	2	434	432	0	0	37	37	9	2	235	233	2	0	101	101	0	0	61	61
IRIS AV & MONTEREY PARK D	2	8	443	435	2	1	37	36	0	5	242	237	0	2	103	101	0	0	61	61
IRIS AV TROLLEY STATION	0	437	437	0	0	38	38	0	0	237	237	0	0	101	101	0	0	61	61	0
Totals	1850	1850			293	293			869	869			419	419			269	269		

4-Detail By Stop - FY 2003

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
IRIS AV TROLLEY STATION	477	0	0	0	144	0	0	0	150	0	0	0	79	0	0	0	104	0	0	0
IRIS AV & MONTEREY PARK D	6	2	477	475	1	0	144	144	2	0	150	150	2	2	79	77	1	0	104	104
IRIS AV & MONTEREY PINE D	7	5	481	476	4	0	145	145	0	0	152	152	3	4	79	75	0	1	105	104
IRIS AV & 27TH ST	32	19	483	464	2	2	149	147	9	8	152	144	15	4	78	74	6	5	104	99
27TH ST & GROVE AV	15	14	496	482	3	0	149	149	7	5	153	148	4	6	89	83	1	3	105	102
CORONADO AV & 27TH ST	17	7	497	490	3	3	152	149	10	3	155	152	1	0	87	87	3	1	103	102
CORONADO AV & 25TH ST	25	11	507	496	1	5	152	147	14	2	162	160	4	4	88	84	6	0	105	105
CORONADO AV & HOLLISTER S	13	15	521	506	6	3	148	145	2	3	174	171	3	5	88	83	2	4	111	107
CORONADO AV & GREEN BAY S	17	29	519	490	1	0	151	151	12	16	173	157	3	8	86	78	1	5	109	104
CORONADO AV & SATURN BL	46	24	507	483	8	5	152	147	15	9	169	160	16	9	81	72	7	1	105	104
CORONADO AV & THERMAL AV	23	23	529	506	1	8	155	147	6	6	175	169	15	7	88	81	1	2	111	109
CORONADO AV & ATWATER ST	18	14	529	515	5	0	148	148	4	6	175	169	4	7	96	89	5	1	110	109
IMPERIAL BEACH & GRANGER	17	18	533	515	3	1	153	152	3	4	173	169	6	12	93	81	5	1	114	113
IMPERIAL BEACH & 13TH ST	53	44	532	488	14	9	155	146	20	17	172	155	16	7	87	80	3	11	118	107
IMPERIAL BEACH & FLORIDA	6	27	541	514	1	4	160	156	2	10	175	165	2	6	96	90	1	7	110	103
IMPERIAL BEACH & EMORY ST	19	8	520	512	6	2	157	155	11	3	167	164	2	3	92	89	0	0	104	104
9TH ST & IMPERIAL BEACH B	23	22	531	509	4	8	161	153	8	5	175	170	3	9	91	82	8	0	104	104
9TH ST & ELM AV	8	14	532	518	3	1	157	156	2	6	178	172	2	7	85	78	1	0	112	112
PALM AV & 9TH ST	91	43	526	483	26	7	159	152	36	15	174	159	7	14	80	66	22	7	113	106
SILVER STRAND & 7TH ST	36	7	574	567	8	0	178	178	8	3	195	192	9	4	73	69	11	0	128	128
SILVER STRAND & RAINBOW D	18	2	603	601	7	0	186	186	7	1	200	199	2	1	78	77	2	0	139	139
SILVER STRAND & CORONADO	24	45	619	574	9	23	193	170	8	13	206	193	6	3	79	76	1	6	141	135
SILVER STRAND & LOEWS RES	10	28	598	570	0	6	179	173	6	3	201	198	2	4	82	78	2	15	136	121
SILVER STRAND & LEYTE RD	9	7	580	573	6	1	173	172	1	1	204	203	0	5	80	75	2	0	123	123
SILVER STRAND & LEYTE RD	8	3	582	579	6	0	178	178	1	0	204	204	1	1	75	74	0	2	125	123
SILVER STRAND & NAS (MAIN	36	34	587	553	0	12	184	172	10	12	205	193	24	5	75	70	2	5	123	118
SILVER STRAND & AVD DE LA	12	16	589	573	1	9	172	163	5	4	203	199	3	0	94	94	3	3	120	117
SILVER STRAND & AVD DEL S	4	12	585	573	0	3	164	161	3	7	204	197	1	0	97	97	0	2	120	118
ORANGE AV & ADELLA AV	84	113	577	464	3	26	161	135	36	48	200	152	31	14	98	84	14	25	118	93
ORANGE AV & B AV	37	19	548	529	1	7	138	131	26	7	188	181	8	5	115	110	2	0	107	107
ORANGE AV & C AV	16	14	566	552	1	5	132	127	6	6	207	201	3	1	118	117	6	2	109	107
ORANGE AV & 10TH ST	18	14	568	554	0	6	128	122	10	5	207	202	5	1	120	119	3	2	113	111
ORANGE AV & 9TH ST	37	33	572	539	3	13	122	109	18	14	212	198	9	5	124	119	7	1	114	113
ORANGE AV & 8TH ST	12	10	576	566	2	3	112	109	6	7	216	209	3	0	128	128	1	0	120	120
ORANGE AV & 7TH ST	12	31	578	547	0	22	111	89	9	6	215	209	2	2	131	129	1	1	121	120
ORANGE AV & 6TH ST	9	15	559	544	1	8	89	81	1	3	218	215	7	2	131	129	0	2	121	119
ORANGE AV & 5TH ST	5	9	553	544	0	3	82	79	1	6	216	210	3	0	136	136	1	0	119	119
3RD ST & ORANGE AV	26	31	549	518	0	16	79	63	20	5	211	206	3	7	139	132	3	3	120	117
3RD ST & E AV	4	6	544	538	0	0	63	63	3	4	226	222	1	1	135	134	0	1	120	119
3RD ST & G AV	37	47	542	495	13	13	63	50	18	12	225	213	3	2	135	133	3	20	119	99
3RD ST & I AVE	41	10	532	522	2	0	63	63	34	7	231	224	2	1	136	135	3	2	102	100
4TH ST & ALAMEDA BL (NASN	11	39	563	524	0	0	65	65	4	29	258	229	6	2	137	135	1	8	103	95
4TH ST & PALM AV	37	0	535	535	6	0	65	65	19	0	233	233	8	0	141	141	4	0	96	96

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4TH ST & E AV	11	5	572	567	1	1	71	70	9	2	252	250	1	1	149	148	0	1	100	99
4TH ST & ORANGE AV	61	6	578	572	12	0	71	71	25	0	259	259	12	6	149	143	12	0	99	99
4TH ST & B AV	19	1	633	632	1	0	83	83	9	0	284	284	6	1	155	154	3	0	111	111
4TH ST & ADELLA LN	48	3	651	648	3	0	84	84	29	0	293	293	7	3	160	157	9	0	114	114
NATIONAL AV & CROSBY ST	16	77	696	619	3	3	87	84	4	35	322	287	5	21	164	143	4	18	123	105
NATIONAL AV & BEARDSLEY S	62	11	635	624	6	0	87	87	43	8	291	283	13	3	148	145	0	0	109	109
NATIONAL AV & 16TH ST	5	4	686	682	0	1	93	92	3	3	326	323	0	0	158	158	2	0	109	109
12TH & IMPERIAL STATION	83	269	687	418	11	20	92	72	36	131	326	195	20	78	158	80	16	40	111	71
11TH AV & F ST	5	42	501	459	1	8	83	75	1	20	231	211	0	6	100	94	3	8	87	79
BROADWAY & 9TH AV	40	145	464	319	6	18	76	58	25	70	212	142	2	33	94	61	7	24	82	58
BROADWAY & 6TH AV	16	108	359	251	0	25	64	39	14	59	167	108	1	18	63	45	1	6	65	59
BROADWAY & 4TH AV	14	108	267	159	1	9	39	30	7	72	122	50	5	14	46	32	1	13	60	47
BROADWAY & 1ST AV	11	63	173	110	3	12	31	19	1	23	57	34	3	7	37	30	4	21	48	27
BROADWAY & FRONT ST	4	22	121	99	0	5	22	17	2	10	35	25	2	5	33	28	0	2	31	29
BROADWAY & COLUMBIA ST	1	27	103	76	0	5	17	12	1	10	27	17	0	6	30	24	0	6	29	23
BROADWAY & KETTNER BL	1	47	77	30	1	8	12	4	0	15	18	3	0	18	24	6	0	6	23	17
BROADWAY & HARBOR DR	0	31	31	0	0	5	5	0	0	3	3	0	0	6	6	0	0	17	17	0
Totals	1853	1853			354	354			782	782			406	406			311	311		

Total Passengers: 1853 (AM: 354 Mid-Day: 782 PM: 406 Other: 311)

Passenger Miles: 11359.6

Average Trip Length: 6.1

Revenue Miles: 1073.8

Passengers/Mile: 1.7

Miles Over Seated Capacity: 3.2

Percent Miles Over Seated Capacity: 0.3

Direction: Southbound

	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
BROADWAY & HARBOR DR	13	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	7	0	0	0
HARBOR DR & ASH ST (HOLID	1	0	13	13	0	0	2	2	1	0	4	4	0	0	0	0	0	0	7	7
PACIFIC HWY & ASH ST	4	0	14	14	0	0	2	2	4	0	5	5	0	0	0	0	0	0	7	7
BROADWAY & KETTNER BL	54	0	18	18	3	0	2	2	24	0	9	9	17	0	0	0	10	0	7	7
BROADWAY & STATE ST	29	0	72	72	0	0	5	5	14	0	33	33	11	0	17	17	4	0	17	17
BROADWAY & FRONT ST	30	3	101	98	0	0	5	5	18	3	47	44	7	0	28	28	5	0	21	21
BROADWAY & 3RD AV	175	20	128	108	14	0	5	5	86	13	62	49	31	4	35	31	44	3	26	23
BROADWAY & 5TH AV	86	18	283	265	7	0	19	19	32	10	135	125	23	5	62	57	24	3	67	64
BROADWAY & 8TH AV	65	11	351	340	12	0	26	26	14	8	157	149	21	3	80	77	18	0	88	88
BROADWAY & 10TH AV	122	15	405	390	43	2	38	36	59	7	163	156	11	3	98	95	9	3	106	103
10TH AV & F ST	53	32	512	480	15	6	79	73	24	11	215	204	11	8	106	98	3	7	112	105
12TH & IMPERIAL STATION	299	78	533	455	81	9	88	79	113	41	228	187	40	21	109	88	65	7	108	101
NATIONAL AV & 16TH ST	4	12	754	742	1	3	160	157	2	3	300	297	0	3	128	125	1	3	166	163
NATIONAL AV & BEARDSLEY S	24	58	746	688	4	9	158	149	18	41	299	258	1	4	125	121	1	4	164	160
CROSBY ST & NATIONAL AV (	71	37	712	675	34	9	153	144	14	18	276	258	9	7	122	115	14	3	161	158
POMONA AV & GLORIETTA BL	7	62	746	684	0	15	178	163	6	27	272	245	0	8	124	116	1	12	172	160
POMONA AV & 3RD ST	5	39	691	652	1	10	163	153	2	12	251	239	2	10	116	106	0	7	161	154
3RD ST & C AV	1	14	657	643	0	7	154	147	1	1	241	240	0	5	108	103	0	1	154	153
3RD ST & ORANGE AV	12	29	644	615	1	7	147	140	8	18	241	223	1	2	103	101	2	2	153	151
3RD ST & E AV	2	8	627	619	0	2	141	139	2	4	231	227	0	1	102	101	0	1	153	152
3RD ST & G AV	16	79	621	542	2	31	139	108	5	22	229	207	9	7	101	94	0	19	152	133
3RD ST & I AV	19	41	558	517	0	0	110	110	5	5	212	207	7	6	103	97	7	30	133	103
4TH ST & ALAMEDA BL (NASN	2	3	536	533	0	0	110	110	2	0	212	212	0	0	104	104	0	3	110	107
4TH ST & PALM AV	15	5	535	530	1	2	110	108	12	0	214	214	1	1	104	103	1	2	107	105
4TH ST & E AV	3	1	545	544	0	0	109	109	2	1	226	225	0	0	104	104	1	0	106	106
ORANGE AV & 4TH ST	20	14	547	533	3	2	109	107	10	7	227	220	5	5	104	99	2	0	107	107
ORANGE AV & 5TH ST	4	10	553	543	1	4	110	106	3	2	230	228	0	4	104	100	0	0	109	109
ORANGE AV & 6TH ST	24	22	547	525	2	9	107	98	15	5	231	226	6	4	100	96	1	4	109	105
ORANGE AV & 7TH ST	11	21	549	528	1	2	100	98	5	8	241	233	5	9	102	93	0	2	106	104
ORANGE AV & 8TH ST	17	26	539	513	0	9	99	90	10	9	238	229	5	8	98	90	2	0	104	104
ORANGE AV & 9TH ST	23	24	530	506	0	8	90	82	13	7	239	232	7	6	95	89	3	3	106	103
ORANGE AV & PARK PL	35	45	529	484	1	12	82	70	15	19	245	226	14	8	96	88	5	6	106	100
ORANGE AV & LOMA AV	11	26	519	493	2	1	71	70	6	18	241	223	2	5	102	97	1	2	105	103
ORANGE AV & DANA PL	43	71	504	433	3	9	72	63	19	51	229	178	11	5	99	94	10	6	104	98
ORANGE AV & GLORIETTA BL	19	17	476	459	0	1	66	65	7	11	197	186	7	0	105	105	5	5	108	103
SILVER STRAND & AVD DEL S	10	7	478	471	4	3	65	62	5	2	193	191	1	2	112	110	0	0	108	108
SILVER STRAND & AVE DE LA	12	19	481	462	1	8	66	58	8	6	196	190	1	4	111	107	2	1	108	107
SILVER STRAND & NAS (MAIN	18	22	474	452	0	5	59	54	13	4	198	194	5	4	108	104	0	9	109	100
SILVER STRAND & LEYTE RD	5	17	470	453	2	1	54	53	3	8	207	199	0	5	109	104	0	3	100	97
SILVER STRAND & CORONADO	19	43	458	415	4	19	55	36	9	9	202	193	1	10	104	94	5	5	97	92
RAINBOW DR & BONITO AV	3	21	434	413	1	5	40	35	1	9	202	193	1	5	95	90	0	2	97	95
PALM AV & RAINBOW DR	11	44	416	372	0	4	36	32	10	19	194	175	1	12	91	79	0	9	95	86
PALM AV & 7TH ST	16	29	383	354	5	3	32	29	6	12	185	173	4	6	80	74	1	8	86	78
9TH ST & PALM AV	43	65	370	305	8	5	34	29	25	36	179	143	7	18	78	60	3	6	79	73
9TH ST & ELM AV	10	4	348	344	2	2	37	35	8	1	168	167	0	1	67	66	0	0	76	76
9TH ST & IMPERIAL BEACH B	23	12	354	342	7	2	37	35	13	6	175	169	2	1	66	65	1	3	76	73
IMPERIAL BEACH & EMORY ST	7	7	365	358	3	0	42	42	4	5	182	177	0	0	67	67	0	2	74	72
IMPERIAL BEACH & 11TH ST	14	11	365	354	2	0	45	45	2	3	181	178	8	4	67	63	2	4	72	68

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IMPERIAL BEACH & 13TH ST	57	39	368	329	12	4	47	43	27	16	180	164	8	5	71	66	10	14	70	56
IMPERIAL BEACH & GRANGER	8	19	386	367	4	2	55	53	2	5	191	186	1	5	74	69	1	7	66	59
CORONADO AV & ATWATER ST	17	7	375	368	3	0	57	57	2	2	188	186	9	5	70	65	3	0	60	60
CORONADO AV & THALIA ST	10	18	385	367	5	8	60	52	4	4	188	184	1	1	74	73	0	5	63	58
CORONADO AV & 18TH	9	28	377	349	2	2	57	55	7	23	188	165	0	2	74	72	0	1	58	57
CORONADO AV & SATURN BL	18	21	358	337	3	5	57	52	11	7	172	165	2	5	72	67	2	4	57	53
CORONADO AV & GREEN BAY S	14	13	355	342	0	0	55	55	9	12	176	164	3	0	69	69	2	1	55	54
CORONADO AV & HOLLISTER S	13	17	356	339	5	5	55	50	5	10	173	163	3	2	72	70	0	0	56	56
CORONADO AV & 25TH ST	21	16	352	336	3	1	55	54	11	11	168	157	2	2	73	71	5	2	56	54
CORONADO AV & 27TH ST	15	31	357	326	1	7	57	50	11	9	168	159	1	10	73	63	2	5	59	54
27TH ST & GROVE AV	10	6	341	335	0	0	51	51	7	4	170	166	3	2	64	62	0	0	56	56
IRIS AV & 27TH ST	6	9	345	336	3	0	51	51	2	7	173	166	0	0	65	65	1	2	56	55
IRIS AV & MONTEREY PINE D	2	3	342	339	1	0	54	54	1	3	168	165	0	0	65	65	0	0	55	55
IRIS AV & MONTEREY PARK D	1	11	341	330	1	0	55	55	0	11	166	155	0	0	65	65	0	0	55	55
IRIS AV TROLLEY STATION	0	331	331	0	0	56	56	0	0	155	155	0	0	65	65	0	0	55	55	0
Totals	1711	1711			316	316			781	781			328	328			286	286		

Total Passengers: 1711 (AM: 316 Mid-Day: 781 PM: 328 Other: 286)
 Passenger Miles: 9488.7
 Average Trip Length: 5.5
 Revenue Miles: 1102.4
 Passengers/Mile: 1.6
 Miles Over Seated Capacity: 2.5
 Percent Miles Over Seated Capacity: 0.2

TOTALS BOTH DIRECTIONS

Total Passengers: 3564 (AM: 670 Mid-Day: 1563 PM: 734 Other: 597)
 Passenger Miles: 20848.3
 Average Trip Length: 5.8
 Revenue Miles: 2176.2
 Passengers/Mile: 1.6
 Miles Over Seated Capacity: 5.7
 Percent Miles Over Seated Capacity: 0.1

4-Detail By Stop - FY 2004

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
IRIS AV TROLLEY STATION	444	0	0	0	142	0	0	0	157	0	0	0	53	0	0	0	92	0	0	0
IRIS AV & MONTEREY PARK D	4	0	444	444	2	0	142	142	2	0	157	157	0	0	53	53	0	0	92	92
IRIS AV & MONTEREY PINE D	7	1	448	447	2	0	144	144	4	1	159	158	0	0	53	53	1	0	92	92
IRIS AV & 27TH ST	9	4	454	450	2	1	146	145	4	0	162	162	2	1	53	52	1	2	93	91
27TH ST & GROVE AV	8	12	459	447	4	1	147	146	1	7	166	159	1	1	54	53	2	3	92	89
CORONADO AV & 27TH ST	17	9	455	446	3	0	150	150	3	3	160	157	6	4	54	50	5	2	91	89
CORONADO AV & 25TH ST	35	11	463	452	8	0	153	153	18	6	160	154	8	4	56	52	1	1	94	93
CORONADO AV & HOLLISTER S	12	14	487	473	3	1	161	160	9	5	172	167	0	3	60	57	0	5	94	89
CORONADO AV & GREEN BAY S	9	22	485	463	4	3	163	160	2	14	176	162	1	4	57	53	2	1	89	88
CORONADO AV & SATURN BL	29	34	472	438	5	4	164	160	10	15	164	149	2	6	54	48	12	9	90	81
CORONADO AV & THERMAL AV	12	15	467	452	4	5	165	160	6	9	159	150	0	1	50	49	2	0	93	93
CORONADO AV & ATWATER ST	12	12	464	452	1	0	164	164	6	6	156	150	0	1	49	48	5	5	95	90
IMPERIAL BEACH & GRANGER	11	18	464	446	3	1	165	164	2	9	156	147	0	4	48	44	6	4	95	91
IMPERIAL BEACH & 13TH ST	49	42	457	415	16	5	167	162	17	12	149	137	7	12	44	32	9	13	97	84
IMPERIAL BEACH & FLORIDA	9	14	464	450	3	4	178	174	1	4	154	150	0	3	39	36	5	3	93	90
IMPERIAL BEACH & EMORY ST	9	11	459	448	4	0	177	177	2	6	151	145	0	2	36	34	3	3	95	92
9TH ST & IMPERIAL BEACH B	18	21	457	436	5	4	181	177	10	10	147	137	1	5	34	29	2	2	95	93
9TH ST & ELM AV	10	19	454	435	2	0	182	182	3	9	147	138	1	5	30	25	4	5	95	90
PALM AV & 9TH ST	104	36	445	409	36	3	184	181	37	24	141	117	7	8	26	18	24	1	94	93
SILVER STRAND & 7TH ST	33	11	513	502	8	3	217	214	13	7	154	147	6	1	25	24	6	0	117	117
SILVER STRAND & RAINBOW D	27	3	535	532	9	1	222	221	14	0	160	160	2	0	30	30	2	2	123	121
SILVER STRAND & CORONADO	26	45	559	514	5	21	230	209	7	16	174	158	3	1	32	31	11	7	123	116
SILVER STRAND & LOEWS RES	18	14	540	526	3	8	214	206	9	2	165	163	6	1	34	33	0	3	127	124
SILVER STRAND & LEYTE RD	11	2	544	542	7	1	209	208	2	1	172	171	0	0	39	39	2	0	124	124
SILVER STRAND & LEYTE RD	12	6	553	547	4	2	215	213	4	1	173	172	2	1	39	38	2	2	126	124
SILVER STRAND & NAS (MAIN	32	26	559	533	5	17	217	200	9	2	176	174	12	1	40	39	6	6	126	120
SILVER STRAND & AVD DE LA	18	24	565	541	2	9	205	196	6	10	183	173	5	0	51	51	5	5	126	121
SILVER STRAND & AVD DEL S	4	20	559	539	1	7	198	191	2	5	179	174	0	1	56	55	1	7	126	119
ORANGE AV & ADELLA AV	49	106	543	437	1	46	192	146	14	32	176	144	11	5	55	50	23	23	120	97
ORANGE AV & B AV	29	22	486	464	1	5	147	142	15	8	158	150	5	4	61	57	8	5	120	115
ORANGE AV & C AV	13	13	493	480	3	6	143	137	4	5	165	160	5	1	62	61	1	1	123	122
ORANGE AV & 10TH ST	29	21	493	472	8	11	140	129	7	5	164	159	10	2	66	64	4	3	123	120
ORANGE AV & 9TH ST	26	28	501	473	3	19	137	118	6	7	166	159	9	1	74	73	8	1	124	123
ORANGE AV & 8TH ST	17	11	499	488	1	6	121	115	9	5	165	160	6	0	82	82	1	0	131	131
ORANGE AV & 7TH ST	12	15	505	490	4	11	116	105	6	3	169	166	0	1	88	87	2	0	132	132
ORANGE AV & 6TH ST	8	19	502	483	1	9	109	100	5	7	172	165	2	2	87	85	0	1	134	133
ORANGE AV & 5TH ST	3	20	491	471	0	10	101	91	2	6	170	164	0	0	87	87	1	4	133	129
3RD ST & ORANGE AV	19	36	474	438	2	16	91	75	7	11	166	155	6	3	87	84	4	6	130	124
3RD ST & E AV	2	3	457	454	2	3	77	74	0	0	162	162	0	0	90	90	0	0	128	128
3RD ST & G AV	4	0	456	456	0	0	76	76	1	0	162	162	3	0	90	90	0	0	128	128
3RD ST & I AVE	50	53	460	407	8	19	76	57	23	6	163	157	9	2	93	91	10	26	128	102
4TH ST & ALAMEDA BL (NASN	63	16	457	441	0	0	65	65	31	6	180	174	27	4	100	96	5	6	112	106
4TH ST & PALM AV	71	1	504	503	10	0	65	65	32	1	205	204	18	0	123	123	11	0	111	111

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4TH ST & E AV	11	1	574	573	1	0	75	75	5	1	236	235	3	0	141	141	2	0	122	122
4TH ST & ORANGE AV	68	2	584	582	16	1	76	75	31	1	240	239	7	0	144	144	14	0	124	124
4TH ST & B AV	14	1	650	649	3	0	91	91	6	1	270	269	3	0	151	151	2	0	138	138
4TH ST & ADELLA LN	47	2	663	661	2	0	94	94	24	2	275	273	12	0	154	154	9	0	140	140
NATIONAL AV & CROSBY ST	14	72	708	636	0	5	96	91	10	31	297	266	2	20	166	146	2	16	149	133
NATIONAL AV & BEARDSLEY S	71	10	650	640	5	0	91	91	46	9	276	267	17	1	148	147	3	0	135	135
NATIONAL AV & 16TH ST	2	5	711	706	0	0	96	96	0	4	313	309	0	0	164	164	2	1	138	137
12TH & IMPERIAL STATION	44	302	708	406	7	18	96	78	21	140	309	169	5	91	164	73	11	53	139	86
14TH AV & J ST	12	13	450	437	5	3	85	82	7	4	190	186	0	1	78	77	0	5	97	92
MARKET ST & 12TH AV	16	37	449	412	3	2	87	85	9	21	193	172	0	8	77	69	4	6	92	86
11TH AV & F ST	0	9	428	419	0	1	88	87	0	4	181	177	0	2	69	67	0	2	90	88
BROADWAY & 9TH AV	36	118	419	301	2	12	87	75	30	55	177	122	2	26	67	41	2	25	88	63
BROADWAY & 6TH AV	18	94	337	243	0	26	77	51	11	42	152	110	5	14	43	29	2	12	65	53
BROADWAY & 4TH AV	25	123	261	138	6	19	51	32	16	64	121	57	2	18	34	16	1	22	55	33
BROADWAY & 1ST AV	13	51	163	112	0	9	38	29	8	25	73	48	4	6	18	12	1	11	34	23
BROADWAY & FRONT ST	6	24	125	101	1	9	29	20	1	11	56	45	3	0	16	16	1	4	24	20
BROADWAY & COLUMBIA ST	0	26	107	81	0	9	21	12	0	10	46	36	0	1	19	18	0	6	21	15
BROADWAY & KETTNER BL	1	51	81	30	1	11	12	1	0	18	36	18	0	10	18	8	0	12	15	3
BROADWAY & HARBOR DR	0	31	31	0	0	2	2	0	0	18	18	0	0	8	8	0	0	3	3	0
Totals	1782	1782			389	389			747	747			301	301			345	345		

Total Passengers: 1782 (AM: 389 Mid-Day: 747 PM: 301 Other: 345)

Passenger Miles: 10679.5

Average Trip Length: 6.0

Revenue Miles: 1078.6

Passengers/Mile: 1.7

Miles Over Seated Capacity: 3.5

Percent Miles Over Seated Capacity: 0.3

Direction: Southbound

	Daily				Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
BROADWAY & HARBOR DR	35	0	0	0	2	0	0	0	7	0	0	0	7	0	0	0	18	0	0	0	8	0	0	0
HARBOR DR & ASH ST (HOLID	5	0	35	35	0	0	2	2	0	0	7	7	4	0	18	18	1	0	8	8	0	0	8	8
PACIFIC HWY & ASH ST	0	0	40	40	0	0	2	2	0	0	7	7	0	0	22	22	0	0	9	9	0	0	9	9
BROADWAY & KETTNER BL	46	0	40	40	7	0	2	2	20	0	7	7	6	0	22	22	13	0	9	9	0	0	9	9
BROADWAY & STATE ST	8	0	86	86	1	0	9	9	3	0	27	27	3	0	28	28	1	0	22	22	0	0	22	22
BROADWAY & FRONT ST	31	3	94	91	1	1	10	9	14	0	30	30	5	1	31	30	11	1	23	22	1	1	23	22
BROADWAY & 3RD AV	162	5	122	117	14	1	10	9	64	2	44	42	39	0	35	35	45	2	33	31	2	2	33	31
BROADWAY & 5TH AV	93	6	279	273	7	0	23	23	29	4	106	102	28	1	74	73	29	1	76	75	0	0	76	75
BROADWAY & 8TH AV	98	24	366	342	6	2	30	28	56	12	131	119	12	4	101	97	24	6	104	98	0	0	104	98
BROADWAY & 10TH AV	119	20	440	420	36	3	34	31	50	7	175	168	11	3	109	106	22	7	122	115	0	0	122	115
10TH AV & F ST	17	15	539	524	5	3	67	64	4	4	218	214	4	3	117	114	4	5	137	132	0	0	137	132
MARKET ST & 12TH AV	23	5	541	536	5	0	69	69	8	3	218	215	5	1	118	117	5	1	136	135	0	0	136	135
14TH AV & J ST	27	23	559	536	0	3	74	71	7	5	223	218	15	9	122	113	5	6	140	134	0	0	140	134
12TH & IMPERIAL STATION	291	51	563	512	74	9	71	62	103	27	225	198	34	6	128	122	80	9	139	130	0	0	139	130
NATIONAL AV & 16TH ST	2	8	803	795	1	0	136	136	1	3	301	298	0	4	156	152	0	1	210	209	0	0	210	209
NATIONAL AV & BEARDSLEY S	6	53	797	744	4	13	137	124	2	31	299	268	0	6	152	146	0	3	209	206	0	0	209	206
CROSBY ST & NATIONAL AV (	74	18	750	732	34	2	128	126	18	13	270	257	13	3	146	143	9	0	206	206	0	0	206	206
POMONA AV & GLORIETTA BL	13	70	806	736	1	22	160	138	3	28	275	247	7	11	156	145	2	9	215	206	0	0	215	206
POMONA AV & 3RD ST	14	36	749	713	0	4	139	135	3	18	250	232	11	5	152	147	0	9	208	199	0	0	208	199
3RD ST & C AV	2	29	727	698	0	9	135	126	1	8	235	227	1	3	158	155	0	9	199	190	0	0	199	190
3RD ST & ORANGE AV	8	24	700	676	0	3	126	123	3	6	228	222	2	11	156	145	3	4	190	186	0	0	190	186
3RD ST & E AV	0	17	684	667	0	2	123	121	0	5	225	220	0	2	147	145	0	8	189	181	0	0	189	181
3RD ST & G AV	0	7	667	660	0	2	121	119	0	3	220	217	0	0	145	145	0	2	181	179	0	0	181	179
3RD ST & I AV	13	102	660	558	2	41	119	78	4	15	217	202	4	2	145	143	3	44	179	135	0	0	179	135
4TH ST & ALAMEDA BL (NASN	23	36	571	535	0	0	80	80	14	14	206	192	6	13	147	134	3	9	138	129	0	0	138	129
4TH ST & PALM AV	25	15	558	543	3	2	80	78	16	3	206	203	3	8	140	132	3	2	132	130	0	0	132	130
4TH ST & E AV	0	6	568	562	0	0	81	81	0	0	219	219	0	2	135	133	0	4	133	129	0	0	133	129
ORANGE AV & 4TH ST	28	7	562	555	3	3	81	78	10	2	219	217	8	2	133	131	7	0	129	129	0	0	129	129
ORANGE AV & 5TH ST	7	18	583	565	1	2	81	79	1	7	227	220	3	5	139	134	2	4	136	132	0	0	136	132
ORANGE AV & 6TH ST	32	28	572	544	2	6	80	74	24	11	221	210	3	10	137	127	3	1	134	133	0	0	134	133
ORANGE AV & 7TH ST	22	9	576	567	4	1	76	75	9	2	234	232	3	0	130	130	6	6	136	130	0	0	136	130
ORANGE AV & 8TH ST	38	17	589	572	2	8	79	71	24	4	241	237	12	3	133	130	0	2	136	134	0	0	136	134
ORANGE AV & 9TH ST	22	34	610	576	1	8	73	65	10	19	261	242	5	4	142	138	6	3	134	131	0	0	134	131
ORANGE AV & PARK PL	28	53	598	545	1	8	66	58	8	34	252	218	11	8	143	135	8	3	137	134	0	0	137	134
ORANGE AV & LOMA AV	19	23	573	550	3	1	59	58	4	14	226	212	6	1	146	145	6	7	142	135	0	0	142	135
ORANGE AV & DANA PL	60	50	569	519	4	14	61	47	15	22	216	194	23	7	151	144	18	7	141	134	0	0	141	134
ORANGE AV & GLORIETTA BL	54	35	579	544	3	3	51	48	13	26	209	183	26	1	167	166	12	5	152	147	0	0	152	147
SILVER STRAND & AVD DEL S	14	5	598	593	1	0	51	51	2	1	196	195	4	3	192	189	7	1	159	158	0	0	159	158
SILVER STRAND & AVE DE LA	18	10	607	597	5	5	52	47	9	2	197	195	2	0	193	193	2	3	165	162	0	0	165	162
SILVER STRAND & NAS (MAIN	23	30	615	585	1	6	52	46	13	9	204	195	7	2	195	193	2	13	164	151	0	0	164	151
SILVER STRAND & LEYTE RD	7	25	608	583	1	1	47	46	4	15	208	193	1	5	200	195	1	4	153	149	0	0	153	149
SILVER STRAND & CORONADO	45	49	590	541	1	13	47	34	22	18	197	179	15	7	196	189	7	11	150	139	0	0	150	139
RAINBOW DR & BONITO AV	7	34	586	552	0	3	35	32	7	18	201	183	0	9	204	195	0	4	146	142	0	0	146	142
PALM AV & RAINBOW DR	6	41	559	518	1	2	32	30	1	6	190	184	3	17	195	178	1	16	142	126	0	0	142	126
PALM AV & 7TH ST	8	36	524	488	0	5	31	26	5	10	185	175	2	10	181	171	1	11	127	116	0	0	127	116
9TH ST & PALM AV	61	71	496	425	8	6	26	20	37	28	180	152	12	20	173	153	4	17	117	100	0	0	117	100
9TH ST & ELM AV	3	13	486	473	1	2	28	26	0	7	189	182	2	3	165	162	0	1	104	103	0	0	104	103
9TH ST & IMPERIAL BEACH B	13	26	476	450	5	0	27	27	5	14	182	168	2	9	164	155	1	3	103	100	0	0	103	100

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IMPERIAL BEACH & EMORY ST	2	1	463	450	0	0	32	32	2	7	173	166	0	2	157	155	0	4	101	97		
IMPERIAL BEACH & 11TH ST	10	10	452	442	7	0	32	32	1	3	168	165	0	5	155	150	2	2	97	95		
IMPERIAL BEACH & 13TH ST	51	61	452	391	16	4	39	35	14	15	166	151	9	29	150	121	12	13	97	84		
IMPERIAL BEACH & GRANGER	1	8	442	434	0	1	51	50	1	3	165	162	0	2	130	128	0	2	96	94		
CORONADO AV & ATWATER ST	8	11	435	424	1	0	50	50	6	1	163	162	0	7	128	121	1	3	94	91		
CORONADO AV & THALIA ST	2	9	432	423	0	1	51	50	1	3	168	165	0	3	121	118	1	2	92	90		
CORONADO AV & 18TH	7	12	425	413	2	6	50	44	5	1	166	165	0	3	118	115	0	2	91	89		
CORONADO AV & SATURN BL	25	24	420	396	0	3	46	43	19	7	170	163	1	6	115	109	5	8	89	81		
CORONADO AV & GREEN BAY S	18	10	421	411	1	4	43	39	13	4	182	178	1	1	110	109	3	1	86	85		
CORONADO AV & HOLLISTER S	8	28	429	401	0	8	40	32	4	7	191	184	2	5	110	105	2	8	88	80		
CORONADO AV & 25TH ST	14	41	409	368	3	2	32	30	2	36	188	152	5	3	107	104	4	0	82	82		
CORONADO AV & 27TH ST	12	21	382	361	3	1	33	32	3	9	154	145	4	7	109	102	2	4	86	82		
27TH ST & GROVE AV	5	6	373	367	1	0	35	35	2	2	148	146	1	3	106	103	1	1	84	83		
IRIS AV & 27TH ST	13	7	372	365	2	0	36	36	5	3	148	145	5	3	104	101	1	1	84	83		
IRIS AV & MONTEREY PINE D	2	5	378	373	1	0	38	38	1	1	150	149	0	4	106	102	0	0	84	84		
IRIS AV & MONTEREY PARK D	2	1	375	374	2	0	39	39	0	0	150	150	0	0	102	102	0	1	84	83		
IRIS AV TROLLEY STATION	0	376	376	0	0	41	41	0	0	150	150	0	0	102	102	0	0	83	83	0		
Totals	1830	1830			290	290			732	732			409	409			399	399				

4-Detail By Stop - FY 2005

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
IRIS AV TROLLEY STATION	454	0	0	0	131	0	0	0	168	0	0	0	57	0	0	0	98	0	0	0
IRIS AV & MONTEREY PARK D	2	0	454	454	2	0	131	131	0	0	168	168	0	0	57	57	0	0	98	98
IRIS AV & MONTEREY PINE D	1	0	456	456	0	0	133	133	0	0	168	168	0	0	57	57	1	0	98	98
IRIS AV & 27TH ST	4	3	457	454	2	0	133	133	1	1	168	167	0	0	57	57	1	2	99	97
27TH ST & GROVE AV	8	11	458	447	1	2	135	133	6	7	168	161	1	2	57	55	0	0	98	98
CORONADO AV & 27TH ST	19	6	455	449	2	0	134	134	10	4	167	163	5	1	56	55	2	1	98	97
CORONADO AV & 25TH ST	38	18	468	450	9	2	136	134	18	6	173	167	3	3	60	57	8	7	99	92
CORONADO AV & HOLLISTER S	14	9	488	479	2	1	143	142	8	2	185	183	0	2	60	58	4	4	100	96
CORONADO AV & GREEN BAY S	10	30	493	463	2	4	144	140	7	25	191	166	0	1	58	57	1	0	100	100
CORONADO AV & SATURN BL	31	25	473	448	8	4	142	138	14	10	173	163	2	5	57	52	7	6	101	95
CORONADO AV & THERMAL AV	14	8	479	471	6	1	146	145	5	4	177	173	0	2	54	52	3	1	102	101
CORONADO AV & ATWATER ST	19	17	485	468	2	1	151	150	12	9	178	169	2	2	52	50	3	5	104	99
IMPERIAL BEACH & GRANGER	6	11	487	476	1	1	152	151	4	5	181	176	1	2	52	50	0	3	102	99
IMPERIAL BEACH & 13TH ST	48	47	482	435	10	5	152	147	16	17	180	163	9	8	51	43	13	17	99	82
IMPERIAL BEACH & FLORIDA	9	3	483	480	2	0	157	157	4	1	179	178	1	0	52	52	2	2	95	93
IMPERIAL BEACH & EMORY ST	3	9	489	480	0	1	159	158	0	5	182	177	0	0	53	53	3	3	95	92
9TH ST & IMPERIAL BEACH B	22	24	483	459	1	3	158	155	15	16	177	161	2	3	53	50	4	2	95	93
9TH ST & ELM AV	3	19	481	462	1	0	156	156	2	10	176	166	0	3	52	49	0	6	97	91
PALM AV & 9TH ST	123	41	465	424	30	8	157	149	35	22	168	146	26	6	49	43	32	5	91	86
SILVER STRAND & 7TH ST	33	8	547	539	7	3	179	176	18	4	181	177	2	1	69	68	6	0	118	118
SILVER STRAND & RAINBOW D	53	3	572	569	34	0	183	183	8	2	195	193	9	0	70	70	2	1	124	123
SILVER STRAND & CORONADO	48	46	622	576	14	21	217	196	7	16	201	185	8	3	79	76	19	6	125	119
SILVER STRAND & LOEWS RES	18	21	624	603	3	11	210	199	6	4	192	188	5	3	84	81	4	3	138	135
SILVER STRAND & LEYTE RD	13	3	621	618	7	0	202	202	0	2	194	192	2	0	86	86	4	1	139	138
SILVER STRAND & LEYTE RD	15	5	631	626	4	0	209	209	5	4	192	188	6	0	88	88	0	1	142	141
SILVER STRAND & NAS (MAIN	31	28	641	613	1	11	213	202	9	3	193	190	14	5	94	89	7	9	141	132
SILVER STRAND & AVD DE LA	10	27	644	617	3	19	203	184	3	7	199	192	3	1	103	102	1	0	139	139
SILVER STRAND & AVD DEL S	2	17	627	610	0	5	187	182	0	3	195	192	1	9	105	96	1	0	140	140
ORANGE AV & ADELLA AV	92	116	612	496	1	44	182	138	18	31	192	161	49	18	97	79	24	23	141	118
ORANGE AV & B AV	18	17	588	571	0	3	139	136	7	10	179	169	9	3	128	125	2	1	142	141
ORANGE AV & C AV	18	13	589	576	1	4	136	132	6	4	176	172	3	1	134	133	8	4	143	139
ORANGE AV & 10TH ST	33	37	594	557	5	13	133	120	8	9	178	169	11	9	136	127	9	6	147	141
ORANGE AV & 9TH ST	25	29	590	561	2	7	125	118	5	12	177	165	10	6	138	132	8	4	150	146
ORANGE AV & 8TH ST	20	14	586	572	2	6	120	114	8	4	170	166	3	2	142	140	7	2	154	152
ORANGE AV & 7TH ST	17	10	592	582	1	3	116	113	13	3	174	171	2	1	143	142	1	3	159	156
ORANGE AV & 6TH ST	8	25	599	574	2	15	114	99	2	6	184	178	3	3	144	141	1	1	157	156
ORANGE AV & 5TH ST	1	13	582	569	0	8	101	93	0	2	180	178	0	3	144	141	1	0	157	157
3RD ST & ORANGE AV	16	45	570	525	0	11	93	82	7	19	178	159	5	9	141	132	4	6	158	152
3RD ST & E AV	2	0	541	541	0	0	82	82	1	0	166	166	1	0	137	137	0	0	156	156
3RD ST & G AV	1	4	543	539	0	0	82	82	1	2	167	165	0	2	138	136	0	0	156	156
3RD ST & I AVE	25	50	540	490	4	19	82	63	4	6	166	160	14	1	136	135	3	24	156	132
4TH ST & ALAMEDA BL (NASN	32	13	515	502	0	0	67	67	17	2	164	162	9	5	149	144	6	6	135	129
4TH ST & PALM AV	51	5	534	529	8	1	67	66	19	4	179	175	17	0	153	153	7	0	135	135

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4TH ST & E AV	3	0	580	580	2	0	74	74	0	0	194	194	1	0	170	170	0	0	142	142
4TH ST & ORANGE AV	55	0	583	583	11	0	76	76	30	0	194	194	6	0	171	171	8	0	142	142
4TH ST & B AV	25	0	638	638	10	0	87	87	10	0	224	224	3	0	177	177	2	0	150	150
4TH ST & ADELLA LN	34	4	663	659	7	0	97	97	16	4	234	230	6	0	180	180	5	0	152	152
NATIONAL AV & CROSBY ST	7	70	693	623	1	2	104	102	1	23	246	223	2	14	186	172	3	31	157	126
NATIONAL AV & BEARDSLEY S	45	3	630	627	1	0	103	103	36	3	224	221	7	0	174	174	1	0	129	129
NATIONAL AV & 16TH ST	0	1	672	671	0	1	104	103	0	0	257	257	0	0	181	181	0	0	130	130
12TH & IMPERIAL STATION	44	295	671	376	4	15	103	88	22	117	257	140	7	112	181	69	11	51	130	79
PARK BLVD & 10TH AV	2	3	420	417	0	1	92	91	2	2	162	160	0	0	76	76	0	0	90	90
11th Av. & J St.	1	3	419	416	0	1	91	90	0	0	162	162	0	1	76	75	1	1	90	89
11TH AV & MARKET ST	10	21	417	396	6	4	90	86	3	7	162	155	0	1	75	74	1	9	90	81
11TH AV & F ST	1	10	406	396	1	3	92	89	0	4	158	154	0	1	74	73	0	2	82	80
BROADWAY & 9TH AV	20	112	397	285	3	13	90	77	15	54	154	100	0	20	73	53	2	25	80	55
BROADWAY & 6TH AV	17	74	305	231	2	18	80	62	8	32	115	83	6	11	53	42	1	13	57	44
BROADWAY & 4TH AV	12	109	248	139	1	17	64	47	5	50	91	41	3	24	48	24	3	18	45	27
BROADWAY & 1ST AV	7	76	151	75	2	34	48	14	4	26	46	20	0	10	27	17	1	6	30	24
BROADWAY & FRONT ST	3	16	82	66	0	2	16	14	2	8	24	16	1	3	17	14	0	3	25	22
BROADWAY & COLUMBIA ST	4	19	69	50	0	5	14	9	0	8	18	10	4	2	15	13	0	4	22	18
BROADWAY & KETTNER BL	1	32	54	22	0	7	9	2	0	7	10	3	0	12	17	5	1	6	18	12
BROADWAY & HARBOR DR	0	23	23	0	0	2	2	0	0	3	3	0	0	5	5	0	0	13	13	0
Totals	1701	1701			362	362			651	651			341	341			347	347		

Total Passengers: 1701 (AM: 362 Mid-Day: 651 PM: 341 Other: 347)

Passenger Miles: 11382.0

Average Trip Length: 6.7

Revenue Miles: 1119.3

Passengers/Mile: 1.5

Miles Over Seated Capacity: 7.9

Percent Miles Over Seated Capacity: 0.7

Direction: Southbound

	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
BROADWAY & HARBOR DR	26	0	0	0	0	0	0	0	12	0	0	0	7	0	0	0	7	0	0	0
HARBOR DR & ASH ST (HOLID	5	0	26	26	0	0	0	0	2	0	12	12	1	0	7	7	2	0	7	7
PACIFIC HWY & ASH ST	3	0	31	31	0	0	0	0	1	0	14	14	0	0	8	8	2	0	9	9
BROADWAY & KETTNER BL	22	1	34	33	4	0	0	0	10	0	15	15	4	1	8	7	4	0	11	11
BROADWAY & STATE ST	27	0	55	55	6	0	4	4	5	0	25	25	9	0	11	11	7	0	15	15
BROADWAY & FRONT ST	33	5	82	77	1	0	10	10	22	5	30	25	6	0	20	20	4	0	22	22
BROADWAY & 3RD AV	134	18	110	92	11	0	11	11	55	9	47	38	29	5	26	21	39	4	26	22
BROADWAY & 5TH AV	135	17	226	209	16	1	22	21	47	10	93	83	25	1	50	49	47	5	61	56
BROADWAY & 8TH AV	61	12	344	332	11	3	37	34	21	6	130	124	16	0	74	74	13	3	103	100
BROADWAY & 10TH AV	104	21	393	372	30	3	45	42	40	10	145	135	22	4	90	86	12	4	113	109
10TH AV & F ST	24	11	476	465	3	2	72	70	9	4	175	171	6	3	108	105	6	2	121	119
10TH AV & MARKET ST	12	7	489	482	3	0	73	73	4	3	180	177	2	3	111	108	3	1	125	124
10TH AV & ISLAND AV	2	2	494	492	0	0	76	76	0	0	181	181	1	2	110	108	1	0	127	127
10TH AV & PARK BLVD	10	2	494	492	2	0	76	76	3	1	181	180	3	0	109	109	2	1	128	127
12TH & IMPERIAL STATION	289	34	502	468	69	3	78	75	107	18	183	165	55	9	112	103	58	4	129	125
NATIONAL AV & 16TH ST	1	3	757	754	0	0	144	144	0	3	272	269	1	0	158	158	0	0	183	183
NATIONAL AV & BEARDSLEY S	9	40	755	715	1	8	144	136	3	22	269	247	5	8	159	151	0	2	183	181
CROSBY ST & NATIONAL AV (	74	20	724	704	39	2	137	135	23	6	250	244	3	5	156	151	9	7	181	174
POMONA AV & GLORIETTA BL	24	62	778	716	0	14	174	160	5	27	267	240	11	7	154	147	8	14	183	169
POMONA AV & 3RD ST	6	26	740	714	1	6	160	154	5	14	245	231	0	1	158	157	0	5	177	172
3RD ST & C AV	2	21	720	699	0	7	155	148	0	11	236	225	2	2	157	155	0	1	172	171
3RD ST & ORANGE AV	13	16	701	685	5	2	148	146	4	12	225	213	3	1	157	156	1	1	171	170
3RD ST & E AV	0	2	698	696	0	1	151	150	0	0	217	217	0	0	159	159	0	1	171	170
3RD ST & G AV	2	7	696	689	0	3	150	147	0	0	217	217	2	4	159	155	0	0	170	170
3RD ST & I AV	7	63	691	628	1	27	147	120	2	14	217	203	2	1	157	156	2	21	170	149
4TH ST & ALAMEDA BL (NASN	23	46	635	589	0	8	121	113	11	9	205	196	10	11	158	147	2	18	151	133
4TH ST & PALM AV	17	17	612	595	2	3	113	110	7	1	207	206	7	4	157	153	1	9	135	126
4TH ST & E AV	4	4	612	608	2	0	112	112	2	2	213	211	0	0	160	160	0	2	127	125
ORANGE AV & 4TH ST	21	12	612	600	1	0	114	114	9	3	213	210	3	2	160	158	8	7	125	118
ORANGE AV & 5TH ST	8	10	621	611	1	3	115	112	3	6	219	213	2	1	161	160	2	0	126	126
ORANGE AV & 6TH ST	21	14	619	605	0	2	113	111	13	6	216	210	2	2	162	160	6	4	128	124
ORANGE AV & 7TH ST	9	19	626	607	1	3	111	108	1	6	223	217	5	3	162	159	2	7	130	123
ORANGE AV & 8TH ST	27	35	616	581	4	14	109	95	18	8	218	210	4	12	164	152	1	1	125	124
ORANGE AV & 9TH ST	29	51	608	557	3	8	99	91	11	14	228	214	12	11	156	145	3	18	125	107
ORANGE AV & PARK PL	32	54	586	532	0	13	94	81	16	27	225	198	7	7	157	150	9	7	110	103
ORANGE AV & LOMA AV	23	45	564	519	1	7	81	74	10	24	214	190	8	4	157	153	4	10	112	102
ORANGE AV & DANA PL	29	77	542	465	0	19	75	56	6	39	200	161	13	15	161	146	10	4	106	102
ORANGE AV & GLORIETTA BL	35	18	494	476	1	5	56	51	10	7	167	160	17	3	159	156	7	3	112	109
SILVER STRAND & AVD DEL S	12	3	511	508	1	1	52	51	7	1	170	169	3	0	173	173	1	1	116	115
SILVER STRAND & AVE DE LA	24	16	520	504	1	4	52	48	10	8	176	168	10	2	176	174	3	2	116	114
SILVER STRAND & NAS (MAIN	17	18	528	510	0	5	49	44	14	2	178	176	2	3	184	181	1	8	117	109
SILVER STRAND & LEYTE RD	11	35	527	492	6	2	44	42	1	17	190	173	3	13	183	170	1	3	110	107
SILVER STRAND & CORONADO	51	57	503	446	4	13	48	35	24	15	174	159	19	16	173	157	4	13	108	95
RAINBOW DR & BONITO AV	2	24	497	473	1	0	39	39	1	11	183	172	0	8	176	168	0	5	99	94
PALM AV & RAINBOW DR	0	32	475	443	0	6	40	34	0	6	173	167	0	6	168	162	0	14	94	80
PALM AV & 7TH ST	6	45	443	398	1	3	34	31	0	21	167	146	1	9	162	153	4	12	80	68
9TH ST & PALM AV	66	79	404	325	8	7	32	25	41	33	146	113	12	25	154	129	5	14	72	58
9TH ST & ELM AV	10	7	391	384	4	0	33	33	1	3	154	151	0	3	141	138	5	1	63	62

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9TH ST & IMPERIAL BEACH B	17	26	394	368	3	0	37	37	9	12	152	140	4	8	138	130	1	6	67	61
IMPERIAL BEACH & EMORY ST	5	2	385	383	3	0	40	40	2	1	149	148	0	0	134	134	0	1	62	61
IMPERIAL BEACH & 11TH ST	10	8	388	380	0	0	43	43	5	6	150	144	3	2	134	132	2	0	61	61
IMPERIAL BEACH & 13TH ST	31	45	390	345	4	3	43	40	15	15	149	134	2	13	135	122	10	14	63	49
IMPERIAL BEACH & GRANGER	7	11	376	365	2	2	44	42	4	4	149	145	0	1	124	123	1	4	59	55
CORONADO AV & ATWATER ST	7	12	372	360	2	1	44	43	0	4	149	145	2	5	123	118	3	2	56	54
CORONADO AV & THALIA ST	4	11	367	356	3	2	45	43	0	2	145	143	1	6	120	114	0	1	57	56
CORONADO AV & 18TH	4	11	360	349	0	1	46	45	4	5	143	138	0	4	115	111	0	1	56	55
CORONADO AV & SATURN BL	16	15	353	338	3	2	45	43	13	5	142	137	0	6	111	105	0	2	55	53
CORONADO AV & GREEN BAY S	11	18	354	336	0	2	46	44	10	14	150	136	0	2	105	103	1	0	53	53
CORONADO AV & HOLLISTER S	22	13	347	334	4	2	44	42	12	3	146	143	3	7	103	96	3	1	54	53
CORONADO AV & 25TH ST	15	19	356	337	1	3	46	43	7	10	155	145	3	5	99	94	4	1	56	55
CORONADO AV & 27TH ST	12	26	352	326	4	4	44	40	7	13	152	139	1	4	97	93	0	5	59	54
27TH ST & GROVE AV	5	2	338	336	1	0	44	44	0	1	146	145	3	1	94	93	1	0	54	54
IRIS AV & 27TH ST	9	4	341	337	3	1	45	44	4	2	145	143	0	0	96	96	2	1	55	54
IRIS AV & MONTEREY PINE D	5	5	346	341	3	0	47	47	2	0	147	147	0	2	96	94	0	3	56	53
IRIS AV & MONTEREY PARK D	3	0	346	346	1	0	50	50	1	0	149	149	1	0	94	94	0	0	53	53
IRIS AV TROLLEY STATION	0	349	349	0	0	51	51	0	0	150	150	0	0	95	95	0	0	53	53	0
Totals	1685	1685			282	282			691	691			378	378			334	334		

Total Passengers: 1685 (AM: 282 Mid-Day: 691 PM: 378 Other: 334)
Passenger Miles: 10461.1
Average Trip Length: 6.2
Revenue Miles: 1127.8
Passengers/Mile: 1.5
Miles Over Seated Capacity: 0.6
Percent Miles Over Seated Capacity: 0.1

TOTALS BOTH DIRECTIONS

Total Passengers: 3386 (AM: 644 Mid-Day: 1342 PM: 719 Other: 681)
Passenger Miles: 21843.0
Average Trip Length: 6.5
Revenue Miles: 2247.1
Passengers/Mile: 1.5
Miles Over Seated Capacity: 8.5
Percent Miles Over Seated Capacity: 0.2

4-Detail By Stop - FY 2006

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
IRIS AV TROLLEY STATION	415	0	0	0	131	0	0	0	129	0	0	0	64	0	0	0	91	0	0	0
IRIS AV & MONTEREY PARK D	2	2	415	413	1	0	131	131	1	1	129	128	0	1	64	63	0	0	91	91
IRIS AV & MONTEREY PINE D	7	3	415	412	3	0	132	132	1	1	129	128	3	1	63	62	0	1	91	90
IRIS AV & 27TH ST	6	3	419	416	2	0	135	135	2	0	129	129	1	2	65	63	1	1	90	89
27TH ST & GROVE AV	5	15	422	407	0	1	137	136	4	8	131	123	1	1	64	63	0	5	90	85
CORONADO AV & 27TH ST	19	7	412	405	7	0	136	136	6	2	127	125	1	2	64	62	5	3	85	82
CORONADO AV & 25TH ST	22	14	424	410	3	1	143	142	12	7	131	124	2	2	63	61	5	4	87	83
CORONADO AV & HOLLISTER S	17	10	432	422	6	1	145	144	4	1	136	135	4	3	63	60	3	5	88	83
CORONADO AV & GREEN BAY S	12	15	439	424	0	6	150	144	9	6	139	133	0	2	64	62	3	1	86	85
CORONADO AV & SATURN BL	48	32	436	404	7	9	144	135	16	16	142	126	12	6	62	56	13	1	88	87
CORONADO AV & THERMAL AV	19	9	452	443	2	0	142	142	6	2	142	140	8	5	68	63	3	2	100	98
CORONADO AV & ATWATER ST	17	13	462	449	4	1	144	143	8	3	146	143	3	4	71	67	2	5	101	96
IMPERIAL BEACH & GRANGER	5	15	466	451	2	2	147	145	2	7	151	144	0	3	70	67	1	3	98	95
IMPERIAL BEACH & 13TH ST	65	40	456	416	16	3	147	144	19	13	146	133	18	15	67	52	12	9	96	87
IMPERIAL BEACH & FLORIDA	7	11	481	470	0	7	160	153	1	0	152	152	1	2	70	68	5	2	99	97
IMPERIAL BEACH & EMORY ST	4	6	477	471	1	3	153	150	2	1	153	152	1	2	69	67	0	0	102	102
9TH ST & IMPERIAL BEACH B	17	14	475	461	6	1	151	150	5	9	154	145	3	4	68	64	3	0	102	102
9TH ST & ELM AV	3	15	478	463	0	5	156	151	3	3	150	147	0	6	67	61	0	1	105	104
PALM AV & 9TH ST	123	53	466	413	40	5	151	146	49	24	150	126	13	21	61	40	21	3	104	101
SILVER STRAND & 7TH ST	33	6	536	530	9	0	186	186	11	3	175	172	5	3	53	50	8	0	122	122
SILVER STRAND & RAINBOW D	23	4	563	559	7	2	195	193	9	1	183	182	3	1	55	54	4	0	130	130
SILVER STRAND & CORONADO	22	37	582	545	7	11	200	189	11	15	191	176	4	4	57	53	0	7	134	127
SILVER STRAND & LOEWS RES	3	14	567	553	1	5	196	191	1	3	187	184	1	1	57	56	0	5	127	122
SILVER STRAND & LEYTE RD	14	9	556	547	8	0	192	192	2	5	185	180	2	1	57	56	2	3	122	119
SILVER STRAND & LEYTE RD	14	2	561	559	8	2	200	198	0	0	182	182	1	0	58	58	5	0	121	121
SILVER STRAND & NAS (MAIN	23	27	573	546	3	14	206	192	6	4	182	178	10	2	59	57	4	7	126	119
SILVER STRAND & AVD DE LA	22	24	569	545	4	14	195	181	9	6	184	178	8	3	67	64	1	1	123	122
SILVER STRAND & AVD DEL S	3	21	567	546	0	2	185	183	2	9	187	178	1	6	72	66	0	4	123	119
ORANGE AV & ADELLA AV	42	109	549	440	2	40	183	143	17	35	180	145	13	13	67	54	10	21	119	98
ORANGE AV & B AV	28	21	482	461	1	7	145	138	9	10	162	152	16	4	67	63	2	0	108	108
ORANGE AV & C AV	14	10	489	479	0	4	139	135	7	4	161	157	4	1	79	78	3	1	110	109
ORANGE AV & 10TH ST	31	32	493	461	3	15	135	120	13	12	164	152	10	3	82	79	5	2	112	110
ORANGE AV & 9TH ST	30	32	492	460	5	8	123	115	13	15	165	150	8	5	89	84	4	4	115	111
ORANGE AV & 8TH ST	12	8	490	482	1	1	120	119	7	6	163	157	3	0	92	92	1	1	115	114
ORANGE AV & 7TH ST	6	33	494	461	0	15	120	105	3	13	164	151	2	1	95	94	1	4	115	111
ORANGE AV & 6TH ST	7	8	467	459	0	5	105	100	3	0	154	154	0	2	96	94	4	1	112	111
ORANGE AV & 5TH ST	2	4	466	462	0	1	100	99	0	1	157	156	1	2	94	92	1	0	115	115
3RD ST & ORANGE AV	28	32	464	432	4	9	99	90	9	13	156	143	9	2	93	91	6	8	116	108
3RD ST & E AV	3	5	460	455	1	4	94	90	1	0	152	152	0	0	100	100	1	1	114	113
3RD ST & G AV	0	6	458	452	0	0	91	91	0	4	153	149	0	2	100	98	0	0	114	114
3RD ST & I AVE	39	54	452	398	3	13	91	78	13	13	149	136	13	2	98	96	10	26	114	88
4TH ST & ALAMEDA BL (NASN	15	15	437	422	0	12	81	69	7	1	149	148	1	0	109	109	7	2	98	96
4TH ST & PALM AV	54	5	437	432	1	1	69	68	27	2	155	153	19	0	110	110	7	2	103	101

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4TH ST & E AV	19	0	486	486	9	0	69	69	7	0	180	180	1	0	129	129	2	0	108	108
4TH ST & ORANGE AV	45	0	505	505	6	0	78	78	22	0	187	187	11	0	130	130	6	0	110	110
4TH ST & B AV	24	2	550	548	1	1	84	83	13	1	209	208	4	0	141	141	6	0	116	116
4TH ST & ADELLA LN	26	3	572	569	4	1	84	83	18	2	221	219	4	0	145	145	0	0	122	122
NATIONAL AV & CROSBY ST	11	59	595	536	1	6	87	81	10	21	237	216	0	23	149	126	0	9	122	113
NATIONAL AV & BEARDSLEY S	47	7	547	540	12	1	82	81	29	4	226	222	6	1	126	125	0	1	113	112
NATIONAL AV & 16TH ST	1	1	587	586	0	0	93	93	1	0	251	251	0	1	131	130	0	0	112	112
12TH & IMPERIAL STATION	56	272	587	315	2	18	93	75	43	136	252	116	8	69	130	61	3	49	112	63
PARK BLVD & 10TH AV	0	2	371	369	0	1	77	76	0	0	159	159	0	0	69	69	0	1	66	65
11th Av. & J St.	0	3	369	366	0	0	76	76	0	2	159	157	0	0	69	69	0	1	65	64
11TH AV & MARKET ST	4	22	366	344	1	2	76	74	3	11	157	146	0	6	69	63	0	3	64	61
11TH AV & F ST	0	9	348	339	0	2	75	73	0	1	149	148	0	4	63	59	0	2	61	59
BROADWAY & 9TH AV	16	115	339	224	1	17	73	56	14	56	148	92	0	21	59	38	1	21	59	38
BROADWAY & 6TH AV	1	55	240	185	0	20	57	37	0	16	106	90	1	13	38	25	0	6	39	33
BROADWAY & 4TH AV	5	107	186	79	0	15	37	22	3	54	90	36	2	19	26	7	0	19	33	14
BROADWAY & 1ST AV	1	50	84	34	0	12	22	10	1	27	39	12	0	3	9	6	0	8	14	6
BROADWAY & FRONT ST	0	35	35	0	0	10	10	0	0	13	13	0	0	6	6	0	0	6	6	0
Totals	1537	1537			336	336			623	623			306	306			272	272		

Total Passengers: 1537 (AM: 336 Mid-Day: 623 PM: 306 Other: 272)

Passenger Miles: 10148.0

Average Trip Length: 6.6

Revenue Miles: 1087.4

Passengers/Mile: 1.4

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

Direction: Southbound

	Daily				Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	50	0	0	0	5	0	0	0	19	0	0	0	18	0	0	0	18	0	0	0	8	0	0	0
BROADWAY & FRONT ST	174	5	50	45	24	0	5	5	68	3	19	16	43	2	18	16	39	0	8	8	0	8	8	
BROADWAY & 3RD AV	94	12	219	207	9	1	29	28	34	10	84	74	31	1	59	58	20	0	47	47	0	47	47	
BROADWAY & 5TH AV	54	12	301	289	16	4	37	33	22	6	108	102	7	1	89	88	9	1	67	66	0	67	66	
BROADWAY & 8TH AV	121	19	343	324	43	5	49	44	53	8	124	116	19	3	95	92	6	3	75	72	0	75	72	
BROADWAY & 10TH AV	18	9	445	436	2	1	87	86	7	6	169	163	7	2	111	109	2	0	78	77	0	78	77	
10TH AV & F ST	14	8	454	446	5	1	88	87	7	4	170	166	0	2	116	114	2	1	80	79	0	80	79	
10TH AV & MARKET ST	2	0	460	460	0	0	92	92	1	0	173	173	0	0	114	113	1	0	81	80	0	81	80	
10TH AV & ISLAND AV	4	3	462	459	1	0	92	92	0	0	174	174	0	2	114	112	3	1	82	81	0	82	81	
10TH AV & PARK BLVD	324	56	463	407	76	9	93	84	110	32	174	142	61	13	112	99	77	2	84	82	0	84	82	
12TH & IMPERIAL STATION	2	16	731	715	2	8	160	152	0	4	252	248	0	1	160	159	0	3	159	156	0	159	156	
NATIONAL AV & 16TH ST	14	75	717	642	7	15	154	139	5	50	248	198	2	10	159	149	0	0	156	156	0	156	156	
NATIONAL AV & BEARDSLEY S	74	20	656	636	29	2	146	144	23	6	203	197	11	6	151	145	11	6	156	150	0	156	150	
CROSBY ST & NATIONAL AV (	19	47	710	663	3	19	173	154	8	11	220	209	6	9	156	147	2	8	161	153	0	161	153
POMONA AV & GLORIETTA BL	12	28	682	654	3	7	157	150	3	12	217	205	4	6	153	147	2	3	155	152	0	155	152	
POMONA AV & 3RD ST	3	23	666	643	0	9	153	144	0	7	208	201	1	2	151	149	2	5	154	149	0	154	149	
3RD ST & C AV	4	21	646	625	0	6	144	138	2	7	201	194	1	6	150	144	1	2	151	149	0	151	149	
3RD ST & ORANGE AV	3	5	629	624	0	1	138	137	3	1	196	195	0	2	145	143	0	1	150	149	0	150	149	
3RD ST & E AV	0	5	627	622	0	1	137	136	0	1	198	197	0	2	143	141	0	1	149	148	0	149	148	
3RD ST & G AV	31	120	622	502	1	38	136	98	8	31	197	166	9	21	141	120	13	30	148	118	0	148	118	
3RD ST & I AV	4	4	533	529	0	3	99	96	0	0	174	174	0	0	129	129	4	1	131	130	0	131	130	
4TH ST & ALAMEDA BL (NASN	16	15	533	518	0	2	96	94	4	9	174	165	9	2	129	127	3	2	134	132	0	134	132	
4TH ST & PALM AV	5	3	534	531	1	0	94	94	3	1	169	168	0	0	136	136	1	2	135	133	0	135	133	
4TH ST & E AV	16	6	536	530	3	3	95	92	6	3	171	168	7	0	136	136	0	0	134	134	0	134	134	
ORANGE AV & 4TH ST	3	12	546	534	0	4	95	91	0	3	174	171	2	1	143	142	1	4	134	130	0	134	130	
ORANGE AV & 5TH ST	38	14	537	523	1	3	91	88	16	7	171	164	18	1	144	143	3	3	131	128	0	131	128	
ORANGE AV & 6TH ST	12	6	561	555	1	1	89	88	1	1	180	179	9	2	161	159	1	2	131	129	0	131	129	
ORANGE AV & 7TH ST	12	23	567	544	0	3	89	86	5	9	180	171	6	6	168	162	1	5	130	125	0	130	125	
ORANGE AV & 8TH ST	35	38	556	518	3	10	86	76	13	15	176	161	10	10	168	158	9	3	126	123	0	126	123	
ORANGE AV & 9TH ST	30	35	553	518	3	11	79	68	13	17	174	157	7	3	168	165	7	4	132	128	0	132	128	
ORANGE AV & PARK PL	25	39	548	509	3	19	71	52	5	9	170	161	10	3	172	169	7	8	135	127	0	135	127	
ORANGE AV & LOMA AV	36	27	534	507	0	4	55	51	14	15	166	151	18	3	179	176	4	5	134	129	0	134	129	
ORANGE AV & DANA PL	60	17	543	526	1	4	51	47	20	9	165	156	26	2	194	192	13	2	133	131	0	133	131	
ORANGE AV & GLORIETTA BL	15	9	586	577	1	0	48	48	4	5	176	171	8	0	218	218	2	4	144	140	0	144	140	
SILVER STRAND & AVD DEL S	10	12	592	580	3	3	49	46	6	1	175	174	0	8	226	218	1	0	142	142	0	142	142	
SILVER STRAND & AVE DE LA	22	19	590	571	1	7	49	42	12	1	180	179	6	3	218	215	3	8	143	135	0	143	135	
SILVER STRAND & NAS (MAIN	5	38	593	555	0	5	43	38	3	12	191	179	2	19	221	202	0	2	138	136	0	138	136	
SILVER STRAND & LEYTE RD	41	39	560	521	2	8	38	30	18	12	182	170	14	10	204	194	7	9	136	127	0	136	127	
SILVER STRAND & CORONADO	1	18	562	544	1	1	32	31	0	8	188	180	0	4	208	204	0	5	134	129	0	134	129	
RAINBOW DR & BONITO AV	4	32	545	513	2	1	32	31	1	7	180	173	0	12	204	192	1	12	129	117	0	129	117	
PALM AV & RAINBOW DR	21	40	517	477	4	0	33	33	6	17	174	157	3	12	192	180	8	11	118	107	0	118	107	
PALM AV & 7TH ST	57	85	498	413	6	5	37	32	34	36	163	127	10	20	183	163	7	24	115	91	0	115	91	
9TH ST & PALM AV	13	16	470	454	1	0	38	38	5	7	161	154	7	7	173	166	0	2	98	96	0	98	96	
9TH ST & ELM AV	21	25	467	442	5	3	39	36	13	9	159	150	2	12	173	161	1	1	96	95	0	96	95	
9TH ST & IMPERIAL BEACH B	9	12	463	451	0	0	41	41	7	2	163	161	2	8	163	155	0	2	96	94	0	96	94	
IMPERIAL BEACH & EMORY ST	12	18	460	442	5	1	41	40	3	7	168	161	0	7	157	150	4	3	94	91	0	94	91	
IMPERIAL BEACH & 11TH ST	57	66	454	388	15	5	45	40	18	16	164	148	12	31	150	119	12	14	95	81	0	95	81	
IMPERIAL BEACH & 13TH ST	9	11	445	434	3	0	55	55	4	5	166	161	0	2	131	129	2	4	93	89	0	93	89	
IMPERIAL BEACH & GRANGER																								

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CORONADO AV & ATWATER ST	8	11	443	432	1	0	58	58	7	3	165	162	0	6	129	123	0	2	91	89	0	91	89
CORONADO AV & THALIA ST	4	5	440	435	0	1	59	58	2	1	169	168	0	3	123	120	2	0	89	89	0	89	89
CORONADO AV & 18TH	4	6	439	433	0	0	58	58	3	3	170	167	0	2	120	118	1	1	91	90	0	91	90
CORONADO AV & SATURN BL	25	23	437	414	6	2	58	56	13	11	170	159	5	8	118	110	1	2	91	89	0	91	89
CORONADO AV & GREEN BAY S	19	11	439	428	9	3	62	59	8	2	172	170	0	2	115	113	2	4	90	86	0	90	86
CORONADO AV & HOLLISTER S	11	16	447	431	1	0	68	68	7	4	178	174	2	7	113	106	1	5	88	83	0	88	83
CORONADO AV & 25TH ST	17	25	442	417	3	9	69	60	9	8	181	173	0	3	108	105	5	5	84	79	0	84	79
CORONADO AV & 27TH ST	7	17	434	417	2	6	63	57	2	4	182	178	1	4	105	101	2	3	84	81	0	84	81
27TH ST & GROVE AV	7	7	424	417	2	4	59	55	0	0	180	180	2	3	102	99	3	0	83	83	0	83	83
IRIS AV & 27TH ST	20	4	424	420	6	3	57	54	9	1	180	179	3	0	101	101	2	0	86	86	0	86	86
IRIS AV & MONTEREY PINE D	7	2	440	438	1	0	60	60	5	0	188	188	0	2	104	102	1	0	88	88	0	88	88
IRIS AV & MONTEREY PARK D	0	1	445	444	0	0	61	61	0	1	193	192	0	0	102	102	0	0	89	89	0	89	89
IRIS AV TROLLEY STATION	0	444	444	0	0	61	61	0	0	192	192	0	0	102	102	0	0	89	89	0	89	89	
Totals	1735	1735			322	322			672	672			421	421			320	320					

Total Passengers: 1735 (AM: 322 Mid-Day: 672 PM: 421 Other: 320)
 Passenger Miles: 10917.1
 Average Trip Length: 6.3
 Revenue Miles: 1052.6
 Passengers/Mile: 1.6
 Miles Over Seated Capacity: 8.1
 Percent Miles Over Seated Capacity: 0.8

TOTALS BOTH DIRECTIONS

Total Passengers: 3272 (AM: 658 Mid-Day: 1295 PM: 727 Other: 592)
 Passenger Miles: 21065.1
 Average Trip Length: 6.4
 Revenue Miles: 2139.9
 Passengers/Mile: 1.5
 Miles Over Seated Capacity: 8.1
 Percent Miles Over Seated Capacity: 0.2

4-Detail By Stop - FY 2007

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
IRIS AV TROLLEY STATION	451	0	0	0	145	0	0	0	162	0	0	0	52	0	0	0	92	0	0	0
IRIS AV & MONTEREY PARK D	4	0	451	451	1	0	145	145	2	0	162	162	0	0	52	52	1	0	92	92
IRIS AV & MONTEREY PINE D	8	2	455	453	2	0	146	146	3	2	164	162	2	0	52	52	1	0	93	93
IRIS AV & 27TH ST	16	9	461	452	0	0	148	148	10	6	165	159	4	0	54	54	2	3	94	91
27TH ST & GROVE AV	2	15	468	453	0	0	148	148	0	10	169	159	0	2	58	56	2	3	93	90
CORONADO AV & 27TH ST	21	8	455	447	2	1	148	147	6	1	159	158	1	3	56	53	12	3	92	89
CORONADO AV & 25TH ST	25	13	468	455	5	0	149	149	5	6	164	158	3	3	54	51	12	4	101	97
CORONADO AV & HOLLISTER S	13	15	480	465	3	4	154	150	5	4	163	159	2	0	54	54	3	7	109	102
CORONADO AV & GREEN BAY S	19	20	478	458	4	5	153	148	8	13	164	151	3	1	56	55	4	1	105	104
CORONADO AV & SATURN BL	52	28	477	449	11	5	152	147	22	11	159	148	11	3	58	55	8	9	108	99
CORONADO AV & THERMAL AV	17	12	501	489	3	0	158	158	4	8	170	162	3	3	66	63	7	1	107	106
CORONADO AV & ATWATER ST	17	12	506	494	5	2	161	159	10	5	166	161	0	3	66	63	2	2	113	111
IMPERIAL BEACH & GRANGER	16	22	511	489	2	1	164	163	13	5	171	166	0	12	63	51	1	4	113	109
IMPERIAL BEACH & 13TH ST	49	27	505	478	14	6	165	159	9	6	179	173	10	7	51	44	16	8	110	102
IMPERIAL BEACH & FLORIDA	10	16	527	511	1	0	173	173	6	7	182	175	0	5	54	49	3	4	118	114
IMPERIAL BEACH & EMORY ST	8	6	521	515	2	1	174	173	6	2	181	179	0	2	49	47	0	1	117	116
9TH ST & IMPERIAL BEACH B	19	38	523	485	2	23	175	152	10	7	185	178	1	4	47	43	6	4	116	112
9TH ST & ELM AV	5	9	504	495	2	3	154	151	1	2	188	186	0	2	44	42	2	2	118	116
PALM AV & 9TH ST	140	57	500	443	31	3	153	150	48	44	187	143	26	6	42	36	35	4	118	114
SILVER STRAND & 7TH ST	33	9	583	574	14	0	181	181	7	3	191	188	5	0	62	62	7	6	149	143
SILVER STRAND & RAINBOW D	39	5	607	602	10	0	195	195	16	1	195	194	1	3	67	64	12	1	150	149
SILVER STRAND & CORONADO	27	52	641	589	10	26	205	179	6	15	210	195	5	2	65	63	6	9	161	152
SILVER STRAND & LOEWS RES	17	35	616	581	1	12	189	177	9	16	201	185	2	2	68	66	5	5	158	153
SILVER STRAND & LEYTE RD	22	8	598	590	9	2	178	176	8	0	194	194	1	2	68	66	4	4	158	154
SILVER STRAND & LEYTE RD	11	0	612	612	0	0	185	185	6	0	202	202	4	0	67	67	1	0	158	158
SILVER STRAND & NAS (MAIN	20	27	623	596	0	11	185	174	6	4	208	204	10	4	71	67	4	8	159	151
SILVER STRAND & AVD DE LA	21	23	616	593	1	12	174	162	8	3	210	207	9	2	77	75	3	6	155	149
SILVER STRAND & AVD DEL S	7	15	614	599	0	5	163	158	5	4	215	211	1	1	84	83	1	5	152	147
ORANGE AV & ADELLA AV	74	98	606	508	1	39	158	119	27	34	216	182	27	8	84	76	19	17	148	131
ORANGE AV & B AV	22	26	582	556	2	10	120	110	9	12	209	197	4	3	103	100	7	1	150	149
ORANGE AV & C AV	23	22	578	556	4	4	112	108	3	13	206	193	15	0	104	104	1	5	156	151
ORANGE AV & 10TH ST	50	22	579	557	4	5	112	107	17	12	196	184	9	3	119	116	20	2	152	150
ORANGE AV & 9TH ST	30	29	607	578	4	7	111	104	11	13	201	188	5	6	125	119	10	3	170	167
ORANGE AV & 8TH ST	25	4	608	604	5	2	108	106	8	0	199	199	8	2	124	122	4	0	177	177
ORANGE AV & 7TH ST	19	17	629	612	4	4	111	107	12	8	207	199	1	1	130	129	2	4	181	177
ORANGE AV & 6TH ST	18	16	631	615	4	9	111	102	8	4	211	207	5	0	130	130	1	3	179	176
ORANGE AV & 5TH ST	2	5	633	628	2	0	106	106	0	3	215	212	0	2	135	133	0	0	177	177
3RD ST & ORANGE AV	31	61	630	569	2	11	108	97	11	29	212	183	13	11	133	122	5	10	177	167
3RD ST & E AV	0	8	600	592	0	3	99	96	0	2	194	192	0	3	135	132	0	0	172	172
3RD ST & G AV	0	4	592	588	0	0	96	96	0	1	192	191	0	0	132	132	0	3	172	169
3RD ST & I AVE	73	64	588	524	2	16	96	80	42	11	191	180	22	8	132	124	7	29	169	140
4TH ST & ALAMEDA BL (NASN	0	0	597	597	0	0	82	82	0	0	222	222	0	0	146	146	0	0	147	147
4TH ST & PALM AV	52	4	597	593	4	3	82	79	22	1	222	221	19	0	146	146	7	0	147	147

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4TH ST & E AV	17	1	645	644	2	1	83	82	10	0	243	243	4	0	165	165	1	0	154	154
4TH ST & ORANGE AV	83	1	661	660	18	0	84	84	31	0	253	253	19	0	169	169	15	1	155	154
4TH ST & B AV	26	1	743	742	5	0	102	102	6	0	284	284	10	0	188	188	5	1	169	168
4TH ST & ADELLA LN	45	2	768	766	15	0	107	107	16	1	290	289	7	1	198	197	7	0	173	173
NATIONAL AV & CROSBY ST	7	49	811	762	2	3	122	119	3	19	305	286	1	16	204	188	1	11	180	169
NATIONAL AV & BEARDSLEY S	77	9	769	760	7	1	121	120	62	7	289	282	7	1	189	188	1	0	170	170
NATIONAL AV & 16TH ST	2	2	837	835	1	0	127	127	1	1	344	343	0	0	195	195	0	1	171	170
12TH & IMPERIAL STATION	34	362	837	475	6	28	128	100	10	153	344	191	10	101	195	94	8	80	170	90
PARK BLVD & 10TH AV	1	21	509	488	0	0	106	106	1	1	201	200	0	15	104	89	0	5	98	93
11th Av. & J St.	2	3	489	486	1	0	106	106	0	1	201	200	0	0	89	89	1	2	93	91
11TH AV & MARKET ST	9	31	488	457	0	6	107	101	6	12	200	188	0	3	89	86	3	10	92	82
11TH AV & F ST	3	8	466	458	2	2	101	99	0	4	194	190	0	0	86	86	1	2	85	83
BROADWAY & 9TH AV	21	132	461	329	7	11	101	90	9	65	190	125	5	27	86	59	0	29	84	55
BROADWAY & 6TH AV	7	81	350	269	0	29	97	68	3	32	134	102	2	12	64	52	2	8	55	47
BROADWAY & 4TH AV	12	163	276	113	1	40	68	28	2	68	105	37	8	32	54	22	1	23	49	26
BROADWAY & 1ST AV	2	47	125	78	0	11	29	18	1	16	39	23	0	7	30	23	1	13	27	14
BROADWAY & FRONT ST	0	80	80	0	0	18	18	0	0	24	0	0	0	23	23	0	0	15	15	0
Totals	1856	1856			385	385			732	732			357	357			382	382		

Total Passengers: 1856 (AM: 385 Mid-Day: 732 PM: 357 Other: 382)

Passenger Miles: 11985.2

Average Trip Length: 6.5

Revenue Miles: 1067.6

Passengers/Mile: 1.7

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

Direction: Southbound

	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	67	0	0	0	1	0	0	0	18	0	0	0	30	0	0	0	18	0	0	0
BROADWAY & FRONT ST	274	4	67	63	21	1	1	0	125	1	18	17	56	2	30	28	72	0	18	18
BROADWAY & 3RD AV	108	13	337	324	10	1	21	20	35	4	142	138	28	6	84	78	35	2	90	88
BROADWAY & 5TH AV	59	16	432	416	10	1	30	29	25	10	173	163	19	4	106	102	5	1	123	122
BROADWAY & 8TH AV	113	19	475	456	47	9	39	30	39	8	188	180	15	0	121	121	12	2	127	125
BROADWAY & 10TH AV	20	12	569	557	2	0	77	77	5	4	219	215	7	5	136	131	6	3	137	134
10TH AV & F ST	13	11	577	566	1	1	79	78	9	5	220	215	2	5	138	133	1	0	140	140
10TH AV & MARKET ST	4	4	579	575	0	0	79	79	0	1	224	223	0	3	135	132	4	0	141	141
10TH AV & ISLAND AV	10	11	579	568	0	0	79	79	0	3	223	220	4	0	132	132	6	8	145	137
10TH AV & PARK BLVD	412	52	578	526	114	4	79	75	132	25	220	195	61	16	136	120	105	7	143	136
12TH & IMPERIAL STATION	2	4	938	934	0	1	189	188	1	2	327	325	0	1	181	180	1	0	241	241
NATIONAL AV & 16TH ST	8	61	936	875	2	14	188	174	2	34	326	292	3	11	180	169	1	2	242	240
NATIONAL AV & BEARDSLEY S	124	23	883	860	61	4	176	172	29	9	294	285	17	6	172	166	17	4	241	237
CROSBY ST & NATIONAL AV (	12	98	984	886	2	32	233	201	1	29	314	285	7	11	183	172	2	26	254	228
POMONA AV & GLORIETTA BL	18	51	898	847	1	24	203	179	2	14	286	272	11	6	179	173	4	7	230	223
POMONA AV & 3RD ST	11	36	865	829	0	17	180	163	5	2	274	272	3	10	184	174	3	7	227	220
3RD ST & C AV	8	22	840	818	2	4	163	159	4	5	277	272	0	5	177	172	2	8	223	215
3RD ST & ORANGE AV	2	12	826	814	0	3	161	158	1	2	276	274	1	5	172	167	0	2	217	215
3RD ST & E AV	4	7	816	809	0	4	158	154	1	0	275	275	3	1	168	167	0	2	215	213
3RD ST & G AV	44	126	813	687	2	36	154	118	14	23	276	253	21	13	170	157	7	54	213	159
3RD ST & I AV	0	0	731	731	0	0	120	120	0	0	267	267	0	0	178	178	0	0	166	166
4TH ST & ALAMEDA BL (NASN	15	9	731	722	4	1	120	119	4	4	267	263	4	1	178	177	3	3	166	163
4TH ST & PALM AV	5	5	737	732	0	2	123	121	1	1	267	266	1	1	181	180	3	1	166	165
4TH ST & E AV	16	11	737	726	1	0	121	121	7	1	267	266	4	5	181	176	4	5	168	163
ORANGE AV & 4TH ST	9	17	742	725	0	5	122	117	8	10	273	263	0	2	180	178	1	0	167	167
ORANGE AV & 5TH ST	20	13	734	721	1	6	117	111	14	5	271	266	4	0	178	178	1	2	168	166
ORANGE AV & 6TH ST	10	11	741	730	0	3	112	109	3	1	280	279	5	6	182	176	2	1	167	166
ORANGE AV & 7TH ST	20	32	740	708	0	8	109	101	14	20	282	262	4	4	181	177	2	0	168	168
ORANGE AV & 8TH ST	25	30	728	698	2	9	101	92	13	7	276	269	8	7	181	174	2	7	170	163
ORANGE AV & 9TH ST	30	76	723	647	1	21	94	73	13	33	282	249	13	10	182	172	3	12	165	153
ORANGE AV & PARK PL	24	81	677	596	0	5	74	69	12	63	262	199	7	9	185	176	5	4	156	152
ORANGE AV & LOMA AV	50	69	620	551	0	15	69	54	11	25	211	186	17	16	183	167	22	13	157	144
ORANGE AV & DANA PL	38	15	601	586	2	4	54	50	14	4	197	193	12	4	184	180	10	3	166	163
ORANGE AV & GLORIETTA BL	19	14	624	610	0	2	52	50	11	6	207	201	6	2	192	190	2	4	173	169
SILVER STRAND & AVD DEL S	18	18	629	611	5	6	50	44	10	10	212	202	2	2	196	194	1	0	171	171
SILVER STRAND & AVE DE LA	25	31	629	598	0	16	49	33	11	9	212	203	10	2	196	194	4	4	172	168
SILVER STRAND & NAS (MAIN	4	19	623	604	0	0	33	33	1	11	214	203	0	3	204	201	3	5	172	167
SILVER STRAND & LEYTE RD	49	60	608	548	3	8	33	25	16	24	204	180	27	9	201	192	3	19	170	151
SILVER STRAND & CORONADO	0	37	597	560	0	1	28	27	0	10	196	186	0	16	219	203	0	10	154	144
RAINBOW DR & BONITO AV	4	34	560	526	0	2	27	25	2	14	186	172	1	10	203	193	1	8	144	136
PALM AV & RAINBOW DR	19	31	530	499	0	1	25	24	16	4	174	170	3	13	194	181	0	13	137	124
PALM AV & 7TH ST	68	103	518	415	12	6	24	18	28	30	186	156	21	40	184	144	7	27	124	97
9TH ST & PALM AV	2	8	483	475	0	1	30	29	0	2	184	182	0	2	165	163	2	3	104	101
9TH ST & ELM AV	13	31	477	446	3	1	29	28	6	11	182	171	4	8	163	155	0	11	103	92
9TH ST & IMPERIAL BEACH B	5	12	459	447	2	5	31	26	1	1	177	176	0	1	159	158	2	5	92	87
IMPERIAL BEACH & EMORY ST	13	23	452	429	6	1	28	27	3	5	177	172	1	13	158	145	3	4	89	85
IMPERIAL BEACH & 11TH ST	41	65	442	377	9	2	33	31	15	19	175	156	8	34	146	112	9	10	88	78
IMPERIAL BEACH & 13TH ST	11	8	418	410	2	0	40	40	5	1	171	170	0	3	120	117	4	4	87	83
IMPERIAL BEACH & GRANGER																				

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CORONADO AV & ATWATER ST	8	6	421	415	7	0	42	42	1	1	175	174	0	3	117	114	0	2	87	85
CORONADO AV & THALIA ST	5	9	423	414	2	0	49	49	1	2	175	173	2	6	114	108	0	1	85	84
CORONADO AV & 18TH	3	11	419	408	0	0	51	51	3	7	174	167	0	4	110	106	0	0	84	84
CORONADO AV & SATURN BL	25	19	411	392	8	5	51	46	8	4	170	166	2	4	106	102	7	6	84	78
CORONADO AV & GREEN BAY S	9	22	417	395	4	2	54	52	3	16	174	158	0	2	104	102	2	2	85	83
CORONADO AV & HOLLISTER S	18	10	404	394	5	1	56	55	5	1	161	160	6	3	102	99	2	5	85	80
CORONADO AV & 25TH ST	8	28	412	384	3	8	60	52	2	11	165	154	2	8	105	97	1	1	82	81
CORONADO AV & 27TH ST	19	24	392	368	4	6	55	49	4	9	156	147	4	8	99	91	7	1	82	81
27TH ST & GROVE AV	10	10	387	377	4	1	53	52	4	5	151	146	1	2	95	93	1	2	88	86
IRIS AV & 27TH ST	20	18	387	369	14	9	56	47	3	5	150	145	3	3	94	91	0	1	87	86
IRIS AV & MONTEREY PINE D	4	3	389	386	1	0	61	61	2	0	148	148	0	3	94	91	1	0	86	86
IRIS AV & MONTEREY PARK D	0	0	390	390	0	0	62	62	0	0	150	150	0	0	91	91	0	0	87	87
IRIS AV TROLLEY STATION	0	390	390	0	0	62	62	0	0	150	150	0	0	91	91	0	0	87	87	0
Totals	1995	1995			381	381			723	723			470	470			421	421		

Total Passengers: 1995 (AM: 381 Mid-Day: 723 PM: 470 Other: 421)
 Passenger Miles: 12520.4
 Average Trip Length: 6.3
 Revenue Miles: 1132.0
 Passengers/Mile: 1.8
 Miles Over Seated Capacity: 6.4
 Percent Miles Over Seated Capacity: 0.6

TOTALS BOTH DIRECTIONS

Total Passengers: 3851 (AM: 766 Mid-Day: 1455 PM: 827 Other: 803)
 Passenger Miles: 24505.6
 Average Trip Length: 6.4
 Revenue Miles: 2199.6
 Passengers/Mile: 1.8
 Miles Over Seated Capacity: 6.4
 Percent Miles Over Seated Capacity: 0.1

4-Detail By Stop - FY 1995

Company: MCS 900 Series Route: 904 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
LOEWS RESORT	5	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
STRAND WY & CITY HALL	3	1	5	4	0	0	0	0	1	1	3	2	2	0	2	2	0	0	0	0
STRAND WY & AVD DEL SOL (	1	0	7	7	0	0	0	0	1	0	3	3	0	0	4	4	0	0	0	0
ORANGE AV & ADELLA AV	50	2	8	6	0	0	0	0	26	1	4	3	24	1	4	3	0	0	0	0
ORANGE AV & B AV	4	1	56	55	0	0	0	0	2	1	29	28	2	0	27	27	0	0	0	0
ORANGE AV & C AV	1	0	59	59	0	0	0	0	0	0	30	30	1	0	29	29	0	0	0	0
ORANGE AV & 10TH ST	3	0	60	60	0	0	0	0	0	0	30	30	3	0	30	30	0	0	0	0
ORANGE AV & 9TH ST	2	0	63	63	0	0	0	0	2	0	30	30	0	0	33	33	0	0	0	0
ORANGE AV & 8TH ST	7	3	65	62	0	0	0	0	4	0	32	32	3	3	33	30	0	0	0	0
ORANGE AV & 7TH ST	4	0	69	69	0	0	0	0	3	0	36	36	1	0	33	33	0	0	0	0
ORANGE AV & 6TH ST	1	0	73	73	0	0	0	0	1	0	39	39	0	0	34	34	0	0	0	0
ORANGE AV & 5TH ST	0	2	74	72	0	0	0	0	0	0	40	40	0	2	34	32	0	0	0	0
ORANGE AV & 4TH ST	0	3	72	69	0	0	0	0	0	1	40	39	0	2	32	30	0	0	0	0
ORANGE AV & 2ND ST	7	4	69	65	0	0	0	0	5	1	39	38	2	3	30	27	0	0	0	0
1ST ST & B AV (FERRY LAND	1	49	72	23	0	0	0	0	0	26	43	17	1	23	29	6	0	0	0	0
GLORIETTA BL & 2ND AV (MA	0	24	24	0	0	0	0	0	0	17	17	0	0	7	7	0	0	0	0	0
Totals	89	89			0	0			48	48			41	41			0	0		

Total Passengers: 89 (AM: 0 Mid-Day: 48 PM: 41 Other: 0)

Passenger Miles: 129.2

Average Trip Length: 1.5

Revenue Miles: 62.6

Passengers/Mile: 1.4

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

1 / 2

Direction: Southbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
GLORIETTA BL & 2ND AV (MA	19	0	0	0	0	0	0	0	13	0	0	0	6	0	0	0	0	0	0	0
GLORIETTA BL & 3RD ST	1	0	19	19	0	0	0	0	0	0	13	13	1	0	6	6	0	0	0	0
CORONADO ROYALE RETIREMEN	6	6	20	14	0	0	0	0	6	5	13	8	0	1	7	6	0	0	0	0
2ND ST & SOLEDAD PL (OAKW	8	1	20	19	0	0	0	0	2	1	14	13	6	0	6	6	0	0	0	0
1ST ST & B AV (FERRY LAND	65	1	27	26	0	0	0	0	45	1	15	14	20	0	12	12	0	0	0	0
ORANGE AV & 2ND ST	1	1	91	90	0	0	0	0	1	1	59	58	0	0	32	32	0	0	0	0
ORANGE AV & 4TH ST	0	6	91	85	0	0	0	0	0	2	59	57	0	4	32	28	0	0	0	0
ORANGE AV & 5TH ST	2	2	85	83	0	0	0	0	2	0	57	57	0	2	28	26	0	0	0	0
ORANGE AV & 6TH ST	2	1	85	84	0	0	0	0	2	1	59	58	0	0	26	26	0	0	0	0
ORANGE AV & 7TH ST	0	0	86	86	0	0	0	0	0	0	60	60	0	0	26	26	0	0	0	0
ORANGE AV & 8TH ST	0	6	86	80	0	0	0	0	0	6	60	54	0	0	26	26	0	0	0	0
ORANGE AV & 9TH ST	4	2	80	78	0	0	0	0	3	1	54	53	1	1	26	25	0	0	0	0
ORANGE AV & PARK PL	0	6	82	76	0	0	0	0	0	5	56	51	0	1	26	25	0	0	0	0
ORANGE AV & LOMA AV	1	15	76	61	0	0	0	0	0	9	51	42	1	6	25	19	0	0	0	0
ORANGE AV & DANA PL	1	46	62	16	0	0	0	0	1	33	42	9	0	13	20	7	0	0	0	0
ORANGE AV & GLORIETTA BL	1	5	17	12	0	0	0	0	1	4	10	6	0	1	7	6	0	0	0	0
SILVER STRAND & AVD DEL S	0	1	13	12	0	0	0	0	0	0	7	7	0	1	6	5	0	0	0	0
AVENIDA D LS ARENAS & AVD	0	0	12	12	0	0	0	0	0	0	7	7	0	0	5	5	0	0	0	0
STRAND WY & CITY HALL	0	5	12	7	0	0	0	0	0	1	7	6	0	4	5	1	0	0	0	0
LOEWS RESORT	0	7	7	0	0	0	0	0	0	6	6	0	0	1	1	0	0	0	0	0
Totals	111	111			0	0			76	76			35	35			0	0		

Total Passengers: 111 (AM: 0 Mid-Day: 76 PM: 35 Other: 0)

Passenger Miles: 167.7

Average Trip Length: 1.5

Revenue Miles: 68.4

Passengers/Mile: 1.6

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

TOTALS BOTH DIRECTIONS

Total Passengers: 200 (AM: 0 Mid-Day: 124 PM: 76 Other: 0)

Passenger Miles: 297.0

Average Trip Length: 1.5

Revenue Miles: 131.0

Passengers/Mile: 1.5

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

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4-Detail By Stop - FY 1996

Company: MCS 900 Series Route: 904 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
LOEWS RESORT	20	0	0	0	0	0	0	0	18	0	0	0	2	0	0	0	0	0	0	0
STRAND WY & CITY HALL	6	2	22	19	0	0	0	0	5	2	18	15	1	0	4	4	0	0	0	0
STRAND WY & AVD DEL SOL (	0	0	26	26	0	0	0	0	0	0	21	21	0	0	5	5	0	0	0	0
ORANGE AV & ADELLA AV	39	9	27	16	0	0	0	0	19	9	21	12	20	0	6	4	0	0	0	0
ORANGE AV & B AV	10	0	57	55	0	0	0	0	7	0	32	30	3	0	25	25	0	0	0	0
ORANGE AV & C AV	3	0	68	68	0	0	0	0	1	0	39	39	2	0	29	29	0	0	0	0
ORANGE AV & 10TH ST	3	1	71	69	0	0	0	0	2	1	40	38	1	0	31	31	0	0	0	0
ORANGE AV & 9TH ST	7	0	73	73	0	0	0	0	4	0	41	41	3	0	32	32	0	0	0	0
ORANGE AV & 8TH ST	4	0	82	82	0	0	0	0	3	0	47	47	1	0	35	35	0	0	0	0
ORANGE AV & 7TH ST	2	4	88	83	0	0	0	0	1	2	52	50	1	2	36	33	0	0	0	0
ORANGE AV & 6TH ST	1	0	86	85	0	0	0	0	1	0	52	51	0	0	34	34	0	0	0	0
ORANGE AV & 5TH ST	1	3	86	83	0	0	0	0	1	0	52	52	0	3	34	31	0	0	0	0
ORANGE AV & 4TH ST	0	1	84	81	0	0	0	0	0	0	53	52	0	1	31	29	0	0	0	0
ORANGE AV & 2ND ST	0	3	81	78	0	0	0	0	0	2	52	50	0	1	29	28	0	0	0	0
1ST ST & B AV (FERRY LAND	2	56	79	18	0	0	0	0	0	30	50	17	2	26	29	1	0	0	0	0
GLORIETTA BL & 2ND AV (MA	0	21	21	0	0	0	0	0	0	17	17	0	0	4	4	0	0	0	0	0
Totals	98	100			0	0			62	63			36	37			0	0		

Total Passengers: 98 (AM: 0 Mid-Day: 62 PM: 36 Other: 0)

Passenger Miles: 428.5

Average Trip Length: 2.1

Revenue Miles: 109.0

Passengers/Mile: 1.9

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

1 / 2

Direction: Southbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
GLORIETTA BL & 2ND AV (MA	11	0	5	5	0	0	0	0	9	0	2	2	2	0	3	3	0	0	0	0
GLORIETTA BL & 3RD ST	0	4	17	13	0	0	0	0	0	3	11	8	0	1	6	5	0	0	0	0
CORONADO ROYALE RETIREMEN	4	3	15	11	0	0	0	0	2	3	10	6	2	0	5	5	0	0	0	0
2ND ST & SOLEDAD PL (OAKW	4	1	17	16	0	0	0	0	3	0	10	10	1	1	7	6	0	0	0	0
1ST ST & B AV (FERRY LAND	120	3	22	18	0	0	0	0	90	1	13	12	30	2	9	6	0	0	0	0
ORANGE AV & 2ND ST	3	0	142	142	0	0	0	0	2	0	105	105	1	0	37	37	0	0	0	0
ORANGE AV & 4TH ST	2	4	145	140	0	0	0	0	1	4	107	103	1	0	38	37	0	0	0	0
ORANGE AV & 5TH ST	0	0	143	143	0	0	0	0	0	0	104	104	0	0	39	39	0	0	0	0
ORANGE AV & 6TH ST	2	1	144	142	0	0	0	0	0	1	105	103	2	0	39	39	0	0	0	0
ORANGE AV & 7TH ST	0	3	144	141	0	0	0	0	0	1	103	102	0	2	41	39	0	0	0	0
ORANGE AV & 8TH ST	2	6	141	131	0	0	0	0	1	6	102	93	1	0	39	38	0	0	0	0
ORANGE AV & 9TH ST	2	4	133	128	0	0	0	0	1	4	94	89	1	0	39	39	0	0	0	0
ORANGE AV & PARK PL	1	4	130	125	0	0	0	0	1	4	90	85	0	0	40	40	0	0	0	0
ORANGE AV & LOMA AV	0	10	126	114	0	0	0	0	0	3	86	82	0	7	40	32	0	0	0	0
ORANGE AV & DANA PL	6	39	114	74	0	0	0	0	6	37	82	44	0	2	32	30	0	0	0	0
ORANGE AV & GLORIETTA BL	1	50	82	32	0	0	0	0	1	31	51	20	0	19	31	12	0	0	0	0
SILVER STRAND & AVD DEL S	0	3	33	29	0	0	0	0	0	2	21	18	0	1	12	11	0	0	0	0
AVENIDA D LS ARENAS & AVD	0	5	29	23	0	0	0	0	0	1	18	16	0	4	11	7	0	0	0	0
STRAND WY & CITY HALL	0	2	23	19	0	0	0	0	0	1	16	14	0	1	7	5	0	0	0	0
LOEWS RESORT	0	20	20	0	0	0	0	0	0	14	14	0	0	6	6	0	0	0	0	0
Totals	158	162			0	0			117	116			41	46			0	0		

Total Passengers: 158 (AM: 0 Mid-Day: 117 PM: 41 Other: 0)

Passenger Miles: 618.7

Average Trip Length: 1.9

Revenue Miles: 118.0

Passengers/Mile: 2.8

Miles Over Seated Capacity: 3.3

Percent Miles Over Seated Capacity: 2.8

TOTALS BOTH DIRECTIONS

Total Passengers: 256 (AM: 0 Mid-Day: 179 PM: 77 Other: 0)

Passenger Miles: 1047.3

Average Trip Length: 2.0

Revenue Miles: 227.0

Passengers/Mile: 2.3

Miles Over Seated Capacity: 3.3

Percent Miles Over Seated Capacity: 0.7

2 / 2

4-Detail By Stop - FY 1997

Company: MCS 900 Series Route: 904 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
STRAND WY & CITY HALL	3	0	17	17	0	0	0	0	3	0	11	11	0	0	3	3	0	0	3	3
STRAND WY & AVD DEL SOL (	0	0	20	20	0	0	0	0	0	0	14	14	0	0	3	3	0	0	3	3
ORANGE AV & ADELLA AV	44	2	20	18	0	0	0	0	14	1	14	13	26	1	3	2	4	0	3	3
ORANGE AV & B AV	6	2	62	60	0	0	0	0	2	0	27	27	4	2	28	26	0	0	7	7
ORANGE AV & C AV	3	0	66	66	0	0	0	0	2	0	29	29	1	0	30	30	0	0	7	7
ORANGE AV & 10TH ST	4	2	69	67	0	0	0	0	1	2	31	29	3	0	31	31	0	0	7	7
ORANGE AV & 9TH ST	5	2	71	69	0	0	0	0	4	1	30	29	1	1	34	33	0	0	7	7
ORANGE AV & 8TH ST	7	2	74	72	0	0	0	0	1	1	33	32	4	1	34	33	2	0	7	7
ORANGE AV & 7TH ST	3	7	79	72	0	0	0	0	3	7	33	26	0	0	37	37	0	0	9	9
ORANGE AV & 6TH ST	2	2	75	73	0	0	0	0	2	2	29	27	0	0	37	37	0	0	9	9
ORANGE AV & 5TH ST	0	11	75	64	0	0	0	0	0	2	29	27	0	9	37	28	0	0	9	9
ORANGE AV & 4TH ST	3	0	64	64	0	0	0	0	3	0	27	27	0	0	28	28	0	0	9	9
ORANGE AV & 2ND ST	0	2	67	65	0	0	0	0	0	0	30	30	0	1	28	27	0	1	9	8
1ST ST & B AV (FERRY LAND	2	49	65	16	0	0	0	0	0	19	30	11	2	24	27	3	0	6	8	2
GLORIETTA BL & 2ND AV (MA	0	18	18	0	0	0	0	0	0	11	11	0	0	5	5	0	0	2	2	0
Totals	82	99			0	0			35	46			41	44			6	9		

Total Passengers: 82 (AM: 0 Mid-Day: 35 PM: 41 Other: 6)

Passenger Miles: 114.7

Average Trip Length: 1.4

Revenue Miles: 37.1

Passengers/Mile: 2.2

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

1 / 2

Direction: Southbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
GLORIETTA BL & 2ND AV (MA	2	0	9	9	0	0	0	0	1	0	8	8	1	0	1	1	0	0	0	0
GLORIETTA BL & 3RD ST	0	1	11	10	0	0	0	0	0	0	9	9	0	1	2	1	0	0	0	0
CORONADO ROYALE RETIREMEN	9	4	10	6	0	0	0	0	4	4	9	5	5	0	1	1	0	0	0	0
2ND ST & SOLEDAD PL (OAKW	7	2	15	13	0	0	0	0	7	2	9	7	0	0	6	6	0	0	0	0
1ST ST & B AV (FERRY LAND	92	2	20	18	0	0	0	0	62	1	14	13	30	1	6	5	0	0	0	0
ORANGE AV & 2ND ST	2	4	110	106	0	0	0	0	0	4	75	71	2	0	35	35	0	0	0	0
ORANGE AV & 4TH ST	1	2	108	106	0	0	0	0	1	1	71	70	0	1	37	36	0	0	0	0
ORANGE AV & 5TH ST	3	8	107	99	0	0	0	0	2	8	71	63	1	0	36	36	0	0	0	0
ORANGE AV & 6TH ST	6	5	102	97	0	0	0	0	4	5	65	60	2	0	37	37	0	0	0	0
ORANGE AV & 7TH ST	1	1	103	102	0	0	0	0	1	0	64	64	0	1	39	38	0	0	0	0
ORANGE AV & 8TH ST	1	5	103	98	0	0	0	0	0	5	65	60	1	0	38	38	0	0	0	0
ORANGE AV & 9TH ST	2	10	99	89	0	0	0	0	0	6	60	54	2	4	39	35	0	0	0	0
ORANGE AV & PARK PL	1	7	91	84	0	0	0	0	0	6	54	48	1	1	37	36	0	0	0	0
ORANGE AV & LOMA AV	4	14	85	71	0	0	0	0	0	11	48	37	4	3	37	34	0	0	0	0
ORANGE AV & DANA PL	0	7	75	68	0	0	0	0	0	2	37	35	0	5	38	33	0	0	0	0
ORANGE AV & GLORIETTA BL	6	45	68	23	0	0	0	0	2	30	35	5	4	15	33	18	0	0	0	0
SILVER STRAND & AVD DEL S	0	3	29	26	0	0	0	0	0	3	7	4	0	0	22	22	0	0	0	0
SILVER STRAND & LEYTE RD	0	0	25	25	0	0	0	0	0	0	3	3	0	0	22	22	0	0	0	0
CORONADO CAYS & GRAND CAR	0	0	25	25	0	0	0	0	0	0	3	3	0	0	22	22	0	0	0	0
CORONADO CAYS MAIN ENTRAN	8	13	25	12	0	0	0	0	8	0	3	3	0	13	22	9	0	0	0	0
LOEWS RESORT	5	8	20	12	0	0	0	0	5	2	11	9	0	6	9	3	0	0	0	0
SILVER STRAND & LEYTE RD	0	0	17	17	0	0	0	0	0	0	14	14	0	0	3	3	0	0	0	0
STRAND WY & CITY HALL	0	18	18	0	0	0	0	0	0	15	15	0	0	3	3	0	0	0	0	0
Totals	150	159			0	0			97	105			53	54			0	0		

Total Passengers: 150 (AM: 0 Mid-Day: 97 PM: 53 Other: 0)

Passenger Miles: 387.8

Average Trip Length: 2.6

Revenue Miles: 104.8

Passengers/Mile: 1.4

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

TOTALS BOTH DIRECTIONS

Total Passengers: 232 (AM: 0 Mid-Day: 132 PM: 94 Other: 6)

Passenger Miles: 502.5

Average Trip Length: 2.2

Revenue Miles: 141.9

Passengers/Mile: 1.8

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

2 / 2

4-Detail By Stop - FY 1998

Company: MCS 900 Series Route: 904 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
STRAND WY & CITY HALL	32	0	13	13	0	0	0	0	24	0	11	11	7	0	2	2	1	0	0	0
STRAND WY & AVD DEL SOL (	0	0	45	45	0	0	0	0	0	0	35	35	0	0	9	9	0	0	1	1
ORANGE AV & ADELLA AV	48	5	47	37	0	0	0	0	26	4	36	28	17	1	10	8	5	0	1	1
ORANGE AV & B AV	9	0	90	87	0	0	0	0	4	0	58	57	3	0	26	24	2	0	6	6
ORANGE AV & C AV	2	0	101	100	0	0	0	0	1	0	64	63	1	0	29	29	0	0	8	8
ORANGE AV & 10TH ST	7	2	102	96	0	0	0	0	6	1	64	60	1	0	30	29	0	1	8	7
ORANGE AV & 9TH ST	14	2	107	104	0	0	0	0	8	2	67	65	6	0	33	32	0	0	7	7
ORANGE AV & 8TH ST	1	2	121	115	0	0	0	0	1	0	74	73	0	2	40	35	0	0	7	7
ORANGE AV & 7TH ST	1	2	119	114	0	0	0	0	0	2	75	72	1	0	37	35	0	0	7	7
ORANGE AV & 6TH ST	2	1	115	114	0	0	0	0	0	0	72	72	2	1	36	35	0	0	7	7
ORANGE AV & 5TH ST	0	7	117	109	0	0	0	0	0	7	73	65	0	0	37	37	0	0	7	7
ORANGE AV & 4TH ST	1	8	110	100	0	0	0	0	1	3	66	62	0	4	37	32	0	1	7	6
ORANGE AV & 2ND ST	0	9	105	95	0	0	0	0	0	7	65	57	0	2	34	32	0	0	6	6
1ST ST & B AV (FERRY LAND	6	73	98	19	0	0	0	0	0	43	59	13	6	24	33	6	0	6	6	0
GLORIETTA BL & 2ND AV (MA	0	28	28	0	0	0	0	0	0	16	16	0	0	12	12	0	0	0	0	0
Totals	123	139			0	0			71	85			44	46			8	8		

Total Passengers: 123 (AM: 0 Mid-Day: 71 PM: 44 Other: 8)

Passenger Miles: 388.6

Average Trip Length: 1.3

Revenue Miles: 74.2

Passengers/Mile: 4.1

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

1 / 2

Direction: Southbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
GLORIETTA BL & 2ND AV (MA	31	0	11	11	0	0	0	0	28	0	3	3	3	0	8	8	0	0	0	0
GLORIETTA BL & 3RD ST	0	0	45	43	0	0	0	0	0	0	34	33	0	0	11	10	0	0	0	0
CORONADO ROYALE RETIREMEN	7	4	43	36	0	0	0	0	7	3	33	28	0	1	10	8	0	0	0	0
2ND ST & SOLEDAD PL (OAKW	2	1	46	44	0	0	0	0	2	0	36	36	0	1	10	8	0	0	0	0
1ST ST & B AV (FERRY LAND	79	15	49	33	0	0	0	0	55	14	41	26	24	1	8	7	0	0	0	0
ORANGE AV & 2ND ST	5	0	113	113	0	0	0	0	4	0	82	82	1	0	31	31	0	0	0	0
ORANGE AV & 4TH ST	5	14	120	104	0	0	0	0	2	8	88	80	3	6	32	24	0	0	0	0
ORANGE AV & 5TH ST	2	0	111	110	0	0	0	0	2	0	84	83	0	0	27	27	0	0	0	0
ORANGE AV & 6TH ST	2	3	112	107	0	0	0	0	2	2	85	81	0	1	27	26	0	0	0	0
ORANGE AV & 7TH ST	2	4	112	106	0	0	0	0	2	3	85	81	0	1	27	25	0	0	0	0
ORANGE AV & 8TH ST	0	3	110	105	0	0	0	0	0	1	84	81	0	2	26	24	0	0	0	0
ORANGE AV & 9TH ST	6	1	108	102	0	0	0	0	3	1	82	78	3	0	26	24	0	0	0	0
ORANGE AV & PARK PL	1	5	110	101	0	0	0	0	1	4	82	76	0	1	28	25	0	0	0	0
ORANGE AV & LOMA AV	0	8	104	92	0	0	0	0	0	5	78	70	0	3	26	22	0	0	0	0
ORANGE AV & DANA PL	6	22	96	71	0	0	0	0	3	19	72	52	3	3	24	19	0	0	0	0
ORANGE AV & GLORIETTA BL	3	43	78	32	0	0	0	0	3	31	56	23	0	12	22	9	0	0	0	0
SILVER STRAND & AVD DEL S	0	2	36	32	0	0	0	0	0	1	27	25	0	1	9	7	0	0	0	0
SILVER STRAND & LEYTE RD	0	2	21	18	0	0	0	0	0	2	16	13	0	0	5	5	0	0	0	0
CORONADO CAYS & GRAND CAR	2	7	18	11	0	0	0	0	1	3	13	10	1	4	5	1	0	0	0	0
CORONADO CAYS MAIN ENTRAN	1	7	14	7	0	0	0	0	1	7	12	5	0	0	2	2	0	0	0	0
LOEWS RESORT	7	3	10	6	0	0	0	0	7	2	7	4	0	1	3	2	0	0	0	0
SILVER STRAND & LEYTE RD	0	0	13	13	0	0	0	0	0	0	11	11	0	0	2	2	0	0	0	0
STRAND WY & CITY HALL	0	26	26	0	0	0	0	0	0	22	22	0	0	4	4	0	0	0	0	0
Totals	161	170			0	0			123	128			38	42			0	0		

Total Passengers: 161 (AM: 0 Mid-Day: 123 PM: 38 Other: 0)

Passenger Miles: 804.4

Average Trip Length: 2.0

Revenue Miles: 209.6

Passengers/Mile: 1.9

Miles Over Seated Capacity: 0.1

Percent Miles Over Seated Capacity: 0.1

TOTALS BOTH DIRECTIONS

Total Passengers: 284 (AM: 0 Mid-Day: 194 PM: 82 Other: 8)

Passenger Miles: 1193.1

Average Trip Length: 1.7

Revenue Miles: 283.8

Passengers/Mile: 3.0

Miles Over Seated Capacity: 0.1

Percent Miles Over Seated Capacity: 0.0

2 / 2

4-Detail By Stop - FY 1999

Company: MCS 900 Series Route: 904 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
STRAND WY & CITY HALL	13	0	42	42	0	0	0	0	10	0	32	32	3	0	4	4	0	0	6	6
STRAND WY & AVD DEL SOL (	4	0	55	55	0	0	0	0	3	0	42	42	0	0	7	7	1	0	6	6
ORANGE AV & ADELLA AV	61	15	59	44	0	0	0	0	27	13	45	32	28	2	7	5	6	0	7	7
ORANGE AV & B AV	26	1	105	104	0	0	0	0	17	1	59	58	9	0	33	33	0	0	13	13
ORANGE AV & C AV	8	3	130	127	0	0	0	0	4	3	75	72	4	0	42	42	0	0	13	13
ORANGE AV & 10TH ST	9	8	135	127	0	0	0	0	5	8	76	68	4	0	46	46	0	0	13	13
ORANGE AV & 9TH ST	3	3	136	133	0	0	0	0	0	2	73	71	1	0	50	50	2	1	13	12
ORANGE AV & 8TH ST	2	0	136	136	0	0	0	0	1	0	71	71	1	0	51	51	0	0	14	14
ORANGE AV & 7TH ST	8	3	138	135	0	0	0	0	5	3	72	69	3	0	52	52	0	0	14	14
ORANGE AV & 6TH ST	3	0	143	143	0	0	0	0	3	0	74	74	0	0	55	55	0	0	14	14
ORANGE AV & 5TH ST	2	4	146	142	0	0	0	0	2	1	77	76	0	3	55	52	0	0	14	14
ORANGE AV & 4TH ST	0	4	144	140	0	0	0	0	0	3	78	75	0	0	52	52	0	1	14	13
ORANGE AV & 2ND ST	0	5	140	135	0	0	0	0	0	1	75	74	0	4	52	48	0	0	13	13
1ST ST & B AV (FERRY LAND	5	115	135	20	0	0	0	0	5	60	74	14	0	42	48	6	0	13	13	0
GLORIETTA BL & 2ND AV (MA	0	25	25	0	0	0	0	0	0	19	19	0	0	6	6	0	0	0	0	0
Totals	144	186			0	0			82	114			53	57			9	15		

Total Passengers: 144 (AM: 0 Mid-Day: 82 PM: 53 Other: 9)

Passenger Miles:

Average Trip Length:

Revenue Miles:

Passengers/Mile:

Miles Over Seated Capacity:

Percent Miles Over Seated Capacity:

1 / 2

Direction: Southbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
GLORIETTA BL & 2ND AV (MA	8	0	20	20	0	0	0	0	8	0	17	17	0	0	3	3	0	0	0	0
GLORIETTA BL & 3RD ST	2	2	28	26	0	0	0	0	2	2	25	23	0	0	3	3	0	0	0	0
CORONADO ROYALE RETIREMEN	10	3	28	25	0	0	0	0	7	1	25	24	3	2	3	1	0	0	0	0
2ND ST & SOLEDAD PL (OAKW	6	3	35	32	0	0	0	0	6	2	31	29	0	1	4	3	0	0	0	0
1ST ST & B AV (FERRY LAND	120	4	38	34	0	0	0	0	73	3	35	32	47	1	3	2	0	0	0	0
ORANGE AV & 2ND ST	5	1	154	153	0	0	0	0	5	0	105	105	0	1	49	48	0	0	0	0
ORANGE AV & 4TH ST	3	4	158	154	0	0	0	0	0	2	110	108	3	2	48	46	0	0	0	0
ORANGE AV & 5TH ST	0	2	157	155	0	0	0	0	0	1	108	107	0	1	49	48	0	0	0	0
ORANGE AV & 6TH ST	6	5	155	150	0	0	0	0	0	5	107	102	6	0	48	48	0	0	0	0
ORANGE AV & 7TH ST	2	9	156	147	0	0	0	0	1	6	102	96	1	3	54	51	0	0	0	0
ORANGE AV & 8TH ST	0	10	149	139	0	0	0	0	0	3	97	94	0	7	52	45	0	0	0	0
ORANGE AV & 9TH ST	2	6	139	133	0	0	0	0	2	4	94	90	0	2	45	43	0	0	0	0
ORANGE AV & PARK PL	4	8	135	127	0	0	0	0	3	4	92	88	1	4	43	39	0	0	0	0
ORANGE AV & LOMA AV	2	24	131	107	0	0	0	0	2	21	91	70	0	3	40	37	0	0	0	0
ORANGE AV & DANA PL	12	50	109	59	0	0	0	0	5	29	72	43	7	21	37	16	0	0	0	0
ORANGE AV & GLORIETTA BL	3	26	71	45	0	0	0	0	3	26	48	22	0	0	23	23	0	0	0	0
SILVER STRAND & AVD DEL S	0	1	48	47	0	0	0	0	0	1	25	24	0	0	23	23	0	0	0	0
SILVER STRAND & LEYTE RD	3	11	41	30	0	0	0	0	2	3	19	16	1	8	22	14	0	0	0	0
CORONADO CAYS & GRAND CAR	2	4	33	29	0	0	0	0	2	2	18	16	0	2	15	13	0	0	0	0
CORONADO CAYS MAIN ENTRAN	0	1	31	30	0	0	0	0	0	0	18	18	0	1	13	12	0	0	0	0
LOEWS RESORT	27	16	30	14	0	0	0	0	27	10	18	8	0	6	12	6	0	0	0	0
SILVER STRAND & LEYTE RD	3	2	41	39	0	0	0	0	2	1	35	34	1	1	6	5	0	0	0	0
STRAND WY & CITY HALL	0	48	48	0	0	0	0	0	0	41	41	0	0	7	7	0	0	0	0	0
Totals	220	240			0	0			150	167			70	73			0	0		

Total Passengers: 220 (AM: 0 Mid-Day: 150 PM: 70 Other: 0)

Passenger Miles:

Average Trip Length:

Revenue Miles:

Passengers/Mile:

Miles Over Seated Capacity:

Percent Miles Over Seated Capacity:

TOTALS BOTH DIRECTIONS

Total Passengers: 364 (AM: 0 Mid-Day: 232 PM: 123 Other: 9)

Passenger Miles:

Average Trip Length:

Revenue Miles:

Passengers/Mile:

Miles Over Seated Capacity:

Percent Miles Over Seated Capacity:

2 / 2

4-Detail By Stop - FY 2000

Company: MCS 900 Series Route: 904 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
CORONADO CAYS & GRAND CAR	4	0	23	23	0	0	0	0	3	0	7	7	1	0	16	16	0	0	0	0
CORONADO CAYS MAIN ENTRAN	0	0	27	27	0	0	0	0	0	0	10	10	0	0	17	17	0	0	0	0
SILVER STRAND & LOEWS RES	40	12	27	15	0	0	0	0	27	7	10	3	13	5	17	12	0	0	0	0
SILVER STRAND & LEYTE RD	1	0	55	55	0	0	0	0	1	0	30	30	0	0	25	25	0	0	0	0
STRAND WY & CITY HALL	2	22	56	34	0	0	0	0	2	22	31	9	0	0	25	25	0	0	0	0
STRAND WY & AVD DEL SOL (	1	0	36	36	0	0	0	0	1	0	11	11	0	0	25	25	0	0	0	0
ORANGE AV & ADELLA AV	82	13	37	24	0	0	0	0	55	7	12	5	27	6	25	19	0	0	0	0
ORANGE AV & B AV	17	5	106	101	0	0	0	0	13	1	60	59	4	4	46	42	0	0	0	0
ORANGE AV & C AV	7	0	118	118	0	0	0	0	2	0	72	72	5	0	46	46	0	0	0	0
ORANGE AV & 10TH ST	10	2	125	123	0	0	0	0	6	1	74	73	4	1	51	50	0	0	0	0
ORANGE AV & 9TH ST	14	1	133	132	0	0	0	0	11	0	79	79	3	1	54	53	0	0	0	0
ORANGE AV & 8TH ST	1	1	146	145	0	0	0	0	0	0	90	90	1	1	56	55	0	0	0	0
ORANGE AV & 7TH ST	2	0	146	146	0	0	0	0	1	0	90	90	1	0	56	56	0	0	0	0
ORANGE AV & 6TH ST	3	4	148	144	0	0	0	0	3	2	91	89	0	2	57	55	0	0	0	0
ORANGE AV & 5TH ST	0	0	147	147	0	0	0	0	0	0	92	92	0	0	55	55	0	0	0	0
ORANGE AV & 4TH ST	0	4	147	143	0	0	0	0	0	4	92	88	0	0	55	55	0	0	0	0
ORANGE AV & 2ND ST	0	6	143	137	0	0	0	0	0	2	88	86	0	4	55	51	0	0	0	0
1ST ST & B AV (FERRY LAND	2	124	137	13	0	0	0	0	0	80	86	6	2	44	51	7	0	0	0	0
GLORIETTA BL & 2ND AV (MA	0	15	15	0	0	0	0	0	0	6	6	0	0	9	9	0	0	0	0	0
Totals	186	209			0	0			125	132			61	77			0	0		

Total Passengers: 186 (AM: 0 Mid-Day: 125 PM: 61 Other: 0)

Passenger Miles: 516.3

Average Trip Length: 2.8

Revenue Miles: 109.6

Passengers/Mile: 1.7

Miles Over Seated Capacity: 5.9

Percent Miles Over Seated Capacity: 5.4

1 / 2

Direction: Southbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
GLORIETTA BL & 2ND AV (MA	5	0	7	7	0	0	0	0	3	0	5	5	0	0	2	2	2	0	0	0
GLORIETTA BL & 3RD ST	8	0	12	12	0	0	0	0	0	0	8	8	8	0	2	2	0	0	2	2
CORONADO ROYALE RETIREMEN	13	4	20	16	0	0	0	0	9	4	8	4	4	0	10	10	0	0	2	2
2ND ST & SOLEDAD PL (OAKW	11	3	29	26	0	0	0	0	9	1	13	12	2	2	14	12	0	0	2	2
1ST ST & B AV (FERRY LAND	158	4	37	33	0	0	0	0	103	3	21	18	40	1	14	13	15	0	2	2
ORANGE AV & 2ND ST	2	1	191	190	0	0	0	0	2	0	121	121	0	1	53	52	0	0	17	17
ORANGE AV & 4TH ST	0	12	192	180	0	0	0	0	0	4	123	119	0	8	52	44	0	0	17	17
ORANGE AV & 5TH ST	3	1	180	179	0	0	0	0	3	0	119	119	0	1	44	43	0	0	17	17
ORANGE AV & 6TH ST	11	7	182	175	0	0	0	0	5	4	122	118	5	3	43	40	1	0	17	17
ORANGE AV & 7TH ST	0	3	186	183	0	0	0	0	0	2	123	121	0	1	45	44	0	0	18	18
ORANGE AV & 8TH ST	2	13	183	170	0	0	0	0	2	8	121	113	0	2	44	42	0	3	18	15
ORANGE AV & 9TH ST	2	9	172	163	0	0	0	0	2	7	115	108	0	2	42	40	0	0	15	15
ORANGE AV & PARK PL	3	5	165	160	0	0	0	0	3	3	110	107	0	2	40	38	0	0	15	15
ORANGE AV & LOMA AV	0	12	163	151	0	0	0	0	0	11	110	99	0	1	38	37	0	0	15	15
ORANGE AV & DANA PL	5	41	151	110	0	0	0	0	5	35	99	64	0	4	37	33	0	2	15	13
ORANGE AV & GLORIETTA BL	4	87	115	28	0	0	0	0	0	49	69	20	4	27	33	6	0	11	13	2
SILVER STRAND & AVD DEL S	0	3	32	29	0	0	0	0	0	3	20	17	0	0	10	10	0	0	2	2
HWY 75 & CITY HALL	0	5	27	22	0	0	0	0	0	2	17	15	0	2	8	6	0	1	2	1
SILVER STRAND & LEYTE RD	0	2	22	20	0	0	0	0	0	0	15	15	0	2	6	4	0	0	1	1
CORONADO CAYS & GRAND CAR	0	0	20	20	0	0	0	0	0	0	15	15	0	0	4	4	0	0	1	1
CORONADO CAYS MAIN ENTRAN	0	20	20	0	0	0	0	0	0	15	15	0	0	4	4	0	0	1	1	0
LOEWS RESORT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & LEYTE RD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STRAND WY & CITY HALL	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
Totals	227	234			0	0			146	151			63	65			18	18		

Total Passengers: 227 (AM: 0 Mid-Day: 146 PM: 63 Other: 18)

Passenger Miles: 391.8

Average Trip Length: 1.7

Revenue Miles: 99.9

Passengers/Mile: 2.3

Miles Over Seated Capacity: 2.7

Percent Miles Over Seated Capacity: 2.7

TOTALS BOTH DIRECTIONS

Total Passengers: 413 (AM: 0 Mid-Day: 271 PM: 124 Other: 18)

Passenger Miles: 908.1

Average Trip Length: 2.2

Revenue Miles: 209.6

Passengers/Mile: 2.0

Miles Over Seated Capacity: 8.6

Percent Miles Over Seated Capacity: 2.1

2 / 2

4-Detail By Stop - FY 2001

Company: MCS 900 Series Route: 904 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
CORONADO CAYS & GRAND CAR	0	0	9	9	0	0	0	0	0	0	4	4	0	0	3	3	0	0	2	2
CORONADO CAYS MAIN ENTRAN	0	0	9	9	0	0	0	0	0	0	4	4	0	0	3	3	0	0	2	2
SILVER STRAND & LOEWS RES	3	4	9	5	0	0	0	0	1	1	4	3	2	1	3	2	0	2	2	0
SILVER STRAND & LEYTE RD	1	0	8	8	0	0	0	0	1	0	4	4	0	0	4	4	0	0	0	0
STRAND WY & CITY HALL	6	0	9	9	0	0	0	0	6	0	5	5	0	0	4	4	0	0	0	0
STRAND WY & AVD DEL SOL (	0	0	15	15	0	0	0	0	0	0	11	11	0	0	4	4	0	0	0	0
ORANGE AV & ADELLA AV	20	5	15	10	0	0	0	0	6	3	11	8	14	2	4	2	0	0	0	0
ORANGE AV & B AV	1	1	30	29	0	0	0	0	0	1	14	13	1	0	16	16	0	0	0	0
ORANGE AV & C AV	0	0	30	30	0	0	0	0	0	0	13	13	0	0	17	17	0	0	0	0
ORANGE AV & 10TH ST	10	3	30	27	0	0	0	0	1	3	13	10	9	0	17	17	0	0	0	0
ORANGE AV & 9TH ST	1	0	37	37	0	0	0	0	1	0	11	11	0	0	26	26	0	0	0	0
ORANGE AV & 8TH ST	4	0	38	38	0	0	0	0	4	0	12	12	0	0	26	26	0	0	0	0
ORANGE AV & 7TH ST	4	0	42	42	0	0	0	0	3	0	16	16	1	0	26	26	0	0	0	0
ORANGE AV & 6TH ST	1	0	46	46	0	0	0	0	1	0	19	19	0	0	27	27	0	0	0	0
ORANGE AV & 5TH ST	0	0	47	47	0	0	0	0	0	0	20	20	0	0	27	27	0	0	0	0
ORANGE AV & 4TH ST	0	0	47	47	0	0	0	0	0	0	20	20	0	0	27	27	0	0	0	0
ORANGE AV & 2ND ST	2	4	47	43	0	0	0	0	2	4	20	16	0	0	27	27	0	0	0	0
1ST ST & B AV (FERRY LAND	2	36	45	9	0	0	0	0	1	12	18	6	1	24	27	3	0	0	0	0
GLORIETTA BL & 2ND AV (MA	0	11	11	0	0	0	0	0	0	7	7	0	0	4	4	0	0	0	0	0
Totals	55	64			0	0			27	31			28	31			0	2		

Total Passengers: 55 (AM: 0 Mid-Day: 27 PM: 28 Other: 0)

Passenger Miles: 125.1

Average Trip Length: 2.2

Revenue Miles: 62.8

Passengers/Mile: 0.9

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

1 / 2

Direction: Southbound

	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
GLORIETTA BL & 2ND AV (MA	5	0	4	4	0	0	0	0	3	0	4	4	2	0	0	0	0	0	0	0
GLORIETTA BL & 3RD ST	1	1	9	8	0	0	0	0	1	1	7	6	0	0	2	2	0	0	0	0
CORONADO ROYALE RETIREMEN	7	5	9	4	0	0	0	0	7	5	7	2	0	0	2	2	0	0	0	0
2ND ST & SOLEDAD PL (OAKW	0	0	11	11	0	0	0	0	0	0	9	9	0	0	2	2	0	0	0	0
1ST ST & B AV (FERRY LAND	67	1	11	10	0	0	0	0	35	1	9	8	18	0	2	2	14	0	0	0
ORANGE AV & 2ND ST	0	2	77	75	0	0	0	0	2	43	41	0	0	20	20	0	0	14	14	
ORANGE AV & 4TH ST	2	7	75	68	0	0	0	0	3	41	38	2	4	20	16	0	0	14	14	
ORANGE AV & 5TH ST	0	1	70	69	0	0	0	0	0	38	38	0	0	18	18	0	1	14	13	
ORANGE AV & 6TH ST	0	1	69	68	0	0	0	0	0	1	38	37	0	0	18	18	0	0	13	13
ORANGE AV & 7TH ST	0	1	68	67	0	0	0	0	0	1	37	36	0	0	18	18	0	0	13	13
ORANGE AV & 8TH ST	0	3	67	64	0	0	0	0	0	3	36	33	0	0	18	18	0	0	13	13
ORANGE AV & 9TH ST	0	3	64	61	0	0	0	0	0	3	33	30	0	0	18	18	0	0	13	13
ORANGE AV & PARK PL	0	3	61	58	0	0	0	0	0	0	30	30	0	3	18	15	0	0	13	13
ORANGE AV & LOMA AV	1	6	58	52	0	0	0	0	1	1	30	29	0	5	15	10	0	0	13	13
ORANGE AV & DANA PL	2	14	53	39	0	0	0	0	0	13	30	17	0	1	10	9	2	0	13	13
ORANGE AV & GLORIETTA BL	0	33	41	8	0	0	0	0	0	13	17	4	0	5	9	4	0	15	15	0
SILVER STRAND & AVD DEL S	2	0	8	8	0	0	0	0	0	0	4	4	0	0	4	4	2	0	0	0
STRAND WY & CITY HALL	0	10	10	0	0	0	0	0	0	0	4	4	0	0	4	4	0	2	2	0
HWY 75 & CITY HALL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & LEYTE RD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO CAYS & GRAND CAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO CAYS MAIN ENTRAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LOEWS RESORT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	87	91			0	0			47	51			22	22			18	18		

Total Passengers: 87 (AM: 0 Mid-Day: 47 PM: 22 Other: 18)

Passenger Miles: 107.6

Average Trip Length: 1.2

Revenue Miles: 23.4

Passengers/Mile: 3.7

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

TOTALS BOTH DIRECTIONS

Total Passengers: 142 (AM: 0 Mid-Day: 74 PM: 50 Other: 18)

Passenger Miles: 232.6

Average Trip Length: 1.6

Revenue Miles: 86.2

Passengers/Mile: 2.3

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

2 / 2

4-Detail By Stop - FY 2002

Company: MCS 900 Series Route: 904 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	ON BRD	THRU	ON	OFF	ON BRD	THRU	ON	OFF	ON BRD	THRU	ON	OFF	ON BRD	THRU	ON	OFF	ON BRD	THRU
CORONADO CAYS & GRAND CAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CORONADO CAYS MAIN ENTRAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SILVER STRAND & LOEWS RES	37	0	4	4	0	0	0	0	23	0	4	4	14	0	0	0	0	0	0	0
SILVER STRAND & LEYTE RD	0	0	41	41	0	0	0	0	0	0	27	27	0	0	14	14	0	0	0	0
STRAND WY & CITY HALL	4	0	41	41	0	0	0	0	4	0	27	27	0	0	14	14	0	0	0	0
STRAND WY & AVD DEL SOL (	0	1	45	44	0	0	0	0	0	0	31	31	0	1	14	13	0	0	0	0
ORANGE AV & ADELLA AV	34	12	44	32	0	0	0	0	13	7	31	24	21	5	13	8	0	0	0	0
ORANGE AV & B AV	1	0	66	66	0	0	0	0	1	0	37	37	0	0	29	29	0	0	0	0
ORANGE AV & C AV	2	8	67	59	0	0	0	0	0	6	38	32	2	2	29	27	0	0	0	0
ORANGE AV & 10TH ST	8	5	61	56	0	0	0	0	5	5	32	27	3	0	29	29	0	0	0	0
ORANGE AV & 9TH ST	8	0	64	64	0	0	0	0	5	0	32	32	3	0	32	32	0	0	0	0
ORANGE AV & 8TH ST	2	1	72	71	0	0	0	0	2	0	37	37	0	1	35	34	0	0	0	0
ORANGE AV & 7TH ST	0	3	73	70	0	0	0	0	0	3	39	36	0	0	34	34	0	0	0	0
ORANGE AV & 6TH ST	0	0	70	70	0	0	0	0	0	0	36	36	0	0	34	34	0	0	0	0
ORANGE AV & 5TH ST	2	0	70	70	0	0	0	0	2	0	36	36	0	0	34	34	0	0	0	0
ORANGE AV & 4TH ST	0	1	72	71	0	0	0	0	0	1	38	37	0	0	34	34	0	0	0	0
ORANGE AV & 2ND ST	0	1	71	70	0	0	0	0	0	0	37	37	0	1	34	33	0	0	0	0
1ST ST & B AV (FERRY LAND	2	55	70	15	0	0	0	0	2	27	37	10	0	28	33	5	0	0	0	0
GLORIETTA BL & 2ND AV (MA	0	17	17	0	0	0	0	0	0	12	12	0	0	5	5	0	0	0	0	0
Totals	100	104			0	0			57	61			43	43			0	0		

Total Passengers: 100 (AM: 0 Mid-Day: 57 PM: 43 Other: 0)

Passenger Miles:

328.5

Average Trip Length:

3.3

Revenue Miles:

101.1

Passengers/Mile:

1.0

Miles Over Seated Capacity:

0.0

Percent Miles Over Seated Capacity:

0.0

1 / 2

Direction: Southbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	ON BRD	THRU	ON	OFF	ON BRD	THRU	ON	OFF	ON BRD	THRU	ON	OFF	ON BRD	THRU	ON	OFF	ON BRD	THRU
GLORIETTA BL & 2ND AV (MA	11	0	4	4	0	0	0	0	6	0	4	4	5	0	0	0	0	0	0	0
GLORIETTA BL & 3RD ST	0	3	15	12	0	0	0	0	0	1	10	9	0	2	5	3	0	0	0	0
CORONADO ROYALE RETIREMEN	6	5	12	7	0	0	0	0	3	4	9	5	3	1	3	2	0	0	0	0
2ND ST & SOLEDAD PL (OAKW	3	4	13	9	0	0	0	0	3	4	8	4	0	0	5	5	0	0	0	0
1ST ST & B AV (FERRY LAND	40	0	12	12	0	0	0	0	28	0	7	7	11	0	5	5	1	0	0	0
ORANGE AV & 2ND ST	2	0	52	52	0	0	0	0	2	0	35	35	0	0	16	16	0	0	1	1
ORANGE AV & 4TH ST	4	4	54	50	0	0	0	0	1	0	37	37	3	4	16	12	0	0	1	1
ORANGE AV & 5TH ST	0	3	54	51	0	0	0	0	0	2	38	36	0	1	15	14	0	0	1	1
ORANGE AV & 6TH ST	27	4	51	47	0	0	0	0	27	4	36	32	0	0	14	14	0	0	1	1
ORANGE AV & 7TH ST	2	0	74	74	0	0	0	0	2	0	59	59	0	0	14	14	0	0	1	1
ORANGE AV & 8TH ST	4	6	76	70	0	0	0	0	1	4	61	57	3	1	14	13	0	1	1	0
ORANGE AV & 9TH ST	1	0	74	74	0	0	0	0	1	0	58	58	0	0	16	16	0	0	0	0
ORANGE AV & PARK PL	6	10	75	65	0	0	0	0	4	8	59	51	0	2	16	14	2	0	0	0
ORANGE AV & LOMA AV	0	4	71	67	0	0	0	0	0	4	55	51	0	0	14	14	0	0	2	2
ORANGE AV & DANA PL	12	12	67	55	0	0	0	0	2	9	51	42	9	3	14	11	1	0	2	2
ORANGE AV & GLORIETTA BL	1	12	67	55	0	0	0	0	1	7	44	37	0	5	20	15	0	0	3	3
SILVER STRAND & AVD DEL S	0	0	56	56	0	0	0	0	0	0	38	38	0	0	15	15	0	0	3	3
STRAND WY & CITY HALL	0	28	28	0	0	0	0	0	0	26	26	0	0	2	2	0	0	0	0	0
HWY 75 & CITY HALL	0	0	28	28	0	0	0	0	0	0	12	12	0	0	13	13	0	0	3	3
SILVER STRAND & LEYTE RD	0	1	28	27	0	0	0	0	0	0	12	12	0	1	13	12	0	0	3	3
CORONADO CAYS & GRAND CAR	1	5	27	22	0	0	0	0	0	1	12	11	1	1	12	11	0	3	3	0
CORONADO CAYS MAIN ENTRAN	8	3	23	20	0	0	0	0	8	2	11	9	0	1	12	11	0	0	0	0
LOEWS RESORT	0	28	28	0	0	0	0	0	0	17	17	0	0	11	11	0	0	0	0	0
Totals	128	132			0	0			89	93			35	35			4	4		

Total Passengers: 128 (AM: 0 Mid-Day: 89 PM: 35 Other: 4)

Passenger Miles:

284.1

Average Trip Length:

2.2

Revenue Miles:

110.8

Passengers/Mile:

1.2

Miles Over Seated Capacity:

1.3

Percent Miles Over Seated Capacity:

1.2

TOTALS BOTH DIRECTIONS

Total Passengers: 228 (AM: 0 Mid-Day: 146 PM: 78 Other: 4)

Passenger Miles:

612.7

Average Trip Length:

2.7

Revenue Miles:

211.9

Passengers/Mile:

1.1

Miles Over Seated Capacity:

1.3

Percent Miles Over Seated Capacity:

0.3

2 / 2

4-Detail By Stop - FY 2003

Company: MCS 900 Series Route: 904 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
CORONADO CAYS & GRAND CAR	4	0	13	13	0	0	0	0	0	0	10	10	4	0	1	1	0	0	2	2
CORONADO CAYS MAIN ENTRAN	0	2	17	15	0	0	0	0	0	1	10	9	0	0	5	5	0	1	2	1
SILVER STRAND & LOEWS RES	7	5	15	10	0	0	0	0	0	4	9	5	7	0	5	5	0	1	1	0
SILVER STRAND & LEYTE RD	1	0	17	17	0	0	0	0	1	0	5	5	0	0	12	12	0	0	0	0
STRAND WY & CITY HALL	2	0	18	18	0	0	0	0	2	0	6	6	0	0	12	12	0	0	0	0
STRAND WY & AVD DEL SOL (	0	0	20	20	0	0	0	0	0	0	8	8	0	0	12	12	0	0	0	0
ORANGE AV & ADELLA AV	21	10	20	10	0	0	0	0	13	1	8	7	8	9	12	3	0	0	0	0
ORANGE AV & B AV	10	0	31	31	0	0	0	0	2	0	20	20	8	0	11	11	0	0	0	0
ORANGE AV & C AV	9	0	41	41	0	0	0	0	7	0	22	22	2	0	19	19	0	0	0	0
ORANGE AV & 10TH ST	2	2	50	48	0	0	0	0	0	1	29	28	2	1	21	20	0	0	0	0
ORANGE AV & 9TH ST	4	0	50	50	0	0	0	0	4	0	28	28	0	0	22	22	0	0	0	0
ORANGE AV & 8TH ST	1	0	54	54	0	0	0	0	0	0	32	32	1	0	22	22	0	0	0	0
ORANGE AV & 7TH ST	0	0	55	55	0	0	0	0	0	0	32	32	0	0	23	23	0	0	0	0
ORANGE AV & 6TH ST	1	0	55	55	0	0	0	0	1	0	32	32	0	0	23	23	0	0	0	0
ORANGE AV & 5TH ST	0	1	56	55	0	0	0	0	0	1	33	32	0	0	23	23	0	0	0	0
ORANGE AV & 4TH ST	0	1	55	54	0	0	0	0	0	0	32	32	0	1	23	22	0	0	0	0
ORANGE AV & 2ND ST	0	1	54	53	0	0	0	0	0	0	32	32	0	1	22	21	0	0	0	0
1ST ST & B AV (FERRY LAND	0	44	53	9	0	0	0	0	0	25	32	7	0	19	21	2	0	0	0	0
GLORIETTA BL & 2ND AV (MA	0	9	9	0	0	0	0	0	0	7	7	0	0	2	2	0	0	0	0	0
Totals	62	75			0	0			30	40			32	33			0	2		

Total Passengers: 62 (AM: 0 Mid-Day: 30 PM: 32 Other: 0)

Passenger Miles: 187.2

Average Trip Length: 3.0

Revenue Miles: 62.8

Passengers/Mile: 1.0

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

1 / 2

Direction: Southbound

	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
Bus Stop	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
GLORIETTA BL & 2ND AV (MA	3	0	5	5	0	0	0	0	3	0	1	1	0	0	4	4	0	0	0	0
GLORIETTA BL & 3RD ST	0	1	8	7	0	0	0	0	0	0	4	4	0	1	4	3	0	0	0	0
CORONADO ROYALE RETIREMEN	4	1	7	6	0	0	0	0	0	0	4	4	2	1	3	2	2	0	0	0
2ND ST & SOLEDAD PL (OAKW	1	0	10	10	0	0	0	0	1	0	4	4	0	0	4	4	0	0	0	2
1ST ST & B AV (FERRY LAND	61	3	11	8	0	0	0	0	42	1	5	4	19	1	4	3	0	1	2	1
ORANGE AV & 2ND ST	0	0	69	69	0	0	0	0	0	0	46	46	0	0	22	22	0	0	1	1
ORANGE AV & 4TH ST	8	2	69	67	0	0	0	0	4	2	46	44	4	0	22	22	0	0	1	1
ORANGE AV & 5TH ST	1	0	75	75	0	0	0	0	1	0	48	48	0	0	26	26	0	0	1	1
ORANGE AV & 6TH ST	1	0	76	76	0	0	0	0	1	0	49	49	0	0	26	26	0	0	1	1
ORANGE AV & 7TH ST	3	1	77	76	0	0	0	0	1	50	49	3	0	26	26	0	0	1	1	
ORANGE AV & 8TH ST	0	3	79	76	0	0	0	0	0	49	49	0	2	29	27	0	1	1	0	
ORANGE AV & 9TH ST	0	3	76	73	0	0	0	0	0	2	49	47	0	1	27	26	0	0	0	0
ORANGE AV & PARK PL	0	6	73	67	0	0	0	0	0	2	47	45	0	4	26	22	0	0	0	0
ORANGE AV & LOMA AV	2	3	67	64	0	0	0	0	0	3	45	42	0	0	22	22	2	0	0	0
ORANGE AV & DANA PL	0	3	66	63	0	0	0	0	0	3	42	39	0	0	22	22	0	0	2	2
ORANGE AV & GLORIETTA BL	7	55	63	8	0	0	0	0	7	35	39	4	0	20	22	2	0	0	2	2
SILVER STRAND & AVD DEL S	2	3	15	12	0	0	0	0	2	3	11	8	0	0	2	2	0	0	2	2
STRAND WY & CITY HALL	0	14	14	0	0	0	0	0	0	10	10	0	0	2	2	0	0	2	2	0
Totals	93	98			0	0			61	62			28	32			4	4		

Total Passengers: 93 (AM: 0 Mid-Day: 61 PM: 28 Other: 4)

Passenger Miles: 116.8

Average Trip Length: 1.3

Revenue Miles: 23.4

Passengers/Mile: 4.0

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

TOTALS BOTH DIRECTIONS

Total Passengers: 155 (AM: 0 Mid-Day: 91 PM: 60 Other: 4)

Passenger Miles: 304.0

Average Trip Length: 2.0

Revenue Miles: 86.2

Passengers/Mile: 2.5

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

2 / 2

4-Detail By Stop - FY 2004

Company: MCS 900 Series Route: 904 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
CORONADO CAYS & GRAND CAR	1	0	23	23	0	0	0	0	1	0	13	13	0	0	10	10	0	0	0	0
CORONADO CAYS MAIN ENTRAN	0	0	24	24	0	0	0	0	0	0	14	14	0	0	10	10	0	0	0	0
SILVER STRAND & LOEWS RES	7	2	24	22	0	0	0	0	5	2	14	12	2	0	10	10	0	0	0	0
SILVER STRAND & LEYTE RD	1	0	29	29	0	0	0	0	1	0	17	17	0	0	12	12	0	0	0	0
STRAND WY & CITY HALL	3	0	31	31	0	0	0	0	1	0	19	19	2	0	12	12	0	0	0	0
STRAND WY & AVD DEL SOL (	0	0	34	34	0	0	0	0	0	0	20	20	0	0	14	14	0	0	0	0
ORANGE AV & ADELLA AV	44	1	34	33	0	0	0	0	25	1	20	19	19	0	14	14	0	0	0	0
ORANGE AV & B AV	7	2	77	75	0	0	0	0	6	1	44	43	1	1	33	32	0	0	0	0
ORANGE AV & C AV	9	2	82	80	0	0	0	0	8	1	49	48	1	1	33	32	0	0	0	0
ORANGE AV & 10TH ST	11	3	89	86	0	0	0	0	8	3	56	53	3	0	33	33	0	0	0	0
ORANGE AV & 9TH ST	6	1	97	96	0	0	0	0	2	1	61	60	4	0	36	36	0	0	0	0
ORANGE AV & 8TH ST	5	4	102	98	0	0	0	0	1	1	62	61	4	3	40	37	0	0	0	0
ORANGE AV & 7TH ST	9	0	103	103	0	0	0	0	9	0	62	62	0	0	41	41	0	0	0	0
ORANGE AV & 6TH ST	2	0	112	112	0	0	0	0	1	0	71	71	1	0	41	41	0	0	0	0
ORANGE AV & 5TH ST	1	2	114	112	0	0	0	0	1	2	72	70	0	0	42	42	0	0	0	0
ORANGE AV & 4TH ST	0	4	113	109	0	0	0	0	0	2	71	69	0	2	42	40	0	0	0	0
ORANGE AV & 2ND ST	0	6	109	103	0	0	0	0	0	5	69	64	0	1	40	39	0	0	0	0
1ST ST & B AV (FERRY LAND	5	90	103	13	0	0	0	0	0	54	64	10	5	36	39	3	0	0	0	0
GLORIETTA BL & 2ND AV (MA	0	18	18	0	0	0	0	0	0	10	10	0	0	8	8	0	0	0	0	0
Totals	111	135			0	0			69	83			42	52			0	0		

Total Passengers: 111 (AM: 0 Mid-Day: 69 PM: 42 Other: 0)

Passenger Miles:

335.8

Average Trip Length:

3.0

Revenue Miles:

111.5

Passengers/Mile:

1.0

Miles Over Seated Capacity:

0.8

Percent Miles Over Seated Capacity:

0.7

1 / 2

Direction: Southbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
GLORIETTA BL & 2ND AV (MA	6	0	16	16	0	0	0	0	6	0	7	7	0	0	9	9	0	0	0	0
GLORIETTA BL & 3RD ST	0	1	22	21	0	0	0	0	0	0	13	13	0	1	9	8	0	0	0	0
CORONADO ROYALE RETIREMEN	10	6	21	15	0	0	0	0	5	5	13	8	4	1	8	7	1	0	0	0
2ND ST & SOLEDAD PL (OAKW	2	1	25	24	0	0	0	0	2	1	13	12	0	0	11	11	0	0	1	1
1ST ST & B AV (FERRY LAND	112	1	26	25	0	0	0	0	88	0	14	14	19	0	11	11	5	1	1	0
ORANGE AV & 2ND ST	11	3	137	134	0	0	0	0	9	2	102	100	2	1	30	29	0	0	5	5
ORANGE AV & 4TH ST	3	4	145	141	0	0	0	0	3	2	109	107	0	2	31	29	0	0	5	5
ORANGE AV & 5TH ST	0	3	144	141	0	0	0	0	0	0	110	110	0	3	29	26	0	0	5	5
ORANGE AV & 6TH ST	0	3	141	138	0	0	0	0	0	1	110	109	0	0	26	26	0	2	5	3
ORANGE AV & 7TH ST	0	5	138	133	0	0	0	0	0	3	109	106	0	2	26	24	0	0	3	3
ORANGE AV & 8TH ST	2	4	133	129	0	0	0	0	0	3	106	103	2	1	24	23	0	0	3	3
ORANGE AV & 9TH ST	1	7	131	124	0	0	0	0	1	7	103	96	0	0	25	25	0	0	3	3
ORANGE AV & PARK PL	1	13	125	112	0	0	0	0	1	9	97	88	0	4	25	21	0	0	3	3
ORANGE AV & LOMA AV	0	6	113	107	0	0	0	0	0	6	89	83	0	0	21	21	0	0	3	3
ORANGE AV & DANA PL	14	51	107	56	0	0	0	0	8	39	83	44	6	9	21	12	0	3	3	0
ORANGE AV & GLORIETTA BL	0	32	70	38	0	0	0	0	0	27	52	25	0	5	18	13	0	0	0	0
SILVER STRAND & AVD DEL S	0	5	38	33	0	0	0	0	0	5	25	20	0	0	13	13	0	0	0	0
STRAND WY & CITY HALL	0	33	33	0	0	0	0	0	0	20	20	0	0	13	13	0	0	0	0	0
Totals	162	178			0	0			123	130			33	42			6	6		

Total Passengers: 162 (AM: 0 Mid-Day: 123 PM: 33 Other: 6)

Passenger Miles:

221.6

Average Trip Length:

1.4

Revenue Miles:

44.2

Passengers/Mile:

3.7

Miles Over Seated Capacity:

1.0

Percent Miles Over Seated Capacity:

2.1

TOTALS BOTH DIRECTIONS

Total Passengers: 273 (AM: 0 Mid-Day: 192 PM: 75 Other: 6)

Passenger Miles:

557.4

Average Trip Length:

2.0

Revenue Miles:

155.7

Passengers/Mile:

2.3

Miles Over Seated Capacity:

1.8

Percent Miles Over Seated Capacity:

0.6

2 / 2

4-Detail By Stop - FY 2005

Company: MCS 900 Series Route: 904 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
CORONADO CAYS & GRAND CAR	4	0	14	14	0	0	0	0	3	0	6	6	1	0	6	6	0	0	2	2
CORONADO CAYS MAIN ENTRAN	1	7	18	11	0	0	0	0	0	0	9	9	1	7	7	0	0	0	2	2
SILVER STRAND & LOEWS RES	6	4	12	8	0	0	0	0	6	2	9	7	0	0	1	1	0	2	2	0
SILVER STRAND & LEYTE RD	4	1	14	13	0	0	0	0	3	1	13	12	1	0	1	1	0	0	0	0
STRAND WY & CITY HALL	2	0	17	17	0	0	0	0	0	0	15	15	2	0	2	2	0	0	0	0
STRAND WY & AVD DEL SOL (	1	0	19	19	0	0	0	0	1	0	15	15	0	0	4	4	0	0	0	0
ORANGE AV & ADELLA AV	40	9	20	11	0	0	0	0	25	9	16	7	13	0	4	4	2	0	0	0
ORANGE AV & B AV	20	1	51	50	0	0	0	0	9	1	32	31	11	0	17	17	0	0	2	2
ORANGE AV & C AV	9	0	70	70	0	0	0	0	2	0	40	40	7	0	28	28	0	0	2	2
ORANGE AV & 10TH ST	16	6	79	73	0	0	0	0	5	2	42	40	11	4	35	31	0	0	2	2
ORANGE AV & 9TH ST	5	0	89	89	0	0	0	0	4	0	45	45	1	0	42	42	0	0	2	2
ORANGE AV & 8TH ST	2	1	94	93	0	0	0	0	2	1	49	48	0	0	43	43	0	0	2	2
ORANGE AV & 7TH ST	2	0	95	95	0	0	0	0	2	0	50	50	0	0	43	43	0	0	2	2
ORANGE AV & 6TH ST	4	2	97	95	0	0	0	0	3	2	52	50	1	0	43	43	0	0	2	2
ORANGE AV & 5TH ST	6	4	99	95	0	0	0	0	0	4	53	49	5	0	44	44	1	0	2	2
ORANGE AV & 4TH ST	4	0	101	101	0	0	0	0	4	0	49	49	0	0	49	49	0	0	3	3
ORANGE AV & 2ND ST	4	7	105	98	0	0	0	0	1	3	53	50	3	4	49	45	0	0	3	3
1ST ST & B AV (FERRY LAND	3	91	102	11	0	0	0	0	2	41	51	10	1	47	48	1	0	3	3	0
GLORIETTA BL & 2ND AV (MA	0	3	14	11	0	0	0	0	0	2	12	10	0	1	2	1	0	0	0	0
Totals	133	136			0	0			72	68			58	63			3	5		

Total Passengers: 133 (AM: 0 Mid-Day: 72 PM: 58 Other: 3)

Passenger Miles: 235.4

Average Trip Length: 1.8

Revenue Miles: 82.3

Passengers/Mile: 1.6

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

1 / 2

Direction: Southbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
GLORIETTA BL & 2ND AV (MA	5	0	11	11	0	0	0	0	1	0	10	10	4	0	1	1	0	0	0	0
GLORIETTA BL & 3RD ST	1	5	16	11	0	0	0	0	1	3	11	8	0	2	5	3	0	0	0	0
CORONADO ROYALE RETIREMEN	3	0	12	12	0	0	0	0	3	0	9	9	0	0	3	3	0	0	0	0
2ND ST & SOLEDAD PL (OAKW	4	1	15	14	0	0	0	0	0	0	12	12	3	1	3	2	1	0	0	0
1ST ST & B AV (FERRY LAND	102	3	18	15	0	0	0	0	73	1	12	11	27	1	5	4	2	1	1	0
ORANGE AV & 2ND ST	8	0	117	117	0	0	0	0	5	0	84	84	3	0	31	31	0	0	2	2
ORANGE AV & 4TH ST	1	5	125	120	0	0	0	0	1	5	89	84	0	0	34	34	0	0	2	2
ORANGE AV & 5TH ST	1	2	121	119	0	0	0	0	1	2	85	83	0	0	34	34	0	0	2	2
ORANGE AV & 6TH ST	0	10	120	110	0	0	0	0	0	9	84	75	0	1	34	33	0	0	2	2
ORANGE AV & 7TH ST	0	4	110	106	0	0	0	0	0	3	75	72	0	1	33	32	0	0	2	2
ORANGE AV & 8TH ST	1	5	106	101	0	0	0	0	1	5	72	67	0	0	32	32	0	0	2	2
ORANGE AV & 9TH ST	2	3	102	99	0	0	0	0	2	3	68	65	0	0	32	32	0	0	2	2
ORANGE AV & PARK PL	0	14	101	87	0	0	0	0	0	6	67	61	0	8	32	24	0	0	2	2
ORANGE AV & LOMA AV	0	4	87	83	0	0	0	0	0	1	61	60	0	3	24	21	0	0	2	2
ORANGE AV & DANA PL	2	57	83	26	0	0	0	0	2	40	60	20	0	15	21	6	0	2	2	0
ORANGE AV & GLORIETTA BL	2	10	28	18	0	0	0	0	0	10	22	12	2	0	6	6	0	0	0	0
SILVER STRAND & AVD DEL S	0	1	20	19	0	0	0	0	0	1	12	11	0	0	8	8	0	0	0	0
STRAND WY & CITY HALL	0	3	19	16	0	0	0	0	0	3	11	8	0	0	8	8	0	0	0	0
Totals	132	127			0	0			90	92			39	32			3	3		

Total Passengers: 132 (AM: 0 Mid-Day: 90 PM: 39 Other: 3)

Passenger Miles: 173.2

Average Trip Length: 1.3

Revenue Miles: 44.2

Passengers/Mile: 3.0

Miles Over Seated Capacity: 0.7

Percent Miles Over Seated Capacity: 1.6

TOTALS BOTH DIRECTIONS

Total Passengers: 265 (AM: 0 Mid-Day: 162 PM: 97 Other: 6)

Passenger Miles: 408.7

Average Trip Length: 1.5

Revenue Miles: 126.5

Passengers/Mile: 2.3

Miles Over Seated Capacity: 0.7

Percent Miles Over Seated Capacity: 0.3

2 / 2

4-Detail By Stop - FY 2006

Company: MCS 900 Series Route: 904 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
CORONADO CAYS & GRAND CAR	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
CORONADO CAYS MAIN ENTRAN	2	0	1	1	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0
SILVER STRAND & LOEWS RES	0	0	3	3	0	0	0	0	0	2	2	2	0	0	1	1	0	0	0	0
SILVER STRAND & LEYTE RD	3	0	3	3	0	0	0	0	3	0	2	2	0	0	1	1	0	0	0	0
STRAND WY & CITY HALL	3	1	6	5	0	0	0	0	2	1	5	4	1	0	1	1	0	0	0	0
STRAND WY & AVD DEL SOL (	2	0	8	8	0	0	0	0	2	0	6	6	0	0	2	2	0	0	0	0
ORANGE AV & ADELLA AV	30	0	10	10	0	0	0	0	10	0	8	8	20	0	2	2	0	0	0	0
ORANGE AV & B AV	12	1	40	39	0	0	0	0	3	0	18	18	7	1	22	21	2	0	0	0
ORANGE AV & C AV	7	0	51	51	0	0	0	0	3	0	21	21	4	0	28	28	0	0	2	2
ORANGE AV & 10TH ST	5	5	58	53	0	0	0	0	0	4	24	20	5	1	32	31	0	0	2	2
ORANGE AV & 9TH ST	2	1	58	57	0	0	0	0	2	0	20	20	0	1	36	35	0	0	2	2
ORANGE AV & 8TH ST	3	0	59	59	0	0	0	0	3	0	22	22	0	0	35	35	0	0	2	2
ORANGE AV & 7TH ST	2	0	62	62	0	0	0	0	1	0	25	25	1	0	35	35	0	0	2	2
ORANGE AV & 6TH ST	1	1	64	63	0	0	0	0	1	1	26	25	0	0	36	36	0	0	2	2
ORANGE AV & 5TH ST	0	1	64	63	0	0	0	0	0	1	26	25	0	0	36	36	0	0	2	2
ORANGE AV & 4TH ST	0	1	63	62	0	0	0	0	0	1	25	24	0	0	36	36	0	0	2	2
ORANGE AV & 2ND ST	0	2	62	60	0	0	0	0	0	1	24	23	0	1	36	35	0	0	2	2
1ST ST & B AV (FERRY LAND	2	49	60	11	0	0	0	0	1	13	23	10	1	34	35	1	0	2	2	0
GLORIETTA BL & 2ND AV (MA	0	1	13	12	0	0	0	0	0	1	11	10	0	0	2	2	0	0	0	0
Totals	75	63			0	0			33	23			40	38			2	2		

Total Passengers: 75 (AM: 0 Mid-Day: 33 PM: 40 Other: 2)

Passenger Miles: 117.2

Average Trip Length: 1.6

Revenue Miles: 82.3

Passengers/Mile: 0.9

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

1 / 2

Direction: Southbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
GLORIETTA BL & 2ND AV (MA	2	0	12	12	0	0	0	0	2	0	10	10	0	0	2	2	0	0	0	0
GLORIETTA BL & 3RD ST	0	0	14	14	0	0	0	0	0	0	12	12	0	0	2	2	0	0	0	0
CORONADO ROYALE RETIREMEN	12	9	14	5	0	0	0	0	9	8	12	4	2	1	2	1	1	0	0	0
2ND ST & SOLEDAD PL (OAKW	4	1	17	16	0	0	0	0	2	1	13	12	2	0	3	3	0	0	1	1
1ST ST & B AV (FERRY LAND	79	2	20	18	0	0	0	0	45	0	14	14	27	1	5	4	7	1	1	0
ORANGE AV & 2ND ST	2	0	97	97	0	0	0	0	0	0	59	59	2	0	31	31	0	0	7	7
ORANGE AV & 4TH ST	6	7	99	92	0	0	0	0	0	4	59	55	2	3	33	30	4	0	7	7
ORANGE AV & 5TH ST	1	2	98	96	0	0	0	0	1	1	55	54	0	1	32	31	0	0	11	11
ORANGE AV & 6TH ST	0	7	97	90	0	0	0	0	0	3	55	52	0	3	31	28	0	1	11	10
ORANGE AV & 7TH ST	1	2	90	88	0	0	0	0	1	2	52	50	0	0	28	28	0	0	10	10
ORANGE AV & 8TH ST	0	7	89	82	0	0	0	0	0	4	51	47	0	2	28	26	0	1	10	9
ORANGE AV & 9TH ST	0	0	82	82	0	0	0	0	0	0	47	47	0	0	26	26	0	0	9	9
ORANGE AV & PARK PL	0	2	82	80	0	0	0	0	0	1	47	46	0	1	26	25	0	0	9	9
ORANGE AV & LOMA AV	0	2	80	78	0	0	0	0	0	2	46	44	0	0	25	25	0	0	9	9
ORANGE AV & DANA PL	0	64	78	14	0	0	0	0	0	33	44	11	0	22	25	3	0	9	9	0
ORANGE AV & GLORIETTA BL	0	10	14	4	0	0	0	0	0	7	11	4	0	3	3	0	0	0	0	0
SILVER STRAND & AVD DEL S	0	1	4	3	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0
STRAND WY & CITY HALL	0	3	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
CORONADO CAYS & GRAND CAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	107	119			0	0			60	70			35	37			12	12		

Total Passengers: 107 (AM: 0 Mid-Day: 60 PM: 35 Other: 12)

Passenger Miles: 137.2

Average Trip Length: 1.3

Revenue Miles: 85.2

Passengers/Mile: 1.3

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

TOTALS BOTH DIRECTIONS

Total Passengers: 182 (AM: 0 Mid-Day: 93 PM: 75 Other: 14)

Passenger Miles: 254.4

Average Trip Length: 1.4

Revenue Miles: 167.4

Passengers/Mile: 1.1

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

2 / 2

4-Detail By Stop - FY 2007

Company: MCS 900 Series Route: 904 Weekdays

Direction: Northbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
STRAND WY & CITY HALL	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
STRAND WY & AVD DEL SOL (	0	0	7	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0
ORANGE AV & ADELLA AV	27	3	7	4	0	0	0	0	10	3	7	4	14	0	0	0	3	0	0	0
ORANGE AV & B AV	4	0	31	31	0	0	0	0	1	0	14	14	1	0	14	14	2	0	3	3
ORANGE AV & C AV	7	0	35	35	0	0	0	0	0	0	15	15	7	0	15	15	0	0	5	5
ORANGE AV & 10TH ST	6	3	42	39	0	0	0	0	3	3	15	12	2	0	22	22	1	0	5	5
ORANGE AV & 9TH ST	3	2	45	43	0	0	0	0	1	2	15	13	2	0	24	24	0	0	6	6
ORANGE AV & 8TH ST	6	0	46	46	0	0	0	0	5	0	14	14	1	0	26	26	0	0	6	6
ORANGE AV & 7TH ST	4	0	52	52	0	0	0	0	3	0	19	19	0	0	27	27	1	0	6	6
ORANGE AV & 6TH ST	2	0	56	56	0	0	0	0	2	0	22	22	0	0	27	27	0	0	7	7
ORANGE AV & 5TH ST	1	3	58	55	0	0	0	0	0	1	24	23	1	2	27	25	0	0	7	7
ORANGE AV & 4TH ST	0	0	56	56	0	0	0	0	0	0	23	23	0	0	26	26	0	0	7	7
ORANGE AV & 2ND ST	0	3	56	53	0	0	0	0	0	2	23	21	0	0	26	26	0	1	7	6
1ST ST & B AV (FERRY LAND	1	41	53	12	0	0	0	0	0	17	21	4	1	18	26	8	0	6	6	0
GLORIETTA BL & 2ND AV (MA	0	13	13	0	0	0	0	0	0	4	0	0	0	9	9	0	0	0	0	0
Totals	68	68			0	0			32	32			29	29			7	7		

Total Passengers: 68 (AM: 0 Mid-Day: 32 PM: 29 Other: 7)

Passenger Miles: 78.9

Average Trip Length: 1.2

Revenue Miles: 20.9

Passengers/Mile: 3.3

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

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Direction: Southbound

Bus Stop	Daily Total				AM				Mid-Day				PM				Other			
	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU	ON	OFF	BRD	THRU
GLORIETTA BL & 2ND AV (MA	9	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0
GLORIETTA BL & 3RD ST	0	0	9	9	0	0	0	0	0	0	8	8	0	0	0	0	0	0	1	1
CORONADO ROYALE RETIREMEN	8	1	9	8	0	0	0	0	0	0	8	8	6	0	0	0	2	1	1	0
2ND ST & SOLEDAD PL (OAKW	2	2	16	14	0	0	0	0	0	2	8	6	2	0	6	6	0	0	2	2
1ST ST & B AV (FERRY LAND	59	1	16	15	0	0	0	0	35	0	6	6	22	0	8	8	2	1	2	1
ORANGE AV & 2ND ST	4	1	74	73	0	0	0	0	2	0	41	41	1	0	30	30	1	1	3	2
ORANGE AV & 4TH ST	7	6	77	71	0	0	0	0	7	0	43	43	0	6	31	25	0	0	3	3
ORANGE AV & 5TH ST	0	0	78	78	0	0	0	0	0	0	50	50	0	0	25	25	0	0	3	3
ORANGE AV & 6TH ST	1	5	78	73	0	0	0	0	1	3	50	47	0	2	25	23	0	0	3	3
ORANGE AV & 7TH ST	0	8	74	66	0	0	0	0	0	6	48	42	0	2	23	21	0	0	3	3
ORANGE AV & 8TH ST	1	2	66	64	0	0	0	0	1	1	42	41	0	1	21	20	0	0	3	3
ORANGE AV & 9TH ST	0	3	65	62	0	0	0	0	0	1	42	41	0	1	20	19	0	1	3	2
ORANGE AV & PARK PL	0	9	62	53	0	0	0	0	0	1	41	40	0	6	19	13	0	2	2	0
ORANGE AV & LOMA AV	0	0	53	53	0	0	0	0	0	0	40	40	0	0	13	13	0	0	0	0
ORANGE AV & DANA PL	0	38	53	15	0	0	0	0	0	34	40	6	0	4	13	9	0	0	0	0
ORANGE AV & GLORIETTA BL	0	12	15	3	0	0	0	0	0	3	6	3	0	9	9	0	0	0	0	0
SILVER STRAND & AVD DEL S	0	1	3	2	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0
STRAND WY & CITY HALL	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
Totals	91	91			0	0			54	54			31	31			6	6		

Total Passengers: 91 (AM: 0 Mid-Day: 54 PM: 31 Other: 6)

Passenger Miles: 105.7

Average Trip Length: 1.2

Revenue Miles: 23.4

Passengers/Mile: 3.9

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

TOTALS BOTH DIRECTIONS

Total Passengers: 159 (AM: 0 Mid-Day: 86 PM: 60 Other: 13)

Passenger Miles: 184.5

Average Trip Length: 1.2

Revenue Miles: 44.3

Passengers/Mile: 3.6

Miles Over Seated Capacity: 0.0

Percent Miles Over Seated Capacity: 0.0

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APPENDIX E

- Ferry Ridership Data

FERRY RIDERSHIP 1998 to 2007

	FY 1998-1999*	FY 1999-2000	FY 2000-2001	FY 2001-2002	FY 2002-2003	FY 2003-2004	FY 2004-2005	FY 2005-2006	FY 2006-2007
Month									
July	4372	3818	4118	4366	7166	6600	7368	7658	6550
August	4695	3716	4624	4830	7748	7182	8458	6988	8112
Sept	4502	3536	4112	5450	7534	7612	7302	6352	6936
October	4878	3830	3832	9132	9332	6708	6856	5686	6896
Nov	4644	3264	3722	7122	7678	5078	6694	5126	5890
Dec	4134	3224	3222	5018	6790	6212	5634	4832	4366
January	4516	3604	3512	6346	6662	8442	5584	5276	5780
February	4419	3710	3424	5596	6270	7844	5496	5042	5306
March	4823	4652	4230	5892	6464	10174	8648	6004	6860
April	4105	3918	4254	6406	6328	8322	8626	5314	6064
May	4031	4360	4886	6864	5770	7544	8866	6916	7362
June	4167	4178	4484	6568	5938	7144	9218	7044	7314
TOTAL	53,286	45,810	48,420	73,590	83,680	88,862	88,750	72,238	77,536
Subsidy per PAX	\$218,473	\$120,000	\$120,000	\$120,000	\$123,600	\$127,308	\$131,124	\$135,060	\$139,116
	\$4.10	\$2.62	\$2.48	\$1.63	\$1.48	\$1.43	\$1.48	\$1.87	\$1.79

*Service in FY 98-99 included second ferry route (ASW/NASNI)

CORONADO COMMUTER FERRY RIDERSHIP July 2003								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4			
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Daily Total		
	DATE							
MON								
TUE	07/01/03	49	61	24	15	149		
WED	07/02/03	47	56	22	16	141		
THU	07/03/03	35	45	33	17	130		
FRI	07/04/03							
	Weekly Total	131	162	79	48	420		
	Daily Average	44	54	26	16	140		
MON	07/07/03	50	45	32	18	145		
TUE	07/08/03	61	53	34	13	161		
WED	07/09/03	51	56	34	24	165		
THU	07/10/03	56	56	40	12	164		
FRI	07/11/03	42	37	21	15	115		
	Weekly Total	260	247	161	82	750		
	Daily Average	52	49	32	16	150		
MON	07/14/03	51	65	23	10	149		
TUE	07/15/03	59	51	23	13	146		
WED	07/16/03	35	49	30	10	124		
THU	07/17/03	54	59	28	9	150		
FRI	07/18/03	41	46	21	9	117		
	Weekly Total	240	270	125	51	686		
	Daily Average	48	54	25	10	137		
MON	07/21/03	44	52	21	10	127		
TUE	07/22/03	67	59	33	17	176		
WED	07/23/03	59	53	18	16	146		
THU	07/24/03	57	59	22	20	158		
FRI	07/25/03	67	56	23	16	162		
	Weekly Total	294	279	117	79	769		
	Daily Average	59	56	23	16	154		
MON	07/28/03	48	53	33	16	150		
TUE	07/29/03	72	68	31	22	193		
WED	07/30/03	55	57	27	15	154		
THU	07/31/03	56	64	37	21	178		
FRI						0		
	Weekly Total	231	242	128	74	675		
	Daily Average	58	61	32	19	169		
							one way trips	
	Monthly Total	1,156	1,200	610	334	3,300	6600	
	Daily Average	53	55	28	15	150	300	

CORONADO COMMUTER FERRY RIDERSHIP August 2003								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4			
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Daily Total		
	DATE							
FRI	08/01/03	55	59	38	16	168		
	Weekly Total	55	59	38	16	168		
	Daily Average	55	59	38	16	168		
MON	08/04/03	49	61	25	10	145		
TUE	08/05/03	61	70	47	29	207		
WED	08/06/03	66	66	36	16	184		
THU	08/07/03	54	70	43	21	188		
FRI	08/08/03	53	50	33	11	147		
	Weekly Total	283	317	184	87	871		
	Daily Average	57	63	37	17	174		
MON	08/11/03	58	61	20	12	151		
TUE	08/12/03	63	57	48	20	188		
WED	08/13/03	68	66	31	12	177		
THU	08/14/03	64	80	41	16	201		
FRI	08/15/03	64	68	27	6	165		
	Weekly Total	317	332	167	66	882		
	Daily Average	63	66	33	13	176		
MON	08/18/03	63	58	42	19	182		
TUE	08/19/03	64	69	46	26	205		
WED	08/20/03	67	58	35	16	176		
THU	08/21/03	52	55	21	19	147		
FRI	08/22/03	42	50	26	11	129		
	Weekly Total	288	290	170	91	839		
	Daily Average	58	58	34	18	168		
MON	08/25/03	55	64	31	7	157		
TUE	08/26/03	66	64	35	18	183		
WED	08/27/03	58	64	40	11	173		
THU	08/28/03	59	59	35	15	168		
FRI	08/29/03	55	63	21	11	150		
	Weekly Total	293	314	162	62	831		
	Daily Average	59	63	32	12	166		
							one way trips	
	Monthly Total	1,236	1,312	721	322	3,591	7182	
	Daily Average	59	62	34	15	171	342	

CORONADO COMMUTER FERRY RIDERSHIP Sept 2003								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4			
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Daily Total		
	DATE							
MON	09/01/03	Holiday						
TUE	09/02/03	67	66	28	24	185		
WED	09/03/03	73	68	40	17	198		
THU	09/04/03	67	67	39	19	192		
FRI	09/05/03	65	61	25	17	168		
	Weekly Total	272	262	132	77	743		
	Daily Average	68	66	33	19	186		
MON	09/08/03	69	63	44	25	201		
TUE	09/09/03	63	69	22	27	181		
WED	09/10/03	64	67	44	5	180		
THU	09/11/03	66	63	36	22	187		
FRI	09/12/03	71	68	22	14	175		
	Weekly Total	333	330	168	93	924		
	Daily Average	67	66	34	19	185		
MON	09/15/03	57	68	39	20	184		
TUE	09/16/03	62	58	40	17	177		
WED	09/17/03	61	60	40	8	169		
THU	09/18/03	67	64	44	18	193		
FRI	09/19/03	56	63	31	16	166		
	Weekly Total	303	313	194	79	889		
	Daily Average	61	63	39	16	178		
MON	09/22/03	61	60	40	16	177		
TUE	09/23/03	59	64	41	23	187		
WED	09/24/03	61	60	41	16	178		
THU	09/25/03	62	61	37	24	184		
FRI	09/26/03	57	61	27	14	159		
	Weekly Total	300	306	186	93	885		
	Daily Average	60	61	37	19	177		
MON	09/29/03	58	63	47	15	183		
TUE	09/30/03	58	59	49	16	182		
WED								
THU								
FRI								
	Weekly Total	116	122	96	31	365		
	Daily Average	58	61	48	16	183		
	Monthly Total	1,324	1,333	776	373	3,806	7612	one way trips
	Daily Average	63	63	37	18	181	362	

CORONADO COMMUTER FERRY RIDERSHIP - October 2003								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4			
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Daily Total		
	DATE							
MON								
TUE								
WED	10/01/03	69	49	26	15	159		
THU	10/02/03	73	68	29	10	180		
FRI	10/03/03	54	84	31	17	186		
	Weekly Total	196	201	86	42	525		
	Daily Average	65	67	29	14	175		
MON	10/06/03	77	62	28	8	175		
TUE	10/07/03	59	61	42	8	170		
WED	10/08/03	63	61	33	9	166		
THU	10/09/03	67	58	39	21	185		
FRI	10/10/03	52	57	27	8	144		
	Weekly Total	318	299	169	54	840		
	Daily Average	64	60	34	11	168		
MON	10/13/03	Holiday						
TUE	10/14/03	68	70	36	14	188		
WED	10/15/03	62	60	44	17	183		
THU	10/16/03	54	61	41	21	177		
FRI	10/17/03	59	48	30	21	158		
	Weekly Total	243	239	151	73	706		
	Daily Average	61	60	38	18	177		
MON	10/20/03	58	48	26	4	136		
TUE	10/21/03	58	56	41	20	175		
WED	10/22/03	64	57	40	20	181		
THU	10/23/03	56	51	40	27	174		
FRI	10/24/03	57	55	26	14	152		
	Weekly Total	293	267	173	85	818		
	Daily Average	59	53	35	17	164		
MON	10/27/03	17	16	6	4	43	F	
TUE	10/28/03	19	22	12	3	56	I	
WED	10/29/03	41	56	43	7	147	R	
THU	10/30/03	44	35	22	7	108	E	
FRI	10/31/03	41	46	18	6	111	S	
	Weekly Total	162	175	101	27	465		
	Daily Average	32	35	20	5	93		
							one way trips	
	Monthly Total	1,212	1,181	680	281	3,354	6708	
	Daily Average	55	54	31	13	152	305	

CORONADO COMMUTER FERRY RIDERSHIP - November 2003								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4			
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Daily Total		
	DATE							
MON	11/03/03	57	53	37	12	159		
TUE	11/04/03	60	66	51	19	196		
WED	11/05/03	60	54	48	12	174		
THU	11/06/03	60	58	43	14	175		
FRI	11/07/03	59	60	29	9	157		
	Weekly Total	296	291	208	66	861		
	Daily Average	59	58	42	13	172		
MON	11/10/03	39	41	34	14	128		
TUE	11/11/03	0	0	0	0	0		
WED	11/12/03	46	38	24	8	116		
THU	11/13/03	69	47	25	13	154		
FRI	11/14/03	56	48	32	4	140		
	Weekly Total	210	174	115	39	538		
	Daily Average	53	44	29	10	135		
MON	11/17/03	52	49	35	14	150		
TUE	11/18/03	44	50	28	11	133		
WED	11/19/03	48	59	22	12	141		
THU	11/20/03	43	44	34	20	141		
FRI	11/21/03	52	41	40	20	153		
	Weekly Total	239	243	159	77	718		
	Daily Average	48	49	32	15	144		
MON	11/24/03	61	46	28	11	146		
TUE	11/25/03	55	48	23	9	135		
WED	11/26/03	67	46	22	6	141		
THU	11/27/03	0	0	0	0	0		
FRI	11/28/03	0	0	0	0	0		
	Weekly Total	183	140	73	26	422		
	Daily Average	61	47	24	9	141		
							one way trips	
	Monthly Total	928	848	555	208	2,539	5078	
	Daily Average	55	50	33	12	149	299	

CORONADO COMMUTER FERRY RIDERSHIP December 2003								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4			
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Daily Total		
	DATE							
MON	12/01/03	66	60	34	28	188		
TUE	12/02/03	73	61	33	10	177		
WED	12/03/03	57	65	29	14	165		
THU	12/04/03	53	63	29	9	154		
FRI	12/05/03	53	39	31	11	134		
	Weekly Total	302	288	156	72	818		
	Daily Average	60	58	31	14	164		
MON	12/08/03	58	73	46	10	187		
TUE	12/09/03	64	90	37	14	205		
WED	12/10/03	75	71	30	10	186		
THU	12/11/03	73	83	31	16	203		
FRI	12/12/03	81	76	25	9	191		
	Weekly Total	351	393	169	59	972		
	Daily Average	70	79	34	12	194		
MON	12/15/03	58	65	32	14	169		
TUE	12/16/03	71	39	27	16	153		
WED	12/17/03	60	70	30	10	170		
THU	12/18/03	50	53	22	8	133		
FRI	12/19/03	55	37	23	6	121		
	Weekly Total	294	264	134	54	746		
	Daily Average	59	53	27	11	149		
MON	12/22/03	29	37	22	9	97		
TUE	12/23/03	53	43	20	6	122		
WED	12/24/03	18	17	8	5	48		
THU	12/25/03							
FRI	12/26/03	2	3	6	9	20		
	Weekly Total	102	100	56	29	287		
	Daily Average	26	25	14	7	72		
MON	12/29/03	41	47	19	12	119		
TUE	12/30/03	38	31	18	22	109		
WED	12/31/03	18	22	11	4	55		
THU								
FRI								
	Weekly Total	97	100	48	38	283		
	Daily Average	32	33	16	13	94		
							one way trips	
	Monthly Total	1,146	1,145	563	252	3,106	6212	
	Daily Average	52	52	26	11	141	282	

CORONADO COMMUTER FERRY RIDERSHIP - January 2004								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON								
TUE								
WED								
THU	01/01/04	0	0	0	0	0		
FRI	01/02/04	20	26	13	9	68		
	Weekly Total	20	26	13	9	68		
	Daily Average	20	26	13	9	68		
MON	01/05/04	48	59	47	13	167		
TUE	01/06/04	73	65	34	10	182		
WED	01/07/04	98	74	33	7	212		
THU	01/08/04	97	57	26	9	189		
FRI	01/09/04	81	62	24	7	174		
	Weekly Total	397	317	164	46	924		
	Daily Average	79	63	33	9	185		
MON	01/12/04	100	78	38	4	220		
TUE	01/13/04	92	83	58	32	265		
WED	01/14/04	86	73	34	16	209		
THU	01/15/04	119	73	26	12	230		
FRI	01/16/04	113	75	23	7	218		
	Weekly Total	510	382	179	71	1142		
	Daily Average	102	76	36	14	228		
MON	01/19/04	0	0	0	0	0		
TUE	01/20/04	105	56	31	9	201		
WED	01/21/04	144	82	25	10	261		
THU	01/22/04	142	67	24	9	242		
FRI	01/23/04	110	72	33	11	226		
	Weekly Total	501	277	113	39	930		
	Daily Average	125	69	28	10	233		
MON	01/26/04	126	67	42	14	249		
TUE	01/27/04	115	59	46	27	247		
WED	01/28/04	104	62	21	7	194		
THU	01/29/04	124	81	22	9	236		
FRI	01/30/04	129	72	23	7	231		
	Weekly Total	598	341	154	64	1157		
	Daily Average	120	68	31	13	231		
	Monthly Total	2026	1343	623	229	4221	one way trips	8442
	Daily Average	101	67	31	11	211		422

CORONADO COMMUTER FERRY RIDERSHIP -February 2004								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	02/02/04	118	62	36	18	234		
TUE	02/03/04	108	61	19	9	197		
WED	02/04/04	136	56	19	8	219		
THU	02/05/04	131	61	30	12	234		
FRI	02/06/04	124	79	30	15	248		
	Weekly Total	617	319	134	62	1132		
	Daily Average	123	64	27	12	226		
MON	02/09/04	106	42	21	15	184		
TUE	02/10/04	110	77	28	18	233		
WED	02/11/04	107	61	29	8	205		
THU	02/12/04	92	61	29	9	191		
FRI	02/13/04	67	62	25	9	163		
	Weekly Total	482	303	132	59	976		
	Daily Average	96	61	26	12	195		
MON	02/16/04	0	0	0	0	0		
TUE	02/17/04	126	43	40	20	229		
WED	02/18/04	122	63	29	6	220		
THU	02/19/04	109	55	32	11	207		
FRI	02/20/04	104	51	25	14	194		
	Weekly Total	461	212	126	51	850		
	Daily Average	115	53	32	13	213		
MON	02/23/04	111	63	22	11	207		
TUE	02/24/04	101	48	24	4	177		
WED	02/25/04	101	79	49	3	232		
THU	02/26/04	103	45	19	1	168		
FRI	02/27/04	100	54	15	11	180		
	Weekly Total	516	289	129	30	964		
	Daily Average	103	58	26	6	193		
MON		0	0	0	0	0		
TUE		0	0	0	0	0		
WED		0	0	0	0	0		
THU		0	0	0	0	0		
FRI		0	0	0	0	0		
	Weekly Total	0	0	0	0	0		
	Daily Average	0.0	0.0	0.0	0.0	0.0		
							one way trips	
	Monthly Total	2076	1123	521	202	3922	7844	
	Daily Average	109	59	27	11	206	413	

CORONADO COMMUTER FERRY RIDERSHIP - March 2004								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:30 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	03/01/04	102	78	34	21	235		
TUE	03/02/04	90	80	28	5	203		
WED	03/03/04	89	66	38	7	200		
THU	03/04/04	86	68	26	12	192		
FRI	03/05/04	105	60	30	9	204		
	Weekly Total	472	352	156	54	1034		
	Daily Average	94	70	31	11	207		
MON	03/08/04	99	79	38	17	233		
TUE	03/09/04	116	93	53	23	285		
WED	03/10/04	124	70	45	18	257		
THU	03/11/04	103	76	25	12	216		
FRI	03/12/04	97	36	28	13	174		
	Weekly Total	539	354	189	83	1165		
	Daily Average	108	71	38	17	233		
MON	03/15/04	92	64	44	12	212		
TUE	03/16/04	119	79	34	19	251		
WED	03/17/04	104	85	53	13	255		
THU	03/18/04	94	67	28	12	201		
FRI	03/19/04	92	74	25	9	200		
	Weekly Total	501	369	184	65	1119		
	Daily Average	100	74	37	13	224		
MON	03/22/04	106	95	58	12	271		
TUE	03/23/04	114	75	22	12	223		
WED	03/24/04	119	104	24	5	252		
THU	03/25/04	73	61	30	12	176		
FRI	03/26/04	74	55	14	10	153		
	Weekly Total	486	390	148	51	1075		
	Daily Average	97	78	30	10	215		
MON	03/29/04	105	83	28	12	228		
TUE	03/30/04	111	88	37	13	249		
WED	03/31/04	94	66	38	19	217		
THU								
FRI								
	Weekly Total	310	237	103	44	694		
	Daily Average	103	79	34	15	231		
	Monthly Total	2308	1702	780	297	5087	one way trips	10174
	Daily Average	100	74	34	13	221		442

CORONADO COMMUTER FERRY RIDERSHIP April 2004								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE						0		
WED						0		
THU	04/01/04	82	69	24	21	196		
FRI	04/02/04	60	51	31	17	159		
	Weekly Total	142	120	55	38	355		
	Daily Average	71	60	28	19	178		
MON	04/05/04	73	72	25	10	180		
TUE	04/06/04	96	61	39	11	207		
WED	04/07/04	94	55	40	8	197		
THU	04/08/04	77	70	18	20	185		
FRI	04/09/04	57	66	30	12	165		
	Weekly Total	397	324	152	61	934		
	Daily Average	79	65	30	12	187		
MON	04/12/04	78	61	31	21	191		
TUE	04/13/04	87	64	27	17	195		
WED	04/14/04	97	59	26	8	190		
THU	04/15/04	82	51	23	15	171		
FRI	04/16/04	75	60	25	11	171		
	Weekly Total	419	295	132	72	918		
	Daily Average	84	59	26	14	184		
MON	04/19/04	95	76	35	20	226		
TUE	04/20/04	96	65	32	10	203		
WED	04/21/04	97	64	33	9	203		
THU	04/22/04	86	53	26	14	179		
FRI	04/23/04	83	51	41	9	184		
	Weekly Total	457	309	167	62	995		
	Daily Average	91	62	33	12	199		
MON	04/26/04	81	76	43	25	225		
TUE	04/27/04	92	65	34	12	203		
WED	04/28/04	76	61	36	13	186		
THU	04/29/04	86	51	26	16	179		
FRI	04/30/04	72	67	20	7	166		
	Weekly Total	407	320	159	73	959		
	Daily Average	81	64	32	15	192		
							one way trips	
	Monthly Total	1822	1368	665	306	4161	8322	
	Daily Average	83	62	30	14	189	378	

CORONADO COMMUTER FERRY RIDERSHIP May 2004								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	05/03/04	85	65	26	12	188		
TUE	05/04/04	82	65	23	9	179		
WED	05/05/04	87	55	31	14	187		
THU	05/06/04	89	54	26	13	182		
FRI	05/07/04	80	63	30	15	188		
	Weekly Total	423	302	136	63	924		
	Daily Average	85	60	27	13	185		
MON	05/10/04	89	52	38	12	191		
TUE	05/11/04	89	56	33	21	199		
WED	05/12/04	99	59	36	7	201		
THU	05/13/04	75	60	36	24	195		
FRI	05/14/04	82	52	30	15	179		
	Weekly Total	434	279	173	79	965		
	Daily Average	87	56	35	16	193		
MON	05/17/04	103	58	35	11	207		
TUE	05/18/04	98	58	29	21	206		
WED	05/19/04	85	60	32	10	187		
THU	05/20/04	82	56	35	18	191		
FRI	05/21/04	88	80	42	19	229		
	Weekly Total	456	312	173	79	1020		
	Daily Average	91	62	35	16	204		
MON	05/24/04	68	69	30	15	182		
TUE	05/25/04	82	45	28	27	182		
WED	05/26/04	80	53	31	18	182		
THU	05/27/04	71	56	33	16	176		
FRI	05/28/04	51	49	28	13	141		
	Weekly Total	352	272	150	89	863		
	Daily Average	70	54	30	18	173		
MON	05/31/04	0	0	0	0	0		
TUE								
WED								
THU								
FRI								
	Weekly Total	0	0	0	0	0		
	Daily Average	0.0	0.0	0.0	0.0	0.0		
							one way trips	
	Monthly Total	1665	1165	632	310	3772	7544	
	Daily Average	83	58	32	16	189	377	

CORONADO COMMUTER FERRY RIDERSHIP June 2004								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE	06/01/04	78	56	28	21	183		
WED	06/02/04	81	55	30	24	190		
THU	06/03/04	81	60	36	16	193		
FRI	06/04/04	71	56	33	7	167		
	Weekly Total	311	227	127	68	733		
	Daily Average	78	57	32	17	183		
MON	06/07/04	69	52	37	17	175		
TUE	06/08/04	75	32	25	10	142		
WED	06/09/04	83	60	26	9	178		
THU	06/10/04	75	57	24	11	167		
FRI	06/11/04	10	22	11	6	49		
	Weekly Total	312	223	123	53	711		
	Daily Average	62	45	25	11	142		
MON	06/14/04	68	57	24	14	163		
TUE	06/15/04	92	52	26	11	181		
WED	06/16/04	72	58	25	14	169		
THU	06/17/04	66	52	24	11	153		
FRI	06/18/04	76	47	23	7	153		
	Weekly Total	374	266	122	57	819		
	Daily Average	75	53	24	11	164		
MON	06/21/04	67	50	32	13	162		
TUE	06/22/04	77	60	30	14	181		
WED	06/23/04	73	52	26	11	162		
THU	06/24/04	69	52	24	11	156		
FRI	06/25/04	48	36	24	12	120		
	Weekly Total	334	250	136	61	781		
	Daily Average	67	50	27	12	156		
MON	06/28/04	75	59	30	19	183		
TUE	06/29/04	76	51	33	16	176		
WED	06/30/04	78	50	29	12	169		
THU						0		
FRI						0		
	Weekly Total	229	160	92	47	528		
	Daily Average	76	53	31	16	176		
							one way trips	
	Monthly Total	1560	1126	600	286	3572	7144	
	Daily Average	71	51	27	13	162	325	

CORONADO COMMUTER FERRY RIDERSHIP - July 2004								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON								
TUE								
WED								
THU	07/01/04	78	49	24	19	170		
FRI	07/02/04	53	44	21	16	134		
	Weekly Total	131	93	45	35	304		
	Daily Average	66	47	23	18	152		
MON	07/05/04	0	0	0	0	0		
TUE	07/06/04	79	61	22	24	186		
WED	07/07/04	77	56	28	19	180		
THU	07/08/04	77	54	38	26	195		
FRI	07/09/04	64	58	32	24	178		
	Weekly Total	297	229	120	93	739		
	Daily Average	74	57	30	23	185		
MON	07/12/04	73	60	37	10	180		
TUE	07/13/04	78	47	33	15	173		
WED	07/14/04	82	53	34	24	193		
THU	07/15/04	80	49	23	24	176		
FRI	07/16/04	75	53	20	17	165		
	Weekly Total	388	262	147	90	887		
	Daily Average	78	52	29	18	177		
MON	07/19/04	77	48	38	14	177		
TUE	07/20/04	64	63	35	27	189		
WED	07/21/04	80	60	36	14	190		
THU	07/22/04	71	53	32	21	177		
FRI	07/23/04	25	35	29	15	104		
	Weekly Total	317	259	170	91	837		
	Daily Average	63	52	34	18	167		
MON	07/26/04	87	54	32	15	188		
TUE	07/27/04	86	59	39	13	197		
WED	07/28/04	86	54	31	12	183		
THU	07/29/04	76	55	28	10	169		
FRI	07/30/04	69	59	38	14	180		
	Weekly Total	404	281	168	64	917		
	Daily Average	81	56	34	13	183		
	Monthly Total	1537	1124	650	373	3684	one way trips	7368
	Daily Average	73	54	31	18	175		351

CORONADO COMMUTER FERRY RIDERSHIP August 2004								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	08/02/04	69	54	36	13	172		
TUE	08/03/04	82	64	28	11	185		
WED	08/04/04	67	68	41	10	186		
THU	08/05/04	72	53	23	17	165		
FRI	08/06/04	71	52	33	19	175		
	Weekly Total	361	291	161	70	883		
	Daily Average	72	58	32	14	177		
MON	08/09/04	146	92	50	37	325		
TUE	08/10/04	83	61	37	50	231		
WED	08/11/04	96	64	25	17	202		
THU	08/12/04	79	61	30	20	190		
FRI	08/13/04	72	55	36	18	181		
	Weekly Total	476	333	178	142	1129		
	Daily Average	95	67	36	28	226		
MON	08/16/04	74	57	34	22	187		
TUE	08/17/04	84	59	34	18	195		
WED	08/18/04	84	48	38	23	193		
THU	08/19/04	83	60	27	25	195		
FRI	08/20/04	66	45	28	23	162		
	Weekly Total	391	269	161	111	932		
	Daily Average	78	54	32	22	186		
MON	08/23/04	73	48	29	13	163		
TUE	08/24/04	67	43	32	17	159		
WED	08/25/04	70	51	44	15	180		
THU	08/26/04	66	52	21	19	158		
FRI	08/27/04	79	52	35	19	185		
	Weekly Total	355	246	161	83	845		
	Daily Average	71	49	32	17	169		
MON	08/30/04	77	57	64	28	226		
TUE	08/31/04	73	55	56	30	214		
WED						0		
THU						0		
FRI								
	Weekly Total	150	112	120	58	440		
	Daily Average	75	56	60	29	220		
	Monthly Total	1733	1251	781	464	4229	8458	one way trips
	Daily Average	79	57	36	21	192	384	

CORONADO COMMUTER FERRY RIDERSHIP September 2004								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON								
TUE								
WED	09/01/04	84	62	33	17	196		
THU	09/02/04	72	49	39	19	179		
FRI	09/03/04	72	44	37	22	175		
	Weekly Total	228	155	109	58	550		
	Daily Average	76	52	36	19	183		
MON	09/06/04	0	0	0	0	0		
TUE	09/07/04	78	51	30	20	179		
WED	09/08/04	83	55	27	23	188		
THU	09/09/04	76	43	20	31	170		
FRI	09/10/04	59	48	28	27	162		
	Weekly Total	296	197	105	101	699		
	Daily Average	74	49	26	25	175		
MON	09/13/04	68	50	20	20	158		
TUE	09/14/04	96	50	22	18	186		
WED	09/15/04	85	51	31	16	183		
THU	09/16/04	81	51	33	15	180		
FRI	09/17/04	65	38	35	24	162		
	Weekly Total	395	240	141	93	869		
	Daily Average	79	48	28	19	174		
MON	09/20/04	69	55	26	16	166		
TUE	09/21/04	73	52	31	14	170		
WED	09/22/04	84	50	32	19	185		
THU	09/23/04	56	49	29	20	154		
FRI	09/24/04	53	44	34	16	147		
	Weekly Total	335	250	152	85	822		
	Daily Average	67	50	30	17	164		
MON	09/27/04	75	55	36	18	184		
TUE	09/28/04	71	56	37	12	176		
WED	09/29/04	74	50	34	11	169		
THU	09/30/04	80	54	26	22	182		
FRI								
	Weekly Total	300	215	133	63	711		
	Daily Average	75	54	33	16	178		
							one way trips	
	Monthly Total	1554	1057	640	400	3651	7302	
	Daily Average	74	50	30	19	174	348	

CORONADO COMMUTER FERRY RIDERSHIP - October 2004								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON								
TUE								
WED								
THU								
FRI	10/01/04	71	58	39	25	193		
	Weekly Total	71	58	39	25	193		
	Daily Average	71	58	39	25	193		
MON	10/04/04	85	43	36	27	191		
TUE	10/05/04	62	57	46	55	220		
WED	10/06/04	72	55	49	22	198		
THU	10/07/04	65	54	30	21	170		
FRI	10/08/04	64	39	38	33	174		
	Weekly Total	348	248	199	158	953		
	Daily Average	70	50	40	32	191		
MON	10/11/04	HOLIDAY						
TUE	10/12/04	61	65	30	12	168		
WED	10/13/04	84	60	34	16	194		
THU	10/14/04	73	61	18	21	173		
FRI	10/15/04	64	55	40	40	199		
	Weekly Total	282	241	122	89	734		
	Daily Average	71	60	31	22	184		
MON	10/18/04	65	61	40	32	198		
TUE	10/19/04	59	41	36	8	144		
WED	10/20/04	80	60	20	16	176		
THU	10/21/04	70	41	20	7	138		
FRI	10/22/04	51	42	30	13	136		
	Weekly Total	325	245	146	76	792		
	Daily Average	65	49	29	15	158		
MON	10/25/04	78	49	24	12	163		
TUE	10/26/04	74	50	37	21	182		
WED	10/27/04	44	39	18	6	107		
THU	10/28/04	65	36	27	7	135		
FRI	10/29/04	69	48	28	24	169		
	Weekly Total	330	222	134	70	756		
	Daily Average	66	44	27	14	151		
							one way trips	
	Monthly Total	1356	1014	640	418	3428	6856	
	Daily Average	68	51	32	21	171	343	

CORONADO COMMUTER FERRY RIDERSHIP November 2004								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	11/01/04	79	69	30	10	188		
TUE	11/02/04	78	49	39	28	194		
WED	11/03/04	85	63	31	14	193		
THU	11/04/04	72	48	31	12	163		
FRI	11/05/04	53	60	21	18	152		
	Weekly Total	367	289	152	82	890		
	Daily Average	73	58	30	16	178		
MON	11/08/04	79	64	27	18	188		
TUE	11/09/04	81	55	47	25	208		
WED	11/10/04	63	59	55	24	201		
THU	11/11/04	0	0	0	0	0		
FRI	11/12/04	69	32	18	11	130		
	Weekly Total	292	210	147	78	727		
	Daily Average	73	53	37	20	182		
MON	11/15/04	75	53	40	30	198		
TUE	11/16/04	76	55	33	29	193		
WED	11/17/04	67	31	32	18	148		
THU	11/18/04	70	63	34	19	186		
FRI	11/19/04	61	42	27	38	168		
	Weekly Total	349	244	166	134	893		
	Daily Average	70	49	33	27	179		
MON	11/22/04	71	35	34	22	162		
TUE	11/23/04	83	52	41	20	196		
WED	11/24/04	51	30	22	22	125		
THU	11/25/04	0	0	0	0	0		
FRI	11/26/04	0	0	0	0	0		
	Weekly Total	205	117	97	64	483		
	Daily Average	68	39	32	21	161		
MON	11/29/04	72	43	32	12	159		
TUE	11/30/04	68	46	49	32	195		
WED								
THU								
FRI								
	Weekly Total	140	89	81	44	354		
	Daily Average	70	45	41	22	177		
							one way trips	
	Monthly Total	1353	949	643	402	3347	6694	
	Daily Average	71	50	34	21	176	352	

CORONADO COMMUTER FERRY RIDERSHIP December 2004								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON								
TUE								
WED	12/01/04	64	43	27	21	155		
THU	12/02/04	59	50	52	10	171		
FRI	12/03/04	66	43	30	19	158		
	Weekly Total	189	136	109	50	484		
	Daily Average	63	45	36	17	161		
MON	12/06/04	57	35	27	22	141		
TUE	12/07/04	58	35	34	21	148		
WED	12/08/04	54	41	18	10	123		
THU	12/09/04	74	53	50	23	200		
FRI	12/10/04	60	46	33	19	158		
	Weekly Total	303	210	162	95	770		
	Daily Average	61	42	32	19	154		
MON	12/13/04	55	49	26	5	135		
TUE	12/14/04	60	54	21	11	146		
WED	12/15/04	59	43	26	20	148		
THU	12/16/04	44	56	29	20	149		
FRI	12/17/04	39	40	17	20	116		
	Weekly Total	257	242	119	76	694		
	Daily Average	51	48	24	15	139		
MON	12/20/04	43	49	24	15	131		
TUE	12/21/04	56	47	25	35	163		
WED	12/22/04	28	28	23	4	83		
THU	12/23/04	32	35	14	26	107		
FRI	12/24/04	0	0	0	0	0		
	Weekly Total	159	159	86	80	484		
	Daily Average	40	40	22	20	121		
MON	12/27/04	33	27	22	13	95		
TUE	12/28/04	36	25	16	7	84		
WED	12/29/04	28	32	15	1	76		
THU	12/30/04	30	22	29	49	130		
FRI	12/31/04	0	0	0	0	0		
	Weekly Total	127	106	82	70	385		
	Daily Average	32	27	21	18	96		
	Monthly Total	1035	853	558	371	2817	one way trips	5634
	Daily Average	49	41	27	18	134		268

CORONADO COMMUTER FERRY RIDERSHIP - January 2005								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	01/03/05	28	36	21	1	86		
TUE	01/04/05	49	41	26	6	122		
WED	01/05/05	62	50	26	14	152		
THU	01/06/05	54	29	33	11	127		
FRI	01/07/05	44	55	27	9	135		
	Weekly Total	237	211	133	41	622		
	Daily Average	47	42	27	8	124		
MON	01/10/05	61	45	31	13	150		
TUE	01/11/05	50	41	20	6	117		
WED	01/12/05	56	39	31	9	135		
THU	01/13/05	53	46	20	25	144		
FRI	01/14/05	52	52	31	11	146		
	Weekly Total	272	223	133	64	692		
	Daily Average	54	45	27	13	138		
MON	01/17/05							
TUE	01/18/05	60	50	37	23	170		
WED	01/19/05	52	55	26	17	150		
THU	01/20/05	50	49	29	18	146		
FRI	01/21/05	52	52	27	22	153		
	Weekly Total	214	206	119	80	619		
	Daily Average	54	52	30	20	155		
MON	01/24/05	50	59	37	14	160		
TUE	01/25/05	46	44	32	13	135		
WED	01/26/05	70	55	29	13	167		
THU	01/27/05	60	56	30	26	172		
FRI	01/28/05	56	40	21	11	128		
	Weekly Total	282	254	149	77	762		
	Daily Average	56	51	30	15	152		
MON	01/31/05	34	30	22	11	97		
TUE								
WED								
THU								
FRI								
	Weekly Total	34	30	22	11	97		
	Daily Average	34	30	22	11	97		
	Monthly Total	1039	924	556	273	2792	one way trips	5584
	Daily Average	52	46	28	14	140		279

CORONADO COMMUTER FERRY RIDERSHIP - February 2005								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE	02/01/05	42	52	24	13	131		
WED	02/02/05	60	56	37	9	162		
THU	02/03/05	62	50	37	23	172		
FRI	02/04/05	47	52	31	17	147		
	Weekly Total	211	210	129	62	612		
	Daily Average	53	53	32	16	153		
MON	02/07/05	45	47	25	12	129		
TUE	02/08/05	60	49	20	14	143		
WED	02/09/05	45	42	54	18	159		
THU	02/10/05	58	63	34	26	181		
FRI	02/11/05	40	55	36	13	144		
	Weekly Total	248	256	169	83	756		
	Daily Average	50	51	34	17	151		
MON	02/14/05	60	35	24	8	127		
TUE	02/15/05	45	60	30	14	149		
WED	02/16/05	57	45	33	13	148		
THU	02/17/05	50	58	23	17	148		
FRI	02/18/05	41	45	29	12	127		
	Weekly Total	253	243	139	64	699		
	Daily Average	51	49	28	13	140		
MON	02/21/05	0	0	0	0	0		
TUE	02/22/05	26	31	17	6	80		
WED	02/23/05	32	36	23	18	109		
THU	02/24/05	37	82	33	45	197		
FRI	02/25/05	39	45	27	36	147		
	Weekly Total	134	194	100	105	533		
	Daily Average	34	49	25	26	133		
MON	02/28/05	50	62	27	9	148		
TUE						0		
WED						0		
THU						0		
FRI						0		
	Weekly Total	50	62	27	9	148		
	Daily Average	50	62	27	9	148		
	Monthly Total	896	965	564	323	2748	5496	
	Daily Average	47	51	30	17	145	289	

one way trips

CORONADO COMMUTER FERRY RIDERSHIP - March 2005							
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily	
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total	
	DATE						
MON							
TUE	03/01/05	63	59	24	35	181	
WED	03/02/05	65	78	37	24	204	
THU	03/03/05	50	67	42	16	175	
FRI	03/04/05	43	54	29	8	134	
	Weekly Total	221	258	132	83	694	
	Daily Average	55	65	33	21	174	
MON							
TUE	03/07/05	59	61	32	22	174	
TUE	03/08/05	66	80	35	24	205	
WED	03/09/05	70	61	39	16	186	
THU	03/10/05	66	84	31	11	192	
FRI	03/11/05	50	54	40	11	155	
	Weekly Total	311	340	177	84	912	
	Daily Average	62	68	35	17	182	
MON							
MON	03/14/05	51	75	30	13	169	
TUE	03/15/05	56	82	41	19	198	
WED	03/16/05	72	77	50	25	224	
THU	03/17/05	59	61	35	21	176	
FRI	03/18/05	61	47	21	16	145	
	Weekly Total	299	342	177	94	912	
	Daily Average	60	68	35	19	182	
MON							
MON	03/21/05	53	79	53	12	197	
TUE	03/22/05	68	83	64	7	222	
WED	03/23/05	66	74	20	20	180	
THU	03/24/05	71	80	51	20	222	
FRI	03/25/05	63	50	25	10	148	
	Weekly Total	321	366	213	69	969	
	Daily Average	64	73	43	14	194	
MON							
MON	03/28/05	61	72	50	14	197	
TUE	03/29/05	75	77	37	20	209	
WED	03/30/05	72	94	57	12	235	
THU	03/31/05	62	77	38	19	196	
FRI							
	Weekly Total	270	320	182	65	837	
	Daily Average	68	80	46	16	209	
	Monthly Total	1422	1626	881	395	4324	one way trips 8648
	Daily Average	62	71	38	17	188	376

CORONADO COMMUTER FERRY RIDERSHIP April 2005								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON								
TUE								
WED								
THU								
FRI	04/01/05	83	61	27	21	192		
	Weekly Total	83	61	27	21	192		
	Daily Average	83	61	27	21	192		
MON	04/04/05	78	85	30	15	208		
TUE	04/05/05	81	80	50	27	238		
WED	04/06/05	70	72	22	12	176		
THU	04/07/05	65	66	28	20	179		
FRI	04/08/05	78	63	38	14	193		
	Weekly Total	372	366	168	88	994		
	Daily Average	74	73	34	18	199		
MON	04/11/05	65	77	33	11	186		
TUE	04/12/05	80	80	52	30	242		
WED	04/13/05	71	81	33	12	197		
THU	04/14/05	71	66	29	19	185		
FRI	04/15/05	88	70	44	21	223		
	Weekly Total	375	374	191	93	1033		
	Daily Average	75	75	38	19	207		
MON	04/18/05	85	63	52	23	223		
TUE	04/19/05	75	77	47	17	216		
WED	04/20/05	80	82	46	23	231		
THU	04/21/05	76	64	45	18	203		
FRI	04/22/05	81	80	31	15	207		
	Weekly Total	397	366	221	96	1080		
	Daily Average	79	73	44	19	216		
MON	04/25/05	60	56	39	12	167		
TUE	04/26/05	78	76	42	20	216		
WED	04/27/05	75	69	40	30	214		
THU	04/28/05	70	72	51	11	204		
FRI	04/29/05	75	66	50	22	213		
	Weekly Total	358	339	222	95	1014		
	Daily Average	72	68	44	19	203		
							one way trips	
	Monthly Total	1585	1506	829	393	4313	8626	
	Daily Average	75	72	39	19	205	411	

CORONADO COMMUTER FERRY RIDERSHIP - May 2005								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	05/02/05	73	71	47	30	221		
TUE	05/03/05	81	74	44	20	219		
WED	05/04/05	65	73	40	16	194		
THU	05/05/05	75	79	54	25	233		
FRI	05/06/05	76	72	60	28	236		
	Weekly Total	370	369	245	119	1103		
	Daily Average	74	74	49	24	221		
MON	05/09/05	70	75	56	32	233		
TUE	05/10/05	71	82	45	16	214		
WED	05/11/05	71	87	50	37	245		
THU	05/12/05	72	71	50	21	214		
FRI	05/13/05	70	72	26	28	196		
	Weekly Total	354	387	227	134	1102		
	Daily Average	71	77	45	27	220		
MON	05/16/05	44	52	22	11	129		
TUE	05/17/05	70	73	55	35	233		
WED	05/18/05	70	62	43	22	197		
THU	05/19/05	75	82	68	20	245		
FRI	05/20/05	92	89	63	11	255		
	Weekly Total	351	358	251	99	1059		
	Daily Average	70	72	50	20	212		
MON	05/23/05	81	75	52	20	228		
TUE	05/24/05	70	68	49	30	217		
WED	05/25/05	67	72	53	25	217		
THU	05/26/05	73	65	34	23	195		
FRI	05/27/05	27	43	15	13	98		
	Weekly Total	318	323	203	111	955		
	Daily Average	64	65	41	22	191		
MON	05/30/05	0	0	0	0	0		
TUE	05/31/05	62	74	48	30	214		
WED								
THU								
FRI								
	Weekly Total	62	74	48	30	214		
	Daily Average	62	74	48	30	214		
							one way trips	
	Monthly Total	1455	1511	974	493	4433	8866	
	Daily Average	69	72	46	23	211	422	

CORONADO COMMUTER FERRY RIDERSHIP - June 2005								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON								
TUE								
WED	06/01/05	71	75	54	21	221		
THU	06/02/05	72	82	59	25	238		
FRI	06/03/05	66	73	45	12	196		
	Weekly Total	209	230	158	58	655		
	Daily Average	70	77	53	19	218		
MON	06/06/05	57	64	67	20	208		
TUE	06/07/05	75	68	48	20	211		
WED	06/08/05	70	69	62	25	226		
THU	06/09/05	77	60	53	22	212		
FRI	06/10/05	45	46	25	15	131		
	Weekly Total	324	307	255	102	988		
	Daily Average	65	61	51	20	198		
MON	06/13/05	85	70	35	14	204		
TUE	06/14/05	75	66	51	18	210		
WED	06/15/05	81	69	60	21	231		
THU	06/16/05	85	70	46	20	221		
FRI	06/17/05	60	53	45	12	170		
	Weekly Total	386	328	237	85	1036		
	Daily Average	77	66	47	17	207		
MON	06/20/05	70	81	62	25	238		
TUE	06/21/05	61	70	55	27	213		
WED	06/22/05	72	71	53	27	223		
THU	06/23/05	72	68	62	20	222		
FRI	06/24/05	61	65	25	20	171		
	Weekly Total	336	355	257	119	1067		
	Daily Average	67	71	51	24	213		
MON	06/27/05	70	68	62	26	226		
TUE	06/28/05	70	71	62	23	226		
WED	06/29/05	60	63	42	20	185		
THU	06/30/05	70	71	45	40	226		
FRI								
	Weekly Total	270	273	211	109	863		
	Daily Average	68	68	53	27	216		
							one way trips	
	Monthly Total	1525	1493	1118	473	4609	9218	
	Daily Average	69	68	51	22	210	419	

CORONADO COMMUTER FERRY RIDERSHIP - July 2005								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE						0		
WED						0		
THU						0		
FRI	07/01/05	62	70	41	23	196		
	Weekly Total	62	70	41	23	196		
	Daily Average	62	70	41	23	196		
MON	07/04/05					0		
TUE	07/05/05	60	59	42	25	186		
WED	07/06/05	51	48	32	7	138		
THU	07/07/05	47	42	37	25	151		
FRI	07/08/05	41	44	24	28	137		
	Weekly Total	199	193	135	85	612		
	Daily Average	50	48	34	21	153		
MON	07/11/05	49	65	45	11	170		
TUE	07/12/05	66	77	50	13	206		
WED	07/13/05	68	74	38	30	210		
THU	07/14/05	50	66	32	17	165		
FRI	07/15/05	58	68	56	27	209		
	Weekly Total	291	350	221	98	960		
	Daily Average	58	70	44	20	192		
MON	07/18/05	70	75	49	15	209		
TUE	07/19/05	54	63	60	30	207		
WED	07/20/05	59	63	60	22	204		
THU	07/21/05	54	72	60	15	201		
FRI	07/22/05	43	68	67	20	198		
	Weekly Total	280	341	296	102	1019		
	Daily Average	56	68	59	20	203.8		
MON	07/25/05	42	52	35	22	151		
TUE	07/26/05	51	56	32	42	181		
WED	07/27/05	71	80	48	44	243		
THU	07/28/05	63	82	67	21	233		
FRI	07/29/05	80	80	42	32	234		
	Weekly Total	307	350	224	161	1042		
	Daily Average	61	70	45	32	208		
							one way trips	
	Monthly Total	1139	1304	917	469	3829	7658	
	Daily Average	57	65	46	23	191	383	

CORONADO COMMUTER FERRY RIDERSHIP - August 2005								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	08/01/05	39	42	28	12	121		
TUE	08/02/05	70	67	48	17	202		
WED	08/03/05	61	74	40	36	211		
THU	08/04/05	51	70	65	30	216		
FRI	08/05/05	61	58	32	20	171		
	Weekly Total	282	311	213	115	921		
	Daily Average	56	62	43	23	184		
MON	08/08/05	47	50	30	9	136		
TUE	08/09/05	46	54	26	29	155		
WED	08/10/05	41	65	32	12	150		
THU	08/11/05	36	48	33	19	136		
FRI	08/12/05	36	46	24	14	120		
	Weekly Total	206	263	145	83	697		
	Daily Average	41	53	29	17	139		
MON	08/15/05	44	45	28	10	127		
TUE	08/16/05	55	55	32	29	171		
WED	08/17/05	42	49	34	6	131		
THU	08/18/05	53	67	25	27	172		
FRI	08/19/05	34	49	26	23	132		
	Weekly Total	228	265	145	95	733		
	Daily Average	46	53	29	19	147		
MON	08/22/05	53	48	29	11	141		
TUE	08/23/05	48	50	31	14	143		
WED	08/24/05	51	59	39	12	161		
THU	08/25/05	48	63	27	11	149		
FRI	08/26/05	33	44	22	12	111		
	Weekly Total	233	264	148	60	705		
	Daily Average	47	53	30	12	141		
MON	08/29/05	36	57	31	13	137		
TUE	08/30/05	39	64	19	23	145		
WED	08/31/05	44	58	37	17	156		
THU								
FRI								
	Weekly Total	119	179	87	53	438		
	Daily Average	40	60	29	18	146		
	Monthly Total	1068	1282	738	406	3494	one way trips	6988
	Daily Average	46	56	32	18	152		304

CORONADO COMMUTER FERRY RIDERSHIP September 2005								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE						0		
WED						0		
THU	09/01/05	37	63	30	13	143		
FRI	09/02/05	55	59	24	14	152		
	Weekly Total	92	122	54	27	295		
	Daily Average	46	61	27	14	148		
MON	09/05/05	Holiday				0		
TUE	09/06/05	36	60	49	15	160		
WED	09/07/05	41	71	35	12	159		
THU	09/08/05	47	71	27	20	165		
FRI	09/09/05	49	67	36	23	175		
	Weekly Total	173	269	147	70	659		
	Daily Average	43	67	37	18	165		
MON	09/12/05	49	69	25	12	155		
TUE	09/13/05	50	71	36	11	168		
WED	09/14/05	54	66	30	19	169		
THU	09/15/05	50	68	22	17	157		
FRI	09/16/05	32	73	16	17	138		
	Weekly Total	235	347	129	76	787		
	Daily Average	47	69	26	15	157		
MON	09/19/05	35	48	55	14	152		
TUE	09/20/05	35	42	39	11	127		
WED	09/21/05	37	58	28	20	143		
THU	09/22/05	51	60	25	23	159		
FRI	09/23/05	50	47	31	14	142		
	Weekly Total	208	255	178	82	723		
	Daily Average	42	51	36	16	145		
MON	09/26/05	43	59	26	10	138		
TUE	09/27/05	51	52	20	9	132		
WED	09/28/05	43	64	32	16	155		
THU	09/29/05	50	51	22	25	148		
FRI	09/30/05	43	54	32	10	139		
	Weekly Total	230	280	132	70	712		
	Daily Average	46	56	26	14	142		
							one way trips	
	Monthly Total	938	1273	640	325	3176	6352	
	Daily Average	45	61	30	15	151	302	

CORONADO COMMUTER FERRY RIDERSHIP - October 2005								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	10/03/05	48	55	32	12	147		
TUE	10/04/05	53	64	32	26	175		
WED	10/05/05	50	57	28	13	148		
THU	10/06/05	56	49	44	14	163		
FRI	10/07/05	32	36	24	14	106		
	Weekly Total	239	261	160	79	739		
	Daily Average	48	52	32	16	148		
MON	10/10/05					0		
TUE	10/11/05	49	73	57	17	196		
WED	10/12/05	63	64	39	12	178		
THU	10/13/05	44	67	27	26	164		
FRI	10/14/05	39	54	25	15	133		
	Weekly Total	195	258	148	70	671		
	Daily Average	49	65	37	18	168		
MON	10/17/05	37	54	25	7	123		
TUE	10/18/05	39	49	21	11	120		
WED	10/19/05	33	60	21	12	126		
THU	10/20/05	39	51	25	19	134		
FRI	10/21/05	32	51	20	15	118		
	Weekly Total	180	265	112	64	621		
	Daily Average	36	53	22	13	124		
MON	10/24/05	29	42	33	12	116		
TUE	10/25/05	34	47	24	8	113		
WED	10/26/05	48	54	35	19	156		
THU	10/27/05	34	49	34	19	136		
FRI	10/28/05	36	49	52	14	151		
	Weekly Total	181	241	178	72	672		
	Daily Average	36	48	36	14	134		
MON	10/31/05	52	49	28	11	140		
TUE						0		
WED						0		
THU						0		
FRI						0		
	Weekly Total	52	49	28	11	140		
	Daily Average	52	49	28	11	140		
							one way trips	
	Monthly Total	847	1074	626	296	2843	5686	
	Daily Average	42	54	31	15	142	284	

CORONADO COMMUTER FERRY RIDERSHIP - November 2005								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE	11/01/05	49	61	34	22	166		
WED	11/02/05	45	63	33	13	154		
THU	11/03/05	49	50	37	11	147		
FRI	11/04/05	41	43	30	17	131		
	Weekly Total	184	217	134	63	598		
	Daily Average	46	54	34	16	150		
MON	11/07/05	37	52	32	14	135		
TUE	11/08/05	41	48	33	17	139		
WED	11/09/05	46	52	24	9	131		
THU	11/10/05	28	40	20	7	95		
FRI	11/11/05					0		
	Weekly Total	152	192	109	47	500		
	Daily Average	38	48	27	12	125		
MON	11/14/05	35	53	28	11	127		
TUE	11/15/05	43	59	19	20	141		
WED	11/16/05	42	58	25	11	136		
THU	11/17/05	42	58	19	11	130		
FRI	11/18/05	47	48	32	21	148		
	Weekly Total	209	276	123	74	682		
	Daily Average	42	55	25	15	136		
MON	11/21/05	41	54	21	15	131		
TUE	11/22/05	42	49	21	22	134		
WED	11/23/05	22	36	21	13	92		
THU	11/24/05					0		
FRI	11/25/05					0		
	Weekly Total	105	139	63	50	357		
	Daily Average	35	46	21	17	119		
MON	11/28/05	30	65	30	13	138		
TUE	11/29/05	36	57	36	27	156		
WED	11/30/05	34	50	29	19	132		
THU						0		
FRI						0		
	Weekly Total	100	172	95	59	426		
	Daily Average	33	57	32	20	142		
							one way trips	
	Monthly Total	750	996	524	293	2563	5126	
	Daily Average	39	52	28	15	135	270	

CORONADO COMMUTER FERRY RIDERSHIP - December 2005								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE						0		
WED						0		
THU	12/01/05	36	47	28	7	118		
FRI	12/02/05	32	39	25	12	108		
	Weekly Total	68	86	53	19	226		
	Daily Average	34	43	27	10	113		
MON	12/05/05	33	62	31	13	139		
TUE	12/06/05	41	51	26	24	142		
WED	12/07/05	36	58	34	18	146		
THU	12/08/05	32	54	16	19	121		
FRI	12/09/05	37	46	18	17	118		
	Weekly Total	179	271	125	91	666		
	Daily Average	36	54	25	18	133		
MON	12/12/05	38	48	26	12	124		
TUE	12/13/05	43	47	16	24	130		
WED	12/14/05	45	38	31	16	130		
THU	12/15/05	42	45	14	14	115		
FRI	12/16/05	33	26	19	19	97		
	Weekly Total	201	204	106	85	596		
	Daily Average	40	41	21	17	119		
MON	12/19/05	32	39	24	13	108		
TUE	12/20/05	28	46	29	20	123		
WED	12/21/05	37	45	18	18	118		
THU	12/22/05	18	37	19	10	84		
FRI	12/23/05	18	28	15	12	73		
	Weekly Total	133	195	105	73	506		
	Daily Average	27	39	21	15	101		
MON	12/26/05	0	0	3	7	10		
TUE	12/27/05	17	25	28	21	91		
WED	12/28/05	16	41	28	25	110		
THU	12/29/05	14	32	27	78	151		
FRI	12/30/05	17	21	16	6	60		
	Weekly Total	64	119	102	137	422		
	Daily Average	13	24	20	27	84		
	Monthly Total	645	875	491	405	2416	one way trips	4832
	Daily Average	31	42	23	19	115		230

CORONADO COMMUTER FERRY RIDERSHIP - January 2006								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	01/02/06	2	0	0	4	6		
TUE	01/03/06	37	37	24	16	114		
WED	01/04/06	40	60	18	15	133		
THU	01/05/06	35	52	25	16	128		
FRI	01/06/05	29	40	20	11	100		
	Weekly Total	143	189	87	62	481		
	Daily Average	36	47	22	16	120		
MON	01/09/06	42	59	36	12	149		
TUE	01/10/06	40	53	39	22	154		
WED	01/11/06	33	53	37	16	139		
THU	01/12/06	36	57	28	18	139		
FRI	01/13/06	28	37	22	19	106		
	Weekly Total	179	259	162	87	687		
	Daily Average	36	52	32	17	137		
MON	01/16/06					0		
TUE	01/17/06	40	45	24	24	133		
WED	01/18/06	44	57	33	16	150		
THU	01/19/06	42	53	29	21	145		
FRI	01/20/06	39	35	31	13	118		
	Weekly Total	165	190	117	74	546		
	Daily Average	41	48	29	19	137		
MON	01/23/06	38	52	33	12	135		
TUE	01/24/06	38	49	27	24	138		
WED	01/25/06	39	50	29	5	123		
THU	01/26/06	25	53	24	20	122		
FRI	01/27/06	26	42	26	20	114		
	Weekly Total	166	246	139	81	632		
	Daily Average	33	49	28	16	126		
MON	01/30/06	32	56	27	23	138		
TUE	01/31/06	39	61	31	23	154		
WED						0		
THU						0		
FRI						0		
	Weekly Total	71	117	58	46	292		
	Daily Average	36	59	29	23	146		
							one way trips	
	Monthly Total	724	1001	563	350	2638	5276	
	Daily Average	36	50	28	18	132	264	

CORONADO COMMUTER FERRY RIDERSHIP - February 2006								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE						0		
WED	02/01/06	36	56	38	16	146		
THU	02/02/06	36	54	31	29	150		
FRI	02/03/06	37	35	29	26	127		
	Weekly Total	109	145	98	71	423		
	Daily Average	36	48	33	24	141		
MON	02/06/06	29	51	31	12	123		
TUE	02/07/06	34	62	36	17	149		
WED	02/08/06	25	60	32	13	130		
THU	02/09/06	38	58	30	15	141		
FRI	02/10/06	18	44	30	9	101		
	Weekly Total	144	275	159	66	644		
	Daily Average	29	55	32	13	129		
MON	02/13/06	29	64	32	8	133		
TUE	02/14/06	42	54	45	19	160		
WED	02/15/06	30	58	34	36	158		
THU	02/16/06	35	55	41	13	144		
FRI	02/17/06	31	46	36	17	130		
	Weekly Total	167	277	188	93	725		
	Daily Average	33	55	38	19	145		
MON	02/20/06					0		
TUE	02/21/06	33	38	24	25	120		
WED	02/22/06	48	44	28	10	130		
THU	02/23/06	45	41	31	16	133		
FRI	02/24/06	39	30	31	15	115		
	Weekly Total	165	153	114	66	498		
	Daily Average	41	38	29	17	125		
MON	02/27/06	38	46	31	12	127		
TUE	02/28/06	27	40	33	4	104		
WED						0		
THU						0		
FRI						0		
	Weekly Total	65	86	64	16	231		
	Daily Average	33	43	32	8	116		
							one way trips	
	Monthly Total	650	936	623	312	2521	5042	
	Daily Average	34	49	33	16	133	265	

CORONADO COMMUTER FERRY RIDERSHIP - March 2006								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE						0		
WED	03/01/06	39	53	39	10	141		
THU	03/02/06	33	60	36	25	154		
FRI	03/03/06	37	38	42	20	137		
	Weekly Total	109	151	117	55	432		
	Daily Average	36	50	39	18	144		
MON	03/06/06	33	51	30	18	132		
TUE	03/07/06	40	52	36	15	143		
WED	03/08/06	41	47	41	12	141		
THU	03/09/06	37	48	35	19	139		
FRI	03/10/06	36	27	20	5	88		
	Weekly Total	187	225	162	69	643		
	Daily Average	37	45	32	14	129		
MON	03/13/06	37	43	25	16	121		
TUE	03/14/06	37	48	35	21	141		
WED	03/15/06	42	51	36	13	142		
THU	03/16/06	42	47	32	14	135		
FRI	03/17/06	36	42	25	9	112		
	Weekly Total	194	231	153	73	651		
	Daily Average	39	46	31	15	130		
MON	03/20/06	41	56	36	14	147		
TUE	03/21/06	30	38	39	9	116		
WED	03/22/06	34	49	31	13	127		
THU	03/23/06	52	55	36	15	158		
FRI	03/24/06	28	46	21	15	110		
	Weekly Total	185	244	163	66	658		
	Daily Average	37	49	33	13	132		
MON	03/27/06	34	58	40	13	145		
TUE	03/28/06	28	59	27	14	128		
WED	03/29/06	34	39	22	7	102		
THU	03/30/06	36	51	30	19	136		
FRI	03/31/06	31	43	19	14	107		
	Weekly Total	163	250	138	67	618		
	Daily Average	33	50	28	13	124		
							one way trips	
	Monthly Total	838	1101	733	330	3002	6004	
	Daily Average	36	48	32	14	131	261	

CORONADO COMMUTER FERRY RIDERSHIP - April 2006								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	04/03/06	45	45	29	7	126		
TUE	04/04/06	42	39	28	20	129		
WED	04/05/06	46	47	29	16	138		
THU	04/06/06	41	48	30	19	138		
FRI	04/07/06	30	34	22	11	97		
	Weekly Total	204	213	138	73	628		
	Daily Average	41	43	28	15	126		
MON	04/10/06	33	47	30	6	116		
TUE	04/11/06	46	45	25	18	134		
WED	04/12/06	44	33	35	16	128		
THU	04/13/06	40	51	22	35	148		
FRI	04/14/06	35	39	31	7	112		
	Weekly Total	198	215	143	82	638		
	Daily Average	40	43	29	16	128		
MON	04/17/06	40	80	31	2	153		
TUE	04/18/06	43	54	30	21	148		
WED	04/19/06	49	53	40	17	159		
THU	04/20/06	48	52	43	23	166		
FRI	04/21/06	35	37	28	7	107		
	Weekly Total	215	276	172	70	733		
	Daily Average	43	55	34	14	147		
MON	04/24/06	42	46	33	10	131		
TUE	04/25/06	56	48	30	16	150		
WED	04/26/06	40	51	19	9	119		
THU	04/27/06	57	49	22	6	134		
FRI	04/28/06	41	51	23	9	124		
	Weekly Total	236	245	127	50	658		
	Daily Average	47	49	25	10	132		
MON						0		
TUE						0		
WED						0		
THU						0		
FRI						0		
	Weekly Total	0	0	0	0	0		
	Daily Average	0.0	0.0	0.0	0.0	0.0		
							one way trips	
	Monthly Total	853	949	580	275	2657	5314	
	Daily Average	43	47	29	14	133	266	

CORONADO COMMUTER FERRY RIDERSHIP - May 2006								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	05/01/06	50	57	62	11	180		
TUE	05/02/06	65	56	50	14	185		
WED	05/03/06	51	63	40	16	170		
THU	05/04/06	62	54	31	16	163		
FRI	05/05/06	50	44	32	16	142		
	Weekly Total	278	274	215	73	840		
	Daily Average	56	55	43	15	168		
MON	05/08/06	51	67	38	10	166		
TUE	05/09/06	53	54	31	13	151		
WED	05/10/06	50	48	40	11	149		
THU	05/11/06	56	62	37	18	173		
FRI	05/12/06	51	54	31	14	150		
	Weekly Total	261	285	177	66	789		
	Daily Average	52	57	35	13	158		
MON	05/15/06	44	57	47	7	155		
TUE	05/16/06	67	56	50	22	195		
WED	05/17/06	51	57	52	15	175		
THU	05/18/06	53	57	37	14	161		
FRI	05/19/06	49	57	38	20	164		
	Weekly Total	264	284	224	78	850		
	Daily Average	53	57	45	16	170		
MON	05/22/06	28	37	21	9	95		
TUE	05/23/06	60	68	36	22	186		
WED	05/24/06	44	63	31	12	150		
THU	05/25/06	47	47	41	19	154		
FRI	05/26/06	54	37	19	11	121		
	Weekly Total	233	252	148	73	706		
	Daily Average	47	50	30	15	141		
MON	05/29/06					0		
TUE	05/30/06	44	35	43	13	135		
WED	05/31/06	41	58	33	6	138		
THU						0		
FRI						0		
	Weekly Total	85	93	76	19	273		
	Daily Average	43	47	38	10	137		
							one way trips	
	Monthly Total	1121	1188	840	309	3458	6916	
	Daily Average	51	54	38	14	157	314	

CORONADO COMMUTER FERRY RIDERSHIP - June 2006								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON								
TUE								
WED								
THU	06/01/06	53	67	26	12	158		
FRI	06/02/06	46	55	41	11	153		
	Weekly Total	99	122	67	23	311		
	Daily Average	50	61	34	12	156		
MON	06/05/06	50	53	34	15	152		
TUE	06/06/06	51	54	47	12	164		
WED	06/07/06	56	62	35	15	168		
THU	06/08/06	40	56	30	16	142		
FRI	06/09/06	47	46	39	16	148		
	Weekly Total	244	271	185	74	774		
	Daily Average	49	54	37	15	155		
MON	06/12/06	53	55	39	5	152		
TUE	06/13/06	53	62	41	16	172		
WED	06/14/06	57	56	41	18	172		
THU	06/15/06	54	61	35	17	167		
FRI	06/16/06	46	44	44	10	144		
	Weekly Total	263	278	200	66	807		
	Daily Average	53	56	40	13	161		
MON	06/19/06	50	57	34	15	156		
TUE	06/20/06	47	49	38	23	157		
WED	06/21/06	44	59	45	20	168		
THU	06/22/06	44	54	38	19	155		
FRI	06/23/06	52	50	45	11	158		
	Weekly Total	237	269	200	88	794		
	Daily Average	47	54	40	18	159		
MON	06/26/06	53	61	36	19	169		
TUE	06/27/06	62	53	42	28	185		
WED	06/28/06	58	61	46	17	182		
THU	06/29/06	48	57	38	16	159		
FRI	06/30/06	48	43	29	21	141		
	Weekly Total	269	275	191	101	836		
	Daily Average	54	55	38	20	167		
							one way trips	
	Monthly Total	1112	1215	843	352	3522	7044	
	Daily Average	51	55	38	16	160	320	

CORONADO COMMUTER FERRY RIDERSHIP - July 2006								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	07/03/06					0		
TUE	07/04/06					0		
WED	07/05/06	49	39	51	17	156		
THU	07/06/06	54	56	47	31	188		
FRI	07/07/06	59	60	31	28	178		
	Weekly Total	162	155	129	76	522		
	Daily Average	54	52	43	25	174		
MON	07/10/06	59	68	59	10	196		
TUE	07/11/06	66	73	48	22	209		
WED	07/12/06	62	62	43	17	184		
THU	07/13/06	66	67	40	25	198		
FRI	07/14/06	45	56	37	33	171		
	Weekly Total	298	326	227	107	958		
	Daily Average	60	65	45	21	192		
MON	07/17/06	49	56	31	34	170		
TUE	07/18/06	60	59	54	23	196		
WED	07/19/06	54	61	34	21	170		
THU	07/20/06	43	71	45	25	184		
FRI	07/21/06	41	34	40	28	143		
	Weekly Total	247	281	204	131	863		
	Daily Average	49	56	41	26	173		
MON	07/24/06	50	61	29	12	152		
TUE	07/25/06	60	55	50	22	187		
WED	07/26/06	58	58	48	14	178		
THU	07/27/06	53	64	31	22	170		
FRI	07/28/06	51	51	33	17	152		
	Weekly Total	272	289	191	87	839		
	Daily Average	54	58	38	17	168		
MON	07/31/06	52	49	32	10	143		
TUE						0		
WED						0		
THU						0		
FRI						0		
	Weekly Total	52	49	32	10	143		
	Daily Average	52	49	32	10	143		
	Monthly Total	1031	1100	783	411	3325	6650	one way trips
	Daily Average	54	58	41	22	175	350	

CORONADO COMMUTER FERRY RIDERSHIP - August 2006								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE	08/01/06	66	64	35	30	195		
WED	08/02/06	52	66	34	20	172		
THU	08/03/06	57	57	25	21	160		
FRI	08/04/06	52	64	30	27	173		
	Weekly Total	227	251	124	98	700		
	Daily Average	57	63	31	25	175		
MON	08/07/06	57	76	37	12	182		
TUE	08/08/06	62	71	43	20	196		
WED	08/09/06	63	68	36	21	188		
THU	08/10/06	48	52	50	25	175		
FRI	08/11/06	56	55	32	22	165		
	Weekly Total	286	322	198	100	906		
	Daily Average	57	64	40	20	181		
MON	08/14/06	53	68	28	11	160		
TUE	08/15/06	65	64	18	39	186		
WED	08/16/06	52	49	34	21	156		
THU	08/17/06	50	59	40	26	175		
FRI	08/18/06	46	54	38	10	148		
	Weekly Total	266	294	158	107	825		
	Daily Average	53	59	32	21	165		
MON	08/21/06	46	57	36	16	155		
TUE	08/22/06	62	67	61	24	214		
WED	08/23/06	56	61	33	15	165		
THU	08/24/06	74	65	40	19	198		
FRI	08/25/06	49	59	46	16	170		
	Weekly Total	287	309	216	90	902		
	Daily Average	57	62	43	18	180		
MON	08/28/06	57	66	32	18	173		
TUE	08/29/06	55	70	54	32	211		
WED	08/30/06	53	68	42	12	175		
THU	08/31/06	52	65	32	15	164		
FRI						0		
	Weekly Total	217	269	160	77	723		
	Daily Average	54	67	40	19	181		
							one way trips	
	Monthly Total	1283	1445	856	472	4056	8112	
	Daily Average	56	63	37	21	176	353	

CORONADO COMMUTER FERRY RIDERSHIP - September 2006								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE						0		
WED						0		
THU						0		
FRI	09/01/06	35	54	38	12	139		
	Weekly Total	35	54	38	12	139		
	Daily Average	35	54	38	12	139		
MON	09/04/06					0		
TUE	09/05/06	61	57	43	26	187		
WED	09/06/06	57	73	35	23	188		
THU	09/07/06	58	68	26	16	168		
FRI	09/08/06	52	65	44	11	172		
	Weekly Total	228	263	148	76	715		
	Daily Average	57	66	37	19	179		
MON	09/11/06	61	76	37	14	188		
TUE	09/12/06	48	49	26	22	145		
WED	09/13/06	53	52	35	22	162		
THU	09/14/06	44	53	25	19	141		
FRI	09/15/06	52	64	34	10	160		
	Weekly Total	258	294	157	87	796		
	Daily Average	52	59	31	17	159		
MON	09/18/06	49	73	41	7	170		
TUE	09/19/06	59	71	48	37	215		
WED	09/20/06	62	72	60	14	208		
THU	09/21/06	58	68	42	22	190		
FRI	09/22/06	54	70	34	14	172		
	Weekly Total	282	354	225	94	955		
	Daily Average	56	71	45	19	191		
MON	09/25/06	49	70	46	8	173		
TUE	09/26/06	52	72	43	25	192		
WED	09/27/06	39	65	50	15	169		
THU	09/28/06	41	74	50	16	181		
FRI	09/29/06	41	57	36	14	148		
	Weekly Total	222	338	225	78	863		
	Daily Average	44	68	45	16	173		
							one way trips	
	Monthly Total	1025	1303	793	347	3468	6936	
	Daily Average	51	65	40	17	173	347	

CORONADO COMMUTER FERRY RIDERSHIP October 2006								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	10/02/06	47	69	43	15	174		
TUE	10/03/06	45	97	54	24	220		
WED	10/04/06	53	61	34	24	172		
THU	10/05/06	39	55	42	21	157		
FRI	10/06/06	33	57	32	18	140		
	Weekly Total	217	339	205	102	863		
	Daily Average	43	68	41	20	173		
MON	10/09/06					0		
TUE	10/10/06	43	60	41	36	180		
WED	10/11/06	44	55	43	14	156		
THU	10/12/06	42	54	43	29	168		
FRI	10/13/06	36	53	33	16	138		
	Weekly Total	165	222	160	95	642		
	Daily Average	41	56	40	24	161		
MON	10/16/06	36	78	46	5	165		
TUE	10/17/06	39	51	42	15	147		
WED	10/18/06	42	56	36	20	154		
THU	10/19/06	37	54	56	19	166		
FRI	10/20/06	37	49	33	16	135		
	Weekly Total	191	288	213	75	767		
	Daily Average	38	58	43	15	153		
MON	10/23/06	43	54	53	19	169		
TUE	10/24/06	45	51	43	18	157		
WED	10/25/06	47	56	40	15	158		
THU	10/26/06	40	54	39	20	153		
FRI	10/27/06	48	52	36	25	161		
	Weekly Total	223	267	211	97	798		
	Daily Average	45	53	42	19	160		
MON	10/30/06	50	64	57	18	189		
TUE	10/31/06	52	52	55	30	189		
WED						0		
THU						0		
FRI						0		
	Weekly Total	102	116	112	48	378		
	Daily Average	51	58	56	24	189		
							one way trips	
	Monthly Total	898	1232	901	417	3448	6896	
	Daily Average	43	59	43	20	164	328	

CORONADO COMMUTER FERRY RIDERSHIP - Nov 2006								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE						0		
WED	11/01/06	36	69	36	15	156		
THU	11/02/06	41	65	44	20	170		
FRI	11/03/06	46	60	37	20	163		
	Weekly Total	123	194	117	55	489		
	Daily Average	41	65	39	18	163		
MON	11/06/06	53	73	46	14	186		
TUE	11/07/06	49	66	51	25	191		
WED	11/08/06	56	51	47	22	176		
THU	11/09/06	35	53	46	17	151		
FRI	11/10/06					0		
	Weekly Total	193	243	190	78	704		
	Daily Average	48	61	48	20	176		
MON	11/13/06	46	58	31	15	150		
TUE	11/14/06	45	67	33	10	155		
WED	11/15/06	40	60	30	12	142		
THU	11/16/06	30	66	32	28	156		
FRI	11/17/06	41	51	33	18	143		
	Weekly Total	202	302	159	83	746		
	Daily Average	40	60	32	17	149		
MON	11/20/06	43	54	36	18	151		
TUE	11/21/06	33	63	31	15	142		
WED	11/22/06	42	49	17	17	125		
THU	11/23/06					0		
FRI	11/24/06					0		
	Weekly Total	118	166	84	50	418		
	Daily Average	39	55	28	17	139		
MON	11/27/06	49	54	30	14	147		
TUE	11/28/06	49	46	30	15	140		
WED	11/29/06	49	49	34	20	152		
THU	11/30/06	38	53	44	14	149		
FRI						0		
	Weekly Total	185	202	138	63	588		
	Daily Average	46	51	35	16	147		
							one way trips	
	Monthly Total	821	1107	688	329	2945	5890	
	Daily Average	43	58	36	17	155	310	

CORONADO COMMUTER FERRY RIDERSHIP December 2006								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE						0		
WED						0		
THU						0		
FRI	12/01/06	36	44	28	20	128		
	Weekly Total	36	44	28	20	128		
	Daily Average	36	44	28	20	128		
MON	12/04/06	33	55	28	12	128		
TUE	12/05/06	40	46	26	15	127		
WED	12/06/06	43	55	22	20	140		
THU	12/07/06	39	50	24	11	124		
FRI	12/08/06	42	41	19	22	124		
	Weekly Total	197	247	119	80	643		
	Daily Average	39	49	24	16	129		
MON	12/11/06	34	56	23	20	133		
TUE	12/12/06	40	51	36	14	141		
WED	12/13/06	37	40	44	9	130		
THU	12/14/06	42	44	20	15	121		
FRI	12/15/06	39	40	21	18	118		
	Weekly Total	192	231	144	76	643		
	Daily Average	38	46	29	15	129		
MON	12/18/06	38	38	21	9	106		
TUE	12/19/06	30	37	21	17	105		
WED	12/20/06	37	35	21	14	107		
THU	12/21/06	35	29	25	10	99		
FRI	12/22/06	20	22	13	7	62		
	Weekly Total	160	161	101	57	479		
	Daily Average	32	32	20	11	96		
MON	12/25/06					0		
TUE	12/26/06	10	9	12	19	50		
WED	12/27/06	10	21	11	3	45		
THU	12/28/06	11	23	34	60	128		
FRI	12/29/06	10	18	24	15	67		
	Weekly Total	41	71	81	97	290		
	Daily Average	10	18	20	24	73		
							one way trips	
	Monthly Total	626	754	473	330	2183	4366	
	Daily Average	31	38	24	17	109	218	

CORONADO COMMUTER FERRY RIDERSHIP January 2007								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON	01/01/07	0	0	0	0	0		
TUE	01/02/07	13	13	15	20	61		
WED	01/03/07	33	50	41	18	142		
THU	01/04/07	39	42	33	18	132		
FRI	01/05/07	38	42	27	18	125		
	Weekly Total	123	147	116	74	460		
	Daily Average	31	37	29	19	115		
MON	01/08/07	45	61	26	13	145		
TUE	01/09/07	55	60	44	35	194		
WED	01/10/07	55	59	33	13	160		
THU	01/11/07	51	54	42	10	157		
FRI	01/12/07	35	42	25	14	116		
	Weekly Total	241	276	170	85	772		
	Daily Average	48	55	34	17	154		
MON	01/15/07	0	0	0	0	0		
TUE	01/16/07	43	55	30	20	148		
WED	01/17/07	45	49	30	13	137		
THU	01/18/07	48	49	28	13	138		
FRI	01/19/07	40	43	29	13	125		
	Weekly Total	176	196	117	59	548		
	Daily Average	44	49	29	15	137		
MON	01/22/07	46	62	39	9	156		
TUE	01/23/07	49	63	30	19	161		
WED	01/24/07	47	55	26	12	140		
THU	01/25/07	50	60	26	15	151		
FRI	01/26/07	43	47	31	21	142		
	Weekly Total	235	287	152	76	750		
	Daily Average	47	57	30	15	150		
MON	01/29/07	38	53	33	12	136		
TUE	01/30/07	32	50	29	9	120		
WED	01/31/07	32	36	26	10	104		
THU						0		
FRI						0		
	Weekly Total	102	139	88	31	360		
	Daily Average	34	46	29	10	120		
							one way trips	
	Monthly Total	877	1045	643	325	2890	5780	
	Daily Average	42	50	31	15	138	275	

CORONADO COMMUTER FERRY RIDERSHIP February 2007								
		TRIP 1	TRIP 2	TRIP 3	TRIP 4	Daily		
		05:45 - 05:55	06:45 - 06:55	07:30 - 07:40	08:20 - 08:30	Total		
	DATE							
MON						0		
TUE						0		
WED						0		
THU	02/01/07	34	53	29	13	129		
FRI	02/02/07	27	52	30	14	123		
	Weekly Total	61	105	59	27	252		
	Daily Average	31	53	30	14	126		
MON	02/05/07	44	43	30	22	139		
TUE	02/06/07	43	68	29	20	160		
WED	02/07/07	43	57	33	15	148		
THU	02/08/07	45	58	31	19	153		
FRI	02/09/07	31	41	22	19	113		
	Weekly Total	206	267	145	95	713		
	Daily Average	41	53	29	19	143		
MON	02/12/07	39	43	40	9	131		
TUE	02/13/07	48	42	44	19	153		
WED	02/14/07	40	52	44	20	156		
THU	02/15/07	40	62	39	21	162		
FRI	02/16/07	34	43	40	20	137		
	Weekly Total	201	242	207	89	739		
	Daily Average	40	48	41	18	148		
MON	02/19/07					0		
TUE	02/20/07	37	60	48	14	159		
WED	02/21/07	43	54	44	11	152		
THU	02/22/07	39	61	33	9	142		
FRI	02/23/07	37	40	23	12	112		
	Weekly Total	156	215	148	46	565		
	Daily Average	39	54	37	12	141		
MON	02/26/07	44	51	43	13	151		
TUE	02/27/07	48	47	36	7	138		
WED	02/28/07	25	38	28	4	95		
THU						0		
FRI						0		
	Weekly Total	117	136	107	24	384		
	Daily Average	39	45	36	8	128		
							one way trips	
	Monthly Total	741	965	666	281	2653	5306	
	Daily Average	39	51	35	15	140	279	

CORONADO COMMUTER FERRY RIDERSHIP - March 2007

TRIP 1 TRIP 2 TRIP 3 TRIP 4 Daily
 05:45 - 05:55 06:45 - 06:55 07:30 - 07:40 08:20 - 08:30 Total

DATE

MON					0	
TUE					0	
WED					0	
THU	03/01/07	43	50	32	25	150
FRI	03/02/07	39	51	27	14	131
	Weekly Total	82	101	59	39	281
	Daily Average	41.0	50.5	29.5	19.5	140.5

MON	03/05/07	50	57	47	19	173
TUE	03/06/07	49	71	43	23	186
WED	03/07/07	43	107	48	20	218
THU	03/08/07	39	63	41	6	149
FRI	03/09/07	46	56	31	14	147
Weekly Total		227	354	210	82	873
Daily Average		45.4	70.8	42.0	16.4	174.6

MON	03/12/07	44	59	28	19	150
TUE	03/13/07	49	57	42	25	173
WED	03/14/07	39	69	33	19	160
THU	03/15/07	40	63	38	19	160
FRI	03/16/07	47	58	40	12	157
Weekly Total		219	306	181	94	800
Daily Average		43.8	61.2	36.2	18.8	160.0

MON	03/19/07	38	62	29	19	148
TUE	03/20/07	42	53	41	16	152
WED	03/21/07	29	46	38	13	126
THU	03/22/07	33	74	52	18	177
FRI	03/23/07	38	47	32	22	139
Weekly Total		180	282	192	88	742
Daily Average		36.0	56.4	38.4	17.6	148.4

MON	03/26/07	37	55	28	16	136
TUE	03/27/07	35	59	43	11	148
WED	03/28/07	40	57	29	24	150
THU	03/29/07	37	61	45	22	165
FRI	03/30/07	33	43	40	19	135
Weekly Total		182	275	185	92	734
Daily Average		36.4	55.0	37.0	18.4	146.8

Monthly Total		890	1318	827	395	3430
Daily Average		40.5	59.9	37.6	18.0	155.9

one way trips

6860
312

CORONADO COMMUTER FERRY RIDERSHIP - APRIL 2007

TRIP 1 TRIP 2 TRIP 3 TRIP 4 Daily
 05:45 - 05:55 06:45 - 06:55 07:30 - 07:40 08:20 - 08:30 Total

	DATE					
MON	04/02/07	43	44	36	16	139
TUE	04/03/07	39	45	45	28	157
WED	04/04/07	43	53	40	13	149
THU	04/05/07	35	45	36	17	133
FRI	04/06/07	43	54	32	12	141
Weekly Total		203	241	189	86	719
Daily Average		40.6	48.2	37.8	17.2	143.8

MON	04/09/07	35	53	30	14	132
TUE	04/10/07	50	60	34	15	159
WED	04/11/07	45	49	27	16	137
THU	04/12/07	39	60	36	21	156
FRI	04/13/07	36	62	27	13	138
Weekly Total		205	284	154	79	722
Daily Average		41.0	56.8	30.8	15.8	144.4

MON	04/16/07	37	58	32	18	145
TUE	04/17/07	37	58	30	17	142
WED	04/18/07	40	58	33	16	147
THU	04/19/07	43	59	32	18	152
FRI	04/20/07	36	52	38	10	136
Weekly Total		193	285	165	79	722
Daily Average		38.6	57.0	33.0	15.8	144.4

MON	04/23/07	44	46	26	11	127
TUE	04/24/07	38	54	40	22	154
WED	04/25/07	47	57	36	24	164
THU	04/26/07	37	49	24	16	126
FRI	04/27/07	36	54	38	19	147
Weekly Total		202	260	164	92	718
Daily Average		40.4	52.0	32.8	18.4	143.6

MON	04/30/07	55	48	38	10	151
TUE						0
WED						0
THU						0
FRI						0
Weekly Total		55	48	38	10	151
Daily Average		55.0	48.0	38.0	10.0	151.0

Monthly Total		858	1118	710	346	3032
Daily Average		40.9	53.2	33.8	16.5	144.4

one way trips

6064
289

CORONADO COMMUTER FERRY RIDERSHIP - May 2007

TRIP 1 TRIP 2 TRIP 3 TRIP 4 Daily
 05:45 - 05:55 06:45 - 06:55 07:30 - 07:40 08:20 - 08:30 Total

DATE						
MON						0
TUE	05/01/07	40	53	39	21	153
WED	05/02/07	55	57	42	17	171
THU	05/03/07	40	56	32	12	140
FRI	05/04/07	47	54	27	20	148
Weekly Total		182	220	140	70	612
Daily Average		45.5	55.0	35.0	17.5	153.0

MON	05/07/07	49	71	29	8	157
TUE	05/08/07	61	72	36	32	201
WED	05/09/07	52	66	31	16	165
THU	05/10/07	37	49	34	9	129
FRI	05/11/07	43	60	34	21	158
Weekly Total		242	318	164	86	810
Daily Average		48.4	63.6	32.8	17.2	162.0

MON	05/14/07	51	61	35	13	160
TUE	05/15/07	52	63	38	18	171
WED	05/16/07	53	70	34	15	172
THU	05/17/07	60	63	46	15	184
FRI	05/18/07	72	88	54	17	231
Weekly Total		288	345	207	78	918
Daily Average		57.6	69.0	41.4	15.6	183.6

MON	05/21/07	49	65	38	12	164
TUE	05/22/07	57	66	33	19	175
WED	05/23/07	55	66	38	13	172
THU	05/24/07	52	68	39	24	183
FRI	05/25/07	37	52	26	16	131
Weekly Total		250	317	174	84	825
Daily Average		50.0	63.4	34.8	16.8	165.0

MON	05/28/07	0	0	0	0	0
TUE	05/29/07	54	53	37	23	167
WED	05/30/07	48	71	37	13	169
THU	05/31/07	56	62	40	22	180
FRI						0
Weekly Total		158	186	114	58	516
Daily Average		52.7	62.0	38.0	19.3	172.0

Monthly Total		1120	1386	799	376	3681
Daily Average		50.9	63.0	36.3	17.1	167.3

One Way Trips
 7362
 335

CORONADO COMMUTER FERRY RIDERSHIP - June 2007

TRIP 1 TRIP 2 TRIP 3 TRIP 4 Daily
 05:45 - 05:55 06:45 - 06:55 07:30 - 07:40 08:20 - 08:30 Total

DATE

MON					0	
TUE					0	
WED					0	
THU					0	
FRI	06/01/07	46	51	32	16	145
	Weekly Total	46	51	32	16	145
	Daily Average	46.0	51.0	32.0	16.0	145.0

MON	06/04/07	53	69	36	14	172
TUE	06/05/07	59	59	52	21	191
WED	06/06/07	51	60	48	23	182
THU	06/07/07	46	70	46	12	174
FRI	06/08/07	35	44	38	13	130
	Weekly Total	244	302	220	83	849
	Daily Average	48.8	60.4	44.0	16.6	169.8

MON	06/11/07	47	58	44	35	184
TUE	06/12/07	46	69	38	17	170
WED	06/13/07	55	72	35	27	189
THU	06/14/07	39	63	39	16	157
FRI	06/15/07	45	67	42	19	173
	Weekly Total	232	329	198	114	873
	Daily Average	46.4	65.8	39.6	22.8	174.6

MON	06/18/07	48	79	37	20	184
TUE	06/19/07	56	83	34	20	193
WED	06/20/07	57	82	37	20	196
THU	06/21/07	61	86	31	17	195
FRI	06/22/07	54	63	29	21	167
	Weekly Total	276	393	168	98	935
	Daily Average	55.2	78.6	33.6	19.6	187.0

MON	06/25/07	49	74	36	14	173
TUE	06/26/07	44	65	34	15	158
WED	06/27/07	52	90	38	24	204
THU	06/28/07	43	71	36	29	179
FRI	06/29/07	47	55	30	9	141
	Weekly Total	235	355	174	91	855
	Daily Average	47.0	71.0	34.8	18.2	171.0

	Monthly Total	1033	1430	792	402	3657
	Daily Average	49.2	68.1	37.7	19.1	174.1

One Way Trips

7314
348.3

APPENDIX F

- Traffic Analyses – September 2007 Data

**COMPARISON OF SUMMER AND FALL
INTERSECTION TRAFFIC COUNTS**

INTERSECTION		PEAK HOUR	ENTERING VOLUMES		CHANGE (c)	% CHANGE (c)
			JULY 2007 DATA (a)	SEPT 2007 DATA (b)		
1	First St & Alameda Blvd	AM	946	840	-106	-11%
		PM	1,201	1,040	-161	-13%
2	Third St & Alameda Blvd	AM	2,605	2,726	121	5%
		PM	1,122	1,100	-22	-2%
3	Fourth St & Alameda Blvd	AM	692	677	-15	-2%
		PM	2,563	2,420	-143	-6%
4	Ocean Blvd & Alameda Blvd	AM	958	708	-250	-26%
		PM	1,114	917	-197	-18%
5	First St & D Ave	AM	568	706	138	24%
		PM	1,116	1,249	133	12%
6	Third St & D Ave	AM	2,599	2,552	-47	-2%
		PM	1,090	1,020	-70	-6%
7	Fourth St & D Ave	AM	808	846	38	5%
		PM	2,296	2,087	-209	-9%
8	Sixth St & D Ave	AM	268	623	355	132%
		PM	640	744	104	16%
9	First St & Orange Ave	AM	645	842	197	31%
		PM	1,483	1,608	125	8%
10	Third St & Orange Ave	AM	4,567	4,634	67	1%
		PM	3,257	2,990	-267	-8%
11	Fourth St & Orange Ave	AM	3,168	3,141	-27	-1%
		PM	4,938	4,399	-539	-11%
12	Fifth St & Orange Ave	AM	2,155	2,127	-28	-1%
		PM	2,219	2,151	-68	-3%
13	Sixth St & Orange Ave	AM	2,149	2,115	-34	-2%
		PM	2,395	2,190	-205	-9%
14	Eighth St & Orange Ave	AM	1,981	1,936	-45	-2%
		PM	2,296	2,058	-238	-10%
15	Tenth St & Orange Ave	AM	1,869	1,905	36	2%
		PM	2,161	2,148	-13	-1%
16	Third St & Pomona Ave	AM	4,115	4,125	10	0%
		PM	2,296	1,789	-507	-22%
17	R. H. Dana Pl & Orange Ave	AM	2,697	2,383	-314	-12%
		PM	3,046	2,787	-259	-9%
18	Fourth St & Pomona Ave	AM	5,434	5,469	35	1%
		PM	5,716	4,795	-921	-16%
19	Glorietta Blvd & Pomona Ave	AM	980	1,067	87	9%
		PM	1,389	1,343	-46	-3%
20	Pomona Ave & Silver Strand Blvd	AM	3,560	3,315	-245	-7%
		PM	3,740	3,492	-248	-7%
21	Fourth St & Glorietta Blvd	AM	6,154	6,488	334	5%
		PM	6,925	5,770	-1,155	-17%
22	Tarawa Rd & Silver Strand Blvd	AM	3,531	3,284	-247	-7%
		PM	3,787	3,406	-381	-10%
23	Tulagi Rd & Silver Strand Blvd	AM	2,836	2,683	-153	-5%
		PM	3,031	2,612	-419	-14%
24	Logan Ave & Cesar E Chavez Pkwy	AM	1,255	1,250	-5	0%
		PM	2,028	2,098	70	3%
25	National Ave & SR-75 Off-Ramp	AM	292	272	-20	-7%
		PM	482	405	-77	-16%
AVERAGE		AM			-118	0%
		PM			-5,713	-10%

Notes:

(a) Traffic counts were obtained by National Data & Surveying Services between July 18, 2007 and July 28, 2007, with one CVN in port.

(b) Traffic counts were obtained by National Data & Surveying Services between September 11, 2007 and September 12, 2007, with one CVN in port.

(c) A positive value represents September data being higher than July data. A negative value represents September data being lower than July data.

**COMPARISON OF SUMMER AND FALL
ROADWAY SEGMENT TRAFFIC COUNTS**

ROADWAY SEGMENT	JULY 2007 DATA (a)	SEPTEMBER 2007 DATA (b)	CHANGE (c)	% CHANGE (c)
First St				
Alameda Blvd to H Ave	5,833	5,216	-617	-11%
H Ave to Orange Ave	7,181	8,053	872	12%
Third St (SR-75/282)				
Alameda Blvd to H Ave	15,577	15,767	190	1%
H Ave to Orange Ave	16,605	15,156	-1,449	-9%
Orange Ave to Pomona Ave	35,960	25,856	-10,104	-28%
Fourth St (SR-75/282)				
Alameda Blvd to H Ave	13,774	13,988	214	2%
H Ave to Orange Ave (d)	15,029	16,307	1,278	9%
Orange Ave to Pomona Ave	28,877	26,423	-2,454	-8%
San Diego-Coronado Bridge (SR-75)				
Glorietta Blvd to I-5	85,092	72,451	-12,641	-15%
Sixth St				
H Ave to Orange Ave	1,939	1,649	-290	-15%
Ocean Blvd				
Marina Ave to Alameda Blvd	7,601	5,745	-1,856	-24%
Alameda Blvd to R. H. Blvd	10,277	11,069	792	8%
Alameda Blvd				
First St to Third St	3,650	6,657	3,007	82%
Third St to Fourth St (d)	4,542	5,376	834	18%
Fourth St to Sixth St	7,812	7,647	-165	-2%
Sixth St to Tenth St	5,390	6,340	950	18%
Tenth St to Ocean Blvd	5,390	6,340	950	18%
Orange Ave (SR-75)				
First St to Third St	10,755	11,140	385	4%
Third St to Fourth St (d)	22,764	28,843	6,079	27%
Fourth St to Sixth St	30,819	29,934	-885	-3%
Sixth St to Tenth St	32,064	25,710	-6,354	-20%
Tenth St to R. H. Dana Pl	27,913	23,055	-4,858	-17%
R. H. Dana Pl to Pomona Ave (d)	34,620	27,815	-6,805	-20%
Silver Strand Blvd (SR-75)				
Pomona Ave to Tarawa Rd	38,573	24,699	-13,874	-36%
Tarawa Rd to Tulagi Rd	25,086	21,163	-3,923	-16%
Tulagi Rd to Leyte Rd	29,847	23,476	-6,372	-21%
Pomona Ave				
Fourth St to Glorietta Blvd	6,107	6,103	-4	0%
Glorietta Blvd to Silver Strand Blvd	12,786	7,753	-5,033	-39%
AVERAGE				-13%

Notes:

(a) ADT volumes for the roadway segments were obtained by National Data & Surveying Services and measured between July 18, 2007 and July 28, 2007, with one CVN in port.

(b) ADT volumes for the roadway segments were obtained by National Data & Surveying Services and measured between September 11, 2007 and September 12, 2007, with one CVN in port.

(c) A positive value represents September data being higher than July data. A negative value represents September data being lower than July data.

(d) Traffic volumes were re-counted on October 18, 2007 due to erroneous data in September 2007 traffic counts.

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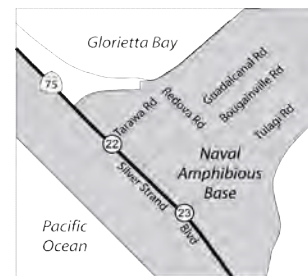
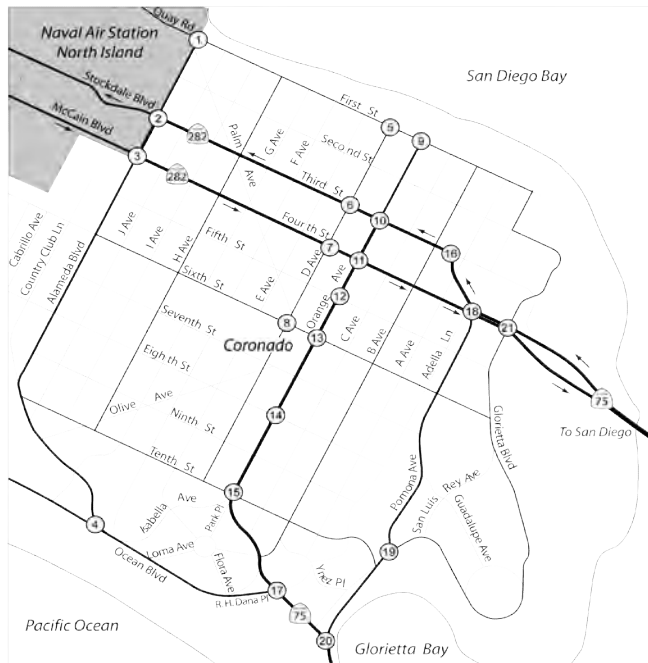
<div>1</div> <div>Quay Rd</div> <div>45 / 529 27 / 383</div> <div>Alameda Blvd</div> <div>340 / 41 2 / 0</div> <div>423 / 53 3 / 34</div> <div>First St</div>	<div>2</div> <div>Stockdale Blvd</div> <div>13 / 27 20 / 346</div> <div>Alameda Blvd</div> <div>94 / 52 13 / 31</div> <div>176 / 33 2401 / 487 9 / 124</div> <div>Third St</div>	<div>3</div> <div>McCain Blvd</div> <div>18 / 1 334 / 1321 104 / 423</div> <div>Alameda Blvd</div> <div>79 / 72 78 / 69</div> <div>40 / 243 24 / 291</div> <div>Fourth St</div>	<div>4</div> <div>Ocean Blvd</div> <div>24 / 55 598 / 152</div> <div>Alameda Blvd</div> <div>0 / 4 37 / 560</div> <div>5 / 9 44 / 137</div> <div>Fifth St</div>
<div>5</div> <div>Residential Dwy</div> <div>0 / 2 1 / 1 3 / 4</div> <div>D Ave</div> <div>4 / 3 1 / 1 5 / 16</div> <div>1 / 4 540 / 346 4 / 12</div> <div>First St</div>	<div>6</div> <div>D Ave</div> <div>7 / 13 19 / 94</div> <div>2 / 3 11 / 61</div> <div>19 / 16 2452 / 767 42 / 66</div> <div>Third St</div>	<div>7</div> <div>D Ave</div> <div>96 / 116 9 / 56</div> <div>27 / 76 61 / 71</div> <div>4 / 2 639 / 1766 10 / 0</div> <div>Fourth St</div>	<div>8</div> <div>D Ave</div> <div>20 / 5 94 / 145 30 / 37</div> <div>44 / 34 91 / 119 52 / 53</div> <div>24 / 39 96 / 40 51 / 48</div> <div>Sixth St</div>
<div>9</div> <div>Orange Ave</div> <div>16 / 254 123 / 621</div> <div>261 / 192 41 / 122</div> <div>287 / 173 114 / 246</div> <div>First St</div>	<div>10</div> <div>Orange Ave</div> <div>16 / 11 253 / 826</div> <div>90 / 77 156 / 291</div> <div>167 / 102 2341 / 787 1611 / 896</div> <div>Third St</div>	<div>11</div> <div>Orange Ave</div> <div>1426 / 1040 494 / 689</div> <div>241 / 350 332 / 413</div> <div>16 / 19 604 / 1843 28 / 45</div> <div>Fourth St</div>	<div>12</div> <div>Orange Ave</div> <div>56 / 58 1359 / 977 50 / 41</div> <div>32 / 12 552 / 752 6 / 26</div> <div>16 / 19 12 / 26 4 / 1</div> <div>Fifth St</div>
<div>13</div> <div>Orange Ave</div> <div>81 / 36 ### / 955 13 / 49</div> <div>43 / 47 531 / 688 17 / 68</div> <div>14 / 30 20 / 44 6 / 18</div> <div>Sixth St</div>			



Existing (Fall) Conditions (1 CVN) Peak-Hour Traffic Volumes

CVN SEIS Traffic Study

<div>14</div> <div> <div>14 / 36</div> <div>1276 / 952</div> <div>15 / 30</div> <div>Orange Ave</div> <div> <div>8 / 26</div> <div>14 / 18</div> <div>1 / 8</div> <div>Eighth St</div> </div> <div> <div>51 / 55</div> <div>24 / 77</div> <div>16 / 42</div> </div> <div> <div>20 / 54</div> <div>485 / 739</div> <div>12 / 21</div> </div> </div>	<div>15</div> <div> <div>32 / 25</div> <div>1213 / 981</div> <div>20 / 27</div> <div>Orange Ave</div> <div> <div>6 / 38</div> <div>8 / 63</div> <div>5 / 31</div> <div>Tenth St</div> </div> <div> <div>31 / 55</div> <div>37 / 71</div> <div>25 / 67</div> </div> <div> <div>43 / 61</div> <div>472 / 722</div> <div>13 / 7</div> </div> </div>	<div>16</div> <div> <div>31 / 124</div> <div>Third St</div> <div> <div>Pomona Ave</div> <div>4094 / 1663</div> <div>0 / 2</div> </div> </div>	<div>17</div> <div> <div>18 / 35</div> <div>1281 / 1009</div> <div>11 / 19</div> <div>Orange Ave</div> <div> <div>6 / 21</div> <div>4 / 15</div> <div>6 / 30</div> <div>Adella Ave</div> </div> <div> <div>8 / 80</div> <div>5 / 118</div> <div>65 / 577</div> </div> <div> <div>492 / 181</div> <div>482 / 688</div> <div>5 / 14</div> </div> </div>
<div>18</div> <div> <div>4105 / 1669</div> <div>Pomona Ave</div> <div> <div>Fourth St</div> <div>987 / 2793</div> <div>149 / 156</div> </div> <div> <div>228 / 177</div> </div> </div>	<div>19</div> <div> <div>264 / 255</div> <div>3 / 3</div> <div>Pomona Blvd</div> <div> <div>1 / 5</div> <div>35 / 67</div> <div>Glorietta Blvd</div> </div> <div> <div>576 / 633</div> <div>188 / 380</div> </div> </div>	<div>20</div> <div> <div>1352 / 1597</div> <div>Orange Ave</div> <div> <div>0 / 4</div> <div>309 / 341</div> <div>Pomona Ave</div> </div> <div> <div>983 / 849</div> <div>671 / 701</div> </div> </div>	<div>21</div> <div> <div>12 / 120</div> <div>Glorietta Blvd</div> <div> <div>629 / 290</div> <div>4093 / 1551</div> <div>Fourth St</div> </div> <div> <div>1163 / 2928</div> <div>46 / 36</div> </div> <div> <div>545 / 845</div> </div> </div>
<div>22</div> <div> <div>365 / 83</div> <div>633 / 1456</div> <div>292 / 235</div> <div>Silver Strand Blvd</div> <div> <div>144 / 425</div> <div>93 / 45</div> <div>27 / 11</div> <div>Tarawa Rd</div> </div> <div> <div>40 / 223</div> <div>38 / 52</div> <div>5 / 87</div> </div> <div> <div>159 / 19</div> <div>1481 / 765</div> <div>7 / 5</div> </div> </div>	<div>23</div> <div> <div>665 / 1549</div> <div>Silver Strand Blvd</div> <div> <div>5 / 7</div> <div>16 / 239</div> <div>Tulagi Rd</div> </div> <div> <div>1646 / 779</div> <div>351 / 38</div> </div> </div>	<div>24</div> <div> <div>64 / 56</div> <div>373 / 394</div> <div>112 / 145</div> <div>Cesar E Chavez Pkwy</div> <div> <div>37 / 45</div> <div>46 / 36</div> <div>13 / 17</div> <div>Logan Ave/SB SR-75 On-Ramp</div> </div> <div> <div>67 / 107</div> <div>75 / 216</div> <div>108 / 90</div> </div> <div> <div>14 / 19</div> <div>121 / 376</div> <div>220 / 587</div> </div> </div>	<div>25</div> <div> <div>112 / 104</div> <div>26 / 69</div> <div>NB SR-75 Off-Ramp</div> <div> <div>81 / 92</div> <div>National Ave</div> </div> <div> <div>53 / 140</div> </div> </div>



Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



Existing (Fall) Conditions (1 CVN) Peak-Hour Traffic Volumes
(cont.)

**EXISTING (FALL) CONDITIONS
PEAK-HOUR INTERSECTION LOS SUMMARY**

INTERSECTION		TRAFFIC CONTROL	PEAK HOUR	1 CVN	
				DELAY (a)	LOS (b)
1	First St & Alameda Blvd	All-Way Stop (c)	AM	44.0	E
			PM	29.6	D
2	Third St & Alameda Blvd	Two-Way Stop (d)	AM	15.0	B
			PM	ECL	F
3	Fourth St & Alameda Blvd	All-Way Stop (e)	AM	9.1	A
			PM	24.5	C
4	Ocean Blvd & Alameda Blvd	One-Way Stop	AM	18.7	C
			PM	33.1	D
5	First St & D Ave	Two-Way Stop	AM	18.9	C
			PM	38.6	E
6	Third St & D Ave	Two-Way Stop	AM	ECL	F
			PM	50.9	F
7	Fourth St & D Ave	Two-Way Stop	AM	23.1	C
			PM	ECL	F
8	Sixth St & D Ave	All-Way Stop	AM	14.9	B
			PM	10.9	B
9	First St & Orange Ave	Signalized	AM	7.4	A
			PM	30.0	C
10	Third St & Orange Ave	Signalized	AM	35.0	C
			PM	26.1	C
11	Fourth St & Orange Ave	Signalized	AM	15.4	B
			PM	44.2	D
12	Fifth St & Orange Ave	Two-Way Stop	AM	70.8	F
			PM	ECL	F
13	Sixth St & Orange Ave	Signalized	AM	14.0	B
			PM	15.3	B
14	Eighth St & Orange Ave	Signalized	AM	11.6	B
			PM	12.8	B
15	Tenth St & Orange Ave	Signalized	AM	25.4	C
			PM	37.7	D
16	Third St & Pomona Ave	One-Way Stop	AM	52.4	F
			PM	17.5	C
17	R. H. Dana Pl & Orange Ave	Signalized	AM	55.3	E
			PM	26.9	C
18	Fourth St & Pomona Ave	One-Way Stop	AM	22.4	C
			PM	103.8	F
19	Glorietta Blvd & Pomona Ave	Two-Way Stop	AM	11.9	B
			PM	13.0	B
20	Pomona Ave & Silver Strand Blvd	Signalized	AM	24.4	C
			PM	24.7	C
21	Fourth St & Glorietta Blvd	One-Way Stop	AM	95.3	F
			PM	21.4	C
22	Tarawa Rd & Silver Strand Blvd	Signalized	AM	66.3	E
			PM	53.3	D
23	Tulagi Rd & Silver Strand Blvd	Signalized	AM	3.2	A
			PM	10.5	B
24	Logan Ave & Cesar E Chavez Pkwy	Signalized	AM	19.0	B
			PM	133.9	F
25	National Ave & SR-75 Off-Ramp	One-Way Stop	AM	9.9	A
			PM	11.0	B

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At one-way stop-controlled intersections and two-way stop-controlled intersections delay refers to the worst movement.

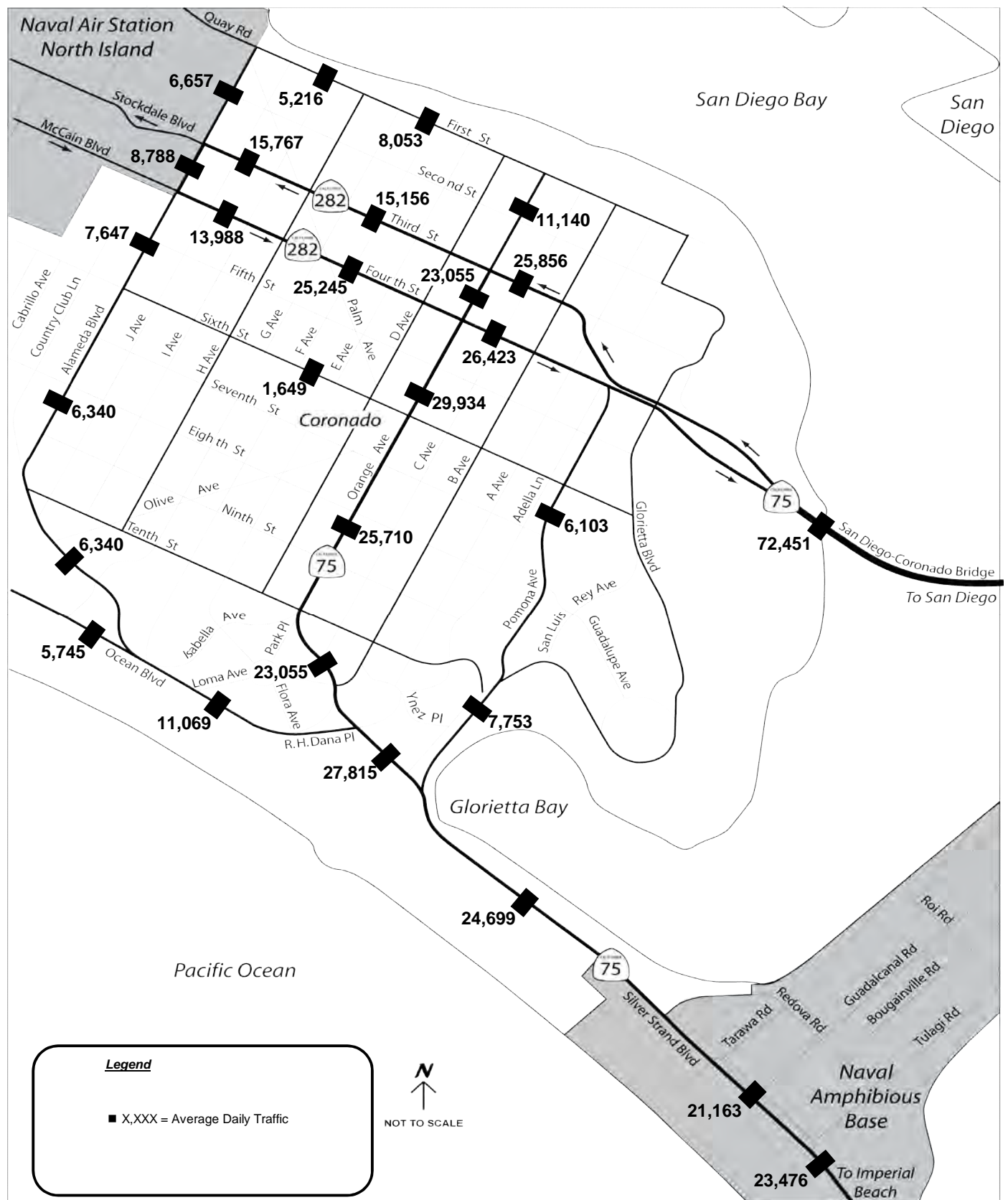
(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0

(c) The northbound movement is free, however; the intersection functions as an all-way stop controlled intersection.

(d) During the AM peak-hour period, this intersection functions as a signalized intersection due to manual traffic control measures.

(e) During the PM peak-hour period, this intersection functions as a signalized intersection due to manual traffic control measures.

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Existing (Fall) Conditions (1 CVN) ADT Volumes

**EXISTING (FALL) CONDITIONS
ROADWAY SEGMENT LOS SUMMARY**

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	1 CVN		
			ADT	V/C RATIO (a)	LOS
First St					
Alameda Blvd to H Ave	2-Lane Collector	8,000	5,216	0.652	D
H Ave to Orange Ave	2-Lane Collector	8,000	8,053	1.007	F
Third St (SR-75/282)					
Alameda Blvd to H Ave	3-Lane Principal Arterial (one-way)	30,000	15,767	0.526	B
H Ave to Orange Ave	3-Lane Principal Arterial (one-way)	30,000	15,156	0.505	B
Orange Ave to Pomona Ave	3-Lane Principal Arterial (one-way)	30,000	25,856	0.862	D
Fourth St (SR-75/282)					
Alameda Blvd to H Ave	3-Lane Principal Arterial (one-way)	30,000	13,988	0.466	B
H Ave to Orange Ave	3-Lane Principal Arterial (one-way)	30,000	25,245	0.842	D
Orange Ave to Pomona Ave	3-Lane Principal Arterial (one-way)	30,000	26,423	0.881	D
Sixth St					
H Ave to Orange Ave	2-Lane Collector	8,000	1,649	0.206	A
Ocean Blvd					
Marina Ave to Alameda Blvd	2-Lane Minor Arterial	15,000	5,745	0.383	B
Alameda Blvd to Orange Ave	2-Lane Minor Arterial	15,000	11,069	0.738	D
Alameda Blvd					
First St to Third St	2-Lane Minor Arterial	15,000	6,657	0.444	B
Third St to Fourth St	2-Lane Minor Arterial	15,000	8,788	0.586	C
Fourth St to Sixth St	2-Lane Minor Arterial	15,000	7,647	0.510	C
Sixth St to Tenth St	2-Lane Minor Arterial	15,000	6,340	0.423	B
Tenth St to Ocean Blvd	2-Lane Minor Arterial	15,000	6,340	0.423	B
Orange Ave (SR-75)					
First St to Third St	4-Lane Minor Arterial	30,000	11,140	0.371	B
Third St to Fourth St	4-Lane Principal Arterial	40,000	23,055	0.576	C
Fourth St to Sixth St	4-Lane Principal Arterial	40,000	29,934	0.748	C
Sixth St to Tenth St	4-Lane Principal Arterial	40,000	25,710	0.643	C
Tenth St to R. H. Dana Pl	4-Lane Principal Arterial	40,000	23,055	0.576	C
R. H. Dana Pl to Pomona Ave	4-Lane Principal Arterial	40,000	27,815	0.695	C
Silver Strand Blvd (SR-75)					
Pomona Ave to Tarawa Rd	4-Lane Principal Arterial	40,000	24,699	0.617	C
Tarawa Rd to Tulagi Rd	4-Lane Principal Arterial	40,000	21,163	0.529	C
Tulagi Rd to Leyte Rd	4-Lane Principal Arterial	40,000	23,476	0.587	C
Pomona Ave					
Fourth St to Glorietta Blvd	2-Lane Minor Arterial	15,000	6,103	0.407	B
Glorietta Blvd to Silver Strand Blvd	2-Lane Minor Arterial	15,000	7,753	0.517	C

Notes:

Bold values indicate roadway segments operating at LOS D, E, or F.

(a) Existing roads street classification is based on the *City of Coronado General Plan Circulation Element*, dated 10/17/95.

(b) ADT volumes for the roadway segments were obtained by National Data & Surveying Services and measured between September 11, 2007 and September 12, 2007.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(d) Traffic volumes were re-counted on October 18, 2007 due to erroneous data in September 2007 traffic counts.

APPENDIX G

- Existing Traffic Volume Data

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: First St

DATE: 07/24/2007 DAY: TUESDAY

LOCATION: PROJECT# 07-4136-012

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR		SL	ST	SR	EL	ET	ER	WL	WT	WR				
	0	1	1		0	0	0	0	1	1	0	1	0				
6:00 AM			0						14	5	2	162		296			
6:15 AM	105		1						12	9	2	124		253			
6:30 AM	84		0						17	12	1	100		214			
6:45 AM	71		4						10	11	0	87		183			
7:00 AM	73		2						10	13	1	63		162			
7:15 AM	58		1						8	13	2	57		139			
7:30 AM	55		3						10	15	2	38		123			
7:45 AM	35		3						18	16	5	36		113			
8:00 AM																	
8:15 AM																	
8:30 AM																	
8:45 AM																	
9:00 AM																	
9:15 AM																	
9:30 AM																	
9:45 AM																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	

TOTAL VOLUMES =	NL 594	NT 0	NR 14	SL 0	ST 0	SR 0	EL 0	ET 99	ER 94	WL 15	WT 667	WR 0	TOTAL 1483
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AM Peak Hr Begins at: 600 AM

PEAK VOLUMES =	373	0	5	0	0	0	0	53	37	5	473	0	946
PEAK HR FACTOR:			0.836			0.000		0.776			0.729		0.799

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: First St

DATE: 07/24/2007 DAY: TUESDAY

LOCATION: PROJECT# 07-4136-012

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR		SL	ST	SR	EL	ET	ER	WL	WT	WR				
1:00 PM	0	1	1		0	0	0	0	1	1	0	1	0				
1:15 PM																	
1:30 PM																	
1:45 PM																	
2:00 PM																	
2:15 PM			8						180	115	11	11			335		
2:30 PM	10		4						142	100	9	17			282		
2:45 PM	10		7						145	92	8	7			268		
3:00 PM	9		4						184	117	10	14			339		
3:15 PM	10		4						157	119	8	14			312		
3:30 PM	8		6						117	90	5	8			234		
3:45 PM	8		6						114	84	10	10			222		
4:00 PM	3		1						109	84	11	12			227		
4:15 PM	8		3														

TOTAL VOLUMES =	NL 66	NT 0	NR 39	SL 0	ST 0	SR 0	EL 0	ET 1148	ER 801	WL 72	WT 93	WR 0	TOTAL 2219
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PM Peak Hr Begins at: 230 PM

PEAK VOLUMES =	39	0	23	0	0	0	0	651	424	38	49	0	1224
PEAK HR FACTOR:			0.861			0.000		0.893			0.837		0.903

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Third St

DATE: 07/24/2007 DAY: TUESDAY

LOCATION: PROJECT# 07-4136-008

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	0	1	0	0	0	0	0	3	1	
6:00 AM					4	1				4	596	49	679
6:15 AM	33	0			5	2				1	625	63	729
6:30 AM	29	1			11	3				3	502	37	586
6:45 AM	22	3			12	7				9	512	46	611
7:00 AM	15	0			7	9				9	480	49	569
7:15 AM	28	2			14	6				4	411	47	512
7:30 AM	15	7			9	1				14	335	42	423
7:45 AM	17	1			7	10				23	294	31	383
8:00 AM													
8:15 AM													
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	184	14	0	0	69	39	0	0	0	67	3755	364	4492

AM Peak Hr Begins at: 600 AM

PEAK VOLUMES = 109 4 0 0 32 13 0 0 0 0 17 2235 195 2605

PEAK HR FACTOR: 0.856 0.592 0.000 0.888 0.893

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Third St

DATE: 07/24/2007 DAY: TUESDAY

LOCATION: PROJECT# 07-4136-008

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR		SL	ST	SR	EL	ET	ER	WL	WT	WR				
1:00 PM	1	1	0		0	1	0	0	0	0	0	0	3	1			
1:15 PM																	
1:30 PM																	
1:45 PM																	
2:00 PM																	
2:15 PM																	
2:30 PM	14	9			94	7					21	150	8	303			
2:45 PM	10	4			95	4					40	125	4	282			
3:00 PM	12	9			86	1					35	101	4	248			
3:15 PM	9	7			110	0					47	107	9	289			
3:30 PM	18	4			110	0					36	102	4	274			
3:45 PM	10	6			99	5					46	86	6	258			
4:00 PM	15	5			94	6					49	75	2	246			
4:15 PM	12	1			91	6					34	87	8	239			
4:30 PM																	
4:45 PM																	
5:00 PM																	
5:15 PM																	
5:30 PM																	
5:45 PM																	
6:00 PM																	
6:15 PM																	
6:30 PM																	
6:45 PM																	
TOTAL VOLUMES =	NL 100	NT 45	NR 0		SL 0	ST 779	SR 29	EL 0	ET 0	ER 0	WL 308	WT 833	WR 45	TOTAL 2139			

PM Peak Hr Begins at: 230 PM

PEAK VOLUMES = 45 29 0 0 385 12 0 0 0 0 143 483 25 1122

PEAK HR FACTOR: 0.804 0.902 0.000 0.909 0.926

CONTROL:

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

N-S STREET: E-W STREET: Fourth St
DATE: 07/24/2007 DAY: TUESDAY PROJECT# 07-4136-009 LOCATION:

NORTHBOUND										SOUTHBOUND					EASTBOUND					WESTBOUND				
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL										
		0	1	0	1	1	0	0	2	1	0	0	0											
6:00 AM			33	5	3	2		1	50	9				91										
6:15 AM														106										
6:30 AM			24	5	7	7		3	71	20				137										
6:45 AM			21	10	10	10		3	60	14				128										
7:00 AM			14	12	4	12		2	75	22				141										
7:15 AM			26	20	7	10		5	89	30				187										
7:30 AM			21	17	10	13		0	107	20				188										
7:45 AM			20	29	11	18		1	76	21				176										
8:00 AM																								
8:15 AM																								
8:30 AM																								
8:45 AM																								
9:00 AM																								
9:15 AM																								
9:30 AM																								
9:45 AM																								
10:00 AM																								
10:15 AM																								
10:30 AM																								
10:45 AM																								
11:00 AM																								
11:15 AM																								
11:30 AM																								
11:45 AM																								
TOTAL VOLUMES =		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL										
		0	183	99	56	74	0	16	582	144	0	0	0	1154										

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	81	78	32	53	0	8	347	93	0	0	0	0	692
PEAK HR FACTOR:	0.811	0.733	0.882	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.920
CONTROL:														

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

N-S STREET: E-W STREET: Fourth St
DATE: 07/24/2007 DAY: TUESDAY PROJECT# 07-4136-009 LOCATION:

NORTHBOUND										SOUTHBOUND					EASTBOUND					WESTBOUND				
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL										
1:00 PM		0	1	0	1	1	0	0	2	1	0	0	0	639										
1:15 PM														609										
1:30 PM														657										
1:45 PM														621										
2:00 PM														655										
2:15 PM														630										
2:30 PM		20	39	82	32			1	257	208				639										
2:45 PM		11	20	69	65			2	263	179				609										
3:00 PM		16	16	59	61			0	375	130				657										
3:15 PM		20	18	90	65			0	343	85				621										
3:30 PM		24	20	84	63			0	325	139				655										
3:45 PM		15	20	74	68			0	311	142				630										
4:00 PM		19	18	71	70			0	296	83				557										
4:15 PM		13	18	59	63			0	259	91				503										
4:30 PM																								
4:45 PM																								
5:00 PM																								
5:15 PM																								
5:30 PM																								
5:45 PM																								
6:00 PM																								
6:15 PM																								
6:30 PM																								
6:45 PM																								
TOTAL VOLUMES =		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL										
		0	138	169	588	487	0	3	2429	1057	0	0	0	4871										

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: DATE: 07/26/2007 DAY: THURSDAY LOCATION: PROJECT# 07-4136-022

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
6:00 AM	0	0	0	0	1	0	0	1	0	0	0	1	0	179	6	215
6:15 AM				11		0		17						238	5	275
6:30 AM				15		1		15						163	9	203
6:45 AM				16		4		6						209	4	239
7:00 AM				14		0		10						206	11	241
7:15 AM				22		1		10						184	12	229
7:30 AM				35		1		11						115	7	169
7:45 AM				21		2		8						88	9	128
8:00 AM																
8:15 AM																
8:30 AM																
8:45 AM																
9:00 AM																
9:15 AM																
9:30 AM																
9:45 AM																
10:00 AM																
10:15 AM																
10:30 AM																
10:45 AM																
11:00 AM																
11:15 AM																
11:30 AM																
11:45 AM																
TOTAL VOLUMES =	0	0	0	147	0	9	0	98	0	0	1382	63	TOTAL 1699			

AM Peak Hr Begins at: 6:15 AM

PEAK VOLUMES = 0 0 0 56 0 5 0 52 0 0 816 29 958

PEAK HR FACTOR: 0.000 0.763 0.619 0.869 0.871

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: DATE: 07/26/2007 DAY: THURSDAY LOCATION: PROJECT# 07-4136-022

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
1:00 PM	0	0	0	0	1	0	0	1	0	0	0	1	0			
1:15 PM																
1:30 PM																
1:45 PM																
2:00 PM																
2:15 PM																
2:30 PM				25		1	2	138			72	15	253			
2:45 PM				31		3	0	167			86	6	293			
3:00 PM				44		3	0	151			51	14	263			
3:15 PM				42		3	0	144			65	5	259			
3:30 PM				63		2	1	161			64	8	299			
3:45 PM				50		5	0	147			69	16	287			
4:00 PM				47		5	0	140			64	12	268			
4:15 PM				35		2	0	136			45	16	234			
4:30 PM																
4:45 PM																
5:00 PM																
5:15 PM																
5:30 PM																
5:45 PM																
6:00 PM																
6:15 PM																
6:30 PM																
6:45 PM																
TOTAL VOLUMES =	0	0	0	337	0	24	3	1184	0	0	516	92	TOTAL 2156			

PM Peak Hr Begins at: 2:45 PM

PEAK VOLUMES = 0 0 0 180 0 11 1 623 0 0 266 33 1114

PEAK HR FACTOR: 0.000 0.934 0.813 0.931

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: First St

DATE: 07/17/2007 DAY: TUESDAY

LOCATION: PROJECT# 07-4136-013

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WL	WT	WR	WR	
6:00 AM	0	1	0	0	1	0	0	1	0	0	0	0	5	101	0	0	117
6:15 AM	1	0	0	0	0	0	0	17	0	0	150	0	0	150	0	0	168
6:30 AM	0	0	0	0	0	0	0	14	0	1	113	0	1	113	0	0	128
6:45 AM	0	0	2	0	0	0	0	26	0	1	104	0	1	104	0	0	133
7:00 AM	0	0	2	0	2	1	0	28	0	1	105	0	1	105	0	0	139
7:15 AM	0	2	1	1	1	0	0	18	1	1	69	0	1	69	0	0	93
7:30 AM	2	4	1	0	2	0	0	26	0	1	62	1	1	62	1	0	99
7:45 AM	1	4	0	0	0	0	1	28	0	4	46	0	4	46	0	0	84
8:00 AM																	
8:15 AM																	
8:30 AM																	
8:45 AM																	
9:00 AM																	
9:15 AM																	
9:30 AM																	
9:45 AM																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	4	0	15	2	3	3	1	167	1	14	750	1	961

AM Peak Hr Begins at: 615 AM

PEAK VOLUMES =	1	0	4	0	2	1	0	85	0	3	472	0	568			
PEAK HR FACTOR:	0.625				0.250				0.759				0.792		0.845	

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: First St

DATE: 07/17/2007 DAY: TUESDAY

LOCATION: PROJECT# 07-4136-013

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WL	WT	WR	WR	
1:00 PM	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0
1:15 PM																	
1:30 PM																	
1:45 PM																	
2:00 PM																	
2:15 PM																	
2:30 PM	0	0	4	0	0	0	0	249	1	14	78	0	14	78	0	0	346
2:45 PM	0	0	3	0	1	0	0	172	0	22	64	1	22	64	1	0	263
3:00 PM	1	1	5	1	0	0	0	142	2	19	53	0	19	53	0	0	224
3:15 PM	2	0	5	2	1	0	0	200	1	22	54	0	22	54	0	0	287
3:30 PM	1	0	2	0	0	1	0	165	2	19	59	0	19	59	0	0	249
3:45 PM	0	0	4	0	0	0	0	150	1	21	50	1	21	50	1	0	227
4:00 PM	1	0	5	0	0	0	0	151	2	22	64	0	22	64	0	0	245
4:15 PM	2	0	6	1	0	0	0	133	3	18	62	0	18	62	0	0	225
4:30 PM																	
4:45 PM																	
5:00 PM																	
5:15 PM																	
5:30 PM																	
5:45 PM																	
6:00 PM																	
6:15 PM																	
6:30 PM																	
6:45 PM																	

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	7	1	34	4	2	1	0	1362	12	157	484	2	2066

PM Peak Hr Begins at: 230 PM

PEAK VOLUMES =	3	1	17	3	2	0	0	763	4	77	249	1	1120			
PEAK HR. FACTOR:	0.750				0.417				0.767				0.889		0.809	

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Third St

DATE: 07/24/2007 DAY: TUESDAY

LOCATION: PROJECT# 07-4136-007

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR		SL	ST	SR	EL	ET	ER	WL	WT	WR				
	0	1	0		0	1	0	0	0	0	0	3	0				
6:00 AM					6	2		1			687	0	704				
6:15 AM	2	5			2	0		7			690	0	706				
6:30 AM	0	2			14	0		9			584	0	609				
6:45 AM	1	2			32	0		16			529	0	580				
7:00 AM	2	3			14	0		3			524	0	546				
7:15 AM	2	3			13	0		0			513	2	533				
7:30 AM	3	5			3	0		2			395	0	408				
7:45 AM	1	1			14	0		0			358	0	374				
8:00 AM																	
8:15 AM																	
8:30 AM																	
8:45 AM																	
9:00 AM																	
9:15 AM																	
9:30 AM																	
9:45 AM																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
TOTAL VOLUMES =	12	28	0		0	98	2	0	0	0	38	4280	2	4460			

AM Peak Hr Begins at: 600 AM

PEAK VOLUMES =	4	16	0	0	54	2	0	0	0	33	2490	0	2599			
PEAK HR. FACTOR:	0.625				0.438				0.000				0.905	0.920		
CONTROL:																

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Third St

DATE: 07/24/2007 DAY: TUESDAY

LOCATION: PROJECT# 07-4136-007

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR		SL	ST	SR	EL	ET	ER	WL	WT	WR				
	0	1	0		0	1	0	0	0	0	0	0	3	0	TOTAL		
1:00 PM															1723		
1:15 PM																	
1:30 PM																	
1:45 PM																	
2:00 PM																	
2:15 PM																	
2:30 PM	3	3				10	1				9	230	3	259			
2:45 PM	2	12				25	3				13	223	3	281			
3:00 PM	5	16				14	2				20	191	12	260			
3:15 PM	1	18				31	2				14	222	2	290			
3:30 PM	3	16				16	0				13	175	3	228			
3:45 PM	1	17				29	3				11	65	2	128			
4:00 PM	6	17				14	2				25	87	6	157			
4:15 PM											6	89	3	120			
4:30 PM	4	10				8	0										
4:45 PM																	
5:00 PM																	
5:15 PM																	
5:30 PM																	
5:45 PM																	
6:00 PM																	
6:15 PM																	
6:30 PM																	
6:45 PM																	
TOTAL VOLUMES =	NL	NT	NR		SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	25	109	0		0	147	13	0	0	0	111	1282	36	1723			

PM Peak Hr Begins at: 230 PM

PEAK VOLUMES =	11	49	0	0	80	8	0	0	0	56	866	20	1090			
PEAK HR FACTOR:	0.714				0.667				0.000				0.973	0.940		

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Fourth St

DATE: 07/25/2007 DAY: WEDNESDAY

LOCATION: PROJECT# 07-4136-010

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
6:00 AM	4	5	5	6	3	2	69	4					90			
6:15 AM	0	5	5	2	21	2	113	2					116			
6:30 AM	2	5	5	5	42	1	160	1					145			
6:45 AM	4	4	4	9	9	1	151	1					216			
7:00 AM	5	3	6	7	0	0	200	0					179			
7:15 AM	8	5	5	1	4	0	174	0					221			
7:30 AM	2	11	10	4	4	0	172	0					192			
7:45 AM													199			
8:00 AM																
8:15 AM																
8:30 AM																
8:45 AM																
9:00 AM																
9:15 AM																
9:30 AM																
9:45 AM																
10:00 AM																
10:15 AM																
10:30 AM																
10:45 AM																
11:00 AM																
11:15 AM																
11:30 AM																
11:45 AM																
TOTAL VOLUMES =	0	31	40	44	92	0	9	1129	13	0	0	0	TOTAL 1358			

AM Peak Hr Begins at: 645 AM

PEAK VOLUMES = 0 19 17 21 62 0 2 685 2 0 0 0 0 808

PEAK HR FACTOR: 0.692 0.441 0.861 0.000 0.914

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Fourth St

DATE: 07/25/2007 DAY: WEDNESDAY

LOCATION: PROJECT# 07-4136-010

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
1:00 PM	0	1	0	0	1	0	0	3	0	0	0	0				
1:15 PM																
1:30 PM																
1:45 PM																
2:00 PM																
2:15 PM																
2:30 PM	6	13	6	13	0	565	1						604			
2:45 PM	13	17	4	32	1	475	0						542			
3:00 PM	20	5	4	30	1	496	2						558			
3:15 PM	18	8	5	40	0	521	0						592			
3:30 PM	19	18	5	25	0	368	2						437			
3:45 PM	17	21	8	32	0	441	0						519			
4:00 PM	22	20	3	35	1	453	1						535			
4:15 PM	15	16	1	13	0	492	0						537			
4:30 PM																
4:45 PM																
5:00 PM																
5:15 PM																
5:30 PM																
5:45 PM																
6:00 PM																
6:15 PM																
6:30 PM																
6:45 PM																
TOTAL VOLUMES =	0	130	118	36	220	0	3	3811	6	0	0	0	TOTAL 4324			

PM Peak Hr Begins at: 230 PM

PEAK VOLUMES = 0 57 43 19 115 0 2 2057 3 0 0 0 2296

PEAK HR FACTOR: 0.833 0.744 0.911 0.000 0.950

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Fourth St

DATE: 07/19/2007 DAY: THURSDAY

LOCATION: PROJECT# 07-4136-011

NORTHBOUND												SOUTHBOUND				EASTBOUND				WESTBOUND				
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1.5	1.5	2	2	0	0	3	1	0	0													
6:00 AM						1	66	6																456
6:15 AM	34	51	54	323		1	89	11																563
6:30 AM	53	60	74	405		1	112	7																712
6:45 AM	53	64	100	412		0	143	27																799
7:00 AM	50	59	121	375		3	150	9																767
7:15 AM	48	77	135	383		4	184	21																852
7:30 AM	56	80	133	301		3	154	23																750
7:45 AM	51	92	107	277		3	168	22																720
8:00 AM																								
8:15 AM																								
8:30 AM																								
8:45 AM																								
9:00 AM																								
9:15 AM																								
9:30 AM																								
9:45 AM																								
10:00 AM																								
10:15 AM																								
10:30 AM																								
10:45 AM																								
11:00 AM																								
11:15 AM																								
11:30 AM																								
11:45 AM																								
TOTAL VOLUMES =	0	368	524	796	2723	0	16	1066	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5619

AM Peak Hr Begins at: 645 AM

PEAK VOLUMES = 0 207 280 489 1471 0 10 631 80 0 0 0 3168

PEAK HR FACTOR: 0.895 0.946 0.862 0.000 0.930

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Fourth St

DATE: 07/19/2007 DAY: THURSDAY

LOCATION: PROJECT# 07-4136-011

NORTHBOUND												SOUTHBOUND				EASTBOUND				WESTBOUND						
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	EL	ET	ER	WL	WT	WR	EL	ET	ER	WL	WT	WR	TOTAL		
LANES:	0	1.5	1.5	2	2	0	0	3	1	0	0	0	3	1	0	0	0	0	0	3	1	0	0	0	TOTAL	
1:00 PM																										
1:15 PM																										
1:30 PM																										
1:45 PM																										
2:00 PM																										
2:15 PM																										
2:30 PM	78	128	188	237		4	569	13																	1217	
2:45 PM	93	124	226	299		2	481	12																	1237	
3:00 PM	93	149	218	291		2	492	14																	1259	
3:15 PM	75	146	214	258		2	515	15																	1225	
3:30 PM	65	140	194	289		2	380	11																	1081	
3:45 PM	69	70	148	201		1	464	4																	957	
4:00 PM	49	49	125	211		4	474	6																	918	
4:15 PM	55	74	133	198		2	505	4																	971	
4:30 PM																										
4:45 PM																										
5:00 PM																										
5:15 PM																										
5:30 PM																										
5:45 PM																										
6:00 PM																										
6:15 PM																										
6:30 PM																										
6:45 PM																										
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	EL	ET	ER	WL	WT	WR	EL	ET	ER	WL	WT	WR	TOTAL	
	0	577	880	1446	1984	0	19	3880	79	0	0	0	19	3880	79	0	0	0	0	19	3880	79	0	0	0	8865

PM Peak Hr Begins at: 230 PM

PEAK VOLUMES = 0 339 547 846 1085 0 10 2057 54 0 0 0 4938

PEAK HR FACTOR: 0.915 0.920 0.905 0.000 0.981

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Third St

DATE: 07/18/2007 DAY: WEDNESDAY

LOCATION: PROJECT# 07-4136-005

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WL	WT	WR	WT	
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	8	2	0	1	992
6:15 AM	1093		0										1095				1095
6:30 AM	1019		1										9				1029
6:45 AM	992		0										3				995
7:00 AM	993		1										4				998
7:15 AM	825		1										10				836
7:30 AM	675		0										10				685
7:45 AM	681		0										14				695
8:00 AM																	
8:15 AM																	
8:30 AM																	
8:45 AM																	
9:00 AM																	
9:15 AM																	
9:30 AM																	
9:45 AM																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	

TOTAL VOLUMES =	NL 7261	NT 0	NR 4	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 60	WR 0	TOTAL 7325
PEAK VOLUMES =	4097	0	2	0	0	0	0	0	0	0	18	0	4117
PEAK HR. FACTOR:	0.938			0.000			0.000			0.500			0.940

AM Peak Hr Begins at: 615 AM

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Third St

DATE: 07/18/2007 DAY: WEDNESDAY

LOCATION: PROJECT# 07-4136-005

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WL	WT	WR	WT	
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0		
1:15 PM																	
1:30 PM																	
1:45 PM																	
2:00 PM																	
2:15 PM																	
2:30 PM	574		2										28				604
2:45 PM	543		3										17				563
3:00 PM	547		0										29				576
3:15 PM	530		0										23				553
3:30 PM	496		2										25				523
3:45 PM	420		1										24				445
4:00 PM	455		2										25				482
4:15 PM	452		4										22				478
4:30 PM																	
4:45 PM																	
5:00 PM																	
5:15 PM																	
5:30 PM																	
5:45 PM																	
6:00 PM																	
6:15 PM																	
6:30 PM																	
6:45 PM																	

TOTAL VOLUMES =	NL 4017	NT 0	NR 14	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 193	WR 0	TOTAL 4224
PEAK VOLUMES =	2194	0	5	0	0	0	0	0	0	0	97	0	2296
PEAK HR. FACTOR:	0.954			0.000			0.000			0.836			0.950

PM Peak Hr Begins at: 230 PM

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Fourth St

DATE: 07/18/2007 DAY: WEDNESDAY

LOCATION: PROJECT# 07-4136-004

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WL	WT	WR	WR	
6:00 AM	0	0	1	0	0	0	0	3	0	0	0	3	0	0	0	0	1201
6:15 AM			49					169	16			986					1353
6:30 AM			66					261	29			1019					1375
6:45 AM			51					246	48			990					1335
7:00 AM			57					262	60			992					1371
7:15 AM			65					301	66			822					1254
7:30 AM			70					312	34			675					1091
7:45 AM			54					327	48			682					1111
8:00 AM																	
8:15 AM																	
8:30 AM																	
8:45 AM																	
9:00 AM																	
9:15 AM																	
9:30 AM																	
9:45 AM																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
TOTAL VOLUMES =	0	0	442	0	0	0	0	2073	318	0	7258	0	0	0	0	0	10091

AM Peak Hr Begins at: 615 AM

PEAK VOLUMES = 0 0 223 0 0 0 0 0 964 154 0 4093 0 5434

PEAK HR FACTOR: 0.845 0.000 0.868 0.937 0.988

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Fourth St

DATE: 07/18/2007 DAY: WEDNESDAY

LOCATION: PROJECT# 07-4136-004

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WL	WT	WR	WR	
1:00 PM	0	0	1	0	0	0	0	3	0	0	0	3	0	0	0	0	
1:15 PM																	
1:30 PM																	
1:45 PM																	
2:00 PM																	
2:15 PM																	
2:30 PM			42					810	35			578					1465
2:45 PM			49					782	46			544					1421
3:00 PM			27					801	43			543					1414
3:15 PM			40					802	46			528					1416
3:30 PM			48					796	42			497					1383
3:45 PM			54					768	46			424					1292
4:00 PM			44					764	43			456					1307
4:15 PM			51					694	46			454					1245
4:30 PM																	
4:45 PM																	
5:00 PM																	
5:15 PM																	
5:30 PM																	
5:45 PM																	
6:00 PM																	
6:15 PM																	
6:30 PM																	
6:45 PM																	
TOTAL VOLUMES =	0	0	355	0	0	0	0	6217	347	0	4024	0	0	0	0	0	10943

PM Peak Hr Begins at: 230 PM

PEAK VOLUMES = 0 0 158 0 0 0 0 0 3195 170 0 2193 0 5716

PEAK HR FACTOR: 0.806 0.000 0.952 0.949 0.975

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Fourth St

DATE: 07/17/2007 DAY: TUESDAY

LOCATION: PROJECT# 07-4136-003

NORTHBOUND				SOUTHBOUND				EASTBOUND			
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
LANES:	1	0	1	0	0	1	0	3	0	0	3
6:00 AM	0	39	76	0	2	194	8	981	161	1385	
6:15 AM	0	76	1089	0	0	237	4	1089	165	1571	
6:30 AM	0	95	1015	1	0	316	11	1015	119	1557	
6:45 AM	1	124	991	0	0	282	12	991	122	1532	
7:00 AM	0	117	987	0	3	312	5	987	71	1495	
7:15 AM	2	136	825	0	0	352	12	825	61	1388	
7:30 AM	0	154	673	2	2	382	9	673	81	1301	
7:45 AM	0	116	678	3	3	370	11	678	71	1249	
8:00 AM											
8:15 AM											
8:30 AM											
8:45 AM											
9:00 AM											
9:15 AM											
9:30 AM											
9:45 AM											
10:00 AM											
10:15 AM											
10:30 AM											
10:45 AM											
11:00 AM											
11:15 AM											
11:30 AM											
11:45 AM											

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	3	0	857	0	0	11	0	2445	72	0	7239	851	11478

AM Peak Hr Begins at: 615 AM

PEAK VOLUMES =	1	0	412	0	0	4	0	1147	32	0	4082	477	6155
PEAK HR FACTOR:	0.826			0.333			0.901			0.909			0.979

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E-W STREET: Fourth St

DATE: 07/17/2007 DAY: TUESDAY

LOCATION: PROJECT# 07-4136-003

NORTHBOUND				SOUTHBOUND				EASTBOUND			
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
LANES:	1	0	1	0	0	1	0	3	0	0	3
1:00 PM											
1:15 PM											
1:30 PM											
1:45 PM											
2:00 PM											
2:15 PM											
2:30 PM	1	261			6	843	9	573	72	1765	
2:45 PM	0	303			21	817	12	573	65	1743	
3:00 PM	0	266			18	816	6	525	77	1708	
3:15 PM	1	275			21	836	4	509	65	1711	
3:30 PM	0	814			22	837	12	474	57	1717	
3:45 PM	0	307			21	811	8	401	72	1620	
4:00 PM	0	288			20	794	13	435	70	1620	
4:15 PM	0	279			15	734	12	437	56	1533	
4:30 PM											
4:45 PM											
5:00 PM											
5:15 PM											
5:30 PM											
5:45 PM											
6:00 PM											
6:15 PM											
6:30 PM											
6:45 PM											

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	0	2294	0	0	144	0	6488	76	0	3879	534	13417

PM Peak Hr Begins at: 230 PM

PEAK VOLUMES =	2	0	1105	0	0	66	0	3312	31	0	2132	279	6927
PEAK HR FACTOR:	0.913			0.786			0.981			0.934			0.981

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: DATE: 07/25/2007 LOCATION:

E-W STREET: Tarawa Rd DAY: WEDNESDAY PROJECT# 07-4136-024

												WESTBOUND			
NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
LANES:	1	2	1	1	2	0	1	1	0.5	0.5	1				
6:00 AM	22	328	2	91	146	61	3	7	2	0	2	28	692		
6:15 AM	35	341	1	95	161	87	7	7	3	0	13	31	781		
6:30 AM	66	390	0	81	167	114	8	4	2	2	17	40	891		
6:45 AM	49	439	0	98	163	129	7	14	5	2	30	34	970		
7:00 AM	43	384	2	109	157	104	8	7	3	1	18	53	889		
7:15 AM	14	322	0	97	115	78	4	9	3	2	18	41	703		
7:30 AM	19	319	1	88	149	65	15	8	1	2	24	35	726		
7:45 AM															
8:00 AM															
8:15 AM															
8:30 AM															
8:45 AM															
9:00 AM															
9:15 AM															
9:30 AM															
9:45 AM															
10:00 AM															
10:15 AM															
10:30 AM															
10:45 AM															
11:00 AM															
11:15 AM															
11:30 AM															
11:45 AM															
TOTAL VOLUMES =	NL 255	NT 2786	NR 8	SL 747	ST 1194	SR 681	EL 55	ET 62	ER 19	WL 9	WT 133	WR 283	TOTAL 6232		

AM Peak Hr Begins at: 630 AM

PEAK VOLUMES = 193 1554 3 383 648 434 30 32 13 5 78 158 3531

PEAK HR FACTOR: 0.897 0.939 0.721 0.837 0.910

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: DATE: 07/25/2007 LOCATION:

E-W STREET: Tarawa Rd DAY: WEDNESDAY PROJECT# 07-4136-024

NORTHBOUND												SOUTHBOUND				EASTBOUND				WESTBOUND			
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL											
LANES:	1	2	1	1	2	0	1	1	0.5	0.5	1												
1:00 PM																							
1:15 PM																							
1:30 PM																							
1:45 PM																							
2:00 PM																							
2:15 PM																							
2:30 PM	3	242	1	26	319	19	32	22	12	4	28	107	815										
2:45 PM	2	249	0	34	303	21	41	19	15	1	20	96	801										
3:00 PM	5	269	1	45	327	19	41	9	15	2	26	81	840										
3:15 PM	21	240	0	39	387	23	48	16	18	2	22	85	901										
3:30 PM	10	233	0	28	421	18	39	23	25	4	7	99	907										
3:45 PM	9	238	0	34	413	21	80	18	21	2	7	86	929										
4:00 PM	21	230	1	39	439	21	61	8	44	1	15	108	988										
4:15 PM	7	231	1	40	400	22	79	17	34	0	20	112	963										
4:30 PM																							
4:45 PM																							
5:00 PM																							
5:15 PM																							
5:30 PM																							
5:45 PM																							
6:00 PM																							
6:15 PM																							
6:30 PM																							
6:45 PM																							
TOTAL VOLUMES =	NL 78	NT 1932	NR 4	SL 285	ST 3009	SR 164	EL 421	ET 132	ER 184	WL 16	WT 145	WR 774	TOTAL 7144										

PM Peak Hr Begins at: 330 PM

PEAK VOLUMES = 47 932 2 141 1673 82 259 66 124 7 49 405 3787

PEAK HR FACTOR: 0.973 0.950 0.863 0.873 0.958

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: DATE: 07/18/2007 LOCATION: PROJECT#: 07-4136-002

E-W STREET: National Ave DAY: WEDNESDAY

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR		SL	ST	SR	EL	ET	ER	WL	WT	WR				
	0	0	0		1	0	1	0	1	0	0	1	0				
6:00 AM							8		13			11		34			
6:15 AM				3			10		13			12		38			
6:30 AM				4			9		11			10		34			
6:45 AM				6			11		14			11		42			
7:00 AM				1			15		13			13		42			
7:15 AM				2			19		16			15		52			
7:30 AM				4			32		22			46		104			
7:45 AM				10			36		21			27		94			
8:00 AM																	
8:15 AM																	
8:30 AM																	
8:45 AM																	
9:00 AM																	
9:15 AM																	
9:30 AM																	
9:45 AM																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
TOTAL VOLUMES =	0	0	0	32	0	140	0	123	0	0	145	0	440				

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES = 0 0 0 17 0 102 0 72 0 0 101 0 292

PEAK HR FACTOR: 0.000 0.647 0.818 0.549 0.702

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: DATE: 07/18/2007 LOCATION: PROJECT#: 07-4136-002

E-W STREET: National Ave DAY: WEDNESDAY

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
1:00 PM	0	0	0	1	0	1	0	1	0	0	1	0	0			
1:15 PM																
1:30 PM																
1:45 PM																
2:00 PM																
2:15 PM																
2:30 PM				11		14		29			36		90			
2:45 PM				10		18		22			13		63			
3:00 PM				15		26		23			32		96			
3:15 PM				18		28		32			30		108			
3:30 PM				25		27		44			24		120			
3:45 PM				35		39		37			24		135			
4:00 PM				21		40		29			29		119			
4:15 PM				17		34		25			20		96			
4:30 PM																
4:45 PM																
5:00 PM																
5:15 PM																
5:30 PM																
5:45 PM																
6:00 PM																
6:15 PM																
6:30 PM																
6:45 PM																
TOTAL VOLUMES =	0	0	0	152	0	226	0	241	0	0	208	0	827			

PM Peak Hr Begins at: 315 PM

PEAK VOLUMES = 0 0 0 99 0 134 0 142 0 0 107 0 482

PEAK HR FACTOR: 0.000 0.787 0.807 0.892 0.893

CONTROL:

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

Prepared by:

N-S STREET: [Alameda Blvd](#) DATE: [09/12/2007](#) LOCATION: [City of San Diego](#)
E-W STREET: [First St](#) DAY: [WEDNESDAY](#) PROJECT # [07-4175-012](#)

[illegible]

AM Peak Hr Begins at: 600 AM

PEAK VOLUMES =	340	0	2	0	0	0	0	45	27	3	423	0	840
PEAK HR. FACTOR:	0.731			0.000				0.720		0.795			0.795

CONTROL: 2-Way Stop Sign (E,W)

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

Prepared by:

N-S STREET: Alameda Blvd
E-W STREET: First St
DATE: 09/12/2007
DAY: WEDNESDAY
LOCATION: City of San Diego
PROJECT # 07-4175-012

[illegible]

PM Peak Hr Begins at: 230 PM

PM Peak Hr Begins at: 230 PM													
TOTAL VOLUMES =	NL 75	NT 0	NR 49	SL 0	ST 0	SR 0	EL 0	ET 999	ER 729	WL 64	WT 93	WR 0	TOTAL 2009
PEAK VOLUMES =	41	0	25	0	0	0	0	529	383	34	53	0	1065
PEAK HR. FACTOR:	0.660			0.000			0.738			0.777			0.752

CONTROL: 2-Way Stop Sign (E,W)

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

Prepared by:

N-S STREET:	Alameda Blvd	DATE:	09/11/2007	LOCATION:	City of San Diego
E-W STREET:	Third St	DAY:	TUESDAY	PROJECT #	07-4175-008

[illegible]

AM Peak Hr Begins at: 600 AM

PEAK VOLUMES =	94	13	0	0	20	13	0	0	0	9	2401	176	2726
PEAK HR. FACTOR:	0.836				0.688			0.000		0.907			0.904

CONTROL: 2WAYSTOP(NS)

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

Prepared by:

N-S STREET: Alameda Blvd
DATE: 09/11/2007
LOCATION: City of San Diego

E-W STREET: Third St
DAY: TUESDAY
PROJECT # 07-4175-008

[illegible]

PM Peak Hr Begins at: 230 PM

PM Peak Hr Begins at: 230 PM													
TOTAL VOLUMES =	NL 98	NT 62	NR 0	SL 0	ST 756	SR 37	EL 0	ET 0	ER 0	WL 245	WT 871	WR 54	TOTAL 2123
PEAK VOLUMES =	52	31	0	0	346	27	0	0	0	124	487	33	1100
PEAK HR. FACTOR:		0.830			0.888			0.000			0.947		0.926

CONTROL: 2WAYSTOP(NS)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: D Ave

DATE: 09/13/2007

LOCATION: City of San Diego

E-W STREET: First St

DAY: THURSDAY

PROJECT # 07-4175-013

NORTHBOUND										SOUTHBOUND				EASTBOUND				WESTBOUND					
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL									
		0	1	0	0	1	0	0	1	0	0	1	0										
6:00 AM		0	0	2	0	0	0	2	26	0	2	93	0		125								
6:15 AM		1	0	1	0	0	0	2	29	3	1	140	0		177								
6:30 AM		0	1	0	1	0	0	1	26	4	0	128	1		162								
6:45 AM		2	0	3	0	1	0	0	37	3	2	155	0		203								
7:00 AM		1	0	1	2	0	0	0	40	2	1	117	0		164								
7:15 AM		0	1	2	1	0	0	0	39	0	3	89	2		137								
7:30 AM		0	0	3	0	1	1	0	51	0	1	65	1		123								
7:45 AM		1	0	2	0	0	0	0	42	1	0	81	0		127								
8:00 AM																							
8:15 AM																							
8:30 AM																							
8:45 AM																							
9:00 AM																							
9:15 AM																							
9:30 AM																							
9:45 AM																							
10:00 AM																							
10:15 AM																							
10:30 AM																							
10:45 AM																							
11:00 AM																							
11:15 AM																							
11:30 AM																							
11:45 AM																							
TOTAL VOLUMES =		5	2	14	4	2	1	5	290	13	10	868	4		1218								

AM Peak Hr Begins at: 615 AM

PEAK VOLUMES =	4	1	5	3	1	0	3	132	12	4	540	1	706
PEAK HR. FACTOR:								0.875			0.868		0.869
CONTROL:	1-Way Stop (NB)												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: D Ave

DATE: 09/13/2007

LOCATION: City of San Diego

E-W STREET: First St

DAY: THURSDAY

PROJECT # 07-4175-013

NORTHBOUND										SOUTHBOUND					EASTBOUND					WESTBOUND						
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL														
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0											
1:00 PM																										
1:15 PM																										
1:30 PM																										
1:45 PM																										
2:00 PM																										
2:15 PM																										
2:30 PM	0	0	3	1	0	1	0	228	0	2	90	1	326													
2:45 PM	2	0	4	2	0	0	1	236	0	5	93	0	343													
3:00 PM	1	1	5	0	1	0	0	190	0	2	91	2	293													
3:15 PM	0	0	4	1	0	1	0	205	0	3	72	1	287													
3:30 PM	0	0	1	1	0	0	0	198	0	4	70	0	274													
3:45 PM	0	0	2	2	1	2	0	149	1	3	39	1	200													
4:00 PM	0	0	3	2	1	1	0	145	0	4	63	2	221													
4:15 PM	1	0	2	1	0	0	1	146	0	5	40	1	197													
4:30 PM																										
4:45 PM																										
5:00 PM																										
5:15 PM																										
5:30 PM																										
5:45 PM																										
6:00 PM																										
6:15 PM																										
6:30 PM																										
6:45 PM																										
TOTAL VOLUMES =		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL												
		4	1	24	10	3	5	2	1497	1	28	558	8	2141												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Orange Ave

DATE: 09/12/2007

LOCATION: City of San Diego

E-W STREET: First St

DAY: WEDNESDAY

PROJECT # 07-4175-014

NORTHBOUND										SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL										
LANES:	1	0	1	0	0	0	0	1	0	1	1	0										
6:00 AM	60		4				3	22	20	35		144										
6:15 AM	71		5				1	27	24	69		197										
6:30 AM	69		12				2	23	26	62		194										
6:45 AM	69		14				9	35	35	88		250										
7:00 AM	52		10				4	38	29	68		201										
7:15 AM	53		13				5	34	31	40		176										
7:30 AM	35		14				12	41	27	31		160										
7:45 AM	62		10				12	30	24	20		158										
8:00 AM																						
8:15 AM																						
8:30 AM																						
8:45 AM																						
9:00 AM																						
9:15 AM																						
9:30 AM																						
9:45 AM																						
10:00 AM																						
10:15 AM																						
10:30 AM																						
10:45 AM																						
11:00 AM																						
11:15 AM																						
11:30 AM																						
11:45 AM																						
TOTAL VOLUMES =	471	0	82	0	0	0	0	48	250	216	413	0	1480									

AM Peak Hr Begins at: 615 AM

PEAK VOLUMES =	261	0	41	0	0	0	0	0	16	123	114	287	0	842
PEAK HR. FACTOR:			0.910			0.000			0.790			0.815		0.842
CONTROL:	Signalized													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Orange Ave

DATE: 09/12/2007

LOCATION: City of San Diego

E-W STREET: First St

DAY: WEDNESDAY

PROJECT # 07-4175-014

NORTHBOUND										SOUTHBOUND					EASTBOUND					WESTBOUND							
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL													
		1	0	1	0	0	0	0	1	0	1	1	0	0													
1:00 PM																											
1:15 PM																											
1:30 PM																											
1:45 PM																											
2:00 PM																											
2:15 PM																											
2:30 PM		47		26					74	157	75	47													426		
2:45 PM		48		32					73	167	69	51													440		
3:00 PM		52		36					55	139	59	43													384		
3:15 PM		45		28					52	158	43	32													358		
3:30 PM		51		33					40	160	49	24													357		
3:45 PM		31		24					41	113	48	13													270		
4:00 PM		43		26					32	118	57	24													300		
4:15 PM		29		33					26	123	63	17													291		
4:30 PM																											
4:45 PM																											
5:00 PM																											
5:15 PM																											
5:30 PM																											
5:45 PM																											
6:00 PM																											
6:15 PM																											
6:30 PM																											
6:45 PM																											
TOTAL VOLUMES =		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL												TOTAL	
		346	0	238	0	0	0	0	393	1135	463	251	0	2826												2826	

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Orange Ave DATE: 09/11/2007 LOCATION: City of San Diego

E-W STREET: Third St DAY: TUESDAY PROJECT# 07-4175-006

NORTHBOUND										SOUTHBOUND					EASTBOUND					WESTBOUND					
NL		NT		NR		SL		ST		SR		EL		ET		ER		WL		WT		WR		TOTAL	
LANES:		1	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1.5	2	2	0.5	TOTAL			
6:00 AM		10	30			55		3			250		626	25	999										
6:15 AM		20	20			53		5			329		664	52	1143										
6:30 AM		18	36			67		2			374		606	53	1156										
6:45 AM		25	76			63		3			503		534	33	1237										
7:00 AM		27	24			70		6			405		537	29	1098										
7:15 AM		12	44			89		5			352		455	24	981										
7:30 AM		15	33			73		3			386		428	15	953										
7:45 AM		15	61			42		2			319		407	17	863										
8:00 AM																									
8:15 AM																									
8:30 AM																									
8:45 AM																									
9:00 AM																									
9:15 AM																									
9:30 AM																									
9:45 AM																									
10:00 AM																									
10:15 AM																									
10:30 AM																									
10:45 AM																									
11:00 AM																									
11:15 AM																									
11:30 AM																									
11:45 AM																									
TOTAL VOLUMES =		142	324	0			0	512	29			0	0	0			2918	4257	248	TOTAL 8430					

AM Peak Hr Begins at: 615 AM

PEAK VOLUMES =	90	156	0	0	253	16	0	0	0	1611	2341	167	4634
PEAK HR. FACTOR:					0.885				0.000				0.937
CONTROL:	Signalized												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Orange Ave DATE: 09/11/2007 LOCATION: City of San Diego

E-W STREET: Third St DAY: TUESDAY PROJECT# 07-4175-006

NORTHBOUND										SOUTHBOUND					EASTBOUND					WESTBOUND				
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL												
LANES:	1	2	0	0	2	0	0	0	1.5	2	0.5													
1:00 PM																								
1:15 PM																								
1:30 PM																								
1:45 PM																								
2:00 PM																								
2:15 PM																								
2:30 PM	14	92		207	4				212	222	19	770												
2:45 PM	15	65		175	3				209	201	23	691												
3:00 PM	20	80		238	3				231	201	34	807												
3:15 PM	28	54		206	1				244	163	26	722												
3:30 PM	17	80		187	3				236	158	34	715												
3:45 PM	17	40		205	3				185	107	17	574												
4:00 PM	21	69		225	4				241	111	25	696												
4:15 PM	10	41		194	2				244	85	18	594												
4:30 PM																								
4:45 PM																								
5:00 PM																								
5:15 PM																								
5:30 PM																								
5:45 PM																								
6:00 PM																								
6:15 PM																								
6:30 PM																								
6:45 PM																								
TOTAL VOLUMES =	142	521	0	1637	23	0	0	0	1802	1248	196	5569												

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

N-S STREET: [Orange Ave](#) DATE: [09/11/2007](#) LOCATION: [City of San Diego](#)
E-W STREET: [Fifth St](#) DAY: [TUESDAY](#) PROJECT # [07-4175-016](#)

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR		SL	ST	SR		EL	ET	ER	WL	WT	WR			
	0	2	0		0	2	0		0	1	0	0	1	0			
6:00 AM	1	79	0		2	277	2		1	1	2	0	0	2	367		
6:15 AM	2	80	1		3	299	7		3	2	2	0	0	1	400		
6:30 AM	2	108	1		3	353	9		1	1	3	0	1	2	484		
6:45 AM	5	156	1		11	431	7		1	1	4	0	3	5	625		
7:00 AM	6	120	1		10	333	14		1	4	6	2	3	4	504		
7:15 AM	10	143	1		13	306	8		1	4	3	1	3	2	495		
7:30 AM	11	133	3		16	289	27		3	3	9	1	3	5	503		
7:45 AM	17	157	2		13	235	25		0	8	4	0	10	2	473		
8:00 AM																	
8:15 AM																	
8:30 AM																	
8:45 AM																	
9:00 AM																	
9:15 AM																	
9:30 AM																	
9:45 AM																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
TOTAL VOLUMES =	NL	NT	NR		SL	ST	SR		EL	ET	ER	WL	WT	WR	TOTAL		
	54	976	10		71	2523	99		11	24	33	4	23	23	3851		

AM Peak Hr Begins at: 645 AM

[illegible]

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

N-S STREET: Orange Ave
DATE: 09/11/2007
LOCATION: City of San Diego
E-W STREET: Fifth St
DAY: TUESDAY
PROJECT # 07-4175-016

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM	5	183	4	11	250	15	3	50	4	0	3	7	535
2:45 PM	2	182	4	13	217	20	3	61	2	0	5	7	516
3:00 PM	4	181	7	15	233	18	5	39	9	0	5	2	518
3:15 PM	4	185	9	5	281	9	0	46	7	1	12	5	564
3:30 PM	2	204	6	8	246	11	3	51	13	0	4	5	553
3:45 PM	2	160	4	9	208	14	2	57	4	0	10	2	472
4:00 PM	3	173	7	11	269	10	4	40	12	2	6	10	547
4:15 PM	6	152	7	13	249	12	3	37	7	1	5	5	497
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	28	1420	48	85	1953	109	23	381	58	4	50	43	4202

PM Peak Hr Begins at: 245 PM

PEAK	12	752	26	41	977	58	11	197	31	1	26	19	2151
VOLUMES =													
PEAK HR. FACTOR:			0.932		0.912			0.892			0.639		0.953
CONTROL:	2-Way Stop Sign (E/W)												

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

N-S STREET:	Orange Ave	DATE:	09/11/2007	LOCATION:	City of San Diego
E-W STREET:	Eighth St	DAY:	TUESDAY	PROJECT #	07-4175-018

[illegible]

AM Peak Hr Begins at: 645 AM

[illegible]

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

N-S STREET: Orange Ave
DATE: 09/11/2007
LOCATION: City of San Diego

E-W STREET: Eighth St
DAY: TUESDAY
PROJECT # 07-4175-018

[illegible]

PM Peak Hr Begins at: 245 PM

[illegible]

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Orange Ave

DATE: 09/11/2007

LOCATION: City of San Diego

E-W STREET: Tenth St

DAY: TUESDAY

PROJECT# 07-4175-019

NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND					
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL											
LANES:	1	2	0	1	2	0	0	1	0	0	1	0											
6:00 AM	7	76	0	2	256	1	3	2	3	0	2	352											
6:15 AM	6	89	1	3	294	2	4	5	4	0	1	409											
6:30 AM	13	90	0	0	322	1	6	1	2	0	0	435											
6:45 AM	25	122	2	1	393	5	8	6	8	0	1	571											
7:00 AM	5	96	0	3	297	16	3	2	4	0	2	429											
7:15 AM	6	129	0	3	279	3	10	6	8	0	3	447											
7:30 AM	7	125	11	13	244	8	10	23	5	5	2	458											
7:45 AM	15	179	1	3	215	3	10	2	11	1	14	457											
8:00 AM																							
8:15 AM																							
8:30 AM																							
8:45 AM																							
9:00 AM																							
9:15 AM																							
9:30 AM																							
9:45 AM																							
10:00 AM																							
10:15 AM																							
10:30 AM																							
10:45 AM																							
11:00 AM																							
11:15 AM																							
11:30 AM																							
11:45 AM																							
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL										
	84	906	15	28	2300	39	54	47	45	6	25	9	3558										

AM Peak Hr Begins at: 645 AM

PEAK VOLUMES =	43	472	13	20	1213	32	31	37	25	5	8	6	1905
PEAK HR. FACTOR:					0.793			0.612			0.396		0.834
CONTROL:	Signalized												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Orange Ave

DATE: 09/11/2007

LOCATION: City of San Diego

E-W STREET: Tenth St

DAY: TUESDAY

PROJECT# 07-4175-019

NORTHBOUND										SOUTHBOUND				EASTBOUND				WESTBOUND					
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL											
LANES:	1	2	0	1	2	0	0	1	0	0	1	0											
1:00 PM	18	167	5	22	222	5	23	27	15	5	25	10	544										
1:15 PM	16	170	3	17	194	4	10	20	12	2	2	5	455										
1:30 PM	19	196	4	7	236	2	7	17	16	12	20	13	549										
1:45 PM	13	188	1	11	275	2	15	12	10	9	20	6	562										
2:00 PM	17	167	1	7	238	5	26	27	22	8	16	15	549										
2:15 PM	12	171	1	2	232	16	7	15	19	2	7	4	488										
2:30 PM	8	180	2	5	209	12	16	21	11	13	13	8	498										
2:45 PM	14	153	4	3	228	11	12	27	17	9	27	13	518										
3:00 PM																							
3:15 PM																							
3:30 PM																							
3:45 PM																							
4:00 PM																							
4:15 PM																							
4:30 PM																							
4:45 PM																							
5:00 PM																							
5:15 PM																							
5:30 PM																							
5:45 PM																							
6:00 PM																							
6:15 PM																							
6:30 PM																							
6:45 PM																							
TOTAL VOLUMES =	NL 117	NT 1392	NR 21	SL 74	ST 1834	SR 57	EL 116	ET 166	ER 122	WL 60	WT 130	WR 74	TOTAL 4163										

CONTROL: 1-WAY STOP (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Orange Ave

E-W STREET: Pomona Ave

DATE: 09/11/2007

DAY: TUESDAY

LOCATION: City of San Diego

PROJECT# 07-4175-021

NORTHBOUND										SOUTHBOUND					EASTBOUND					WESTBOUND				
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL										
6:00 AM		0	2	0	0	2	0	0	0	0	0	0	1	0	548									
6:15 AM			189	71		252					35			1	548									
6:30 AM			184	104		287					47			1	623									
6:45 AM			244	147		325					67			0	783									
7:00 AM			266	162		386					81			0	895									
7:15 AM			229	185		315					88			0	817									
7:30 AM			244	177		326					73			0	820									
7:45 AM			207	164		276					68			0	715									
8:00 AM			295	139		240					52			0	726									
8:15 AM																								
8:30 AM																								
8:45 AM																								
9:00 AM																								
9:15 AM																								
9:30 AM																								
9:45 AM																								
10:00 AM																								
10:15 AM																								
10:30 AM																								
10:45 AM																								
11:00 AM																								
11:15 AM																								
11:30 AM																								
11:45 AM																								
TOTAL VOLUMES =		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL										
		0	1858	1149	0	2407	0	0	0	0	511	0	2	5927										

AM Peak Hr Begins at: 630 AM

PEAK VOLUMES =	0	983	671	0	1352	0	0	0	0	0	309	0	0	3315
PEAK HR. FACTOR:		0.966		0.876		0.000		0.878		0.926				
CONTROL:	Signalized													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Orange Ave

E-W STREET: Pomona Ave

DATE: 09/11/2007

DAY: TUESDAY

LOCATION: City of San Diego

PROJECT# 07-4175-021

NORTHBOUND										SOUTHBOUND				EASTBOUND				WESTBOUND					
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL											
LANES:	0	2	0	0	2	0	0	0	0	0	1	0	709		2		2		778		TOTAL		
1:00 PM													212		91		350		54		709		
1:15 PM													210		115		395		56		778		
1:30 PM													229		126		360		61		777		
1:45 PM													218		192		366		87		864		
2:00 PM													201		190		447		86		924		
2:15 PM													217		181		414		89		902		
2:30 PM													213		138		370		79		802		
2:45 PM													238		153		383		67		842		
3:00 PM																							
3:15 PM																							
3:30 PM																							
3:45 PM																							
4:00 PM																							
4:15 PM																							
4:30 PM																							
4:45 PM																							
5:00 PM																							
5:15 PM																							
5:30 PM																							
5:45 PM																							
6:00 PM																							
6:15 PM																							
6:30 PM																							
6:45 PM																							
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		TOTAL		TOTAL		TOTAL		TOTAL		
	0	1738	1186	0	3085	0	0	0	0	579	0	10	6598		6598		6598		6598		6598		

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Prepared by:

N-S STREET: **Glorietta Blvd** DATE: **09/12/2007** LOCATION: **City of San Diego**
E-W STREET: **Fourth St** DAY: **WEDNESDAY** PROJECT # **07-4175-003**

[illegible]

AM Peak Hr Begins at: 615 AM

PEAK VOLUMES =	0	0	545	0	0	0	12	0	1163	46	0	4093	629	6488
PEAK HR. FACTOR:		0.729			0.750				0.837			0.934		0.982

CONTROL: 2-Way Stop Sign (NS); NL = U-turns

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

Prepared by:

N-S STREET: [Glorietta Blvd](#) DATE: [09/12/2007](#) LOCATION: [City of San Diego](#)
E-W STREET: [Fourth St](#) DAY: [WEDNESDAY](#) PROJECT # [07-4175-003](#)

[illegible]

PM Peak Hr Begins at: 230 PM

PM Peak Hr Begins at: 230 PM													
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	1673	0	0	210	0	5770	80	0	2836	570	11139
PEAK													
VOLUMES =	0	0	845	0	0	120	0	2928	36	0	1551	290	5770
PEAK HR. FACTOR:			0.884					0.936			0.939		0.975

CONTROL: 2-Way Stop Sign (NS); NL=U-turns

PEAK VOLUMES =	0	779	38	0	1549	0	0	0	239	0	7	2612
PEAK HR. FACTOR:		0.880			0.870			0.000		0.854		0.907
CONTROL:					Signalized							

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

N-S STREET:	Cesar Chavez/SR-75 On-Ramp	DATE:	09/13/2007	LOCATION:	City of San Diego
E-W STREET:	Logan Ave	DAY:	THURSDAY	PROJECT #	07-4175-001

[illegible]

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	14	121	111	81	373	64	67	75	72	10	46	37	1071
PEAK HR. FACTOR:		0.820			0.887			0.877			0.802		0.867
CONTROL:	Signalized												

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

N-S STREET: Cesar Chavez/SR-75 On-Ramp DATE: 09/13/2007 LOCATION: City of San Diego
E-W STREET: Logan Ave DAY: THURSDAY PROJECT # 07-4175-001

[illegible]

PM Peak Hr Begins at: 230 PM

PM Peak Hr Begins at: 230 PM														
TOTAL VOLUMES =		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		36	672	654	247	746	116	214	466	144	24	74	81	3474
PEAK VOLUMES =		19	376	442	120	394	56	107	216	63	14	36	45	1888
PEAK HR. FACTOR:		0.876		0.880				0.737				0.848		0.931

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR-75 Off- Ramp

E-W STREET: National Ave

DATE: 09/12/2007

DAY: WEDNESDAY

LOCATION: City of San Diego

PROJECT # 07-4175-002

NORTHBOUND										SOUTHBOUND					EASTBOUND					WESTBOUND					
NL		NT		NR		SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL										
LANES:		0	0	0	0	1	0	1	0	1	0	0	1	0											
6:00 AM						5		11		7			10		33										
6:15 AM						6		10		4			7		27										
6:30 AM						6		14		10			17		47										
6:45 AM						1		16		8			21		46										
7:00 AM						6		19		12			16		53										
7:15 AM						7		22		12			13		54										
7:30 AM						6		38		10			18		72										
7:45 AM						7		33		19			34		93										
8:00 AM																									
8:15 AM																									
8:30 AM																									
8:45 AM																									
9:00 AM																									
9:15 AM																									
9:30 AM																									
9:45 AM																									
10:00 AM																									
10:15 AM																									
10:30 AM																									
10:45 AM																									
11:00 AM																									
11:15 AM																									
11:30 AM																									
11:45 AM																									
TOTAL VOLUMES =		0		0		0		163		82		0		136		425									

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	0	0	26	0	112	0	53	0	0	81	0	272
PEAK HR. FACTOR:	0.000	0.784	0.697	0.596	0.731								
CONTROL:	1WAYSTOP(SB)												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR-75 Off- Ramp

E-W STREET: National Ave

DATE: 09/12/2007

DAY: WEDNESDAY

LOCATION: City of San Diego

PROJECT # 07-4175-002

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	1	0	0	1	0												
1:00 PM																								
1:15 PM																								
1:30 PM																								
1:45 PM																								
2:00 PM																								
2:15 PM																								
2:30 PM			10		13		27		33			83												
2:45 PM			15		17		26		31			89												
3:00 PM			13		23		20		25			81												
3:15 PM			23		23		38		26			100												
3:30 PM			13		31		36		26			116												
3:45 PM			24		26		27		18			95												
4:00 PM			9		24		39		22			94												
4:15 PM			5		16		26		29			76												
4:30 PM																								
4:45 PM																								
5:00 PM																								
5:15 PM																								
5:30 PM																								
5:45 PM																								
6:00 PM																								
6:15 PM																								
6:30 PM																								
6:45 PM																								
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL											
	0	0	0	112	0	173	0	239	0	0	210	0	734											

Volumes for: Sunday, July 22, 2007										City: San Diego				Project #: 07-4138-001			
Location: First St. from Alameda Blvd to H St																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00	3	3	18	22	12:00												
00:15	0	2	7	16	12:15												
00:30	0	2	18	18	12:30												
00:45	3	6	4	11	12:45												
01:00	1	1	11	19	13:00												
01:15	1	1	13:15	14	13:15												
01:30	0	1	13:30	16	13:30												
01:45	1	3	0	3	13:45												
02:00	0	1	19	25	14:00												
02:15	0	0	14:15	19	14:15												
02:30	1	0	14:30	14	14:30												
02:45	1	2	5	6	14:45												
03:00	0	0	15:00	11	15:00												
03:15	0	0	15:15	17	15:15												
03:30	0	0	15:30	17	15:30												
03:45	0	0	0	28	15:45												
04:00	0	0	16:00	25	16:00												
04:15	1	0	16:15	20	16:15												
04:30	0	0	16:30	16	16:30												
04:45	0	1	0	7	16:45												
05:00	0	1	10	22	17:00												
05:15	0	0	17:15	14	17:15												
05:30	1	0	17:30	21	17:30												
05:45	0	1	0	13	17:45												
06:00	0	1	18:00	10	18:00												
06:15	0	3	18:15	21	18:15												
06:30	1	1	18:30	18	18:30												
06:45	3	4	6	8	18:45												
07:00	3	5	13	7	19:00												
07:15	4	5	19:15	9	19:15												
07:30	7	0	19:30	7	19:30												
07:45	3	17	3	11	19:45												
08:00	1	7	20:00	10	20:00												
08:15	6	2	20:15	14	20:15												
08:30	4	9	20:30	10	20:30												
08:45	2	13	6	10	20:45												
09:00	4	6	21:00	6	21:00												
09:15	10	9	21:15	3	21:15												
09:30	8	10	21:30	8	21:30												
09:45	15	37	13	4	21:45												
10:00	3	13	22:00	9	22:00												
10:15	18	17	22:15	6	22:15												
10:30	18	15	22:30	3	22:30												
10:45	12	51	11	2	22:45												
11:00	17	9	23:00	7	23:00												
11:15	15	11	23:15	1	23:15												
11:30	16	15	23:30	1	23:30												
11:45	14	62	8	3	23:45												
Total Vol.										197	205	402					
										Daily Totals		584	679	1263			
										NB	SB	WB	Combined				
												781	884				
												PM					
												46.2%	53.8%				
												15:30	13:45				
												90	92				
												0.80	0.92				
												PM					
												46.2%	53.8%				
												15:30	13:45				
												90	92				
												0.80	0.92				
												PM					
												46.2%	53.8%				
												15:30	13:45				

Volumes for: Thursday, July 26, 2007										City: San Diego		Project #: 07-4138-001	
Location: First St from Alameda Blvd to H St													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			1	1		12:00		54	36				
00:15			5	0		12:15		51	32				
00:30			1	0		12:30		61	50				
00:45			2	9	1	10	12:45	50	216	57	175	391	
01:00			0	0		13:00		58	46				
01:15			0	0		13:15		54	32				
01:30			0	1		13:30		40	30				
01:45			0	0	1	2	13:45	52	204	26	134	338	
02:00			0	1		14:00		57	42				
02:15			1	2		14:15		69	45				
02:30			0	0		14:30		120	40				
02:45			1	2	1	4	14:45	188	434	25	152	586	
03:00			1	0		15:00		145	28				
03:15			1	1		15:15		122	28				
03:30			0	0		15:30		188	25				
03:45			0	2	0	1	15:45	171	626	22	103	729	
04:00			0	1		16:00		137	18				
04:15			1	0		16:15		137	19				
04:30			0	1		16:30		108	20				
04:45			2	3	2	4	16:45	119	501	15	72	573	
05:00			0	5		17:00		95	19				
05:15			1	21		17:15		79	15				
05:30			0	70		17:30		79	17				
05:45			3	4	124	220	224	17:45	30	283	16	67	350
06:00			5	158		18:00		34	18				
06:15			13	111		18:15		24	16				
06:30			9	96		18:30		17	13				
06:45			17	44	124	489	533	18:45	9	84	17	64	148
07:00			16	87		19:00		12	6				
07:15			12	80		19:15		11	19				
07:30			16	83		19:30		10	11				
07:45			19	63	37	287	350	19:45	11	44	13	49	93
08:00			24	42		20:00		25	20				
08:15			24	24	36	20:15		6	10				
08:30			26	31		20:30		10	10				
08:45			28	102	19	128	230	20:45	4	45	13	53	98
09:00			31	23		21:00		4	10				
09:15			28	23		21:15		6	9				
09:30			40	23		21:30		2	5				
09:45			35	134	30	99	233	21:45	7	19	4	28	47
10:00			77	3		22:00		1	6				
10:15			41	31		22:15		1	11				
10:30			64	31		22:30		5	4				
10:45			64	246	34	99	345	22:45	4	11	5	26	37
11:00			55	51		23:00		0	6				
11:15			87	39		23:15		3	2				
11:30			86	36		23:30		5	3				
11:45			69	297	43	169	466	23:45	2	10	2	13	23

Split %	AM	PM
37.6%	62.4%	41.4%
11:00	05:45	06:00
297	489	533
0.85	0.77	0.82
Peak Hour	14:45	14:45
Volume	643	749
P.H.F.	0.86	0.81
		0.88

Volumes for: Friday, July 27, 2007										City: San Diego		Project #: 07-4138-001	
Location: First St from Alameda Blvd to H St													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			2	2	12:00			96	0				
00:15			0	0	12:15			77	0				
00:30			3	0	12:30			74	0				
00:45			3	8	2	10	12:45	13	260	0	260		
01:00			0	1	13:00			22	0				
01:15			1	0	13:15			73	0				
01:30			0	0	13:30			70	0				
01:45			0	1	2	3	4	13:45	82	247	0	247	
02:00			0	0	14:00			77	0				
02:15			0	1	14:15			97	0				
02:30			0	1	14:30			144	0				
02:45			0	0	2	4	4	14:45	194	512	0	512	
03:00			0	0	15:00			169	0				
03:15			1	0	15:15			122	0				
03:30			1	1	15:30			125	0				
03:45			0	2	1	2	4	15:45	96	512	0	512	
04:00			0	1	16:00			92	0				
04:15			1	1	16:15			90	0				
04:30			0	0	16:30			81	0				
04:45			1	2	1	3	5	16:45	59	322	0	322	
05:00			1	9	17:00			48	0				
05:15			1	24	17:15			57	0				
05:30			4	66	17:30			53	0				
05:45			1	7	122	221	228	17:45	39	197	0	197	
06:00			3	145	18:00			23	0				
06:15			10	103	18:15			19	0				
06:30			7	122	18:30			14	0				
06:45			15	35	73	443	478	18:45	15	71	0	71	
07:00			11	73	19:00			14	0				
07:15			17	73	19:15			7	0				
07:30			21	58	19:30			14	0				
07:45			22	71	36	240	311	19:45	17	52	0	52	
08:00			20	45	20:00			15	0				
08:15			24	37	20:15			12	0				
08:30			13	29	20:30			9	0				
08:45			29	86	26	137	223	20:45	9	45	0	45	
09:00			29	30	21:00			12	0				
09:15			35	21	21:15			8	0				
09:30			34	30	21:30			5	0				
09:45			44	142	28	109	251	21:45	8	33	0	33	
10:00			38	24	22:00			6	0				
10:15			56	35	22:15			6	0				
10:30			46	26	22:30			7	0				
10:45			85	225	34	119	344	22:45	6	25	0	25	
11:00			71	53	23:00			3	0				
11:15			78	0	23:15			3	0				
11:30			97	0	23:30			2	0				
11:45			95	341	0	53	394	23:45	2	10	0	10	

City: San Diego										Project #: 07-4138-001				
Volumes for: Saturday, July 28, 2007														
Location: First St from Alameda Blvd to H St														
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB					
00:00			2	0	12:00			17	11					
00:15			7	0	12:15			6	14					
00:30			2	0	12:30			9	16					
00:45			3	14	0	14		17	49	11	52	101		
					12:45									
01:00			1	0	13:00			11	16					
01:15			0	0	13:15			15	17					
01:30			0	0	13:30			21	15					
01:45			2	3	0	3		22	69	23	71	140		
					13:45									
02:00			0	0	14:00			12	22					
02:15			0	0	14:15			18	8					
02:30			0	0	14:30			22	32					
02:45			1	1	0	1		6	58	22	84	142		
					14:45									
03:00			1	0	15:00			12	15					
03:15			0	0	15:15			19	16					
03:30			0	0	15:30			18	12					
03:45			0	1	0	1		12	61	29	72	133		
					15:45									
04:00			1	0	16:00			18	15					
04:15			1	0	16:15			10	13					
04:30			0	0	16:30			11	23					
04:45			0	2	0	2		15	54	27	78	132		
					16:45									
05:00			0	0	17:00			22	19					
05:15			1	0	17:15			13	11					
05:30			0	0	17:30			8	19					
05:45			0	1	0	1		19	62	20	69	131		
					17:45									
06:00			0	0	18:00			8	18					
06:15			1	0	18:15			11	18					
06:30			4	0	18:30			22	24					
06:45			3	8	0	8		15	56	15	75	131		
					18:45									
07:00			3	0	19:00			14	12					
07:15			2	0	19:15			13	7					
07:30			5	0	19:30			11	13					
07:45			9	19	0	19		14	52	21	53	105		
					19:45									
08:00			7	7	20:00			13	11					
08:15			5	6	20:15			11	21					
08:30			11	6	20:30			12	13					
08:45			8	31	6	25	56	20:45	9	45	8	53	98	
					20:45									
09:00			16	6	21:00			9	12					
09:15			9	8	21:15			15	6					
09:30			6	13	21:30			2	4					
09:45			10	41	6	33	74	21:45	9	35	8	30	65	
					21:45									
10:00			10	12	22:00			7	12					
10:15			18	12	22:15			3	9					
10:30			12	16	22:30			5	3					
10:45			13	53	10	50	103	22:45	4	19	3	27	46	
					22:45									
11:00			16	17	23:00			2	4					
11:15			16	16	23:15			7	2					
11:30			17	12	23:30			3	6					
11:45			17	66	14	59	125	23:45	4	16	1	13	29	
					23:45									
Total Vol.										240	167	407	Daily Totals	
										5%		WB		Combined
										EB				
										SB				
										NB				
										1253				

Split %	AM	PM
Peak Hour	11:15	13:45
Volume	67	85
P.H.F.	0.99	0.84
	24.5%	54.0%
	10:30	13:45
	59	135
	0.87	0.66
	125	74
	0.95	0.66

City: Coronado										Project #: 07-4137-001	
Location: First St. from H Ave to Orange											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			5	3	12:00			53	68		
00:15			0	5	12:15			65	53		
00:30			0	3	12:30			65	70		
00:45			2	7	12:45			54	237	89	280
01:00			1	1	13:00			52	66		
01:15			0	1	13:15			60	71		
01:30			1	0	13:30			60	62		
01:45			2	4	13:45			70	242	58	257
02:00			4	1	14:00			81	57		
02:15			1	1	14:15			114	67		
02:30			0	0	14:30			138	76		
02:45			0	5	14:45			197	530	50	250
03:00			1	0	15:00			139	54		
03:15			0	0	15:15			140	48		
03:30			0	0	15:30			195	48		
03:45			0	1	15:45			144	618	59	209
04:00			0	0	16:00			144	56		
04:15			0	2	16:15			146	52		
04:30			0	2	16:30			145	41		
04:45			1	1	16:45			131	566	51	200
05:00			0	23	17:00			84	32		
05:15			4	36	17:15			69	30		
05:30			1	81	17:30			71	44		
05:45			1	6	17:45			47	271	36	142
06:00			5	140	18:00			49	29		
06:15			13	109	18:15			17	31		
06:30			11	119	18:30			19	34		
06:45			6	35	18:45			13	98	27	121
07:00			26	76	19:00			16	23		
07:15			11	89	19:15			18	33		
07:30			20	46	19:30			15	28		
07:45			31	88	19:45			14	63	23	107
08:00			28	85	20:00			14	20		
08:15			34	42	20:15			16	14		
08:30			23	35	20:30			10	13		
08:45			27	112	20:45			5	45	9	56
09:00			33	40	21:00			9	12		
09:15			37	33	21:15			5	9		
09:30			37	42	21:30			7	19		
09:45			31	138	21:45			5	26	11	51
10:00			27	20	22:00			10	14		
10:15			61	46	22:15			5	15		
10:30			56	45	22:30			11	14		
10:45			77	221	22:45			6	32	11	54
11:00			66	64	23:00			4	4		
11:15			70	57	23:15			6	1		
11:30			65	46	23:30			4	4		
11:45			83	284	23:45			1	15	7	16
Total Vol.										4486	
Daily Totals										Combined	
EB										WB	
NB										SB	
2695										1743	
1793										31	

Volumes for: Sunday, July 22, 2007				City: San Diego				Project #: 07-4138-002			
Location: Third St from Alameda Blvd to H St											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00				30	12:00				189		
00:15				29	12:15				201		
00:30				28	12:30				205		
00:45				19	106	106			219	814	814
01:00				15	13:00				211		
01:15				14	13:15				184		
01:30				15	13:30				207		
01:45				13	57	57			225	827	827
02:00				18	14:00				231		
02:15				14	14:15				214		
02:30				13	14:30				243		
02:45				7	52	52			172	860	860
03:00				16	15:00				188		
03:15				7	15:15				162		
03:30				14	15:30				159		
03:45				21	58	58			181	690	690
04:00				24	16:00				157		
04:15				33	16:15				159		
04:30				29	16:30				159		
04:45				28	114	114			127	602	602
05:00				18	17:00				148		
05:15				27	17:15				146		
05:30				40	17:30				131		
05:45				53	138	138			122	547	547
06:00				81	18:00				119		
06:15				128	18:15				138		
06:30				167	18:30				89		
06:45				216	592	592			88	434	434
07:00				212	19:00				97		
07:15				132	19:15				89		
07:30				86	19:30				92		
07:45				79	509	509			105	383	383
08:00				76	20:00				98		
08:15				79	20:15				82		
08:30				82	20:30				84		
08:45				83	320	320			73	337	337
09:00				103	21:00				78		
09:15				112	21:15				86		
09:30				108	21:30				86		
09:45				117	440	440			84	334	334
10:00				138	22:00				83		
10:15				113	22:15				89		
10:30				128	22:30				82		
10:45				154	533	533			84	338	338
11:00				153	23:00				63		
11:15				163	23:15				65		
11:30				200	23:30				54		
11:45				213	729	729			35	217	217
Total Vol.				3648	3648			Daily Totals		6383	6383
						NB	SB	EB	WB	Combined	

Volumes for: Monday, July 23, 2007				City: San Diego				Project #: 07-4138-002							
Location: Third St from Alameda Blvd to H St															
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB						
00:00				52	12:00				210						
00:15				47	12:15				212						
00:30				31	12:30				205						
00:45				26	12:45				206	833					
01:00				25	13:00				208						
01:15				22	13:15				212						
01:30				19	13:30				201						
01:45				21	13:45				204	825					
02:00				18	14:00				234						
02:15				14	14:15				229						
02:30				14	14:30				188						
02:45				18	14:45				187	838					
03:00				27	15:00				189						
03:15				22	15:15				187						
03:30				69	15:30				177						
03:45				121	15:45				144	697					
04:00				103	16:00				156						
04:15				117	16:15				158						
04:30				132	16:30				145						
04:45				195	16:45				149	608					
05:00				267	17:00				143						
05:15				331	17:15				133						
05:30				464	17:30				149						
05:45				480	17:45				134	559					
06:00				486	18:00				143						
06:15				613	18:15				127						
06:30				647	18:30				123						
06:45				539	18:45				115	508					
07:00				545	19:00				109						
07:15				536	19:15				129						
07:30				427	19:30				144						
07:45				342	19:45				123	505					
08:00				304	20:00				113						
08:15				242	20:15				137						
08:30				262	20:30				144						
08:45				224	1032				156	550					
09:00				185	21:00				147						
09:15				201	21:15				146						
09:30				185	21:30				164						
09:45				210	781				125	582					
10:00				206	22:00				101						
10:15				177	22:15				93						
10:30				177	22:30				105						
10:45				196	756				78	377					
11:00				193	23:00				81						
11:15				152	23:15				58						
11:30				175	23:30				56						
11:45				181	701				42	237					
Total Vol.				10040				7119				7119			
				Daily Totals				SB				WB			
				EB				WB				Combined			

Volumes for: Tuesday, July 24, 2007				City: San Diego				Project #: 07-4138-002			
Location: Third St from Alameda Blvd to H St											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00				19	12:00				185		
00:15				21	12:15				167		
00:30				23	12:30				195		
00:45				15	78	78			171	718	718
01:00				18	13:00				198		
01:15				21	13:15				187		
01:30				15	13:30				197		
01:45				16	70	70			260	842	842
02:00				16	14:00				223		
02:15				13	14:15				206		
02:30				11	14:30				209		
02:45				8	48	48			179	817	817
03:00				16	15:00				157		
03:15				26	15:15				153		
03:30				52	15:30				160		
03:45				150	244	244			126	596	596
04:00				79	16:00				148		
04:15				114	16:15				139		
04:30				150	16:30				133		
04:45				187	530	530			126	546	546
05:00				247	17:00				145		
05:15				358	17:15				129		
05:30				469	17:30				117		
05:45				639	1713	1713			142	533	533
06:00				637	18:00				107		
06:15				617	18:15				101		
06:30				545	18:30				111		
06:45				535	2334	2334			90	409	409
07:00				502	19:00				104		
07:15				492	19:15				87		
07:30				429	19:30				94		
07:45				362	1785	1785			82	367	367
08:00				330	20:00				86		
08:15				271	20:15				69		
08:30				221	20:30				79		
08:45				212	1034	1034			72	306	306
09:00				179	21:00				75		
09:15				171	21:15				65		
09:30				180	21:30				80		
09:45				172	702	702			63	283	283
10:00				188	22:00				59		
10:15				151	22:15				65		
10:30				182	22:30				49		
10:45				166	687	687			52	225	225
11:00				190	23:00				53		
11:15				174	23:15				35		
11:30				187	23:30				38		
11:45				189	740	740			32	158	158
Total Vol.				9965 9965				5800 5800			

AM				PM			
Split %	100.0%			100.0%			
Peak Hour	05:45			13:45			
Volume	2438			898			
P.H.F.	0.95			0.86			

Volumes for: Wednesday, July 25, 2007				City: San Diego				Project #: 07-4138-002			
Location: Third St from Alameda Blvd to H St											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00				25	12:00				204		
00:15				20	12:15				197		
00:30				20	12:30				192		
00:45				26	91	91			196	789	789
01:00				13	13:00				199		
01:15				13	13:15				199		
01:30				16	13:30				191		
01:45				11	53	53			201	790	790
02:00				18	14:00				213		
02:15				10	14:15				222		
02:30				9	14:30				157		
02:45				11	48	48			152	744	744
03:00				19	15:00				193		
03:15				21	15:15				126		
03:30				56	15:30				158		
03:45				134	230	230			135	612	612
04:00				100	16:00				143		
04:15				105	16:15				133		
04:30				145	16:30				117		
04:45				196	546	546			89	482	482
05:00				264	17:00				110		
05:15				350	17:15				112		
05:30				424	17:30				121		
05:45				620	1658	1658			134	477	477
06:00				595	18:00				126		
06:15				600	18:15				117		
06:30				592	18:30				99		
06:45				448	2235	2235			100	442	442
07:00				516	19:00				89		
07:15				514	19:15				86		
07:30				405	19:30				104		
07:45				352	1787	1787			100	379	379
08:00				288	20:00				79		
08:15				235	20:15				73		
08:30				217	20:30				70		
08:45				221	961	961			76	298	298
09:00				169	21:00				76		
09:15				193	21:15				71		
09:30				184	21:30				77		
09:45				176	722	722			81	305	305
10:00				164	22:00				82		
10:15				184	22:15				68		
10:30				175	22:30				71		
10:45				176	699	699			51	272	272
11:00				172	23:00				41		
11:15				150	23:15				47		
11:30				171	23:30				44		
11:45				201	694	694			24	156	156
Total Vol.				9724 9724				5746 5746			

AM				PM			
Split %	100.0%			100.0%			
Peak Hour	05:45			13:30			
Volume	2407			827			
P.H.F.	0.97			0.93			

Volumes for: Thursday, July 26, 2007				City: San Diego				Project #: 07-4138-002			
Location: Third St from Alameda Blvd to H St											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00				18	12:00				198		
00:15				14	12:15				200		
00:30				11	12:30				186		
00:45				13	56	56			161	745	
01:00				14	13:00				205		
01:15				14	13:15				172		
01:30				16	13:30				192		
01:45				11	55	55			204	773	
02:00				14	14:00				185		
02:15				11	14:15				204		
02:30				10	14:30				172		
02:45				16	51	51			169	730	
03:00				13	15:00				165		
03:15				29	03:15	15:15			147		
03:30				54	15:30				142		
03:45				122	218	218	15:45		142	596	
04:00				93	16:00				132		
04:15				92	16:15				146		
04:30				139	16:30				130		
04:45				164	488	488	16:45		138	546	
05:00				253	17:00				136		
05:15				321	17:15				116		
05:30				458	17:30				137		
05:45				661	1693	1693	17:45		139	528	
06:00				529	18:00				150		
06:15				580	18:15				136		
06:30				611	18:30				107		
06:45				492	2212	2212	18:45		92	485	
07:00				520	19:00				94		
07:15				514	19:15				107		
07:30				418	19:30				91		
07:45				330	1782	1782	19:45		107	399	
08:00				322	20:00				122		
08:15				208	20:15				98		
08:30				191	20:30				73		
08:45				209	930	930	20:45		85	378	
09:00				198	21:00				64		
09:15				168	21:15				71		
09:30				172	716	716	21:30		79		
09:45				178	716	716	21:45		61	275	
10:00				168	22:00				78		
10:15				181	22:15				72		
10:30				176	22:30				62		
10:45				169	694	694	22:45		51	263	
11:00				197	23:00				38		
11:15				187	23:15				50		
11:30				177	23:30				41		
11:45				155	716	716	23:45		38	167	
Total Vol.				9611 9611				5885 5885			

		AM		PM	
Split %		100.0%	62.0%	100.0%	38.0%
Peak Hour		05:45	05:45	13:30	13:30
Volume		2381	2381	785	785
P.H.F.		0.90	0.90	0.96	0.96

Volumes for: Friday, July 27, 2007				City: San Diego				Project #: 07-4138-002			
Location: Third St from Alameda Blvd to H St											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00				30	12:00				192		
00:15				20	12:15				203		
00:30				16	12:30				230		
00:45				21	87	87			215	840	
01:00				10	13:00				203		
01:15				5	13:15				182		
01:30				13	13:30				200		
01:45				13	41	41			198	783	
02:00				11	14:00				204		
02:15				20	14:15				212		
02:30				10	14:30				194		
02:45				10	51	51			170	780	
03:00				19	15:00				177		
03:15				16	15:15				146		
03:30				55	15:30				127		
03:45				131	221	221	15:45		138	588	
04:00				103	16:00				145		
04:15				89	16:15				149		
04:30				119	16:30				160		
04:45				174	485	485	16:45		104	558	
05:00				219	17:00				134		
05:15				309	17:15				131		
05:30				432	17:30				142		
05:45				599	1559	1559	17:45		146	553	
06:00				518	18:00				142		
06:15				589	18:15				160		
06:30				541	18:30				119		
06:45				508	2156	2156	18:45		104	525	
07:00				483	19:00				109		
07:15				78	19:15				78		
07:30				399	19:30				104		
07:45				345	1703	1703	19:45		100	391	
08:00				272	20:00				86		
08:15				241	20:15				109		
08:30				247	20:30				90		
08:45				234	994	994	20:45		76	361	
09:00				210	21:00				76		
09:15				171	21:15				64		
09:30				184	21:30				58		
09:45				178	743	743	21:45		45	243	
10:00				180	22:00				45		
10:15				164	22:15				54		
10:30				156	22:30				45		
10:45				192	692	692	22:45		53	197	
11:00				203	23:00				54		
11:15				195	23:15				44		
11:30				189	23:30				31		
11:45				186	773	773	23:45		39	168	
Total Vol.				9505 9505				5987 5987			

		AM		PM	
Split %		100.0%	61.4%	100.0%	38.6%
Peak Hour		05:45	05:45	12:15	12:15
Volume		2247	2247	851	851
P.H.F.		0.94	0.94	0.93	0.93

Volumes for: Saturday, July 28, 2007										City: San Diego										Project #: 07-4138-002									
Location: Third St from Alameda Blvd to H St																													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00				36	12:00				156	00:00					12:00					00:00					12:00				
00:15				28	12:15				164	00:15					12:15					00:15					12:15				
00:30				35	12:30				166	00:30					12:30					00:30					12:30				
00:45				26	125	125	125	190	676	00:45					12:45					00:45					12:45				
01:00				20	13:00				153	01:00					13:00					01:00					13:00				
01:15				21	13:15				193	01:15					13:15					01:15					13:15				
01:30				21	13:30				167	01:30					13:30					01:30					13:30				
01:45				22	84	84	84	177	690	01:45					13:45					01:45					13:45				
02:00				26	14:00				194	02:00					14:00					02:00					14:00				
02:15				18	14:15				184	02:15					14:15					02:15					14:15				
02:30				11	14:30				160	02:30					14:30					02:30					14:30				
02:45				11	66	66	66	164	702	02:45					14:45					02:45					14:45				
03:00				16	15:00				139	03:00					15:00					03:00					15:00				
03:15				19	15:15				137	03:15					15:15					03:15					15:15				
03:30				50	15:30				162	03:30					15:30					03:30					15:30				
03:45				81	166	166	166	168	606	03:45					15:45					03:45					15:45				
04:00				68	16:00				133	04:00					16:00					04:00					16:00				
04:15				36	16:15				150	04:15					16:15					04:15					16:15				
04:30				35	16:30				150	04:30					16:30					04:30					16:30				
04:45				50	189	189	189	158	591	04:45					16:45					04:45					16:45				
05:00				52	17:00				151	05:00					17:00					05:00					17:00				
05:15				64	17:15				124	05:15					17:15					05:15					17:15				
05:30				112	403	403	403	134	561	05:30					17:30					05:30					17:30				
05:45				175	403	403	403	152	561	05:45					17:45					05:45					17:45				
06:00				161	18:00				163	06:00					18:00					06:00					18:00				
06:15				149	18:15				176	06:15					18:15					06:15					18:15				
06:30				176	18:30				83	06:30					18:30					06:30					18:30				
06:45				161	647	647	647	88	510	06:45					18:45					06:45					18:45				
07:00				120	19:00				102	07:00					19:00					07:00					19:00				
07:15				104	19:15				78	07:15					19:15					07:15					19:15				
07:30				83	19:30				92	07:30					19:30					07:30					19:30				
07:45				102	409	409	409	111	383	07:45					19:45					07:45					19:45				
08:00				76	20:00				108	08:00					20:00					08:00					20:00				
08:15				92	20:15				74	08:15					20:15					08:15					20:15				
08:30				105	20:30				66	08:30					20:30					08:30					20:30				
08:45				117	390	390	390	53	301	08:45					20:45					08:45					20:45				
09:00				95	21:00				74	09:00					21:00					09:00					21:00				
09:15				83	21:15				58	09:15					21:15					09:15					21:15				
09:30				105	21:30				55	09:30					21:30					09:30					21:30				
09:45				88	371	371	371	59	246	09:45					21:45					09:45					21:45				
10:00				121	22:00				44	10:00					22:00					10:00					22:00				
10:15				130	22:15				52	10:15					22:15					10:15					22:15				
10:30				114	22:30				51	10:30					22:30					10:30					22:30				
10:45				150	515	515	515	44	191	10:45					22:45					10:45					22:45				
11:00				128	23:00				54	11:00					23:00					11:00					23:00				
11:15				147	23:15				48	11:15					23:15					11:15					23:15				
11:30				152	23:30				44	11:30					23:30					11:30					23:30				
11:45				175	602	602	602	34	180	11:45					23:45					11:45					23:45				
Total Vol.										3967 3967 5637 5637										9901 9901 6704 6704									
										Daily Totals										Daily Totals									
										NB SB										NB SB									
										EB WB Combined										EB WB Combined									
										9604 9604 9604 9604										16605 16605 16605 16605									

AM		PM	
Split %	100.0% 41.3%	100.0% 58.7%	
Peak Hour	05:45 13:15	05:45 13:15	
Volume	661 731	661 731	
P.H.F.	0.94 0.94	0.94 0.94	

Volumes for: Wednesday, July 18, 2007										City: Coronado										Project #: 07-4137-002									
Location: Third St from H Ave to Orange																													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00				26	12:00				241	00:00					12:00					00:00					12:00				
00:15				13	12:15				231	00:15					12:15					00:15					12:15				
00:30				15	12:30				216	00:30					12:30					00:30					12:30				
00:45				13	67	67	67	192	880	00:45					12:45					00:45					12:45				
01:00				15	13:00				270	01:00					13:00					01:00					13:00				
01:15				14	13:15				224	01:15					13:15					01:15					13:15				
01:30				20	13:30				205	01:30					13:30					01:30					13:30				
01:45				19	68	68	68	228	927	01:45					13:45					01:45					13:45				
02:00				14	14:00				237	02:00					14:00					02:00					14:00				
02:15				14	14:15				253	02:15					14:15					02:15					14:15				
02:30				14	14:30				220	02:30					14:30					02:30					14:30				
02:45				11	53	53	53	190	900	02:45					14:45					02:45					14:45				
03:00				13	15:00				202	03:00					15:00					03:00					15:00				
03:15				22	15:15				170	03:15					15:15					03:15					15:15				
03:30				40	15:30				171	03:30					15:30					03:30					15:30				
03:45				112	187	187	187	166	709	03:45					15:45					03:45					15:45				
04:00				136	16:00				120	04:00					16:00					04:00					16:00				
04:15				77	16:15				123	04:15					16:15					04:15					16:15				
04:30				132	16:30				137	04:30					16:30					04:30					16:30				
04:45				154	499	499	499	168	548	04:45					16:45					04:45					16:45				
05:00				247	17:00				140	05:00					17:00					05:00					17:00				
05:15				268	17:15				144	05:15					17:15					05:15					17:15				
05:30				408	17:30				152	05:30					17:30					05:30					17:30				
05:45				580	1503	1503	1503	175	611	05:45					17:45					05:45					17:45				
06:00				656	18:00				155	06:00					18:00					06:00					18:00				
06:15				576	18:15				156	06:15					18:15					06:15					18:15				
06:30				611	18:30				159	06:30					18:30					06:30					18:30				
06:45				532	2375	2375	2375	123	593	06:45					18:45					06:45					18:45				
07:00				473	19:00				110	07:00					19:00					07:00					19:00				
07:15				451	19:15				112	07:15					19:15					07:15					19:15				
07:30				431	19:30				97	07:30					19:30					07:30					19:30				
07:45				362	1717	1717	1717	94	413	07:45					19:45					07:45					19:45				
08:00				353	20:00				85	08:00					20:00					08:00					20:00				
08:15				293	20:15				99	08:15					20:15					08:15					20:15				
08:30				260	20:30				90	08:30					20:30					08:30					20:30				
08:45				221	1127	1127	1127	74	348	08:45					20:45					08:45					20:45				
09:00				234	21:00				82	09:00					21:00					09:00					21:00				
09:15				228	21:15				74	09:15					21:15					09:15					21:15				
09:30				191	21:30				87	09:30					21:30					09:30					21:30				
09:45				190	843	843	843	97	340	09:45					21:45					09:45					21:45				
10:00				187	22:00				58	10:00					22:00					10:00					22:00				
10:15				166	22:15				66	10:15					22:15					10:15					22:15				
10:30				194	22:30				82	10:30					22:30					10:30					22:30				
10:45				168	715	715	715	65	271	10:45					22:45					10:45					22:45				
11:00				187	23:00				44	11:00					23:00					11:00					23:00				
11:15				189	23:15				60	11:15					23:15					11:15					23:15				
11:30				193	23:30				28	11:30					23:30					11:30					23:30				
11:45				178	747	747	747	32	164	11:45					23:45					11:45					23:45				
Total Vol.										9901										6704									
										Daily Totals										Combined									
										EB										WB									

Volumes for: Monday, July 23, 2007				City: San Diego				Project #: 07-4138-003			
Location: Fourth St from Alameda Blvd to H St											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00		35			12:00		188				
00:15		22			12:15		195				
00:30		23			12:30		185				
00:45		11	91		12:45		182	750			
01:00		15			13:00		203				
01:15		12			13:15		217				
01:30		9			13:30		248				
01:45		7	43		13:45		221	889			
02:00		11			14:00		325				
02:15		8			14:15		389				
02:30		4			14:30		492				
02:45		7	30		14:45		358	1564			
03:00		10			15:00		370				
03:15		9			15:15		413				
03:30		3			15:30		416				
03:45		9	31		15:45		342	1541			
04:00		12			16:00		371				
04:15		12			16:15		360				
04:30		10			16:30		344				
04:45		20	54		16:45		307	1382			
05:00		20			17:00		253				
05:15		23			17:15		221				
05:30		39			17:30		214				
05:45		63	145		17:45		238	926			
06:00		60			18:00		237				
06:15		78			18:15		192				
06:30		89			18:30		219				
06:45		85	312		18:45		197	845			
07:00		110			19:00		143				
07:15		109			19:15		166				
07:30		120			19:30		173				
07:45		141	480		19:45		168	650			
08:00		138			20:00		141				
08:15		128			20:15		133				
08:30		126			20:30		103				
08:45		144	536		20:45		114	491			
09:00		130			21:00		143				
09:15		122			21:15		152				
09:30		136			21:30		140				
09:45		146	534		21:45		117	552			
10:00		207			22:00		164				
10:15		178			22:15		117				
10:30		180			22:30		114				
10:45		208	773		22:45		148	543			
11:00		213			23:00		170				
11:15		204			23:15		66				
11:30		190			23:30		101				
11:45		186	793		23:45		63	400			
Total Vol.				3822	3822				10533	10533	
					Daily Totals				EB	NB	SB
									14355	14355	
									WB		
									Combined		
									PM		
									100.0%		
									Split %		
									10:45		
									14:30		
									815		
									0.96		
									Volume		
									P.H.F.		

Split %	100.0%	26.6%	73.4%
Peak Hour	10:45	10:45	14:30
Volume	815	1633	1633
P.H.F.	0.96	0.96	0.83

Volumes for: Tuesday, July 24, 2007				City: San Diego				Project #: 07-4138-003			
Location: Fourth St. from Alameda Blvd to H St											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			56		12:00			180			
00:15			50		12:15			207			
00:30			55		12:30			213			
00:45			31	192	12:45		192	180	780	780	
01:00			32		13:00			214			
01:15			18		13:15			247			
01:30			10		13:30			265			
01:45			10	70	13:45		70	272	998	998	
02:00			23		14:00			347			
02:15			30		14:15			394			
02:30			24		14:30			452			
02:45			12	89	14:45		89	378	1571	1571	
03:00			11		15:00			442			
03:15			8		15:15			414			
03:30			12		15:30			342			
03:45			6	37	15:45		37	368	1566	1566	
04:00			4		16:00			385			
04:15			12		16:15			352			
04:30			10		16:30			352			
04:45			21	47	16:45		47	297	1386	1386	
05:00			18		17:00			290			
05:15			16		17:15			272			
05:30			37		17:30			236			
05:45			49	120	17:45		120	195	993	993	
06:00			59		18:00			208			
06:15			72		18:15			231			
06:30			92		18:30			146			
06:45			88	311	18:45		311	142	727	727	
07:00			108		19:00			156			
07:15			120		19:15			126			
07:30			145		19:30			137			
07:45			130	503	19:45		503	129	548	548	
08:00			109		20:00			114			
08:15			107		20:15			95			
08:30			93		20:30			117			
08:45			104	413	20:45		413	95	421	421	
09:00			128		21:00			84			
09:15			116		21:15			93			
09:30			131		21:30			70			
09:45			123	498	21:45		498	52	299	299	
10:00			160		22:00			68			
10:15			155		22:15			85			
10:30			160		22:30			101			
10:45			171	646	22:45		646	118	372	372	
11:00			188		23:00			131			
11:15			219		23:15			57			
11:30			183		23:30			71			
11:45			183	773	23:45		773	54	313	313	
Total Vol.			3699		3699			9974		9974	
								Daily Totals			
								EB		WB	
								SB		NB	
								Combined			
								PM			
								Split %			
								11:45			
								14:30			

<div> <div>Volumes for: Wednesday, July 25, 2007</div> <div>City: San Diego</div> <div>Project #: 07-4138-003</div> </div>									
<div> <div>Location: Fourth St from Alameda Blvd to H St</div> <div>AM Period</div> <div>NB</div> <div>SB</div> <div>EB</div> <div>WB</div> <div>PM Period</div> <div>NB</div> <div>SB</div> <div>WB</div> </div>									
00:00			59			12:00			214
00:15			63			12:15			200
00:30			55			12:30			178
00:45			31	208		12:45	208		199 791
01:00			50			13:00			255
01:15			15			13:15			227
01:30			24			13:30			249
01:45			17	106		13:45	106		270 1001
02:00			21			14:00			337
02:15			20			14:15			401
02:30			14			14:30			506
02:45			10	65		14:45	65		310 1554
03:00			18			15:00			355
03:15			5			15:15			304
03:30			8			15:30			290
03:45			5	36		15:45	36		310 1259
04:00			6			16:00			371
04:15			11			16:15			381
04:30			8			16:30			381
04:45			9	34		16:45	34		309 1442
05:00			27			17:00			288
05:15			16			17:15			265
05:30			39			17:30			221
05:45			52	134		17:45	134		226 1000
06:00			56			18:00			206
06:15			71			18:15			196
06:30			93			18:30			163
06:45			91	311		18:45	311		163 728
07:00			101			19:00			154
07:15			123			19:15			123
07:30			137			19:30			118
07:45			116	477		19:45	477		143 569
08:00			123			20:00			133
08:15			105			20:15			116
08:30			131			20:30			89
08:45			116	475		20:45	475		78 416
09:00			124			21:00			83
09:15			112			21:15			46
09:30			131			21:30			72
09:45			113	480		21:45	480		65 266
10:00			158			22:00			99
10:15			167			22:15			72
10:30			203			22:30			93
10:45			153	681		22:45	681		118 382
11:00			216			23:00			130
11:15			188			23:15			56
11:30			190			23:30			72
11:45			200	794		23:45	794		28 286
<div> <div>Total Vol.</div> <div>3801</div> <div>3801</div> <div>3801</div> <div>3801</div> <div>3801</div> <div>3801</div> <div>3801</div> <div>3801</div> <div>3801</div> <div>3801</div> </div>									

AM		PM	
Split %	100.0%	Split %	100.0%
Peak Hour	11:30	Peak Hour	14:15
Volume	804	Volume	1572
P.H.F.	0.94	P.H.F.	0.78

<div> <div>Volumes for: Thursday, July 26, 2007</div> <div>City: San Diego</div> <div>Project #: 07-4138-003</div> </div>									
<div> <div>Location: Fourth St from Alameda Blvd to H St</div> <div>AM Period</div> <div>NB</div> <div>SB</div> <div>EB</div> <div>WB</div> <div>PM Period</div> <div>NB</div> <div>SB</div> <div>WB</div> </div>									
00:00				45		12:00			215
00:15				200		12:15			230
00:30				41		12:30			221
00:45				45	159	12:45	159		201 867
01:00				50		13:00			235
01:15				33		13:15			200
01:30				35		13:30			276
01:45				26	144	13:45	144		303 1014
02:00				20		14:00			367
02:15				19		14:15			408
02:30				26		14:30			474
02:45				5	70	14:45	70		348 1597
03:00				11		15:00			382
03:15				15		15:15			418
03:30				4		15:30			418
03:45				8	38	15:45	38		342 1560
04:00				10		16:00			385
04:15				10		16:15			354
04:30				13		16:30			360
04:45				11	44	16:45	44		294 1393
05:00				20		17:00			279
05:15				14		17:15			251
05:30				34		17:30			258
05:45				46	114	17:45	114		239 1027
06:00				58		18:00			228
06:15				56		18:15			180
06:30				91		18:30			202
06:45				102	307	18:45	307		192 802
07:00				103		19:00			157
07:15				107		19:15			133
07:30				116		19:30			120
07:45				109	435	19:45	435		115 525
08:00				118		20:00			133
08:15				125		20:15			123
08:30				115		20:30			99
08:45				117	475	20:45	475		110 465
09:00				129		21:00			126
09:15				134		21:15			96
09:30				142		21:30			83
09:45				151	556	21:45	556		57 362
10:00				168		22:00			115
10:15				142		22:15			101
10:30				163		22:30			79
10:45				189	662	22:45	662		107 402
11:00				214		23:00			135
11:15				200		23:15			68
11:30				210		23:30			62
11:45				197	821	23:45	821		49 314
<div> <div>Total Vol.</div> <div>3825</div> <div>3825</div> <div>3825</div> <div>3825</div> <div>3825</div> <div>3825</div> <div>3825</div> <div>3825</div> <div>3825</div> <div>3825</div> </div>									

AM		PM	
Split %	100.0%	Split %	100.0%
Peak Hour	11:45	Peak Hour	14:30
Volume	863	Volume	1622
P.H.F.	0.94	P.H.F.	0.86

<div> <div>Volumes for: Wednesday, July 18, 2007</div> <div>City: Coronado</div> <div>Project #: 07-4137-004</div> </div>									
Location: Fourth St from H Ave to Orange Ave									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			40		12:00			245	
00:15			29		12:15			227	
00:30			35		12:30			247	
00:45			34	138	12:45			187	906
01:00			54		13:00			259	
01:15			11		13:15			261	
01:30			24		13:30			308	
01:45			11	100	13:45			311	1139
02:00			16		14:00			355	
02:15			13		14:15			372	
02:30			18		14:30			433	
02:45			29	76	14:45			368	1528
03:00			14		15:00			406	
03:15			11		15:15			372	
03:30			12		15:30			349	
03:45			13	50	15:45			377	1504
04:00			11		16:00			412	
04:15			11		16:15			384	
04:30			14		16:30			372	
04:45			22	58	16:45			368	1536
05:00			27		17:00			331	
05:15			33		17:15			302	
05:30			30	30	17:30			276	
05:45			57	147	17:45			230	1139
06:00			74		18:00			256	
06:15			86		18:15			209	
06:30			118		18:30			229	
06:45			112	390	18:45			171	865
07:00			117		19:00			150	
07:15			124		19:15			152	
07:30			138		19:30			127	
07:45			178	557	19:45			120	549
08:00			142		20:00			115	
08:15			150		20:15			109	
08:30			144		20:30			151	
08:45			161	597	20:45			78	453
09:00			152		21:00			94	
09:15			178		21:15			68	
09:30			163		21:30			65	
09:45			170	663	21:45			97	324
10:00			198		22:00			82	
10:15			178		22:15			75	
10:30			202		22:30			90	
10:45			176	754	22:45			115	362
11:00			192		23:00			142	
11:15			218		23:15			93	
11:30			237		23:30			60	
11:45			189	836	23:45			63	358
Total Vol.			4366		4366			10663	10663
AM					PM				
100.0%					100.0%				
Split %					Split %				
Peak Hour					Peak Hour				
Volume					Volume				
P.H.F.					P.H.F.				

<div> <div>Volumes for: Wednesday, July 18, 2007</div> <div>City: Coronado</div> <div>Project #: 07-4137-007</div> </div>									
Location: Fourth St from J Ave to Orange Ave									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			60		12:00			170	
00:15			27		12:15			235	
00:30			30		12:30			221	
00:45			33	163	12:45			205	831
01:00			31		13:00			180	
01:15			51		13:15			239	
01:30			11		13:30			222	
01:45			23	116	13:45			282	923
02:00			11		14:00			285	
02:15			17		14:15			345	
02:30			13		14:30			382	
02:45			19	60	14:45			466	1478
03:00			26		15:00			380	
03:15			14		15:15			382	
03:30			10		15:30			380	
03:45			9	59	15:45			345	1487
04:00			16		16:00			364	
04:15			9		16:15			414	
04:30			8		16:30			405	
04:45			14	47	16:45			366	1549
05:00			22		17:00			349	
05:15			29		17:15			320	
05:30			26		17:30			287	
05:45			32	109	17:45			269	1225
06:00			64		18:00			226	
06:15			102		18:15			234	
06:30			93		18:30			203	
06:45			97	356	18:45			223	886
07:00			131		19:00			160	
07:15			133		19:15			136	
07:30			140		19:30			150	
07:45			142	546	19:45			121	567
08:00			163		20:00			113	
08:15			125		20:15			98	
08:30			131		20:30			103	
08:45			130	549	20:45			143	457
09:00			132		21:00			76	
09:15			146		21:15			96	
09:30			157		21:30			68	
09:45			139	574	21:45			60	300
10:00			148		22:00			100	
10:15			172		22:15			73	
10:30			155		22:30			76	
10:45			184	659	22:45			83	332
11:00			153		23:00			116	
11:15			189		23:15			144	
11:30			189		23:30			97	
11:45			205	736	23:45			51	408
Total Vol.			3974		3974			10443	10443
AM					PM				
100.0%					100.0%				
Split %					Split %				
Peak Hour					Peak Hour				
Volume					Volume				
P.H.F.					P.H.F.				

Split %					Split %				
Peak Hour					Peak Hour				
Volume					Volume				
P.H.F.					P.H.F.				

Split %					Split %				
Peak Hour					Peak Hour				
Volume					Volume				
P.H.F.					P.H.F.				

Volumes for: Monday, July 23, 2007										City: San Diego		Project #: 07-4138-004			
Location: San Diego-Coronado Bay										e/o Glorietta Blvd					
AM Period	NB	SB	EB	WB	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00			101	76			630	591		12:00			630	591	
00:15			74	86			578	624		12:15			578	624	
00:30			50	50			633	564		12:30			593	564	
00:45			40	265	47	259	524	12:45	593	2434	644	2423	593	2434	
01:00			40	54			644	641		13:00			644	641	
01:15			28	47			610	637		13:15			610	637	
01:30			35	40	40		632	608		13:30			632	608	
01:45			15	118	49	190	308	13:45	647	2533	682	2568	647	2533	
02:00			25	33			770	616		14:00			770	616	
02:15			23	29			927	588		14:15			927	588	
02:30			15	28			1067	604		14:30			1067	604	
02:45			16	79	46	136	215	14:45	112	3876	615	2423	112	3876	
03:00			14	33			1060	626		15:00			1060	626	
03:15			13	63			1053	615		15:15			1053	615	
03:30			11	115			1074	580		15:30			1074	580	
03:45			27	65	137	348	413	15:45	1035	4222	643	2464	1035	4222	
04:00			30	122			998	601		16:00			998	601	
04:15			28	162			950	601		16:15			950	601	
04:30			37	208			922	583		16:30			922	583	
04:45			50	145	347	839	984	16:45	839	3709	613	2398	839	3709	
05:00			90	465			775	650		17:00			775	650	
05:15			99	690			629	640		17:15			629	640	
05:30			155	1012			615	592		17:30			615	592	
05:45			188	532	1003	3160	3692	17:45	582	2601	576	2458	582	2601	
06:00			265	1018			579	535		18:00			579	535	
06:15			318	1109			534	486		18:15			534	486	
06:30			372	1069			494	467		18:30			494	467	
06:45			448	1403	1035	4251	5654	18:45	494	2101	427	1915	494	2101	
07:00			466	1038			408	394		19:00			408	394	
07:15			474	801			388	397		19:15			388	397	
07:30			563	676			383	354		19:30			383	354	
07:45			549	2052	704	3239	5291	19:45	396	1575	355	1500	396	1575	
08:00			505	572			404	355		20:00			404	355	
08:15			490	689			371	359		20:15			371	359	
08:30			487	617			327	326		20:30			327	326	
08:45			461	1943	587	2465	4408	20:45	303	1405	337	1377	303	1405	
09:00			495	550			343	343		21:00			343	343	
09:15			480	511			267	366		21:15			267	366	
09:30			522	527			305	315		21:30			305	315	
09:45			473	1970	579	2167	4137	21:45	265	1180	233	1257	265	1180	
10:00			597	560			332	224		22:00			332	224	
10:15			553	532			259	251		22:15			259	251	
10:30			580	573			253	176		22:30			253	176	
10:45			621	2351	560	2225	4576	22:45	235	1079	184	835	235	1079	
11:00			635	560			261	141		23:00			261	141	
11:15			603	575			163	118		23:15			163	118	
11:30			621	576			190	101		23:30			190	101	
11:45			559	2418	637	2348	4766	23:45	100	714	73	433	100	714	
Total Vol.										13341		21627		22051	
Daily Totals										EB		WB		Combined	
										NB		SB		EB	
										40770		43678		84448	
										Split %		38.2%		61.8%	
										Peak Hour		10:45		06:15	
										Volume		2480		4291	
										P.H.F.		0.98		0.97	

Volumes for: Tuesday, July 24, 2007										City: San Diego		Project #: 07-4138-004		
Location: San Diego-Coronado Bay										e/o Glorietta Blvd				
AM Period	NB	SB	EB	WB	NB	SB	EB	WB		PM Period	NB	SB	EB	WB
00:00			110	74			571	620		12:00				
00:15			77	53			568	666		12:15				
00:30			77	43			621	622		12:30				
00:45			68	332	39	209	541	12:45	590	2350	614	2522	4872	
01:00			46	41			626	602		13:00				
01:15			42	23			637	650		13:15				
01:30			24	31			721	654		13:30				
01:45			20	132	36	131	263	13:45	736	2720	629	2535	5255	
02:00			34	20			800	607		14:00				
02:15			32	32			935	563		14:15				
02:30			37	17			1069	546		14:30				
02:45			19	122	35	104	226	14:45	1091	3895	571	2287	6182	
03:00			21	32			1096	523		15:00				
03:15			17	55			1086	572		15:15				
03:30			19	137			1172	523		15:30				
03:45			18	75	116	340	415	15:45	1151	4505	582	2200	6705	
04:00			17	113			1128	548		16:00				
04:15			28	165			994	557		16:15				
04:30			30	221			973	563		16:30				
04:45			47	122	329	828	950	16:45	902	3997	639	2307	6304	
05:00			50	417			813	628		17:00				
05:15			72	695			735	588		17:15				
05:30			126	1076			684	584		17:30				
05:45			184	432	1155	3343	3775	17:45	635	2867	579	2379	5246	
06:00			243	1121			553	509		18:00				
06:15			301	1173			574	474		18:15				
06:30			394	1138			497	444		18:30				
06:45			381	1319	1158	4590	5909	18:45	418	2042	427	1854	3896	
07:00			430	1001			457	403		19:00				
07:15			528	875			371	391		19:15				
07:30			542	778			419	323		19:30				
07:45			539	2039	712	3366	5405	19:45	391	1638	338	1455	3093	
08:00			436	631			354	320		20:00				
08:15			445	592			342	296		20:15				
08:30			503	572			357	295		20:30				
08:45			430	1814	542	2337	4151	20:45	350	1403	265	1176	2579	
09:00			472	520			325	286		21:00				
09:15			454	567			252	281		21:15				
09:30			477	532			257	252		21:30				
09:45			495	1898	581	2200	4098	21:45	234	1068	243	1062	2130	
10:00			512	493			207	234		22:00				
10:15			505	490			233	230		22:15				
10:30			530	566			202	160		22:30				
10:45			543	2090	561	2110	4200	22:45	261	903	172	796	1699	
11:00			593	547			241	123		23:00				
11:15			605	595			151	138		23:15				
11:30			586	597			162	99		23:30				
11:45			575	2359	621	2360	4719	23:45	121	675	70	430	1105	
Total Vol.										12734		219		

<div> <div>Volumes for: Wednesday, July 25, 2007</div> <div>City: San Diego</div> <div>Project #: 07-4138-004</div> </div>									
<div> <div>Location: San Diego-Coronado Bay</div> <div>e/o Glorietta Blvd</div> </div>									
AM Period	NB	SB	EB	WB	NB	SB	EB	WB	
00:00		105	60	644	623				
00:15		107	61	588	627				
00:30		74	51	575	666				
00:45		65	351	39	211	562	614	2421	698 2614 5035
01:00		60	40	649	567				
01:15		41	31	639	603				
01:30		33	26	737	623				
01:45		35	169	40	137	306	697	2722	623 2416 5138
02:00		38	26	821	615				
02:15		30	26	874	567				
02:30		33	26	1032	594				
02:45		17	118	23	101	219	1063	3790	686 2462 6252
03:00		27	35	971	581				
03:15		10	38	920	607				
03:30		24	135	1040	595				
03:45		9	70	129	337	407	1130	4061	596 2379 6440
04:00		16	103	1131	569				
04:15		28	155	1084	549				
04:30		18	215	1041	592				
04:45		39	101	321	794	895	956	4212	562 2272 6484
05:00		62	465	835	600				
05:15		94	665	708	643				
05:30		127	1049	687	641				
05:45		197	480	1109	3288	3768	595	2825	580 2464 5289
06:00		236	1129	576	540				
06:15		283	1198	547	541				
06:30		366	1143	496	486				
06:45		413	1298	1161	4631	5929	485	2104	466 2033 4137
07:00		422	1131	429	452				
07:15		467	896	457	412				
07:30		569	738	438	404				
07:45		520	1978	695	3460	5438	439	1763	376 1644 3407
08:00		509	614	395	297				
08:15		460	582	376	311				
08:30		494	589	374	314				
08:45		463	1926	528	2313	4239	321	1466	292 1214 2680
09:00		464	516	373	292				
09:15		456	505	291	293				
09:30		486	564	285	315				
09:45		451	1857	569	2154	4011	271	1220	286 1186 2406
10:00		488	540	276	227				
10:15		525	505	214	251				
10:30		519	550	230	183				
10:45		565	2097	555	2150	4247	224	944	182 843 1787
11:00		569	553	263	173				
11:15		588	574	155	133				
11:30		524	618	161	103				
11:45		591	2272	679	2424	4696	101	680	90 499 1179
Total Vol.		12717	22000	34717	28208	22026	50234		
				Daily Totals		EB	WB	Combined	
						NB	SB		
						PM			
						40925		44026	
						56.2%		43.8%	
						36.6%		63.4%	
Split %									
Peak Hour									
Volume									
P.H.F.									

<div> <div>Volumes for: Thursday, July 26, 2007</div> <div>City: San Diego</div> <div>Project #: 07-4138-004</div> </div>									
<div> <div>Location: San Diego-Coronado Bay</div> <div>e/o Glorietta Blvd</div> </div>									
AM Period	NB	SB	EB	WB	NB	SB	EB	WB	
00:00		121	73	596	601				
00:15		69	62	653	639				
00:30		72	46	656	641				
00:45		75	337	49	230	567	644	2549	629 2510 5059
01:00		77	58	654	596				
01:15		39	46	680	687				
01:30		54	37	683	575				
01:45		54	224	32	173	397	699	2716	664 2522 5238
02:00		31	23	793	647				
02:15		37	31	845	621				
02:30		31	23	1057	627				
02:45		19	118	40	117	235	1067	3762	607 2502 6264
03:00		21	33	973	579				
03:15		30	58	1031	596				
03:30		17	121	1083	571				
03:45		16	84	137	349	433	1054	4141	638 2384 6525
04:00		22	99	1014	609				
04:15		30	156	1001	624				
04:30		29	178	936	594				
04:45		49	130	333	766	896	860	3811	695 2522 6333
05:00		67	419	767	596				
05:15		80	652	737	597				
05:30		137	1046	702	670				
05:45		163	447	1104	3220	3667	652	2858	652 2515 5373
06:00		210	1108	626	597				
06:15		264	1242	535	607				
06:30		381	1185	563	467				
06:45		376	1231	1140	4675	5906	466	2190	463 2134 4324
07:00		462	1087	460	440				
07:15		460	958	434	430				
07:30		553	754	437	387				
07:45		476	1951	370	1701	385 1642	370	1701	385 1642 3343
08:00		457	597	454	359				
08:15		494	576	422	353				
08:30		523	586	381	315				
08:45		452	1926	588	2347	4273	368	1625	326 1353 2978
09:00		489	497	402	286				
09:15		520	503	344	298				
09:30		505	547	291	312				
09:45		508	2022	577	2124	4146	268	1305	283 1179 2484
10:00		555	529	256	265				
10:15		545	560	313	260				
10:30		545	575	260	218				
10:45		535	2180	600	2264	4444	225	1054	206 949 2003
11:00		613	610	266	170				
11:15		619	589	188	146				
11:30		613	613	164	102				
11:45		630	2475	644	2456	4931	127	745	125 543 1288
Total Vol.		13125	22270	35395	28457	22755	51212		
				Daily Totals		EB	WB	Combined	
						41582		45025	
						55.6%		44.4%	
						37.1%		62.9%	
						40.9%		59.1%	
Split %									
Peak Hour									
Volume									
P.H.F.									

Volumes for: Wednesday, July 25, 2007										City: San Diego		Project #: 07-4138-004	
Location: San Diego-Coronado Bay										e/o Glorietta Blvd			
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			105	60	12:00			644	623				
00:15			107	61	12:15			588	627				
00:30			74	51	12:30			575	666				
00:45			65	351	39	211	562	614	2421	698	2614	5035	
01:00			60	40	13:00			649	567				
01:15			41	31	13:15			639	603				
01:30			33	26	13:30			737	623				
01:45			35	169	40	137	306	697	2722	623	2416	5138	
02:00			38	26	14:00			821	615				
02:15			30	26	14:15			874	567				
02:30			33	26	14:30			1032	594				
02:45			17	118	23	101	219	1063	3790	686	2462	6252	
03:00			27	35	15:00			971	581				
03:15			10	38	15:15			920	607				
03:30			24	135	15:30			1040	595				
03:45			9	70	129	337	407	1130	4061	596	2379	6440	
04:00			16	103	16:00			1131	569				
04:15			28	155	16:15			1084	549				
04:30			18	215	16:30			1041	592				
04:45			39	101	321	794	895	956	4212	562	2272	6484	
05:00			62	465	17:00			835	600				
05:15			94	665	17:15			708	643				
05:30			127	1049	17:30			687	641				
05:45			197	480	1109	3288	3768	595	2825	580	2464	5289	
06:00			236	1129	18:00			576	540				
06:15			283	1198	18:15			547	541				
06:30			366	1143	18:30			496	486				
06:45			413	1298	1161	4631	5929	485	2104	466	2033	4137	
07:00			422	1131	19:00			429	452				
07:15			467	896	19:15			457	412				
07:30			569	738	19:30			438	404				
07:45			520	1978	695	3460	5438	439	1763	376	1644	3407	
08:00			509	614	20:00			395	297				
08:15			460	582	20:15			376	311				
08:30			494	589	20:30			374	314				
08:45			463	1926	528	2313	4239	321	1466	292	1214	2680	
09:00			464	516	21:00			373	292				
09:15			456	505	21:15			291	293				
09:30			486	564	21:30			285	315				
09:45			451	1857	569	2154	4011	271	1220	286	1186	2406	
10:00			488	540	22:00			276	227				
10:15			525	505	22:15			214	251				
10:30			519	550	22:30			230	183				
10:45			505	2097	555	2150	4247	224	944	182	843	1787	
11:00			569	553	23:00			263	173				
11:15			588	574	23:15			155	133				
11:30			514	618	23:30			161	103				
11:45			591	2272	679	2424	4696	101	680	90	499	1179	
Total Vol			12717	22000	34717			NB	SB	Daily Totals		28208	22026
										EB	WB	Combined	
										40925	44026	PM	84951
Split %				36.6%		63.4%	40.9%					56.2%	43.8%
Peak hour				11:45		06:15	06:15					15:45	12:00
Volume				2398		4633	6117					4386	2614
P.H.F.				0.93		0.97	0.97					0.97	0.94
													0.97

City: San Diego										Project #: 07-4138-004	
Location: San Diego-Coronado Bay e/o Glorietta Blvd											
AM Period	NB	SB	EB	WB	NB	SB	EB	WB			
00:00	122	74			12:00		740	680			
00:15	104	64			12:15		752	659			
00:30	79	79			12:30		741	660			
00:45	68	373	52	269	642	821	3054	671	2670	5724	
01:00	75	52			13:00		807	644			
01:15	76	38			13:15		813	635			
01:30	39	46			13:30		812	663			
01:45	34	224	48	184	408	13:45	809	3241	695	2637	
02:00	45	50			14:00		836	665			
02:15	30	43			14:15		907	649			
02:30	26	25			14:30		961	657			
02:45	21	122	29	147	269	14:45	1068	3772	648	2619	
03:00	17	27			15:00		1037	611			
03:15	13	60			15:15		980	597			
03:30	14	130			15:30		888	626			
03:45	15	59	123	340	399	15:45	828	3733	645	2479	
04:00	23	112			16:00		814	693			
04:15	32	142			16:15		721	699			
04:30	29	187			16:30		739	638			
04:45	47	131	329	770	901	16:45	630	2904	497	2527	
05:00	67	382			17:00		676	679			
05:15	86	653			17:15		616	749			
05:30	111	941			17:30		613	689			
05:45	155	419	1009	2985	3404	17:45	548	2453	702	2819	
06:00	239	1015			18:00		570	715			
06:15	289	1190			18:15		529	623			
06:30	335	1127			18:30		523	528			
06:45	374	1237	1116	4408	5645	18:45	485	2107	496	2362	
07:00	417	981			19:00		516	471			
07:15	457	925			19:15		472	447			
07:30	514	698			19:30		429	472			
07:45	467	1855	703	3307	5162	19:45	442	1859	348	1738	
08:00	460	563			20:00		412	377			
08:15	475	637			20:15		450	394			
08:30	496	630			20:30		484	360			
08:45	472	1903	619	2449	4352	20:45	406	1752	357	1488	
09:00	480	500			21:00		408	347			
09:15	557	476			21:15		399	293			
09:30	534	558			21:30		370	315			
09:45	550	2121	565	2099	4220	21:45	380	1557	291	1246	
10:00	548	536			22:00		352	319			
10:15	563	535			22:15		330	262			
10:30	598	641			22:30		352	237			
10:45	609	2318	600	2312	4630	22:45	327	1361	225	1043	
11:00	702	589			23:00		316	184			
11:15	718	642			23:15		251	161			
11:30	736	668			23:30		225	162			
11:45	791	2947	633	2532	5479	23:45	195	987	154	661	
Total Vol.	13709	21802	35511				28780	24289	Daily Totals EB	WB Combined	

City: San Diego											
Project #: 07-4138-004											
Location: San Diego-Coronado Bay e/c Glorietta Blvd											
AM Period	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	WB
00:00	133	119	00:00	129	12:00	682	540	682			
00:15	127	129	00:15	110	12:15	549	549	649			
00:30	107	110	00:30	110	12:30	580	580	688			
00:45	95	462	88	446	908	490	2159	697	2716	4875	
01:00	66	70	13:00	502	680						
01:15	59	77	13:15	484	636						
01:30	65	70	13:30	516	688						
01:45	64	254	83	300	554	519	2021	723	2727	4748	
02:00	43	71	14:00	555	690						
02:15	48	55	14:15	596	668						
02:30	43	37	14:30	679	671						
02:45	23	157	46	209	366	637	2467	629	2658	5125	
03:00	26	51	15:00	620	601						
03:15	27	51	15:15	587	657						
03:30	17	104	15:30	606	634						
03:45	26	96	89	295	391	609	2422	635	2527	4949	
04:00	31	64	16:00	611	616						
04:15	31	60	16:15	634	651						
04:30	40	78	16:30	639	566						
04:45	24	126	84	286	412	599	2483	555	2388	4871	
05:00	61	102	17:00	640	546						
05:15	43	143	17:15	572	565						
05:30	74	229	17:30	628	597						
05:45	83	261	274	748	1009	564	2404	550	2258	4662	
06:00	105	219	18:00	553	535						
06:15	110	277	18:15	589	451						
06:30	103	333	18:30	514	446						
06:45	161	479	348	1177	1656	535	2191	474	1906	4097	
07:00	147	260	19:00	523	410						
07:15	169	275	19:15	494	403						
07:30	277	273	19:30	466	446						
07:45	270	863	283	1091	1954	476	1959	373	1632	3591	
08:00	225	300	20:00	517	327						
08:15	254	321	20:15	490	297						
08:30	347	356	20:30	390	299						
08:45	327	1153	408	1385	2538	374	1771	260	1183	2954	
09:00	322	347	21:00	307	282						
09:15	367	402	21:15	337	284						
09:30	395	381	21:30	363	267						
09:45	391	1475	508	1638	3113	358	1365	276	1109	2474	
10:00	432	484	22:00	353	242						
10:15	431	489	22:15	444	252						
10:30	434	496	22:30	290	243						
10:45	451	1748	549	2018	3766	268	1355	225	962	2317	
11:00	481	550	23:00	235	210						
11:15	500	595	23:15	272	189						
11:30	497	645	23:30	274	165						
11:45	469	1947	609	2399	4346	199	980	143	707	1687	
Total Vol.	9021	11992	21013	Daily Totals		23577	22773	46350			
NB SB EB WB Combined											

Split %	AM	PM
Peak Hour	11:45	14:30
Volume	3024	4408
P.H.F.	0.96	0.97

Split %	AM	PM
Peak Hour	11:45	11:45
Volume	2138	4766
P.H.F.	0.92	0.94

Split %	AM	PM
Peak Hour	11:45	11:45
Volume	2138	2628
P.H.F.	0.92	0.95

Split %	AM	PM
Peak Hour	11:45	11:45
Volume	2138	2628
P.H.F.	0.92	0.95

Volumes for: Tuesday, July 17, 2007										City: Coronado										Project #: 07-4137-006									
Location: Skth St from J Ave to Orange Ave																													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	AM Period	NB	SB	EB	WB	AM Period	NB	SB	EB	WB										
00:00			1	1	12:00			27	30	00:00			1	1	12:00			27	30										
00:15			4	0	12:15			52	25	00:15			4	0	12:15			52	25										
00:30			1	0	12:30			24	17	00:30			1	0	12:30			24	17										
00:45			0	6	12:45			9	112	8	80	192			12:45			9	112	8	80	192							
01:00			1	1	13:00			15	15	01:00			1	1	13:00			15	15										
01:15			1	1	13:15			13	15	01:15			1	1	13:15			13	15										
01:30			0	0	13:30			12	12	01:30			0	0	13:30			12	12										
01:45			2	4	13:45			7	47	7	49	96			13:45			7	47	7	49	96							
02:00			0	4	14:00			19	10	02:00			0	4	14:00			19	10										
02:15			0	0	14:15			20	6	02:15			0	0	14:15			20	6										
02:30			0	1	14:30			23	14	02:30			0	1	14:30			23	14										
02:45			0	0	14:45			27	89	18	48	137			14:45			27	89	18	48	137							
03:00			0	1	15:00			55	14	03:00			0	1	15:00			55	14										
03:15			0	1	15:15			34	20	03:15			0	1	15:15			34	20										
03:30			0	0	15:30			27	20	03:30			0	0	15:30			27	20										
03:45			0	0	15:45			50	166	12	66	232			15:45			50	166	12	66	232							
04:00			0	0	16:00			34	26	04:00			0	0	16:00			34	26										
04:15			0	1	16:15			45	16	04:15			0	1	16:15			45	16										
04:30			0	1	16:30			32	20	04:30			0	1	16:30			32	20										
04:45			3	3	16:45			18	129	8	70	199			16:45			18	129	8	70	199							
05:00			0	0	17:00			16	11	05:00			0	0	17:00			16	11										
05:15			1	0	17:15			11	13	05:15			1	0	17:15			11	13										
05:30			1	0	17:30			11	13	05:30			1	0	17:30			11	13										
05:45			0	2	17:45			8	46	14	51	97			17:45			8	46	14	51	97							
06:00			9	7	18:00			11	8	06:00			9	7	18:00			11	8										
06:15			9	9	18:15			12	6	06:15			9	9	18:15			12	6										
06:30			9	7	18:30			9	7	06:30			9	7	18:30			9	7										
06:45			12	39	18:45			9	41	0	21	62			18:45			9	41	0	21	62							
07:00			12	26	19:00			7	5	07:00			12	26	19:00			7	5										
07:15			12	15	19:15			10	5	07:15			12	15	19:15			10	5										
07:30			7	13	19:30			9	8	07:30			7	13	19:30			9	8										
07:45			16	47	19:45			5	31	2	20	51			19:45			5	31	2	20	51							
08:00			20	25	20:00			3	7	08:00			20	25	20:00			3	7										
08:15			62	45	20:15			7	1	08:15			62	45	20:15			7	1										
08:30			12	18	20:30			4	4	08:30			12	18	20:30			4	4										
08:45			14	108	20:45			9	23	2	14	37			20:45			9	23	2	14	37							
09:00			13	12	21:00			2	4	09:00			13	12	21:00			2	4										
09:15			25	21	21:15			4	3	09:15			25	21	21:15			4	3										
09:30			17	8	21:30			0	1	09:30			17	8	21:30			0	1										
09:45			9	64	21:45			4	10	0	8	18			21:45			4	10	0	8	18							
10:00			15	12	22:00			3	4	10:00			15	12	22:00			3	4										
10:15			18	23	22:15			4	4	10:15			18	23	22:15			4	4										
10:30			9	8	22:30			0	2	10:30			9	8	22:30			0	2										
10:45			7	49	22:45			5	12	4	14	26			22:45			5	12	4	14	26							
11:00			12	14	23:00			2	1	11:00			12	14	23:00			2	1										
11:15			29	16	23:15			4	1	11:15			29	16	23:15			4	1										
11:30			16	9	23:30			1	0	11:30			16	9	23:30			1	0										
11:45			19	76	23:45			3	10	0	2	12			23:45			3	10	0	2	12							
Total Vol.			398	382	780			716	Daily Totals			443			EB	NB	SB	WB	Combined										

Volumes for: Friday, July 27, 2007										City: San Diego				Project #: 07-4138-005			
Location: Ocean Blvd from NASNI to Alameda Blvd																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00		7	3		12:00			82	74								
00:15		1	0		12:15			79	70								
00:30		2	0		12:30			73	66								
00:45		2	12	1	12:45		16	80	314	73	283	597					
01:00		2		2	13:00			91	74								
01:15		0	0	0	13:15			94	57								
01:30		1	1	1	13:30			81	75								
01:45		0	3	0	13:45		6	89	355	64	270	625					
02:00		1	4		14:00			87	78								
02:15		1	1	1	14:15			95	77								
02:30		1	2		14:30			122	77								
02:45		0	3	0	14:45		10	192	496	95	327	823					
03:00		0	0		15:00			188	67								
03:15		0	0	0	15:15			117	94								
03:30		0	0	0	15:30			89	76								
03:45		1	1	0	15:45		1	114	508	91	328	836					
04:00		0	0		16:00			73	42								
04:15		0	1		16:15			82	50								
04:30		0	0		16:30			75	58								
04:45		1	1	0	16:45		2	77	307	44	194	501					
05:00		1	9		17:00			55	29								
05:15		0	64		17:15			66	20								
05:30		1	1	98	17:30			46	26								
05:45		0	2	153	17:45		326	56	223	30	105	328					
06:00		0	182		18:00			66	23								
06:15		1	232		18:15			28	19								
06:30		3	184		18:30			34	22								
06:45		1	5	223	18:45		826	34	162	26	90	252					
07:00		9	172		19:00			29	16								
07:15		4	152		19:15			28	18								
07:30		7	133		19:30			30	17								
07:45		7	27	135	19:45		619	21	108	18	69	177					
08:00		7	64		20:00			35	14								
08:15		14	57		20:15			31	17								
08:30		23	54		20:30			28	13								
08:45		22	66	43	20:45		284	32	126	17	61	187					
09:00		28	45		21:00			25	23								
09:15		26	36		21:15			39	14								
09:30		30	43		21:30			28	18								
09:45		39	123	40	21:45		287	28	120	19	74	194					
10:00		33	41		22:00			25	22								
10:15		41	43		22:15			20	12								
10:30		52	41		22:30			11	13								
10:45		50	176	39	22:45		340	14	70	9	56	126					
11:00		51	55		23:00			34	10								
11:15		68	49		23:15			28	3								
11:30		65	63		23:30			4	2								
11:45		61	245	49	23:45		461	6	72	9	24	96					

Split %	20.9%		79.1%		60.3%		39.7%		59.9%	
Peak Hour	11:45		06:00		14:30		14:30		14:30	
Volume	295		821		619		333		952	
P.H.F.	0.90		0.88		0.81		0.88		0.83	

Volumes for: Saturday, July 28, 2007										City: San Diego		Project #: 07-4138-005	
Location: Ocean Blvd from NASNI to Alameda Blvd													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			4	4	12:00			42	40				
00:15			1	3	12:15			41	51				
00:30			2	2	12:30			54	36				
00:45			4	11	12:45	22		49	186	52	179	365	
01:00			3	1	13:00			47	37				
01:15			1	0	13:15			47	49				
01:30			1	1	13:30			73	55				
01:45			3	8	13:45	10		55	222	60	201	423	
02:00			0	1	14:00			57	58				
02:15			2	2	14:15			56	64				
02:30			0	0	14:30			58	33				
02:45			0	2	14:45	3	5	46	217	49	204	421	
03:00			1	1	15:00			60	37				
03:15			0	1	15:15			49	55				
03:30			1	1	15:30			72	50				
03:45			1	3	15:45	3	6	73	254	63	205	459	
04:00			0	0	16:00			48	52				
04:15			0	2	16:15			62	52				
04:30			0	0	16:30			67	50				
04:45			0	0	16:45	2	2	65	242	40	194	436	
05:00			2	0	17:00			48	37				
05:15			0	0	17:15			48	44				
05:30			1	6	17:30			50	42				
05:45			1	4	17:45	13		60	206	40	163	369	
06:00			3	13	18:00			47	41				
06:15			4	28	18:15			36	43				
06:30			4	15	18:30			42	16				
06:45			5	16	18:45	86		25	150	27	127	277	
07:00			4	13	19:00			45	28				
07:15			9	14	19:15			34	31				
07:30			5	15	19:30			41	32				
07:45			9	27	19:45	78		39	159	25	116	275	
08:00			11	8	20:00			34	33				
08:15			14	10	20:15			53	31				
08:30			14	10	20:30			28	26				
08:45			33	72	20:45	110		26	141	17	107	248	
09:00			25	13	21:00			20	13				
09:15			12	18	21:15			13	13				
09:30			21	13	21:30			11	21				
09:45			20	78	21:45	67	145	21	65	17	64	129	
10:00			17	17	22:00			23	13				
10:15			19	25	22:15			19	7				
10:30			26	27	22:30			15	14				
10:45			21	83	22:45	98	181	12	69	8	42	111	
11:00			31	34	23:00			24	10				
11:15			24	25	23:15			10	11				
11:30			36	40	23:30			19	4				
11:45			44	135	23:45	143	278	13	66	8	33	99	

Volumes for: Tuesday, July 17, 2007										City: Coronado		Project #: 07-4137-008	
Location: Ocean Blvd from Alameda Blvd to RH Dana Pl													
AM Period	NB	SB	EB	WB	NB	SB	EB	WB					
00:00			10	2									
00:15			8	2									
00:30			5	2									
00:45			4	27	3	11	38	12:45	81	325	89	315	
01:00			0	6									
01:15			7	3									
01:30			2	1									
01:45			4	13	3	13	26	13:45	103	357	84	356	
02:00			6	1									
02:15			4	2									
02:30			0	0									
02:45			2	12	1	4	16	14:45	232	608	76	362	
03:00			2	2									
03:15			0	2									
03:30			4	1									
03:45			2	8	4	9	17	15:45	204	778	74	320	
04:00			2	2									
04:15			1	7									
04:30			2	9									
04:45			4	9	15	33	42	16:45	134	682	47	215	
05:00			11	25									
05:15			4	79									
05:30			6	88									
05:45			8	29	162	354	383	17:45	92	394	44	187	
06:00			9	236									
06:15			26	205									
06:30			20	251									
06:45			34	89	173	865	954	18:45	48	232	40	154	
07:00			32	211									
07:15			34	149									
07:30			38	133									
07:45			54	158	96	589	747	19:45	48	161	26	107	
08:00			32	98									
08:15			25	68									
08:30			24	58									
08:45			46	127	57	281	408	20:45	41	151	17	81	
09:00			55	62									
09:15			51	47									
09:30			49	49									
09:45			40	195	60	221	416	21:45	20	85	15	68	
10:00			53	76									
10:15			46	60									
10:30			66	62									
10:45			63	228	58	256	484	22:45	15	73	10	48	
11:00			65	65									
11:15			85	86									
11:30			69	79									
11:45			70	289	82	312	601	23:45	7	64	6	22	
										86			

City: Coronado										Project #: 07-4137-009	
Volumes for: Tuesday, July 24, 2007											
Location: Alameda Blvd											
AM Period										from First St to Third St	
NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
00:00	0	1			12:00	15		27			
00:15	1	2			12:15	14		29			
00:30	1	2			12:30	31		41			
00:45	0	2	0	5	12:45	16	76	26	123		199
01:00	1	4			13:00	17		34			
01:15	1	1			13:15	21		28			
01:30	0	0			13:30	33		35			
01:45	3	5	4	9	13:45	31	102	38	135		237
02:00	1	2			14:00	13		43			
02:15	0	0			14:15	13		46			
02:30	1	2			14:30	13		103			
02:45	0	2	1	5	14:45	9	48	94	286		334
03:00	1	3			15:00	11		101			
03:15	1	2			15:15	18		129			
03:30	0	0			15:30	12		113			
03:45	7	9	7	12	15:45	11	52	96	439		491
04:00	3	6			16:00	11		98			
04:15	0	0			16:15	13		81			
04:30	2	7			16:30	12		88			
04:45	6	11	7	20	16:45	13	49	35	302		351
05:00	19	5			17:00	19		31			
05:15	6	10			17:15	10		31			
05:30	72	18			17:30	4		26			
05:45	57	154	14	47	17:45	8	41	22	110		151
06:00	54	13			18:00	5		10			
06:15	69	17			18:15	14		15			
06:30	43	12			18:30	14		13			
06:45	55	221	16	58	18:45	10	43	12	50		93
07:00	58	14			19:00	7		15			
07:15	54	14			19:15	8		11			
07:30	60	16			19:30	11		16			
07:45	37	209	11	55	19:45	9	35	15	57		92
08:00	15	14			20:00	5		7			
08:15	12	13			20:15	14		10			
08:30	17	20			20:30	5		7			
08:45	15	59	16	63	20:45	3	27	5	29		56
09:00	15	18			21:00	9		9			
09:15	29	32			21:15	5		4			
09:30	14	18			21:30	6		5			
09:45	23	81	28	96	21:45	2	22	3	21		43
10:00	26	24			22:00	7		5			
10:15	12	18			22:15	1		3			
10:30	26	30			22:30	3		5			
10:45	31	95	31	103	22:45	3	14	3	16		30
11:00	25	37			23:00	4		4			
11:15	21	27			23:15	3		2			
11:30	29	40			23:30	2		3			
11:45	21	96	31	135	23:45	2	11	1	10		21

Volumes for: Sunday, July 22, 2007

City: San Diego

Project #: 07-4138-006

Location: Alameda Blvd from Fourth St to Tenth St									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	5	8			12:00	57	80		
00:15	2	5			12:15	38	78		
00:30	1	3			12:30	49	87		
00:45	2	10	6	22	12:45	42	186	80	325
01:00	2	5			13:00	56	74		
01:15	6	1			13:15	41	80		
01:30	1	0			13:30	43	89		
01:45	2	11	1	7	13:45	48	188	84	327
02:00	2	3			14:00	51	79		
02:15	8	3			14:15	51	79		
02:30	1	2			14:30	45	74		
02:45	0	11	0	8	14:45	38	185	65	297
03:00	1	1			15:00	50	83		
03:15	1	1			15:15	48	79		
03:30	2	6			15:30	43	50		
03:45	3	7	2	10	15:45	34	175	67	279
04:00	2	1			16:00	54	70		
04:15	5	4			16:15	50	69		
04:30	1	1			16:30	52	83		
04:45	3	11	1	7	16:45	64	220	80	302
05:00	1	3			17:00	65	61		
05:15	4	2			17:15	43	74		
05:30	3	4			17:30	49	58		
05:45	3	11	6	15	17:45	33	190	47	240
06:00	6	5			18:00	35	52		
06:15	5	10			18:15	28	47		
06:30	22	6			18:30	24	43		
06:45	14	47	22	43	18:45	32	119	39	181
07:00	24	10			19:00	18	40		
07:15	19	13			19:15	22	29		
07:30	16	12			19:30	19	34		
07:45	14	73	18	53	19:45	16	75	25	128
08:00	16	23			20:00	19	28		
08:15	14	32			20:15	32	28		
08:30	25	32			20:30	19	28		
08:45	18	73	34	121	20:45	17	87	23	107
09:00	27	30			21:00	19	11		
09:15	27	37			21:15	17	14		
09:30	27	29			21:30	11	14		
09:45	27	108	38	134	21:45	8	55	12	51
10:00	35	38			22:00	14	11		
10:15	38	48			22:15	9	9		
10:30	32	47			22:30	7	16		
10:45	33	138	33	166	22:45	5	35	7	43
11:00	37	51			23:00	13	13		
11:15	26	67			23:15	6	5		
11:30	38	50			23:30	8	9		
11:45	43	144	63	231	23:45	2	29	5	32
Daily Totals									
				EB					WB
				NB					SB
				2188					3129
				Combined					5317
AM									
Split %	44.1%	55.9%			27.5%		40.0%	60.0%	
Peak Hour	11:45	11:45			11:45		16:15	13:15	
Volume	187	308			495		231	332	
P.H.F.	0.82	0.89			0.90		0.90	0.93	

Volumes for: Monday, July 23, 2007

City: San Diego

Project #: 07-4138-006

Location: Alameda Blvd from Fourth St to Tenth St									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	1	3			12:00	31	55		
00:15	2	5			12:15	39	59		
00:30	2	7			12:30	35	55		
00:45	2	7	6	21	12:45	35	140	68	237
01:00	2	0			13:00	38	38		
01:15	0	2			13:15	32	61		
01:30	1	1			13:30	36	50		
01:45	2	5	1	4	13:45	26	132	61	210
02:00	2	3			14:00	42	68		
02:15	4	3			14:15	41	51		
02:30	1	0			14:30	33	70		
02:45	1	8	0	6	14:45	42	158	51	240
03:00	0	0			15:00	44	73		
03:15	1	2			15:15	30	66		
03:30	2	1			15:30	32	75		
03:45	5	8	0	3	15:45	31	137	66	280
04:00	6	0			16:00	28	92		
04:15	2	1			16:15	33	90		
04:30	4	2			16:30	37	81		
04:45	9	21	3	6	16:45	33	131	75	338
05:00	16	3			17:00	34	64		
05:15	7	5			17:15	43	67		
05:30	13	10			17:30	25	51		
05:45	9	45	7	25	17:45	38	140	57	239
06:00	26	13			18:00	36	54		
06:15	15	14			18:15	42	61		
06:30	21	12			18:30	34	56		
06:45	31	93	21	60	18:45	24	136	46	217
07:00	29	26			19:00	28	54		
07:15	21	37			19:15	22	49		
07:30	21	26			19:30	28	42		
07:45	18	89	29	118	19:45	32	110	43	188
08:00	27	45			20:00	22	46		
08:15	25	45			20:15	25	33		
08:30	23	54			20:30	18	37		
08:45	25	100	37	181	20:45	25	90	28	144
09:00	27	48			21:00	24	31		
09:15	31	37			21:15	24	31		
09:30	36	45			21:30	18	19		
09:45	21	115	46	176	21:45	10	76	20	101
10:00	23	49			22:00	12	17		
10:15	35	53			22:15	10	22		
10:30	35	52			22:30	13	26		
10:45	19	112	48	202	22:45	8	43	10	75
11:00	33	59			23:00	14	17		
11:15	30	44			23:15	5	22		
11:30	45	61			23:30	6	13		
11:45	28	136	60	224	23:45	4	29	16	68
Daily Totals									
				EB					WB
				NB					SB
				2061					3363
				Combined					5424
AM									
Split %	41.9%	58.1%			32.5%		36.1%	63.9%	
Peak Hour	11:30	11:30			11:30		14:15	16:00	
Volume	143	235			378		160	338	
P.H.F.	0.79	0.96			0.89		0.94	0.92	

Volumes for: Sunday, July 22, 2007

City: San Diego

Project #: 07-4138-006

Location: Alameda Blvd from Fourth St to Tenth St									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	5	8			12:00	57	80		
00:15	2	5			12:15	38	78		
00:30	1	3			12:30	49	87		
00:45	2	10	6	22	12:45	42	186	80	325
01:00	2	5			13:00	56	74		
01:15	6	1			13:15	41	80		
01:30	1	0			13:30	43	89		
01:45	2	11	1	7	13:45	48	188	84	327
02:00	2	3			14:00	51	79		
02:15	8	3			14:15	51	79		
02:30	1	2			14:30	45	74		
02:45	0	11	0	8	14:45	38	185	65	297
03:00	1	1			15:00	50	83		
03:15	1	1			15:15	48	79		
03:30	2	6			15:30	43	50		
03:45	3	7	2	10	15:45	34	175	67	279
04:00	2	1			16:00	54	70		
04:15	5	4			16:15	50	69		
04:30	1	1			16:30	52	83		
04:45	3	11	1	7	16:45	64	220	80	302
05:00	1	3			17:00	65	61		
05:15	4	2			17:15	43	74		
05:30	3	4			17:30	49	58		
05:45	3	11	6	15	17:45	33	190	47	240
06:00	6	5			18:00	35	52		
06:15	5	10			18:15	28	47		
06:30	22	6			18:30	24	43		
06:45	14	47	22	43	18:45	32	119	39	181
07:00	24	10			19:00	18	40		
07:15	19	13			19:15	22	29		
07:30	16	12			19:30	19	34		
07:45	14	73	18	53	19:45	16	75	25	128
08:00	16	23			20:00	19	28		
08:15	14	32			20:15	32	28		
08:30	25	32			20:30	19	28		
08:45	18	73	34	121	20:45	17	87	23	107
09:00	27	30			21:00	19	11		
09:15	27	37			21:15	17	14		
09:30	27	29			21:30	11	14		
09:45	27	108	38	134	21:45	8	55	12	51
10:00	35	38			22:00	14	11		
10:15	38	48			22:15	9	9		
10:30	32	47			22:30	7	16		
10:45	33	138	33	166	22:45	5	35	7	43
11:00	37	51			23:00	13	13		
11:15	26	67			23:15	6	5		
11:30	38	50			23:30	8	9		
11:45	43	144	63	231	23:45	2	29	5	32
									61

Volumes for: Thursday, July 26, 2007

City: San Diego

Project #: 07-4138-006

Location: Alameda Blvd from Fourth St to Tenth St											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	4	12			12:00	40	56				
00:15	5	6			12:15	38	60				
00:30	0	5			12:30	50	59				
00:45	1	10	5	28	38	12:45	35	163	63	238	401
01:00	1	7			13:00	42	66				
01:15	0	8			13:15	34	61				
01:30	2	3			13:30	32	52				
01:45	2	5	8	26	31	13:45	39	147	49	228	375
02:00	0	5			14:00	46	63				
02:15	1	2			14:15	41	59				
02:30	0	4			14:30	37	72				
02:45	1	2	3	14	16	14:45	37	161	56	250	411
03:00	2	4			15:00	33	76				
03:15	1	2			15:15	25	71				
03:30	2	1			15:30	27	70				
03:45	5	10	0	7	17	15:45	32	117	78	295	412
04:00	8	0			16:00	31	93				
04:15	5	6			16:15	45	91				
04:30	13	3			16:30	28	82				
04:45	11	37	2	11	48	16:45	32	136	73	339	475
05:00	19	4			17:00	39	89				
05:15	10	5			17:15	42	71				
05:30	8	6			17:30	32	68				
05:45	9	46	9	24	70	17:45	29	142	62	290	432
06:00	21	3			18:00	34	56				
06:15	14	19			18:15	43	71				
06:30	25	11			18:30	35	60				
06:45	20	80	25	58	138	18:45	48	160	56	243	403
07:00	26	28			19:00	41	59				
07:15	18	26			19:15	37	33				
07:30	33	34			19:30	34	48				
07:45	36	113	40	128	241	19:45	27	139	41	181	320
08:00	25	43			20:00	33	33				
08:15	23	40			20:15	13	52				
08:30	34	42			20:30	25	23				
08:45	34	116	36	161	277	20:45	20	91	28	136	227
09:00	29	41			21:00	19	35				
09:15	42	29			21:15	15	24				
09:30	34	37			21:30	15	19				
09:45	38	143	41	148	291	21:45	14	63	23	101	164
10:00	49	48			22:00	10	22				
10:15	35	49			22:15	13	19				
10:30	30	54			22:30	16	35				
10:45	32	146	56	207	353	22:45	8	47	12	88	135
11:00	35	59			23:00	9	16				
11:15	53	61			23:15	7	19				
11:30	34	55			23:30	5	22				
11:45	34	156	60	235	391	23:45	5	26	8	65	91

Volumes for: Saturday, July 28, 2007

City: San Diego

Project #: 07-4138-006

Location: Alameda Blvd from Fourth St to Tenth St									
AM Period		NB	SB	EB	WB	PM Period		NB	WB
00:00	5	10				12:00	44	70	
00:15	4	11				12:15	35	67	
00:30	2	2				12:30	44	61	
00:45	5	16	6	29	45	12:45	56	179	71
01:00	1	8				13:00	51	73	
01:15	2	9				13:15	53	73	
01:30	4	4				13:30	31	85	
01:45	3	10	3	24	34	13:45	45	180	289
02:00	2	7				14:00	47	79	
02:15	2	3				14:15	35	83	
02:30	0	1			20	14:30	52	72	
02:45	1	5	4	15	20	14:45	53	187	318
03:00	1	2				15:00	38	79	
03:15	1	0				15:15	48	72	
03:30	2	0				15:30	63	68	
03:45	2	6	3	5	11	15:45	47	196	61
04:00	4	0				16:00	55	59	
04:15	5	1				16:15	48	60	
04:30	2	1				16:30	48	72	
04:45	2	13	4	6	19	16:45	54	205	75
05:00	2	4				17:00	62	73	
05:15	5	2				17:15	38	56	
05:30	6	5				17:30	40	56	
05:45	8	21	9	20	41	17:45	42	182	48
06:00	9	10				18:00	41	56	
06:15	12	18				18:15	44	58	
06:30	10	15				18:30	37	45	
06:45	10	41	26	69	110	18:45	26	148	35
07:00	14	10				19:00	21	50	
07:15	14	17				19:15	35	36	
07:30	21	19				19:30	29	30	
07:45	12	61	22	68	129	19:45	36	121	35
08:00	27	28				20:00	21	40	
08:15	26	20				20:15	40	57	
08:30	24	31				20:30	25	25	
08:45	32	109	33	112	221	20:45	22	108	21
09:00	42	27				21:00	11	9	
09:15	39	37				21:15	10	15	
09:30	35	42				21:30	16	16	
09:45	37	153	33	139	292	21:45	10	47	22
10:00	38	45				22:00	14	12	
10:15	38	50				22:15	12	16	
10:30	47	46				22:30	10	39	
10:45	38	161	42	183	344	22:45	12	48	19
11:00	40	66				23:00	11	9	
11:15	36	46				23:15	7	12	
11:30	37	61				23:30	7	13	
11:45	53	166	61	234	400	23:45	4	29	13

Volumes for: Wednesday, July 18, 2007

City: Coronado

Project #: 07-4137-012

Location : Alameda Blvd from to Sixth St to Ocean Blvd									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	5	7			12:00	43	74		
00:15	3	6			12:15	44	50		
00:30	2	5			12:30	43	53		
00:45	3	13	10	28	41	12:45	37	167	60
01:00	1	7			13:00	31	49		
01:15	2	6			13:15	31	51		
01:30	0	1			13:30	34	64		
01:45	2	5	4	18	23	13:45	29	125	55
02:00	5	3			14:00	34	62		
02:15	1	4			14:15	22	53		
02:30	0	0			14:30	31	58		
02:45	0	6	5	12	18	14:45	33	120	60
03:00	1	1			15:00	41	61		
03:15	3	2			15:15	36	74		
03:30	3	0			15:30	27	95		
03:45	7	14	0	3	17	15:45	24	128	86
04:00	5	0			16:00	31	87		
04:15	3	0			16:15	33	86		
04:30	8	4			16:30	28	80		
04:45	19	35	2	6	41	16:45	32	124	95
05:00	18	6			17:00	44	77		
05:15	11	9			17:15	34	75		
05:30	6	2			17:30	36	67		
05:45	15	50	11	28	78	17:45	31	145	61
06:00	23	16			18:00	35	59		
06:15	19	14			18:15	37	72		
06:30	28	29			18:30	32	68		
06:45	26	96	18	77	173	18:45	29	133	59
07:00	31	32			19:00	17	27		
07:15	32	39			19:15	15	37		
07:30	23	46			19:30	29	36		
07:45	24	110	26	143	253	19:45	15	76	39
08:00	30	41			20:00	26	33		
08:15	35	42			20:15	22	36		
08:30	20	18			20:30	13	40		
08:45	25	110	28	129	239	20:45	26	87	24
09:00	26	29			21:00	23	21		
09:15	27	31			21:15	13	23		
09:30	18	28			21:30	11	24		
09:45	25	96	37	125	221	21:45	17	64	29
10:00	26	33			22:00	13	15		
10:15	38	40			22:15	10	21		
10:30	25	51			22:30	6	11		
10:45	40	129	59	183	312	22:45	6	35	27
11:00	34	43			23:00	6	21		
11:15	35	44			23:15	8	16		
11:30	34	62			23:30	7	15		
11:45	41	144	59	208	352	23:45	2	23	9
84									

Volumes for: Saturday, July 28, 2007

City: San Diego

Project #: 07-4138-006

Location: Alameda Blvd from Fourth St to Tenth St									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	5	10			12:00	44	70		
00:15	4	11			12:15	35	67		
00:30	2	2			12:30	44	61		
00:45	5	16	6	29	45	12:45	56	179	71
01:00	1	8			13:00	51	73		448
01:15	2	9			13:15	53	73		
01:30	4	4			13:30	31	85		
01:45	3	10	3	24	34	13:45	45	180	289
02:00	2	7			14:00	47	79		
02:15	2	3			14:15	35	83		
02:30	0	1			14:30	52	72		
02:45	1	5	4	15	20	14:45	53	187	318
03:00	1	2			15:00	38	79		
03:15	1	0			15:15	48	72		
03:30	2	0			15:30	63	68		
03:45	2	6	3	5	11	15:45	47	196	61
04:00	4	0			16:00	55	59		476
04:15	5	1			16:15	48	60		
04:30	2	1			16:30	48	72		
04:45	2	13	4	6	19	16:45	54	205	75
05:00	2	4			17:00	62	73		471
05:15	5	2			17:15	38	56		
05:30	6	5			17:30	40	56		
05:45	8	21	9	20	41	17:45	42	182	48
06:00	9	10			18:00	41	56		
06:15	12	18			18:15	44	58		
06:30	10	15			18:30	37	45		
06:45	10	41	26	69	110	18:45	26	148	35
07:00	14	10			19:00	21	50		
07:15	14	17			19:15	35	36		
07:30	21	19			19:30	29	30		
07:45	12	61	22	68	129	19:45	36	121	35
08:00	27	28			20:00	21	40		
08:15	26	20			20:15	40	57		
08:30	24	31			20:30	25	25		
08:45	32	109	33	112	221	20:45	22	108	21
09:00	42	27			21:00	11	9		251
09:15	39	37			21:15	10	15		
09:30	35	42			21:30	16	16		
09:45	37	153	33	139	292	21:45	10	47	22
10:00	38	45			22:00	14	12		
10:15	38	50			22:15	12	16		
10:30	47	46			22:30	10	39		
10:45	38	161	42	183	344	22:45	12	48	19
11:00	40	66			23:00	11	9		
11:15	36	46			23:15	7	12		
11:30	37	61			23:30	7	13		
11:45	53	166	61	234	400	23:45	4	29	13
								47	76

Volumes for: Tuesday, July 17, 2007										City: Coronado				Project #: 07-4137-013			
Location: Orange Ave from First St to Third St																	
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00	15	9				12:00	84	109				12:00	84	109			
00:15	16	12				12:15	80	115				12:15	80	115			
00:30	7	9				12:30	104	102				12:30	104	102			
00:45	1	39	9	39		78	12:45	90	358	96	422	12:45	90	358	96	422	
01:00	4	3				13:00	86	93				13:00	86	93			
01:15	0	7				13:15	81	113				13:15	81	113			
01:30	4	5				13:30	74	113				13:30	74	113			
01:45	4	12	9	24		36	13:45	68	309	133	452	13:45	68	309	133	452	
02:00	3	4				14:00	57	137				14:00	57	137			
02:15	1	4				14:15	67	160				14:15	67	160			
02:30	4	5				14:30	70	169				14:30	70	169			
02:45	2	10	1	14		24	14:45	76	270	201	667	14:45	76	270	201	667	
03:00	0	0				15:00	77	153				15:00	77	153			
03:15	0	3				15:15	72	208				15:15	72	208			
03:30	1	1				15:30	77	217				15:30	77	217			
03:45	1	2	2	6		8	15:45	82	308	165	743	15:45	82	308	165	743	
04:00	0	2				16:00	74	167				16:00	74	167			
04:15	0	1				16:15	74	176				16:15	74	176			
04:30	1	2				16:30	62	210				16:30	62	210			
04:45	2	3	3	8		11	16:45	59	269	196	749	16:45	59	269	196	749	
05:00	2	6				17:00	54	145				17:00	54	145			
05:15	11	2				17:15	63	135				17:15	63	135			
05:30	24	9				17:30	57	101				17:30	57	101			
05:45	42	79	13	30		109	17:45	81	255	98	479	17:45	81	255	98	479	
06:00	69	14				18:00	76	104				18:00	76	104			
06:15	28	27				18:15	72	84				18:15	72	84			
06:30	84	28				18:30	77	69				18:30	77	69			
06:45	77	258	41	110		368	18:45	81	306	66	323	18:45	81	306	66	323	
07:00	73	41				19:00	59	76				19:00	59	76			
07:15	46	37				19:15	76	75				19:15	76	75			
07:30	50	36				19:30	65	61				19:30	65	61			
07:45	50	219	52	166		385	19:45	52	252	71	283	19:45	52	252	71	283	
08:00	43	53				20:00	66	68				20:00	66	68			
08:15	52	47				20:15	68	61				20:15	68	61			
08:30	33	54				20:30	78	83				20:30	78	83			
08:45	40	168	49	203		371	20:45	55	267	60	272	20:45	55	267	60	272	
09:00	29	44				21:00	54	70				21:00	54	70			
09:15	40	52				21:15	45	57				21:15	45	57			
09:30	52	48				21:30	47	51				21:30	47	51			
09:45	41	162	53	197		359	21:45	31	177	49	227	21:45	31	177	49	227	
10:00	36	71				22:00	21	51				22:00	21	51			
10:15	45	71				22:15	25	50				22:15	25	50			
10:30	65	73				22:30	31	37				22:30	31	37			
10:45	56	202	98	313		515	22:45	13	90	29	167	22:45	13	90	29	167	
11:00	68	87				23:00	18	18				23:00	18	18			
11:15	68	101				23:15	24	26				23:15	24	26			
11:30	70	105				23:30	19	16				23:30	19	16			
11:45	80	286	108	401		687	23:45	17	78	21	81	23:45	17	78	21	81	
										Daily Totals		PM					
										NB	SB	EB	WB				
										4379	6376		10755				

AM				PM			
Split %	48.8%	51.2%		37.7%	62.3%		72.6%
Peak Hour	11:45	11:30		12:30	14:45		14:45
Volume	348	437		361	779		1081
P.H.F.	0.84	0.95		0.88	0.90		0.92

Volumes for: Tuesday, July 17, 2007										City: Coronado			Project #: 07-4137-014		
Location: Orange Ave from Third St to Fourth St															
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB						
00:00	13	24			12:00	119	176								
00:15	12	23			12:15	121	176								
00:30	4	20			12:30	93	172								
00:45	8	37	10	77	11:4	124	454	195	719	1173					
01:00	4	11			13:00	86	224								
01:15	3	9			13:15	113	257								
01:30	9	11			13:30	94	336								
01:45	4	20	13	44	64	1345	72	365	367	1184	1549				
02:00	5	10			14:00	82	363								
02:15	8	8			14:15	77	382								
02:30	2	6			14:30	68	401								
02:45	1	16	3	27	43	1445	75	302	422	1568	1870				
03:00	2	2			15:00	92	453								
03:15	2	8			15:15	71	451								
03:30	5	5			15:30	58	415								
03:45	10	19	4	19	38	1545	81	302	467	1786	2088				
04:00	8	10			16:00	74	420								
04:15	3	23			16:15	70	422								
04:30	9	33			16:30	73	361								
04:45	11	31	48	114	145	1645	83	300	295	1498	1798				
05:00	17	88			17:00	83	242								
05:15	9	109			17:15	89	212								
05:30	18	146			17:30	94	208								
05:45	27	71	268	611	682	1745	88	354	182	844	1198				
06:00	44	314			18:00	104	184								
06:15	26	349			18:15	108	167								
06:30	37	451			18:30	88	149								
06:45	44	151	522	1636	1787	1845	91	391	158	658	1049				
07:00	73	514			19:00	80	138								
07:15	59	483			19:15	69	124								
07:30	51	439			19:30	71	125								
07:45	52	235	451	1887	2122	1945	73	293	109	496	789				
08:00	74	303			20:00	77	108								
08:15	66	288			20:15	84	112								
08:30	62	274			20:30	56	112								
08:45	65	267	227	1092	1359	2045	83	300	90	422	722				
09:00	60	194			21:00	53	93								
09:15	86	163			21:15	56	97								
09:30	69	135			21:30	37	91								
09:45	87	302	144	636	938	2145	37	183	96	377	560				
10:00	79	143			22:00	28	99								
10:15	98	133			22:15	30	83								
10:30	76	157			22:30	30	65								
10:45	92	345	167	600	945	2245	22	110	56	303	413				
11:00	105	149			23:00	24	44								
11:15	93	171			23:15	24	44								
11:30	92	179			23:30	20	23								
11:45	101	391	194	693	1084	2345	21	89	34	145	234				

Volumes for: Tuesday, July 17, 2007										City: Coronado				Project #: 07-4137-015			
Location: Orange Ave from Fourth St to Sixth St																	
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB							
00:00	35	43				12:00	198	318									
00:15	38	38				12:15	201	282									
00:30	29	34				12:30	222	285									
00:45	26	128	25	140	268	12:45	211	832	320	1205					2037		
01:00	22	20				13:00	200	287									
01:15	13	14				13:15	217	298									
01:30	18	20				13:30	191	272									
01:45	11	64	24	78	142	13:45	192	800	291	1148					1948		
02:00	17	14				14:00	185	291									
02:15	11	16				14:15	177	266									
02:30	9	7				14:30	190	263									
02:45	6	43	5	42	85	14:45	186	738	221	1041					1779		
03:00	8	5				15:00	185	259									
03:15	9	10				15:15	166	276									
03:30	5	13				15:30	188	258									
03:45	14	36	9	37	73	15:45	171	710	258	1051					1761		
04:00	12	12				16:00	178	267									
04:15	7	20				16:15	188	268									
04:30	14	23				16:30	177	261									
04:45	20	53	37	92	145	16:45	187	730	274	1070					1800		
05:00	21	59				17:00	202	312									
05:15	25	86				17:15	200	307									
05:30	30	114				17:30	195	349									
05:45	39	115	207	466	581	17:45	206	803	308	1276					2079		
06:00	63	267				18:00	217	320									
06:15	72	299				18:15	209	295									
06:30	91	260				18:30	207	266									
06:45	109	335	417	1243	1578	18:45	174	807	290	1171					1978		
07:00	124	452				19:00	143	265									
07:15	139	431				19:15	165	228									
07:30	131	377				19:30	138	228									
07:45	159	553	354	1614	2167	19:45	157	603	212	933					1536		
08:00	158	319				20:00	175	197									
08:15	154	255				20:15	185	185									
08:30	118	227				20:30	149	183									
08:45	144	574	245	1046	1620	20:45	158	667	167	724					1391		
09:00	159	231				21:00	147	153									
09:15	155	210				21:15	173	170									
09:30	174	222				21:30	159	143									
09:45	164	652	224	887	1539	21:45	113	592	153	619					1211		
10:00	191	256				22:00	125	153									
10:15	200	236				22:15	115	153									
10:30	188	256				22:30	104	106									
10:45	213	792	260	1008	1800	22:45	71	415	117	529					944		
11:00	194	241				23:00	65	85									
11:15	200	272				23:15	68	75									
11:30	189	301				23:30	55	47									
11:45	205	788	279	1093	1881	23:45	21	209	60	267					476		

		AM		PM	
Split %	34.8%	65.2%	41.7%	58.3%	61.5%
Peak Hour	11:45	06:45	12:30	17:15	17:15
Volume	826	1677	850	1284	2102
P.H.F.	0.93	0.93	0.94	0.92	0.97
		38.5%	06:45		
			2180		
			0.95		

Volumes for: Sunday, July 22, 2007										City: San Diego		Project #: 07-4138-007	
Location: Orange Ave from Sixth St to Tenth St													
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
00:00	63	53				12:00	257	202					
00:15	68	44				12:15	252	214					
00:30	43	42				12:30	226	205					
00:45	36	210	24	163		373	12:45	262	997	221	842		
01:00	32	32				13:00	248	207			1839		
01:15	31	33				13:15	273	243					
01:30	26	30				13:30	246	222					
01:45	27	116	26	121		237	13:45	259	1026	223	895		
02:00	25	30				14:00	266	237			1921		
02:15	18	30				14:15	265	244					
02:30	8	34				14:30	281	220					
02:45	21	72	9	103		175	14:45	253	1065	236	937		
03:00	14	17				15:00	269	239			2002		
03:15	4	8				15:15	312	273					
03:30	12	11				15:30	255	254					
03:45	10	40	9	45		85	15:45	306	1142	280	1046		
04:00	6	8				16:00	308	276			2188		
04:15	9	14				16:15	334	291					
04:30	9	13				16:30	315	239					
04:45	15	39	17	52		91	16:45	301	1258	231	1037		
05:00	22	20				17:00	328	244			2295		
05:15	11	36				17:15	308	228					
05:30	24	43				17:30	303	230					
05:45	35	92	42	141		233	17:45	276	1215	230	932		
06:00	52	44				18:00	282	206			2147		
06:15	39	61				18:15	278	203					
06:30	59	78				18:30	310	202					
06:45	66	216	79	262		478	18:45	230	1100	211	822		
07:00	86	96				19:00	254	197			1922		
07:15	61	100				19:15	222	210					
07:30	70	111				19:30	208	168					
07:45	73	290	128	435		725	19:45	221	905	162	737		
08:00	79	86				20:00	226	184			1642		
08:15	100	119				20:15	195	166					
08:30	93	137				20:30	198	182					
08:45	134	406	148	490		896	20:45	175	794	153	685		
09:00	123	140				21:00	141	142			1479		
09:15	142	147				21:15	153	135					
09:30	149	198				21:30	154	129					
09:45	170	584	185	670		1254	21:45	117	565	92	498		
10:00	166	215				22:00	126	103			1063		
10:15	169	228				22:15	115	102					
10:30	221	259				22:30	107	59					
10:45	215	771	232	934		1705	22:45	71	419	57	321		
11:00	239	228				23:00	63	69			740		
11:15	238	273				23:15	68	41					
11:30	201	242				23:30	39	51					
11:45	315	993	213	956		1949	23:45	39	209	45	206		
											415		

Volumes for: Monday, July 23, 2007										City: San Diego				Project #: 07-4138-007			
Location: Orange Ave. from Sixth St to Tenth St																	
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB						
00:00	49	35				12:00	208	223									
00:15	29	23				12:15	213	245									
00:30	17	15				12:30	241	264									
00:45	20	115	7	80		195	12:45	193	855	216	948	1803					
01:00	14	16				13:00	230	240									
01:15	12	18				13:15	243	242									
01:30	13	13				13:30	233	232									
01:45	6	45	16	63		108	13:45	209	915	246	960	1875					
02:00	8	13				14:00	205	220									
02:15	7	3				14:15	234	216									
02:30	5	16				14:30	221	258									
02:45	12	32	14	46		78	14:45	246	906	246	940	1846					
03:00	3	9				15:00	213	257									
03:15	10	13				15:15	202	238									
03:30	19	5				15:30	220	258									
03:45	6	38	12	39		77	15:45	204	839	306	1059	1898					
04:00	16	16				16:00	218	242									
04:15	17	22				16:15	220	263									
04:30	24	40	40			16:30	206	251									
04:45	45	102	63	141		243	16:45	191	835	249	1005	1840					
05:00	27	89				17:00	209	263									
05:15	43	125				17:15	230	279									
05:30	59	190				17:30	210	257									
05:45	73	202	263	667		869	17:45	251	900	276	1075	1975					
06:00	67	263				18:00	211	260									
06:15	92	329				18:15	219	202									
06:30	112	412				18:30	185	210									
06:45	119	390	379	1383		1773	18:45	183	798	206	878	1676					
07:00	100	304				19:00	192	180									
07:15	124	277				19:15	190	203									
07:30	134	257				19:30	169	195									
07:45	120	478	240	1078		1556	19:45	192	743	155	733	1476					
08:00	139	189				20:00	213	160									
08:15	131	217				20:15	165	152									
08:30	173	231				20:30	210	161									
08:45	154	597	218	855		1452	20:45	181	769	137	610	1379					
09:00	205	190				21:00	165	154									
09:15	207	207				21:15	134	141									
09:30	198	196				21:30	136	158									
09:45	225	835	252	845		1680	21:45	110	545	110	563	1108					
10:00	207	232				22:00	123	99									
10:15	197	216				22:15	113	84									
10:30	223	229				22:30	93	71									
10:45	215	842	237	914		1756	22:45	61	390	71	325	715					
11:00	270	218				23:00	71	48									
11:15	227	253				23:15	55	63									
11:30	201	213				23:30	45	40									
11:45	245	943	251	935		1878	23:45	28	199	32	183	382					
Total Vol.		4619	7046	11665		8694		9279	17973								
		NB		SB		Daily Totals		WB		Combined							
		13313		16325		PM		29638									
		48.4%		51.6%		60.6%		60.6%									
Split %		39.6%		60.4%		11:45		17:00		17:00							
Peak Hour		11:00		06:15		1890		1975		1975							
Volume		943		1424		0.94		0.96		0.94							
P.H.F.		0.87		0.86		0.94		0.96		0.94							

Volumes for: Tuesday, July 24, 2007				City: San Diego				Project #: 07-4138-007					
Location: Orange Ave. from Sixth St to Tenth St													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00	31	34			12:00	232	273						
00:15	19	20			12:15	218	248						
00:30	24	20			12:30	245	221						
00:45	12	86	21	95	181	12:45	207	902	262	1004	1906		
01:00	12	6			13:00	264	237						
01:15	12	5			13:15	279	261						
01:30	7	6			13:30	183	238						
01:45	13	44	11	28	72	13:45	232	958	240	976	1934		
02:00	7	6			14:00	194	236						
02:15	6	6			14:15	198	257						
02:30	4	5			14:30	201	216						
02:45	8	25	5	22	47	14:45	191	784	252	961	1745		
03:00	7	10			15:00	210	262						
03:15	8	5			15:15	173	264						
03:30	19	5			15:30	222	273						
03:45	7	41	9	29	70	15:45	226	831	270	1069	1900		
04:00	16	13			16:00	178	251						
04:15	21	22			16:15	209	253						
04:30	26	37			16:30	223	283						
04:45	33	96	62	134	230	16:45	212	822	287	1074	1896		
05:00	34	93			17:00	225	279						
05:15	52	141			17:15	228	269						
05:30	48	184			17:30	237	265						
05:45	72	206	253	671	877	17:45	218	908	264	1077	1985		
06:00	73	282			18:00	216	249						
06:15	79	310			18:15	230	241						
06:30	106	396			18:30	206	229						
06:45	132	390	419	1407	1797	18:45	202	854	207	926	1780		
07:00	96	356			19:00	225	192						
07:15	126	320			19:15	220	220						
07:30	117	265			19:30	232	166						
07:45	131	470	225	1166	1636	19:45	179	856	178	756	1612		
08:00	132	230			20:00	177	183						
08:15	133	195			20:15	200	180						
08:30	175	191			20:30	188	166						
08:45	161	601	205	821	1422	20:45	187	752	181	710	1462		
09:00	222	203			21:00	173	156						
09:15	184	222			21:15	139	145						
09:30	193	227			21:30	116	123						
09:45	202	801	202	854	1655	21:45	119	547	132	556	1103		
10:00	202	228			22:00	97	148						
10:15	233	216			22:15	107	116						
10:30	242	274			22:30	77	85						
10:45	212	889	250	968	1857	22:45	75	356	57	406	762		
11:00	225	224			23:00	65	56						
11:15	271	258			23:15	56	54						
11:30	254	290			23:30	46	53						
11:45	241	991	252	1024	2015	23:45	31	198	39	202	400		
Total Vol.	4640	7219			11859	8768		9717			18485		
				AM				PM					
				39.1%				60.9%					
				39.1%				52.6%				60.9%	
				11:15				16:30				16:30	
Peak Hour				998				1491				2006	
Volume				0.92				0.89				0.99	
P.H.F.				0.95				0.93				0.97	

Volumes for: Wednesday, July 25, 2007										City: San Diego				Project #: 07-4138-007			
Location: Orange Ave from Sixth St to Tenth St																	
AM Period	NB	SB	EB	WB						PM Period	NB	SB	EB	WB			
00:00	35	28								12:00	227	291					
00:15	24	24								12:15	257	281					
00:30	26	24								12:30	207	276					
00:45	24	109	9	85						12:45	215	916	284	1132	2048		
01:00	9	19								13:00	217	263					
01:15	10	13								13:15	253	268					
01:30	4	9								13:30	242	279					
01:45	6	29	16	57						13:45	218	930	277	1087	2017		
02:00	21	8								14:00	196	270					
02:15	9	15								14:15	173	267					
02:30	6	6								14:30	223	270					
02:45	15	51	4	33						14:45	212	804	263	1070	1874		
03:00	6	4								15:00	233	256					
03:15	7	9								15:15	222	304					
03:30	19	7								15:30	219	268					
03:45	26	58	11	31						15:45	251	925	325	1153	2078		
04:00	20	18								16:00	223	272					
04:15	32	13								16:15	211	271					
04:30	14	27								16:30	231	324					
04:45	35	101	48	106						16:45	226	891	294	1161	2052		
05:00	33	80								17:00	260	297					
05:15	52	102								17:15	249	302					
05:30	48	165								17:30	215	329					
05:45	98	231	228	575						17:45	235	959	242	1170	2129		
06:00	54	283								18:00	239	253					
06:15	101	370								18:15	187	255					
06:30	114	427								18:30	229	240					
06:45	137	406	418	1498						18:45	203	858	246	994	1852		
07:00	106	403								19:00	198	234					
07:15	116	361								19:15	256	257					
07:30	134	255								19:30	201	218					
07:45	158	514	234	1253						19:45	224	879	220	929	1808		
08:00	157	182								20:00	203	180					
08:15	151	186								20:15	194	196					
08:30	152	188								20:30	186	186					
08:45	173	633	236	792						20:45	159	742	156	718	1460		
09:00	183	193								21:00	204	175					
09:15	218	215								21:15	163	168					
09:30	165	222								21:30	144	145					
09:45	171	737	255	885						21:45	152	663	152	640	1303		
10:00	234	214								22:00	110	128					
10:15	183	237								22:15	91	130					
10:30	209	286								22:30	106	108					
10:45	221	847	246	983						22:45	62	369	90	456	825		
11:00	197	269								23:00	70	86					
11:15	235	277								23:15	52	72					
11:30	237	296								23:30	55	60					
11:45	226	895	276	1118						20:13	23:45	42	219	43	480		

AM					PM				
Split %	38.3%	61.7%			45.9%	54.1%			
Peak Hour	11:30	06:15			16:30	16:45			62.4%
Volume	957	1618			966	1222			2183
P.H.F.	0.93	0.95			0.94	0.93			0.98

City: San Diego										Project #: 07-4138-007	
Volumes for: Thursday, July 26, 2007											
Location: Orange Ave from 5xth St to Tenth St											
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00	32	38				12:00	231	320			
00:15	22	28				12:15	250	272			
00:30	17	30				12:30	230	319			
00:45	22	93	19	115		12:45	232	943	294	1205	2148
01:00	11	22				13:00	237	308			
01:15	10	13				13:15	251	298			
01:30	9	16				13:30	220	282			
01:45	9	39	12	63		13:45	190	898	321	1209	2107
02:00	15	9				14:00	203	259			
02:15	7	13				14:15	225	271			
02:30	7	13				14:30	238	307			
02:45	5	34	16	51		14:45	193	859	313	1150	2009
03:00	8	11				15:00	217	287			
03:15	13	9				15:15	195	292			
03:30	15	11				15:30	211	338			
03:45	16	52	16	47		15:45	244	867	297	1214	2081
04:00	13	15				16:00	229	308			
04:15	27	20				16:15	230	336			
04:30	23	35				16:30	235	303			
04:45	25	88	50	120		16:45	191	885	296	1243	2128
05:00	31	102				17:00	254	297			
05:15	35	110				17:15	242	294			
05:30	71	165				17:30	238	297			
05:45	78	215	216	593		17:45	219	953	310	1198	2151
06:00	57	311				18:00	243	302			
06:15	102	351				18:15	232	279			
06:30	133	423				18:30	209	272			
06:45	125	417	459	1544		18:45	212	896	221	1074	1970
07:00	124	407				19:00	206	286			
07:15	127	367				19:15	202	249			
07:30	144	321				19:30	190	209			
07:45	169	564	274	1369		19:45	229	827	198	942	1769
08:00	178	234				20:00	203	207			
08:15	139	235				20:15	205	206			
08:30	171	265				20:30	192	217			
08:45	139	627	271	1005		20:45	202	802	218	848	1650
09:00	218	219				21:00	183	185			
09:15	212	226				21:15	143	193			
09:30	193	251				21:30	144	168			
09:45	234	857	296	992		21:45	126	596	168	714	1310
10:00	228	258				22:00	148	135			
10:15	207	286				22:15	129	138			
10:30	231	293				22:30	115	119			
10:45	208	874	306	1143		20:17	22:45	81	473	122	514
11:00	236	279				23:00	91	112			
11:15	235	316				23:15	46	85			
11:30	214	314				23:30	54	67			
11:45	230	915	293	1202		21:17	23:45	54	245	56	320
											565

AM					PM				
Split %	36.7%	63.3%			44.3%	55.7%			
Peak Hour	11:45	06:30			06:30	15:30			61.6%
Volume	941	1656			953	1279			2193
P.H.F.	0.94	0.90			0.96	0.95			0.97

Daily Totals

EB

WB

Combined

PM

AM

Split %

Peak Hour

Volume

P.H.F.

Split %

Peak Hour

Volume

P.H.F.

Split %

Peak Hour

Volume

P.H.F.

Volumes for: Friday, July 27, 2007										City: San Diego				Project #: 07-4138-007			
Location: Orange Ave from Sixth St to Tenth St																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00	45	36			12:00	261	230			2001							
00:15	49	32			12:15	265	246										
00:30	23	53			12:30	257	260										
00:45	20	137	28	149	286	12:45	240	1023	242	978	1976						
01:00	12	36			13:00	257	229										
01:15	28	24			13:15	229	217										
01:30	11	13			13:30	254	257			1962							
01:45	20	71	24	97	168	13:45	255	995	278					981			
02:00	14	19			14:00	242	284										
02:15	15	26			14:15	208	291			2028							
02:30	11	12			14:30	212	281										
02:45	9	49	4	61	110	14:45	202	864	242					1098			
03:00	7	11			15:00	212	265			2290							
03:15	8	13			15:15	226	294										
03:30	19	16			15:30	199	306										
03:45	19	53	15	55	108	15:45	230	867	296	1161	1987						
04:00	14	21			16:00	236	311										
04:15	22	26			16:15	215	258										
04:30	23	39			16:30	225	284			2143							
04:45	40	99	71	157	256	16:45	195	871	263					1116			
05:00	37	72			17:00	258	306										
05:15	52	123			17:15	248	327			2290							
05:30	45	159			17:30	233	306										
05:45	64	198	240	594	792	17:45	279	1018	333					1272			
06:00	52	228			18:00	246	337			2143							
06:15	83	372			18:15	224	298										
06:30	98	424			18:30	222	315										
06:45	131	364	436	1460	1824	18:45	215	907	286	1236	1930						
07:00	104	387			19:00	209	284										
07:15	124	409			19:15	231	287										
07:30	117	271			19:30	189	264			1804							
07:45	144	489	265	1332	1821	19:45	236	865	230					1065			
08:00	173	224			20:00	238	228										
08:15	166	247			20:15	221	223			1655							
08:30	152	247			20:30	219	242										
08:45	162	653	281	999	1652	20:45	215	893	218					911			
09:00	208	224			21:00	188	211			1804							
09:15	201	259			21:15	203	204										
09:30	189	277			21:30	223	183										
09:45	238	836	314	1074	1910	21:45	190	804	253	851	1655						
10:00	187	293			22:00	181	216										
10:15	224	285			22:15	170	176										
10:30	247	334			22:30	154	150			1342							
10:45	249	907	302	1214	2121	22:45	152	657	143					685			
11:00	263	305			23:00	125	96										
11:15	249	284			23:15	114	92			779							
11:30	243	248			23:30	115	69										
11:45	267	1022	249	1086	2108	23:45	93	447	75					332			

				AM		PM			
Split %	37.1%	62.9%		37.5%		53.4%			
Peak Hour	11:45	06:30		10:30		17:15			
Volume	1050	1656		2233		1023			
P.H.F.	0.98	0.95		0.96		0.97			

Volumes for: Saturday, July 28, 2007										City: San Diego				Project #: 07-4138-007			
Location: Orange Ave from Sixth St to Tenth St																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00	62	58			12:00	218	266										
00:15	84	60			12:15	265	235			1934							
00:30	64	46			12:30	251	230										
00:45	31	241	45	209	450	12:45	229	963	240					971			
01:00	31	53			13:00	234	226			1868							
01:15	32	49			13:15	190	245										
01:30	25	27			13:30	227	252										
01:45	31	119	35	164	283	13:45	271	922	223	946	1987						
02:00	13	30			14:00	225	246										
02:15	18	24			14:15	241	266										
02:30	18	35			14:30	262	254			1993							
02:45	17	66	17	106	172	14:45	226	964	257					1023			
03:00	17	15			15:00	278	217										
03:15	18	21			15:15	247	238			2189							
03:30	16	13			15:30	277	251										
03:45	10	61	13	62	123	15:45	261	1063	224					930			
04:00	10	6			16:00	263	267			2080							
04:15	15	16			16:15	276	268										
04:30	14	12			16:30	291	255										
04:45	8	47	23	57	104	16:45	287	1117	282	1072	2183						
05:00	28	32			17:00	267	247										
05:15	19	42			17:15	275	259										
05:30	54	44			17:30	295	286			1953							
05:45 <td>45</td> <td>146</td> <td>46</td> <td>164</td> <td>310</td> <td>17:45</td> <td>302</td> <td>1139</td> <td>252</td> <td>1044</td>	45	146	46	164	310	17:45	302	1139	252					1044			
06:00	60	59			18:00	325	250										
06:15	44	75			18:15	279	226			1686							
06:30	75	94			18:30	264	269										
06:45 <td>63</td> <td>242</td> <td>111</td> <td>339</td> <td>581</td> <td>18:45</td> <td>241</td> <td>1109</td> <td>226</td> <td>971</td>	63	242	111	339	581	18:45	241	1109	226					971			
07:00	65	118			19:00	292	247			2080							
07:15	70	143			19:15	269	214										
07:30	73	128			19:30	234	222										
07:45	84	292	143	532	824	19:45	275	1070	200	883	1953						
08:00	100	176			20:00	253	229										
08:15	96	166			20:15	296	151										
08:30	154	205			20:30	199	193			1447							
08:45	127	477	218	765	1242	20:45	221	969	144					717			
09:00	160	207			21:00	180	165										
09:15	155	225			21:15	190	170			1686							
09:30	173	232			21:30	232	157										
09:45	194	682	263	927	1609	21:45	197	799	156					648			
10:00	222	267			22:00	159	141			1447							
10:15	215	280			22:15	213	162										
10:30	214	282			22:30	175	144										
10:45	189	840	279	1108	1948	22:45	173	720	112	559	1279						
11:00	227	307			23:00	142	106										
11:15	226	275			23:15	134	94										
11:30	184	263			23:30	151	86			890							
11:45 <td>229</td> <td>866</td> <td>223</td> <td>1068</td> <td>1934</td> <td>23:45</td> <td>99</td> <td>526</td> <td>78</td> <td>364</td>	229	866	223	1068	1934	23:45	99	526	78					364			

Volumes for: Wednesday, July 18, 2007										City: Coronado				Project #: 07-4137-016			
Location: Orange Ave from Tenth St to RH Dana Pl																	
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB						
00:00	31	31				12:00	191	249									
00:15	23	30				12:15	209	239									
00:30	26	29				12:30	209	245									
00:45	16	96	18	108	204	12:45	184	793	266	999		1792					
01:00	17	19				13:00	200	245									
01:15	11	15				13:15	200	213									
01:30	12	12				13:30	177	245									
01:45	11	51	14	60	111	13:45	197	774	235	938		1712					
02:00	10	16				14:00	160	255									
02:15	2	8				14:15	201	239									
02:30	5	5				14:30	219	227									
02:45	2	19	4	33	52	14:45	232	812	254	975		1787					
03:00	7	3				15:00	195	238									
03:15	6	10				15:15	217	254									
03:30	11	5				15:30	194	294									
03:45	14	38	3	21	59	15:45	227	833	274	1060		1893					
04:00	8	4				16:00	222	262									
04:15	13	21				16:15	224	292									
04:30	16	26				16:30	211	282									
04:45	30	67	35	86	153	16:45	199	856	289	1125		1981					
05:00	26	47				17:00	204	291									
05:15	37	63				17:15	171	267									
05:30	47	110				17:30	179	292									
05:45	67	177	164	384	561	17:45	204	758	270	1120		1878					
06:00	58	180				18:00	198	266									
06:15	92	265				18:15	200	264									
06:30	114	349				18:30	183	207									
06:45	120	384	307	1101	1485	18:45	143	724	224	961		1685					
07:00	106	376				19:00	159	212									
07:15	95	298				19:15	164	181									
07:30	106	302				19:30	164	216									
07:45	164	471	246	1222	1693	19:45	141	628	169	778		1406					
08:00	138	189				20:00	176	175									
08:15	128	186				20:15	151	160									
08:30	140	158				20:30	148	144									
08:45	135	541	173	706	1247	20:45	110	585	165	644		1229					
09:00	180	175				21:00	179	167									
09:15	155	173				21:15	139	147									
09:30	153	192				21:30	112	144									
09:45	210	698	184	724	1422	21:45	110	540	132	590		1130					
10:00	187	192				22:00	99	129									
10:15	172	201				22:15	111	121									
10:30	199	187				22:30	81	99									
10:45	189	747	208	788	1535	22:45	65	356	93	442		798					
11:00	187	236				23:00	51	74									
11:15	191	200				23:15	51	72									
11:30	180	245				23:30	41	48									
11:45	208	766	236	917	1683	23:45	24	167	56	250		417					

AM		PM			
Split %	39.7%	60.3%	44.2%	55.8%	63.4%
Peak Hour	11:45	06:30	15:45	16:15	15:45
Volume	817	1330	884	1154	1994
P.H.F.	0.98	0.88	0.99	0.99	0.97

Volumes for: Wednesday, July 18, 2007										City: Coronado				Project #: 07-4137-017							
Location: Orange Ave from RH Dana Pl to Pomona Ave																					
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB										
00:00	16	43				12:00	266	292													
00:15	13	34				12:15	255	262													
00:30	10	41				12:30	214	300													
00:45	15	54	22	140	194	12:45	251	986	273	1127											
01:00	12	19				13:00	238	285													
01:15	6	10				13:15	228	286													
01:30	9	24				13:30	261	315													
01:45	7	34	12	65	99	13:45	233	960	308	1194											
02:00	2	18				14:00	196	291													
02:15	5	12				14:15	260	315													
02:30	10	11				14:30	194	345													
02:45	10	27	6	47	74	14:45	286	936	338	1289											
03:00	5	6				15:00	264	332													
03:15	16	8				15:15	228	337													
03:30	17	3				15:30	254	426													
03:45	17	55	4	21	76	15:45	275	1021	423	1518											
04:00	18	7				16:00	312	368													
04:15	29	18				16:15	250	387													
04:30	40	33				16:30	253	419													
04:45	74	161	41	99	260	16:45	233	1048	398	1572											
05:00	77	61				17:00	210	397													
05:15	181	67				17:15	230	391													
05:30	226	132				17:30	214	313													
05:45	274	758	176	436	1194	17:45	238	892	303	1404											
06:00	264	179				18:00	188	302													
06:15	351	304				18:15	209	261													
06:30	296	355				18:30	163	246													
06:45	327	1238	365	1203	2441	18:45	150	710	218	1027											
07:00	258	396				19:00	170	204													
07:15	248	360				19:15	139	189													
07:30	258	313				19:30	187	244													
07:45	222	986	208	1277	2263	19:45	150	646	186	823											
08:00	259	181				20:00	172	184													
08:15	204	195				20:15	133	165													
08:30	224	181				20:30	128	164													
08:45	236	923	222	779	1702	20:45	97	530	167	680											
09:00	229	217				21:00	120	144													
09:15	232	194				21:15	105	161													
09:30	233	191				21:30	91	149													
09:45	216	910	233	835	1745	21:45	82	398	145	599											
10:00	256	220				22:00	78	143													
10:15	240	237				22:15	68	126													
10:30	258	226				22:30	60	144													
10:45	247	1001	298	981	1982	22:45	48	254	110	523											
11:00	256	270				23:00	30	89													
11:15	222	225				23:15	38	70													
11:30	263	251				23:30	24	62													
11:45	304	1045	273	1019	2064	23:45	24	116	52	273											

Volumes for: Sunday, July 22, 2007										City: San Diego				Project #: 07-4138-008					
Location: Silver Strand Blvd from Pomona Ave to Tarawa Rd																			
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB								
00:00	58	47				12:00	252	317											
00:15	45	38				12:15	329	292											
00:30	53	38				12:30	267	293											
00:45	37	193	22	145		12:45	266	1114	260	1162								2276	
01:00	22	20				13:00	299	301											
01:15	24	18				13:15	290	276											
01:30	16	19				13:30	299	301										2368	
01:45	22	84	17	74		13:45	319	1207	283	1161									
02:00	27	21				14:00	285	271											
02:15	16	7				14:15	298	263											
02:30	16	13				14:30	307	270											
02:45	26	85	13	54		14:45	265	1155	285	1089								2244	
03:00	10	12				15:00	288	261											
03:15	16	8				15:15	340	267											
03:30	11	12				15:30	277	279											
03:45	8	45	14	46		15:45	276	1181	354	1161								2342	
04:00	7	12				16:00	288	324											
04:15	9	10				16:15	296	267											
04:30	6	15				16:30	237	237											
04:45	11	33	14	51		16:45	269	1128	294	1122								2250	
05:00	9	26				17:00	251	277											
05:15	10	30				17:15	290	340											
05:30	15	21				17:30	223	257										2159	
05:45	19	53	35	112		17:45	210	974	311	1185									
06:00	29	43				18:00	177	295											
06:15	34	58				18:15	226	339											
06:30	36	68				18:30	204	242											
06:45	46	145	78	247		18:45	204	811	299	1175								1986	
07:00	47	73				19:00	174	267											
07:15	56	100				19:15	183	240											
07:30	50	97				19:30	148	272											
07:45	71	224	93	363		19:45	126	631	206	985								1616	
08:00	70	83				20:00	164	252											
08:15	66	103				20:15	200	207											
08:30	83	130				20:30	185	172											
08:45	86	305	136	452		20:45	201	750	156	787								1537	
09:00	115	183				21:00	112	212											
09:15	108	158				21:15	133	163											
09:30	89	179				21:30	117	133											
09:45	95	407	187	707		21:45	126	488	130	638								1126	
10:00	126	178				22:00	71	131											
10:15	155	188				22:15	90	148											
10:30	155	207				22:30	101	91											
10:45	163	599	248	821		22:45	59	321	107	477								798	
11:00	184	274				23:00	42	119											
11:15	174	239				23:15	48	105											
11:30	222	255				23:30	38	73											
11:45	222	802	276	1044		18:46	23:45	36	164	65	362							526	

Volumes for: Tuesday, July 24, 2007										City: San Diego										Project #: 07-4138-008									
Location: Silver Strand Blvd from Pomona Ave to Tarawa Rd																													
AM Period		NB		SB		WB		EB		WB		SB		EB		WB		SB		EB		WB		SB		EB		WB	
00:00		33		20						12:00		274		332															
00:15		26		12						12:15		278		290															
00:30		26		15						12:30		257		320															
00:45		19		104		17		64		168		12:45		286		1095		312		1254								2349	
01:00		16		7						13:00		270		266															
01:15		7		2						13:15		264		281															
01:30		8		12						13:30		225		284															
01:45		5		36		6		27		63		13:45		253		1012		273		1104								2116	
02:00		9		6		24		295		14:00		224		295															
02:15		6		4						14:15		280		283															
02:30		10		4						14:30		284		316															
02:45		10		35		4		18		53		14:45		284		1072		345		1239								2311	
03:00		2		4						15:00		338		295															
03:15		7		11						15:15		342		341															
03:30		3		14						15:30		388		346															
03:45		6		18		18		47		65		15:45		472		1540		428		1410								2950	
04:00		6		10						16:00		515		351															
04:15		5		26						16:15		451		431															
04:30		9		32						16:30		439		365															
04:45		31		51		40		108		159		16:45		424		1829		395		1542								3371	
05:00		36		70						17:00		370		343															
05:15		47		118						17:15		373		359															
05:30		53		168						17:30		345		273															
05:45		77		213		230		586		799		17:45		323		1411		301		1276								2687	
06:00		142		288						18:00		269		248															
06:15		184		388						18:15		279		297															
06:30		221		442						18:30		244		249															
06:45		329		876		486		1604		2480		18:45		188		980		217		1011								1991	
07:00		360		438						19:00		195		244															
07:15		380		472						19:15		170		219															
07:30		294		486						19:30		177		220															
07:45		236		1270		505		1901		3171		19:45		157		699		173		856								1555	
08:00		162		362						20:00		131		172															
08:15		155		330						20:15		161		173															
08:30		198		376						20:30		132		151															
08:45		188		703		331		1399		2102		20:45		161		585		152		648								1233	
09:00		186		291						21:00		134		116															
09:15		144		263						21:15		100		102															
09:30		168		249						21:30		104		77															
09:45		217		715		253		1056		1771		21:45		96		434		73		368								802	
10:00		180		315						22:00		112		84															
10:15		211		293						22:15		92		59															
10:30		188		268						22:30		96		70															
10:45		213		792		293		1169		1961		22:45		78		378		49		262								640	
11:00		244		318						23:00		48		43															
11:15		198		312						23:15		48		35															
11:30		221		324						23:30		55		36															
11:45		266		929		322		1276		2205		23:45		39		190		24		138								328	

Volumes for: Thursday, July 26, 2007										City: San Diego				Project #: 07-4138-008							
Location: Silver Strand Blvd from Pomona Ave to Tarawa Rd																					
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB										
00:00	31	24				12:00		250	322												
00:15	22	23				12:15	286	330	325												
00:30	28	19				12:30	283	325	325												
00:45	23	104	11	77		181	12:45	292	1111	330	1307	2418									
01:00	20	15				13:00	297	292													
01:15	16	6				13:15	286	312													
01:30	9	9				13:30	286	284													
01:45	15	60	8	38		98	13:45	260	1129	279	1167	2296									
02:00	7	5				14:00	272	324													
02:15	6	5				14:15	316	273													
02:30	6	1				14:30	306	313													
02:45	8	27	8	19		46	14:45	352	1246	315	1225	2471									
03:00	5	4				15:00	388	320													
03:15	6	8				15:15	348	356													
03:30	4	15				15:30	385	360													
03:45	4	19	17	44		63	15:45	415	1536	386	1422	2958									
04:00	14	16				16:00	422	426													
04:15	6	21				16:15	426	430													
04:30	9	35				16:30	385	389													
04:45	19	48	47	119		167	16:45	484	1717	351	1596	3313									
05:00	23	66				17:00	429	377													
05:15	44	102				17:15	404	328													
05:30	48	155				17:30	390	337													
05:45	67	182	227	550		732	17:45	312	1535	308	1350	2885									
06:00	104	341				18:00	328	260													
06:15	166	369				18:15	303	284													
06:30	228	451				18:30	291	262													
06:45	335	833	492	1653		2486	18:45	251	1173	257	1063	2236									
07:00	395	449				19:00	173	227													
07:15	321	476				19:15	181	206													
07:30	318	485				19:30	182	218													
07:45	218	1252	469	1879		3131	19:45	172	708	203	854	1562									
08:00	185	431				20:00	143	176													
08:15	197	372				20:15	172	167													
08:30	200	356				20:30	145	174													
08:45	252	834	353	1512		2346	20:45	158	618	134	651	1269									
09:00	221	300				21:00	145	116													
09:15	137	311				21:15	146	105													
09:30	175	267				21:30	123	99													
09:45	197	730	301	1179		1909	21:45	99	513	88	408	921									
10:00	225	275				22:00	123	79													
10:15	217	341				22:15	102	83													
10:30	210	304				22:30	126	82													
10:45	238	890	304	1224		2114	22:45	90	441	59	303	744									
11:00	211	308				23:00	72	45													
11:15	220	283				23:15	68	53													
11:30	271	337				23:30	65	39													
11:45	272	974	350	1278		2252	23:45	44	249	32	169	418									

				AM		PM		
Split %	38.3%	61.7%		39.8%		51.0%	49.0%	60.2%
Peak Hour	06:45	06:45		06:45		16:15	15:45	16:00
Volume	1369	1902		3271		1724	1631	3313
P.H.F.	0.87	0.97		0.97		0.92	0.95	0.97

<div> <div>Volumes for: Monday, July 23, 2007</div> <div>City: San Diego</div> <div>Project #: 07-4138-009</div> </div>									
<div> <div>Location: Silver Strand Blvd from Tarawa Rd to Tulagi Rd</div> </div>									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	12	26			12:00	136	199		
00:15	8	18			12:15	140	142		
00:30	3	7			12:30	125	160		
00:45	3	26	8	59	12:45	109	510	171	672
01:00	4	10			13:00	110	162		
01:15	3	11			13:15	120	169		
01:30	5	10			13:30	186	198		
01:45	7	19	7	38	13:45	264	680	217	746
02:00	2	3			14:00	209	209		
02:15	1	5			14:15	238	285		
02:30	2	7			14:30	190	354		
02:45	6	11	3	18	14:45	226	863	309	1157
03:00	6	3			15:00	184	324		
03:15	7	4			15:15	241	376		
03:30	7	3			15:30	182	406		
03:45	12	32	8	18	15:45	260	867	421	1527
04:00	19	6			16:00	182	411		
04:15	23	7			16:15	188	359		
04:30	30	8			16:30	177	358		
04:45	65	137	13	34	16:45	157	704	328	1456
05:00	126	48			17:00	128	325		
05:15	178	40			17:15	108	244		
05:30	177	50			17:30	94	228		
05:45	208	689	87	225	17:45	86	416	202	999
06:00	348	64			18:00	81	174		
06:15	448	138			18:15	70	156		
06:30	487	119			18:30	57	144		
06:45	476	1769	98	419	18:45	75	283	127	601
07:00	428	154			19:00	66	138		
07:15	367	135			19:15	55	113		
07:30	248	225			19:30	55	126		
07:45	235	1278	201	715	19:45	45	221	142	519
08:00	213	183			20:00	62	118		
08:15	170	149			20:15	56	101		
08:30	154	120			20:30	48	89		
08:45	155	692	92	544	20:45	33	199	97	405
09:00	141	105			21:00	43	107		
09:15	118	100			21:15	26	105		
09:30	127	95			21:30	35	84		
09:45	96	482	126	426	21:45	26	130	68	364
10:00	107	143			22:00	16	71		
10:15	116	133			22:15	26	51		
10:30	122	165			22:30	15	53		
10:45	120	465	125	566	22:45	14	71	58	233
11:00	125	156			23:00	7	53		
11:15	153	161			23:15	13	32		
11:30	131	177			23:30	7	30		
11:45	158	567	125	619	23:45	8	35	26	141
Total Vol.	6167	3681			9848	4979	8820		

AM					PM				
Split %	62.6%	37.4%			36.1%	63.9%			
Peak Hour	06:15	07:30			13:45	15:15			
Volume	1849	758			901	1614			
P.H.F.	0.93	0.84			0.90	0.96			
2358					23647				
0.96					58.4%				
15:15					15:15				
0.91					0.91				

<div> <div>Volumes for: Tuesday, July 24, 2007</div> <div>City: San Diego</div> <div>Project #: 07-4138-009</div> </div>									
<div> <div>Location: Silver Strand Blvd from Tarawa Rd to Tulagi Rd</div> </div>									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	7	28			12:00	128	170		
00:15	6	13			12:15	140	191		
00:30	7	15			12:30	101	160		
00:45	2	22	10	66	12:45	101	470	141	662
01:00	3	9			13:00	119	143		
01:15	3	5			13:15	135	172		
01:30	3	10			13:30	154	183		
01:45	1	10	6	30	13:45	180	588	183	681
02:00	3	10			14:00	243	251		
02:15	1	10			14:15	207	279		
02:30	3	0			14:30	188	322		
02:45	8	15	3	23	14:45	258	896	349	1201
03:00	7	6			15:00	241	319		
03:15	9	7			15:15	294	452		
03:30	3	4			15:30	213	454		
03:45	12	31	2	19	15:45	268	1016	471	1696
04:00	18	7			16:00	224	398		
04:15	22	8			16:15	243	451		
04:30	36	11			16:30	188	403		
04:45	61	137	16	42	16:45	162	817	374	1626
05:00	110	45			17:00	138	308		
05:15	177	29			17:15	117	305		
05:30	177	80			17:30	85	237		
05:45	276	740	61	215	17:45	114	454	247	1097
06:00	375	80			18:00	87	195		
06:15	468	127			18:15	71	193		
06:30	428	111			18:30	82	134		
06:45	489	1710	138	456	18:45	72	312	171	693
07:00	428	217			19:00	98	145		
07:15	363	140			19:15	61	143		
07:30	249	154			19:30	71	114		
07:45	200	1240	199	710	19:45	59	289	118	520
08:00	189	209			20:00	54	102		
08:15	166	174			20:15	50	105		
08:30	145	138			20:30	51	97		
08:45	147	647	91	612	20:45	35	190	96	400
09:00	128	102			21:00	34	93		
09:15	142	95			21:15	38	78		
09:30	131	105			21:30	24	91		
09:45	109	510	121	423	21:45	28	124	77	339
10:00	109	105			22:00	29	72		
10:15	135	128			22:15	23	63		
10:30	102	107			22:30	24	55		
10:45	115	461	113	453	22:45	15	91	43	233
11:00	123	136			23:00	14	43		
11:15	149	174			23:15	9	37		
11:30	117	201			23:30	10	23		
11:45	161	550	168	679	23:45	10	43	34	137
Total Vol.	6073	3728			9801	5290	9285		

AM					PM				
Split %	62.0%	38.0%			36.3%	63.7%			
Peak Hour	06:15	07:30			15:00	15:15			
Volume	1763	736			1016	1775			
P.H.F.	0.94	0.88			0.82	0.94			
2356					24376				
0.91					59.8%				
15:15					15:15				
0.93					0.93				

Volumes for: Friday, July 27, 2007										City: San Diego										Project #: 07-4138-009												
Location: Silver Strand Blvd from Tarawa Rd to Tulagi Rd																																
AM Period					PM Period					PM Period					PM Period					PM Period												
NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	
00:00	11	32		144	191			12:00	144	191		12:00	144	191		12:00	144	191		12:00	144	191		12:00	144	191		12:00	144	191		
00:15	9	31		124	223			12:15	124	223		12:15	124	223		12:15	124	223		12:15	124	223		12:15	124	223		12:15	124	223		
00:30	5	15		149	197			12:30	149	197		12:30	149	197		12:30	149	197		12:30	149	197		12:30	149	197		12:30	149	197		
00:45	6	31	24	102	133	12:45	142	559	244	855		12:45	142	559	244	855		12:45	142	559	244	855		12:45	142	559	244	855		12:45	142	559
01:00	9	15		142	206			13:00	142	206		13:00	142	206		13:00	142	206		13:00	142	206		13:00	142	206		13:00	142	206		
01:15	3	13		173	259			13:15	173	259		13:15	173	259		13:15	173	259		13:15	173	259		13:15	173	259		13:15	173	259		
01:30	6	16		208	223			13:30	208	223		13:30	208	223		13:30	208	223		13:30	208	223		13:30	208	223		13:30	208	223		
01:45	4	22	7	51	73	13:45	281	804	276	964		13:45	281	804	276	964		13:45	281	804	276	964		13:45	281	804	276	964		13:45	281	804
02:00	4	11		241	288			14:00	241	288		14:00	241	288		14:00	241	288		14:00	241	288		14:00	241	288		14:00	241	288		
02:15	3	6		258	354			14:15	258	354		14:15	258	354		14:15	258	354		14:15	258	354		14:15	258	354		14:15	258	354		
02:30	2	4		283	412			14:30	283	412		14:30	283	412		14:30	283	412		14:30	283	412		14:30	283	412		14:30	283	412		
02:45	4	13	7	28	41	14:45	274	1056	396	1450		14:45	274	1056	396	1450		14:45	274	1056	396	1450		14:45	274	1056	396	1450		14:45	274	1056
03:00	8	7		258	317			15:00	258	317		15:00	258	317		15:00	258	317		15:00	258	317		15:00	258	317		15:00	258	317		
03:15	8	9		314	356			15:15	314	356		15:15	314	356		15:15	314	356		15:15	314	356		15:15	314	356		15:15	314	356		
03:30	9	3		220	337			15:30	220	337		15:30	220	337		15:30	220	337		15:30	220	337		15:30	220	337		15:30	220	337		
03:45	7	32	7	26	58	15:45	253	1045	360	1370		15:45	253	1045	360	1370		15:45	253	1045	360	1370		15:45	253	1045	360	1370		15:45	253	1045
04:00	20	6		236	363			16:00	236	363		16:00	236	363		16:00	236	363		16:00	236	363		16:00	236	363		16:00	236	363		
04:15	25	11		222	412			16:15	222	412		16:15	222	412		16:15	222	412		16:15	222	412		16:15	222	412		16:15	222	412		
04:30	42	9		239	377			16:30	239	377		16:30	239	377		16:30	239	377		16:30	239	377		16:30	239	377		16:30	239	377		
04:45	46	133	7	33	166	16:45	197	894	276	1428		16:45	197	894	276	1428		16:45	197	894	276	1428		16:45	197	894	276	1428		16:45	197	894
05:00	98	29		153	294			17:00	153	294		17:00	153	294		17:00	153	294		17:00	153	294		17:00	153	294		17:00	153	294		
05:15	156	61		115	349			17:15	115	349		17:15	115	349		17:15	115	349		17:15	115	349		17:15	115	349		17:15	115	349		
05:30	166	58		100	261			17:30	100	261		17:30	100	261		17:30	100	261		17:30	100	261		17:30	100	261		17:30	100	261		
05:45	244	664	48	196	860	17:45	100	468	230	1134		17:45	100	468	230	1134		17:45	100	468	230	1134		17:45	100	468	230	1134		17:45	100	468
06:00	286	98		180	101	225		18:00	180	101	225		18:00	180	101	225		18:00	180	101	225		18:00	180	101	225		18:00	180	101	225	
06:15	471	82		173	181	110	173	18:15	173	181	110	173	18:15	173	181	110	173	18:15	173	181	110	173	18:15	173	181	110	173	18:15	173	181	110	
06:30	378	119		178	183	64	178	18:30	178	183	64	178	18:30	178	183	64	178	18:30	178	183	64	178	18:30	178	183	64	178	18:30	178	183	64	
06:45	385	1520	201	500	2020	18:45	99	374	128	704		18:45	99	374	128	704		18:45	99	374	128	704		18:45	99	374	128	704		18:45	99	374
07:00	329	138		190	87	146		19:00	190	87	146		19:00	190	87	146		19:00	190	87	146		19:00	190	87	146		19:00	190	87	146	
07:15	319	140		140	191	72	147	19:15	140	191	72	147	19:15	140	191	72	147	19:15	140	191	72	147	19:15	140	191	72	147	19:15	140	191	72	
07:30	237	183		67	193	67	166	19:30	67	166	166		19:30	67	166	166		19:30	67	166	166		19:30	67	166	166		19:30	67	166	166	
07:45	260	1145	228	689	1834	19:45	85	311	126	585		19:45	85	311	126	585		19:45	85	311	126	585		19:45	85	311	126	585		19:45	85	311
08:00	190	198		66	118			20:00	66	118		20:00	66	118		20:00	66	118		20:00	66	118		20:00	66	118		20:00	66	118		
08:15	168	179		57	143			20:15	57	143		20:15	57	143		20:15	57	143		20:15	57	143		20:15	57	143		20:15	57	143		
08:30	184	160		63	137			20:30	63	137		20:30	63	137		20:30	63	137		20:30	63	137		20:30	63	137		20:30	63	137		
08:45	169	711	121	658	1369	20:45	47	233	143	541		20:45	47	233	143	541		20:45	47	233	143	541		20:45	47	233	143	541		20:45	47	233
09:00	159	98		49	119			21:00	49	119		21:00	49	119		21:00	49	119		21:00	49	119		21:00	49	119		21:00	49	119		
09:15	115	104		49	134			21:15	49	134		21:15	49	134		21:15	49	134		21:15	49	134		21:15	49	134		21:15	49	134		
09:30	147	131		43	121			21:30	43	121		21:30	43	121		21:30	43	121		21:30	43	121		21:30	43	121		21:30	43	121		
09:45	121	542	124	457	999	21:45	44	185	107	481		21:45	44	185	107	481		21:45	44	185	107	481		21:45	44	185	107	481		21:45	44	185
10:00	144	140		34	119			22:00	34	119		22:00	34	119		22:00	34	119		22:00	34	119		22:00	34	119		22:00	34	119		
10:15	187	127		33	106			22:15	33	106		22:15	33	106		22:15	33	106		22:15	33	106		22:15	33	106		22:15	33	106		
10:30	152	157		38	116			22:30	38	116		22:30	38	116		22:30	38	116		22:30	38	116		22:30	38	116		22:30	38	116		
10:45	152	635	177	601	1236	22:45	34	139	83	424		22:45	34	139	83	424		22:45	34	139	83	424		22:45	34	139	83	424		22:45	34	139
11:00	162	177		33	69			23:00	33	69		23:00	33	69		23:00	33	69		23:00	33	69		23:00	33	69		23:00	33	69		
11:15	172	180		30	58			23:15	30	58		23:15	30	58		23:15	30	58		23:15	30	58		23:15	30	58		23:15	30	58		
11:30	162	171		13	47			23:30	13	47		23:30	13	47		23:30	13	47		23:30	13	47		23:30	13	47		23:30	13	47		
11:45	150	646	203	731	1377	23:45	13	89	41	215		23:45	13	89	41	215		23:45	13	89	41	215		23:45								

Volumes for: Sunday, July 22, 2007

City: San Diego

Project #: 07-4138-010

Location: Silver Strand Blvd s/o Tuliagi Rd													
AM Period		NB		SB		WB		EB		WB		EB	
00:00	31	42				12:00	183	173					
00:15	29	55				12:15	170	195					
00:30	18	36				12:30	189	156					
00:45	8	86	34	167		12:45	177	719	168	692			1411
01:00	17	26				13:00	210	176					
01:15	17	28				13:15	169	178					
01:30	26	14				13:30	178	179					
01:45	7	67	16	84		13:45	174	731	168	701			1432
02:00	13	13				14:00	189	222					
02:15	8	20				14:15	243	266					
02:30	8	12				14:30	292	223					
02:45	10	39	19	64		14:45	271	995	263	974			1969
03:00	11	11				15:00	240	231					
03:15	5	11				15:15	292	268					
03:30	11	11				15:30	246	262					
03:45	12	39	9	42		15:45	264	1042	234	995			2037
04:00	12	7				16:00	321	251					
04:15	15	7				16:15	264	284					
04:30	13	4				16:30	305	286					
04:45	11	51	10	28		16:45	264	1154	224	1045			2199
05:00	20	4				17:00	216	221					
05:15	34	7				17:15	192	197					
05:30	25	8				17:30	182	211					
05:45	36	115	26	45		17:45	161	751	154	783			1534
06:00	41	43				18:00	151	151					
06:15	48	66				18:15	129	155					
06:30	69	43				18:30	185	167					
06:45	87	245	99	251		18:45	127	592	158	631			1223
07:00	94	146				19:00	105	126					
07:15	84	119				19:15	104	143					
07:30	95	159				19:30	112	146					
07:45	90	363	169	593		19:45	90	411	115	530			941
08:00	82	127				20:00	94	124					
08:15	103	98				20:15	89	113					
08:30	106	76				20:30	77	155					
08:45	112	403	79	380		20:45	76	336	114	506			842
09:00	125	82				21:00	81	129					
09:15	110	77				21:15	50	90					
09:30	140	91				21:30	58	99					
09:45	122	497	72	322		21:45	58	247	88	406			653
10:00	158	97				22:00	48	87					
10:15	117	100				22:15	48	64					
10:30	134	120				22:30	40	80					
10:45	172	581	126	443		22:45	38	174	61	292			466
11:00	214	114				23:00	34	51					
11:15	186	118				23:15	31	49					
11:30	179	145				23:30	19	33					
11:45	183	762	124	501		23:45	19	103	36	169			272

Volumes for: Tuesday, July 24, 2007										City: San Diego				Project #: 07-4138-010			
Location: Silver Strand Blvd s/o Tulegi Rd																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00	18	33			12:00	171	208										
00:15	9	32			12:15	196	196										
00:30	14	23			12:30	212	185										
00:45	8	49	29	117	166	12:45	180	759	205	794	1553						
01:00	2	15			13:00	174	194										
01:15	10	14			13:15	140	169										
01:30	7	8			13:30	153	169										
01:45	5	24	7	44	68	13:45	158	625	157	689	1314						
02:00	8	7			14:00	147	209										
02:15	3	8			14:15	228	241										
02:30	2	9			14:30	246	287										
02:45	2	15	7	31	46	14:45	235	856	323	1060	1916						
03:00	7	7			15:00	197	392										
03:15	6	2			15:15	287	412										
03:30	11	2			15:30	230	478										
03:45	20	44	10	21	65	15:45	267	981	466	1748	2729						
04:00	11	3			16:00	262	624										
04:15	18	7			16:15	241	588										
04:30	32	4			16:30	258	552										
04:45	40	101	10	24	125	16:45	218	979	467	2231	3210						
05:00	76	8			17:00	179	441										
05:15	95	17			17:15	138	331										
05:30	178	17			17:30	132	390										
05:45	251	600	30	72	672	17:45	134	583	316	1478	2061						
06:00	320	70			18:00	135	305										
06:15	358	89			18:15	133	246										
06:30	485	122			18:30	147	248										
06:45	496	1659	126	407	2066	18:45	115	530	201	1000	1530						
07:00	539	228			19:00	124	153										
07:15	507	232			19:15	119	186										
07:30	499	308			19:30	123	149										
07:45	484	2029	169	937	2966	19:45	120	486	154	642	1128						
08:00	315	137			20:00	104	122										
08:15	245	98			20:15	98	123										
08:30	268	73			20:30	92	124										
08:45	228	1056	99	407	1463	20:45	73	367	113	482	849						
09:00	231	110			21:00	65	108										
09:15	216	109			21:15	64	100										
09:30	199	107			21:30	58	88										
09:45	182	828	104	430	1258	21:45	51	238	98	394	632						
10:00	170	108			22:00	47	89										
10:15	186	119			22:15	40	88										
10:30	175	140			22:30	53	69										
10:45	178	709	127	494	1203	22:45	27	167	70	316	483						
11:00	177	137			23:00	32	75										
11:15	140	143			23:15	30	44										
11:30	157	132			23:30	20	40										
11:45	180	654	170	582	1236	23:45	19	101	43	202	303						

										Daily Totals				PM			
										EB		WB					
										Combined		Combined					
										14440		14602					
Split %	68.5%	31.5%			39.0%	62.3%											
Peak Hour	06:45	07:00			07:00	16:00											61.0%
Volume	2041	937			2966	2231											15:45
P.H.F.	0.95	0.76			0.92	0.89											0.92

Volumes for: Wednesday, July 25, 2007										City: San Diego				Project #: 07-4138-010			
Location: Silver Strand Blvd s/o Tulegi Rd																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00	19	37			12:00	185	193										
00:15	18	30			12:15	187	196										
00:30	7	28			12:30	204	205										
00:45	10	54	28	123	177	12:45	187	781		1529							
01:00	15	16			13:00	185	188										
01:15	3	20			13:15	182	159										
01:30	6	5			13:30	183	192										
01:45	4	28	14	55	83	13:45	197	747	222	761	1508						
02:00	2	10			14:00	223	204										
02:15	7	7			14:15	266	253										
02:30	7	11			14:30	230	295										
02:45	4	20	6	34	54	14:45	248	967	358	1110	2077						
03:00	6	8			15:00	251	394										
03:15	6	2			15:15	284	363										
03:30	7	4			15:30	264	474										
03:45	20	39	0	14	53	15:45	272	1071	474	1705	2776						
04:00	24	7			16:00	267	571										
04:15	12	6			16:15	236	595										
04:30	29	5			16:30	192	534										
04:45	34	99	3	21	120	16:45	152	847	494	2194	3041						
05:00	73	8			17:00	141	455										
05:15	109	10			17:15	151	395										
05:30	179	14			17:30	157	387										
05:45	238	59	26	58	657	17:45	163	612	336	1573	2185						
06:00	322	56			18:00	140	268										
06:15	337	66			18:15	117	263										
06:30	494	86			18:30	122	243										
06:45	532	1685	172	380	2065	18:45	125	504	193	967	1471						
07:00	592	175			19:00	105	188										
07:15	525	238			19:15	113	154										
07:30	469	202			19:30	137	170										
07:45	429	2015	242	857	2872	19:45	133	488	140	652	1140						
08:00	380	193			20:00	96	114										
08:15	266	151			20:15	139	86										
08:30	284	105			20:30	109	123										
08:45	237	1167	90	539	1706	20:45	93	384	147	523	907						
09:00	256	140			21:00	69	110										
09:15	238	117			21:15	75	101										
09:30	186	136			21:30	55	104										
09:45	186	866	122	515	1381	21:45	53	252	104	419	671						
10:00	181	111			22:00	58	96										
10:15	153	133			22:15	46	98										
10:30	157	146			22:30	53	96										
10:45	146	637	126	516	1153	22:45	34	191	76	366	557						
11:00	173	147			23:00	35	86										
11:15	169	162			23:15	33	65										
11:30	162	185			23:30	25	62										
11:45	186	690	160	654	1344	23:45	22	115	53	266	381						

Volumes for: Thursday, July 26, 2007										City: San Diego		Project #: 07-4138-010	
Location: Silver Strand Blvd s/o Tulegi Rd													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00	18	26			12:00	174	200						
00:15	20	35			12:15	181	203						
00:30	12	36			12:30	200	188						
00:45	8	58	25	122	180	12:45	143	698	184	775		1473	
01:00	8	24			13:00	193	175						
01:15	4	12			13:15	165	192						
01:30	8	12			13:30	160	213						
01:45	1	21	12	60	81	13:45	166	684	212	792		1476	
02:00	6	12			14:00	184	190						
02:15	6	5			14:15	249	307						
02:30	3	8			14:30	275	305						
02:45	6	21	3	28	49	14:45	240	948	306	1108		2056	
03:00	5	7			15:00	256	421						
03:15	5	6			15:15	266	402						
03:30	11	5			15:30	258	418						
03:45	19	40	7	25	65	15:45	287	1067	553	1794		2861	
04:00	15	8			16:00	310	524						
04:15	17	8			16:15	248	562						
04:30	36	4			16:30	228	551						
04:45	40	108	8	28	136	16:45	189	975	417	2054		3029	
05:00	73	6			17:00	164	460						
05:15	88	12			17:15	138	435						
05:30	158	8			17:30	154	378						
05:45	270	589	46	72	661	17:45	138	594	333	1606		2200	
06:00	299	76			18:00	176	346						
06:15	346	96			18:15	157	231						
06:30	483	86			18:30	143	278						
06:45	559	1687	152	410	2097	18:45	138	614	253	1108		1722	
07:00	515	238			19:00	125	199						
07:15	573	281			19:15	131	165						
07:30	497	192			19:30	120	164						
07:45	449	2034	252	963	2997	19:45	117	493	157	685		1178	
08:00	364	196			20:00	99	116						
08:15	279	157			20:15	89	138						
08:30	282	110			20:30	82	147						
08:45	231	1156	99	562	1718	20:45	94	364	133	534		898	
09:00	249	134			21:00	84	123						
09:15	224	123			21:15	47	143						
09:30	214	113			21:30	67	89						
09:45	197	884	106	476	1360	21:45	56	254	109	464		718	
10:00	168	131			22:00	57	89						
10:15	213	136			22:15	48	85						
10:30	158	112			22:30	56	98						
10:45	194	733	159	538	1271	22:45	36	197	112	384		581	
11:00	181	160			23:00	43	82						
11:15	174	158			23:15	42	74						
11:30	147	168			23:30	28	61						
11:45	198	700	192	678	1378	23:45	23	136	54	271		407	
Total Vol.		8031	3962		11993		7024	11575		Daily Totals		18599	
							NB	SB	WB			Combined	
							15055		15537			30592	

AM				PM			
Split %	67.0%	33.0%		37.8%	62.2%		
Peak Hour	06:45	07:00		15:15	15:45		60.8%
Volume	2144	963		1121	2190		15:45
P.H.F.	0.94	0.86		0.96	0.97		0.97

Volumes for: Friday, July 27, 2007										City: San Diego		Project #: 07-4138-010	
Location: Silver Strand Blvd s/o Tulegi Rd													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00	17	38			12:00	206	234						
00:15	16	31			12:15	182	192						
00:30	15	25			12:30	166	221						
00:45	11	59	27	121	180	12:45	166	720	225	872			
01:00	8	31			13:00	177	275						
01:15	10	18			13:15	193	254						
01:30	11	21			13:30	154	226						
01:45	4	33	14	84	117	13:45	162	686	269	1024			
02:00	11	15			14:00	162	277						
02:15	8	12			14:15	303	333						
02:30	4	9			14:30	258	315						
02:45	7	30	11	47	77	14:45	267	990	426	1351			
03:00	3	5			15:00	295	504						
03:15	8	4			15:15	290	474						
03:30	9	7			15:30	272	470						
03:45	17	37	6	22	59	15:45	285	1142	450	1898			
04:00	24	8			16:00	279	397						
04:15	12	8			16:15	253	469						
04:30	29	6			16:30	290	399						
04:45	41	106	10	32	138	16:45	231	1053	419	1684			
05:00	68	14			17:00	187	350						
05:15	89	6			17:15	147	319						
05:30	157	13			17:30	171	333						
05:45	211	525	60	93	618	17:45	153	658	330	1332			
06:00	290	96			18:00	162	295						
06:15	328	36			18:15	141	259						
06:30	463	96			18:30	158	252						
06:45	461	1542	162	390	1932	18:45	144	605	212	1018			
07:00	543	172			19:00	134	195						
07:15	450	268			19:15	116	133						
07:30	494	218			19:30	139	153						
07:45	374	1861	235	893	2754	19:45	109	498	153	634			
08:00	367	187			20:00	107	163						
08:15	269	139			20:15	131	167						
08:30	264	100			20:30	97	126						
08:45	254	1154	111	537	1691	20:45	111	446	139	595			
09:00	234	142			21:00	80	157						
09:15	242	147			21:15	87	136						
09:30	225	115			21:30	71	140						
09:45	178	879	104	508	1387	21:45	72	310	139	572			
10:00	193	133			22:00	72	135						
10:15	171	123			22:15	59	128						
10:30	175	167			22:30	65	106						
10:45	194	733	170	593	1326	22:45	48	244	126	495			
11:00	228	139			23:00	58	117						
11:15	171	190			23:15	53	97						
11:30	188	199			23:30	51	81						
11:45	200	787	201	729	1516	23:45	42	204	71	366			
Total Vol.										7746	4049		
Daily Totals										11795	7556	11841	19397

Volumes for: Saturday, July 28, 2007										City: San Diego				Project #: 07-4138-010			
Location: Silver Strand Blvd s/o Tulegi Rd																	
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB
00:00	32	61				12:00	189	184				12:00	189	184			
00:15	26	36				12:15	180	191				12:15	180	191			
00:30	37	45				12:30	185	184				12:30	185	184			
00:45	25	120	52	194		12:45	167	721	165	724		12:45	167	721	165	724	1445
01:00	19	36				13:00	182	199				13:00	182	199			
01:15	15	21				13:15	164	202				13:15	164	202			
01:30	16	23				13:30	169	172				13:30	169	172			
01:45	20	70	24	104		13:45	166	681	222	795		13:45	166	681	222	795	1476
02:00	19	25				14:00	186	190				14:00	186	190			
02:15	8	19				14:15	275	271				14:15	275	271			
02:30	16	15				14:30	269	268				14:30	269	268			
02:45	15	58	14	73		14:45	287	1017	286	1015		14:45	287	1017	286	1015	2032
03:00	14	8				15:00	354	296				15:00	354	296			
03:15	8	15				15:15	339	241				15:15	339	241			
03:30	12	5				15:30	331	266				15:30	331	266			
03:45	20	54	10	38		15:45	293	1317	258	1061		15:45	293	1317	258	1061	2378
04:00	7	8				16:00	349	290				16:00	349	290			
04:15	7	6				16:15	310	273				16:15	310	273			
04:30	14	1				16:30	326	270				16:30	326	270			
04:45	16	44	5	20		16:45	274	1259	257	1090		16:45	274	1259	257	1090	2349
05:00	20	5				17:00	224	231				17:00	224	231			
05:15	28	8				17:15	179	182				17:15	179	182			
05:30	43	6				17:30	190	226				17:30	190	226			
05:45	57	148	30	49		17:45	206	799	206	845		17:45	206	799	206	845	1644
06:00	72	60				18:00	195	189				18:00	195	189			
06:15	68	73				18:15	163	180				18:15	163	180			
06:30	69	73				18:30	188	172				18:30	188	172			
06:45	66	275	93	299		18:45	154	700	165	706		18:45	154	700	165	706	1406
07:00	100	126				19:00	147	148				19:00	147	148			
07:15	91	109				19:15	125	120				19:15	125	120			
07:30	89	129				19:30	120	149				19:30	120	149			
07:45	111	391	179	543		19:45	116	508	159	576		19:45	116	508	159	576	1084
08:00	116	134				20:00	139	119				20:00	139	119			
08:15	100	98				20:15	136	127				20:15	136	127			
08:30	117	66				20:30	119	140				20:30	119	140			
08:45	103	436	85	383		20:45	98	492	129	515		20:45	98	492	129	515	1007
09:00	135	78				21:00	98	122				21:00	98	122			
09:15	126	101				21:15	83	110				21:15	83	110			
09:30	137	95				21:30	83	110				21:30	83	110			
09:45	155	553	124	398		21:45	69	333	106	448		21:45	69	333	106	448	781
10:00	191	121				22:00	66	121				22:00	66	121			
10:15	174	103				22:15	64	94				22:15	64	94			
10:30	157	133				22:30	63	110				22:30	63	110			
10:45	164	686	136	493		22:45	66	259	124	449		22:45	66	259	124	449	708
11:00	180	138				23:00	49	107				23:00	49	107			
11:15	165	161				23:15	40	106				23:15	40	106			
11:30	172	140				23:30	59	69				23:30	59	69			
11:45	174	691	168	607		23:45	55	203	71	353		23:45	55	203	71	353	556

Volumes for: Tuesday, July 31, 2007										City: Coronado				Project #: 07-4137-018			
Location: Pomona Ave from Fourth St to Goriotta Blvd																	
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB
00:00	6	6				12:00	18	9				12:00	18	9			
00:15	5	5				12:15	12	10				12:15	12	10			
00:30	6	4				12:30	19	11				12:30	19	11			
00:45	1	18	3	18		12:45	16	65	9	39		12:45	16	65	9	39	104
01:00	1	3				13:00	20	8				13:00	20	8			
01:15	4	5				13:15	20	4				13:15	20	4			
01:30	1	1				13:30	15	9				13:30	15	9			
01:45	2	8	4	13		13:45	20	75	7	28		13:45	20	75	7	28	103
02:00	1	2				14:00	19	12				14:00	19	12			
02:15	1	0				14:15	16	17				14:15	16	17			
02:30	1	2				14:30	33	14				14:30	33	14			
02:45	1	4	1	5		14:45	35	103	19	62		14:45	35	103	19	62	165
03:00	1	1				15:00	24	19				15:00	24	19			
03:15	1	1				15:15	27	21				15:15	27	21			
03:30	1	2				15:30	60	45				15:30	60	45			
03:45	3	6	2	6		15:45	107	218	79	164		15:45	107	218	79	164	382
04:00	1	0				16:00	111	107				16:00	111	107			
04:15	3	5				16:15	109	119				16:15	109	119			
04:30	6	3				16:30	118	145				16:30	118	145			
04:45	8	18	10	18		16:45	116	454	128	499		16:45	116	454	128	499	953
05:00	11	4				17:00	118	103				17:00	118	103			
05:15	25	9				17:15	104	87				17:15	104	87			
05:30	34	9				17:30	88	72				17:30	88	72			
05:45	38	108	14	36		17:45	98	408	67	329		17:45	98	408	67	329	737
06:00	52	19				18:00	76	27				18:00	76	27			
06:15	71	20				18:15	77	52				18:15	77	52			
06:30	118	32				18:30	63	58				18:30	63	58			
06:45	103	344	52	123		18:45	59	275	31	168		18:45	59	275	31	168	443
07:00	117	48				19:00	47	31				19:00	47	31			
07:15	127	61				19:15	44	30				19:15	44	30			
07:30	128	48				19:30	39	32				19:30	39	32			
07:45	106	478	38	195		19:45	27	157	38	131		19:45	27	157	38	131	288
08:00	86	53				20:00	35	31				20:00	35	31			
08:15	76	47				20:15	40	30				20:15	40	30			
08:30	93	52				20:30	25	26				20:30	25	26			
08:45	47	302	62	214		20:45	23	123	23	110		20:45	23	123	23	110	233
09:00	14	47				21:00	18	28				21:00	18	28			
09:15	18	34				21:15	21	15				21:15	21	15			
09:30	10	15				21:30	22	31				21:30	22	31			
09:45	17	59	10	106		21:45	19	80	15	89		21:45	19	80	15	89	169
10:00	26	13				22:00	23	23				22:00	23	23			
10:15	10	9				22:15	18	15				22:15	18	15			
10:30	18	11				22:30	13	10				22:30	13	10			
10:45	11	65	13	46		22:45	15	69	12	60		22:45	15	69	12	60	129
11:00	17	19				23:00	8	12				23:00	8	12			
11:15	26	7				23:15	13	10				23:15	13	10			
11:30	19	11				23:30	16	13				23:30	16	13			
11:45	6	68	13	50		23:45	13	50	8	43		23:45	13	50	8	43	93

Volumes for: Thursday, July 19, 2007										City: Coronado		Project #: 07-4137-019											
Location: Pomona Ave from Giorietta Blvd to Orange Ave																							
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB														
00:00	12	3			12:00	113	66																
00:15	4	6			12:15	105	88																
00:30	14	4			12:30	137	86																
00:45	5	35	4	17	12:45	110	465	82	322														
01:00	9	3			13:00	106	86																
01:15	5	3			13:15	109	66																
01:30	0	3			13:30	124	69	69															
01:45	0	14	4	13	13:45	128	467	63	284														
02:00	3	0			14:00	122	63																
02:15	1	3			14:15	162	48																
02:30	2	2			14:30	149	68																
02:45	1	7	2	7	14:45	148	581	56	235														
03:00	3	2			15:00	133	70																
03:15	2	3			15:15	183	87																
03:30	1	2			15:30	165	72																
03:45	3	9	2	9	15:45	180	661	94	323														
04:00	5	0			16:00	164	92																
04:15	2	4			16:15	162	100																
04:30	11	6			16:30	183	82																
04:45	12	30	12	22	16:45	154	663	136	410														
05:00	16	9			17:00	165	112																
05:15	27	14			17:15	166	140																
05:30	32	8			17:30	125	120																
05:45	62	137	16	47	17:45	156	612	132	504														
06:00	51	24			18:00	112	92																
06:15	84	26			18:15	113	87																
06:30	138	42			18:30	109	78																
06:45	158	431	68	160	18:45	99	433	82	339														
07:00	143	74			19:00	85	48																
07:15	155	88			19:15	77	57																
07:30	175	78			19:30	63	60																
07:45	174	647	45	285	19:45	60	285	50	215														
08:00	131	72			20:00	69	54																
08:15	154	75			20:15	45	40																
08:30	155	93			20:30	51	51																
08:45	124	564	116	356	20:45	34	199	24	169														
09:00	126	93			21:00	46	42																
09:15	104	70			21:15	35	36																
09:30	122	52			21:30	33	52																
09:45	93	445	70	285	21:45	27	141	28	158														
10:00	104	63			22:00	37	42																
10:15	120	70			22:15	28	26																
10:30	114	56			22:30	19	16																
10:45	119	457	64	253	22:45	17	101	20	104														
11:00	111	75			23:00	21	18																
11:15	135	51			23:15	14	18																
11:30	122	70			23:30	11	24																
11:45	100	468	88	284	23:45	13	59	14	74														
Total Vol.		3244	1738		4982		4667	3137		7804													
										Daily Totals													
										NB	SB												
										7911	4875												
										PM													
										EB													
										WB													
										Combined													
										AM													
										39.0%													
										65.1%													
										34.9%													
										06:45													
										0939													
										0.93													
										0.81													

Volumes for: Monday, September 10, 2007										City: Coronado		Project #: 07-4178-001	
Location: First St. from Alameda Blvd to H Ave													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			1	0		12:00		39	39				
00:15			0	1		12:15		58	36				
00:30			3	0		12:30		50	45				
00:45			0	4	0	1	5	47	194	42	162	356	
01:00			0	1		13:00		51	39				
01:15			1	0		13:15		55	37				
01:30			0	0		13:30		38	23				
01:45			0	1	0	1	2	47	191	37	136	327	
02:00			0	0		14:00		61	34				
02:15			0	0		14:15		67	33				
02:30			0	0		14:30		120	35				
02:45			0	0	0	14:45		187	435	19	121	556	
03:00			0	0		15:00		83	28				
03:15			0	1		15:15		129	21				
03:30			0	1		15:30		146	15				
03:45			0	0	0	2	2	151	509	24	88	597	
04:00			0	0		16:00		131	12				
04:15			0	0		16:15		135	15				
04:30			0	1		16:30		127	16				
04:45			1	1	2	3	4	116	509	22	65	574	
05:00			0	6		17:00		83	9				
05:15			1	33		17:15		74	13				
05:30			0	78		17:30		51	16				
05:45			7	8	98	215	223	47	255	21	59	314	
06:00			7	115		18:00		40	4				
06:15			10	118		18:15		21	11				
06:30			18	136		18:30		4	14				
06:45			13	48	104	473	521	4	69	12	41	110	
07:00			14	70		19:00		5	9				
07:15			7	72		19:15		6	4				
07:30			11	53		19:30		5	6				
07:45			24	56	43	238	294	6	22	5	24	46	
08:00			28	41		20:00		3	3				
08:15			19	44		20:15		0	4				
08:30			20	50		20:30		2	4				
08:45			19	86	35	170	256	6	11	5	16	27	
09:00			16	30		21:00		3	3				
09:15			18	16		21:15		3	4				
09:30			25	19	2	21:30		2	2				
09:45			18	77	24	89	166	1	9	4	13	22	
10:00			34	26		22:00		5	3				
10:15			50	23		22:15		2	2				
10:30			48	23		22:30		1	1				
10:45			47	179	29	101	280	3	11	3	9	20	
11:00			39	41		23:00		3	2				
11:15			70	31		23:15		0	1				
11:30			65	36		23:30		0	1				
11:45			57	231	46	154	385	1	4	0	4	8	

Split %	AM	PM
	32.3%	67.7%
Peak Hour	11:00 06:00	15:30 15:15
Volume	231 473	563 163
P.H.F.	0.83 0.87	0.93 0.91

Volumes for: Tuesday, September 11, 2007										City: Coronado		Project #: 07-4178-001	
Location: First St. from Alameda Blvd to H Ave													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00		1	0		12:00			49	54				
00:15		1	0		12:15			69	45				
00:30		0	1		12:30			51	33				
00:45		1	3	0	1	4		41	210	49	181	391	
01:00		1		2	13:00			39	30				
01:15		3	1		13:15			45	36				
01:30		0	1		13:30			58	27				
01:45		0	4	0	4	8		52	194	29	122	316	
02:00		0	0		14:00			64	44				
02:15		0	0		14:15			80	39				
02:30		1	0		14:30			110	32				
02:45		0	1	0	1	14:45		191	445	18	133	578	
03:00		0	0		15:00			114	20				
03:15		1	0		15:15			123	21				
03:30		0	0		15:30			158	21				
03:45		0	1	0	0	1	15:45	124	519	22	84	603	
04:00		0	0		16:00			147	23				
04:15		0	2		16:15			154	18				
04:30		0	1		16:30			136	23				
04:45		0	0	3	6	6	16:45	141	578	17	81	659	
05:00		1	6		17:00			88	17				
05:15		2	29		17:15			78	15				
05:30		6	77		17:30			60	22				
05:45		2	11	105	217	228	17:45	47	273	14	68	341	
06:00		6	134		18:00			47	12				
06:15		10	126		18:15			7	7				
06:30		13	141		18:30			3	15				
06:45		17	46	101	502	548	18:45	5	62	6	40	102	
07:00		11	85		19:00			4	7				
07:15		17	63		19:15			6	13				
07:30		21	52		19:30			4	6				
07:45		16	65	39	239	304	19:45	5	19	6	32	51	
08:00		16	43		20:00			3	3				
08:15		11	55		20:15			3	7				
08:30		6	25		20:30			3	5				
08:45		11	44	17	140	184	20:45	2	11	5	20	31	
09:00		19	21		21:00			4	7				
09:15		20	22		21:15			1	4				
09:30		28	18		21:30			4	4				
09:45		20	87	19	80	167	21:45	4	13	3	18	31	
10:00		23	31		22:00			0	3				
10:15		39	18		22:15			4	6				
10:30		49	29		22:30			0	4				
10:45		68	179	35	113	292	22:45	1	5	0	13	18	
11:00		44	32		23:00			2	2				
11:15		62	42		23:15			1	1				
11:30		70	30		23:30			1	0				
11:45		51	227	35	139	366	23:45	1	5	1	4	9	

Volumes for: Wednesday, September 12, 2007										City: Coronado				Project #: 07-4178-001			
Location: First St from Alameda Blvd to H Ave																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00			0	1	12:00			60	35								
00:15			0	0	12:15			49	37								
00:30			0	0	12:30			41	28								
00:45			2	2	4			49	199	48	148	347					
01:00			1	1	13:00			47	32								
01:15			3	0	13:15			44	41								
01:30			0	1	13:30			41	33								
01:45			0	4	0	2	6	54	186	27	133	319					
02:00			1	0	14:00			55	31								
02:15			0	2	14:15			92	38								
02:30			0	0	14:30			118	31								
02:45			0	1	0	2	3	190	455	29	129	584					
03:00			0	0	15:00			105	26								
03:15			0	1	15:15			124	30								
03:30			0	0	15:30			139	15								
03:45			0	0	0	1	1	159	527	22	93	620					
04:00			1	0	16:00			131	18								
04:15			0	2	16:15			122	19								
04:30			1	0	16:30			112	18								
04:45			1	3	1	3	6	142	507	16	71	578					
05:00			0	9	17:00			97	20								
05:15			2	35	17:15			78	16								
05:30			2	66	17:30			58	21								
05:45			5	9	91	201	210	1745	51	284	13	70	354				
06:00			8	129	18:00			45	13								
06:15			12	130	18:15			5	8								
06:30			13	126	18:30			14	12								
06:45			15	48	110	495	543	1845	5	69	6	39	108				
07:00			7	57	19:00			2	9								
07:15			15	82	19:15			8	12								
07:30			17	43	19:30			6	5								
07:45			17	56	49	231	287	1945	4	20	4	30	50				
08:00			19	44	20:00			2	5								
08:15			21	42	20:15			5	4								
08:30			23	34	20:30			5	5								
08:45			22	85	32	152	237	2045	4	16	6	20	36				
09:00			20	15	21:00			4	1								
09:15			17	17	21:15			4	10								
09:30			23	23	21:30			1	5								
09:45			28	88	36	91	179	2145	1	10	3	19	29				
10:00			32	22	22:00			1	2								
10:15			34	19	22:15			3	3								
10:30			46	28	22:30			0	2								
10:45			54	166	28	97	263	2245	1	5	1	8	13				
11:00			35	47	23:00			1	1								
11:15			67	30	23:15			1	1								
11:30			53	44	23:30			0	1								
11:45			54	209	31	152	361	2345	2	4	0	3	7				

Volumes for: Friday, September 14, 2007										City: Coronado				Project #: 07-4178-001			
Location : First St from Alameda Blvd to H Ave																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00			0	0	12:00			72	37								
00:15			1	0	12:15			52	32								
00:30			0	2	12:30			75	35								
00:45			1	2	0	2	4	55	254	49	153	407					
01:00			0	1	13:00			59	35								
01:15			5	1	13:15			66	27								
01:30			1	1	13:30			64	34								
01:45			0	6	0	3	9	77	266	35	131	397					
02:00			0	1	14:00			101	39								
02:15			1	1	14:15			102	31								
02:30			0	0	14:30			145	31								
02:45			0	1	0	2	3	168	516	22	123	639					
03:00			0	2	15:00			117	26								
03:15			0	0	15:15			124	20								
03:30			0	1	15:30			135	21								
03:45			1	1	5	8	9	126	502	21	88	590					
04:00			0	0	16:00			102	15								
04:15			0	1	16:15			97	21								
04:30			0	0	16:30			106	23								
04:45			0	0	1	2	2	100	405	20	79	484					
05:00			0	8	17:00			78	18								
05:15			1	33	17:15			51	21								
05:30			1	58	17:30			42	21								
05:45			7	9	101	200	209	48	219	20	80	299					
06:00			7	134	18:00			31	9								
06:15			18	122	18:15			9	9								
06:30			19	144	18:30			7	11								
06:45			17	61	103	503	564	6	53	10	39	92					
07:00			17	77	19:00			6	7								
07:15			25	62	19:15			1	12								
07:30			19	54	19:30			6	7								
07:45			20	81	42	235	316	2	15	6	32	47					
08:00			12	53	20:00			4	7								
08:15			21	44	20:15			3	5								
08:30			26	19	20:30			2	8								
08:45			22	81	22	138	219	2045	2	11	3	23	34				
09:00			34	35	21:00			5	5								
09:15			22	23	21:15			3	5								
09:30			28	18	21:30			1	4								
09:45			20	104	32	108	212	2145	5	14	5	19	33				
10:00			50	20	22:00			1	2								
10:15			36	19	22:15			1	4								
10:30			61	28	1	1	2230	1	5								
10:45			73	220	38	105	325	2245	0	3	0	11	14				
11:00			59	43	23:00			3	1								
11:15			86	37	23:15			1	3								
11:30			72	50	1	1	2330	1	1								
11:45			67	284	37	167	451	2345	2	7	0	5	12				

Split %	AM	PM
	36.6%	63.4%
Peak Hour	11:15 06:00	14:30 12:00
Volume	297 564	554 153
P.H.F.	0.86 0.87	0.82 0.78
	43.3%	56.7%

Volumes for: Saturday, September 15, 2007										City: Coronado				Project #: 07-4178-001			
Location: First St from Alameda Blvd to H Ave																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00			0	2	12:00			14	19								
00:15			0	3	12:15			10	29								
00:30			2	2	12:30			8	18								
00:45			2	4	1	8	12	3	35	18	84	11.9					
01:00					12:45												
01:15			1	0	13:00			14	16								
01:30			1	1	13:15			10	13								
01:45			0	0	13:30			5	25								
02:00			0	2	1	2	4	13:45	6	35	14	68	103				
02:15			0	2	14:00			14	25								
02:30			0	0	14:15			6	24								
02:45			1	0	14:30			10	16								
03:00			0	1	0	2	3	14:45	10	40	14	79	119				
03:15			1	0	15:00			10	18								
03:30			1	0	15:15			7	21								
03:45			0	0	15:30			11	17								
04:00			0	2	0	2	15:45	9	37	10	66	103					
04:15			0	1	16:00			12	16								
04:30			0	2	16:15			14	22								
04:45			0	0	16:30			8	18								
05:00			0	0	16:45			18	52	20	76	128					
05:15			0	0	17:00			14	17								
05:30			1	5	17:15			11	16								
05:45			1	2	5	11	13	17:45	11	47	7	56	103				
06:00			2	3	18:00			11	22								
06:15			1	0	18:15			10	9								
06:30			0	3	18:30			13	15								
06:45			1	4	4	10	14	18:45	6	40	10	56	96				
07:00			0	4	19:00			13	7								
07:15			0	4	19:15			6	14								
07:30			3	4	4		25	19:30	4	11							
07:45			6	9	4	16	25	19:45	2	25	10	42	67				
08:00			1	4	20:00			5	8								
08:15			0	7	5	20:15	5	13	5	13							
08:30			1	6	20:30			3	2								
08:45			6	8	6	23	31	20:45	5	18	9	32	50				
09:00			0	5	21:00			5	13								
09:15			3	12	21:15			4	2								
09:30			0	6	21:30			3	3								
09:45			3	6	11	34	40	21:45	3	15	7	25	40				
10:00			2	7	22:00			1	6								
10:15			2	12	22:15			1	5								
10:30			8	15	22:30			5	3								
10:45			12	24	14	48	72	22:45	2	9	3	17	26				
11:00			13	12	23:00			3	3								
11:15			16	21	23:15			2	0								
11:30			6	13	23:30			1	0								
11:45			9	44	19	65	109	23:45	0	6	1	4	10				

Volumes for: Tuesday, September 11, 2007										City: Coronado				Project #: 07-4177-001			
Location: First St. from H Ave to Orange Ave																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00			1	0	12:00			91	83								
00:15			0	1	12:15			73	56								
00:30			3	0	12:30			50	64								
00:45			2	6	1	2	8	12:45	64	278	42	245	523				
01:00			3	2	13:00			53	57								
01:15			0	2	13:15			73	53								
01:30			0	0	13:30			62	58								
01:45			2	5	0	4	9	13:45	93	281	82	250	531				
02:00			0	0	14:00			107	73								
02:15			1	2	14:15			120	77								
02:30			0	0	14:30			231	86								
02:45			0	1	0	2	3	14:45	149	607	78	314	921				
03:00			0	0	15:00			137	53								
03:15			1	0	15:15			181	80								
03:30			0	0	15:30			144	58								
03:45			0	1	0	0	1	15:45	167	629	60	251	880				
04:00			0	2	16:00			170	75								
04:15			0	1	16:15			167	68								
04:30			2	5	16:30			162	78								
04:45			0	2	7	15	17	16:45	108	607	64	285	892				
05:00			2	37	17:00			89	52								
05:15			8	107	17:15			81	61								
05:30			3	153	17:30			71	53								
05:45			13	26	189	486	512	17:45	58	299	45	211	510				
06:00			8	170	18:00			23	23								
06:15			17	224	18:15			11	22								
06:30			17	150	18:30			18	33								
06:45			18	60	124	668	728	18:45	5	57	16	94	151				
07:00			14	97	19:00			9	29								
07:15			37	86	19:15			14	13								
07:30			24	56	19:30			14	13								
07:45			19	94	72	311	405	19:45	10	47	10	65	112				
08:00			25	68	20:00			5	17								
08:15			16	34	20:15			8	13								
08:30			25	34	20:30			4	10								
08:45			51	117	37	173	290	20:45	10	27	13	53	80				
09:00			28	38	21:00			4	4								
09:15			35	47	21:15			6	14								
09:30			41	34	21:30			5	8								
09:45			38	142	46	165	307	21:45	4	19	9	35	54				
10:00			50	41	22:00			7	12								
10:15			65	51	22:15			1	4								
10:30			83	67	22:30			1	4								
10:45			71	269	53	212	481	22:45	3	12	4	24	36				
11:00			85	69	23:00			0	2								
11:15			90	55	23:15			1	1								
11:30			79	58	23:30			1	3								
11:45			74	328	83	265	593	23:45	0	2	1	7	9				

AM		PM	
Split %	31.3%	61.0%	39.0%
Peak Hour	11:15 05:30	14:30 13:45	14:30
Volume	334 736	698 318	995
P.H.F.	0.92 0.82	0.76 0.92	0.78

Volumes for: Sunday, September 09, 2007					City: Coronado		Project #: 07-4178-002									
Location: Third St from Alameda Blvd to H Ave																
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB							
00:00				29	12:00				131							
00:15				18	12:15				134							
00:30				19	12:30				121							
00:45				22	88	88	12:45		156	542	542					
01:00				15	13:00				108							
01:15				11	13:15				137							
01:30				11	13:30				126							
01:45				10	47	47	13:45		164	535	535					
02:00				10	14:00				150							
02:15				17	14:15				166							
02:30				13	14:30				135							
02:45				13	53	53	14:45		151	602	602					
03:00				7	15:00				113							
03:15				15	15:15				138							
03:30				27	15:30				126							
03:45				37	86	86	15:45		116	493	493					
04:00				26	16:00				116							
04:15				14	16:15				121							
04:30				24	16:30				107							
04:45				21	85	85	16:45		117	461	461					
05:00				22	17:00				94							
05:15				48	17:15				94							
05:30				67	17:30				105							
05:45				81	218	218	17:45		92	385	385					
06:00				103	18:00				109							
06:15				126	18:15				88							
06:30				113	18:30				73							
06:45				111	453	453	18:45		85	355	355					
07:00				107	19:00				60							
07:15				86	19:15				85							
07:30				54	19:30				72							
07:45				60	307	307	19:45		61	278	278					
08:00				49	20:00				59							
08:15				62	20:15				57							
08:30				80	20:30				54							
08:45				88	279	279	20:45		50	220	220					
09:00				74	21:00				61							
09:15				93	21:15				51							
09:30				99	21:30				57							
09:45				89	355	355	21:45		66	235	235					
10:00				102	22:00				48							
10:15				83	22:15				45							
10:30				83	22:30				60							
10:45				109	377	377	22:45		35	188	188					
11:00				108	23:00				47							
11:15				115	23:15				39							
11:30				107	23:30				32							
11:45				135	465	465	23:45		35	153	153					
Total Vol.													2813	2813	4447	4447
													Daily Totals		Combined	
													NB	SB	WB	
													7260	7260	7260	

AM		PM	
Split %	100.0%	38.7%	100.0%
Peak Hour	11:45 11:45	11:45 13:45	13:45

City: Coronado										Project #: 07-4178-002	
Location: Third St from Alameda Blvd to H Ave											
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB
00:00					24	12:00					187
00:15					29	12:15					179
00:30					23	12:30					170
00:45					13	12:45	89	89			187
											723
01:00					14	13:00					176
01:15					20	13:15					205
01:30					10	13:30					164
01:45					7	13:45	51	51			220
											765
02:00					8	14:00					193
02:15					6	14:15					193
02:30					6	14:30					170
02:45					17	14:45	37	37			157
											713
03:00					22	15:00					155
03:15					36	15:15					184
03:30					126	15:30					161
03:45					112	15:45	296	296			108
											608
04:00					59	16:00					147
04:15					139	16:15					101
04:30					151	16:30					112
04:45					283	16:45	632	632			126
											486
05:00					301	17:00					108
05:15					471	17:15					134
05:30					672	17:30					125
05:45					660	17:45	2104	2104			120
											487
06:00					656	18:00					140
06:15					681	18:15					111
06:30					529	18:30					79
06:45					518	18:45	2384	2384			84
											414
07:00					486	19:00					87
07:15					521	19:15					78
07:30					380	19:30					82
07:45					306	19:45	1693	1693			84
											331
08:00					375	20:00					100
08:15					259	20:15					63
08:30					242	20:30					66
08:45					235	20:45	1111	1111			74
											303
09:00					199	21:00					66
09:15					185	21:15					40
09:30					175	21:30					50
09:45					163	21:45	722	722			59
											215
10:00					159	22:00					46
10:15					141	22:15					51
10:30					162	22:30					45
10:45					150	22:45	612	612			51
											193
11:00					129	23:00					38
11:15					156	23:15					32
11:30					166	23:30					23
11:45					168	23:45	619	619			18
											111
Total Vol.		10350		10350		5349		5349		5349	
		NB		SB		Daily Totals EB		WB		Combined	

Volumes for: Wednesday, September 12, 2007					City: Coronado					Project #: 07-4178-002				
Location: Third St from Alameda Blvd to H Ave														
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB					
00:00				15	12:00				188					
00:15				11	12:15				200					
00:30				14	12:30				192					
00:45				6	46	46			201	781				
01:00				6	13:00				173					
01:15				7	13:15				197					
01:30				12	13:30				193					
01:45				4	29	29			220	783				
02:00				12	14:00				210					
02:15				4	14:15				196					
02:30				10	14:30				166					
02:45				8	34	34			164	736				
03:00				28	15:00				139					
03:15				42	15:15				175					
03:30				126	15:30				118					
03:45				124	320	320			107	539				
04:00				88	16:00				129					
04:15				131	16:15				141					
04:30				162	16:30				124					
04:45				297	678	678			111	505				
05:00				349	17:00				135					
05:15				495	17:15				131					
05:30				661	17:30				127					
05:45				619	2124	2124			133	526				
06:00				642	18:00				141					
06:15				640	18:15				112					
06:30				593	18:30				112					
06:45				552	2427	2427			107	472				
07:00				535	19:00				101					
07:15				478	19:15				97					
07:30				393	19:30				90					
07:45				323	1729	1729			87	375				
08:00				272	20:00				75					
08:15				255	20:15				62					
08:30				221	20:30				78					
08:45				223	971	971			56	271				
09:00				193	21:00				51					
09:15				185	21:15				74					
09:30				153	21:30				59					
09:45				185	716	716			61	245				
10:00				148	22:00				59					
10:15				153	22:15				64					
10:30				131	22:30				45					
10:45				152	584	584			37	205				
11:00				162	23:00				35					
11:15				168	23:15				36					
11:30				178	23:30				26					
11:45				179	687	687			28	125				
Total Vol.					10345				5563				5563	
										Daily Totals		Combined		
										EB		WB		
										NB		SB		

AM		PM	
Split %	100.0%	65.0%	100.0%
Peak Hour	05:30	05:30	13:15
Volume	2562	2562	820
P.H.F.	0.97	0.97	0.93

Volumes for: Thursday, September 13, 2007										City: Coronado				Project #: 07-4178-002			
Location: Third St from Alameda Blvd to H Ave																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00				16	12:00				186								
00:15				14	12:15				184								
00:30				11	12:30				162								
00:45				8	49	49			213	745							
01:00				11	13:00				171								
01:15				6	13:15				209								
01:30				6	13:30				203								
01:45				12	35	35			216	799							
02:00				6	14:00				203								
02:15				10	14:15				167								
02:30				5	14:30				172								
02:45				11	32	32			180	722							
03:00				24	15:00				145								
03:15				46	15:15				144								
03:30				148	15:30				145								
03:45				138	356	356			134	568							
04:00				93	16:00				125								
04:15				111	16:15				145								
04:30				163	16:30				118								
04:45				250	617	617			123	511							
05:00				329	17:00				139								
05:15				488	17:15				115								
05:30				662	17:30				160								
05:45				599	2078	2078			122	536							
06:00				615	18:00				123								
06:15				646	18:15				108								
06:30				670	18:30				94								
06:45				555	2486	2486			100	425							
07:00				515	19:00				94								
07:15				473	19:15				84								
07:30				361	19:30				81								
07:45				324	1673	1673			84	343							
08:00				260	20:00				91								
08:15				219	20:15				83								
08:30				201	20:30				70								
08:45				207	887	887			55	299							
09:00				169	21:00				55								
09:15				170	21:15				50								
09:30				151	21:30				55								
09:45				149	639	639			72	232							
10:00				144	22:00				58								
10:15				157	22:15				74								
10:30				158	22:30				46								
10:45				142	601	601			53	231							
11:00				154	23:00				43								
11:15				184	23:15				30								
11:30				188	23:30				30								
11:45				200	726	726			20	123							
Total Vol.	10179				10179				Daily Totals		5534		5534				
								EB		WB		Combined					
								NB		SB							

AM		PM	
Split %	100.0%	64.8%	100.0%
Peak Hour	05:45	05:45	13:15
Volume	2530	2530	831
P.H.F.	0.94	0.94	0.96

<div> <div>Volumes for: Friday, September 14, 2007</div> <div>City: Coronado</div> <div>Project #: 07-4178-002</div> </div>									
Location: Third St from Alameda Blvd to H Ave									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00				17	12:00				170
00:15				14	12:15				171
00:30				18	12:30				177
00:45				13	12:45				181
01:00				7	13:00				184
01:15				10	13:15				181
01:30				11	13:30				219
01:45				17	13:45				207
02:00				17	14:00				199
02:15				9	14:15				174
02:30				8	14:30				185
02:45				10	14:45				152
03:00				24	15:00				132
03:15				48	15:15				142
03:30				135	15:30				123
03:45				131	15:45				109
04:00				77	16:00				149
04:15				105	16:15				139
04:30				154	16:30				134
04:45				266	16:45				110
05:00				318	17:00				150
05:15				459	17:15				135
05:30				664	17:30				137
05:45				644	17:45				146
06:00				544	18:00				114
06:15				628	18:15				118
06:30				546	18:30				96
06:45				557	18:45				108
07:00				578	19:00				91
07:15				531	19:15				81
07:30				344	19:30				83
07:45				319	19:45				79
08:00				286	20:00				83
08:15				246	20:15				94
08:30				245	20:30				77
08:45				251	20:45				72
09:00				183	21:00				65
09:15				191	21:15				66
09:30				180	21:30				52
09:45				172	21:45				85
10:00				163	22:00				66
10:15				145	22:15				56
10:30				180	22:30				55
10:45				174	22:45				58
11:00				161	23:00				40
11:15				173	23:15				33
11:30				199	23:30				49
11:45				180	23:45				36
Total Vol.	10352				10352				
	Daily Totals				Daily Totals				
	NB	SB	EB	WB	NB	SB	EB	WB	
				5563				5563	
				15915				15915	

AM		PM	
Split %	100.0%	Split %	100.0%
Peak Hour	05:30	Peak Hour	13:15
Volume	2480	Volume	806
P.H.F.	0.93	P.H.F.	0.92

<div> <div>Volumes for: Saturday, September 15, 2007</div> <div>City: Coronado</div> <div>Project #: 07-4178-002</div> </div>									
Location: Third St from Alameda Blvd to H Ave									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00				24	12:00				140
00:15				27	12:15				135
00:30				21	12:30				183
00:45				25	12:45				162
01:00				16	13:00				181
01:15				14	13:15				166
01:30				15	13:30				168
01:45				25	13:45				171
02:00				21	14:00				179
02:15				23	14:15				166
02:30				15	14:30				150
02:45				14	14:45				176
03:00				15	15:00				126
03:15				38	15:15				149
03:30				114	15:30				142
03:45				119	15:45				157
04:00				35	16:00				140
04:15				45	16:15				146
04:30				61	16:30				164
04:45				61	16:45				159
05:00				68	17:00				131
05:15				102	17:15				136
05:30				183	17:30				149
05:45				176	17:45				179
06:00				133	18:00				162
06:15				166	18:15				112
06:30				214	18:30				102
06:45				217	18:45				81
07:00				184	19:00				101
07:15				139	19:15				81
07:30				99	19:30				95
07:45				122	19:45				124
08:00				97	20:00				70
08:15				92	20:15				63
08:30				114	20:30				42
08:45				141	20:45				49
09:00				91	21:00				45
09:15				122	21:15				46
09:30				126	21:30				53
09:45				126	21:45				46
10:00				134	22:00				54
10:15				138	22:15				48
10:30				137	22:30				43
10:45				141	22:45				42
11:00				143	23:00				37
11:15				154	23:15				48
11:30				155	23:30				39
11:45				154	23:45				24
Total Vol.	4596				4596				
	Daily Totals				Daily Totals				
	NB	SB	EB	WB	NB	SB	EB	WB	
				9958				9958	

AM		PM	
Split %	100.0%	Split %	100.0%
Peak Hour	06:15	Peak Hour	12:30
Volume	781	Volume	692
P.H.F.	0.90	P.H.F.	0.95

Volumes for: Tuesday, September 11, 2007				City: Coronado				Project #: 07-4177-002			
Location: Third St from H Ave to Orange ave											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00				9	12:00				176		
00:15				13	12:15				187		
00:30				15	12:30				169		
00:45				12	12:45		49		170	702	702
01:00				9	13:00				181		
01:15				11	13:15				192		
01:30				7	13:30				182		
01:45				8	13:45		35		226	781	781
02:00				11	14:00				213		
02:15				6	14:15				210		
02:30				13	14:30				183		
02:45				19	14:45		49		173	779	779
03:00				27	15:00				168		
03:15				37	15:15				163		
03:30				131	15:30				134		
03:45				115	15:45		310		129	594	594
04:00				83	16:00				148		
04:15				125	16:15				129		
04:30				161	16:30				139		
04:45				292	16:45		661		125	541	541
05:00				291	17:00				122		
05:15				423	17:15				123		
05:30				596	17:30				138		
05:45				436	17:45		1746		139	522	522
06:00				541	18:00				141		
06:15				550	18:15				124		
06:30				521	18:30				90		
06:45				484	18:45		2096		103	458	458
07:00				484	19:00				98		
07:15				413	19:15				88		
07:30				361	19:30				88		
07:45				295	19:45		1553		87	361	361
08:00				317	20:00				80		
08:15				259	20:15				72		
08:30				228	20:30				83		
08:45				246	20:45		1050		65	300	300
09:00				179	21:00				75		
09:15				164	21:15				53		
09:30				165	21:30				66		
09:45				146	21:45		654		61	255	255
10:00				158	22:00				62		
10:15				145	22:15				64		
10:30				143	22:30				47		
10:45				182	22:45		628		32	205	205
11:00				165	23:00				40		
11:15				171	23:15				33		
11:30				187	23:30				31		
11:45				176	23:45		699		24	128	128
Total Vol.				9530	9530	Daily Totals		NB	SB	EB	WB
								Combined			
								15156			

AM		PM	
Split %	100.0%	62.9%	37.1%
Peak Hour	05:30	05:30	13:45
Volume	2123	2123	832
P.H.F.	0.89	0.89	0.92

Volumes for: Tuesday, September 11, 2007				City: Coronado				Project #: 07-4177-003			
Location: Third St from Orange Ave to Pomona Ave											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00				16	12:00				306		
00:15				18	12:15				327		
00:30				28	12:30				263		
00:45				24	12:45		86		310	1206	1206
01:00				14	13:00				309		
01:15				18	13:15				354		
01:30				8	13:30				313		
01:45				14	13:45		54		381	1357	1357
02:00				17	14:00				376		
02:15				10	14:15				351		
02:30				18	14:30				305		
02:45				35	14:45		80		291	1323	1323
03:00				46	15:00				287		
03:15				65	15:15				277		
03:30				222	15:30				209		
03:45				191	15:45		524		228	1001	1001
04:00				144	16:00				244		
04:15				208	16:15				210		
04:30				267	16:30				215		
04:45				496	16:45		1115		182	851	851
05:00				499	17:00				194		
05:15				699	17:15				213		
05:30				921	17:30				209		
05:45				1015	17:45		3134		215	831	831
06:00				927	18:00				228		
06:15				929	18:15				201		
06:30				1009	18:30				138		
06:45				869	18:45		3734		146	713	713
07:00				816	19:00				147		
07:15				694	19:15				122		
07:30				624	19:30				148		
07:45				506	19:45		2640		141	558	558
08:00				534	20:00				133		
08:15				473	20:15				107		
08:30				411	20:30				144		
08:45				418	20:45		1836		101	485	485
09:00				291	21:00				127		
09:15				281	21:15				84		
09:30				255	21:30				108		
09:45				233	21:45		1060		99	418	418
10:00				263	22:00				107		
10:15				245	22:15				106		
10:30				230	22:30				77		
10:45				294	22:45		1032		57	347	347
11:00				264	23:00				77		
11:15				322	23:15				61		
11:30				335	23:30				55		
11:45				318	23:45		1239		39	232	232
Total Vol.				16534	16534	Daily Totals		NB	SB	EB	WB
								Combined			
								25856			

AM		PM	
Split %	100.0%	63.9%	36.1%
Peak Hour	05:45	05:45	13:15
Volume	3880	3880	1424
P.H.F.	0.96	0.96	0.93

<div> <div>Volumes for: Sunday, September 09, 2007</div> <div>City: Coronado</div> <div>Project #: 07-4178-003</div> </div>									
Location : Fourth St from Alameda Blvd to H Ave									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00		37			12:00			124	
00:15		28			12:15			130	
00:30		20			12:30			116	
00:45		26	111		12:45	111		122	492
01:00		5			13:00			102	
01:15		6			13:15			120	
01:30		10			13:30			114	
01:45		10	31		13:45	31		98	434
02:00		3			14:00			142	
02:15		5			14:15			135	
02:30		10			14:30			154	
02:45		3	21		14:45	21		142	573
03:00		7			15:00			125	
03:15		10			15:15			119	
03:30		5			15:30			141	
03:45		3	25		15:45	25		136	521
04:00		5			16:00			136	
04:15		8			16:15			144	
04:30		4			16:30			219	
04:45		7	24		16:45	24		151	650
05:00		9			17:00			128	
05:15		16			17:15			118	
05:30		16			17:30			113	
05:45		22	63		17:45	63		127	486
06:00		29			18:00			132	
06:15		29			18:15			83	
06:30		25			18:30			111	
06:45		47	130		18:45	130		74	400
07:00		47			19:00			79	
07:15		43			19:15			75	
07:30		98			19:30			81	
07:45		95	283		19:45	283		75	310
08:00		67			20:00			67	
08:15		64			20:15			71	
08:30		62			20:30			72	
08:45		59	252		20:45	252		44	254
09:00		62			21:00			40	
09:15		59			21:15			53	
09:30		99			21:30			27	
09:45		86	306		21:45	306		43	163
10:00		75			22:00			48	
10:15		100			22:15			43	
10:30		93			22:30			35	
10:45		105	373		22:45	373		21	147
11:00		106			23:00			16	
11:15		121			23:15			29	
11:30		123			23:30			21	
11:45		130	480		23:45	480		26	92
Total Vol.		2099				2099		4522	4522
<div> <div>AM</div> <div>PM</div> </div>									
Split %	100.0%			100.0%			100.0%		
Peak Hour	11:30			11:30			16:00		
Volume	507			507			650		
P.H.F.	0.98			0.98			0.74		

Split %	100.0%			AM	100.0%			PM
Peak Hour	11:30			11:30	16:00			16:00
Volume	507			507	650			650
P.H.F.	0.98			0.98	0.74			0.74

<div> <div>Volumes for: Monday, September 10, 2007</div> <div>City: Coronado</div> <div>Project #: 07-4178-003</div> </div>									
Location : Fourth St from Alameda Blvd to H Ave									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			17		12:00			204	
00:15					12:15			172	
00:30			15		12:30			163	
00:45			13	54	12:45	54		177	716
01:00			5		13:00			194	
01:15			5		13:15			220	
01:30			3		13:30			264	
01:45			8	21	13:45	21		261	939
02:00			2		14:00			363	
02:15			2		14:15			363	
02:30			1		14:30			445	
02:45			6	11	14:45	11		350	1521
03:00			4		15:00			437	
03:15			5		15:15			447	
03:30			5		15:30			494	
03:45			5	19	15:45	19		401	1779
04:00			7		16:00			371	
04:15			4		16:15			385	
04:30			7		16:30			358	
04:45			26	44	16:45	44		360	1474
05:00			29		17:00			371	
05:15			23		17:15			282	
05:30			36		17:30			217	
05:45			54	142	17:45	142		182	1052
06:00			72		18:00			220	
06:15			66		18:15			218	
06:30			94		18:30			181	
06:45			101	333	18:45	333		161	780
07:00			107		19:00			137	
07:15			117		19:15			115	
07:30			119		19:30			117	
07:45			94	437	19:45	437		102	471
08:00			115		20:00			79	
08:15			126		20:15			156	
08:30			125		20:30			97	
08:45			107	473	20:45	473		74	406
09:00			105		21:00			70	
09:15			116		21:15			112	
09:30			111		21:30			94	
09:45			150	482	21:45	482		66	342
10:00			151		22:00			63	
10:15			137		22:15			93	
10:30			159		22:30			77	
10:45			132	579	22:45	579		103	336
11:00			209		23:00			109	
11:15			177		23:15			33	
11:30			181		23:30			46	
11:45			190	757	23:45	757		34	222
Total Vol.			3352			3352		10038	10038
<div> <div>AM</div> <div>PM</div> </div>									
Split %	100.0%			100.0%			100.0%		
Peak Hour	11:00			11:00			15:00		
Volume	757			757			1779		
P.H.F.	0.91			0.91			0.90		

Split %	100.0%			AM	100.0%			PM
Peak Hour	11:00			11:00	15:00			15:00
Volume	757			757	1779			1779
P.H.F.	0.91			0.91	0.90			0.90

Volumes for: Tuesday, September 11, 2007										Project #: 07-4178-003									
Location: Fourth St. from Alameda Blvd to H Ave										City: Coronado									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB										
00:00			50		12:00			184											
00:15			21		12:15			184											
00:30			41		12:30			188											
00:45			30	142	12:45		142	193	749										
01:00			43		13:00			212											
01:15			29		13:15			283											
01:30			14		13:30			285											
01:45			19	105	13:45		105	239	1019										
02:00			26		14:00			349											
02:15			14		14:15			364											
02:30			18		14:30			452											
02:45			17	75	14:45		75	404	1569										
03:00			11		15:00			392											
03:15			9		15:15			465											
03:30			7		15:30			447											
03:45			12	39	15:45		39	381	1685										
04:00			13		16:00			415											
04:15			9		16:15			379											
04:30			17		16:30			379											
04:45			9	48	16:45		48	334	1507										
05:00			18		17:00			327											
05:15			20		17:15			271											
05:30			35		17:30			267											
05:45			46	119	17:45		119	220	1085										
06:00			50		18:00			261											
06:15			54		18:15			227											
06:30			68		18:30			215											
06:45			98	270	18:45		270	162	865										
07:00			109		19:00			153											
07:15			110		19:15			124											
07:30			128		19:30			137											
07:45			128	475	19:45		475	116	530										
08:00			103		20:00			86											
08:15			86		20:15			106											
08:30			110		20:30			99											
08:45			96	395	20:45		395	116	407										
09:00			122		21:00			76											
09:15			118		21:15			85											
09:30			121		21:30			80											
09:45			136	497	21:45		497	89	330										
10:00			147		22:00			59											
10:15			146		22:15			60											
10:30			164		22:30			93											
10:45			177	634	22:45		634	96	308										
11:00			162		23:00			128											
11:15			202		23:15			66											
11:30			187		23:30			53											
11:45			203	754	23:45		754	36	283										
Total Vol.										3553	3553			10337			10337		
											Daily Totals			WB			Combined		
											NB			SB					

Volumes for: Thursday, September 13, 2007										City: Coronado		Project #: 07-4178-003	
Location: Fourth St. from Alameda Blvd to H Ave													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			39		12:00			227					
00:15			20		12:15			189					
00:30			43		12:30			202					
00:45			31	133	12:45			201	819	819			
01:00					13:00			217					
01:15			24		13:15			225					
01:30			30		13:30			304					
01:45			18	104	13:45			266	1012	1012			
02:00			16		14:00			337					
02:15			14		14:15			398					
02:30			5		14:30			456					
02:45			8	43	14:45			361	1552	1552			
03:00			15		15:00			374					
03:15			7		15:15			363					
03:30			5		15:30			371					
03:45			11	38	15:45			364	1472	1472			
04:00			15		16:00			406					
04:15			14		16:15			391					
04:30			23		16:30			395					
04:45			18	70	16:45			349	1541	1541			
05:00			26		17:00			323					
05:15			13		17:15			254					
05:30			43		17:30			256					
05:45			53	135	17:45			215	1048	1048			
06:00			58		18:00			227					
06:15			61		18:15			207					
06:30			78		18:30			215					
06:45			82	279	18:45			180	829	829			
07:00			102		19:00			195					
07:15			106		19:15			151					
07:30			112		19:30			153					
07:45			99	419	19:45			113	612	612			
08:00			82		20:00			99					
08:15			114		20:15			104					
08:30			130		20:30			70					
08:45			83	409	20:45			95	368	368			
09:00			125		21:00			83					
09:15			129		21:15			78					
09:30			141		21:30			96					
09:45			151	546	21:45			100	357	357			
10:00			186		22:00			68					
10:15			164		22:15			52					
10:30			165		22:30			81					
10:45			149	664	22:45			117	318	318			
11:00			210		23:00			118					
11:15			206		23:15			41					
11:30			193		23:30			51					
11:45			206	815	23:45			37	247	247			

Split %	AM	100.0%	26.4%	PM	100.0%	73.6%
Peak Hour	11:15	11:15	832	14:15	14:15	14:15
Volume	832	832	1589	1589	1589	1589
P.H.F.	0.92	0.92	0.87	0.87	0.87	0.87

Volumes for: Friday, September 14, 2007										City: Coronado		Project #: 07-4178-003	
Location: Fourth St from Alameda Blvd to H Ave													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			42		12:00			283					
00:15			39		12:15			234					
00:30			36		12:30			273					
00:45			67	184	12:45			206	996				
01:00			37		13:00			263					
01:15			30		13:15			272					
01:30			30		13:30			343					
01:45			27	124	13:45			342	1220				
02:00			11		14:00			368					
02:15			10		14:15			425					
02:30			6		14:30			493					
02:45			2	29	14:45			376	1662				
03:00			12		15:00			371					
03:15			16		15:15			411					
03:30			7		15:30			407					
03:45			11	46	15:45			327	1516				
04:00			12		16:00			343					
04:15			6		16:15			335					
04:30			13		16:30			355					
04:45			19	50	16:45			308	1341				
05:00			29		17:00			267					
05:15			19		17:15			244					
05:30			35		17:30			232					
05:45			60	143	17:45			215	958				
06:00			48		18:00			208					
06:15			61		18:15			204					
06:30			78		18:30			208					
06:45			99	286	18:45			162	782				
07:00			95		19:00			172					
07:15			78		19:15			163					
07:30			95		19:30			114					
07:45			111	379	19:45			111	560				
08:00			118		20:00			101					
08:15			100		20:15			88					
08:30			161		20:30			133					
08:45			114	493	20:45			92	414				
09:00			132		21:00			91					
09:15			142		21:15			81					
09:30			169		21:30			100					
09:45			141	584	21:45			84	356				
10:00			183		22:00			95					
10:15			174		22:15			72					
10:30			166		22:30			150					
10:45			208	731	22:45			154	471				
11:00			257		23:00			79					
11:15			215		23:15			50					
11:30			253		23:30			47					
11:45			298	1023	23:45			51	227				

Volumes for: Saturday, September 15, 2007										City: Coronado		Project #: 07-4178-003	
Location : Fourth St from Alameda Blvd to H Ave													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			42		12:00			222					
00:15			37		12:15			184					
00:30			31		12:30			217					
00:45			34	144	12:45		144	162	785				
01:00			23		13:00			167					
01:15			19		13:15			162					
01:30			22		13:30			184					
01:45			12	76	13:45		76	173	686				
02:00			20		14:00			205					
02:15			7		14:15			190					
02:30			13		14:30			321					
02:45			9	49	14:45		49	152	868				
03:00			8		15:00			155					
03:15			3		15:15			152					
03:30			7		15:30			156					
03:45			7	25	15:45		25	147	610				
04:00			9		16:00			153					
04:15			12		16:15			168					
04:30			10		16:30			204					
04:45			5	36	16:45		36	162	687				
05:00			13		17:00			165					
05:15			23		17:15			137					
05:30			25		17:30			189					
05:45			35	96	17:45		96	174	665				
06:00			25		18:00			171					
06:15			33		18:15			114					
06:30			41		18:30			130					
06:45			39	138	18:45		138	134	549				
07:00			61		19:00			119					
07:15			64		19:15			88					
07:30			119		19:30			109					
07:45			135	379	19:45		379	158	474				
08:00			112		20:00			95					
08:15			73		20:15			65					
08:30			95		20:30			87					
08:45			77	357	20:45		357	57	304				
09:00			90		21:00			57					
09:15			91		21:15			75					
09:30			118		21:30			80					
09:45			123	422	21:45		422	59	271				
10:00			120		22:00			158					
10:15			145		22:15			94					
10:30			132		22:30			65					
10:45			118	515	22:45		515	52	369				
11:00			137		23:00			57					
11:15			132		23:15			38					
11:30			146		23:30			35					
11:45			139	554	23:45		554	51	181				

AM		PM	
Split %	100.0%	30.2%	69.8%
Peak Hour	11:45	11:45	13:45
Volume	762	762	889
P.H.F.	0.86	0.86	0.69

Volumes for: Thursday, October 18, 2007										City: Coronado		Project #: 07-4221-003	
Location : Fourth St btwn H Ave & Orange St													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			31		12:00			247					
00:15			55		12:15			229					
00:30			60		12:30			240					
00:45			48	194	12:45			252	968				
01:00			30		13:00			255					
01:15			39		13:15			271					
01:30			25		13:30			276					
01:45			22	116	13:45			338	1140				
02:00			14		14:00			366					
02:15			23		14:15			389					
02:30			28		14:30			452					
02:45			37	102	14:45			441	1648				
03:00			33		15:00			428					
03:15			23		15:15			383					
03:30			11		15:30			380					
03:45			9	76	15:45			445	1636				
04:00			22		16:00			400					
04:15			16		16:15			405					
04:30			9		16:30			397					
04:45			18	65	16:45			426	1628				
05:00			30		17:00			364					
05:15			24		17:15			336					
05:30			38		17:30			277					
05:45			74	166	17:45			280	1257				
06:00			84		18:00			334					
06:15			105		18:15			292					
06:30			107		18:30			259					
06:45			117	413	18:45			211	1096				
07:00			128		19:00			187					
07:15			154		19:15			228					
07:30			166		19:30			170					
07:45			188	636	19:45			119	704				
08:00			169		20:00			123					
08:15			181		20:15			126					
08:30			149		20:30			119					
08:45			155	654	20:45			101	469				
09:00			135		21:00			65					
09:15			168		21:15			101					
09:30			167		21:30			96					
09:45			166	636	21:45			110	372				
10:00			172		22:00			98					
10:15			198		22:15			111					
10:30			192		22:30			76					
10:45			199	761	22:45			70	355				
11:00			214		23:00			82					
11:15			247		23:15			100					
11:30			221		23:30			48					
11:45			257	939	23:45			46	276				
Total Vol.										4758	4758	11549	11549

AM		PM	
Split %	100.0%	29.2%	70.8%
Peak Hour	11:45	11:45	14:15
Volume	973	973	1710
P.H.F.	0.95	0.95	0.95

<div> <div>Volumes for: Tuesday, September 11, 2007</div> <div>City: Coronado</div> <div>Project #: 07-4177-007</div> </div>									
Location : Fourth St from J Ave to Orange ave									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00		58			12:00		352		
00:15		37			12:15		352		
00:30		42			12:30		360		
00:45		43	180		12:45		368	1432	1432
01:00		40			13:00		409		
01:15		32			13:15		452		
01:30		32			13:30		401		
01:45		28	132		13:45		519	1781	1781
02:00		22			14:00		651		
02:15		20			14:15		686		
02:30		18			14:30		694		
02:45		12	72		14:45		681	2712	2712
03:00		9			15:00		677		
03:15		10			15:15		676		
03:30		11			15:30		694		
03:45		14	44		15:45		675	2722	2722
04:00		17			16:00		671		
04:15		23			16:15		649		
04:30		32			16:30		619		
04:45		49	121		16:45		537	2476	2476
05:00		57			17:00		469		
05:15		77			17:15		396		
05:30		103			17:30		384		
05:45		127	364		17:45		368	1617	1617
06:00		175			18:00		344		
06:15		226			18:15		295		
06:30		302			18:30		293		
06:45		326	1029		18:45		288	1220	1220
07:00		367			19:00		230		
07:15		369			19:15		227		
07:30		362			19:30		223		
07:45		330	1428		19:45		187	867	867
08:00		309			20:00		192		
08:15		270			20:15		186		
08:30		247			20:30		180		
08:45		249	1075		20:45		179	737	737
09:00		264			21:00		152		
09:15		280			21:15		158		
09:30		289			21:30		140		
09:45		277	1110		21:45		136	586	586
10:00		306			22:00		134		
10:15		307			22:15		133		
10:30		322			22:30		134		
10:45		331	1266		22:45		141	542	542
11:00		367			23:00		87		
11:15		364			23:15		72		
11:30		348			23:30		69		
11:45		351	1430		23:45		51	279	279
Total Vol.									
<div> <div>8251</div> <div>16971</div> <div>25222</div> <div>16971</div> </div>									
AM					PM				
Split %	100.0%				Split %	100.0%			
Peak Hour	11:00				Peak Hour	14:15			
Volume	1430				Volume	2738			
P.H.F.	0.97				P.H.F.	0.99			

<div> <div>Volumes for: Tuesday, September 11, 2007</div> <div>City: Coronado</div> <div>Project #: 07-4177-005</div> </div>									
Location : Fourth St from Orange Ave to Pomona Ave									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			71		12:00			367	
00:15			34		12:15			370	
00:30			45		12:30			370	
00:45			36	186	12:45			370	1477
01:00			45		13:00			385	
01:15			39		13:15			469	
01:30			23		13:30			491	
01:45			27	134	13:45			413	1758
02:00			36		14:00			542	
02:15			20		14:15			605	
02:30			23		14:30			758	
02:45			16	95	14:45			703	2608
03:00			19		15:00			724	
03:15			8		15:15			704	
03:30			14		15:30			731	
03:45			12	53	15:45			719	2878
04:00			14		16:00			731	
04:15			19		16:15			687	
04:30			23		16:30			674	
04:45			27	83	16:45			664	2756
05:00			48		17:00			514	
05:15			62		17:15			490	
05:30			85		17:30			439	
05:45			123	318	17:45			409	1852
06:00			135		18:00			380	
06:15			174		18:15			358	
06:30			237		18:30			308	
06:45			319	865	18:45			308	1354
07:00			326		19:00			304	
07:15			375		19:15			221	
07:30			389		19:30			245	
07:45			395	1485	19:45			224	994
08:00			348		20:00			182	
08:15			318		20:15			222	
08:30			272		20:30			191	
08:45			257	1195	20:45			187	782
09:00			267		21:00			193	
09:15			276		21:15			165	
09:30			299		21:30			154	
09:45			307	1149	21:45			189	701
10:00			289		22:00			140	
10:15			322		22:15			141	
10:30			328		22:30			133	
10:45			342	1281	22:45			140	554
11:00			343		23:00			168	
11:15			386		23:15			97	
11:30			381		23:30			73	
11:45			363	1473	23:45			54	392
Total Vol.									
<div> <div>8317</div> <div>8317</div> <div>26423</div> <div>18106</div> </div>									
AM					PM				
Split %	100.0%				Split %	100.0%			
Peak Hour	07:15				Peak Hour	14:30			
Volume	1507				Volume	2889			
P.H.F.	0.95				P.H.F.	0.95			

Split %	100.0%				Split %	100.0%			
Peak Hour	11:00				Peak Hour	14:15			
Volume	1430				Volume	2738			
P.H.F.	0.97				P.H.F.	0.99			

Split %	100.0%				Split %	100.0%			
Peak Hour	07:15				Peak Hour	14:30			
Volume	1507				Volume	2889			
P.H.F.	0.95				P.H.F.	0.95			

<div> <div>Volumes for: Sunday, September 09, 2007</div> <div>City: Coronado</div> <div>Project #: 07-4178-004</div> </div>									
Location: San Diego-Coronado Bay e/o Glorietta Blvd									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	48	96	478	447	12:00				
00:15	37	68	450	470	12:15				
00:30	44	86	448	529	12:30				
00:45	31	160	66	316	12:45	476			3737
01:00	29	56	416	466	13:00				
01:15	28	51	365	518	13:15				
01:30	23	46	386	502	13:30				
01:45	22	100	58	211	13:45	311			3549
02:00	20	45	423	475	14:00				
02:15	16	47	438	478	14:15				
02:30	21	43	388	474	14:30				
02:45	28	85	35	170	14:45	255			3583
03:00	35	31	413	430	15:00				
03:15	19	34	443	491	15:15				
03:30	20	44	481	432	15:30				
03:45	28	102	58	167	15:45	269			3661
04:00	16	35	477	470	16:00				
04:15	19	36	536	488	16:15				
04:30	21	48	564	544	16:30				
04:45	23	79	46	165	16:45	244			4099
05:00	39	40	449	420	17:00				
05:15	51	94	442	447	17:15				
05:30	68	118	468	399	17:30				
05:45	82	240	171	423	17:45	663			3461
06:00	88	173	417	364	18:00				
06:15	111	207	380	350	18:15				
06:30	105	221	427	358	18:30				
06:45	133	437	282	883	18:45	1320			3022
07:00	109	251	416	299	19:00				
07:15	182	236	413	251	19:15				
07:30	201	227	380	266	19:30				
07:45	228	720	247	961	19:45	1681			2597
08:00	197	162	289	197	20:00				
08:15	190	210	256	230	20:15				
08:30	246	244	257	224	20:30				
08:45	233	866	317	933	20:45	1799			1886
09:00	246	239	210	208	21:00				
09:15	291	288	225	173	21:15				
09:30	339	328	193	188	21:30				
09:45	354	1230	360	1215	21:45	2445			1566
10:00	334	299	191	143	22:00				
10:15	369	333	162	137	22:15				
10:30	448	336	114	146	22:30				
10:45	412	1563	376	1344	22:45	2907			1164
11:00	436	393	98	107	23:00				
11:15	446	404	103	109	23:15				
11:30	481	390	86	77	23:30				
11:45	445	1808	472	1659	23:45	3467			741
Total Vol.									
				7390	8447	15837		16593	16473
				Daily Totals		EB	WB	Combined	
						NB	SB		
						23983		24920	
								PM	
								50.2%	
								49.8%	
								67.6%	
								16:00	
								2087	
								2033	
								0.93	
								0.96	
								11:45	
								11:45	
								32.4%	
								53.3%	
								46.7%	
								AM	
								50.2%	
								49.8%	
								67.6%	
								16:00	
								2087	
								2033	
								0.93	
								0.96	
								11:45	
								11:45	
								32.4%	
								53.3%	
								46.7%	
								AM	
								50.2%	
								49.8%	
								67.6%	
								16:00	
								2087	
								2033	
								0.93	
								0.96	
								11:45	
								11:45	
								32.4%	
								53.3%	
								46.7%	

Split %	AM	PM
Peak Hour	11:30	16:00
Volume	1854	2087
P.H.F.	0.96	0.93
	11:45	12:30
	1918	2033
	0.91	0.96
	11:45	11:45
	32.4%	49.8%
	53.3%	67.6%

Volumes for: Monday, September 10, 2007					City: Coronado		Project #: 07-4178-004				
Location: San Diego-Coronado Bay e/o Glorietta Blvd											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			58	54	12:00			449	482		
00:15			37	54	12:15			479	496		
00:30			25	34	12:30			458	511		
00:45			36	156	12:45	171	327	446	1832		
01:00			37	31	13:00			480	455		
01:15			20	27	13:15			466	520		
01:30			19	21	13:30			464	480		
01:45			19	95	13:45	204		523	1933		
02:00			19	18	14:00			632	569		
02:15			15	26	14:15			687	533		
02:30			11	17	14:30			850	541		
02:45			19	64	14:45	94	158	936	3105		
03:00			11	28	15:00			859	474		
03:15			11	39	15:15			824	600		
03:30			14	139	15:30			902	560		
03:45			13	49	15:45	367	1545	922	3507		
04:00			18	87	16:00			929	519		
04:15			24	154	16:15			855	525		
04:30			28	211	16:30			849	554		
04:45			68	138	16:45	819	957	829	3462		
05:00			82	456	17:00			689	569		
05:15			86	724	17:15			634	553		
05:30			165	1007	17:30			534	536		
05:45			192	525	17:45	3745	1745	455	2312		
06:00			244	1101	18:00			470	441		
06:15			275	1187	18:15			436	405		
06:30			336	1084	18:30			431	347		
06:45			385	1240	18:45	5670	1845	328	1665		
07:00			437	940	19:00			317	322		
07:15			506	912	19:15			325	266		
07:30			545	823	19:30			317	275		
07:45			557	2045	19:45	3398	5443	271	1230		
08:00			559	712	20:00			240	273		
08:15			470	577	20:15			214	217		
08:30			482	577	20:30			221	223		
08:45			420	1931	20:45	2435	2045	235	910		
09:00			385	497	21:00			200	215		
09:15			381	450	21:15			230	185		
09:30			409	483	21:30			198	166		
09:45			429	1604	21:45	1902	3506	174	802		
10:00			386	441	22:00			161	155		
10:15			401	416	22:15			169	149		
10:30			430	459	22:30			150	124		
10:45			414	1631	22:45	3384	2245	134	614		
11:00			449	442	23:00			143	94		
11:15			533	497	23:15			92	99		
11:30			491	462	23:30			108	52		
11:45			448	1921	23:45	3816	2345	58	401		
								65	310		
									711		

Volumes for: Tuesday, September 11, 2007										City: Coronado		Project #: 07-4178-004	
Location: San Diego-Coronado Bay e/o Glorietta Blvd													
AM Period	NB	SB	EB	WB	NB	SB	EB	WB					
00:00			83	37	12:00								
00:15			45	33	12:15			430	467				
00:30			58	35	12:30			380	535				
00:45			43	229	25	130	359	474	458				
01:00			50		12:45			484	1768	504	1964	3732	
01:15			50	30	13:00			454		514			
01:15			41	25	13:15			481	511				
01:30			28	14	13:30			550	519				
01:45			35	154	10	79	233	553	2038	530	2074	4112	
02:00			35	16	14:00			540	601				
02:15			27	19	14:15			695	525				
02:30			27	22	14:30			878	542				
02:45			20	109	31	88	197	914	3027	560	2228	5255	
03:00			21	36	15:00			889	534				
03:15			9	51	15:15			856	523				
03:30			17	149	15:30			888	532				
03:45			19	66	15:35	435	15:45	915	3548	505	2094	5642	
04:00			20	107	16:00			906	568				
04:15			28	160	16:15			850	582				
04:30			38	221	16:30			865	563				
04:45			39	125	16:35	880	1005	787	3408	510	2223	5631	
05:00			60	460	17:00			718	576				
05:15			97	654	17:15			645	607				
05:30			121	1013	17:30			563	574				
05:45			134	412	17:45	3559	17:45	533	2459	591	2348	4807	
06:00			142	1044	18:00			447	563				
06:15			261	1147	18:15			427	452				
06:30			296	1137	18:30			459	428				
06:45			359	1058	18:45	4438	5496	388	1721	338	1781	3502	
07:00			398	972	19:00			265	335				
07:15			507	875	19:15			319	277				
07:30			529	791	19:30			323	245				
07:45			519	1953	19:45	5303	19:45	279	1186	296	1153	2339	
08:00			510	701	20:00			240	278				
08:15			494	576	20:15			192	219				
08:30			410	589	20:30			245	240				
08:45			410	1824	20:45	4249	20:45	241	918	231	968	1886	
09:00			369	486	21:00			200	197				
09:15			341	451	21:15			198	191				
09:30			442	452	21:30			180	194				
09:45			424	1576	21:45	3453	21:45	251	829	171	753	1582	
10:00			438	436	22:00			145	187				
10:15			405	438	22:15			175	163				
10:30			398	421	22:30			180	112				
10:45			441	1682	22:45	3464	22:45	138	638	124	586	1224	
11:00			400	410	23:00			93	80				
11:15			456	490	23:15			91	92				
11:30			466	496	23:30			115	71				
11:45			435	1757	23:45	3636	23:45	101	400	50	293	693	

Volumes for: Saturday, September 15, 2007										City: Coronado			Project #: 07-4178-004		
Location: San Diego-Coronado Bay										e/o Gloriaietta Blvd					
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB						
00:00			43	95	12:00			376	552						
00:15			53	91	12:15			348	550						
00:30			53	86	12:30			322	610						
00:45			50	199	76	348	547	294	1340	542	2254	3594			
01:00			26	67	13:00			487	539						
01:15			32	51	13:15			382	557						
01:30			26	49	13:30			369	654						
01:45			34	118	76	243	361	492	1730	575	2325	4055			
02:00			18	60	14:00			563	604						
02:15			22	48	14:15			572	624						
02:30			18	45	14:30			611	576						
02:45			23	81	33	186	267	712	2458	639	2443	4901			
03:00			14	31	15:00			874	595						
03:15			14	54	15:15			738	593						
03:30			13	149	15:30			726	594						
03:45			14	55	105	339	394	734	3072	602	2384	5456			
04:00			26	53	16:00			649	551						
04:15			27	74	16:15			615	583						
04:30			22	81	16:30			629	550						
04:45			27	102	91	299	401	777	2670	587	2271	4941			
05:00			74	115	17:00			488	541						
05:15			83	171	17:15			496	522						
05:30			66	264	17:30			472	565						
05:45			86	309	296	846	1155	409	1865	512	2140	4005			
06:00			198	271	18:00			357	464						
06:15			196	295	18:15			379	451						
06:30			231	372	18:30			377	396						
06:45			250	875	375	1313	2188	290	1403	368	1679	3082			
07:00			350	347	19:00			267	359						
07:15			342	331	19:15			221	329						
07:30			359	299	19:30			257	354						
07:45			466	1517	326	1303	2820	287	1032	324	1366	2398			
08:00			341	297	20:00			191	307						
08:15			386	301	20:15			186	263						
08:30			327	351	20:30			202	241						
08:45			375	1429	418	1367	2796	189	768	231	1042	1810			
09:00			298	311	21:00			153	238						
09:15			302	334	21:15			177	254						
09:30			309	395	21:30			145	240						
09:45			355	1264	432	1472	2736	170	645	248	980	1625			
10:00			314	401	22:00			116	276						
10:15			322	446	22:15			134	242						
10:30			392	459	22:30			114	202						
10:45			361	1389	475	1781	3170	95	459	182	902	1361			
11:00			331	451	23:00			66	160						
11:15			362	506	23:15			72	163						
11:30			334	517	23:30			76	111						
11:45			246	1273	529	2003	3276	90	304	98	532	836			
Total Vol.				8611		11500	20111			17746		38064			
								Daily Totals	EB	SB	WB	Combined			

	AM	PM
Split %	42.8%	53.4%
Peak Hour	07:30	15:00
Volume	1552	3072
PHE	0.83	0.88
Volume	2241	2457
PHE	0.92	0.94
Volume	3533	5471
PHE	0.95	0.93
Volume	11:45	14:45
PHE	0.95	0.93

Volumes for: Tuesday, September 11, 2007				City: Coronado				Project #: 07-4177-006			
Location: Sixth St. from J Ave to Orange Ave											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00		1	0	0	12:00			21	8		
00:15		0	0	0	12:15			15	9		
00:30		0	1	1	12:30			14	7		
00:45		1	2	0	12:45			19	69	8	32
01:00		2	0	0	13:00			17	9		
01:15		0	0	0	13:15			10	3		
01:30		0	0	0	13:30			14	4		
01:45		0	2	0	13:45			23	64	6	22
02:00		0	0	0	14:00			24	2		
02:15		0	0	0	14:15			28	12		
02:30		1	0	0	14:30			34	14		
02:45		0	1	0	14:45			44	130	7	35
03:00		0	0	0	15:00			49	23		
03:15		0	2	0	15:15			22	10		
03:30		0	0	0	15:30			33	12		
03:45		0	0	1	15:45			36	140	21	66
04:00		2	0	0	16:00			32	7		
04:15		0	0	0	16:15			23	10		
04:30		0	1	0	16:30			29	13		
04:45		0	2	0	16:45			13	97	9	39
05:00		0	0	0	17:00			14	7		
05:15		1	0	0	17:15			18	13		
05:30		1	0	0	17:30			17	8		
05:45		1	3	2	17:45			12	61	9	37
06:00		1	2	0	18:00			19	8		
06:15		2	8	0	18:15			8	9		
06:30		8	12	0	18:30			11	5		
06:45		8	19	6	18:45			23	61	8	30
07:00		6	13	0	19:00			8	7		
07:15		10	12	0	19:15			8	8		
07:30		10	9	0	19:30			10	8		
07:45		28	54	21	19:45			13	39	4	27
08:00		39	31	0	20:00			2	2		
08:15		20	24	0	20:15			4	1		
08:30		30	12	0	20:30			3	1		
08:45		17	106	9	20:45			6	15	6	10
09:00		11	7	0	21:00			1	1		
09:15		16	8	0	21:15			1	1		
09:30		22	10	0	21:30			5	2		
09:45		12	61	10	21:45			2	9	1	5
10:00		17	7	0	22:00			2	0		
10:15		8	9	0	22:15			2	1		
10:30		11	9	0	22:30			1	0		
10:45		13	49	5	22:45			2	7	2	3
11:00		18	7	0	23:00			1	0		
11:15		15	8	0	23:15			1	0		
11:30		17	11	0	23:30			2	1		
11:45		29	79	10	23:45			0	4	1	2
Total Vol.		378	267		645			Daily Totals	696	308	1004
								EB	SB	WB	Combined

	AM		PM			
Split %	58.6%	41.4%	39.1%	69.3%	30.7%	60.9%
Peak Hour	07:45	07:45	07:45	14:15	15:00	14:15
Volume	117	88	205	155	66	211
P.H.F.	0.76	0.71	0.73	0.79	0.72	0.73

Volumes for: Tuesday, September 11, 2007										City: Coronado				Project #: 07-4178-005									
Location : Ocean Blvd from NASCT to Alameda Blvd																							
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB														
00:00			1	1	12:00			38	43														
00:15			0	0	12:15			31	30														
00:30			1	0	12:30			43	40														
00:45			1	3	1	2	5	47	159	41	154	313											
01:00			0	0	13:00			33	43														
01:15			0	0	13:15			54	45														
01:30			1	0	13:30			53	0														
01:45			0	1	0	0	1	41	181	27	115	296											
02:00			0	3	14:00			55	37														
02:15			0	0	14:15			79	40														
02:30			0	0	14:30			161	44														
02:45			1	1	4	5	14:45	177	472	40	161	633											
03:00			0	0	15:00			125	34														
03:15			0	0	15:15			109	30														
03:30			0	0	15:30			141	21														
03:45			0	0	0	15:45		101	476	28	113	589											
04:00			1	0	16:00			119	28														
04:15			1	1	16:15			105	30														
04:30			1	2	16:30			98	19														
04:45			5	8	1	4	12	16:45	75	397	20	97	494										
05:00			0	34	17:00			61	26														
05:15			0	84	17:15			56	17														
05:30			1	109	17:30			36	20														
05:45			1	2	175	402	404	17:45	39	192	18	81	273										
06:00			1	152	18:00			16	14														
06:15			0	168	18:15			17	19														
06:30			5	150	18:30			34	27														
06:45			8	14	120	590	604	18:45	24	91	8	68	159										
07:00			9	133	19:00			17	10														
07:15			7	98	19:15			15	14														
07:30			12	81	19:30			8	9														
07:45			6	34	54	366	400	19:45	8	48	3	36	84										
08:00			8	50	20:00			6	3														
08:15			20	51	20:15			5	8														
08:30			24	42	20:30			4	8														
08:45			20	72	37	180	252	20:45	2	17	9	28	45										
09:00			26	33	21:00			6	2														
09:15			17	40	21:15			2	5														
09:30			22	29	21:30			3	3														
09:45			41	106	38	140	246	21:45	3	14	7	17	31										
10:00			27	33	22:00			7	4														
10:15			33	29	22:15			8	6														
10:30			29	28	22:30			4	1														
10:45			21	110	41	131	241	22:45	1	20	1	12	32										
11:00			46	40	23:00			1	2														
11:15			34	28	23:15			6	3														
11:30			34	46	23:30			2	1														
11:45			50	164	42	156	320	23:45	1	10	0	6	16										
Total Vol.										515	1975	2490	Daily Totals		888	2965							
										NB		SB		EB		WB		Combined					

Volumes for: Thursday, September 13, 2007										City: Coronado				Project #: 07-4178-005					
Location: Ocean Blvd from NASNI to Alameda Blvd																			
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB										
00:00			1	1	12:00			38	48										
00:15			0	0	12:15			38	46										
00:30			0	1	12:30			45	41										
00:45			0	1	0	2	3	12:45	44	165	36	171	336						
01:00			0	0	13:00			51	47										
01:15			0	1	13:15			36	49										
01:30			2	1	13:30			49	45										
01:45			0	2	4	6	8	13:45	57	193	48	189	382						
02:00			1	0	14:00			50	45										
02:15			1	1	14:15			67	40										
02:30			0	0	14:30			153	28										
02:45			0	2	0	1	3	14:45	190	460	38	151	611						
03:00			0	0	15:00			142	42										
03:15			0	0	15:15			103	31										
03:30			0	0	15:30			135	26										
03:45			1	1	0	0	1	15:45	150	530	31	130	660						
04:00			0	0	16:00			107	30										
04:15			0	0	16:15			100	41										
04:30			2	0	16:30			118	33										
04:45			1	3	2	2	5	16:45	90	415	27	131	546						
05:00			1	33	17:00			48	11										
05:15			0	92	17:15			54	20										
05:30			1	104	17:30			36	26										
05:45			1	3	167	396	399	17:45	34	172	22	79	251						
06:00			1	176	18:00			22	16										
06:15			3	191	18:15			17	18										
06:30			3	135	18:30			32	27										
06:45			4	11	143	645	656	18:45	22	93	11	72	165						
07:00			1	142	19:00			22	17										
07:15			11	112	19:15			7	13										
07:30			9	64	19:30			8	13										
07:45			7	28	76	394	422	19:45	10	47	6	49	96						
08:00			13	44	20:00			4	5										
08:15			20	61	20:15			4	8										
08:30			24	49	20:30			4	8										
08:45			29	86	28	182	268	20:45	8	20	6	27	47						
09:00			20	35	21:00			6	6										
09:15			25	38	21:15			3	5										
09:30			26	48	21:30			4	7										
09:45			32	103	28	149	252	21:45	4	17	4	22	39						
10:00			27	28	22:00			4	1										
10:15			30	42	22:15			8	7										
10:30			27	36	22:30			7	6										
10:45			40	124	53	159	283	22:45	0	19	4	18	37						
11:00			43	45	23:00			3	1										
11:15			56	38	23:15			5	1										
11:30			49	51	23:30			3	3										
11:45			38	186	55	189	375	23:45	2	13	3	8	21						
Total Vol.										550	2125	2675	Daily Totals		2144	1047	3191		
												Daily Totals				NB	SB		
										</									

Volumes for: Saturday, September 15, 2007										City: Coronado		Project #: 07-4178-005	
Location: Ocean Blvd from NASMT to Alameda Blvd													
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
00:00			4	7		12:00			35	25			
00:15			5	2		12:15			18	28			
00:30			3	2		12:30			28	29			
00:45			2	14	1	12	26		34	115	29	226	
01:00			3	3		13:00			32	27			
01:15			0	0	0	13:15			28	32			
01:30			2	1		13:30			31	30			
01:45			3	8	2	6	14		30	121	33	243	
02:00			1	0		14:00			37	28			
02:15			1	1	1	14:15			35	38			
02:30			0	0		14:30			37	34			
02:45			0	2	0	1	3		33	142	35	135	
03:00			0	0		15:00			39	25		277	
03:15			1	1		15:15			44	32			
03:30			5	2		15:30			36	30			
03:45			0	6	0	3	9		35	154	31	118	
04:00			0	0		16:00			33	30			
04:15			1	0		16:15			35	43			
04:30			0	0		16:30			38	28			
04:45			0	1	2	2	3		33	139	26	127	
05:00			1	1		17:00			19	32			
05:15			0	1		17:15			26	21			
05:30			0	2		17:30			37	38			
05:45			1	2	1	5	7		36	118	35	126	
06:00			1	2		18:00			34	27			
06:15			6	3		18:15			32	26			
06:30			2	6		18:30			33	26			
06:45			2	11	5	16	27		20	119	27	106	
07:00			3	5		19:00			25	25		225	
07:15			4	13		19:15			20	20			
07:30			9	16		19:30			24	12			
07:45			3	19	13	47	66		29	98	17	172	
08:00			11	14		20:00			14	19			
08:15			10	7		20:15			16	11			
08:30			12	11		20:30			16	19			
08:45			14	47	20	52	99		18	64	21	134	
09:00			18	11		21:00			18	22			
09:15			18	15		21:15			23	19			
09:30			18	10		21:30			15	16			
09:45			8	62	19	55	117		13	69	8	134	
10:00			30	18		22:00			21	12			
10:15			15	13		22:15			13	11			
10:30			28	27		22:30			15	7			
10:45			25	98	27	85	183		25	74	5	109	
11:00			18	26		23:00			14	3			
11:15			28	28		23:15			12	7			
11:30			23	21		23:30			8	15			
11:45			27	96	36	109	205		9	43	8	33	
Total Vol.										366	393	759	1122
										Daily Totals		2378	
										NB	SB	WB	Combined
										1622	1515	3137	

AM		PM	
Split %	48.2%	51.8%	24.2%
Peak Hour	11:15	11:45	11:45
Volume	113	118	226
P.H.F.	0.81	0.82	0.90

Volumes for: Tuesday, September 11, 2007										City: Coronado		Project #: 07-4177-008	
Location : Ocean Blvd from Alameda Blvd to RH Dana Pl													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			2	6	12:00			79	84				
00:15			2	4	12:15			106	80				
00:30			0	5	12:30			83	85				
00:45			1	5	12:45			74	342	75	324		
01:00			0	7	13:00			80	68				
01:15			2	3	13:15			83	98				
01:30			0	4	13:30			96	80				
01:45			3	5	13:45			105	364	77	323		
02:00			3	2	14:00			74	97				
02:15			0	3	14:15			89	121				
02:30			1	3	14:30			78	249				
02:45			0	4	14:45			60	301	176	643		
03:00			1	0	15:00			54	187				
03:15			2	0	15:15			46	140				
03:30			5	0	15:30			71	183				
03:45			7	15	15:45			55	226	151	661		
04:00			12	2	16:00			47	158				
04:15			7	4	16:15			55	137				
04:30			31	12	16:30			42	137				
04:45			22	72	16:45			54	198	119	551		
05:00			105	14	17:00			32	118				
05:15			135	17	17:15			63	92				
05:30			220	19	17:30			43	80				
05:45			300	760	17:45			34	172	85	375		
06:00			251	45	18:00			39	64				
06:15			301	61	18:15			47	64				
06:30			226	51	18:30			60	72				
06:45			211	989	18:45			30	176	50	250		
07:00			219	53	19:00			42	57				
07:15			136	52	19:15			37	36				
07:30			129	52	19:30			22	31				
07:45			129	613	19:45			18	119	37	161		
08:00			92	55	20:00			12	12				
08:15			117	52	20:15			19	17				
08:30			102	67	20:30			18	16				
08:45			81	392	20:45			17	66	15	60		
09:00			64	47	21:00			19	12				
09:15			83	47	21:15			13	19				
09:30			77	50	21:30			7	22				
09:45			95	319	21:45			17	56	23	76		
10:00			103	69	22:00			16	16				
10:15			76	47	22:15			7	16				
10:30			79	71	22:30			5	12				
10:45			80	338	22:45			3	31	2	46		
11:00			88	97	23:00			10	16				
11:15			87	73	23:15			9	15				
11:30			103	77	23:30			0	11				
11:45			103	381	23:45			0	19	5	47		
Total Vol.										3893	1589	5482	5587
										Daily Totals		Combined	
										NB	SB	WB	
										5963	5106	11069	

AM		PM	
Split %	71.0%	29.0%	49.5%
Peak Hour	05:45	11:45	05:45
Volume	1078	330	1274
P.H.F.	0.90	0.97	0.88

Volumes for: Wednesday, September 12, 2007										City: Coronado				Project #: 07-4177-009									
Location: Alameda Blvd from First St to Third St																							
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB														
00:00	0	0			12:00	61	45																
00:15	0	0			12:15	63	46																
00:30	3	1			12:30	55	35																
00:45	0	3	0	1	12:45	53	232	29	155														
01:00	3	0			13:00	50	33																
01:15	1	2			13:15	72	49																
01:30	0	0			13:30	75	51																
01:45	4	8	2	4	13:45	65	262	40	173														
02:00	1	1			14:00	98	78																
02:15	0	0			14:15	84	72																
02:30	1	0			14:30	190	179																
02:45	4	6	4	5	14:45	90	462	71	400														
03:00	1	2			15:00	97	78																
03:15	0	0			15:15	112	94																
03:30	0	0			15:30	177	160																
03:45	0	1	0	2	15:45	129	515	113	445														
04:00	4	1			16:00	138	122																
04:15	3	2			16:15	133	113																
04:30	1	0			16:30	146	141																
04:45	13	21	6	9	16:45	119	536	112	488														
05:00	26	2			17:00	122	110																
05:15	54	3			17:15	80	69																
05:30	61	3			17:30	77	67																
05:45	57	198	9	17	17:45	42	321	36	282														
06:00	58	3			18:00	13	12																
06:15	69	7			18:15	37	18																
06:30	60	10			18:30	23	14																
06:45	51	238	5	25	18:45	17	90	10	54														
07:00	51	12			19:00	33	22																
07:15	46	8			19:15	15	7																
07:30	64	15			19:30	12	7																
07:45	63	224	27	62	19:45	11	71	7	43														
08:00	28	10			20:00	12	3																
08:15	37	16			20:15	15	9																
08:30	37	18			20:30	17	14																
08:45	30	132	18	62	20:45	6	50	0	26														
09:00	39	24			21:00	11	8																
09:15	29	15			21:15	9	8																
09:30	42	23			21:30	3	3																
09:45	38	148	30	92	21:45	3	26	2	21														
10:00	30	16			22:00	9	4																
10:15	48	37			22:15	4	2																
10:30	48	36			22:30	0	0																
10:45	47	173	30	119	22:45	6	19	3	9														
11:00	66	44			23:00	1	0																
11:15	61	41			23:15	3	5																
11:30	48	38			23:30	2	0																
11:45	69	244	46	169	23:45	2	8	1	6														
Total Vol.										1396		567		1963		2592		2102		Daily Totals		4694	
																NB		SB		EB		WB	
																						Combined	

		AM		PM	
Split %		71.1%	28.9%	55.2%	44.8%
Peak Hour		11:45	11:30	15:30	15:30
Volume		248	175	577	598
P.H.F.		0.90	0.95	0.82	0.79
		29.5%		70.5%	
		11:45		15:30	
		420		1085	
		0.91		0.80	

Volumes for: Thursday, October 18, 2007										City: Coronado				Project #: 07-4221-004			
Location: Alameda Blvd bwn 3rd St & Fourth St																	
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB							
00:00	2	2				12:00	32	53									
00:15	0	1				12:15	22	70									
00:30	2	2				12:30	34	58									
00:45	6	10	5	10		12:45	26	114	67	248	362						
01:00	4	2				13:00	22	69									
01:15	2	5				13:15	22	67									
01:30	1	3				13:30	23	72									
01:45	1	8	1	11		13:45	31	98	83	291	389						
02:00	0	2				14:00	18	104									
02:15	0	1				14:15	24	110									
02:30	1	0				14:30	24	149									
02:45	4	5	2	5		14:45	24	90	114	477	567						
03:00	1	2				15:00	27	111									
03:15	3	0				15:15	32	115									
03:30	11	0				15:30	22	135									
03:45	5	20	3	5		15:45	25	106	131	492	598						
04:00	7	1				16:00	24	132									
04:15	7	2				16:15	28	116									
04:30	19	1				16:30	30	131									
04:45	19	52	2	6		16:45	27	109	108	487	596						
05:00	15	2				17:00	21	88									
05:15	18	3				17:15	18	98									
05:30	30	2				17:30	32	95									
05:45	35	98	8	15		17:45	30	101	75	356	457						
06:00	16	9				18:00	38	49									
06:15	24	16				18:15	32	37									
06:30	23	12				18:30	27	37									
06:45	27	90	23	60		18:45	23	120	21	144	264						
07:00	22	27				19:00	21	27									
07:15	32	19				19:15	16	16									
07:30	32	20				19:30	15	15									
07:45	37	123	30	96		19:45	11	63	18	76	139						
08:00	18	37				20:00	11	13									
08:15	29	41				20:15	15	28									
08:30	23	32				20:30	7	17									
08:45	20	90	23	133		20:45	9	42	13	71	113						
09:00	19	25				21:00	12	16									
09:15	25	45				21:15	7	10									
09:30	29	41				21:30	5	12									
09:45	39	112	44	155		21:45	9	33	12	50	83						
10:00	21	37				22:00	4	19									
10:15	30	37				22:15	5	7									
10:30	35	44				22:30	8	9									
10:45	26	112	50	168		22:45	4	21	7	42	63						
11:00	28	50				23:00	4	8									
11:15	37	55				23:15	7	4									
11:30	22	49				23:30	1	7									
11:45	22	109	63	217		23:45	2	14	2	21	35						
Total Vol.	829	881				1710	911		2755		NB		SB	WB	Combined		
3666																	

Volumes for: Tuesday, September 11, 2007										City: Coronado		Project #: 07-4177-011	
Location: Alameda Blvd from Fourth St to Skth St													
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
00:00	1	8				12:00	49	57					
00:15	1	2				12:15	46	60					
00:30	1	7				12:30	46	66					
00:45	0	3	7	24	27	12:45	31	174	54	237	41.1		
01:00	2	6				13:00	40	59					
01:15	0	3				13:15	46	69					
01:30	1	3				13:30	32	57					
01:45	0	3	4	16	19	13:45	41	159	77	262	42.1		
02:00	1	3				14:00	34	84					
02:15	0	1				14:15	48	145					
02:30	0	4				14:30	54	251					
02:45	1	2	0	8	10	14:45	32	168	205	685	85.3		
03:00	2	0				15:00	30	137					
03:15	1	2				15:15	38	121					
03:30	7	1				15:30	39	176					
03:45	11	21	1	4	25	15:45	33	140	141	575	71.5		
04:00	5	6				16:00	44	168					
04:15	11	4				16:15	52	173					
04:30	16	3				16:30	36	218					
04:45	29	61	2	15	76	16:45	30	162	137	696	85.8		
05:00	20	2				17:00	44	152					
05:15	15	4				17:15	32	131					
05:30	26	4				17:30	37	142					
05:45	30	91	7	17	108	17:45	31	144	129	554	69.8		
06:00	20	9				18:00	37	115					
06:15	32	13				18:15	35	101					
06:30	39	29				18:30	62	96					
06:45	39	130	23	74	204	18:45	36	170	80	392	56.2		
07:00	38	27				19:00	26	54					
07:15	45	33				19:15	29	57					
07:30	31	42				19:30	33	66					
07:45	53	167	43	145	312	19:45	20	108	39	216	32.4		
08:00	49	61				20:00	15	52					
08:15	37	49				20:15	13	41					
08:30	57	27				20:30	11	34					
08:45	42	185	32	169	354	20:45	13	52	30	157	20.9		
09:00	34	37				21:00	12	32					
09:15	26	42				21:15	19	21					
09:30	42	43				21:30	8	29					
09:45	49	151	35	157	308	21:45	15	54	33	115	16.9		
10:00	43	45				22:00	5	13					
10:15	44	41				22:15	5	16					
10:30	42	63				22:30	7	8					
10:45	57	186	54	203	389	22:45	3	20	13	50	7.0		
11:00	44	72				23:00	8	17					
11:15	48	76				23:15	6	12					
11:30	38	68				23:30	0	11					
11:45	44	174	72	288	462	23:45	2	16	7	47	6.3		

Split %	Peak Hour	Volume	P.H.F.	AM	PM	70.0%
51.2%	07:45	196	288	11:00	14:15	14:15
0.86	0.95	0.89	0.74	462	902	902
			0.93	0.93	0.74	0.74

Volumes for: Sunday, September 09, 2007										City: Coronado				Project #: 07-4178-006			
Location: Alameda Blvd from Fourth St to Tenth St																	
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB							
00:00	1	6				12:00	42	50									
00:15	5	3				12:15	31	48									
00:30	3	3				12:30	27	51									
00:45	1	10	2	14	24	12:45	33	133	44	193					32.6		
01:00	2	3				13:00	22	46									
01:15	2	3				13:15	24	51									
01:30	2	2				13:30	25	52									
01:45	3	9	4	12	21	13:45	30	101	48	197					29.8		
02:00	1	2				14:00	39	53									
02:15	0	1				14:15	31	54									
02:30	3	1				14:30	31	62									
02:45	0	4	2	6	10	14:45	34	135	51	220					35.5		
03:00	2	1				15:00	36	44									
03:15	3	0				15:15	37	53									
03:30	0	1				15:30	36	44									
03:45	2	7	0	2	9	15:45	33	142	51	192					33.4		
04:00	3	3				16:00	25	49									
04:15	4	3				16:15	36	50									
04:30	2	2				16:30	34	67									
04:45	3	12	2	10	22	16:45	35	130	64	230					36.0		
05:00	1	5				17:00	29	40									
05:15	2	2				17:15	29	36									
05:30	4	3				17:30	28	44									
05:45	3	10	3	13	23	17:45	20	106	43	163					26.9		
06:00	9	5				18:00	21	47									
06:15	11	9				18:15	17	42									
06:30	13	13				18:30	19	39									
06:45	13	46	18	45	91	18:45	15	72	17	145					21.7		
07:00	19	21				19:00	16	25									
07:15	9	23				19:15	20	21									
07:30	15	21				19:30	16	12									
07:45	12	55	24	89	144	19:45	16	68	11	69					13.7		
08:00	21	21				20:00	16	17									
08:15	23	22				20:15	10	16									
08:30	19	16				20:30	14	32									
08:45	32	95	23	82	177	20:45	4	44	12	77					12.1		
09:00	17	18				21:00	6	9									
09:15	21	20				21:15	6	13									
09:30	27	30				21:30	3	15									
09:45	28	93	35	103	196	21:45	5	20	7	44					6.4		
10:00	21	32				22:00	6	17									
10:15	22	32				22:15	2	14									
10:30	30	45				22:30	6	5									
10:45	44	117	34	143	260	22:45	4	18	5	41					5.9		
11:00	39	46				23:00	4	4									
11:15	31	41				23:15	1	3									
11:30	35	48				23:30	1	3									
11:45	39	144	48	183	327	23:45	3	9	3	13					2.2		

Volumes for: Monday, September 10, 2007

City: Coronado

Project #: 07-4178-006

Location: Alameda Blvd from Fourth St to Tenth St									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	1	2			12:00	33	55		
00:15	2	2			12:15	30	44		
00:30	1	1			12:30	34	54		
00:45	1	5	4	9	12:45	34	131	37	190
01:00	0	9			13:00	40	44		
01:15	1	1			13:15	37	46		
01:30	2	1			13:30	36	45		
01:45	1	4	15		13:45	27	140	59	194
02:00	0	0			14:00	24	50		
02:15	1	2			14:15	34	57		
02:30	2	0	0		14:30	28	62		
02:45	1	4	1	3	14:45	35	121	60	229
03:00	2	1			15:00	30	98		
03:15	2	0			15:15	32	75		
03:30	7	0			15:30	24	81		
03:45	5	16	2	3	15:45	35	121	74	328
04:00	4	1			16:00	25	72		
04:15	5	1			16:15	23	76		
04:30	19	1			16:30	19	86		
04:45	20	48	7	10	16:45	24	91	75	309
05:00	15	4			17:00	36	75		
05:15	10	5			17:15	42	59		
05:30	9	7			17:30	25	45		
05:45	20	54	9	25	17:45	21	124	49	228
06:00	11	18			18:00	31	57		
06:15	21	11			18:15	28	44		
06:30	25	20			18:30	18	50		
06:45	23	80	28	77	18:45	16	93	63	214
07:00	20	24			19:00	16	40		
07:15	27	28			19:15	14	33		
07:30	35	37			19:30	12	36		
07:45	30	112	60	149	19:45	10	52	19	128
08:00	23	57			20:00	19	17		
08:15	32	40			20:15	12	46		
08:30	36	42			20:30	7	12		
08:45	28	119	31	170	20:45	10	48	22	97
09:00	31	43			21:00	17	17		
09:15	33	28			21:15	9	12		
09:30	29	37			21:30	4	15		
09:45	33	126	36	144	21:45	7	37	10	54
10:00	34	37			22:00	6	8		
10:15	31	34			22:15	11	20		
10:30	31	40			22:30	4	13		
10:45	30	126	47	158	22:45	9	30	14	55
11:00	21	52			23:00	6	16		
11:15	33	42			23:15	2	14		
11:30	35	42			23:30	4	10		
11:45	27	116	52	188	23:45	3	15	8	48
Total Vol.	810	951			1003		2074		
					Daily Totals		3077		
					NB	SB	EB	WB	Combined
					1813	3025			4838

					AM		PM		
Split %	09:15	11:45	36.4%		32.6%	67.4%	63.6%		
Peak Hour	129	205	329		147	1500	15:00		
Volume	129	205	329		147	1500	15:00		
P.H.F.	0.95	0.93	0.93		0.93	0.84	0.88		

Volumes for: Tuesday, September 11, 2007

City: Coronado

Project #: 07-4178-006

Location: Alameda Blvd from Fourth St to Tenth St									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	1	8			12:00	34	57		
00:15	1	3			12:15	34	32		
00:30	0	6			12:30	37	65		
00:45	1	3	6	23	12:45	22	127	49	203
01:00	3	6			13:00	33	43		
01:15	1	4			13:15	32	47		
01:30	1	3			13:30	21	40		
01:45	0	5	3	16	13:45	24	110	54	184
02:00	2	3			14:00	36	59		
02:15	0	2			14:15	41	56		
02:30	0	2			14:30	36	62		
02:45	1	3	2	9	14:45	24	137	65	242
03:00	1	0			15:00	26	80		
03:15	1	2			15:15	41	58		
03:30	6	0			15:30	21	84		
03:45	9	17	1	3	15:45	29	117	72	294
04:00	5	5			16:00	33	91		
04:15	10	4			16:15	33	78		
04:30	14	3			16:30	33	75		
04:45	23	52	5	17	16:45	15	114	85	329
05:00	13	1			17:00	34	70		
05:15	12	4			17:15	39	73		
05:30	15	4			17:30	28	57		
05:45	12	52	9	18	17:45	26	127	78	278
06:00	11	9			18:00	32	70		
06:15	24	11			18:15	26	64		
06:30	23	26			18:30	46	46		
06:45	28	86	20	66	18:45	28	132	50	220
07:00	18	26			19:00	15	30		
07:15	31	26			19:15	24	37		
07:30	21	44			19:30	18	35		
07:45	55	125	46	142	19:45	14	71	28	130
08:00	44	47			20:00	11	18		
08:15	40	52			20:15	12	15		
08:30	28	37			20:30	7	19		
08:45	34	146	25	161	20:45	6	36	25	77
09:00	24	36			21:00	11	18		
09:15	31	33			21:15	12	18		
09:30	34	33			21:30	7	23		
09:45	28	117	34	136	21:45	4	34	20	79
10:00	32	40			22:00	4	11		
10:15	29	33			22:15	8	13		
10:30	30	50			22:30	6	5		
10:45	36	127	50	173	22:45	2	20	8	37
11:00	24	54			23:00	4	18		
11:15	38	62			23:15	4	12		
11:30	43	42			23:30	0	9		
11:45	34	139	58	216	23:45	1	9	6	45
Total Vol.	872	980			1852		2128		
					Daily Totals		3162		
					NB	SB	EB	WB	Combined
					1906	3108			5014

					AM		PM		
Split %	07:45	11:15	36.9%		32.7%	67.3%	63.1%		
Peak Hour	167	219	368		1345	1600	15:45		
Volume	167	219	368		137	329	444		
P.H.F.	0.76	0.88	0.92		0.87	0.90	0.90		

Volumes for: Wednesday, September 12, 2007

City: Coronado

Project #: 07-4178-006

Location: Alameda Blvd		from Fourth St to Tenth St											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00	1	11			12:00	51	66						
00:15	0	10			12:15	27	58						
00:30	1	4			12:30	34	39						
00:45	1	3	28		12:45	27	139	43	206				
01:00	1	0			13:00	48	60						
01:15	1	4			13:15	40	55						
01:30	1	2			13:30	40	63						
01:45	1	4	10		13:45	38	166	50	228				
02:00	1	1			14:00	32	44						
02:15	0	3			14:15	34	60						
02:30	0	0			14:30	22	51						
02:45	2	3	0	4	14:45	29	117	57	212				
03:00	1	1			15:00	31	62						
03:15	3	1			15:15	12	70						
03:30	4	1			15:30	25	74						
03:45	6	14	2	5	15:45	35	103	71	277				
04:00	6	4			16:00	28	78						
04:15	7	4			16:15	27	84						
04:30	9	2			16:30	29	79						
04:45	22	44	5	15	16:45	26	110	65	306				
05:00	14	7			17:00	34	57						
05:15	17	7			17:15	25	55						
05:30	12	12			17:30	26	61						
05:45	11	54	9	35	17:45	29	114	45	218				
06:00	10	13			18:00	32	60						
06:15	28	12			18:15	41	79						
06:30	25	17			18:30	29	48						
06:45	27	90	25	67	18:45	27	129	44	231				
07:00	19	21			19:00	19	42						
07:15	24	37			19:15	17	37						
07:30	24	55			19:30	17	32						
07:45	40	107	43	156	19:45	15	68	30	141				
08:00	38	41			20:00	11	14						
08:15	36	46			20:15	17	18						
08:30	40	30			20:30	19	29						
08:45	22	136	24	141	20:45	10	57	19	80				
09:00	29	24			21:00	18	24						
09:15	22	30			21:15	10	18						
09:30	15	36			21:30	8	25						
09:45	26	92	28	118	21:45	2	38	13	80				
10:00	16	29			22:00	8	17						
10:15	24	41			22:15	8	8						
10:30	34	34			22:30	4	11						
10:45	34	108	43	147	22:45	6	26	11	47				
11:00	34	52			23:00	1	13						
11:15	33	49			23:15	1	11						
11:30	29	51			23:30	2	16						
11:45	48	144	46	198	23:45	0	4	15	55				
Total Vol.													
				Daily Totals		EB		WB					
						NB		SB		3005			
										1870		3005	

Volumes for: Tuesday, September 11, 2007										City: Coronado		Project #: 07-4177-012			
Location: Alameda Blvd from Sixth St to Ocean Blvd															
AM Period	NB	SB	WB	EB	NB	SB	WB	EB	WB						
00:00	11	7			12:00	49	56								
00:15	2	8			12:15	29	61								
00:30	6	8			12:30	49	72								
00:45	6	25	7	30	55	12:45	39	166	52	241	407				
01:00	13	4			13:00	36	66								
01:15	1	5			13:15	52	62								
01:30	5	4			13:30	37	47	47							
01:45	2	21	4	17	38	13:45	50	175	61	236	411				
02:00	4	3			14:00	57	44								
02:15	4	4			14:15	57	61								
02:30	4	3			14:30	55	47								
02:45	2	14	2	12	26	14:45	45	214	58	210	424				
03:00	1	1			15:00	66	76								
03:15	4	1			15:15	53	81								
03:30	2	0			15:30	76	69								
03:45	3	10	1	3	13	15:45	68	263	80	306	569				
04:00	10	1			16:00	64	69								
04:15	7	2			16:15	71	86								
04:30	16	1			16:30	60	93								
04:45	11	44	1	5	49	16:45	57	252	83	331	583				
05:00	6	5			17:00	63	57								
05:15	10	6			17:15	73	59								
05:30	11	8			17:30	64	73								
05:45	14	41	7	26	67	17:45	60	260	63	252	512				
06:00	15	20			18:00	72	73								
06:15	21	19			18:15	54	56								
06:30	26	17			18:30	41	62								
06:45	38	100	22	78	178	18:45	35	202	71	262	464				
07:00	35	38			19:00	38	35								
07:15	31	41			19:15	42	34								
07:30	49	33			19:30	43	32								
07:45	60	175	33	145	320	19:45	38	161	37	138	299				
08:00	45	31			20:00	12	38								
08:15	38	27			20:15	15	29								
08:30	35	30			20:30	23	35								
08:45	25	143	34	122	265	20:45	17	67	40	142	209				
09:00	41	32			21:00	19	20								
09:15	34	27			21:15	20	29								
09:30	36	32			21:30	25	27								
09:45	37	148	26	117	265	21:45	24	88	20	96	184				
10:00	54	45			22:00	16	21								
10:15	25	58			22:15	19	18								
10:30	50	44			22:30	8	18								
10:45	44	173	47	194	367	22:45	4	47	19	76	123				
11:00	57	52			23:00	21	17								
11:15	41	56			23:15	18	13								
11:30	31	50			23:30	11	14								
11:45	50	179	56	214	393	23:45	8	58	17	61	119				

Volumes for: Tuesday, September 11, 2007										City: Coronado		Project #: 07-4177-013	
Location: Orange Ave from First St to Third St													
AM Period	NB	SB	WB	EB	NB	SB	WB	EB	WB				
00:00	5	6			12:00	88	131						
00:15	3	4			12:15	75	140						
00:30	4	4			12:30	79	109						
00:45	3	15	9	23	38	12:45	65	307	95	475	782		
01:00	3	0			13:00	78	119						
01:15	3	11			13:15	64	102						
01:30	0	2			13:30	63	99						
01:45	1	7	6	19	26	13:45	49	254	105	425	679		
02:00	1	1			14:00	67	142						
02:15	2	2			14:15	77	125						
02:30	1	0			14:30	59	242						
02:45	0	4	0	3	7	14:45	93	296	199	708	1004		
03:00	0	2			15:00	70	192						
03:15	0	2			15:15	74	224						
03:30	0	3			15:30	89	219						
03:45	0	0	1	8	8	15:45	69	302	235	870	1172		
04:00	4	5			16:00	64	178						
04:15	0	6			16:15	76	216						
04:30	2	1			16:30	54	179						
04:45	4	10	7	19	29	16:45	82	276	169	742	1018		
05:00	18	8			17:00	81	150						
05:15	47	4			17:15	81	138						
05:30	59	20			17:30	76	133						
05:45	85	209	21	53	262	17:45	82	320	133	554	874		
06:00	90	39			18:00	85	109						
06:15	102	40			18:15	73	93						
06:30	75	47			18:30	58	70						
06:45	59	326	44	170	496	18:45	70	286	78	350	636		
07:00	52	35			19:00	57	72						
07:15	53	80			19:15	52	95						
07:30	53	46			19:30	55	79						
07:45	46	204	40	201	405	19:45	74	238	70	316	554		
08:00	55	60			20:00	48	84						
08:15	43	44			20:15	41	56						
08:30	51	49			20:30	36	69						
08:45	48	197	69	222	419	20:45	29	154	57	266	420		
09:00	42	60			21:00	24	54						
09:15	39	69			21:15	30	33						
09:30	40	85			21:30	14	30						
09:45	62	183	85	299	482	21:45	14	82	29	146	228		
10:00	62	81			22:00	17	42						
10:15	75	96			22:15	13	18						
10:30	67	102			22:30	12	23						
10:45	64	268	106	385	653	22:45	10	52	33	116	168		
11:00	81	112			23:00	12	16						
11:15	67	90			23:15	3	4						
11:30	73	89			23:30	4	8						
11:45	101	322	108	399	721	23:45	4	23	8	36	59		

Volumes for: Thursday, October 18, 2007										City: Coronado		Project #: 07-4221-002	
Location: Orange Ave btwn Third St & Fourth St													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00	9	32			12:00	113	348						
00:15	13	30			12:15	112	337						
00:30	6	21			12:30	105	395						
00:45	6	34	22	105	1:39	12:45	91	421	395	1475	1896		
01:00	9	18			13:00	85	364						
01:15	3	16			13:15	95	345						
01:30	0	19			13:30	79	336						
01:45	3	15	11	64	13:45	103	362	351	1396	1758			
02:00	3	12			14:00	65	389						
02:15	8	15			14:15	75	483						
02:30	0	12			14:30	66	480						
02:45	4	15	6	45	14:45	68	274	520	1872	2146			
03:00	3	13			15:00	75	471						
03:15	11	9			15:15	73	469						
03:30	9	12			15:30	65	505						
03:45	6	29	22	56	15:45	111	324	497	1942	2266			
04:00	10	16			16:00	78	507						
04:15	11	26			16:15	105	501						
04:30	17	20			16:30	85	502						
04:45	20	58	39	101	16:45	76	344	485	1995	2339			
05:00	19	78			17:00	75	474						
05:15	25	112			17:15	94	456						
05:30	26	151			17:30	107	410						
05:45	36	106	245	586	17:45	64	340	414	1754	2094			
06:00	42	333			18:00	85	326						
06:15	36	449			18:15	103	349						
06:30	64	495			18:30	100	290						
06:45	58	200	516	1793	18:45	62	350	243	1208	1558			
07:00	65	521			19:00	78	226						
07:15	58	508			19:15	64	217						
07:30	70	536			19:30	50	208						
07:45	61	254	469	2034	19:45	56	248	161	812	1060			
08:00	83	287			20:00	45	145						
08:15	79	301			20:15	49	180						
08:30	68	273			20:30	44	166						
08:45	67	297	258	1119	20:45	39	177	155	646	823			
09:00	46	268			21:00	39	150						
09:15	101	263			21:15	40	126						
09:30	71	269			21:30	23	136						
09:45	72	290	302	1102	21:45	31	133	120	532	665			
10:00	65	268			22:00	32	111						
10:15	71	277			22:15	27	102						
10:30	91	281			22:30	26	102						
10:45	88	315	300	1126	22:45	18	103	79	394	497			
11:00	101	288			23:00	25	48						
11:15	103	325			23:15	12	51						
11:30	114	343			23:30	13	45						
11:45	110	428	372	1328	23:45	9	59	38	182	241			

Volumes for: Tuesday, September 11, 2007										City: Coronado		Project #: 07-4177-015	
Location: Orange Ave from Fourth St to Sixth St													
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
00:00	12	13				12:00	252	219					
00:15	19	11				12:15	207	263					
00:30	6	9				12:30	238	238					
00:45	12	49	12	45		94	12:45	215	912	258	978		
01:00	12	13					13:00	242	237				
01:15	13	13					13:15	246	227				
01:30	8	6					13:30	179	229				
01:45	8	41	4	36		77	13:45	232	899	212	905		
02:00	12	0					14:00	261	262				
02:15	3	6					14:15	284	239				
02:30	6	6					14:30	240	248				
02:45	4	25	6	18		43	14:45	253	1038	231	980		
03:00	4	6					15:00	271	258				
03:15	6	8					15:15	269	311				
03:30	24	6					15:30	313	281				
03:45	12	46	15	35		81	15:45	252	1105	246	1096		
04:00	20	16					16:00	248	288				
04:15	31	27					16:15	226	290				
04:30	18	27					16:30	267	272				
04:45	46	115	51	121		236	16:45	231	972	290	1140		
05:00	55	89					17:00	280	293				
05:15	53	106					17:15	245	318				
05:30	71	135					17:30	215	287				
05:45	77	256	193	523		779	17:45	199	939	303	1201		
06:00	83	224					18:00	232	302				
06:15	131	277					18:15	213	230				
06:30	136	378					18:30	197	216				
06:45	205	555	432	1311		1866	18:45	186	828	184	932		
07:00	169	337					19:00	209	207				
07:15	174	307					19:15	191	149				
07:30	188	291					19:30	151	123				
07:45	240	771	279	1214		1985	19:45	165	716	158	637		
08:00	213	223					20:00	152	141				
08:15	245	207					20:15	147	131				
08:30	189	228					20:30	129	130				
08:45	174	821	233	891		1712	20:45	107	535	124	526		
09:00	163	162					21:00	129	80				
09:15	161	194					21:15	115	94				
09:30	213	213					21:30	94	93				
09:45	205	740	222	791		1531	21:45	131	469	82	349		
10:00	237	184					22:00	88	86				
10:15	232	242					22:15	85	50				
10:30	205	184					22:30	75	42				
10:45	219	893	234	844		1737	22:45	59	307	52	230		
11:00	226	208					23:00	58	28				
11:15	236	241					23:15	36	27				
11:30	251	229					23:30	32	26				
11:45	233	946	236	914		1860	23:45	16	142	16	97		

Volumes for: Tuesday, September 11, 2007										City: Coronado				Project #: 07-4178-007											
Location: Orange Ave from Sixth St to Tenth St																									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB																
00:00	12	13			12:00	174	214																		
00:15	16	9			12:15	156	230																		
00:30	3	11			12:30	190	215																		
00:45	9	40	12	45	85	12:45	166	686	234	893															
01:00	10	11			13:00	178	219																		
01:15	10	16			13:15	179	217																		
01:30	7	7			13:30	150	215																		
01:45	7	34	4	38	72	13:45	172	679	192	843															
02:00	9	1			14:00	196	240																		
02:15	3	6			14:15	202	262																		
02:30	5	6			14:30	184	223																		
02:45	3	20	4	17	37	14:45	205	787	212	937															
03:00	2	6			15:00	186	239																		
03:15	5	6			15:15	208	274																		
03:30	13	5			15:30	193	254																		
03:45	9	29	14	31	60	15:45	184	771	251	1018															
04:00	9	13			16:00	171	257																		
04:15	20	26			16:15	145	247																		
04:30	12	27			16:30	188	268																		
04:45	28	69	50	116	185	16:45	162	666	256	1028															
05:00	30	72			17:00	191	270																		
05:15	32	108			17:15	166	281																		
05:30	54	132			17:30	155	251																		
05:45	50	166	177	489	655	17:45	123	635	281	1083															
06:00	61	209			18:00	184	252																		
06:15	84	267			18:15	153	220																		
06:30	108	356			18:30	142	205																		
06:45	139	392	384	1216	1608	18:45	125	604	178	855															
07:00	116	309			19:00	136	184																		
07:15	121	294			19:15	122	142																		
07:30	158	226			19:30	124	112																		
07:45	196	591	243	1072	1663	19:45	111	493	133	571															
08:00	174	185			20:00	104	130																		
08:15	157	215			20:15	114	118																		
08:30	123	212			20:30	100	128																		
08:45	125	579	207	819	1398	20:45	80	398	105	481															
09:00	102	132			21:00	90	77																		
09:15	127	192			21:15	85	90																		
09:30	129	190			21:30	69	87																		
09:45	156	514	212	726	1240	21:45	102	346	69	323															
10:00	176	174			22:00	72	80																		
10:15	151	237			22:15	64	48																		
10:30	139	179			22:30	60	42																		
10:45	168	634	210	800	1434	22:45	40	236	46	216															
11:00	158	194			23:00	41	27																		
11:15	166	210			23:15	26	26																		
11:30	180	207			23:30	27	26																		
11:45	166	670	214	825	1495	23:45	12	106	15	94															
Total Vol.		3738		6194		9932		6407		8342															
												WB													
														NB		SB									
																		10145		14536					

Volumes for: Thursday, September 13, 2007										City: Coronado		Project #: 07-4178-007	
Location: Orange Ave from Sixth St to Tenth St													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00	27	17			12:00	318	231						
00:15	12	19			12:15	328	209						
00:30	18	14			12:30	309	247						
00:45	8	65	19	69	134	12:45	242	1197	242	929		2126	
01:00	8	11			13:00	305	191						
01:15	7	8			13:15	304	221						
01:30	5	5			13:30	288	224						
01:45	12	32	8	32	64	13:45	299	1196	258	894		2090	
02:00	8	7			14:00	297	230						
02:15	7	1			14:15	213	220						
02:30	1	4			14:30	171	248						
02:45	2	18	3	15	33	14:45	185	866	242	940		1806	
03:00	13	5			15:00	198	269						
03:15	12	6			15:15	208	266						
03:30	16	6			15:30	156	291						
03:45	10	51	9	26	77	15:45	187	749	296	1122		1871	
04:00	9	16			16:00	209	247						
04:15	12	20			16:15	186	263						
04:30	19	31			16:30	183	286						
04:45	32	72	40	107	179	16:45	154	732	273	1069		1801	
05:00	43	76			17:00	152	247						
05:15	40	120			17:15	176	284						
05:30	92	155			17:30	125	259						
05:45	68	243	201	552	795	17:45	141	594	253	1043		1637	
06:00	50	191			18:00	162	234						
06:15	38	242			18:15	147	226						
06:30	69	326			18:30	175	232						
06:45	81	238	349	1108	1346	18:45	124	608	207	899		1507	
07:00	69	297			19:00	168	218						
07:15	57	291			19:15	138	162						
07:30	107	252			19:30	111	161						
07:45	105	338	268	1108	1446	19:45	122	539	166	707		1246	
08:00	74	184			20:00	121	138						
08:15	73	156			20:15	108	116						
08:30	82	185			20:30	104	107						
08:45	54	283	199	724	1007	20:45	102	435	128	489		924	
09:00	113	179			21:00	131	107						
09:15	207	166			21:15	93	124						
09:30	214	183			21:30	99	106						
09:45	240	774	214	742	1516	21:45	99	422	79	416		838	
10:00	264	199			22:00	97	82						
10:15	225	186			22:15	89	77						
10:30	278	182			22:30	53	47						
10:45	256	1023	209	776	1799	22:45	51	290	43	249		539	
11:00	260	204			23:00	49	42						
11:15	274	234			23:15	39	42						
11:30	332	196			23:30	33	34						
11:45	301	1167	235	869	2036	23:45	19	140	48	166		306	
Total Vol.		4304	6128		10432		7768	8923		Daily Totals	16691		
							NB	SB	WB	Combined			
							12072	15051		27123			

		AM		PM	
Split %		41.3%	58.7%	46.5%	53.5%
Peak Hour	11:30	06:30		12:00	15:00
Volume	1279	1263		1197	1122
P.H.F.	0.96	0.90		0.96	0.95
		38.5%		61.5%	
		11:45		12:00	
		2178		1200	
		0.98		0.96	

Volumes for: Friday, September 14, 2007										City: Coronado		Project #: 07-4178-007	
Location: Orange Ave from 56th St to Tenth St													
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
00:00	20	20				12:00	194	250					
00:15	21	23				12:15	213	243					
00:30	16	21				12:30	218	274					
00:45	14	71	14	78		149	12:45	174	799	245	1012		
01:00	13	7				13:00	225	276			1811		
01:15	12	8				13:15	204	250					
01:30	17	11				13:30	179	242					
01:45	9	51	17	43		94	13:45	160	768	266	1034		
02:00	11	14				14:00	193	271			1802		
02:15	16	11				14:15	218	223					
02:30	10	6				14:30	210	255					
02:45	4	41	7	38		79	14:45	218	839	273	1022		
03:00	10	9				15:00	216	298			1861		
03:15	9	6				15:15	196	277					
03:30	15	7				15:30	191	267					
03:45	8	42	12	34		76	15:45	189	792	305	1147		
04:00	13	15				16:00	200	308			1939		
04:15	14	29				16:15	179	311					
04:30	14	25				16:30	181	294					
04:45	38	79	37	106		185	16:45	193	753	289	1202		
05:00	41	76				17:00	177	291			1955		
05:15	39	99				17:15	201	300					
05:30	58	140				17:30	197	303					
05:45	54	192	188	503		695	17:45	196	771	297	1191		
06:00	52	200				18:00	199	267			1962		
06:15	86	283				18:15	152	247					
06:30	113	324				18:30	150	235					
06:45	146	397	341	1148		1545	18:45	136	637	246	995		
07:00	123	296				19:00	175	227			1632		
07:15	133	274				19:15	158	236					
07:30	174	239				19:30	140	197					
07:45	202	632	274	1083		1715	19:45	151	624	152	812		
08:00	142	176				20:00	129	145			1436		
08:15	136	224				20:15	128	135					
08:30	137	188				20:30	132	137					
08:45	131	546	232	820		1366	20:45	109	498	140	557		
09:00	147	206				21:00	130	124			1055		
09:15	154	196				21:15	117	134					
09:30	138	226				21:30	110	118					
09:45	148	587	177	805		1392	21:45	109	466	142	518		
10:00	179	218				22:00	113	98			984		
10:15	168	188				22:15	150	87					
10:30	191	216				22:30	83	120					
10:45	184	722	241	863		1585	22:45	80	426	100	405		
11:00	187	239				23:00	107	89			831		
11:15	216	242				23:15	73	69					
11:30	211	260				23:30	59	56					
11:45	193	807	277	1018		1825	23:45	44	283	62	276		
Total Vol.		4167	6539			10706		7656	10171		17827		
							NB	SB	EB	WB	Combined		

Volumes for: Saturday, September 15, 2007										City: Coronado		Project #: 07-4178-007	
Location: Orange Ave from Sixth St to Tenth St													
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
00:00	49	47				12:00	202	265					
00:15	43	50				12:15	176	283					
00:30	40	41				12:30	195	276					
00:45	30	162	32	170		12:45	196	769	277	1101	1870		
01:00	20	38				13:00	189	293					
01:15	20	21				13:15	180	296					
01:30	29	21				13:30	186	292					
01:45	20	89	28	108		13:45	202	757	279	1160	1917		
02:00	15	25				14:00	187	278					
02:15	17	28				14:15	174	278					
02:30	14	21				14:30	218	320					
02:45	14	60	16	90		14:45	216	795	329	1214	2009		
03:00	8	10				15:00	206	297					
03:15	9	11				15:15	225	319					
03:30	16	11				15:30	216	328					
03:45	14	47	8	40		15:45	216	863	282	1226	2089		
04:00	5	6				16:00	208	286					
04:15	10	16				16:15	188	300					
04:30	14	16				16:30	256	287					
04:45	17	46	22	60		16:45	218	870	264	1137	2007		
05:00	22	32				17:00	244	241					
05:15	19	46				17:15	225	275					
05:30	19	47				17:30	197	276					
05:45	35	95	98	223		17:45	208	874	226	1018	1892		
06:00	33	109	23			18:00	203	238					
06:15	41	102				18:15	203	225					
06:30	57	108				18:30	201	239					
06:45	60	191	87	406		18:45	200	807	205	907	1714		
07:00	69	114				19:00	194	173					
07:15	71	123				19:15	191	200					
07:30	63	131				19:30	186	184					
07:45	84	287	156	524		19:45	195	766	187	744	1510		
08:00	76	134				20:00	172	174					
08:15	93	117				20:15	159	158					
08:30	94	164				20:30	179	150					
08:45	112	375	209	624		20:45	129	639	129	611	1250		
09:00	147	169				21:00	133	135					
09:15	137	180				21:15	162	143					
09:30	187	184				21:30	128	123					
09:45	166	637	227	760		21:45	129	552	121	522	1074		
10:00	201	211				22:00	132	168					
10:15	161	219				22:15	155	129					
10:30	189	251				22:30	136	94					
10:45	201	752	227	908		22:45	135	558	84	475	1033		
11:00	183	222				23:00	103	70					
11:15	207	244				23:15	75	74					
11:30	205	271				23:30	80	67					
11:45	195	790	290	1027		23:45	61	319	50	261	580		

		AM		PM	
Split %		41.7%	58.3%	45.2%	54.8%
Peak Hour	11:15	11:45		16:30	14:45
Volume	809	1114		943	1273
P.H.F.	0.98	0.96		0.94	0.97
		30.9%		69.1%	
		11:30		14:45	
		1890		1445	
		0.97		0.98	

Volumes for: Thursday, October 18, 2007										City: Coronado		Project #: 07-4221-001	
Location: Orange Ave b/w Tenth St RH Dana Pl													
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
00:00	30	24				12:00	158	176					
00:15	12	20				12:15	204	204					
00:30	11	15				12:30	166	211					
00:45	11	64	19	78		142	12:45	143	671	195	786	1457	
01:00	14	11				13:00	154	217					
01:15	6	12				13:15	155	187					
01:30	7	9				13:30	169	162					
01:45	10	37	11	43		80	13:45	160	638	193	759	1397	
02:00	8	9				14:00	149	176					
02:15	12	12				14:15	153	214					
02:30	1	7				14:30	153	241					
02:45	3	24	9	37		61	14:45	180	635	205	836	1471	
03:00	8	6				15:00	171	243					
03:15	9	10				15:15	161	274					
03:30	15	9				15:30	178	271					
03:45	6	38	13	38		76	15:45	178	688	276	1064	1752	
04:00	19	10				16:00	147	237					
04:15	23	22				16:15	192	271					
04:30	29	15				16:30	150	262					
04:45	36	107	39	86		193	16:45	126	615	265	1035	1650	
05:00	48	43				17:00	184	272					
05:15	47	57				17:15	158	247					
05:30	69	92				17:30	140	251					
05:45	91	255	131	323		578	17:45	161	643	266	1036	1679	
06:00	58	199				18:00	154	202					
06:15	99	257				18:15	174	223					
06:30	125	282				18:30	143	197					
06:45	156	438	315	1053		1491	18:45	175	646	170	792	1438	
07:00	123	312				19:00	137	129					
07:15	144	275				19:15	119	140					
07:30	206	259				19:30	95	135					
07:45	186	659	272	1118		1777	19:45	93	444	107	511	955	
08:00	146	173				20:00	77	87					
08:15	129	176				20:15	74	126					
08:30	111	169				20:30	76	87					
08:45	124	510	138	656		1166	20:45	60	287	100	400	687	
09:00	119	153				21:00	64	94					
09:15	134	123				21:15	72	99					
09:30	139	138				21:30	62	66					
09:45	150	542	171	585		1127	21:45	60	258	91	350	608	
10:00	132	161				22:00	75	78					
10:15	142	167				22:15	61	59					
10:30	143	174				22:30	59	65					
10:45	137	554	154	656		1210	22:45	47	242	41	243	485	
11:00	168	161				23:00	50	44					
11:15	141	149				23:15	32	32					
11:30	183	157				23:30	25	35					
11:45	156	648	187	654		1302	23:45	29	136	26	137	273	

Volumes for: Tuesday, September 11, 2007						City: Coronado		Project #: 07-4177-017					
Location: Orange Ave from RH Dana Pl to Pomona Ave													
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB		
00:00	8	29				12:00	183	186					
00:15	7	23				12:15	171	172					
00:30	1	16				12:30	188	241					
00:45	7	23	15	83	106	12:45	176	718	209	808		1526	
01:00	9	10				13:00	187	209					
01:15	3	20				13:15	189	205					
01:30	5	11				13:30	203	225					
01:45	6	23	9	50	73	13:45	163	742	207	846		1588	
02:00	4	4				14:00	204	224					
02:15	3	5				14:15	214	301					
02:30	8	5				14:30	186	332					
02:45	1	16	3	17	33	14:45	208	812	317	1174		1986	
03:00	5	3				15:00	207	351					
03:15	11	3				15:15	209	335					
03:30	21	5				15:30	178	435					
03:45	16	53	6	17	70	15:45	212	806	337	1458		2264	
04:00	17	8				16:00	191	415					
04:15	25	19				16:15	200	368					
04:30	52	30				16:30	172	338					
04:45	84	178	34	91	269	16:45	164	727	338	1459		2186	
05:00	80	41				17:00	180	336					
05:15	160	90				17:15	165	326					
05:30	165	87				17:30	165	327					
05:45	298	703	123	341	1044	17:45	169	679	306	1295		1974	
06:00	203	158				18:00	173	244					
06:15	342	238				18:15	161	244					
06:30	260	284				18:30	122	189					
06:45	301	1106	297	977	2083	18:45	144	600	163	840		1440	
07:00	251	265				19:00	151	179					
07:15	245	255				19:15	103	120					
07:30	250	222				19:30	106	129					
07:45	308	1054	254	996	2050	19:45	110	470	160	588		1058	
08:00	292	141				20:00	99	106					
08:15	286	203				20:15	80	133					
08:30	195	194				20:30	84	114					
08:45	186	959	180	718	1677	20:45	74	337	108	461		798	
09:00	119	140				21:00	82	93					
09:15	168	143				21:15	39	88					
09:30	171	161				21:30	48	87					
09:45	190	648	176	620	1268	21:45	46	215	98	366		581	
10:00	226	149				22:00	54	82					
10:15	156	176				22:15	48	73					
10:30	194	166				22:30	34	56					
10:45	208	784	185	676	1460	22:45	26	162	73	284		446	
11:00	183	192				23:00	28	46					
11:15	206	161				23:15	18	41					
11:30	228	226				23:30	16	29					
11:45	224	841	212	791	1632	23:45	7	69	18	134		203	
Total Vol.		6388	5377			11765		6337	9713			16050	

AM				PM			
Split %	54.3%	45.7%	42.3%	39.5%	60.5%	57.7%	
Peak Hour	06:15	06:30	06:15	14:15	15:30	15:30	
Volume	1154	1101	2238	815	1555	2336	
P.H.F.	0.84	0.93	0.94	0.95	0.89	0.95	

Volumes for: Monday, September 10, 2007										City: Coronado										Project #: 07-4178-008									
Location: Silver Strand Blvd from Pomona Ave to Tarawa Rd																													
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB	AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB						
00:00	21	20				12:00	193	65				00:00	21	20					12:00	193	65								
00:15	24	25				12:15	174	73				00:15	24	25					12:15	174	73								
00:30	10	10				12:30	170	94				00:30	10	10					12:30	170	94								
00:45	11	66	24	79		12:45	189	726	77	309		00:45	11	66	24	79			12:45	189	726	77	309						
01:00	10	9				13:00	197	75				01:00	10	9					13:00	197	75								
01:15	10	16				13:15	203	80				01:15	10	16					13:15	203	80								
01:30	5	9				13:30	163	86				01:30	5	9					13:30	163	86								
01:45	7	32	3	37		13:45	207	770	81	322		01:45	7	32	3	37			13:45	207	770	81	322						
02:00	5	3				14:00	194	62				02:00	5	3					14:00	194	62								
02:15	6	11				14:15	187	74				02:15	6	11					14:15	187	74								
02:30	7	7				14:30	211	83				02:30	7	7					14:30	211	83								
02:45	5	23	6	27		14:45	208	800	91	310		02:45	5	23	6	27			14:45	208	800	91	310						
03:00	5	3				15:00	230	128				03:00	5	3					15:00	230	128								
03:15	4	2				15:15	244	103				03:15	4	2					15:15	244	103								
03:30	12	3				15:30	254	116				03:30	12	3					15:30	254	116								
03:45	11	32	4	12		15:45	240	968	108	455		03:45	11	32	4	12			15:45	240	968	108	455						
04:00	16	3				16:00	240	189				04:00	16	3					16:00	240	189								
04:15	10	7				16:15	292	168				04:15	10	7					16:15	292	168								
04:30	14	8				16:30	276	205				04:30	14	8					16:30	276	205								
04:45	23	63	17	35		16:45	266	1074	211	773		04:45	23	63	17	35			16:45	266	1074	211	773						
05:00	41	26				17:00	216	243				05:00	41	26					17:00	216	243								
05:15	55	42				17:15	181	184				05:15	55	42					17:15	181	184								
05:30	70	50				17:30	211	165				05:30	70	50					17:30	211	165								
05:45	129	295	68	186		17:45	207	815	147	739		05:45	129	295	68	186			17:45	207	815	147	739						
06:00	201	54				18:00	173	104				06:00	201	54					18:00	173	104								
06:15	175	62				18:15	150	114				06:15	175	62					18:15	150	114								
06:30	206	106				18:30	178	102				06:30	206	106					18:30	178	102								
06:45	244	826	121	343		18:45	116	617	76	396		06:45	244	826	121	343			18:45	116	617	76	396						
07:00	348	147				19:00	120	95				07:00	348	147					19:00	120	95								
07:15	276	139				19:15	101	80				07:15	276	139					19:15	101	80								
07:30	292	124				19:30	88	69				07:30	292	124					19:30	88	69								
07:45	378	1294	100	510		19:45	107	416	67	311		07:45	378	1294	100	510			19:45	107	416	67	311						
08:00	369	71				20:00	87	55				08:00	369	71					20:00	87	55								
08:15	353	99				20:15	88	57				08:15	353	99					20:15	88	57								
08:30	282	69				20:30	80	40				08:30	282	69					20:30	80	40								
08:45	272	1276	59	298		20:45	46	301	57	209		08:45	272	1276	59	298			20:45	46	301	57	209						
09:00	201	72				21:00	44	43				09:00	201	72					21:00	44	43								
09:15	194	67				21:15	45	36				09:15	194	67					21:15	45	36								
09:30	153	59				21:30	30	24				09:30	153	59					21:30	30	24								
09:45	189	737	70	268		21:45	32	151	20	123		09:45	189	737	70	268			21:45	32	151	20	123						
10:00	157	74				22:00	30	16				10:00	157	74					22:00	30	16								
10:15	170	85				22:15	33	23				10:15	170	85					22:15	33	23								
10:30	145	91				22:30	32	14				10:30	145	91					22:30	32	14								
10:45	155	627	64	314		22:45	32	127	18	71		10:45	155	627	64	314			22:45	32	127	18	71						
11:00	188	69				23:00	23	20				11:00	188	69					23:00	23	20								
11:15	191	69				23:15	32	23				11:15	191	69					23:15	32	23								
11:30	186	96				23:30	18	14				11:30	186	96					23:30	18	14								
11:45	203	768	69	303		23:45	20	93	9	66		11:45	203	768	69	303			23:45	20	93	9	66						
Total		6039		2412		8451		4084		10942		Total		6039		2412		8451		4084		10942							

<div> <div>Volumes for: Wednesday, September 12, 2007</div> <div>City: Coronado</div> <div>Project #: 07-4178-008</div> </div>									
Location: Silver Strand Blvd from Pomona Ave to Tarawa Rd									
AM Period	NB	SB	WB	EB	NB	SB	EB	WB	
00:00	18	21			12:00	228	113		
00:15	10	12			12:15	219	163		
00:30	5	17			12:30	189	152		
00:45	11	44	24	74	12:45	221	857	148	576
01:00	14	14			13:00	170	168		1433
01:15	16	8			13:15	195	185		
01:30	11	4			13:30	199	151		
01:45	6	47	10	36	13:45	185	749	173	677
02:00	14	6			14:00	204	177		
02:15	7	15			14:15	206	179		
02:30	10	7			14:30	228	196		
02:45	16	47	8	36	14:45	227	865	193	745
03:00	5	9			15:00	236	262		
03:15	7	4			15:15	231	224		
03:30	5	2			15:30	257	233		
03:45	5	22	6	21	15:45	237	961	262	981
04:00	18	2			16:00	243	313		
04:15	12	5			16:15	280	277		
04:30	16	9			16:30	330	276		
04:45	28	74	16	32	16:45	267	1120	269	1135
05:00	41	21			17:00	275	324		
05:15	61	26			17:15	199	257		
05:30	98	37			17:30	205	286		
05:45	106	306	68	152	17:45	184	863	238	1105
06:00	177	79			18:00	195	173		
06:15	134	96			18:15	156	182		
06:30	226	144			18:30	134	174		
06:45	278	815	166	485	18:45	139	624	131	660
07:00	328	244			19:00	118	129		
07:15	326	261			19:15	108	132		
07:30	370	186			19:30	108	128		
07:45	344	1368	204	895	19:45	99	433	123	512
08:00	334	180			20:00	71	102		
08:15	344	189			20:15	80	81		
08:30	340	136			20:30	54	87		
08:45	298	1316	148	653	20:45	53	258	73	343
09:00	219	116			21:00	58	78		
09:15	183	121			21:15	48	68		
09:30	187	109			21:30	30	65		
09:45	172	761	128	474	21:45	28	164	65	276
10:00	201	121			22:00	31	66		
10:15	206	137			22:15	55	61		
10:30	149	118			22:30	40	57		
10:45	165	721	114	490	22:45	25	151	47	231
11:00	192	127			23:00	23	50		
11:15	210	124			23:15	18	35		
11:30	191	122			23:30	19	36		
11:45	214	807	154	527	23:45	12	72	35	156
Total Vol.	6328	3875			10203	7117	7397		14514

AM					PM				
Split %	62.0%	38.0%			49.0%	51.0%			
Peak Hour	07:30	07:00			16:15	16:15			58.7%
Volume	1392	895			1152	1146			2288
P.H.F.	0.94	0.86			0.87	0.88			0.95

<div> <div>Volumes for: Thursday, September 13, 2007</div> <div>City: Coronado</div> <div>Project #: 07-4178-008</div> </div>									
Location: Silver Strand Blvd from Pomona Ave to Tarawa Rd									
AM Period	NB	SB	WB	EB	NB	SB	EB	WB	
00:00	16	22			12:00	226	121		
00:15	5	26			12:15	229	132		
00:30	12	16			12:30	179	159		
00:45	20	53	17	81	12:45	209	843	160	572
01:00	5	14			13:00	207	184		1415
01:15	6	12			13:15	191	178		
01:30	3	8			13:30	185	165		
01:45	2	16	6	40	13:45	191	774	150	677
02:00	4	5			14:00	206	203		
02:15	3	7			14:15	234	162		
02:30	0	8			14:30	172	172		
02:45	5	12	4	24	14:45	217	829	204	741
03:00	5	1			15:00	254	225		
03:15	4	4			15:15	215	279		
03:30	11	7			15:30	274	278		
03:45	12	32	3	15	15:45	239	982	262	1044
04:00	15	5			16:00	277	328		
04:15	10	7			16:15	249	283		
04:30	6	8			16:30	322	278		
04:45	27	58	11	31	16:45	287	1135	342	1231
05:00	41	15			17:00	238	311		
05:15	45	20			17:15	200	253		
05:30	85	32			17:30	200	247		
05:45	115	286	61	128	17:45	160	798	283	1094
06:00	159	95			18:00	209	222		
06:15	145	112			18:15	165	208		
06:30	231	98			18:30	157	179		
06:45	245	780	161	466	18:45	147	678	166	775
07:00	337	216			19:00	150	156		
07:15	361	246			19:15	121	129		
07:30	328	209			19:30	129	122		
07:45	347	1373	188	859	19:45	138	538	123	530
08:00	377	155			20:00	92	113		
08:15	386	198			20:15	64	84		
08:30	314	140			20:30	81	81		
08:45	277	1354	100	593	20:45	60	297	90	368
09:00	208	130			21:00	57	55		
09:15	209	123			21:15	68	91		
09:30	190	106			21:30	72	81		
09:45	185	792	126	485	21:45	68	265	73	300
10:00	191	117			22:00	36	80		
10:15	195	113			22:15	50	71		
10:30	168	132			22:30	36	46		
10:45	149	703	111	473	22:45	23	145	64	261
11:00	191	127			23:00	26	48		
11:15	180	142			23:15	19	39		
11:30	160	148			23:30	23	39		
11:45	237	768	154	571	23:45	34	102	36	162
Total Vol.	6227	3766			9993	7386	7755		15141

AM					PM				
Split %	62.3%	37.7%			48.8%	51.2%			
Peak Hour	07:30	07:00			16:00	16:00			60.2%
Volume	1438	859			1135	1231			2366
P.H.F.	0.93	0.87			0.91	0.90			0.94

Daily Totals

EB

WB

Combined

15141

13613

11521

25134

Volumes for: Friday, September 14, 2007					City: Coronado		Project #: 07-4178-008		
Location: Silver Strand Blvd from Pomona Ave to Tarawa Rd									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	21	29			12:00	243	160		
00:15	10	27			12:15	236	176		
00:30	11	21			12:30	255	166		
00:45	20	62	21	98	160	12:45	241	975	156 658
01:00	7	13			13:00	244	190		
01:15	8	12			13:15	246	167		
01:30	11	11			13:30	224	189		
01:45	20	46	9	45	91	13:45	221	935	141 687
02:00	11	9			14:00	246	179		
02:15	7	9			14:15	221	226		
02:30	6	12			14:30	272	222		
02:45	11	35	7	37	72	14:45	283	1022	202 829
03:00	11	7			15:00	217	260		
03:15	6	4			15:15	267	217		
03:30	10	2			15:30	237	288		
03:45	17	44	8	21	65	15:45	230	951	231 996
04:00	15	3			16:00	218	284		
04:15	10	8			16:15	227	288		
04:30	13	9			16:30	237	289		
04:45	23	61	17	37	98	16:45	226	908	271 1132
05:00	36	22			17:00	213	275		
05:15	42	30			17:15	164	223		
05:30	65	44			17:30	192	251		
05:45	97	240	55	151	391	17:45	172	741	219 968
06:00	160	73			18:00	176	202		
06:15	146	96			18:15	202	182		
06:30	216	116			18:30	158	173		
06:45	239	761	216	501	1262	18:45	133	669	135 692
07:00	298	200			19:00	128	137		
07:15	341	217			19:15	143	129		
07:30	335	211			19:30	139	141		
07:45	348	1322	209	837	2159	19:45	130	540	124 531
08:00	355	175			20:00	102	95		
08:15	379	160			20:15	100	105		
08:30	227	118			20:30	108	101		
08:45	249	1210	127	580	1790	20:45	85	395	102 403
09:00	245	129			21:00	63	85		
09:15	181	166			21:15	63	99		
09:30	183	112			21:30	50	83		
09:45	189	798	149	556	1354	21:45	52	228	81 348
10:00	148	152			22:00	97			
10:15	219	128			22:15	42	80		
10:30	200	167			22:30	52	82		
10:45	224	791	126	573	1364	22:45	43	174	74 343
11:00	225	124			23:00	34	78		
11:15	223	128			23:15	32	61		
11:30	251	142			23:30	26	74		
11:45	255	954	159	553	1507	23:45	33	125	56 269
Total Vol.	6324	3989			10313		7663		
							NB	SB	WB
									Combined
									15519

	AIV			PM		
Split %	61.3%	38.7%	39.9%	49.4%	50.6%	60.1%
Peak Hour	07:30	06:45	07:15	14:30	16:00	16:00
Volume	1417	844	2191	1039	1132	2040
D.H.F.	-0.93	0.97	-0.98	0.87	0.98	0.97

Volumes for: Saturday, September 15, 2007										City: Coronado				Project #: 07-4178-008					
Location: Silver Strand Blvd from Pomona Ave to Tarawa Rd																			
AM Period		NB		SB		EB		WB		PM Period		NB		SB		EB		WB	
00:00	32	60								12:00	197	141							
00:15	21	36								12:15	195	144							
00:30	17	33								12:30	191	162							
00:45	16	86	39	168					254	12:45	209	792	141	588					1380
01:00	13	28								13:00	209	158							
01:15	14	22								13:15	194	145							
01:30	16	18								13:30	195	160							
01:45	8	51	12	80					131	13:45	161	759	154	617					1376
02:00	14	12								14:00	178	172							
02:15	13	23								14:15	185	164							
02:30	12	15								14:30	174	178							
02:45	5	44	15	65					109	14:45	165	702	190	704					1406
03:00	12	13								15:00	184	207							
03:15	13	11								15:15	204	185							
03:30	6	6								15:30	174	195							
03:45	11	42	4	34					76	15:45	199	761	178	765					1526
04:00	12	8								16:00	164	148							
04:15	6	5								16:15	170	166							
04:30	10	2								16:30	192	178							
04:45	12	40	7	22					62	16:45	181	707	178	670					1377
05:00	19	12								17:00	178	204							
05:15	24	7								17:15	193	163							
05:30	19	16								17:30	170	169							
05:45	24	86	14	49					135	17:45	179	720	168	704					1424
06:00	28	15								18:00	136	120							
06:15	44	53								18:15	143	121							
06:30	45	55								18:30	148	118							
06:45	60	177	51	174					351	18:45	167	594	114	473					1067
07:00	75	51								19:00	144	124							
07:15	68	38								19:15	148	91							
07:30	97	38								19:30	146	99							
07:45	107	347	54	181					528	19:45	141	579	116	430					1009
08:00	81	72								20:00	125	94							
08:15	78	69								20:15	111	90							
08:30	109	89								20:30	106	86							
08:45	131	399	79	309					708	20:45	96	438	85	355					793
09:00	135	83								21:00	91	88							
09:15	116	93								21:15	74	84							
09:30	163	90								21:30	100	88							
09:45	190	604	88	354					958	21:45	105	370	79	339					709
10:00	181	87								22:00	73	96							
10:15	192	98								22:15	62	74							
10:30	185	128								22:30	49	107							
10:45	192	750	97	410					1160	22:45	52	236	96	373					609
11:00	180	127								23:00	45	64							
11:15	184	121								23:15	46	63							
11:30	169	105								23:30	44	51							
11:45	158	691	138	491					1182	23:45	24	159	62	240					399
Total Vol.		3317		2337				5654		6817		6258				Daily Totals		13075	
										NB		SB				EB		WB Combined	

	AIV		PM	
Split %	58.7%	41.3%	52.1%	47.9%
Peak Hour	10:00	11:45	12:45	14:45
Volume	750	585	807	777
P.H.F.	0.98	0.90	0.96	0.94
		30.2%		69.8%

Volumes for: Sunday, September 09, 2007										City: Coronado				Project #: 07-4178-009															
Location: Silver Strand Blvd from Tarawa Rd to Tulagi Rd																													
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB																		
00:00	26	39				12:00	121	132				00:00	26	39		12:00	121	132											
00:15	14					12:15	136	125				00:15	14			12:15	136	125											
00:30	12	25				12:30	128	131				00:30	12	25		12:30	128	131											
00:45	12	64	36	134		12:45	133	518	128	516		00:45	12	64	36	12:45	133	518	128	516									
01:00	12	23				13:00	126	129				01:00	12	23		13:00	126	129											
01:15	16	25				13:15	114	127				01:15	16	25		13:15	114	127											
01:30	11	16				13:30	154	117				01:30	11	16		13:30	154	117											
01:45	16	55	23	87		13:45	107	501	103	476		01:45	16	55	23	13:45	107	501	103	476									
02:00	7	11				14:00	120	116				02:00	7	11		14:00	120	116											
02:15	5	18				14:15	110	135				02:15	5	18		14:15	110	135											
02:30	7	17				14:30	112	135				02:30	7	17		14:30	112	135											
02:45	6	25	4	50		14:45	83	425	141	527		02:45	6	25	4	14:45	83	425	141	527									
03:00	9	13				15:00	120	136				03:00	9	13		15:00	120	136											
03:15	6	5				15:15	131	153				03:15	6	5		15:15	131	153											
03:30	6	4				15:30	117	139				03:30	6	4		15:30	117	139											
03:45	6	27	5	27		15:45	120	488	161	589		03:45	6	27	5	15:45	120	488	161	589									
04:00	7	5				16:00	115	128				04:00	7	5		16:00	115	128											
04:15	5	5				16:15	112	132				04:15	5	5		16:15	112	132											
04:30	13	3				16:30	129	144				04:30	13	3		16:30	129	144											
04:45	13	38	9	22		16:45	130	486	152	556		04:45	13	38	9	16:45	130	486	152	556									
05:00	16	6				17:00	127	181				05:00	16	6		17:00	127	181											
05:15	12	6				17:15	121	163				05:15	12	6		17:15	121	163											
05:30	24	7				17:30	118	126				05:30	24	7		17:30	118	126											
05:45	16	68	4	23		17:45	108	474	143	613		05:45	16	68	4	17:45	108	474	143	613									
06:00	25	10				18:00	95	126				06:00	25	10		18:00	95	126											
06:15	33	11				18:15	76	117				06:15	33	11		18:15	76	117											
06:30	40	5				18:30	90	112				06:30	40	5		18:30	90	112											
06:45	51	149	16	42		18:45	96	357	145	500		06:45	51	149	16	18:45	96	357	145	500									
07:00	54	35				19:00	86	125				07:00	54	35		19:00	86	125											
07:15	59	29				19:15	99	131				07:15	59	29		19:15	99	131											
07:30	57	29				19:30	96	141				07:30	57	29		19:30	96	141											
07:45	66	236	35	128		19:45	64	345	123	520		07:45	66	236	35	19:45	64	345	123	520									
08:00	62	49				20:00	68	78				08:00	62	49		20:00	68	78											
08:15	80	54				20:15	62	88				08:15	80	54		20:15	62	88											
08:30	77	54				20:30	50	66				08:30	77	54		20:30	50	66											
08:45	74	293	64	221		20:45	38	218	83	315		08:45	74	293	64	20:45	38	218	83	315									
09:00	102	66				21:00	40	84				09:00	102	66		21:00	40	84											
09:15	87	67				21:15	49	44				09:15	87	67		21:15	49	44											
09:30	86	57				21:30	36	73				09:30	86	57		21:30	36	73											
09:45	101	376	57	247		21:45	41	166	62	263		09:45	101	376	57	21:45	41	166	62	263									
10:00	103	83				22:00	42	60				10:00	103	83		22:00	42	60											
10:15	95	89				22:15	39	50				10:15	95	89		22:15	39	50											
10:30	110	81				22:30	27	45				10:30	110	81		22:30	27	45											
10:45	144	452	85	338		22:45	30	138	54	209		10:45	144	452	85	22:45	30	138	54	209									
11:00	108	100				23:00	28	43				11:00	108	100		23:00	28	43											
11:15	115	101				23:15	20	27				11:15	115	101		23:15	20	27											
11:30	116	109				23:30	20	22				11:30	116	109		23:30	20	22											
11:45	120	459	128	438		23:45	17	85	24	116		11:45	120	459	128	23:45	17	85	24	116									
Total Vol.		2242	1757			3999	4201	5200				Total Vol.		2242	1757	3999	4201	5200			Total Vol.		2242	1757			9401		
										Daily Totals										Daily Totals									
										EB										EB									
										WB										WB									
										Combined										Combined									
										9401										9401									

AM		PM		Combined	
Split %	56.1%	43.9%	44.7%	55.3%	70.2%
Peak Hour	11:45	11:45	12:45	16:30	16:30
Volume	505	516	527	640	1830
P.H.F.	0.93	0.98	0.92	0.88	0.93

Volumes for: Monday, September

Volumes for: Tuesday, September 11, 2007										City: Coronado										Project #: 07-4178-009									
Location: Silver Strand Blvd from Tarawa Rd to Tulagi Rd																													
AM Period		NB		SB		EB		WB		PM Period		NB		SB		EB		WB											
00:00	17	20								12:00	137	130																	
00:15	4	24								12:15	108	114																	
00:30	9	16								12:30	113	120																	
00:45	4	34	26	86					120	12:45	114	472	114	472	114	477			949										
01:00	5	15								13:00	108	135																	
01:15	7	7								13:15	116	114																	
01:30	4	14								13:30	112	147																	
01:45	2	18	9	45					63	13:45	123	459	143	539					998										
02:00	4	10								14:00	131	148																	
02:15	4	1								14:15	138	154																	
02:30	4	2								14:30	158	203																	
02:45	2	14	4	17					31	14:45	139	566	232	737					1303										
03:00	5	5								15:00	135	278																	
03:15	6	1								15:15	125	240																	
03:30	10	3								15:30	132	322																	
03:45	19	40	1	10					50	15:45	137	529	316	1156					1685										
04:00	16	8								16:00	146	371																	
04:15	16	9								16:15	134	344																	
04:30	31	3								16:30	140	341																	
04:45	46	109	4	24					133	16:45	126	546	367	1423					1969										
05:00	66	11								17:00	108	343																	
05:15	83	12								17:15	120	342																	
05:30	128	14								17:30	127	349																	
05:45	185	462	19	56					518	17:45	99	454	333	1367					1821										
06:00	232	23								18:00	120	267																	
06:15	204	25								18:15	110	239																	
06:30	321	31								18:30	100	252																	
06:45	347	1104	33	112					1216	18:45	88	418	164	922					1340										
07:00	382	53								19:00	79	174																	
07:15	393	63								19:15	84	117																	
07:30	358	75								19:30	74	145																	
07:45	405	1538	63	254					1792	19:45	66	303	107	543					846										
08:00	376	101								20:00	67	99																	
08:15	305	109								20:15	68	94																	
08:30	301	119								20:30	52	87																	
08:45	195	1177	105	434					1611	20:45	37	224	104	384					608										
09:00	193	108								21:00	42	81																	
09:15	123	91								21:15	45	81																	
09:30	125	102								21:30	36	68																	
09:45	125	566	102	403					969	21:45	31	154	78	308					462										
10:00	140	112								22:00	28	69																	
10:15	121	98								22:15	32	71																	
10:30	121	118								22:30	26	76																	
10:45	108	490	93	421					911	22:45	22	108	49	265					373										
11:00	119	100								23:00	16	54																	
11:15	99	99								23:15	18	36																	
11:30	115	108								23:30	16	32																	
11:45	113	446	122	429					875	23:45	16	66	28	150					216										

Volumes for: Thursday, September 13, 2007										City: Coronado				Project #: 07-4178-009							
Location: Silver Strand Blvd from Tarawa Rd to Tulagi Rd																					
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB										
00:00	9	24				12:00	117	110													
00:15	5	31				12:15	126	139													
00:30	8	20				12:30	106	115													
00:45	7	29	19	94		123	123	467	133	497											
01:00	3	16				13:00	110	155													
01:15	3	11				13:15	97	150													
01:30	1	11				13:30	117	148													
01:45	3	10	9	47		57	133	433	154	607											
02:00	6	8				14:00	137	206													
02:15	4	8				14:15	126	160													
02:30	1	4				14:30	142	191													
02:45	2	13	3	23		36	143	544	230	787											
03:00	4	3				15:00	147	310													
03:15	7	5				15:15	134	288													
03:30	8	5				15:30	137	323													
03:45	22	41	2	15		56	154	531	277	1198											
04:00	15	6				16:00	148	370													
04:15	17	4				16:15	162	326													
04:30	20	5				16:30	131	330													
04:45	38	90	3	18		108	164	545	384	1410											
05:00	66	9				17:00	121	358													
05:15	73	8				17:15	99	325													
05:30	142	11				17:30	100	300													
05:45	203	484	12	40		524	174	417	344	1327											
06:00	309	16				18:00	119	245													
06:15	272	23				18:15	112	207													
06:30	266	29				18:30	97	249													
06:45	389	1236	28	96		1332	184	423	189	890											
07:00	413	59				19:00	92	169													
07:15	391	68				19:15	90	167													
07:30	375	56				19:30	77	125													
07:45	404	1583	59	242		1825	194	330	144	605											
08:00	395	90				20:00	59	117													
08:15	356	113				20:15	53	106													
08:30	269	87				20:30	53	105													
08:45	217	1237	84	374		1611	204	55	220	104	432										
09:00	187	87				21:00	30	74													
09:15	145	79				21:15	60	79													
09:30	160	83				21:30	71	96													
09:45	133	625	112	361		986	214	59	220	87	336										
10:00	152	98				22:00	34	80													
10:15	119	88				22:15	32	72													
10:30	103	109				22:30	39	45													
10:45	114	488	103	398		886	224	22	127	61	258										
11:00	100	127				23:00	21	50													
11:15	112	121				23:15	16	53													
11:30	111	120				23:30	22	32													
11:45	107	430	129	497		927	234	21	80	31	166										
Total Vol.		6266	2205			8471		4337	8513			Daily Totals		EB	WB	Combined					
				NB	SB											12850					

AM		PM	
Split %	74.0%	26.0%	60.3%
Peak Hour	07:00	11:30	16:00
Volume	1583	498	1848
P.H.F.	0.96	0.90	0.94

Volumes for: Friday, September 14, 2007										City: Coronado				Project #: 07-4178-009			
Location: Silver Strand Blvd from Tarawa Rd to Tulagi Rd																	
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB						
00:00	8	30				12:00	119	158									
00:15	8	24				12:15	124	149									
00:30	10	25				12:30	126	154									
00:45	3	29	21	100		12:45	122	491	145	606		1097					
01:00	9	18				13:00	129	175									
01:15	3	10				13:15	111	153									
01:30	6	12				13:30	102	194									
01:45	15	33	11	51		13:45	132	474	154	676		1150					
02:00	3	9				14:00	116	233									
02:15	1	6				14:15	143	234									
02:30	3	14				14:30	133	233									
02:45	10	17	9	38		14:45	151	543	232	932		1475					
03:00	4	4				15:00	160	299									
03:15	5	2				15:15	136	265									
03:30	14	6				15:30	149	344									
03:45	19	42	3	15		15:45	109	554	274	1182		1736					
04:00	16	8				16:00	151	344									
04:15	11	8				16:15	160	322									
04:30	27	5				16:30	132	332									
04:45	44	98	13	34		16:45	114	557	356	1354		1911					
05:00	54	3				17:00	128	310									
05:15	84	9				17:15	92	300									
05:30	120	9				17:30	109	316									
05:45	171	429	10	31		17:45	117	446	264	1190		1636					
06:00	227	19				18:00	129	263									
06:15	232	28				18:15	105	229									
06:30	293	23				18:30	120	192									
06:45	352	1104	38	108		18:45	100	454	164	848		1302					
07:00	396	51				19:00	103	157									
07:15	394	58				19:15	101	160									
07:30	391	64				19:30	76	142									
07:45	389	1570	80	253		18:23	19:45	93	373	127	586		959				
08:00	379	115				20:00	75	124									
08:15	283	122				20:15	88	119									
08:30	258	100				20:30	73	105									
08:45	209	1129	93	430		15:59	20:45	69	305	103	451		756				
09:00	193	90				21:00	58	104									
09:15	145	109				21:15	52	119									
09:30	153	107				21:30	34	92									
09:45	140	631	108	414		10:45	21:45	45	189	88	403		592				
10:00	138	101				22:00	34	120									
10:15	137	122				22:15	46	88									
10:30	126	155				22:30	32	71									
10:45	154	555	104	482		10:37	22:45	42	154	97	376		530				
11:00	171	93				23:00	27	102									
11:15	115	119				23:15	34	76									
11:30	126	158				23:30	31	71									
11:45	130	542	154	524		10:66	23:45	18	110	71	320		430				
Total Vol.		6179	2480			8659		4650	8924			13574					
										NB		SB	WB	Combined			

Volumes for: Saturday, September 15, 2007										City: Coronado		Project #: 07-4178-009	
Location: Silver Strand Blvd from Tarawa Rd to Tulagi Rd													
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
00:00	24	45				12:00	152	183					
00:15	23	38				12:15	160	151					
00:30	15	31				12:30	145	154					
00:45	11	73	45	159	232	12:45	152	609	188	676	1285		
01:00	13	30				13:00	162	144					
01:15	12	28				13:15	125	174					
01:30	12	16				13:30	131	167					
01:45	11	48	13	87	135	13:45	120	538	151	636	1174		
02:00	7	15				14:00	149	193					
02:15	9	20				14:15	139	188					
02:30	9	16				14:30	136	178					
02:45	7	32	8	59	91	14:45	151	575	200	759	1334		
03:00	12	16				15:00	178	206					
03:15	7	8				15:15	165	186					
03:30	7	3				15:30	153	207					
03:45	19	45	8	35	80	15:45	130	626	180	779	1405		
04:00	13	9				16:00	129	186					
04:15	8	3				16:15	171	192					
04:30	13	3				16:30	140	153					
04:45	19	53	7	22	75	16:45	162	602	199	730	1332		
05:00	27	11				17:00	155	238					
05:15	17	10				17:15	144	151					
05:30	28	10				17:30	143	189					
05:45	28	100	10	41	141	17:45	122	564	164	742	1306		
06:00	45	21				18:00	121	136					
06:15	44	21				18:15	111	146					
06:30	68	12				18:30	101	127					
06:45	67	224	25	79	303	18:45	109	442	134	543	985		
07:00	88	29				19:00	102	132					
07:15	74	25				19:15	125	107					
07:30	81	40				19:30	119	121					
07:45	90	333	55	149	482	19:45	75	421	120	480	901		
08:00	85	86				20:00	88	108					
08:15	84	81				20:15	83	104					
08:30	119	96				20:30	77	85					
08:45	114	402	100	363	765	20:45	67	315	99	396	711		
09:00	118	97				21:00	58	96					
09:15	112	100				21:15	51	99					
09:30	135	101				21:30	84	90					
09:45	129	494	88	386	880	21:45	49	242	116	401	643		
10:00	163	107				22:00	56	99					
10:15	126	108				22:15	47	87					
10:30	123	127				22:30	37	129					
10:45	158	570	116	458	1028	22:45	43	183	103	418	601		
11:00	142	136				23:00	43	60					
11:15	147	132				23:15	35	67					
11:30	118	129				23:30	35	69					
11:45	135	542	143	540	1082	23:45	25	138	64	260	398		

AM				PM			
Split %	11:45	44.9%	30.5%	43.5%	56.5%	69.5%	
Peak Hour	11:45		11:45	14:45		14:45	
Volume	592	631	1223	647	799	1446	
P.H.F.	0.93	0.86	0.91	0.93	0.96	0.94	

Volumes for: Sunday, September 09, 2007										City: Coronado				Project #: 07-4178-010			
Location: Silver Strand Blvd s/o Tulagi Rd																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00	38	62			12:00	137	107										
00:15	31	63			12:15	128	143										
00:30	22	36			12:30	144	142										
00:45	14	105	38	199	12:45	141	550	127	519	1069							
01:00	12	24			13:00	165	133										
01:15	12	33			13:15	141	154										
01:30	15	23			13:30	140	135										
01:45	18	57	28	108	13:45	127	573	128	550	1123							
02:00	14	12			14:00	161	130										
02:15	15	21			14:15	118	94										
02:30	8	11			14:30	122	130										
02:45	9	46	21	65	14:45	141	542	141	495	1037							
03:00	7	11			15:00	100	127										
03:15	5	6			15:15	84	147										
03:30	12	11			15:30	148	147										
03:45	3	27	5	33	15:45	129	461	140	561	1022							
04:00	9	6			16:00	123	144										
04:15	5	4			16:15	117	148										
04:30	8	7			16:30	130	128										
04:45	5	27	3	20	16:45	126	496	141	561	1057							
05:00	14	7			17:00	123	143										
05:15	13	5			17:15	148	176										
05:30	17	6			17:30	144	178										
05:45	17	61	8	26	17:45	109	524	148	645	1169							
06:00	26	8			18:00	134	132										
06:15	23	4			18:15	116	132										
06:30	31	11			18:30	104	126										
06:45	38	118	15	38	18:45	98	452	122	512	964							
07:00	64	6			19:00	95	122										
07:15	74	26			19:15	112	143										
07:30	63	37			19:30	96	135										
07:45	68	269	28	97	19:45	106	409	134	534	943							
08:00	69	38			20:00	102	147										
08:15	58	64			20:15	81	121										
08:30	77	42			20:30	73	81										
08:45	95	299	52	196	20:45	75	331	82	431	762							
09:00	68	57			21:00	49	71										
09:15	96	72			21:15	48	88										
09:30	105	63			21:30	56	72										
09:45	89	358	74	266	21:45	45	198	58	289	487							
10:00	97	52			22:00	40	69										
10:15	109	60			22:15	45	65										
10:30	115	83			22:30	49	60										
10:45	105	426	90	285	22:45	36	170	55	249	419							
11:00	128	84			23:00	40	50										
11:15	167	101			23:15	23	50										
11:30	143	90			23:30	22	41										
11:45	148	586	106	381	23:45	23	108	26	167	275							

Volumes for: Tuesday, September 11, 2007										City: Coronado				Project #: 07-4178-010			
Location: Silver Strand Blvd s/o Tulagi Rd																	
AM Period		NB	SB	EB	WB					PM Period		NB	SB	EB	WB		
00:00	17	25								12:00	139	132					
00:15	17	33								12:15	150	133					
00:30	12	19								12:30	150	148					
00:45	12	58	21	98					156	12:45	123	562	133	546	1108		
01:00	5	23								13:00	133	122					
01:15	6	27								13:15	131	133					
01:30	4	11								13:30	129	148					
01:45	8	23	5	66					89	13:45	118	511	133	536	1047		
02:00	3	15								14:00	133	158					
02:15	3	9								14:15	124	153					
02:30	5	10								14:30	147	159					
02:45	4	15	3	37					52	14:45	143	547	180	650	1197		
03:00	4	1								15:00	157	193					
03:15	3	4								15:15	138	281					
03:30	3	5								15:30	144	293					
03:45	7	17	0	10					27	15:45	129	568	278	1045	1613		
04:00	11	3								16:00	158	339					
04:15	24	1								16:15	143	409					
04:30	12	8								16:30	162	382					
04:45	19	66	8	20					86	16:45	145	608	395	1525	2133		
05:00	30	2								17:00	147	422					
05:15	57	6								17:15	131	388					
05:30	70	10								17:30	116	384					
05:45	96	253	12	30					283	17:45	129	523	377	1571	2094		
06:00	138	10								18:00	127	370					
06:15	220	21								18:15	108	344					
06:30	260	19								18:30	124	282					
06:45	265	883	30	80					963	18:45	134	493	242	1238	1731		
07:00	393	24								19:00	122	262					
07:15	494	36								19:15	101	184					
07:30	513	46								19:30	91	171					
07:45	444	1844	70	176					2020	19:45	105	419	142	749	1168		
08:00	507	68								20:00	91	129					
08:15	442	64								20:15	85	114					
08:30	392	104								20:30	81	121					
08:45	331	1672	105	341					2013	20:45	70	327	91	465	782		
09:00	293	115								21:00	65	99					
09:15	221	108								21:15	39	106					
09:30	208	94								21:30	62	84					
09:45	152	874	87	404					1278	21:45	43	209	78	367	576		
10:00	148	106								22:00	34	75					
10:15	164	104								22:15	40	83					
10:30	155	103								22:30	38	77					
10:45	145	612	97	410					1022	22:45	33	145	75	310	455		
11:00	131	133								23:00	34	79					
11:15	145	100								23:15	28	49					
11:30	136	107								23:30	14	56					
11:45	129	541	117	457					998	23:45	25	101	35	219	320		
Total Vol.		6858	2129					8987	5013	9211					14224		
										Daily Totals		WB		Combined			
										NB	SB						
										11871	11340					23211	
Split %		76.3%		23.7%		38.7%				35.2%		64.8%		PM		61.3%	
Peak Hour		07:15		11:45		07:15				16:00		16:15		16:15		16:15	
Volume		1958		530		2178				608		1608		2205		2205	
P.H.F.		0.95		0.90		0.95				0.96		0.95		0.97		0.97	

Volumes for: Friday, September 14, 2007										City: Coronado				Project #: 07-4178-010			
Location: Silver Strand Blvd s/o Tulagi Rd																	
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB							
00:00	28	30				12:00	168	191									
00:15	20	32				12:15	146	173									
00:30	11	31				12:30	145	174									
00:45	9	68	21	114		12:45	153	612	155	693					1305		
01:00	12	23				13:00	139	165									
01:15	6	25				13:15	151	175									
01:30	8	17				13:30	159	184									
01:45	3	29	12	77		13:45	131	580	180	704					1284		
02:00	6	17				14:00	126	206									
02:15	15	12				14:15	148	180									
02:30	2	9				14:30	138	248									
02:45	4	27	6	44		14:45	146	558	268	902					1460		
03:00	3	11				15:00	159	241									
03:15	8	10				15:15	157	289									
03:30	5	2				15:30	169	325									
03:45	8	24	3	26		15:45	152	637	277	1132					1769		
04:00	14	6				16:00	146	358									
04:15	20	3				16:15	121	320									
04:30	16	7				16:30	174	356									
04:45	13	63	9	25		16:45	157	598	391	1425					2023		
05:00	29	6				17:00	146	367									
05:15	52	11				17:15	139	376									
05:30	62	3				17:30	133	298									
05:45	95	238	9	29		17:45	119	537	339	1380					1917		
06:00	148	8				18:00	133	309									
06:15	221	12				18:15	134	277									
06:30	243	17				18:30	157	272									
06:45	302	914	22	59		18:45	138	562	240	1098					1660		
07:00	358	27				19:00	144	172									
07:15	467	38				19:15	112	162									
07:30	495	56				19:30	125	167									
07:45	413	1733	55	176		19:45	104	485	162	663					1148		
08:00	496	61				20:00	98	167									
08:15	477	85				20:15	98	140									
08:30	421	112				20:30	101	108									
08:45	259	1653	105	363		20:45	95	392	123	538					930		
09:00	277	107				21:00	79	115									
09:15	271	91				21:15	71	106									
09:30	216	104				21:30	67	108									
09:45	171	935	112	414		21:45	52	269	107	436					705		
10:00	176	126				22:00	42	92									
10:15	151	112				22:15	47	106									
10:30	164	126				22:30	42	112									
10:45	154	645	147	511		22:45	42	173	82	392					565		
11:00	154	144				23:00	31	79									
11:15	195	120				23:15	52	88									
11:30	167	110				23:30	32	100									
11:45	133	649	149	523		23:45	34	149	78	345					494		
Total Vol.		6978	2361			9339	5552	9708	Daily Totals		WB		Combined		15260		
						NB	SB	EB									

AM		PM	
Split %	74.7%	25.3%	62.0%
Peak Hour	07:30	11:45	16:30
Volume	1881	687	2106
P.H.F.	0.95	0.90	0.96

Volumes for: Saturday, September 15, 2007										City: Coronado				Project #: 07-4178-010			
Location: Silver Strand Blvd s/o Tulagi Rd																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00	37	70			12:00	141	143										
00:15	29	64			12:15	155	139										
00:30	27	45			12:30	181	211										
00:45	19	112	40	219	12:45	171	648	157	650	1298							
01:00	16	32			13:00	164	166										
01:15	13	43			13:15	193	202										
01:30	15	30			13:30	182	158										
01:45	12	56	28	133	13:45	159	698	188	714	1412							
02:00	13	17			14:00	151	177										
02:15	11	13			14:15	138	169										
02:30	6	17			14:30	176	185										
02:45	9	39	19	66	14:45	146	611	205	736	1347							
03:00	9	15			15:00	135	185										
03:15	3	12			15:15	167	213										
03:30	20	15			15:30	185	209										
03:45	8	40	7	49	15:45	154	641	202	809	1450							
04:00	7	4			16:00	147	181										
04:15	23	6			16:15	137	192										
04:30	12	8			16:30	146	192										
04:45	9	51	3	21	16:45	164	594	194	759	1353							
05:00	17	5			17:00	158	186										
05:15	19	6			17:15	195	197										
05:30	30	12			17:30	167	233										
05:45	22	88	16	39	17:45	179	699	173	789	1488							
06:00	30	13			18:00	157	188										
06:15	37	11			18:15	134	168										
06:30	62	20			18:30	145	137										
06:45	72	201	27	71	18:45	126	562	146	639	1201							
07:00	105	19			19:00	131	128										
07:15	101	28			19:15	134	137										
07:30	113	39			19:30	123	137										
07:45	85	404	26	112	19:45	142	530	102	504	1034							
08:00	92	45			20:00	129	123										
08:15	102	68			20:15	100	120										
08:30	94	85			20:30	103	93										
08:45	114	402	80	278	20:45	89	421	112	448	869							
09:00	136	90			21:00	81	98										
09:15	121	100			21:15	71	96										
09:30	124	97			21:30	67	84										
09:45	141	522	103	390	21:45	64	283	102	380	663							
10:00	156	96			22:00	86	105										
10:15	157	105			22:15	52	115										
10:30	177	104			22:30	64	94										
10:45	151	641	112	417	22:45	47	249	88	402	651							
11:00	144	132			23:00	44	130										
11:15	179	131			23:15	47	102										
11:30	155	140			23:30	48	67										
11:45	151	629	128	531	23:45	43	182	66	365	547							
Total Vol.	3185	2326			5511	6118	7195			13313							
						NB	SB			WB Combined							

Volumes for: Tuesday, September 11, 2007

City: Coronado

Project #: 07-4177-018

Location: Pomona Ave from Fourth St to Giorietta Blvd													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00	2	5			12:00	36	47						
00:15	3	4			12:15	42	35						
00:30	2	3			12:30	49	48						
00:45	2	9	2	14	23	12:45	48	175	38	168	343		
01:00	0	0			13:00	32	20						
01:15	0	5			13:15	37	43						
01:30	0	1			13:30	44	32						
01:45	2	2	1	7	9	13:45	43	156	38	133	289		
02:00	2	0			14:00	46	37						
02:15	0	0			14:15	48	32						
02:30	0	0			14:30	67	45						
02:45	0	2	0	0	2	14:45	56	217	47	161	378		
03:00	0	1			15:00	64	52						
03:15	0	2			15:15	58	48						
03:30	0	2			15:30	86	61						
03:45	2	2	1	6	8	15:45	68	276	66	227	503		
04:00	1	0			16:00	80	54						
04:15	2	11			16:15	86	57						
04:30	4	10			16:30	98	65						
04:45	5	12	12	33	45	16:45	64	328	75	251	579		
05:00	8	3			17:00	80	75						
05:15	12	7			17:15	79	83						
05:30	24	9			17:30	54	82						
05:45	20	64	13	32	96	17:45	58	271	82	322	593		
06:00	32	17			18:00	42	75						
06:15	49	21			18:15	41	49						
06:30	64	37			18:30	37	52						
06:45	56	201	53	128	329	18:45	37	157	35	211	368		
07:00	80	58			19:00	38	29						
07:15	93	67			19:15	31	27						
07:30	82	54			19:30	18	23						
07:45	89	344	49	228	572	19:45	22	109	30	109	218		
08:00	71	55			20:00	17	20						
08:15	60	62			20:15	18	22						
08:30	50	67			20:30	14	25						
08:45	48	229	59	243	472	20:45	16	65	32	99	164		
09:00	40	45			21:00	16	18						
09:15	38	44			21:15	14	23						
09:30	44	28			21:30	11	18						
09:45	28	150	39	156	306	21:45	10	51	20	79	130		
10:00	36	36			22:00	12	9						
10:15	38	29			22:15	11	15						
10:30	32	41			22:30	6	8						
10:45	32	138	33	139	277	22:45	8	37	5	37	74		
11:00	37	24			23:00	4	9						
11:15	34	42			23:15	5	9						
11:30	35	34			23:30	6	6						
11:45	40	146	35	135	281	23:45	2	17	3	27	44		

Volumes for: Sunday, July 22, 2007										Project #: 07-4140-001									
Location: Alameda Blvd @ NASNI gate 1 on Quay Rd										City: Coronado									
AM Period	NB	SB	EB	WB	NB	PM Period	NB	SB	EB	WB									
00:00	0	0	0	0	0	12:00	0	0	0	0									
00:15	0	0	0	0	0	12:15	0	0	0	0									
00:30	0	0	0	0	0	12:30	0	0	0	0									
00:45	0	0	1	1	1	12:45	0	0	0	0									
01:00	0	0	0	0	0	13:00	0	0	0	0									
01:15	0	0	0	0	0	13:15	0	0	0	0									
01:30	0	0	0	0	0	13:30	0	0	0	0									
01:45	0	0	0	0	0	13:45	0	0	0	0									
02:00	0	0	0	0	0	14:00	0	0	0	0									
02:15	0	0	0	0	0	14:15	0	0	0	0									
02:30	0	0	0	0	0	14:30	0	0	0	0									
02:45	0	0	0	0	0	14:45	0	0	0	0									
03:00	0	0	0	0	0	15:00	0	0	0	0									
03:15	0	0	0	0	0	15:15	0	0	0	0									
03:30	0	0	0	0	0	15:30	0	0	0	0									
03:45	0	0	0	0	0	15:45	0	0	0	0									
04:00	0	0	0	0	0	16:00	0	0	0	0									
04:15	0	0	0	0	0	16:15	0	0	0	0									
04:30	0	0	0	0	0	16:30	0	0	0	0									
04:45	0	0	0	0	0	16:45	0	0	0	0									
05:00	0	0	0	0	0	17:00	0	0	0	0									
05:15	0	0	0	0	0	17:15	0	0	0	0									
05:30	0	0	0	0	0	17:30	0	0	0	0									
05:45	0	0	0	0	0	17:45	0	0	0	0									
06:00	0	0	0	0	0	18:00	0	0	1	1									
06:15	0	0	0	0	0	18:15	0	0	0	0									
06:30	0	1	0	0	0	18:30	0	0	0	0									
06:45	0	0	0	1	1	18:45	0	0	0	1									
07:00	0	0	0	0	0	19:00	0	0	0	0									
07:15	0	0	0	0	0	19:15	0	0	0	0									
07:30	0	0	0	0	0	19:30	0	0	0	0									
07:45	0	0	0	0	0	19:45	0	0	0	0									
08:00	0	0	0	0	0	20:00	0	0	0	0									
08:15	0	0	0	0	0	20:15	0	0	0	0									
08:30	0	0	0	0	0	20:30	0	2	0	2									
08:45	0	0	0	0	0	20:45	0	0	1	3									
09:00	0	0	0	0	0	21:00	0	0	0	0									
09:15	0	0	0	0	0	21:15	0	0	0	0									
09:30	0	0	0	0	0	21:30	0	3	0	0									
09:45	0	0	0	0	0	21:45	0	3	0	0									
10:00	0	0	0	0	0	22:00	0	0	0	0									
10:15	0	0	0	0	0	22:15	0	0	0	0									
10:30	0	0	0	0	0	22:30	0	0	0	0									
10:45	0	0	0	0	0	22:45	0	0	0	0									
11:00	0	0	0	0	0	23:00	0	0	0	0									
11:15	0	0	0	0	0	23:15	0	0	0	0									
11:30	0	0	0	0	0	23:30	0	0	0	0									
11:45	0	0	1	1	1	23:45	0	0	0	0									
Total Vol.										3	3	Daily Totals		3	4	7			
												NB	SB	EB	WB	Combined			
												PM		3	7	10			

AM										PM									
Split %										42.9%									
Peak Hour										20:45									
Volume										3									
P.H.F.										0.25									

Volumes for: Monday, July 23, 2007										City: Coronado										Project #: 07-4140-001									
Location: Alameda Blvd @ NASNI gate 1 on Quay Rd																													
AM Period	NB	SB	EB	WB	NB	PM Period	NB	SB	EB	WB	NB	PM Period	NB	SB	EB	WB	NB	PM Period	NB	SB	EB	WB							
00:00	0	0	0	0	0	12:00	0	0	104	47	0	12:00	0	0	104	47	0	12:00	0	0	104	47							
00:15	0	0	0	0	0	12:15	0	0	84	52	0	12:15	0	0	84	52	0	12:15	0	0	84	52							
00:30	0	0	0	0	0	12:30	0	0	98	39	0	12:30	0	0	98	39	0	12:30	0	0	98	39							
00:45	0	0	0	0	0	12:45	0	0	110	396	52	12:45	0	0	110	396	52	12:45	0	0	110	396							
01:00	0	0	0	0	0	13:00	0	0	95	48	0	13:00	0	0	95	48	0	13:00	0	0	95	48							
01:15	0	0	0	0	0	13:15	0	0	84	43	0	13:15	0	0	84	43	0	13:15	0	0	84	43							
01:30	0	0	0	0	0	13:30	0	0	122	37	0	13:30	0	0	122	37	0	13:30	0	0	122	37							
01:45	0	0	0	0	0	13:45	0	0	158	459	43	13:45	0	0	158	459	43	13:45	0	0	158	459							
02:00	0	0	0	0	0	14:00	0	0	230	46	0	14:00	0	0	230	46	0	14:00	0	0	230	46							
02:15	0	0	0	0	0	14:15	0	0	423	54	0	14:15	0	0	423	54	0	14:15	0	0	423	54							
02:30	0	0	0	0	0	14:30	0	0	161	31	0	14:30	0	0	161	31	0	14:30	0	0	161	31							
02:45	0	0	0	0	0	14:45	0	0	231	1045	36	14:45	0	0	231	1045	36	14:45	0	0	231	1045							
03:00	0	0	0	0	0	15:00	0	0	265	27	0	15:00	0	0	265	27	0	15:00	0	0	265	27							
03:15	0	0	0	0	0	15:15	0	0	209	22	0	15:15	0	0	209	22	0	15:15	0	0	209	22							
03:30	0	0	0	0	0	15:30	0	0	169	21	0	15:30	0	0	169	21	0	15:30	0	0	169	21							
03:45	0	0	0	0	0	15:45	0	0	215	858	20	15:45	0	0	215	858	20	15:45	0	0	215	858							
04:00	0	0	0	0	0	16:00	0	0	178	14	0	16:00	0	0	178	14	0	16:00	0	0	178	14							
04:15	0	0	0	0	0	16:15	0	0	199	16	0	16:15	0	0	199	16	0	16:15	0	0	199	16							
04:30	0	0	0	0	0	16:30	0	0	119	13	0	16:30	0	0	119	13	0	16:30	0	0	119	13							
04:45	12	12	0	0	12	16:45	12	12	108	604	11	16:45	12	12	108	604	11	16:45	12	12	108	604							
05:00	5	41	0	0	0	17:00	5	41	94	12	0	17:00	5	41	94	12	0	17:00	5	41	94	12							
05:15	7	90	0	0	0	17:15	7	90	96	8	0	17:15	7	90	96	8	0	17:15	7	90	96	8							
05:30	6	167	0	0	0	17:30	6	167	60	14	0	17:30	6	167	60	14	0	17:30	6	167	60	14							
05:45	18	36	236	534	570	17:45	18	36	250	7	41	17:45	18	36	250	7	41	17:45	18	36	250	7							
06:00	17	205	0	0	0	18:00	17	205	0	1	0	18:00	17	205	0	1	0	18:00	17	205	0	1							
06:15	19	209	0	0	0	18:15	19	209	0	0	0	18:15	19	209	0	0	0	18:15	19	209	0	0							
06:30	37	137	0	0	0	18:30	37	137	0	0	0	18:30	37	137	0	0	0	18:30	37	137	0	0							
06:45	23	96	129	680	776	18:45	23	96	0	0	1	18:45	23	96	0	0	1	18:45	23	96	0	0							
07:00	41	122	0	0	0	19:00	41	122	0	1	0	19:00	41	122	0	1	0	19:00	41	122	0	1							
07:15	35	108	0	0	0	19:15	35	108	0	2	0	19:15	35	108	0	2	0	19:15	35	108	0	2							
07:30	46	84	0	0	0	19:30	46	84	0	0	0	19:30	46	84	0	0	0	19:30	46	84	0	0							
07:45	49	171	77	391	562	19:45	49	171	0	0	0	19:45	49	171	0	0	0	19:45	49	171	0	0							
08:00	43	68	0	0	0	20:00	43	68	0	2	0	20:00	43	68	0	2	0	20:00	43	68	0	2							
08:15	31	64	0	0	0	20:15	31	64	0	1	0	20:15	31	64	0	1	0	20:15	31	64	0	1							
08:30	42	46	0	0	0	20:30	42	46	2	0	0	20:30	42	46	2	0	0	20:30	42	46	2	0							
08:45	42	158	39	217	375	20:45	42	158	0	2	0	20:45	42	158	0	2	0	20:45	42	158	0	2							
09:00	58	41	0	0	0	21:00	58	41	0	0	0	21:00	58	41	0	0	0	21:00	58	41	0	0							
09:15	71	30	0	0	0	21:15	71	30	0	1	0	21:15	71	30	0	1	0	21:15	71	30	0	1							
09:30	59	45	0	0	0	21:30	59	45	0	0	0	21:30	59	45	0	0	0	21:30	59	45	0	0							
09:45	74	262	44	160	422	21:45	74	262	0	0	1	21:45	74	262	0	0	1	21:45	74	262	0	0							
10:00	100	38	0	0	0	22:00	100	38	0	1	0	22:00	100	38	0	1	0	22:00	100	38	0	1							
10:15	110	39	0	0	0	22:15	110	39	0	1	0	22:15	110	39	0	1	0	22:15	110	39	0	1							
10:30	107	47	0	0	0	22:30	107	47	0	1	0	22:30	107	47	0	1	0	22:30	107	47	0	1							
10:45	136	453	52	176	629	22:45	136	453	0	0	1	22:45	136	453	0	0	1	22:45	136	453	0	0							
11:00	125	57	0	0	0	23:00	125	57	0	1	0	23:00	125	57	0	1	0	23:00	125	57	0	1							
11:15	110	41	0	0	0	23:15	110	41	0	0	0	23:15	110	41	0	0	0	23:15	110	41	0	0							
11:30	96	45	0	0	0	23:30	96	45	0	0	0	23:30	96	45	0	0	0	23:30	96	45	0	0							
11:45	107	438	57	200	638	23:45	107	438	0	0	1	23:45	107	438	0	0	1	23:45	107	438	0	0							
Total Vol.	1626				2358				3984				3614				726				4340								
										Daily Totals										Combined									
										EB										WB									

Volumes for: Tuesday, July 24, 2007										City: Coronado										Project #: 07-4140-001			
Location: Alameda Blvd @ NASNI gate 1 on Quay Rd																							
AM Period	NB	SB	EB	WB	NB	PM Period	NB	SB	EB	WB													
00:00			0	0		12:00			104	48													
00:15			0	0		12:15			98	44													
00:30			0	0		12:30			96	51													
00:45			0	0	0	12:45			99	397	53	196	593										
01:00			0	0		13:00			86	41													
01:15			0	0		13:15			116	34													
01:30			0	0		13:30			151	43													
01:45			0	0	0	13:45			159	512	66	184	696										
02:00			0	0		14:00			227	51													
02:15			0	0		14:15			403	66													
02:30			0	0		14:30			236	28													
02:45			0	0	0	14:45			259	1125	27	172	1297										
03:00			0	0		15:00			342	17													
03:15			0	0		15:15			294	24													
03:30			0	0		15:30			205	18													
03:45			0	0	0	15:45			205	1046	13	72	1118										
04:00			0	0		16:00			186	16													
04:15			0	0		16:15			200	14													
04:30			0	0		16:30			129	16													
04:45		1	1	0	0	16:45			116	631	12	58	689										
05:00			0	38		17:00			102	14													
05:15			5	88		17:15			94	9													
05:30			10	216		17:30			80	11													
05:45			19	34	285	627	661	17:45	3	279	9	43	322										
06:00			20	282		18:00			0	2													
06:15			26	251		18:15			0	1													
06:30			19	191		18:30			0	0													
06:45			19	84	142	866	950	18:45	0	0	0	3	3										
07:00			29	135		19:00			0	0													
07:15			28	114		19:15			0	0													
07:30			33	108		19:30			0	0													
07:45			26	116	72	429	545	19:45	0	0	0	0	0										
08:00			36	66		20:00			0	0													
08:15			37	51		20:15			0	0													
08:30			40	47		20:30			0	0													
08:45			51	164	40	204	368	20:45	0	0	0	0	0										
09:00			57	41		21:00			0	0													
09:15			52	47		21:15			0	0													
09:30			52	42		21:30			0	0													
09:45			62	223	41	171	394	21:45	0	0	0	0	0										
10:00			84	34		22:00			0	0													
10:15			100	31		22:15			0	0													
10:30			99	32		22:30			0	0													
10:45			128	411	53	150	561	22:45	0	0	0	0	0										
11:00			104	53		23:00			0	0													
11:15			113	52		23:15			0	0													
11:30			113	52		23:30			0	0													
11:45			89	419	54	211	630	23:45	0	0	0	0	0										
Total Vol.										1452	2658	4110				3990	728	4718					
										Daily Totals										WB	Combined		
										NB										SB	EB		

Volumes for: Thursday, July 26, 2007										City: Coronado		Project #: 07-4140-001			
Location: Alameda Blvd @ NASNI gate 1 on Quay Rd															
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB						
00:00			0	0	12:00			101	50						
00:15			0	0	12:15			90	57						
00:30			0	0	12:30			97	42						
00:45			0	0	12:45			88	376	58	207	583			
01:00			0	0	13:00			79	33						
01:15			0	0	13:15			137	31						
01:30			0	0	13:30			96	32						
01:45			0	0	13:45			142	454	50	146	600			
02:00			0	0	14:00			229	47						
02:15			0	0	14:15			368	39						
02:30			0	0	14:30			155	27						
02:45			0	0	14:45			231	983	24	137	1120			
03:00			0	0	15:00			328	24						
03:15			0	0	15:15			253	34						
03:30			0	0	15:30			197	20						
03:45			0	0	15:45			204	982	18	96	1078			
04:00			0	0	16:00			170	21						
04:15			0	0	16:15			198	16						
04:30			1	0	16:30			160	13						
04:45			3	4	2	6	16:45	135	663	11	61	724			
05:00			4	34			17:00	82	9						
05:15			3	92			17:15	58	16						
05:30			16	186			17:30	66	8						
05:45			22	45	272	584	629	1745	16	222	9	42	264		
06:00			30	218			18:00	0	1						
06:15			32	241			18:15	0	2						
06:30			27	281			18:30	0	1						
06:45			30	119	147	887	1066	1845	0	0	0	4	4		
07:00			25	136			19:00	0	1						
07:15			43	143			19:15	0	0						
07:30			34	90			19:30	0	0						
07:45			42	144	71	440	584	1945	0	0	0	1	1		
08:00			33	70			20:00	0	1						
08:15			59	36			20:15	0	0						
08:30			38	39			20:30	0	0						
08:45			54	184	52	197	381	2045	0	0	0	1	1		
09:00			52	35			21:00	0	0						
09:15			64	40			21:15	0	1						
09:30			71	34			21:30	0	0						
09:45			72	299	50	159	418	2145	0	0	0	1	1		
10:00			98	35			22:00	0	0						
10:15			91	43			22:15	0	1						
10:30			94	44			22:30	0	1						
10:45			145	428	58	180	608	2245	0	0	0	2	2		
11:00			130	52			23:00	0	0						
11:15			106	46			23:15	0	0						
11:30			91	49			23:30	0	0						
11:45			109	436	39	186	622	2345	0	0	0	0	0		
Total Vol.										1619	2635	4254			
										Daily Totals		3680	698	4378	
										NB	SB	EB	WB	Combined	
												3333	8632		

AM		PM	
Split %	38.1%	61.9%	49.3%
Peak Hour	10:30	05:45	05:45
Volume	475	1012	1123
P.H.F.	0.82	0.90	0.91

Volumes for: Friday, July 27, 2007										City: Coronado		Project #: 07-4140-001	
Location: Alameda Blvd @ NASNI gate 1 on Quay Rd													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			0	0	12:00			35	42				
00:15			0	0	12:15			0	49				
00:30			0	1	12:30			43	45				
00:45			0	0	0	1	1	134	212	42	178	390	
01:00			0	0	13:00			145	31				
01:15			0	0	13:15			153	25				
01:30			0	0	13:30			136	29				
01:45			0	0	0	0		162	596	47	132	728	
02:00			0	0	14:00			307	41				
02:15			0	0	14:15			351	41				
02:30			0	0	14:30			212	15				
02:45			0	0	0	0		184	1054	17	114	1168	
03:00			0	0	15:00			171	17				
03:15			0	0	15:15			136	13				
03:30			0	0	15:30			165	19				
03:45			0	0	0	0		128	600	17	66	666	
04:00			0	0	16:00			116	18				
04:15			0	0	16:15			89	11				
04:30		2	0	0	16:30			80	17				
04:45		2	4	6	6	10	16:45	67	352	3	49	401	
05:00		2		37			17:00	67	7				
05:15		6		86			17:15	63	10				
05:30		9		183			17:30	34	6				
05:45		10	27	230	536	563	17:45	5	169	10	33	202	
06:00		14		256			18:00	0	3				
06:15		18		224			18:15	0	0				
06:30		18		161			18:30	0	0				
06:45		33	83	129	770	853	18:45	0	0	0	3	3	
07:00		30		133			19:00	0	4				
07:15		35		113			19:15	0	0				
07:30		40		85			19:30	0	1				
07:45		25	130	88	419	549	19:45	0	0	2	7	7	
08:00		36		57			20:00	0	0				
08:15		48		50			20:15	0	0				
08:30		31		41			20:30	0	1				
08:45		45	160	41	189	349	20:45	0	0	1	2	2	
09:00		60		33			21:00	0	0				
09:15		61		29			21:15	0	1				
09:30		92		30			21:30	0	0				
09:45		80	293	38	130	423	21:45	0	0	0	1	1	
10:00		87		27			22:00	0	0				
10:15		99		21			22:15	0	0				
10:30		99		27			22:30	0	0				
10:45		149	434	51	126	560	22:45	0	0	1	1	1	
11:00		141		51			23:00	0	0				
11:15		167		32			23:15	0	0				
11:30		144		40			23:30	0	0				
11:45		140	592	33	156	748	23:45	0	0	0	0	0	
Total Vol.										1723	2333	4056	
										Daily Totals		586	3569
										NB	SB	EB	WB
										Combined		2919	7625

AM		PM	
Split %	42.5%	57.5%	53.2%
Peak Hour	10:45	05:30	05:30
Volume	601	893	944
P.H.F.	0.90	0.87	0.87

Volumes for: Saturday, July 28, 2007										City: Coronado				Project #: 07-4140-001				
Location: Alameda Blvd @ NASNI gate 1 on Quay Rd																		
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB									
00:00			0	0					0									
00:15			0	0					0					0			2	
00:30			0	0					0					0		1		3
00:45			0	0	0				0					0	0	0	3	
01:00			0	0					0					0		0		
01:15			0	0					0					0		0		
01:30			0	0					0					0		0		
01:45			0	0	1	1	1		0					0	2	2	2	
02:00			0	0					0					0		1		
02:15			0	0					0					0		0		
02:30			0	0					0					0	2			
02:45			0	0	0	0			0					0	3	6	6	
03:00			0	0					0					0		1		
03:15			0	2					0					0		0		
03:30			0	0					0					0	2			
03:45			0	0	2	2			0					0	1	4	4	
04:00			0	0					0					0		0		
04:15			0	0					0					0		0		
04:30			0	0					0					0	1			
04:45			0	0	0	0			3	3	2	3		0			6	
05:00			0	0					0					0		1		
05:15			0	0					0					0	3		3	
05:30			0	0					0					0	2			
05:45			0	0	0	0			0	0	1	7		0			7	
06:00			0	0					0					0		0		
06:15			0	0					0					0		0		
06:30			0	1					0					0	0			
06:45			0	0	1	1			0					0	0	0	0	
07:00			0	0					0					0		0		
07:15			0	0					0					0	0			
07:30			0	0					0					0	0			
07:45			0	0	1	1	1		0	0	0	0		0	0	0	0	
08:00			0	1					0					0	1			
08:15			0	0					0					0	1			
08:30			0	0					0					0	0			
08:45			0	0	1	2	2		0	0	0	0		0	0	2	2	
09:00			0	0					0					0		0		
09:15			0	2					0					0		0		
09:30			0	1					0					0	0	0	0	
09:45			0	0	3	3			0	0	0			0	0	0	0	
10:00			0	2					0					0		0		
10:15			0	1					0					0	0	0		
10:30			0	1					0	0				0	0	0		
10:45			0	0	4	4			0	0	0			0	0	0	0	
11:00			0	0					0					0	1			
11:15			0	0					0					0	0	0		
11:30			0	3					0					0	0	0		
11:45			0	0	0	3	3		0	0	0	1		0			1	
Total Vol.										17	17	3		Daily Totals		28	31	Combined
										NB	SB	EB		WB				

AM										PM									
Split %										100.0%									
Peak Hour										9.7%									
Volume										16:00									
P.H.F.										0.25									

Volumes for: Sunday, July 22, 2007										City: Coronado				Project #: 07-4140-002			
Location: Alameda Blvd @ NASNI gate 2 on Tow Way																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00			19		12:00				219								
00:15			24		12:15				161								
00:30			24		12:30				151								
00:45			24	91	91				146	677	677						
01:00			20		13:00				167								
01:15			9		13:15				127								
01:30			13		13:30				139								
01:45			13	55	55				161	594	594						
02:00			13		14:00				169								
02:15			19		14:15				162								
02:30			12		14:30				180								
02:45			17	61	61				144	655	655						
03:00			6		15:00				115								
03:15			6		15:15				107								
03:30			6		15:30				109								
03:45			15	33	33				90	421	421						
04:00			26		16:00				120								
04:15			24		16:15				101								
04:30			38		16:30				109								
04:45			28	116	116				112	442	442						
05:00			27		17:00				73								
05:15			22		17:15				89								
05:30			30		17:30				101								
05:45			45	124	124				80	343	343						
06:00			64		18:00				82								
06:15			92		18:15				63								
06:30			149		18:30				82								
06:45			185	490	490				65	292	292						
07:00			229		19:00				50								
07:15			185		19:15				52								
07:30			161		19:30				50								
07:45			92	667	667				42	194	194						
08:00			91		20:00				70								
08:15			74		20:15				47								
08:30			78		20:30				44								
08:45			77	320	320				42	203	203						
09:00			82		21:00				46								
09:15			95		21:15				35								
09:30			119		21:30				50								
09:45			118	414	414				41	172	172						
10:00			109		22:00				54								
10:15			105		22:15				44								
10:30			101		22:30				42								
10:45			121	436	436				38	178	178						
11:00			125		23:00				31								
11:15			143		23:15				33								
11:30			138		23:30				26								
11:45			129	535	535				26	116	116						
Total Vol.	3342				3342				Daily Totals				4287		4287		
									EB				WB		Combined		

Volumes for: Monday, July 23, 2007										City: Coronado										Project #: 07-4140-002																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Location: Alameda Blvd @ NASNI gate 2 on Tow Way																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										

Volumes for: Wednesday, July 25, 2007					City: Coronado		Project #: 07-4140-002				
Location: Alameda Blvd @ NASNI gate 2 on Tow Way											
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00				27					167		
00:15				15					164		
00:30				17					181		
00:45				17	76	76			157 669 669		
01:00				18					176		
01:15				13					195		
01:30				17					173		
01:45				8	56	56			179 723 723		
02:00				7					191		
02:15				15					179		
02:30				12					187		
02:45				7	41	41			135 692 692		
03:00				12					147		
03:15				21					147		
03:30				26					106		
03:45				71	130	130			127 527 527		
04:00				149					109		
04:15				110					106		
04:30				109					107		
04:45				163	531	531			90 412 412		
05:00				226					90		
05:15				270					88		
05:30				369					103		
05:45				458	1323	1323			90 371 371		
06:00				586					111		
06:15				607					94		
06:30				573					122		
06:45				554	2320	2320			73 400 400		
07:00				468					84		
07:15				462					86		
07:30				490					68		
07:45				353	1773	1773			82 320 320		
08:00				310					79		
08:15				270					88		
08:30				233					66		
08:45				212	1025	1025			59 292 292		
09:00				215					63		
09:15				157					57		
09:30				181					55		
09:45				178	731	731			66 241 241		
10:00				175					61		
10:15				144					57		
10:30				170					58		
10:45				165	654	654			56 232 232		
11:00				159					37		
11:15				148					36		
11:30				137					37		
11:45				178	622	622			24 134 134		
Total Vol.	9282				9282				5013		
					Daily Totals				WB		
					EB				Combined		
					SB						
					NB						

Volumes for: Thursday, July 26, 2007					City: Coronado					Project #: 07-4140-002				
Location: Alameda Blvd @ NASNI gate 2 on Tow Way														
AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB				
00:00				19		12:00				161				
00:15				16		12:15				177				
00:30				10		12:30				174				
00:45				8	53	12:45				177	689	689		
01:00				11		13:00				171				
01:15				12		13:15				185				
01:30				15		13:30				153				
01:45				15	53	13:45				172	681	681		
02:00				10		14:00				195				
02:15				13		14:15				173				
02:30				17		14:30				171				
02:45				2	42	14:45				160	699	699		
03:00				15		15:00				141				
03:15				18		15:15				137				
03:30				29		15:30				127				
03:45				68	130	15:45				103	508	508		
04:00				145		16:00				119				
04:15				85		16:15				101				
04:30				110		16:30				95				
04:45				146	486	16:45				104	419	419		
05:00				204		17:00				93				
05:15				247		17:15				87				
05:30				322		17:30				93				
05:45				454	1227	17:45				91	364	364		
06:00				620		18:00				122				
06:15				519		18:15				114				
06:30				569		18:30				129				
06:45				566	2274	18:45				101	466	466		
07:00				494		19:00				93				
07:15				467		19:15				77				
07:30				531		19:30				95				
07:45				362	1854	19:45				75	340	340		
08:00				314		20:00				113				
08:15				258		20:15				109				
08:30				219		20:30				86				
08:45				199	990	20:45				53	361	361		
09:00				207		21:00				67				
09:15				187		21:15				54				
09:30				164		21:30				65				
09:45				178	736	21:45				65	251	251		
10:00				156		22:00				51				
10:15				166		22:15				58				
10:30				161		22:30				61				
10:45				154	637	22:45				45	215	215		
11:00				160		23:00				36				
11:15				196		23:15				28				
11:30				170		23:30				39				
11:45				137	663	23:45				29	132	132		
Total Vol.					9145	9145	Daily Totals					5125	5125	
							NB	SB	EB		WB	Combined		

<div> <div></div> <div>NB</div> <div>SB</div> <div>EB</div> <div>WB</div> <div>PM</div> </div>									
<div> <div>AM</div> <div>100.0%</div> <div>64.9%</div> </div>									
Split %									
Peak Hour	06:00								
Volume	2320								
P.H.F.	0.96								

<div> <div></div> <div>NB</div> <div>SB</div> <div>EB</div> <div>WB</div> <div>PM</div> </div>									
<div> <div>AM</div> <div>100.0%</div> <div>64.1%</div> </div>									
Split %									
Peak Hour	06:00								
Volume	2274								
P.H.F.	0.92								

Volumes for: Friday, July 27, 2007				City: Coronado				Project #: 07-4140-002				
Location: Alameda Blvd @ NASNI gate 2 on Tow Way												
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00				24	12:00				172			
00:15				19	12:15				164			
00:30				12	12:30				167			
00:45				18	12:45				213	716	716	
01:00				18	13:00				177			
01:15				7	13:15				177			
01:30				7	13:30				162			
01:45				11	13:45				153	669	669	
02:00				7	14:00				177			
02:15				17	14:15				173			
02:30				16	14:30				179			
02:45				10	14:45				151	680	680	
03:00				10	15:00				117			
03:15				20	15:15				124			
03:30				22	15:30				107			
03:45				67	15:45				109	457	457	
04:00				139	16:00				113			
04:15				103	16:15				110			
04:30				105	16:30				120			
04:45				133	16:45				113	456	456	
05:00				190	17:00				88			
05:15				240	17:15				99			
05:30				306	17:30				90			
05:45				470	17:45				93	370	370	
06:00				544	18:00				121			
06:15				509	18:15				146			
06:30				553	18:30				158			
06:45				508	18:45				104	529	529	
07:00				490	19:00				87			
07:15				461	19:15				90			
07:30				433	19:30				67			
07:45				353	19:45				70	314	314	
08:00				298	20:00				76			
08:15				265	20:15				74			
08:30				232	20:30				93			
08:45				246	20:45				79	322	322	
09:00				206	21:00				60			
09:15				186	21:15				59			
09:30				135	21:30				51			
09:45				153	21:45				51	221	221	
10:00				182	22:00				34			
10:15				157	22:15				32			
10:30				166	22:30				46			
10:45				151	22:45				28	140	140	
11:00				162	23:00				46			
11:15				180	23:15				36			
11:30				140	23:30				32			
11:45				182	23:45				26	140	140	
Total Vol.				8883				5014				5014
								Daily Totals				Combined
								EB				WB
								NB				SB

Volumes for: Sunday, July 22, 2007										City: Coronado		Project #: 07-4140-003	
Location: Alameda Blvd @ NASNI gate 3 on McCain Blvd													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			18		12:00			157					
00:15			18		12:15			177					
00:30			12		12:30			154					
00:45			17	65	12:45		65	133	621	621			
01:00			12		13:00			132					
01:15			11		13:15			169					
01:30			11		13:30			157					
01:45			9	43	13:45		43	166	624	624			
02:00			10		14:00			168					
02:15			12		14:15			153					
02:30			9		14:30			172					
02:45			5	36	14:45		36	191	684	684			
03:00			3		15:00			175					
03:15			12		15:15			140					
03:30			4		15:30			232					
03:45			8	27	15:45		27	208	755	755			
04:00			11		16:00			216					
04:15			6		16:15			292					
04:30			8		16:30			219					
04:45			13	38	16:45		38	207	934	934			
05:00			12		17:00			195					
05:15			11		17:15			162					
05:30			23		17:30			159					
05:45			21	67	17:45		67	178	694	694			
06:00			29		18:00			200					
06:15			28		18:15			160					
06:30			47		18:30			131					
06:45			36	140	18:45		140	128	619	619			
07:00			27		19:00			98					
07:15			68		19:15			85					
07:30			82		19:30			85					
07:45			99	276	19:45		276	81	349	349			
08:00			93		20:00			108					
08:15			129		20:15			77					
08:30			100		20:30			76					
08:45			76	398	20:45		398	62	323	323			
09:00			92		21:00			63					
09:15			95		21:15			75					
09:30			54		21:30			76					
09:45			62	303	21:45		303	69	283	283			
10:00			80		22:00			56					
10:15			117		22:15			60					
10:30			111		22:30			58					
10:45			112	420	22:45		420	72	246	246			
11:00			136		23:00			38					
11:15			140		23:15			46					
11:30			163		23:30			37					
11:45			157	596	23:45		596	49	170	170			
Total Vol.										2409	2409	Daily Totals	
												6302	6302
												EB	WB
												Combined	
												8711	
												100.0%	
												72.3%	
												15:30	
												948	
												0.81	
												7.2.3%	
												15:30	
												948	
												0.81	
												7.2.3%	

Volumes for: Monday, July 23, 2007										City: Coronado		Project #: 07-4140-003	
Location: Alameda Blvd @ NASNI gate 3 on McCain Blvd													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			30		12:00			167					
00:15			25		12:15			158					
00:30			17		12:30			165					
00:45			16	88	12:45			150	640	640			
01:00			8		13:00			168					
01:15			13		13:15			185					
01:30			7		13:30			227					
01:45			7	35	13:45			193	773	773			
02:00			5		14:00			261					
02:15			8		14:15			334					
02:30			11		14:30			430					
02:45			3	27	14:45			508	1533	1533			
03:00			3		15:00			351					
03:15			13		15:15			382					
03:30			5		15:30			415					
03:45			4	25	15:45			353	1501	1501			
04:00			12		16:00			339					
04:15			8		16:15			355					
04:30			14		16:30			366					
04:45			11	45	16:45			291	1351	1351			
05:00			18		17:00			247					
05:15			19		17:15			198					
05:30			29		17:30			186					
05:45			48	114	17:45			220	851	851			
06:00			59		18:00			242					
06:15			63		18:15			220					
06:30			79		18:30			214					
06:45			90	291	18:45			205	881	881			
07:00			104		19:00			168					
07:15			85		19:15			142					
07:30			115		19:30			171					
07:45			141	445	19:45			189	670	670			
08:00			115		20:00			150					
08:15			129		20:15			135					
08:30			107		20:30			106					
08:45			107	458	20:45			103	494	494			
09:00			109		21:00			110					
09:15			113		21:15			124					
09:30			111		21:30			142					
09:45			123	456	21:45			126	502	502			
10:00			166		22:00			169					
10:15			169		22:15			95					
10:30			156		22:30			109					
10:45			182	673	22:45			126	499	499			
11:00			172		23:00			166					
11:15			194		23:15			111					
11:30			167		23:30			94					
11:45			155	688	23:45			73	444	444			
Total Vol.			3345		3345			10139	Daily Totals	10139	10139		
								SB	NB	WB	Combined		

Volumes for: Tuesday, July 24, 2007										Project #: 07-4140-003			
Location: Alameda Blvd @ NASNI gate 3 on McCain Blvd										City: Coronado			
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			72		12:00			166					
00:15			49		12:15			174					
00:30			51		12:30			196					
00:45			56	228	12:45			142	678				
01:00			41		13:00			171					
01:15			13		13:15			201					
01:30			18		13:30			246					
01:45			15	87	13:45			246	864				
02:00			14		14:00			267					
02:15			27		14:15			350					
02:30			37		14:30			452					
02:45			17	95	14:45			427	1496				
03:00			13		15:00			440					
03:15			8		15:15			396					
03:30			12		15:30			472					
03:45			10	43	15:45			396	1704				
04:00			3		16:00			387					
04:15			9		16:15			339					
04:30			10		16:30			353					
04:45			16	38	16:45			308	1387				
05:00			19		17:00			244					
05:15			19		17:15			246					
05:30			22		17:30			239					
05:45			37	97	17:45			209	938				
06:00			58		18:00			179					
06:15			53		18:15			262					
06:30			92		18:30			172					
06:45			79	282	18:45			160	773				
07:00			94		19:00			172					
07:15			117		19:15			138					
07:30			122		19:30			133					
07:45			104	437	19:45			179	622				
08:00			103		20:00			129					
08:15			83		20:15			95					
08:30			79		20:30			126					
08:45			81	346	20:45			84	434				
09:00			82		21:00			104					
09:15			86		21:15			76					
09:30			102		21:30			90					
09:45			98	368	21:45			57	327				
10:00			125		22:00			56					
10:15			141		22:15			73					
10:30			144		22:30			94					
10:45			157	567	22:45			145	368				
11:00			160		23:00			127					
11:15			195		23:15			74					
11:30			177		23:30			65					
11:45			175	707	23:45			59	325				
Total Vol.										3295	3295	Daily Totals	
										NB	SB	EB	WB
										Combined		Combined	
										AM		PM	
										100.0%		100.0%	
										11:15		14:45	
										713		1735	
										0.91		0.92	

Split %	AM		PM	
Peak Hour	11:15		14:45	
Volume	713		1735	
P.H.F.	0.91		0.92	
	24.9%		75.1%	

Volumes for: Wednesday, July 25, 2007										City: Coronado				Project #: 07-4140-003			
Location: Alameda Blvd @ NASNI gate 3 on McCain Blvd																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00			63		12:00			207									
00:15			62		12:15			175									
00:30			60		12:30			194									
00:45			55	240	12:45			161	697								
01:00			51		13:00			204									
01:15			16		13:15			215									
01:30			26		13:30			218									
01:45			21	114	13:45			249	886								
02:00			18		14:00			293									
02:15			23		14:15			310									
02:30			25		14:30			535									
02:45			10	76	14:45			372	1510								
03:00			19		15:00			333									
03:15			12		15:15			376									
03:30			13		15:30			389									
03:45			3	47	15:45			362	1460								
04:00			3		16:00			456									
04:15			6		16:15			443									
04:30			12		16:30			363									
04:45			16	37	16:45			291	1553								
05:00			15		17:00			275									
05:15			18		17:15			246									
05:30			21		17:30			212									
05:45			39	93	17:45			193	926								
06:00			52		18:00			213									
06:15			58		18:15			230									
06:30			74		18:30			195									
06:45			80	264	18:45			169	807								
07:00			92		19:00			162									
07:15			101		19:15			149									
07:30			117		19:30			133									
07:45			134	444	19:45			154	598								
08:00			89		20:00			165									
08:15			90		20:15			127									
08:30			85		20:30			99									
08:45			109	373	20:45			83	474								
09:00			92		21:00			91									
09:15			85		21:15			56									
09:30			99		21:30			63									
09:45			100	376	21:45			79	289								
10:00			117		22:00			90									
10:15			147		22:15			80									
10:30			149		22:30			89									
10:45			178	591	22:45			109	368								
11:00			167		23:00			144									
11:15			151		23:15			72									
11:30			185		23:30			61									
11:45			169	672	23:45			44	321								
Total Vol.										3327		3327		Daily Totals		9889	
														EB		WB Combined	

Volumes for: Saturday, July 28, 2007										City: Coronado		Project #: 07-4140-003	
Location: Alameda Blvd @ NASNI gate 3 on McCain Blvd													
AM Period		NB	SB	EB	WB	PM Period		NB	SB	EB	WB		
00:00				34		12:00				169			
00:15				15		12:15				136			
00:30				23		12:30				178			
00:45				23	95	12:45				132	637		
01:00				24		13:00				161			
01:15				18		13:15				153			
01:30				13		13:30				127			
01:45				14	69	13:45				149	590		
02:00				7		14:00				172			
02:15				7		14:15				181			
02:30				11		14:30				295			
02:45				7	32	14:45				221	869		
03:00				2		15:00				164			
03:15				8		15:15				184			
03:30				4		15:30				145			
03:45				6	20	15:45				149	642		
04:00				7		16:00				169			
04:15				7		16:15				213			
04:30				11		16:30				169			
04:45				10	35	16:45				163	714		
05:00				18		17:00				137			
05:15				22		17:15				163			
05:30				27		17:30				140			
05:45				20	87	17:45				135	575		
06:00				23		18:00				135			
06:15				25		18:15				148			
06:30				36		18:30				112			
06:45				53	137	18:45				104	499		
07:00				43		19:00				101			
07:15				72		19:15				87			
07:30				95		19:30				82			
07:45				133	343	19:45				69	339		
08:00				87		20:00				229			
08:15				74		20:15				104			
08:30				72		20:30				59			
08:45				89	322	20:45				66	458		
09:00				64		21:00				65			
09:15				81		21:15				75			
09:30				75		21:30				73			
09:45				82	302	21:45				84	297		
10:00				105		22:00				62			
10:15				108		22:15				232			
10:30				117		22:30				85			
10:45				128	458	22:45				65	444		
11:00				130		23:00				60			
11:15				122		23:15				55			
11:30				147		23:30				30			
11:45				107	506	23:45				32	177		
Total Vol.				2406		2406		Daily Totals		6241			
								NB		SB			
										WB			
										Combined			

AM		PM	
Split %	100.0%	27.8%	72.2%
Peak Hour	11:45	11:45	14:00
Volume	612	612	869
P.H.F.	0.86	0.86	0.74

Volumes for: Sunday, July 22, 2007										City: Coronado		Project #: 07-4140-004		
Location: Ocean Blvd @ NASNT gate 5														
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB					
00:00			0	1	12:00			0	0					
00:15			0	0	12:15			0	1					
00:30			0	0	12:30			0	3					
00:45			0	0	12:45			0	0					
								0	4					
01:00			0	0	13:00			0	0					
01:15			1	0	13:15			0	0					
01:30			1	0	13:30			0	3					
01:45			1	3	13:45			0	2					
								0	5					
02:00			0	0	14:00			0	3					
02:15			0	0	14:15			0	0					
02:30			0	0	14:30			0	2					
02:45			0	0	14:45			1	1					
								1	6					
03:00			0	0	15:00			1	2					
03:15			0	1	15:15			1	1					
03:30			0	0	15:30			0	1					
03:45			0	0	15:45			0	2					
								0	4					
04:00			0	0	16:00			0	1					
04:15			0	0	16:15			0	0					
04:30			0	0	16:30			0	2					
04:45			0	0	16:45			0	1					
								0	4					
05:00			0	0	17:00			0	0					
05:15			0	1	17:15			0	0					
05:30			0	0	17:30			0	0					
05:45			0	0	17:45			0	0					
								0	0					
06:00			0	0	18:00			0	2					
06:15			0	0	18:15			0	2					
06:30			0	1	18:30			0	0					
06:45			0	0	18:45			0	1					
								0	5					
07:00			0	0	19:00			0	0					
07:15			0	0	19:15			0	1					
07:30			1	1	19:30			0	0					
07:45			0	1	19:45			0	0					
								0	1					
08:00			1	0	20:00			0	0					
08:15			0	0	20:15			0	0					
08:30			1	1	20:30			0	0					
08:45			0	2	20:45			0	0					
								0	0					
09:00			0	1	21:00			0	0					
09:15			0	0	21:15			0	0					
09:30			1	1	21:30			0	0					
09:45			1	2	21:45			0	0					
								0	0					
10:00			0	0	22:00			0	0					
10:15			0	0	22:15			0	1					
10:30			0	0	22:30			1	0					
10:45			2	2	22:45			0	1					
								0	1					
11:00			0	1	23:00			0	0					
11:15			0	1	23:15			0	0					
11:30			1	3	23:30			0	0					
11:45			0	1	23:45			1	1					
								0	1					
Total Vol.										11	17	28	Daily Totals	
										NB	SB	EB	WB	Combined
												5	30	35

AM		PM	
Split %	39.3%	60.7%	44.4%
Peak Hour	01:00	11:00	10:45
Volume	3	7	9
P.H.F.	0.75	0.58	0.56
	</		

Volumes for: Monday, July 23, 2007										City: Coronado				Project #: 07-4140-004					
Location: Ocean Blvd @ NASNI gate 5																			
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB										
00:00			0	0	12:00			34	29										
00:15			0	0	12:15			26	31										
00:30			0	1	12:30			43	38										
00:45			0	0	1	12:45		29	132	34	132	264							
01:00			1	0	13:00			33	28										
01:15			0	0	13:15			27	30										
01:30			0	0	13:30			43	36										
01:45			0	1	0	1	13:45	42	145	27	121	266							
02:00			0	0	14:00			45	27										
02:15			0	0	14:15			51	28										
02:30			0	0	14:30			174	17										
02:45			0	0	0	14:45		177	447	32	104	551							
03:00			0	1	15:00			141	21										
03:15			0	0	15:15			86	26										
03:30			0	0	15:30			136	16										
03:45			0	0	1	15:45		95	458	17	80	538							
04:00			0	0	16:00			100	12										
04:15			0	0	16:15			88	22										
04:30			0	0	16:30			79	15										
04:45			1	1	0	1	16:45	54	321	10	59	380							
05:00			1	30	17:00			45	5										
05:15			22	70	17:15			25	6										
05:30			33	72	17:30			29	13										
05:45			63	119	87	259	378	17:45	24	123	10	34	157						
06:00			52	113	18:00			10	1										
06:15			54	137	18:15			1	1										
06:30			46	106	18:30			2	1										
06:45			55	207	101	457	664	18:45	0	13	1	4	17						
07:00			54	103	19:00			4	0										
07:15			45	107	19:15			2	1										
07:30			22	78	19:30			4	1										
07:45			7	128	85	373	501	19:45	3	13	2	4	17						
08:00			1	45	20:00			0	0										
08:15			3	39	20:15			0	1										
08:30			3	39	20:30			0	0										
08:45			4	11	30	153	164	20:45	3	3	0	1	4						
09:00			2	33	21:00			0	0										
09:15			5	25	21:15			0	0										
09:30			4	26	21:30			1	0										
09:45			4	15	27	111	126	21:45	0	1	0	0	1						
10:00			5	32	22:00			0	0										
10:15			24	24	22:15			0	0										
10:30			32	31	22:30			0	1										
10:45			30	91	27	114	205	22:45	0	0	0	1	1						
11:00			31	26	23:00			1	1										
11:15			23	33	23:15			0	0										
11:30			34	25	23:30			0	0										
11:45			36	124	41	125	249	23:45	0	1	0	1	2						
Total Vol.										697	1594	2291	Daily Totals		1657	541	2198		
										NB		SB		EB		WB		Combined	

Volumes for: Wednesday, July 25, 2007										City: Coronado				Project #: 07-4140-004				
Location: Ocean Blvd @ NASNI gate 5																		
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB									
00:00			1	0	12:00			53	36									
00:15			0	0	12:15			42	43									
00:30			0	0	12:30			36	33									
00:45			0	1	0	1	12:45	22	153	36	148	301						
01:00			0	0	13:00			37	36									
01:15			0	0	13:15			42	24									
01:30			0	0	13:30			30	41									
01:45			0	0	0	13:45		40	149	30	131	280						
02:00			0	0	14:00			50	32									
02:15			0	0	14:15			52	38									
02:30			0	1	14:30			172	29									
02:45			0	0	1	1	14:45	132	406	30	129	535						
03:00			0	0	15:00			145	28									
03:15		1	0	0	15:15			104	20									
03:30		0	0	0	15:30			196	33									
03:45		0	1	1	2	15:45		212	657	15	96	753						
04:00		0	0	0	16:00			143	14									
04:15		0	0	0	16:15			92	26									
04:30		0	0	0	16:30			81	14									
04:45		0	0	0	16:45			64	380	13	67	447						
05:00		0	40		17:00			50	15									
05:15		19	69		17:15			33	8									
05:30		37	71		17:30			35	8									
05:45		65	121	91	17:45	392	17:45	29	147	7	38	185						
06:00		61	131		18:00			5	3									
06:15		83	150		18:15			2	0									
06:30		49	123		18:30			0	2									
06:45		47	240	122	526	766	18:45	1	8	0	5	13						
07:00		46	121		19:00			2	1									
07:15		52	109		19:15			2	3									
07:30		21	76		19:30			0	1									
07:45		0	119	103	409	528	19:45	4	8	0	5	13						
08:00		7	61		20:00			2	0									
08:15		13	48		20:15			0	1									
08:30		13	54		20:30			1	1									
08:45		21	54	28	191	245	20:45	1	4	0	2	6						
09:00		18	18		21:00			0	0									
09:15		18	32		21:15			0	0									
09:30		25	36		21:30			0	0									
09:45		20	81	30	116	197	21:45	1	1	0	0	1						
10:00		19	34		22:00			0	0									
10:15		32	27		22:15			0	0									
10:30		30	31		22:30			0	1									
10:45		34	115	39	131	246	22:45	0	0	0	1	1						
11:00		37	21		23:00			0	1									
11:15		25	27		23:15			0	0									
11:30		38	24		23:30			0	0									
11:45		35	135	42	114	249	23:45	0	0	0	1	1						
Total Vol.										867	1760	2627	Daily Totals		1913	623	2536	
										NB		SB		EB		WB		Combined

Volumes for: Friday, July 27, 2007										City: Coronado										Project #: 07-4140-004									
Location: Ocean Blvd @ NASNI gate 5																													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	AM Period	NB	SB	EB	WB	AM Period	NB	SB	EB	WB										
00:00			0	0	12:00			51	38	00:00			51	38	00:00			51	38										
00:15			0	0	12:15			43	35	00:15			43	35	00:15			43	35										
00:30			0	0	12:30			50	29	00:30			50	29	00:30			50	29										
00:45			1	1	12:45			65	209	00:45			65	209	00:45			65	209										
01:00			0	0	13:00			74	30	01:00			74	30	01:00			74	30										
01:15			0	0	13:15			44	30	01:15			44	30	01:15			44	30										
01:30			0	0	13:30			52	25	01:30			52	25	01:30			52	25										
01:45			0	0	13:45			52	222	01:45			52	222	01:45			52	222										
02:00			0	0	14:00			69	22	02:00			69	22	02:00			69	22										
02:15			0	0	14:15			100	42	02:15			100	42	02:15			100	42										
02:30			0	0	14:30			186	29	02:30			186	29	02:30			186	29										
02:45			0	0	14:45			165	520	02:45			165	520	02:45			165	520										
03:00			0	0	15:00			106	20	03:00			106	20	03:00			106	20										
03:15			0	1	15:15			52	10	03:15			52	10	03:15			52	10										
03:30			0	0	15:30			84	18	03:30			84	18	03:30			84	18										
03:45			0	0	15:45			71	313	03:45			71	313	03:45			71	313										
04:00			0	0	16:00			48	18	04:00			48	18	04:00			48	18										
04:15			0	0	16:15			43	27	04:15			43	27	04:15			43	27										
04:30			0	0	16:30			48	20	04:30			48	20	04:30			48	20										
04:45			0	0	16:45			42	181	04:45			42	181	04:45			42	181										
05:00			0	13	17:00			48	11	05:00			48	11	05:00			48	11										
05:15			12	45	17:15			22	11	05:15			22	11	05:15			22	11										
05:30			30	66	17:30			25	16	05:30			25	16	05:30			25	16										
05:45			60	102	17:45			16	111	05:45			16	111	05:45			16	111										
06:00			56	119	18:00			13	7	06:00			13	7	06:00			13	7										
06:15			63	123	18:15			3	0	06:15			3	0	06:15			3	0										
06:30			39	121	18:30			0	0	06:30			0	0	06:30			0	0										
06:45			45	203	18:45			3	19	06:45			3	19	06:45			3	19										
07:00			43	123	19:00			1	0	07:00			1	0	07:00			1	0										
07:15			32	118	19:15			4	0	07:15			4	0	07:15			4	0										
07:30			32	112	19:30			0	1	07:30			0	1	07:30			0	1										
07:45			10	117	19:45			0	5	07:45			0	5	07:45			0	5										
08:00			0	35	20:00			4	1	08:00			4	1	08:00			4	1										
08:15			11	54	20:15			0	0	08:15			0	0	08:15			0	0										
08:30			17	47	20:30			0	0	08:30			0	0	08:30			0	0										
08:45			16	44	20:45			0	4	08:45			0	4	08:45			0	4										
09:00			20	32	21:00			0	0	09:00			0	0	09:00			0	0										
09:15			16	35	21:15			0	0	09:15			0	0	09:15			0	0										
09:30			28	25	21:30			1	1	09:30			1	1	09:30			1	1										
09:45			27	91	21:45			0	1	09:45			0	1	09:45			0	1										
10:00			35	34	22:00			0	0	10:00			0	0	10:00			0	0										
10:15			23	27	22:15			0	0	10:15			0	0	10:15			0	0										
10:30			36	25	22:30			0	0	10:30			0	0	10:30			0	0										
10:45			36	130	22:45			0	0	10:45			0	0	10:45			0	0										
11:00			53	25	23:00			0	0	11:00			0	0	11:00			0	0										
11:15			41	37	23:15			0	0	11:15			0	0	11:15			0	0										
11:30			51	25	23:30			0	0	11:30			0	0	11:30			0	0										
11:45			56	201	23:45			0	0	11:45			0	0	11:45			0	0										
Total Vol.										889	1680	2569	Daily Totals				563	2148											
										NB		SB		EB		WB		Combined											
										</																			

Volumes for: Sunday, September 09, 2007										Project #: 07-4178-011												
Location: First St @ NASNI gate										City: Coronado												
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	AM Period	NB	SB	EB	WB								
00:00			0	0	12:00			0	4	00:00			0	4								
00:15			0	0	12:15			0	1	00:15			0	1								
00:30			0	0	12:30			0	6	00:30			0	6								
00:45			0	0	12:45			0	0	0	3	14	14									
01:00			0	0	13:00			0	2	01:00			0	2								
01:15			0	0	13:15			0	6	01:15			0	6								
01:30			0	0	13:30			0	4	01:30			0	4								
01:45			0	0	13:45			0	0	0	4	16	16									
02:00			0	2	14:00			0	2	02:00			0	2								
02:15			0	0	14:15			0	3	02:15			0	3								
02:30			0	0	14:30			0	1	02:30			0	1								
02:45			0	0	14:45			0	0	3	9	9										
03:00			0	0	15:00			0	1	03:00			0	1								
03:15			0	0	15:15			0	0	03:15			0	0								
03:30			0	0	15:30			1	3	03:30			1	3								
03:45			0	0	15:45			0	1	3	7	8										
04:00			0	0	16:00			0	0	04:00			0	0								
04:15			0	0	16:15			0	2	04:15			0	2								
04:30			0	1	16:30			0	4	04:30			0	4								
04:45			0	0	16:45			0	0	1	7	7										
05:00			0	0	17:00			6	4	05:00			0	4								
05:15			0	0	17:15			0	1	05:15			0	1								
05:30			0	0	17:30			0	1	05:30			0	1								
05:45			0	0	17:45			0	6	0	6	12										
06:00			0	0	18:00			0	0	0	0	0										
06:15			0	0	18:15			0	1	06:15			0	1								
06:30			0	1	18:30			0	2	06:30			0	2								
06:45			0	0	18:45			0	0	0	3	3										
07:00			0	1	19:00			0	0	07:00			0	0								
07:15			0	2	19:15			0	0	0	0	0										
07:30			0	0	19:30			0	2	07:30			0	2								
07:45			0	0	19:45			0	0	0	2	2										
08:00			0	0	20:00			0	1	08:00			0	1								
08:15			0	0	20:15			0	1	08:15			0	1								
08:30			0	0	20:30			0	1	08:30			0	1								
08:45			0	0	20:45			0	0	0	3	3										
09:00			0	1	21:00			0	0	09:00			0	0								
09:15			0	2	21:15			0	1	09:15			0	1								
09:30			1	1	21:30			0	0	0	0	1										
09:45			0	1	21:45			0	0	0	1	1										
10:00			0	1	22:00			0	0	10:00			0	0								
10:15			0	1	22:15			0	2	10:15			0	2								
10:30			0	1	22:30			0	0	10:30			0	0								
10:45			0	0	22:45			0	0	0	2	2										
11:00			0	3	23:00			0	0	11:00			0	0								
11:15			7	0	23:15			0	0	11:15			0	0								
11:30			0	2	23:30			0	0	11:30			0	0								
11:45			0	7	23:45			0	0	0	0	0										
Total Vol.															8	32	40	Daily Totals		7	70	77
															NB	SB	EB	WB		Combined		

Volumes for: Tuesday, September 11, 2007										Project #: 07-4178-011										
Location: First St @ NASNI gate										City: Coronado										
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB											
00:00				0	0	12:00			92	37										
00:15				0	0	12:15			90	46										
00:30				0	0	12:30			83	48										
00:45				0	0	0			85	350	52	183	533							
01:00				0	0	13:00			76	37										
01:15				0	0	13:15			76	42										
01:30				0	1	13:30			103	30										
01:45				0	0	0	1	1	13:45						505					
02:00				0	0	14:00			117	40										
02:15				0	0	14:15			139	56										
02:30				0	0	14:30			176	37										
02:45				0	0	0			367	799	31	164	963							
03:00				0	0	15:00			172	17										
03:15				0	1	15:15			185	19										
03:30				0	0	15:30			254	15										
03:45				0	0	0	1	1	15:45						898					
04:00				0	0	16:00			229	14										
04:15				0	0	16:15			244	14										
04:30				0	0	16:30			209	13										
04:45				0	0	1	1	1	16:45						957					
05:00				0	4	17:00			151	14										
05:15				3	38	17:15			124	10										
05:30				8	99	17:30			116	11										
05:45				4	15	156	297	312	17:45						522					
06:00				12	228	18:00			81	4										
06:15				10	198	18:15			4	3										
06:30				14	246	18:30			0	5										
06:45				23	59	219	891	950	18:45						99					
07:00				15	148	19:00			0	2										
07:15				23	116	19:15			0	1										
07:30				30	101	19:30			0	2										
07:45				20	88	78	443	531	19:45						5					
08:00				17	69	20:00			0	0										
08:15				18	78	20:15			0	1										
08:30				15	64	20:30			0	1										
08:45				22	72	27	238	310	20:45						2					
09:00				29	31	21:00			0	0										
09:15				34	32	21:15			0	1										
09:30				66	27	21:30			0	0										
09:45				37	166	28	118	284	21:45						1					
10:00				42	30	22:00			0	0										
10:15				57	21	22:15			0	0										
10:30				77	27	22:30			0	0										
10:45				92	268	25	103	371	22:45						1					
11:00				75	44	23:00			0	0										
11:15				93	39	23:15			0	0										
11:30				105	33	23:30			0	0										
11:45				98	371	32	148	519	23:45						0					
Total Vol.										1039	2241	3280	Daily Totals		3804	682	4486			
										NB		SB		EB		WB	Combined			

Volumes for: Saturday, September 15, 2007

City: Coronado

Project #: 07-4178-011

Location: First St @ NASNI gate									
AM Period		NB	SB	EB	WB	PM Period		NB	SB
		NB	SB	EB	WB			NB	SB
00:00	0	0	0	0	3	12:00			
00:15	0	0	0	0	3	12:15			
00:30	0	0	0	0	2	12:30			
00:45	0	0	0	0	0	12:45			
01:00	0	0	0	0	1	13:00			
01:15	0	0	0	0	2	13:15			
01:30	0	0	0	0	3	13:30			
01:45	0	0	0	0	0	13:45			
02:00	0	0	0	0	4	14:00			
02:15	0	0	0	0	1	14:15			
02:30	0	1	0	0	3	14:30			
02:45	0	0	0	0	0	14:45			
03:00	0	0	0	0	2	15:00			
03:15	0	0	0	0	1	15:15			
03:30	0	0	0	0	4	15:30			
03:45	0	0	0	0	0	15:45			
04:00	0	1	0	0	4	16:00			
04:15	0	1	0	0	0	16:15			
04:30	0	0	0	0	7	16:30			
04:45	0	0	2	0	6	16:45			
05:00	0	0	0	0	3	17:00			
05:15	0	0	0	0	2	17:15			
05:30	0	0	0	0	1	17:30			
05:45	0	0	0	0	0	17:45			
06:00	0	0	0	0	0	18:00			
06:15	0	0	0	0	5	18:15			
06:30	0	1	0	0	1	18:30			
06:45	0	0	1	0	0	18:45			
07:00	0	0	0	0	1	19:00			
07:15	0	0	0	0	0	19:15			
07:30	0	0	0	0	1	19:30			
07:45	0	0	1	0	0	19:45			
08:00	0	1	0	0	1	20:00			
08:15	1	1	0	0	1	20:15			
08:30	0	1	0	0	1	20:30			
08:45	0	1	4	0	2	20:45			
09:00	0	1	0	0	0	21:00			
09:15	2	2	0	0	1	21:15			
09:30	2	3	0	0	0	21:30			
09:45	0	4	0	0	0	21:45			
10:00	0	2	0	0	0	22:00			
10:15	0	2	0	0	0	22:15			
10:30	0	5	0	0	0	22:30			
10:45	0	0	2	0	2	22:45			
11:00	0	2	1	0	0	23:00			
11:15	0	0	0	0	0	23:15			
11:30	0	5	0	0	0	23:30			
11:45	0	0	5	0	1	23:45			

Total Vol.

5

39

44

1

83

84

Daily Totals		EB	WB	Combined
NB	SB			

6

122

128

AM

11.4%

88.6%

34.4%

PM

1.2%

98.8%

65.6%

Split %	08:45	11:30	11:30	16:30	16:30	16:30
Peak Hour	4	16	16	1	18	18
Volume	0.50	0.80	0.80	0.25	0.64	0.64
P.H.F.						

Volumes for: Sunday, September 09, 2007

City: Coronado

Project #: 07-4178-012

Location: Third St (inbound only) @ NASNI gate									
AM Period		NB	SB	EB	WB	PM Period		NB	SB
		NB	SB	EB	WB			NB	SB
00:00					28	12:00			
00:15					119	12:15			
00:30					13	12:30			
00:45					16	12:45			
01:00					15	13:00			
01:15					17	13:15			
01:30					7	13:30			
01:45					11	13:45			
02:00					13	14:00			
02:15					13	14:15			
02:30					7	14:30			
02:45					7	14:45			
03:00					13	15:00			
03:15					10	15:15			
03:30					17	15:30			
03:45					39	15:45			
04:00					37	16:00			
04:15					21	16:15			
04:30					25	16:30			
04:45					27	16:45			
05:00					17	17:00			
05:15					41	17:15			
05:30					60	17:30			
05:45					79	17:45			
06:00					99	18:00			
06:15					124	18:15			
06:30					126	18:30			
06:45					135	18:45			
07:00					122	19:00			
07:15					111	19:15			
07:30					61	19:30			
07:45					70	19:45			
08:00					64	20:00			
08:15					51	20:15			
08:30					74	20:30			
08:45					84	20:45			
09:00					81	21:00			
09:15					86	21:15			
09:30					100	21:30			
09:45					91	21:45			
10:00					89	22:00			
10:15					78	22:15			
10:30					92	22:30			
10:45					101	22:45			
11:00					121	23:00			
11:15					81	23:15			
11:30					121	23:30			
11:45					109	23:45			

Total Vol.

2830

2830

4061

4061

Daily Totals		EB	WB	Combined
NB	SB			

6891

6891

AM

100.0%

41.1%

PM

58.9%

Split %	06:15	06:15	14:00	14:00
Peak Hour	06:15	507	562	562
Volume	0.94	0.94	0.91	0.91
P.H.F.				

Volumes for: Monday, September 10, 2007										City: Coronado		Project #: 07-4178-012	
Location: Third St (inbound only) @ NASNI gate													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00				29	12:00				164				
00:15				25	12:15				170				
00:30				16	12:30				158				
00:45				17	87	87			200	692	692		
01:00				8	13:00				156				
01:15				24	13:15				184				
01:30				16	13:30				164				
01:45				10	58	58			191	695	695		
02:00				6	14:00				193				
02:15				9	14:15				175				
02:30				6	14:30				166				
02:45				12	33	33			145	679	679		
03:00				16	15:00				151				
03:15				26	15:15				133				
03:30				57	15:30				194				
03:45				181	280	280			114	552	552		
04:00				77	16:00				115				
04:15				101	16:15				95				
04:30				155	16:30				79				
04:45				222	555	555			85	374	374		
05:00				304	17:00				99				
05:15				378	17:15				92				
05:30				528	17:30				127				
05:45				637	1847	1847			98	416	416		
06:00				655	18:00				132				
06:15				635	18:15				103				
06:30				608	18:30				83				
06:45				499	2397	2397			70	388	388		
07:00				463	19:00				69				
07:15				487	19:15				68				
07:30				421	19:30				59				
07:45				304	1675	1675			65	261	261		
08:00				296	20:00				87				
08:15				346	20:15				94				
08:30				252	20:30				56				
08:45				263	1157	1157			61	298	298		
09:00				187	21:00				57				
09:15				183	21:15				53				
09:30				164	21:30				28				
09:45				173	707	707			51	189	189		
10:00				157	22:00				69				
10:15				151	22:15				46				
10:30				139	22:30				54				
10:45				162	609	609			46	215	215		
11:00				132	23:00				45				
11:15				140	23:15				36				
11:30				160	23:30				19				
11:45				170	602	602			24	124	124		
Total Vol.										10007	4883	4883	
										Daily Totals		Combined	
										EB		WB	
										NB		SB	

AM		PM	
Split %	100.0%	67.2%	32.8%
Peak Hour	05:45	05:45	13:15
Volume	2535	2535	732
P.H.F.	0.97	0.97	0.95

Volumes for: Tuesday, September 11, 2007										City: Coronado				Project #: 07-4178-012			
Location: Third St (inbound only) @ NASNI gate																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00				14	12:00				176								
00:15				15	12:15				200								
00:30				8	12:30				174								
00:45				12	12:45		49	49	162	712	712						
01:00				17	13:00				169								
01:15				11	13:15				161								
01:30				7	13:30				178								
01:45				10	13:45		45	45	186	694	694						
02:00				7	14:00				184								
02:15				10	14:15				183								
02:30				4	14:30				151								
02:45				14	14:45		35	35	148	666	666						
03:00				31	15:00				144								
03:15				32	15:15				146								
03:30				82	15:30				103								
03:45				167	15:45		312	312	107	500	500						
04:00				92	16:00				120								
04:15				126	16:15				122								
04:30				143	16:30				108								
04:45				248	16:45		609	609	103	453	453						
05:00				341	17:00				71								
05:15				366	17:15				100								
05:30				454	17:30				103								
05:45				660	17:45		1821	17:45	106	380	380						
06:00				662	18:00				91								
06:15				606	18:15				113								
06:30				627	18:30				91								
06:45				636	18:45		2531	18:45	78	373	373						
07:00				523	19:00				77								
07:15				464	19:15				89								
07:30				381	19:30				82								
07:45				318	19:45		1686	19:45	94	342	342						
08:00				290	20:00				66								
08:15				271	20:15				58								
08:30				235	20:30				63								
08:45				263	20:45		1059	20:45	67	254	254						
09:00				190	21:00				58								
09:15				178	21:15				58								
09:30				164	21:30				41								
09:45				145	21:45		677	21:45	57	214	214						
10:00				165	22:00				52								
10:15				167	22:15				58								
10:30				136	22:30				58								
10:45				167	22:45		635	22:45	29	197	197						
11:00				153	23:00				32								
11:15				166	23:15				47								
11:30				188	23:30				26								
11:45				168	23:45		675	23:45	27	132	132						
Total Vol.										10134				4917		4917	
										Daily Totals							
										NB		SB		WB		Combined	

AM		PM	
Split %	100.0%	67.3%	32.7%
Peak Hour	05:45	05:45	13:30
Volume	2555	2555	731
P.H.F.	0.96	0.96	0.98

Volumes for: Friday, September 14, 2007										City: Coronado										Project #: 07-4178-012									
Location: Third St (Inbound only) @ NASNI gate																													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	AM Period	NB	SB	EB	WB	AM Period	NB	SB	EB	WB										
00:00			22		12:00				159																				
00:15			19		12:15				167																				
00:30			8		12:30				170																				
00:45			17	66	12:45			66	660																				
01:00			10		13:00				192																				
01:15			8		13:15				150																				
01:30			8		13:30				189																				
01:45			17	43	13:45			43	721																				
02:00			22		14:00				169																				
02:15			8		14:15				168																				
02:30			9		14:30				155																				
02:45			11	50	14:45			50	611																				
03:00			17		15:00				120																				
03:15			30		15:15				111																				
03:30			77		15:30				112																				
03:45			188	312	15:45			312	453																				
04:00			110		16:00				107																				
04:15			92		16:15				109																				
04:30			123		16:30				96																				
04:45			239	564	16:45			564	409																				
05:00			293		17:00				92																				
05:15			326		17:15				147																				
05:30			519		17:30				107																				
05:45			652	1790	17:45			1790	461																				
06:00			611		18:00				123																				
06:15			570		18:15				119																				
06:30			574		18:30				91																				
06:45			505	2260	18:45			2260	81	414																			
07:00			551		19:00				85																				
07:15			526		19:15				83																				
07:30			416		19:30				71																				
07:45			314	1807	19:45			1807	314	314																			
08:00			298		20:00				84																				
08:15			248		20:15				80																				
08:30			255		20:30				100																				
08:45			238	1039	20:45			1039	58	322																			
09:00			193		21:00				53																				
09:15			180		21:15				51																				
09:30			187		21:30				49																				
09:45			164	724	21:45			724	50	203																			
10:00			160		22:00				54																				
10:15			168		22:15				53																				
10:30			149		22:30				40																				
10:45			160	637	22:45			637	54	201																			
11:00			178		23:00				38																				
11:15			144		23:15				33																				
11:30			166		23:30				30																				
11:45			186	674	23:45			674	31	132																			
Total Vol.										9966										4901									
										9966										4901									
																				Daily Totals									
																				EB									
																				SB									
																				NB									
																				WB									
																				Combined									

Volumes for: Sunday, September 09, 2007										City: Coronado		Project #: 07-4178-013	
Location: Fourth St (outbound only) @ NASNI gate													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			52		12:00			125					
00:15			39		12:15			113					
00:30			28		12:30			116					
00:45			21	140	12:45		140	142	496	496			
01:00			22		13:00			123					
01:15			4		13:15			108					
01:30			7		13:30			121					
01:45			12	45	13:45		45	114	466	466			
02:00			10		14:00			102					
02:15			3		14:15			138					
02:30			3		14:30			146					
02:45			1	17	14:45		17	160	546	546			
03:00			4		15:00			151					
03:15			7		15:15			112					
03:30			7		15:30			140					
03:45			6	24	15:45		24	145	548	548			
04:00			3		16:00			134					
04:15			6		16:15			150					
04:30			7		16:30			139					
04:45			4	20	16:45		20	248	671	671			
05:00			9		17:00			150					
05:15			8		17:15			124					
05:30			19		17:30			115					
05:45			13	49	17:45		49	126	515	515			
06:00			16		18:00			132					
06:15			28		18:15			146					
06:30			26		18:30			95					
06:45			26	96	18:45		96	103	476	476			
07:00			42		19:00			62					
07:15			44		19:15			79					
07:30			39		19:30			64					
07:45			114	239	19:45		239	64	269	269			
08:00			90		20:00			75					
08:15			65		20:15			67					
08:30			49		20:30			86					
08:45			51	255	20:45		255	72	300	300			
09:00			50		21:00			37					
09:15			52		21:15			37					
09:30			53		21:30			49					
09:45			73	228	21:45		228	34	157	157			
10:00			74		22:00			37					
10:15			77		22:15			53					
10:30			101		22:30			45					
10:45			117	369	22:45		369	34	169	169			
11:00			118		23:00			17					
11:15			109		23:15			14					
11:30			108		23:30			29					
11:45			122	457	23:45		457	23	83	83			
Total Vol.										1939		4696	
										Daily Totals		WB	
										NB		SB	
										EB		Combined	

Split %	AM				PM			
	100.0%				100.0%			
Peak Hour	11:45				16:15			
Volume	476				687			
P.H.F.	0.95				0.69			

Volumes for: Monday, September 10, 2007										City: Coronado		Project #: 07-4178-013	
Location: Fourth St (outbound only) @ NASNI gate													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			20		12:00			160					
00:15			14		12:15			178					
00:30			10		12:30			151					
00:45			14	58	12:45		58	160	649	649			
01:00			7		13:00			151					
01:15			10		13:15			163					
01:30			7		13:30			197					
01:45			4	28	13:45		28	259	770	770			
02:00			8		14:00			226					
02:15			3		14:15			343					
02:30			4		14:30			365					
02:45			1	16	14:45		16	469	1403	1403			
03:00			6		15:00			372					
03:15			4		15:15			402					
03:30			7		15:30			392					
03:45			2	19	15:45		19	407	1573	1573			
04:00			4		16:00			388					
04:15			8		16:15			367					
04:30			1		16:30			384					
04:45			8	21	16:45		21	357	1496	1496			
05:00			32		17:00			330					
05:15			26		17:15			308					
05:30			22		17:30			248					
05:45			41	121	17:45		121	199	1085	1085			
06:00			39		18:00			154					
06:15			77		18:15			231					
06:30			58		18:30			210					
06:45			95	269	18:45		269	200	795	795			
07:00			103		19:00			168					
07:15			94		19:15			147					
07:30			114		19:30			138					
07:45			108	419	19:45		419	126	579	579			
08:00			105		20:00			105					
08:15			104		20:15			85					
08:30			126		20:30			190					
08:45			94	429	20:45		429	98	478	478			
09:00			79		21:00			74					
09:15			87		21:15			80					
09:30			106		21:30			118					
09:45			84	356	21:45		356	86	358	358			
10:00			114		22:00			80					
10:15			126		22:15			77					
10:30			107		22:30			84					
10:45			136	483	22:45		483	80	321	321			
11:00			127		23:00			109					
11:15			204		23:15			117					
11:30			150		23:30			41					
11:45			144	625	23:45		625	46	313	313			
Total Vol.			2844		2844			Daily Totals EB	SB	WB	Combined		
								9820			9820		

Volumes for: Thursday, September 13, 2007										City: Coronado		Project #: 07-4178-013		
Location: Fourth St (outbound only) @ NASNI gate														
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB					
00:00			45		12:00			191						
00:15			39		12:15			196						
00:30			29		12:30			186						
00:45			43	156	12:45			176	749					
01:00			33		13:00			172						
01:15			39		13:15			190						
01:30			22		13:30			199						
01:45			32	126	13:45			267	828					
02:00			22		14:00			230						
02:15			24		14:15			319						
02:30			10		14:30			369						
02:45			6	62	14:45			493	1411					
03:00			7		15:00			367						
03:15			18		15:15			339						
03:30			10		15:30			355						
03:45			4	39	15:45			410	1471					
04:00			11		16:00			357						
04:15			14		16:15			385						
04:30			16		16:30			376						
04:45			19	60	16:45			383	1501					
05:00			17		17:00			314						
05:15			23		17:15			288						
05:30			11		17:30			213						
05:45			36	87	17:45			222	1037					
06:00			44		18:00			199						
06:15			52		18:15			237						
06:30			59		18:30			233						
06:45			82	237	18:45			224	893					
07:00			84		19:00			175						
07:15			105		19:15			220						
07:30			98		19:30			153						
07:45			114	401	19:45			157	705					
08:00			106		20:00			124						
08:15			77		20:15			115						
08:30			91		20:30			111						
08:45			77	351	20:45			74	424					
09:00			70		21:00			98						
09:15			101		21:15			84						
09:30			119		21:30			82						
09:45			106	396	21:45			100	364					
10:00			128		22:00			101						
10:15			150		22:15			65						
10:30			141		22:30			52						
10:45			155	574	22:45			81	299					
11:00			142		23:00			123						
11:15			185		23:15			129						
11:30			213		23:30			45						
11:45			150	690	23:45			58	355					
Total Vol.										3179	3179	Daily Totals	10037	10037
										NB	SB	EB	WB	Combined

Volumes for: Friday, September 14, 2007										City: Coronado		Project #: 07-4178-013	
Location: Fourth St (outbound only) @ NASNI gate													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			46		12:00			254					
00:15			52		12:15			217					
00:30			43		12:30			214					
00:45			31	172	12:45			230	915				
01:00			70		13:00			186					
01:15			46		13:15			212					
01:30			38		13:30			266					
01:45			29	183	13:45			289	953				
02:00			32		14:00			359					
02:15			15		14:15			359					
02:30			11		14:30			406					
02:45			6	64	14:45			529	1653				
03:00			3		15:00			314					
03:15			12		15:15			336					
03:30			15		15:30			370					
03:45			6	36	15:45			350	1370				
04:00			12		16:00			285					
04:15			10		16:15			312					
04:30			8		16:30			277					
04:45			11	41	16:45			311	1185				
05:00			16		17:00			247					
05:15			29		17:15			256					
05:30			19		17:30			222					
05:45			34	98	17:45			232	957				
06:00			42		18:00			192					
06:15			48		18:15			219					
06:30			62		18:30			213					
06:45			69	221	18:45			203	827				
07:00			107		19:00			178					
07:15			81		19:15			164					
07:30			92		19:30			162					
07:45			101	381	19:45			130	634				
08:00			121		20:00			97					
08:15			104		20:15			106					
08:30			84		20:30			109					
08:45			126	435	20:45			141	453				
09:00			100		21:00			93					
09:15			105		21:15			82					
09:30			127		21:30			78					
09:45			148	480	21:45			105	358				
10:00			124		22:00			77					
10:15			163		22:15			84					
10:30			165		22:30			75					
10:45			163	615	22:45			177	413				
11:00			199		23:00			133					
11:15			223		23:15			81					
11:30			197		23:30			54					
11:45			223	842	23:45			49	317				
Total Vol.			3568		3568			Daily Totals	10035	NB	SB	WB	Combined
								EB					
													10035
													317

Volumes for: Saturday, September 15, 2007										City: Coronado		Project #: 07-4178-013	
Location: Fourth St (outbound only) @ NASNI gate													
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			44		12:00			157					
00:15			45		12:15			221					
00:30			40		12:30			200					
00:45			32	161	12:45		161	210	788				
01:00			29		13:00			162					
01:15			19		13:15			161					
01:30			20		13:30			164					
01:45			24	92	13:45		92	182	669				
02:00			9		14:00			185					
02:15			20		14:15			215					
02:30			8		14:30			194					
02:45			10	47	14:45		47	340	934				
03:00			8		15:00			162					
03:15			6		15:15			165					
03:30			3		15:30			147					
03:45			8	25	15:45		25	139	613				
04:00			7		16:00			165					
04:15			6		16:15			158					
04:30			14		16:30			172					
04:45			11	38	16:45		38	211	706				
05:00			7		17:00			168					
05:15			15		17:15			163					
05:30			22		17:30			145					
05:45			22	66	17:45		66	200	676				
06:00			37		18:00			199					
06:15			28		18:15			177					
06:30			31		18:30			124					
06:45			41	137	18:45		137	132	632				
07:00			37		19:00			110					
07:15			47		19:15			115					
07:30			61		19:30			87					
07:45			139	284	19:45		284	97	409				
08:00			112		20:00			172					
08:15			103		20:15			94					
08:30			79		20:30			74					
08:45			83	377	20:45		377	83	423				
09:00			72		21:00			64					
09:15			76		21:15			60					
09:30			95		21:30			68					
09:45			99	342	21:45		342	76	268				
10:00			112		22:00			54					
10:15			106		22:15			172					
10:30			157		22:30			87					
10:45			127	502	22:45		502	56	369				
11:00			119		23:00			38					
11:15			124		23:15			56					
11:30			143		23:30			32					
11:45			153	539	23:45		539	41	167				
Total Vol.										2610		6654	
										Daily Totals		WB	
										NB		SB	
										EB		Combined	

Split %	AM		PM	
	100.0%	28.2%	100.0%	71.8%
Peak Hour	11:45	11:45	14:00	14:00
Volume	731	731	934	934
P.H.F.	0.83	0.83	0.69	0.69

Volumes for: Sunday, September 09, 2007										City: Coronado		Project #: 07-4178-014					
Location: Ocean Blvd @ NASNT gate 5																	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB								
00:00			0	0	12:00			0	1								
00:15			0	0	12:15			0	0								
00:30			0	0	12:30			0	0								
00:45			0	0	12:45			0	0	4	5						
01:00			0	0	13:00			0	1								
01:15			0	0	13:15			0	0								
01:30			0	0	13:30			2	0								
01:45			0	0	13:45			0	2	0	1						
02:00			0	2	14:00			0	1								
02:15			1	2	14:15			0	2								
02:30			0	0	14:30			0	0								
02:45			0	1	14:45			1	1	3	6						
03:00			0	0	15:00			0	0								
03:15			0	0	15:15			0	0								
03:30			0	0	15:30			0	0								
03:45			0	0	15:45			0	0	0	0						
04:00			0	1	16:00			0	1								
04:15			0	0	16:15			1	0								
04:30			0	0	16:30			0	2								
04:45			0	0	16:45			0	1	0	3						
05:00			0	0	17:00			0	0								
05:15			0	0	17:15			0	0								
05:30			0	0	17:30			0	0	2	2						
05:45			0	0	17:45			0	0	2	2						
06:00			0	1	18:00			0	0								
06:15			0	0	18:15			0	0								
06:30			0	0	18:30			0	1								
06:45			0	0	18:45			0	0	0	1						
07:00			0	0	19:00			0	0								
07:15			0	0	19:15			0	0								
07:30			0	0	19:30			0	0								
07:45			0	0	19:45			0	0	0	0						
08:00			0	0	20:00			0	0								
08:15			0	0	20:15			0	0								
08:30			3	0	20:30			0	0								
08:45			0	3	20:45			0	0	0	0						
09:00			0	0	21:00			0	0								
09:15			1	1	21:15			1	0								
09:30			4	1	21:30			4	0								
09:45			0	5	21:45			0	5	0	0						
10:00			3	1	22:00			1	0								
10:15			0	1	22:15			0	0								
10:30			0	1	22:30			0	0								
10:45			4	7	22:45			0	1	0	0						
11:00			0	0	23:00			0	0								
11:15			0	0	23:15			0	0								
11:30			0	1	23:30			0	0								
11:45			0	0	23:45			0	0	0	0						
Total Vol.										16	14	30	Daily Totals		10	18	28
										NB		SB	EB	WB	Combined		

Split %	AM		PM	
	53.3%	46.7%	35.7%	64.3%

Volumes for: Monday, September 10, 2007										Project #: 07-4178-014										
Location: Ocean Blvd @ NASNI gate 5										City: Coronado										
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB											
00:00			0	1	12:00			43	33											
00:15			0	1	12:15			33	30											
00:30			0	0	12:30			34	24											
00:45			0	0	2	2	12:45	29	139	29	116	255								
01:00			1	0	13:00			27	35											
01:15			0	0	13:15			35	36											
01:30			0	0	13:30			33	32											
01:45			0	1	0	0	1	13:45	26	121	28	131	252							
02:00			0	0	14:00			51	31											
02:15			0	0	14:15			44	22											
02:30			0	0	14:30			99	33											
02:45			0	0	0	0	14:45	202	396	17	103	499								
03:00			0	0	15:00			109	25											
03:15			0	0	15:15			129	38											
03:30			0	0	15:30			125	20											
03:45			0	0	0	0	15:45	126	489	12	95	584								
04:00			0	0	16:00			83	9											
04:15			0	0	16:15			93	10											
04:30			0	0	16:30			83	11											
04:45			0	0	0	0	16:45	89	348	14	44	392								
05:00			0	9	17:00			56	6											
05:15			14	62	17:15			40	5											
05:30			29	61	17:30			36	13											
05:45			65	108	94	226	334	17:45	18	150	4	28	178							
06:00			59	92	18:00			15	6											
06:15			48	85	18:15			8	0											
06:30			61	81	18:30			1	0											
06:45			47	215	92	350	565	18:45	0	24	0	6	30							
07:00			51	89	19:00			3	1											
07:15			38	70	19:15			1	0											
07:30			41	67	19:30			1	0											
07:45			14	144	61	287	431	19:45	0	5	0	1	6							
08:00			20	51	20:00			1	0											
08:15			5	52	20:15			0	0											
08:30			2	46	20:30			0	0											
08:45			16	43	50	199	242	20:45	2	3	0	0	3							
09:00			15	23	21:00			0	0											
09:15			20	20	21:15			0	0											
09:30			14	24	21:30			1	0											
09:45			14	63	28	95	158	21:45	0	1	0	0	1							
10:00			34	25	22:00			1	0											
10:15			19	17	22:15			1	0											
10:30			17	16	22:30			0	1											
10:45			19	89	41	99	188	22:45	0	2	0	1	3							
11:00			27	31	23:00			0	0											
11:15			34	33	23:15			0	2											
11:30			38	34	23:30			1	0											
11:45			36	135	30	128	263	23:45	1	2	0	2	4							
Total Vol.										798	1386	2184	Daily Totals				1680	527	2207	
										NB		SB		EB		WB		Combined		

Volumes for: Wednesday, September 12, 2007										Project #: 07-4178-014				
Location: Ocean Blvd @ NASNI gate 5										City: Coronado				
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB					
00:00			0	0	12:00			36	28					
00:15			0	0	12:15			40	30					
00:30			0	0	12:30			34	28					
00:45			0	0	12:45			24	134	37	123	257		
01:00			0	0	13:00			35	36					
01:15			0	0	13:15			21	32					
01:30			0	0	13:30			40	30					
01:45			1	1	0	1	13:45	28	124	40	138	262		
02:00			0	0	14:00			41	34					
02:15			0	0	14:15			61	21					
02:30			0	0	14:30			101	33					
02:45			0	0	0	0	14:45	237	440	18	106	546		
03:00			1	0	15:00			112	19					
03:15			0	0	15:15			125	28					
03:30			0	0	15:30			106	22					
03:45			0	1	0	1	15:45	151	494	22	91	585		
04:00			0	0	16:00			97	11					
04:15			0	0	16:15			91	17					
04:30			0	0	16:30			79	18					
04:45			0	0	0	0	16:45	82	349	11	57	406		
05:00			3	9	17:00			58	9					
05:15			3	67	17:15			40	17					
05:30			10	88	17:30			34	15					
05:45			50	66	93	257	323	17:45	35	167	14	55	222	
06:00			45	93	18:00			15	2					
06:15			59	94	18:15			2	2					
06:30			51	102	18:30			1	0					
06:45			48	203	90	379	582	18:45	1	19	0	4	23	
07:00			40	90	19:00			2	3					
07:15			37	98	19:15			3	1					
07:30			23	74	19:30			1	0					
07:45			6	106	63	325	431	19:45	0	6	0	4	10	
08:00			6	51	20:00			1	0					
08:15			3	45	20:15			1	0					
08:30			14	56	20:30			0	0					
08:45			24	47	39	191	238	20:45	0	2	0	0	2	
09:00			18	26	21:00			0	0					
09:15			17	25	21:15			0	0					
09:30			21	23	21:30			0	0					
09:45			13	69	34	108	177	21:45	0	0	0	0		
10:00			22	30	22:00			0	0					
10:15			29	19	22:15			0	0					
10:30			28	32	22:30			0	0					
10:45			20	99	37	118	217	22:45	0	0	0	0		
11:00			24	30	23:00			0	1					
11:15			33	26	23:15			0	0					
11:30			20	17	23:30			0	0					
11:45			38	115	36	109	224	23:45	0	0	0	1	1	
Total Vol.										707	1487	2194		
										Daily Totals		1735	579	2314
												EB	WB	Combined
												SB	NB	

APPENDIX H

- Vehicle Occupancy Count Data

San Diego Naval Air Station Occupancy Study

Project # 07-4139-001
Location: First St. Gate
City: Coronado
Lane: 1
Day: Thursday
Date: 7/26/2007

Time	1 Person	2 People	3 People	4 People	5 People +	Total Cars
5:00 AM	30	2	0	0	0	32
5:15 AM	65	6	2	0	0	73
5:30 AM	107	14	0	0	0	121
5:45 AM	137	21	2	0	0	160
6:00 AM	132	17	0	0	0	149
6:15 AM	131	12	0	0	0	143
6:30 AM	135	7	0	0	0	142
6:45 AM	101	4	1	0	0	106
7:00 AM	78	9	0	0	0	87
7:15 AM	102	5	1	1	0	109
7:30 AM	47	5	0	1	0	53
7:45 AM	52	6	0	0	0	58
8:00 AM	60	5	2	1	0	68
8:15 AM	37	3	0	0	0	40
8:30 AM	39	5	1	0	0	45
8:45 AM	37	6	0	0	0	43
9:00 AM	19	9	0	0	1	29
9:15 AM	33	6	0	1	0	40
9:30 AM	34	7	0	0	0	41
9:45 AM	35	7	1	2	0	45
10:00 AM	22	7	2	0	0	31
10:15 AM	40	4	2	0	0	46
10:30 AM	36	9	1	0	0	46
10:45 AM	33	11	1	0	0	45
11:00 AM	38	19	0	1	0	58
11:15 AM	33	8	2	0	0	43
11:30 AM	23	14	0	0	0	37
11:45 AM	36	9	1	0	0	46
12:00 PM	36	8	0	0	1	45
12:15 PM	40	11	1	1	1	54
12:30 PM	30	6	2	0	0	38
12:45 PM	35	10	0	1	0	46
1:00 PM	28	4	0	0	0	32
1:15 PM	23	6	1	0	0	30
1:30 PM	26	3	1	0	0	30
1:45 PM	43	7	1	0	0	51
2:00 PM	37	9	0	0	0	46
2:15 PM	18	8	0	0	1	27
2:30 PM	15	4	0	0	0	19
2:45 PM	15	2	2	0	0	19
3:00 PM	16	5	1	0	0	22
3:15 PM	24	6	1	0	0	31
3:30 PM	16	2	0	0	0	18
3:45 PM	13	2	0	0	0	15
4:00 PM	18	2	0	0	0	20
4:15 PM	14	2	0	0	0	16
4:30 PM	8	5	0	0	0	13
4:45 PM	7	3	0	0	0	10

San Diego Naval Air Station Occupancy Study

Project # 07-4139-001
Location: First St. Gate
City: Coronado
Lane: 2
Day: Thursday
Date: 7/26/2007

Time	1 Person	2 People	3 People	4 People	5 People +	Total Cars
5:00 AM	7	1	0	0	0	8
5:15 AM	37	0	1	0	0	38
5:30 AM	79	7	1	1	1	89
5:45 AM	119	13	2	2	1	137
6:00 AM	86	14	4	0	2	106
6:15 AM	79	17	4	0	2	102
6:30 AM	112	12	0	0	0	124
6:45 AM	34	4	0	0	0	38
7:00 AM	37	2	0	0	0	39
7:15 AM	28	2	1	0	0	31
7:30 AM	21	0	0	0	0	21
7:45 AM	4	2	0	0	0	6
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	6	0	0	0	0	6
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0

San Diego Naval Air Station Occupancy Study

Project # 07-4139-001
Location: Third St. Main Gate
City: Coronado
Lane: 1
Day: Thursday
Date: 7/26/2007

Time	1 Person	2 People	3 People	4 People	5 People +	Total Cars
5:00 AM	28	1	0	1	0	30
5:15 AM	73	2	1	1	1	78
5:30 AM	130	2	1	0	0	133
5:45 AM	150	4	0	0	1	155
6:00 AM	131	9	1	2	1	144
6:15 AM	110	10	1	0	1	122
6:30 AM	122	11	1	0	1	135
6:45 AM	111	4	1	0	0	116
7:00 AM	120	7	0	0	1	128
7:15 AM	104	6	1	0	1	112
7:30 AM	68	3	1	1	0	73
7:45 AM	36	3	0	0	0	39
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0

San Diego Naval Air Station Occupancy Study

Project # 07-4139-001
Location: Third St. Main Gate
City: Coronado
Lane: 2
Day: Thursday
Date: 7/26/2007

Time	1 Person	2 People	3 People	4 People	5 People +	Total Cars
5:00 AM	41	0	0	0	0	41
5:15 AM	87	3	2	2	2	96
5:30 AM	113	9	2	0	0	124
5:45 AM	128	6	0	1	0	135
6:00 AM	128	8	0	1	0	137
6:15 AM	121	3	0	0	0	124
6:30 AM	118	12	0	0	0	130
6:45 AM	103	5	0	0	0	108
7:00 AM	124	8	0	1	1	134
7:15 AM	108	7	0	0	0	115
7:30 AM	67	6	0	0	0	73
7:45 AM	36	1	1	0	0	38
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0

San Diego Naval Air Station Occupancy Study

Project # 07-4139-001
Location: Third St. Main Gate
City: Coronado

Lane: 3

Day: Thursday
Date: 7/26/2007

Time	1 Person	2 People	3 People	4 People	5 People +	Total Cars
5:00 AM	60	7	0	1	0	68
5:15 AM	96	15	1	0	0	112
5:30 AM	100	7	2	2	0	111
5:45 AM	111	16	1	0	0	128
6:00 AM	104	5	0	0	0	109
6:15 AM	123	10	0	0	0	133
6:30 AM	107	5	0	0	1	113
6:45 AM	109	8	0	0	0	117
7:00 AM	62	9	2	1	0	74
7:15 AM	110	9	0	0	0	119
7:30 AM	90	8	0	0	2	100
7:45 AM	89	8	1	0	0	98
8:00 AM	72	9	1	1	0	83
8:15 AM	99	4	2	2	0	107
8:30 AM	15	1	0	0	0	16
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0

San Diego Naval Air Station Occupancy Study

Project # 07-4139-001
Location: Third St. Main Gate
City: Coronado

Lane: 4

Day: Thursday
Date: 7/26/2007

Time	1 Person	2 People	3 People	4 People	5 People +	Total Cars
5:00 AM	41	0	0	0	0	41
5:15 AM	59	8	2	1	2	72
5:30 AM	101	17	2	1	0	121
5:45 AM	137	8	0	0	0	145
6:00 AM	119	15	0	1	1	136
6:15 AM	134	9	0	0	0	143
6:30 AM	133	9	0	0	0	142
6:45 AM	87	4	1	0	0	92
7:00 AM	87	11	1	2	1	102
7:15 AM	105	4	1	0	0	110
7:30 AM	70	1	2	1	0	74
7:45 AM	54	2	2	1	0	59
8:00 AM	75	10	2	2	1	90
8:15 AM	41	4	1	0	0	46
8:30 AM	83	15	2	3	0	103
8:45 AM	73	9	1	0	0	83
9:00 AM	69	16	2	1	2	90
9:15 AM	73	13	3	2	1	92
9:30 AM	63	15	2	2	0	82
9:45 AM	52	10	1	1	0	64
10:00 AM	65	12	3	2	0	82
10:15 AM	69	17	6	1	1	94
10:30 AM	72	14	5	4	0	95
10:45 AM	71	21	3	3	0	98
11:00 AM	69	25	3	1	0	98
11:15 AM	64	18	5	2	0	89
11:30 AM	63	15	5	0	2	85
11:45 AM	59	9	4	8	3	83
12:00 PM	55	19	10	3	2	89
12:15 PM	53	12	4	2	0	71
12:30 PM	66	13	4	2	2	87
12:45 PM	60	8	1	1	0	70
1:00 PM	71	23	3	3	0	100
1:15 PM	62	14	5	0	2	83
1:30 PM	54	25	5	4	0	88
1:45 PM	65	14	4	2	0	85
2:00 PM	62	17	4	1	1	85
2:15 PM	66	14	2	4	1	87
2:30 PM	64	8	2	1	3	78
2:45 PM	54	8	3	2	4	71
3:00 PM	60	14	0	2	1	77
3:15 PM	65	14	3	1	2	85
3:30 PM	44	14	1	0	2	61
3:45 PM	45	20	0	4	1	70
4:00 PM	46	18	3	0	0	67
4:15 PM	44	14	4	2	1	65
4:30 PM	32	15	3	3	1	54
4:45 PM	37	14	1	2	0	54

San Diego Naval Air Station Occupancy Study

Project # 07-4139-001
Location: Third St. Main Gate
City: Coronado

Lane: 5

Day: Thursday
Date: 7/26/2007

Time	1 Person	2 People	3 People	4 People	5 People +	Bikes	Total Cars
5:00 AM	23	2	0	2	0	0	27
5:15 AM	46	3	0	0	0	0	49
5:30 AM	83	9	0	0	1	1	93
5:45 AM	97	6	0	0	1	2	104
6:00 AM	101	11	0	1	1	0	114
6:15 AM	100	14	1	2	2	0	119
6:30 AM	70	5	0	0	1	0	76
6:45 AM	60	6	0	0	0	1	66
7:00 AM	93	4	0	0	1	0	98
7:15 AM	75	4	3	0	2	0	84
7:30 AM	35	2	0	0	0	0	37
7:45 AM	30	4	0	0	0	0	34
8:00 AM	88	11	1	0	0	0	100
8:15 AM	24	2	0	1	0	0	27
8:30 AM	90	9	1	1	0	0	101
8:45 AM	82	10	1	1	0	0	94
9:00 AM	51	4	1	0	1	0	57
9:15 AM	61	13	1	1	0	0	76
9:30 AM	44	8	2	0	0	0	54
9:45 AM	44	13	6	1	0	0	64
10:00 AM	48	12	1	0	0	0	61
10:15 AM	46	17	2	2	0	0	67
10:30 AM	35	5	0	0	0	1	40
10:45 AM	60	12	1	2	0	0	75
11:00 AM	51	21	1	0	2	0	75
11:15 AM	42	10	3	2	3	0	60
11:30 AM	35	9	3	0	0	0	47
11:45 AM	53	20	2	0	0	0	75
12:00 PM	45	9	3	6	1	0	64
12:15 PM	68	25	0	1	0	0	94
12:30 PM	50	14	4	0	0	0	68
12:45 PM	63	13	3	4	2	0	85
1:00 PM	61	14	2	2	1	0	80
1:15 PM	48	8	4	3	0	0	63
1:30 PM	59	23	1	2	2	0	87
1:45 PM	71	17	1	1	2	0	92
2:00 PM	74	16	3	1	1	0	95
2:15 PM	62	8	3	2	3	0	78
2:30 PM	60	9	1	0	0	0	70
2:45 PM	43	13	2	2	0	1	60
3:00 PM	54	9	4	0	0	0	67
3:15 PM	32	8	5	1	0	0	46
3:30 PM	34	7	2	0	0	0	43
3:45 PM	35	12	3	0	1	0	51
4:00 PM	28	7	1	0	0	0	36
4:15 PM	26	8	1	0	0	0	35
4:30 PM	26	5	4	2	2	0	39
4:45 PM	23	6	1	1	1	0	32

San Diego Naval Air Station Occupancy Study

Project # 07-4139-001
Location: Third St. Main Gate
City: Coronado

Lane: 6 Trucks

Day: Thursday
Date: 7/26/2007

Time	1 Person	2 People	3 People	4 People	5 People +	Total Cars
5:00 AM	3	0	0	0	0	3
5:15 AM	3	2	0	0	0	5
5:30 AM	3	1	0	0	5	9
5:45 AM	3	1	0	0	0	4
6:00 AM	4	1	0	0	0	5
6:15 AM	4	0	0	0	0	4
6:30 AM	5	2	0	1	0	8
6:45 AM	3	1	2	0	0	6
7:00 AM	6	2	0	0	0	8
7:15 AM	7	0	0	0	0	7
7:30 AM	13	0	0	0	0	13
7:45 AM	11	0	0	0	0	11
8:00 AM	10	1	1	0	0	12
8:15 AM	13	1	0	0	0	14
8:30 AM	5	1	0	0	0	6
8:45 AM	8	1	0	0	0	9
9:00 AM	12	0	0	0	0	12
9:15 AM	14	0	0	0	0	14
9:30 AM	16	0	0	0	0	16
9:45 AM	19	0	0	0	0	19
10:00 AM	12	1	0	0	0	13
10:15 AM	11	1	0	0	0	12
10:30 AM	9	0	0	0	0	9
10:45 AM	6	0	0	0	0	6
11:00 AM	9	1	1	0	0	11
11:15 AM	4	0	0	0	0	4
11:30 AM	14	1	0	0	0	15
11:45 AM	6	0	0	0	0	6
12:00 PM	4	0	0	0	0	4
12:15 PM	3	0	0	0	0	3
12:30 PM	5	0	0	0	0	5
12:45 PM	9	0	0	0	0	9
1:00 PM	3	1	0	0	0	4
1:15 PM	9	2	0	0	0	11
1:30 PM	9	0	0	0	0	9
1:45 PM	2	0	0	0	0	2
2:00 PM	5	0	0	0	1	6
2:15 PM	4	0	0	0	1	5
2:30 PM	5	0	0	0	0	5
2:45 PM	2	0	0	0	0	2
3:00 PM	4	0	0	0	0	4
3:15 PM	3	0	0	0	0	3
3:30 PM	2	0	0	0	0	2
3:45 PM	0	0	0	0	0	0
4:00 PM	4	0	0	0	0	4
4:15 PM	0	0	0	1	1	2
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0

San Diego Naval Air Station Occupancy Study

Project # 07-4139-001		Lane: 1		Day: Thursday			
Location: Ocean Blvd. Gate				Date: 7/26/2007			
City: Coronado							
Time	1 Person	2 People	3 People	4 People	5 People +	Bikes	Total Cars
5:00 AM	60	4	0	0	0	0	64
5:15 AM	75	6	0	0	1	0	82
5:30 AM	87	3	2	0	0	0	92
5:45 AM	118	5	0	0	0	0	123
6:00 AM	159	12	2	1	0	0	174
6:15 AM	185	19	1	0	0	0	205
6:30 AM	132	14	2	0	1	0	149
6:45 AM	115	5	2	0	0	0	122
7:00 AM	115	1	1	0	0	0	117
7:15 AM	104	2	1	0	0	0	107
7:30 AM	81	13	0	0	1	0	95
7:45 AM	45	4	0	0	1	0	50
8:00 AM	50	5	1	0	1	0	57
8:15 AM	36	4	0	0	6	1	46
8:30 AM	38	4	0	0	0	0	42
8:45 AM	32	8	0	0	5	0	45
9:00 AM	24	8	1	0	3	0	36
9:15 AM	26	8	2	0	0	0	36
9:30 AM	37	9	0	0	0	0	46
9:45 AM	20	4	1	0	0	0	25
10:00 AM	15	4	0	0	0	1	19
10:15 AM	20	4	0	0	0	0	24
10:30 AM	25	5	0	0	0	1	30
10:45 AM	27	8	2	0	0	0	37
11:00 AM	16	9	2	0	1	0	28
11:15 AM	17	9	2	2	0	0	30
11:30 AM	18	6	1	0	0	1	25
11:45 AM	27	6	1	3	0	0	37
12:00 PM	14	4	2	0	1	0	21
12:15 PM	27	7	2	1	0	5	37
12:30 PM	27	10	0	0	0	0	37
12:45 PM	17	10	0	0	0	0	27
1:00 PM	51	5	1	1	0	0	58
1:15 PM	15	1	0	1	0	0	17
1:30 PM	9	3	0	0	0	0	12
1:45 PM	31	5	3	0	0	0	39
2:00 PM	26	3	0	1	0	0	30
2:15 PM	26	11	3	1	0	0	41
2:30 PM	28	7	0	0	0	0	35
2:45 PM	29	1	1	0	0	0	31
3:00 PM	14	2	1	0	0	0	17
3:15 PM	10	6	0	0	0	1	16
3:30 PM	12	1	2	0	0	0	15
3:45 PM	10	3	0	3	0	0	16
4:00 PM	12	5	0	0	0	0	17
4:15 PM	12	5	1	0	0	0	18
4:30 PM	16	4	0	1	0	0	21
4:45 PM	6	8	0	0	0	1	14

APPENDIX I

- LOS Calculations Worksheets

CVN SEIS Traffic Study
1: First St & Alameda Blvd

July 2007
Timing Plan: AM PEAK-HOUR

	→	↗	↖	←	↙	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	53	37	5	473	373	5
Peak Hour Factor	0.78	0.78	0.73	0.73	0.84	0.84
Hourly flow rate (vph)	68	47	7	648	444	6
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	68	47	655	444	6	
Volume Left (vph)	0	0	7	444	0	
Volume Right (vph)	0	47	0	0	6	
Hadj (s)	0.03	-0.67	0.04	0.53	-0.67	
Departure Headway (s)	7.3	6.6	6.3	7.2	6.0	
Degree Utilization, x	0.14	0.09	1.15	0.88	0.01	
Capacity (veh/h)	468	515	561	499	593	
Control Delay (s)	10.3	9.0	108.6	42.0	7.8	
Approach Delay (s)	9.8		108.6	41.6		
Approach LOS	A		F	E		
Intersection Summary						
Delay			74.6			
HCM Level of Service			F			
Intersection Capacity Utilization			56.2%		ICU Level of Service	B
Analysis Period (min)			15			

CVN SEIS Traffic Study
2: Third St & Alameda Blvd

July 2007
Timing Plan: AM PEAK-HOUR

	↖	→	↗	↖	←	↙	↘	↑	↗	↖	↓	↘
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕		↖	↑			↖	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					0.91		1.00	1.00				1.00
Flpb, ped/bikes					0.99		1.00	1.00				0.99
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					0.99		1.00	1.00				0.96
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					4995		1770	1863				1769
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					4995		1770	1863				1769
Volume (vph)	0	0	0	17	2235	195	109	4	0	0	32	13
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.86	0.86	0.86	0.59	0.59	0.59
Adj. Flow (vph)	0	0	0	19	2511	219	127	5	0	0	54	22
RTOR Reduction (vph)	0	0	0	0	9	0	0	0	0	0	18	0
Lane Group Flow (vph)	0	0	0	0	2740	0	127	5	0	0	58	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type					Perm		Split					
Protected Phases						8	2	2				6
Permitted Phases					8							
Actuated Green, G (s)						48.6	11.1	11.1				9.9
Effective Green, g (s)						46.6	9.1	9.1				7.9
Actuated g/C Ratio						0.62	0.12	0.12				0.10
Clearance Time (s)						2.0	2.0	2.0				2.0
Vehicle Extension (s)						3.0	3.0	3.0				3.0
Lane Grp Cap (vph)					3079		213	224				185
v/s Ratio Prot							c0.07	0.00				c0.03
v/s Ratio Perm					0.55							
v/c Ratio					0.89		0.60	0.02				0.31
Uniform Delay, d1					12.3		31.5	29.3				31.3
Progression Factor					1.00		1.00	1.00				1.00
Incremental Delay, d2					3.6		4.4	0.0				1.0
Delay (s)					15.9		35.9	29.4				32.3
Level of Service					B		D	C				C
Approach Delay (s)		0.0			15.9			35.7				32.3
Approach LOS		A			B			D				C
Intersection Summary												
HCM Average Control Delay			17.2		HCM Level of Service					B		
HCM Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			75.6		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			72.3%		ICU Level of Service					C		
Analysis Period (min)			15									

c Critical Lane Group

CVN SEIS Traffic Study
3: Fourth St & Alameda Blvd

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗					↖		↘	↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	8	347	93	0	0	0	0	81	78	32	53	0
Peak Hour Factor	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73
Hourly flow rate (vph)	9	394	106	0	0	0	0	100	96	44	73	0
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1	SB 2						
Volume Total (vph)	141	263	106	196	44	73						
Volume Left (vph)	9	0	0	0	44	0						
Volume Right (vph)	0	0	106	96	0	0						
Hadj (s)	0.07	0.03	-0.67	-0.26	0.53	0.03						
Departure Headway (s)	5.4	5.4	3.2	5.4	6.4	5.9						
Degree Utilization, x	0.21	0.39	0.09	0.30	0.08	0.12						
Capacity (veh/h)	632	643	1121	631	530	576						
Control Delay (s)	8.7	10.7	5.3	10.7	8.7	8.4						
Approach Delay (s)	9.0			10.7	8.5							
Approach LOS	A			B	A							
Intersection Summary												
Delay			9.4									
HCM Level of Service			A									
Intersection Capacity Utilization			72.3%		ICU Level of Service				C			
Analysis Period (min)			15									

CVN SEIS Traffic Study
4: Ocean Blvd & Alameda Blvd

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↘	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	52	816	29	56	5
Peak Hour Factor	0.62	0.62	0.87	0.87	0.76	0.76
Hourly flow rate (vph)	0	84	938	33	74	7
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	991				1078	995
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	991				1078	995
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				69	98
cM capacity (veh/h)	686				234	287
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	84	971	80			
Volume Left	0	0	74			
Volume Right	0	33	7			
cSH	686	1700	238			
Volume to Capacity	0.00	0.57	0.34			
Queue Length 95th (ft)	0	0	36			
Control Delay (s)	0.0	0.0	27.7			
Lane LOS			D			
Approach Delay (s)	0.0	0.0	27.7			
Approach LOS			D			
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			59.8%		ICU Level of Service	B
Analysis Period (min)			15			

CVN SEIS Traffic Study

5: First St & D Ave

July 2007

Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	85	0	3	472	0	1	0	4	0	2	1
Peak Hour Factor	0.76	0.76	0.76	0.79	0.79	0.79	0.62	0.62	0.62	0.25	0.25	0.25
Hourly flow rate (vph)	0	112	0	4	597	0	2	0	6	0	8	4
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					442							
pX, platoon unblocked												
vC, conflicting volume	617			132			765	757	152	763	757	637
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	617			132			765	757	152	763	757	637
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	99	100	98	99
cM capacity (veh/h)	947			1429			293	325	865	300	325	461
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	112	601	8	12								
Volume Left	0	4	2	0								
Volume Right	0	0	6	4								
cSH	947	1429	622	360								
Volume to Capacity	0.00	0.00	0.01	0.03								
Queue Length 95th (ft)	0	0	1	3								
Control Delay (s)	0.0	0.1	10.9	15.3								
Lane LOS		A	B	C								
Approach Delay (s)	0.0	0.1	10.9	15.3								
Approach LOS			B	C								
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization		42.1%		ICU Level of Service		A						
Analysis Period (min)		15										

CVN SEIS Traffic Study

6: Third St & D Ave
















July 2007

Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control		Free		Free				Stop			Stop	
Grade		0%		0%				0%			0%	
Volume (veh/h)	0	0	0	33	2490	0	4	16	0	0	54	2
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.62	0.62	0.62	0.44	0.44	0.44
Hourly flow rate (vph)	0	0	0	36	2736	0	6	26	0	0	123	5
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					432							
pX, platoon unblocked	0.51						0.51	0.51		0.51	0.51	0.51
vC, conflicting volume	2756			20			1091	2849	40	2862	2849	952
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2523			20			0	2704	40	2729	2704	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			0	0	100	0	0	99
cM capacity (veh/h)	88			1568			0	10	989	0	10	545
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	720	1368	684	32	127							
Volume Left	36	0	0	6	0							
Volume Right	0	0	0	0	5							
cSH	1568	1700	1700	0	10							
Volume to Capacity	0.02	0.80	0.40	Err	12.17							
Queue Length 95th (ft)	2	0	0	Err	Err							
Control Delay (s)	0.6	0.0	0.0	Err	Err							
Lane LOS	A			F	F							
Approach Delay (s)	0.2			Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization		66.4%		ICU Level of Service		C						
Analysis Period (min)		15										















CVN SEIS Traffic Study
7: Fourth St & D Ave

July 2007
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  											
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	2	685	2	0	0	0	0	19	17	21	62	0
Peak Hour Factor	0.86	0.86	0.86	0.25	0.25	0.25	0.69	0.69	0.69	0.44	0.44	0.44
Hourly flow rate (vph)	2	797	2	0	0	0	0	28	25	48	141	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			0.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			0			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)	434											
pX, platoon unblocked												
vC, conflicting volume	20			819			913	842	307	349	843	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			819			913	842	307	349	843	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	90	96	90	51	100
cM capacity (veh/h)	1568			792			133	289	678	498	288	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1							
Volume Total	201	398	201	52	189							
Volume Left	2	0	0	0	48							
Volume Right	0	0	2	25	0							
cSH	1568	1700	1700	396	323							
Volume to Capacity	0.00	0.23	0.12	0.13	0.58							
Queue Length 95th (ft)	0	0	0	11	87							
Control Delay (s)	0.1	0.0	0.0	15.5	30.7							
Lane LOS	A			C	D							
Approach Delay (s)	0.0			15.5	30.7							
Approach LOS				C	D							
Intersection Summary												
Average Delay				6.4								
Intersection Capacity Utilization	33.5%			ICU Level of Service			A					
Analysis Period (min)	15											












CVN SEIS Traffic Study
8: Sixth St & D Ave

July 2007
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 											
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	1	38	15	12	48	8	16	53	10	12	52	3
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.51	0.51	0.51
Hourly flow rate (vph)	1	45	18	14	56	9	18	59	11	24	102	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	64	80	88	131								
Volume Left (vph)	1	14	18	24								
Volume Right (vph)	18	9	11	6								
Hadj (s)	-0.13	0.00	0.00	0.04								
Departure Headway (s)	4.4	4.5	4.4	4.4								
Degree Utilization, x	0.08	0.10	0.11	0.16								
Capacity (veh/h)	778	754	783	783								
Control Delay (s)	7.7	8.0	7.9	8.2								
Approach Delay (s)	7.7	8.0	7.9	8.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.0											
HCM Level of Service	A											
Intersection Capacity Utilization	28.2%			ICU Level of Service			A					
Analysis Period (min)	15											

CVN SEIS Traffic Study
9: First St & Orange Ave

July 2007
Timing Plan: AM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		0.99	1.00	0.98	1.00
Frt	0.89		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1465		1579	1676	1567	1374
Flt Permitted	1.00		0.68	1.00	0.95	1.00
Satd. Flow (perm)	1465		1134	1676	1567	1374
Volume (vph)	16	71	63	242	229	24
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	21	95	71	272	286	30
RTOR Reduction (vph)	61	0	0	0	0	20
Lane Group Flow (vph)	55	0	71	272	286	10
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2	2
Actuated Green, G (s)	9.3		9.3	9.3	8.8	8.8
Effective Green, g (s)	9.3		9.3	9.3	8.8	8.8
Actuated g/C Ratio	0.36		0.36	0.36	0.34	0.34
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	522		404	597	528	463
v/s Ratio Prot	0.04		c0.16			
v/s Ratio Perm			0.06		c0.18	0.01
v/c Ratio	0.11		0.18	0.46	0.54	0.02
Uniform Delay, d1	5.6		5.8	6.5	7.0	5.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1		0.2	0.6	1.1	0.0
Delay (s)	5.7		6.0	7.0	8.2	5.8
Level of Service	A		A	A	A	A
Approach Delay (s)	5.7			6.8	7.9	
Approach LOS	A			A	A	
Intersection Summary						
HCM Average Control Delay			7.1	HCM Level of Service		A
HCM Volume to Capacity ratio			0.50			
Actuated Cycle Length (s)			26.1	Sum of lost time (s)		8.0
Intersection Capacity Utilization			32.4%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

CVN SEIS Traffic Study
10: Third St & Orange Ave

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗↖↗		↖	↗↗			↗↖	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Frt				1.00	0.99		1.00	1.00			0.99	
Flt Protected				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (prot)				1522	4702		1770	3539			3511	
Flt Permitted				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (perm)				1522	4702		1770	3539			3511	
Volume (vph)	0	0	0	1644	2293	180	64	138	0	0	239	9
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	1731	2414	189	74	159	0	0	269	10
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	1053	3277	0	74	159	0	0	277	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Split		Prot						
Protected Phases				8	8	5		2	6			
Permitted Phases												
Actuated Green, G (s)				130.0	130.0	9.6		30.4	16.8			
Effective Green, g (s)				130.0	130.0	9.6		30.4	16.8			
Actuated g/C Ratio				0.77	0.77	0.06		0.18	0.10			
Clearance Time (s)				4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)				1175	3630	101		639	350			
v/s Ratio Prot				0.69	c0.70	c0.04		0.04	c0.08			
v/s Ratio Perm												
v/c Ratio				0.90	0.90	0.73		0.25	0.79			
Uniform Delay, d1				14.2	14.4	78.1		59.2	74.1			
Progression Factor				1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2				9.1	3.6	23.7		0.2	11.6			
Delay (s)				23.3	18.0	101.9		59.4	85.7			
Level of Service				C	B	F		E	F			
Approach Delay (s)	0.0			19.3		72.9		85.7				
Approach LOS	A			B		E		F				
Intersection Summary												
HCM Average Control Delay	25.7			HCM Level of Service				C				
HCM Volume to Capacity ratio	0.88											
Actuated Cycle Length (s)	168.4			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	94.9%			ICU Level of Service				F				
Analysis Period (min)	15											
c Critical Lane Group												

CVN SEIS Traffic Study
11: Fourth St & Orange Ave

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Frpb, ped/bikes	1.00	0.97						0.99	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.94	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5081	1542						3143	1392	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5081	1542						3143	1392	3433	3539	
Volume (vph)	10	631	80	0	0	0	0	207	280	489	1471	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	12	734	93	0	0	0	0	230	311	515	1548	0
RTOR Reduction (vph)	0	0	35	0	0	0	0	41	41	0	0	0
Lane Group Flow (vph)	0	746	58	0	0	0	0	343	116	515	1548	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Perm	Prot			
Protected Phases	4	4						2	1	6		
Permitted Phases		4						2				
Actuated Green, G (s)	16.5	16.5						12.4	12.4	18.3	34.7	
Effective Green, g (s)	16.5	16.5						12.4	12.4	18.3	34.7	
Actuated g/C Ratio	0.28	0.28						0.21	0.21	0.31	0.59	
Clearance Time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1416	430						658	292	1061	2074	
v/s Ratio Prot	c0.15							0.11		0.15	c0.44	
v/s Ratio Perm		0.04							0.08			
v/c Ratio	0.53	0.14						0.52	0.40	0.49	0.75	
Uniform Delay, d1	18.0	16.0						20.8	20.2	16.6	9.0	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	0.1						0.7	0.9	0.4	1.5	
Delay (s)	18.4	16.1						21.5	21.1	17.0	10.5	
Level of Service	B	B						C	C	B	B	
Approach Delay (s)	18.2			0.0				21.4			12.1	
Approach LOS	B			A				C			B	
Intersection Summary												
HCM Average Control Delay		15.1								B		
HCM Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		59.2							8.0			
Intersection Capacity Utilization		94.9%								F		
Analysis Period (min)		15										

c Critical Lane Group

CVN SEIS Traffic Study
12: Fifth St & Orange Ave

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	4	18	16	4	14	3	10	449	6	26	1576	29
Peak Hour Factor	0.73	0.73	0.73	0.58	0.58	0.58	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	5	25	22	7	24	5	11	488	7	28	1677	31
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type	Raised			Raised								
Median storage (veh)	2			2								
Upstream signal (ft)							561				644	
pX, platoon unblocked	0.63	0.63	0.63	0.63	0.63	0.99	0.63			0.99		
vC, conflicting volume	2070	2304	894	1481	2316	287	1727			515		
vC1, stage 1 conf vol	1767	1767		533	533							
vC2, stage 2 conf vol	303	536		948	1783							
vCu, unblocked vol	2082	2451	243	1150	2470	277	1567			505		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	73	95	97	69	99	96			97		
cM capacity (veh/h)	62	91	461	234	79	693	258			1032		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	52	36	255	251	866	869						
Volume Left	5	7	11	0	28	0						
Volume Right	22	5	0	7	0	31						
cSH	128	106	258	1700	1032	1700						
Volume to Capacity	0.41	0.34	0.04	0.15	0.03	0.51						
Queue Length 95th (ft)	43	34	3	0	2	0						
Control Delay (s)	51.2	55.9	1.8	0.0	0.7	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	51.2	55.9	0.9		0.4							
Approach LOS	F	F										
Intersection Summary												
Average Delay				2.5								
Intersection Capacity Utilization			76.6%		ICU Level of Service					D		
Analysis Period (min)			15									

CVN SEIS Traffic Study
13: Sixth St & Orange Ave

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.96		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1553			1575		1587	3336		1593	3345	
Flt Permitted		0.91			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1428			1495		1587	3336		1593	3345	
Volume (vph)	13	20	19	5	15	9	10	445	17	21	1537	38
Peak-hour factor, PHF	0.68	0.68	0.68	0.48	0.48	0.48	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	19	29	28	10	31	19	11	489	19	22	1618	40
RTOR Reduction (vph)	0	15	0	0	11	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	61	0	0	49	0	11	506	0	22	1657	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8								
Actuated Green, G (s)		7.6			7.6		0.8	37.1		5.8	42.1	
Effective Green, g (s)		7.6			7.6		0.8	37.1		5.8	42.1	
Actuated g/C Ratio		0.12			0.12		0.01	0.59		0.09	0.67	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		174			182		20	1980		148	2253	
v/s Ratio Prot							0.01	c0.15		0.01	c0.50	
v/s Ratio Perm		c0.04			0.03							
v/c Ratio		0.35			0.27		0.55	0.26		0.15	0.74	
Uniform Delay, d1		25.2			24.9		30.7	6.1		26.1	6.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.2			0.8		28.9	0.1		0.5	1.3	
Delay (s)		26.4			25.7		59.6	6.2		26.5	7.9	
Level of Service		C			C		E	A		C	A	
Approach Delay (s)		26.4			25.7			7.3			8.1	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM Average Control Delay		9.0					HCM Level of Service		A			
HCM Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		62.5					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		63.2%					ICU Level of Service		B			
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
14: Eighth St & Orange Ave

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1530			1542		1593	3336		1593	3338	
Flt Permitted		0.87			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1361			1486		1593	3336		1593	3338	
Volume (vph)	33	25	41	6	12	13	70	374	14	31	1316	46
Peak-hour factor, PHF	0.95	0.95	0.95	0.65	0.65	0.65	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	35	26	43	9	18	20	74	394	15	34	1446	51
RTOR Reduction (vph)	0	18	0	0	18	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	86	0	0	29	0	74	408	0	34	1496	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8								
Actuated Green, G (s)		7.7			7.7		5.8	47.8		2.3	44.3	
Effective Green, g (s)		7.7			7.7		5.8	47.8		2.3	44.3	
Actuated g/C Ratio		0.11			0.11		0.08	0.68		0.03	0.63	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		150			164		132	2285		52	2119	
v/s Ratio Prot							c0.05	0.12		0.02	c0.45	
v/s Ratio Perm		c0.06			0.02							
v/c Ratio		0.57			0.18		0.56	0.18		0.65	0.71	
Uniform Delay, d1		29.5			28.2		30.8	3.9		33.4	8.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.2			0.5		5.4	0.0		25.8	1.1	
Delay (s)		34.7			28.7		36.1	4.0		59.2	9.5	
Level of Service		C			C		D	A		E	A	
Approach Delay (s)		34.7			28.7			8.9			10.6	
Approach LOS		C			C			A			B	
Intersection Summary												
HCM Average Control Delay		11.8					HCM Level of Service		B			
HCM Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		69.8					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		67.2%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
15: Tenth St & Orange Ave

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
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		0.98			0.97		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1602			1573		1593	3357		1593	3350	
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1602			1573		1593	3357		1593	3350	
Volume (vph)	31	22	7	6	5	4	20	404	3	13	1332	22
Peak-hour factor, PHF	0.68	0.68	0.68	0.62	0.62	0.62	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	46	32	10	10	8	6	22	434	3	14	1464	24
RTOR Reduction (vph)	0	3	0	0	5	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	85	0	0	19	0	22	437	0	14	1487	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8			5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		9.7			9.7		2.3	55.6		9.0	62.3	
Effective Green, g (s)		9.7			9.7		2.3	55.6		9.0	62.3	
Actuated g/C Ratio		0.10			0.10		0.02	0.56		0.09	0.62	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	155			153			37	1866		143	2087	
v/s Ratio Prot	c0.05			c0.01			c0.01	0.13		0.01	c0.44	
v/s Ratio Perm												
v/c Ratio	0.55			0.12			0.59	0.23		0.10	0.71	
Uniform Delay, d1	43.1			41.3			48.4	11.3		41.8	12.8	
Progression Factor	1.00			1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.2			0.4			23.1	0.1		0.3	1.2	
Delay (s)	47.2			41.6			71.4	11.4		42.1	14.0	
Level of Service	D			D			E	B		D	B	
Approach Delay (s)	47.2			41.6			14.3			14.2		
Approach LOS	D			D			B			B		
Intersection Summary												
HCM Average Control Delay		15.9										
HCM Volume to Capacity ratio		0.62										
Actuated Cycle Length (s)		100.0								16.0		
Intersection Capacity Utilization		56.9%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
16: Third St & Pomona Ave

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	Free			Free	
Grade		0%			0%		0%	0%			0%	
Volume (veh/h)	0	0	0	0	0	18	0	4097	0	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.50	0.50	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	20	0	4453	0	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1524	4493	40	4493	4493	1504	20			4473		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1524	4493	40	4493	4493	1504	20			4473		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	82	100			100		
cM capacity (veh/h)	65	1	1005	0	1	108	1595			27		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	20	1484	1484	1484								
Volume Left	0	0	0	0								
Volume Right	20	0	0	0								
cSH	108	1700	1700	1700								
Volume to Capacity	0.18	0.87	0.87	0.87								
Queue Length 95th (ft)	16	0	0	0								
Control Delay (s)	45.4	0.0	0.0	0.0								
Lane LOS	E											
Approach Delay (s)	45.4	0.0										
Approach LOS	E											
Intersection Summary												
Average Delay		0.2										
Intersection Capacity Utilization		89.2%										
Analysis Period (min)		15										

CVN SEIS Traffic Study
17: R. H. Dana Pl & Orange Ave

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		1.00	0.92		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.98	1.00		0.98		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	1.00	
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1584	2434		1567		1593	3358		1593	3343	
Flt Permitted		0.84	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1374	2434		1358		1593	3358		1593	3343	
Volume (vph)	12	6	100	14	7	2	823	380	2	15	1307	29
Peak-hour factor, PHF	0.82	0.82	0.82	0.64	0.64	0.64	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	15	7	122	22	11	3	866	400	2	16	1405	31
RTOR Reduction (vph)	0	0	108	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	22	14	0	34	0	866	402	0	16	1435	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm		Perm	Perm		Prot			Prot			
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	17.1	17.1		17.1		68.9	121.7		3.4	56.2		
Effective Green, g (s)	17.1	17.1		17.1		68.9	121.7		3.4	56.2		
Actuated g/C Ratio	0.11	0.11		0.11		0.45	0.79		0.02	0.36		
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0		4.0	4.0		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	152	270		151		712	2650		35	1218		
v/s Ratio Prot						c0.54	0.12		0.01	c0.43		
v/s Ratio Perm	0.02	0.01		c0.03								
v/c Ratio	0.14	0.05		0.23		1.22	0.15		0.46	1.18		
Uniform Delay, d1	61.9	61.3		62.5		42.6	3.9		74.5	49.0		
Progression Factor	1.00	1.00		1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.4	0.1		0.8		109.9	0.0		9.2	89.1		
Delay (s)	62.4	61.4		63.3		152.6	3.9		83.7	138.1		
Level of Service	E	E		E		F	A		F	F		
Approach Delay (s)	61.5			63.3		105.4			137.5			
Approach LOS	E			E		F			F			
Intersection Summary												
HCM Average Control Delay		118.8				HCM Level of Service		F				
HCM Volume to Capacity ratio		1.08										
Actuated Cycle Length (s)		154.2				Sum of lost time (s)		12.0				
Intersection Capacity Utilization		107.0%				ICU Level of Service		G				
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
18: Fourth St & Pomona Ave

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔		↔	↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	964	154	0	0	4093	0	0	223	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.84	0.84	0.84	0.25	0.25	0.25
Hourly flow rate (vph)	0	1108	177	0	0	4354	0	0	265	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			0	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			1305			1237	1237	498	675	1325	40
vC1, stage 1 conf vol							1217	1217		20	20	
vC2, stage 2 conf vol							20	20		655	1305	
vCu, unblocked vol	20			1305			1237	1237	498	675	1325	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	47	100	100	100
cM capacity (veh/h)	1595			518			125	163	501	131	148	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	443	443	399	1451	1451	1451	265					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	177	1451	1451	1451	265					
cSH	1700	1700	1700	1700	1700	1700	501					
Volume to Capacity	0.26	0.26	0.23	0.85	0.85	0.85	0.53					
Queue Length 95th (ft)	0	0	0	0	0	0	77					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	20.0					
Lane LOS							C					
Approach Delay (s)	0.0			0.0			20.0					
Approach LOS							C					
Intersection Summary												
Average Delay		0.9										
Intersection Capacity Utilization		100.7%				ICU Level of Service		G				
Analysis Period (min)		15										

CVN SEIS Traffic Study
19: Glorietta Blvd & Pomona Ave

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Volume (veh/h)	578	129	29	3	0	241
Peak Hour Factor	0.87	0.87	0.80	0.80	0.81	0.81
Hourly flow rate (vph)	664	148	36	4	0	298
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	60				1555	78
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60				1555	78
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	56				100	69
cM capacity (veh/h)	1518				68	950
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	813	40	298			
Volume Left	664	0	0			
Volume Right	0	4	298			
cSH	1518	1700	950			
Volume to Capacity	0.44	0.02	0.31			
Queue Length 95th (ft)	57	0	34			
Control Delay (s)	8.3	0.0	10.5			
Lane LOS	A		B			
Approach Delay (s)	8.3	0.0	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay			8.6			
Intersection Capacity Utilization		69.0%		ICU Level of Service		C
Analysis Period (min)		15				

CVN SEIS Traffic Study
20: Pomona Ave & Silver Strand Blvd

July 2007
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	1.00		0.95		1.00	
Flt Protected	0.95		1.00		1.00	
Satd. Flow (prot)	1591		3241		3362	
Flt Permitted	0.95		1.00		1.00	
Satd. Flow (perm)	1591		3241		3362	
Volume (vph)	282	7	1248	612	0	1411
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.77	0.77
Adj. Flow (vph)	340	8	1371	673	0	1832
RTOR Reduction (vph)	1	0	38	0	0	0
Lane Group Flow (vph)	347	0	2006	0	0	1832
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	34.8		96.1			106.3
Effective Green, g (s)	34.8		96.1			106.3
Actuated g/C Ratio	0.23		0.64			0.71
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	371		2089			2397
v/s Ratio Prot	c0.22		c0.62			c0.54
v/s Ratio Perm						
v/c Ratio	0.94		0.96			0.76
Uniform Delay, d1	56.1		24.7			13.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	30.6		11.8			1.5
Delay (s)	86.6		36.5			15.0
Level of Service	F		D			B
Approach Delay (s)	86.6		36.5			15.0
Approach LOS	F		D			B
Intersection Summary						
HCM Average Control Delay		31.3		HCM Level of Service		C
HCM Volume to Capacity ratio		0.95				
Actuated Cycle Length (s)		149.1		Sum of lost time (s)		12.0
Intersection Capacity Utilization		77.5%		ICU Level of Service		D
Analysis Period (min)		15				
c Critical Lane Group						

CVN SEIS Traffic Study
21: Fourth St & Glorietta Blvd

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↑	↓			↑	↓	↑	↓
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	1147	32	0	4082	477	0	0	412	0	0	4
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.90	0.90	0.90	0.94	0.94	0.94
Hourly flow rate (vph)	0	4588	128	0	4437	518	0	0	458	0	0	4
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC1, conflicting volume	4975			4736			6175	9647	1633	6266	9452	1778
vC1, stage 1 conf vol							4672	4672		4716	4716	
vC2, stage 2 conf vol							1503	4975		1549	4736	
vCu, unblocked vol	4975			4736			6175	9647	1633	6266	9452	1778
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	76	100	100	94
cM capacity (veh/h)	17			21			1	1	1939	1	1	69
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	1835	1835	1046	1775	1775	1406	458	4				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	128	0	0	518	458	4				
cSH	1700	1700	1700	1700	1700	1700	1939	69				
Volume to Capacity	1.08	1.08	0.62	1.04	1.04	0.83	0.24	0.06				
Queue Length 95th (ft)	0	0	0	0	0	0	23	5				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	7.4	60.4				
Lane LOS							A	F				
Approach Delay (s)	0.0			0.0			7.4	60.4				
Approach LOS							A	F				
Intersection Summary												
Average Delay				0.4								
Intersection Capacity Utilization			104.6%			ICU Level of Service			G			
Analysis Period (min)			15									

* User Entered Value

CVN SEIS Traffic Study
22: Tarawa Rd & Silver Strand Blvd

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↓	↑	↓	↓	↑	↓	↓	↑	↓	↓	↑	↓
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	0.76		1.00	0.95	1.00	1.00	0.89	1.00	0.99	
Flpb, ped/bikes	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	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3280	
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3280	
Volume (vph)	30	32	13	5	78	158	193	1554	3	383	648	434
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83	0.33	0.33	0.33
Adj. Flow (vph)	33	36	14	5	86	174	233	1872	4	1161	1964	1315
RTOR Reduction (vph)	0	0	14	0	0	153	0	0	1	0	66	0
Lane Group Flow (vph)	33	36	0	0	91	21	233	1872	3	1161	3213	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	4.0	4.0		18.3	18.3	14.0	55.1	55.1	60.2	101.3	
Effective Green, g (s)	4.0	4.0	4.0		18.3	18.3	14.0	55.1	55.1	60.2	101.3	
Actuated g/C Ratio	0.03	0.03	0.03		0.12	0.12	0.09	0.36	0.36	0.39	0.66	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	46	49	31		221	180	161	1270	503	694	2163	
v/s Ratio Prot	0.02	c0.02			c0.05		0.13	0.53		c0.66	c0.98	
v/s Ratio Perm			0.00			0.01			0.00			
v/c Ratio	0.72	0.73	0.01		0.41	0.12	1.45	1.47	0.01	1.67	1.49	
Uniform Delay, d1	74.2	74.3	72.9		62.7	60.4	69.8	49.2	31.6	46.7	26.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	41.5	43.4	0.2		1.2	0.3	232.6	217.6	0.0	309.1	220.9	
Delay (s)	115.7	117.7	73.0		63.9	60.7	302.4	266.9	31.7	355.8	247.0	
Level of Service	F	F	E		E	E	F	F	C	F	F	
Approach Delay (s)		109.4			61.8			270.4			275.5	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM Average Control Delay			263.7				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.39									
Actuated Cycle Length (s)			153.6			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			88.5%			ICU Level of Service			E			
Analysis Period (min)			15									

c Critical Lane Group

CVN SEIS Traffic Study
23: Tulagi Rd & Silver Strand Blvd

July 2007
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖↗		↖↗	↖↗		↖↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	0.99		1.00	0.96		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.96		1.00	1.00		1.00
Satd. Flow (prot)	1737		3539	1517		3539
Flt Permitted	0.96		1.00	1.00		1.00
Satd. Flow (perm)	1737		3539	1517		3539
Volume (vph)	40	3	1750	397	0	646
Peak-hour factor, PHF	0.84	0.84	0.90	0.90	0.94	0.94
Adj. Flow (vph)	48	4	1944	441	0	687
RTOR Reduction (vph)	4	0	0	114	0	0
Lane Group Flow (vph)	48	0	1944	327	0	687
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	1.2		26.3	26.3		26.3
Effective Green, g (s)	1.2		26.3	26.3		26.3
Actuated g/C Ratio	0.03		0.74	0.74		0.74
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	59		2622	1124		2622
v/s Ratio Prot	c0.03		c0.55			0.19
v/s Ratio Perm				0.22		
v/c Ratio	0.82		0.74	0.29		0.26
Uniform Delay, d1	17.0		2.6	1.5		1.5
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	56.1		1.2	0.1		0.1
Delay (s)	73.1		3.8	1.7		1.5
Level of Service	E		A	A		A
Approach Delay (s)	73.1		3.4			1.5
Approach LOS	E		A			A
Intersection Summary						
HCM Average Control Delay		4.2			HCM Level of Service	A
HCM Volume to Capacity ratio		0.74				
Actuated Cycle Length (s)		35.5			Sum of lost time (s)	8.0
Intersection Capacity Utilization		63.2%			ICU Level of Service	B
Analysis Period (min)		15				
c Critical Lane Group						

CVN SEIS Traffic Study
24: Logan Ave & Cesar E Chavez Pkwy

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗		↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1743	1720		1585	1676	1384	1746	3539	1508	1770	3426	
Flt Permitted	0.69	1.00		0.21	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1275	1720		349	1676	1384	1746	3539	1508	1770	3426	
Volume (vph)	49	89	68	47	80	37	11	106	195	94	401	78
Peak-hour factor, PHF	0.25	0.25	0.25	0.83	0.83	0.83	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	196	356	272	57	96	45	12	115	212	98	418	81
RTOR Reduction (vph)	0	45	0	0	0	26	0	0	161	0	28	0
Lane Group Flow (vph)	196	583	0	57	96	19	12	115	51	98	471	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot		Perm	Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	19.3	19.3		19.3	19.3	19.3	0.6	10.9	10.9	2.9	13.2	
Effective Green, g (s)	19.3	19.3		19.3	19.3	19.3	0.6	10.9	10.9	2.9	13.2	
Actuated g/C Ratio	0.43	0.43		0.43	0.43	0.43	0.01	0.24	0.24	0.06	0.29	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	546	736		149	717	592	23	855	364	114	1003	
v/s Ratio Prot		c0.34			0.06		0.01	0.03		c0.06	c0.14	
v/s Ratio Perm	0.15			0.16		0.01			0.03			
v/c Ratio	0.36	0.79		0.38	0.13	0.03	0.52	0.13	0.14	0.86	0.47	
Uniform Delay, d1	8.7	11.2		8.8	7.8	7.5	22.1	13.4	13.4	20.9	13.1	
Progression Factor	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	5.8		1.6	0.1	0.0	19.7	0.1	0.2	43.5	0.3	
Delay (s)	9.1	17.0		10.5	7.9	7.5	41.8	13.5	13.6	64.4	13.4	
Level of Service	A	B		B	A	A	D	B	B	E	B	
Approach Delay (s)		15.1			8.6			14.6			21.8	
Approach LOS		B			A			B			C	
Intersection Summary												
HCM Average Control Delay		16.4								B		
HCM Volume to Capacity ratio		0.63										
Actuated Cycle Length (s)		45.1								8.0		
Intersection Capacity Utilization		40.7%								A		
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
25: National Ave & SR-75 Off-Ramp

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Sign Control	Free	Free			Stop	Stop
Grade	0%	0%	0%		0%	
Volume (veh/h)	0	72	101	0	17	102
Peak Hour Factor	0.88	0.88	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	0	82	105	0	20	119
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type	TWLTL					
Median storage (veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	125				227	145
vC1, stage 1 conf vol					125	
vC2, stage 2 conf vol					102	
vCu, unblocked vol	125				227	145
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	86
cM capacity (veh/h)	1437				745	872
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	82	105	20	119		
Volume Left	0	0	20	0		
Volume Right	0	0	0	119		
cSH	1700	1700	745	872		
Volume to Capacity	0.05	0.06	0.03	0.14		
Queue Length 95th (ft)	0	0	2	12		
Control Delay (s)	0.0	0.0	10.0	9.8		
Lane LOS			A	A		
Approach Delay (s)	0.0	0.0	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			26.6%		ICU Level of Service	A
Analysis Period (min)			15			

CVN SEIS Traffic Study
26: Glorietta Blvd & Tenth St

July 2007
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free	Free		Free	Free		Stop	Stop		Stop	Stop	
Grade	0%	0%		0%	0%		0%	0%		0%	0%	
Volume (veh/h)	2	55	6	242	19	8	1	9	640	11	29	6
Peak Hour Factor	0.82	0.82	0.82	0.55	0.55	0.55	0.25	0.25	0.25	0.65	0.65	0.65
Hourly flow rate (vph)	2	67	7	440	35	15	4	36	2560	17	45	9
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type						None			None			
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	69			94			1069	1045	111	1055	1041	82
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	69			94			1069	1045	111	1055	1041	82
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			70			96	77	0	0	71	99
cM capacity (veh/h)	1506			1475			113	155	911	0	156	946
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	77	489	2600	71								
Volume Left	2	440	4	17								
Volume Right	7	15	2560	9								
cSH	1506	1475	845	0								
Volume to Capacity	0.00	0.30	3.08	Err								
Queue Length 95th (ft)	0	32	Err	Err								
Control Delay (s)	0.2	7.9	Err	Err								
Lane LOS	A	A	F	F								
Approach Delay (s)	0.2	7.9	Err	Err								
Approach LOS			F	F								
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			70.4%		ICU Level of Service					C		
Analysis Period (min)			15									

CVN SEIS Traffic Study
1: First St & Alameda Blvd

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	651	424	38	49	39	0
Peak Hour Factor	0.89	0.89	0.84	0.84	0.86	0.86
Hourly flow rate (vph)	731	476	45	58	45	0
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	731	476	104	45	0	
Volume Left (vph)	0	0	45	45	0	
Volume Right (vph)	0	476	0	0	0	
Hadj (s)	0.03	-0.67	0.12	0.53	0.00	
Departure Headway (s)	4.8	4.1	5.4	7.5	6.9	
Degree Utilization, x	0.98	0.54	0.16	0.09	0.00	
Capacity (veh/h)	738	868	654	465	511	
Control Delay (s)	47.9	10.7	9.4	10.0	8.7	
Approach Delay (s)	33.2		9.4	10.0		
Approach LOS	D		A	B		
Intersection Summary						
Delay			30.6			
HCM Level of Service			D			
Intersection Capacity Utilization			51.3%		ICU Level of Service	A
Analysis Period (min)			15			

CVN SEIS Traffic Study
2: Third St & Alameda Blvd

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑				↑
Sign Control		Free			Free		Stop				Stop	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	143	483	25	45	29	0	0	385	12
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.80	0.80	0.80	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	157	531	27	56	36	0	0	428	13
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	578			20			758	913	40	917	899	231
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	578			20			758	913	40	917	899	231
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			90			0	85	100	100	0	98
cM capacity (veh/h)	975			1568			0	237	989	175	241	759
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1						
Volume Total	290	265	160	56	36	441						
Volume Left	157	0	0	56	0	0						
Volume Right	0	0	27	0	0	13						
cSH	1568	1700	1700	0	237	246						
Volume to Capacity	0.10	0.16	0.09	Err	0.15	1.79						
Queue Length 95th (ft)	8	0	0	Err	13	747						
Control Delay (s)	4.5	0.0	0.0	Err	22.9	406.1						
Lane LOS	A			F	C	F						
Approach Delay (s)	1.8			Err		406.1						
Approach LOS				F		F						
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization				75.8%		ICU Level of Service				D		
Analysis Period (min)				15								

CVN SEIS Traffic Study
3: Fourth St & Alameda Blvd

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗					↖		↘	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00					1.00		1.00	1.00	
Frpb, ped/bikes		1.00	0.93					0.98		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		3539	1474					1702		1770	1863	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		3539	1474					1702		1770	1863	
Volume (vph)	0	1354	496	0	0	0	0	75	74	307	257	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	0	1472	539	0	0	0	0	88	87	337	282	0
RTOR Reduction (vph)	0	0	281	0	0	0	0	39	0	0	0	0
Lane Group Flow (vph)	0	1472	258	0	0	0	0	136	0	337	282	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm		Perm							Split		
Protected Phases		4						2		6	6	
Permitted Phases	4		4									
Actuated Green, G (s)		38.4	38.4					11.6		18.1	18.1	
Effective Green, g (s)		38.4	38.4					11.6		18.1	18.1	
Actuated g/C Ratio		0.48	0.48					0.14		0.23	0.23	
Clearance Time (s)		4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		1697	707					246		400	421	
v/s Ratio Prot		c0.42						c0.08		c0.19	0.15	
v/s Ratio Perm			0.18									
v/c Ratio		0.87	0.37					0.55		0.84	0.67	
Uniform Delay, d1		18.6	13.2					31.8		29.6	28.3	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		5.0	0.3					2.7		14.8	4.0	
Delay (s)		23.6	13.5					34.5		44.5	32.3	
Level of Service		C	B					C		D	C	
Approach Delay (s)		20.9			0.0			34.5			38.9	
Approach LOS		C			A			C			D	
Intersection Summary												
HCM Average Control Delay		25.7										
HCM Volume to Capacity ratio		0.81										
Actuated Cycle Length (s)		80.1						12.0				
Intersection Capacity Utilization		75.8%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
4: Ocean Blvd & Alameda Blvd

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↖	↗
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	623	266	33	180	11
Peak Hour Factor	0.93	0.93	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	1	670	328	41	247	15
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	389				1061	389
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	389				1061	389
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				0	98
cM capacity (veh/h)	1150				239	638
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	671	369	262			
Volume Left	1	0	247			
Volume Right	0	41	15			
cSH	1150	1700	248			
Volume to Capacity	0.00	0.22	1.05			
Queue Length 95th (ft)	0	0	269			
Control Delay (s)	0.0	0.0	115.2			
Lane LOS	A		F			
Approach Delay (s)	0.0	0.0	115.2			
Approach LOS			F			
Intersection Summary						
Average Delay		23.2				
Intersection Capacity Utilization		52.3%			ICU Level of Service	A
Analysis Period (min)		15				

CVN SEIS Traffic Study

5: First St & D Ave

July 2007

Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	763	0	77	249	1	3	1	17	3	2	0
Peak Hour Factor	0.77	0.77	0.77	0.89	0.89	0.89	0.75	0.75	0.75	0.42	0.42	0.42
Hourly flow rate (vph)	0	991	0	87	280	1	4	1	23	7	5	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					442							
pX, platoon unblocked	0.92						0.92	0.92		0.92	0.92	0.92
vC, conflicting volume	301			1011			1487	1485	1031	1508	1484	320
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	243			1011			1527	1525	1031	1550	1525	264
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			87			94	99	92	89	95	100
cM capacity (veh/h)	1201			674			72	92	274	66	92	692
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	991	367	28	12								
Volume Left	0	87	4	7								
Volume Right	0	1	23	0								
cSH	1201	674	184	74								
Volume to Capacity	0.00	0.13	0.15	0.16								
Queue Length 95th (ft)	0	11	13	13								
Control Delay (s)	0.0	3.9	28.1	62.5								
Lane LOS		A	D	F								
Approach Delay (s)	0.0	3.9	28.1	62.5								
Approach LOS		D	F									
Intersection Summary												
Average Delay		2.1										
Intersection Capacity Utilization		75.8%			ICU Level of Service			D				
Analysis Period (min)		15										

CVN SEIS Traffic Study

6: Third St & D Ave
















July 2007

Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control		Free		Free				Stop			Stop	
Grade		0%		0%				0%			0%	
Volume (veh/h)	0	0	0	56	866	20	11	49	0	0	80	8
Peak Hour Factor	0.25	0.25	0.25	0.97	0.97	0.97	0.71	0.71	0.71	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	0	58	893	21	15	69	0	0	119	12
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					432							
pX, platoon unblocked												
vC, conflicting volume	933			20			525	1069	40	1093	1059	348
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	933			20			525	1069	40	1093	1059	348
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			93	66	100	100	43	98
cM capacity (veh/h)	717			1568			218	205	989	115	208	637
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	281	446	244	85	131							
Volume Left	58	0	0	15	0							
Volume Right	0	0	21	0	12							
cSH	1568	1700	1700	207	221							
Volume to Capacity	0.04	0.26	0.14	0.41	0.59							
Queue Length 95th (ft)	3	0	0	46	84							
Control Delay (s)	1.8	0.0	0.0	33.8	42.5							
Lane LOS	A			D	E							
Approach Delay (s)	0.5			33.8	42.5							
Approach LOS				D	E							
Intersection Summary												
Average Delay		7.5										
Intersection Capacity Utilization		38.8%			ICU Level of Service			A				
Analysis Period (min)		15										

















CVN SEIS Traffic Study
7: Fourth St & D Ave

July 2007
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  											
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	2	2057	3	0	0	0	0	57	43	19	115	0
Peak Hour Factor	0.91	0.91	0.91	0.25	0.25	0.25	0.83	0.83	0.83	0.74	0.74	0.74
Hourly flow rate (vph)	2	2260	3	0	0	0	0	69	52	26	155	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			0.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			0			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)	434											
pX, platoon unblocked												
vC, conflicting volume	20			2284			2384	2306	795	884	2308	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			2284			2384	2306	795	884	2308	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			0	0	84	0	0	100
cM capacity (veh/h)	1568			215			0	37	325	0	36	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1							
Volume Total	567	1130	568	120	181							
Volume Left	2	0	0	0	26							
Volume Right	0	0	3	52	0							
cSH	1568	1700	1700	59	0							
Volume to Capacity	0.00	0.66	0.33	2.04	Err							
Queue Length 95th (ft)	0	0	0	290	Err							
Control Delay (s)	0.0	0.0	0.0	633.0	Err							
Lane LOS	A			F	F							
Approach Delay (s)	0.0			633.0	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization	61.6%			ICU Level of Service					B			
Analysis Period (min)	15											

CVN SEIS Traffic Study
8: Sixth St & D Ave

July 2007
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop				Stop			Stop			Stop	
Volume (vph)	6	132	25	32	37	34	27	111	54	51	125	6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	7	159	30	39	45	41	29	118	57	59	145	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	196	124	204	212								
Volume Left (vph)	7	39	29	59								
Volume Right (vph)	30	41	57	7								
Hadj (s)	-0.05	-0.10	-0.11	0.07								
Departure Headway (s)	5.1	5.2	4.9	5.1								
Degree Utilization, x	0.28	0.18	0.28	0.30								
Capacity (veh/h)	646	626	675	654								
Control Delay (s)	10.1	9.3	9.9	10.3								
Approach Delay (s)	10.1	9.3	9.9	10.3								
Approach LOS	B	A	A	B								
Intersection Summary												
Delay				9.9								
HCM Level of Service				A								
Intersection Capacity Utilization	44.9%			ICU Level of Service	A							
Analysis Period (min)	15											

CVN SEIS Traffic Study
9: First St & Orange Ave

July 2007
Timing Plan: PM PEAK-HOUR

	→	↗	↖	←	↙	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.96		1.00	1.00	1.00	0.91
Flpb, ped/bikes	1.00		1.00	1.00	0.93	1.00
Frt	0.91		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1458		1593	1676	1473	1292
Flt Permitted	1.00		0.22	1.00	0.95	1.00
Satd. Flow (perm)	1458		364	1676	1473	1292
Volume (vph)	232	544	245	182	146	134
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	301	706	302	225	178	163
RTOR Reduction (vph)	70	0	0	0	0	141
Lane Group Flow (vph)	937	0	302	225	178	22
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4			8		
Permitted Phases			8	2		2
Actuated Green, G (s)	96.0	96.0		96.0	15.9	15.9
Effective Green, g (s)	96.0	96.0		96.0	15.9	15.9
Actuated g/C Ratio	0.80	0.80		0.80	0.13	0.13
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	1167	291		1342	195	171
v/s Ratio Prot	0.64			0.13		
v/s Ratio Perm		c0.83			c0.12	0.02
v/c Ratio	0.80	1.04		0.17	0.91	0.13
Uniform Delay, d1	6.7	12.0		2.8	51.3	45.9
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.1	62.9		0.1	40.6	0.3
Delay (s)	10.7	74.9		2.8	92.0	46.2
Level of Service	B	E		A	F	D
Approach Delay (s)	10.7			44.1	70.1	
Approach LOS	B			D	E	
Intersection Summary						
HCM Average Control Delay	30.9		HCM Level of Service		C	
HCM Volume to Capacity ratio	1.02					
Actuated Cycle Length (s)	119.9		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	81.2%		ICU Level of Service		D	
Analysis Period (min)	15					
c Critical Lane Group						

CVN SEIS Traffic Study
10: Third St & Orange Ave

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗↖↗		↖	↗↗			↗↖	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Frt				1.00	0.99		1.00	1.00			1.00	
Flt Protected				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (prot)				1522	4642		1770	3539			3527	
Flt Permitted				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (perm)				1522	4642		1770	3539			3527	
Volume (vph)	0	0	0	1194	845	130	84	248	0	0	744	12
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	1244	880	135	88	261	0	0	845	14
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	622	1631	0	88	261	0	0	858	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Split		Prot						
Protected Phases				8	8	5		2	6			
Permitted Phases												
Actuated Green, G (s)				64.5	64.5	9.0		48.9	35.9			
Effective Green, g (s)				64.5	64.5	9.0		48.9	35.9			
Actuated g/C Ratio				0.53	0.53	0.07		0.40	0.30			
Clearance Time (s)				4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)				809	2466	131		1426	1043			
v/s Ratio Prot				c0.41	0.35	c0.05		0.07	c0.24			
v/s Ratio Perm												
v/c Ratio				0.77	0.66	0.67		0.18	0.82			
Uniform Delay, d1				22.5	20.6	54.8		23.4	39.8			
Progression Factor				1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2				4.4	0.7	12.7		0.1	5.4			
Delay (s)				27.0	21.2	67.5		23.4	45.1			
Level of Service				C	C	E		C	D			
Approach Delay (s)	0.0			22.8		34.5		45.1				
Approach LOS	A			C		C		D				
Intersection Summary												
HCM Average Control Delay	29.5			HCM Level of Service				C				
HCM Volume to Capacity ratio	0.78											
Actuated Cycle Length (s)	121.4			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	110.2%			ICU Level of Service				H				
Analysis Period (min)	15											
c Critical Lane Group												

CVN SEIS Traffic Study
11: Fourth St & Orange Ave

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0										
Lane Util. Factor	0.91	1.00					0.91	0.91	0.97	0.95		
Frpb, ped/bikes	1.00	0.95					0.97	0.93	1.00	1.00		
Flpb, ped/bikes	1.00	1.00					1.00	1.00	1.00	1.00		
Frt	1.00	0.85					0.93	0.85	1.00	1.00		
Flt Protected	1.00	1.00					1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5084	1501					3058	1334	3433	3539		
Flt Permitted	1.00	1.00					1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5084	1501					3058	1334	3433	3539		
Volume (vph)	10	2057	54	0	0	0	0	339	547	846	1085	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	2260	59	0	0	0	0	368	595	920	1179	0
RTOR Reduction (vph)	0	0	17	0	0	0	0	2	2	0	0	0
Lane Group Flow (vph)	0	2271	42	0	0	0	0	663	296	920	1179	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm					Perm	Prot				
Protected Phases	4	4					2	1	6			
Permitted Phases		4					2					
Actuated Green, G (s)	75.0	75.0					38.0	38.0	45.0	87.0		
Effective Green, g (s)	75.0	75.0					38.0	38.0	45.0	87.0		
Actuated g/C Ratio	0.44	0.44					0.22	0.22	0.26	0.51		
Clearance Time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2243	662					684	298	909	1811		
v/s Ratio Prot	c0.45						0.22		c0.27	0.33		
v/s Ratio Perm		0.03					c0.22					
v/c Ratio	1.01	0.06					0.97	0.99	1.01	0.65		
Uniform Delay, d1	47.5	27.3					65.4	65.9	62.5	30.4		
Progression Factor	1.00	1.00					1.00	1.00	1.00	1.00		
Incremental Delay, d2	22.1	0.0					26.5	49.8	32.9	0.8		
Delay (s)	69.6	27.4					91.9	115.6	95.4	31.2		
Level of Service	E	C					F	F	F	C		
Approach Delay (s)	68.6			0.0			99.3			59.3		
Approach LOS	E			A			F			E		
Intersection Summary												
HCM Average Control Delay	70.5			HCM Level of Service			E					
HCM Volume to Capacity ratio	1.01											
Actuated Cycle Length (s)	170.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	110.2%			ICU Level of Service			H					
Analysis Period (min)	15											

c Critical Lane Group

CVN SEIS Traffic Study
12: Fifth St & Orange Ave

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	5	72	23	5	8	5	13	876	12	9	1171	20
Peak Hour Factor	0.45	0.45	0.45	0.75	0.75	0.75	0.93	0.93	0.93	0.95	0.95	0.95
Hourly flow rate (vph)	11	160	51	7	11	7	14	942	13	9	1233	21
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type	Raised			Raised								
Median storage (veh)	2			2								
Upstream signal (ft)							561			644		
pX, platoon unblocked	0.83	0.83	0.75	0.83	0.83	0.83	0.75			0.83		
vC, conflicting volume	1813	2285	667	1783	2289	517	1274			975		
vC1, stage 1 conf vol	1282	1282		996	996							
vC2, stage 2 conf vol	531	1003		786	1293							
vCu, unblocked vol	1169	1735	222	1133	1740	216	1032			767		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	14	91	93	94	99	97			99		
cM capacity (veh/h)	173	185	566	92	177	633	494			689		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	222	24	485	484	626	637						
Volume Left	11	7	14	0	9	0						
Volume Right	51	7	0	13	0	21						
cSH	218	168	494	1700	689	1700						
Volume to Capacity	1.02	0.14	0.03	0.28	0.01	0.37						
Queue Length 95th (ft)	234	12	2	0	1	0						
Control Delay (s)	112.3	30.0	0.8	0.0	0.4	0.0						
Lane LOS	F	D	A		A							
Approach Delay (s)	112.3	30.0	0.4		0.2							
Approach LOS	F	D										
Intersection Summary												
Average Delay	10.6											
Intersection Capacity Utilization	55.6%			ICU Level of Service			B					
Analysis Period (min)	15											

CVN SEIS Traffic Study
13: Sixth St & Orange Ave

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.96			0.94		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1583			1545		1593	3323		1593	3341	
Flt Permitted		0.94			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1504			1462		1593	3323		1593	3341	
Volume (vph)	35	122	65	14	26	29	32	834	51	40	1112	35
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	39	136	72	16	30	34	34	887	54	42	1158	36
RTOR Reduction (vph)	0	10	0	0	19	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	237	0	0	61	0	34	938	0	42	1193	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			2			1	6
Permitted Phases	4			8								
Actuated Green, G (s)		12.6			12.6		2.2	28.7		4.2	30.7	
Effective Green, g (s)		12.6			12.6		2.2	28.7		4.2	30.7	
Actuated g/C Ratio		0.22			0.22		0.04	0.50		0.07	0.53	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		330			320		61	1659		116	1784	
v/s Ratio Prot							0.02	c0.28		0.03	c0.36	
v/s Ratio Perm		c0.16			0.04							
v/c Ratio		0.72			0.19		0.56	0.57		0.36	0.67	
Uniform Delay, d1		20.8			18.3		27.2	10.1		25.4	9.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		7.3			0.3		10.6	0.4		1.9	1.0	
Delay (s)		28.1			18.6		37.8	10.5		27.3	10.7	
Level of Service		C			B		D	B		C	B	
Approach Delay (s)		28.1			18.6			11.4			11.2	
Approach LOS		C			B			B			B	
Intersection Summary												
HCM Average Control Delay		13.2					HCM Level of Service			B		
HCM Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		57.5					Sum of lost time (s)			12.0		
Intersection Capacity Utilization		58.2%					ICU Level of Service			B		
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
14: Eighth St & Orange Ave

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.95		1.00	1.00		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1542			1563		1593	3353		1593	3338	
Flt Permitted		0.85			0.86		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1338			1368		1593	3353		1593	3338	
Volume (vph)	84	84	107	28	48	38	60	764	10	62	976	35
Peak-hour factor, PHF	0.85	0.85	0.85	0.71	0.71	0.71	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	99	99	126	39	68	54	62	788	10	65	1017	36
RTOR Reduction (vph)	0	17	0	0	14	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	307	0	0	147	0	62	797	0	65	1051	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			5			2	
Permitted Phases	4			8								
Actuated Green, G (s)		18.4			18.4		4.7	33.1		4.8	33.2	
Effective Green, g (s)		18.4			18.4		4.7	33.1		4.8	33.2	
Actuated g/C Ratio		0.27			0.27		0.07	0.48		0.07	0.49	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		360			369		110	1625		112	1623	
v/s Ratio Prot							0.04	c0.24		0.04	c0.32	
v/s Ratio Perm		c0.23			0.11							
v/c Ratio		0.85			0.40		0.56	0.49		0.58	0.65	
Uniform Delay, d1		23.7			20.4		30.8	11.9		30.8	13.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		17.5			0.7		6.5	0.2		7.4	0.9	
Delay (s)		41.1			21.1		37.3	12.1		38.2	14.1	
Level of Service		D			C		D	B		D	B	
Approach Delay (s)		41.1			21.1			13.9			15.5	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM Average Control Delay		18.7					HCM Level of Service			B		
HCM Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		68.3					Sum of lost time (s)			8.0		
Intersection Capacity Utilization		64.5%					ICU Level of Service			C		
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
15: Tenth St & Orange Ave

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		0.99			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		0.96			0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1571			1579		1593	3330		1593	3332	
Flt Permitted		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1571			1579		1593	3330		1593	3332	
Volume (vph)	45	62	45	12	25	15	51	786	35	34	1008	43
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	54	74	54	18	37	22	55	845	38	35	1050	45
RTOR Reduction (vph)	0	10	0	0	10	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	172	0	0	67	0	55	881	0	35	1093	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8		8	5		2	1		6
Permitted Phases												
Actuated Green, G (s)		13.3			7.6		4.7	40.0		5.3	40.6	
Effective Green, g (s)		13.3			7.6		4.7	40.0		5.3	40.6	
Actuated g/C Ratio		0.16			0.09		0.06	0.49		0.06	0.49	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		254			146		91	1620		103	1646	
v/s Ratio Prot		c0.11			c0.04		0.03	c0.26		0.02	c0.33	
v/s Ratio Perm												
v/c Ratio		0.68			0.46		0.60	0.54		0.34	0.66	
Uniform Delay, d1		32.4			35.4		37.8	14.7		36.8	15.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		7.0			2.3		10.8	0.4		2.0	1.0	
Delay (s)		39.4			37.6		48.7	15.1		38.7	16.7	
Level of Service		D			D		D	B		D	B	
Approach Delay (s)		39.4			37.6		17.1			17.4		
Approach LOS		D			D		B			B		
Intersection Summary												
HCM Average Control Delay		19.6										
HCM Volume to Capacity ratio		0.65										
Actuated Cycle Length (s)		82.2								16.0		
Intersection Capacity Utilization		59.5%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
16: Third St & Pomona Ave

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	Free				
Grade		0%			0%		0%	0%				
Volume (veh/h)	0	0	0	0	0	97	0	2194	5	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.84	0.84	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	105	0	2385	5	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	920	2425	40	2427	2427	818	20			2405		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	920	2425	40	2427	2427	818	20			2405		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	66	100			100		
cM capacity (veh/h)	148	31	1005	16	31	314	1595			193		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	105	954	954	482								
Volume Left	0	0	0	0								
Volume Right	105	0	0	5								
cSH	314	1700	1700	1700								
Volume to Capacity	0.34	0.56	0.56	0.28								
Queue Length 95th (ft)	36	0	0	0								
Control Delay (s)	22.2	0.0	0.0	0.0								
Lane LOS	C											
Approach Delay (s)	22.2	0.0										
Approach LOS	C											
Intersection Summary												
Average Delay		0.9										
Intersection Capacity Utilization		55.2%										
Analysis Period (min)		15										

CVN SEIS Traffic Study
17: R. H. Dana Pl & Orange Ave

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.88		1.00	1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes	1.00	0.93		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.98	1.00		1.00	1.00		1.00	1.00	
Flt Protected	0.98	1.00		0.97	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (prot)	1633	2469		1581	1593		3337	1593		3344	3344	
Flt Permitted	0.84	1.00		0.47	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (perm)	1403	2469		763	1593		3337	1593		3344	3344	
Volume (vph)	114	203	527	44	19	9	268	777	24	27	1011	23
Peak-hour factor, PHF	0.85	0.85	0.85	0.72	0.72	0.72	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	134	239	620	61	26	12	276	801	25	28	1032	23
RTOR Reduction (vph)	0	0	426	0	3	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	373	194	0	96	0	276	825	0	28	1054	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm				Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	37.1	37.1		37.1			28.2	68.4		3.4	43.6	
Effective Green, g (s)	37.1	37.1		37.1			28.2	68.4		3.4	43.6	
Actuated g/C Ratio	0.31	0.31		0.31			0.23	0.57		0.03	0.36	
Clearance Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	431	758		234			372	1888		45	1206	
v/s Ratio Prot							c0.17	0.25		0.02	c0.32	
v/s Ratio Perm	c0.27	0.08		0.13								
v/c Ratio	0.87	0.26		0.41			0.74	0.44		0.62	0.87	
Uniform Delay, d1	39.5	31.5		33.2			43.0	15.1		58.1	36.1	
Progression Factor	1.00	1.00		1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2	16.4	0.2		1.2			7.8	0.2		23.8	7.3	
Delay (s)	55.9	31.7		34.4			50.7	15.3		81.9	43.3	
Level of Service	E	C		C			D	B		F	D	
Approach Delay (s)	40.8			34.4			24.2			44.3		
Approach LOS	D			C			C			D		
Intersection Summary												
HCM Average Control Delay	36.2			HCM Level of Service			D					
HCM Volume to Capacity ratio	0.84											
Actuated Cycle Length (s)	120.9			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	88.1%			ICU Level of Service			E					
Analysis Period (min)	15											
c Critical Lane Group												

CVN SEIS Traffic Study
18: Fourth St & Pomona Ave

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	3195	170	0	0	2193	0	0	158	0	0	0
Peak Hour Factor	0.99	0.99	0.99	0.95	0.95	0.95	0.81	0.81	0.81	0.25	0.25	0.25
Hourly flow rate (vph)	0	3227	172	0	0	2308	0	0	195	0	0	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			0.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			0		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage veh							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			3419			3353	3353	1202	1311	3439	40
vC1, stage 1 conf vol							3333	3333		20	20	
vC2, stage 2 conf vol							20	20		1291	3419	
vCu, unblocked vol	20			3419			3353	3353	1202	1311	3439	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	100
cM capacity (veh/h)	1595			75			5	13	171	0	12	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	1291	1291	817	769	769	769	195					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	172	769	769	769	195					
cSH	1700	1700	1700	1700	1700	1700	171					
Volume to Capacity	0.76	0.76	0.48	0.45	0.45	0.45	1.14					
Queue Length 95th (ft)	0	0	0	0	0	0	255					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	166.2					
Lane LOS							F					
Approach Delay (s)	0.0			0.0			166.2					
Approach LOS							F					
Intersection Summary												
Average Delay	5.5											
Intersection Capacity Utilization	84.8%			ICU Level of Service			E					
Analysis Period (min)	15											

CVN SEIS Traffic Study
19: Glorietta Blvd & Pomona Ave

July 2007
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	610	428	64	7	6	274
Peak Hour Factor	0.96	0.96	0.81	0.81	0.88	0.88
Hourly flow rate (vph)	635	446	79	9	7	311
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	108				1840	123
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108				1840	123
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	56				85	65
cM capacity (veh/h)	1458				45	897
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1081	88	318			
Volume Left	635	0	7			
Volume Right	0	9	311			
cSH	1458	1700	639			
Volume to Capacity	0.44	0.05	0.50			
Queue Length 95th (ft)	57	0	70			
Control Delay (s)	7.8	0.0	16.1			
Lane LOS	A		C			
Approach Delay (s)	7.8	0.0	16.1			
Approach LOS			C			
Intersection Summary						
Average Delay		9.1				
Intersection Capacity Utilization		88.8%		ICU Level of Service	E	
Analysis Period (min)		15				













CVN SEIS Traffic Study
20: Pomona Ave & Silver Strand Blvd

July 2007
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	1.00		0.94		1.00	
Flt Protected	0.95		1.00		1.00	
Satd. Flow (prot)	1590		3203		3362	
Flt Permitted	0.95		1.00		1.00	
Satd. Flow (perm)	1590		3203		3362	
Volume (vph)	334	10	1058	664	0	1674
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.81	0.81
Adj. Flow (vph)	375	11	1126	706	0	2067
RTOR Reduction (vph)	1	0	63	0	0	0
Lane Group Flow (vph)	385	0	1769	0	0	2067
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	36.1		80.6			91.1
Effective Green, g (s)	36.1		80.6			91.1
Actuated g/C Ratio	0.27		0.60			0.67
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	425		1909			2265
v/s Ratio Prot	c0.24		0.55			c0.61
v/s Ratio Perm						
v/c Ratio	0.91		0.93			0.91
Uniform Delay, d1	47.9		24.6			18.7
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	22.5		8.3			6.1
Delay (s)	70.4		32.9			24.8
Level of Service	E		C			C
Approach Delay (s)	70.4		32.9			24.8
Approach LOS	E		C			C
Intersection Summary						
HCM Average Control Delay		32.4		HCM Level of Service	C	
HCM Volume to Capacity ratio		0.91				
Actuated Cycle Length (s)		135.2		Sum of lost time (s)	8.0	
Intersection Capacity Utilization		77.1%		ICU Level of Service	D	
Analysis Period (min)		15				
c Critical Lane Group						

CVN SEIS Traffic Study
21: Fourth St & Glorietta Blvd























July 2007
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	3312	31	0	2132	279	0	0	1105	0	0	66
Peak Hour Factor	0.25	0.25	0.25	0.99	0.99	0.99	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	13248	124	0	2154	282	0	0	1128	0	0	75
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2455			13392			14143	15785	4518	6750	15706	899
vC1, stage 1 conf vol							13330	13330		2314	2314	
vC2, stage 2 conf vol							813	2455		4436	13392	
vCu, unblocked vol	2455			13392			14143	15785	4518	6750	15706	899
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	71	100	100	73
cM capacity (veh/h)	184			0			0	0	3914	1	0	273
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	5299	5299	2774	861	861	713	1128	75				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	124	0	0	282	1128	75				
cSH	1700	1700	1700	1700	1700	1700	3914	273				
Volume to Capacity	3.12	3.12	1.63	0.51	0.51	0.42	0.29	0.27				
Queue Length 95th (ft)	Err	Err	0	0	0	0	30	27				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	6.3	23.1				
Lane LOS							A	C				
Approach Delay (s)	0.0			0.0			6.3	23.1				
Approach LOS							A	C				
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			141.7%		ICU Level of Service					H		
Analysis Period (min)			15									

* User Entered Value

CVN SEIS Traffic Study
22: Tarawa Rd & Silver Strand Blvd













July 2007
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.88	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	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1497		1851	1505	1770	3539	1396	1770	3508	
Flt Permitted	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1497		1851	1505	1770	3539	1396	1770	3508	
Volume (vph)	259	66	124	7	49	405	47	932	2	141	1673	82
Peak-hour factor, PHF	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.79	0.79	0.79
Adj. Flow (vph)	264	67	127	8	53	435	52	1024	2	178	2118	104
RTOR Reduction (vph)	0	0	110	0	0	208	0	0	1	0	2	0
Lane Group Flow (vph)	264	67	17	0	61	227	52	1024	1	178	2220	0
Confl. Peds. (#/hr)	20	20		20	20		20	20		20	20	
Turn Type	Split	Perm		Split	Perm		Prot	Perm		Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases	4			8			2					
Actuated Green, G (s)	22.0	22.0	22.0		25.0	25.0	5.0	76.7	76.7	20.3	92.0	
Effective Green, g (s)	22.0	22.0	22.0		25.0	25.0	5.0	76.7	76.7	20.3	92.0	
Actuated g/C Ratio	0.14	0.14	0.14		0.16	0.16	0.03	0.48	0.48	0.13	0.58	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	243	256	206		289	235	55	1697	669	225	2017	
v/s Ratio Prot	c0.15	0.04			0.03	0.03		0.29	c0.10		c0.63	
v/s Ratio Perm	0.01				c0.15			0.00				
v/c Ratio	1.09	0.26	0.08		0.21	0.97	0.95	0.60	0.00	0.79	1.10	
Uniform Delay, d1	69.0	61.7	60.2		58.9	67.1	77.4	30.5	21.7	67.8	34.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	82.7	0.5	0.2		0.4	49.1	100.6	1.6	0.0	17.1	53.5	
Delay (s)	151.7	62.3	60.4		59.3	116.2	178.0	32.1	21.7	84.9	87.5	
Level of Service	F	E	E		E	F	F	C	C	F	F	
Approach Delay (s)	113.3				109.2			39.1			87.3	
Approach LOS	F				F			D			F	
Intersection Summary												
HCM Average Control Delay				80.7	HCM Level of Service				F			
HCM Volume to Capacity ratio				1.07								
Actuated Cycle Length (s)				160.0	Sum of lost time (s)				16.0			
Intersection Capacity Utilization				83.3%	ICU Level of Service				E			
Analysis Period (min)				15								

c Critical Lane Group
























CVN SEIS Traffic Study
23: Tulagi Rd & Silver Strand Blvd

July 2007
Timing Plan: PM PEAK-HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		1.00	0.95	1.00	0.95
Frpb, ped/bikes	1.00		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	1764		3539	1506		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	1764		3539	1506		3539
Volume (vph)	248	11	952	43	0	1777
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.95	0.95
Adj. Flow (vph)	285	13	981	44	0	1871
RTOR Reduction (vph)	3	0	0	17	0	0
Lane Group Flow (vph)	295	0	981	27	0	1871
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	10.4		29.1	29.1		29.1
Effective Green, g (s)	10.4		29.1	29.1		29.1
Actuated g/C Ratio	0.22		0.61	0.61		0.61
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	386		2168	923		2168
v/s Ratio Prot	c0.17		0.28			c0.53
v/s Ratio Perm				0.02		
v/c Ratio	0.76		0.45	0.03		0.86
Uniform Delay, d1	17.4		4.9	3.6		7.6
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	8.7		0.2	0.0		3.8
Delay (s)	26.1		5.1	3.6		11.4
Level of Service	C		A	A		B
Approach Delay (s)	26.1		5.0			11.4
Approach LOS	C		A			B
Intersection Summary						
HCM Average Control Delay	10.7		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.84					
Actuated Cycle Length (s)	47.5		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	70.3%		ICU Level of Service		C	
Analysis Period (min)	15					
c Critical Lane Group						

CVN SEIS Traffic Study
24: Logan Ave & Cesar E Chavez Pkwy

July 2007
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.95	1.00	1.00	0.92	1.00	0.99	
Flpb, ped/bikes	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	1819		1593	1676	1354	1770	3539	1452	1770	3428	
Flt Permitted	0.69	1.00		0.08	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1241	1819		129	1676	1354	1770	3539	1452	1770	3428	
Volume (vph)	84	282	38	47	85	46	20	345	554	115	356	56
Peak-hour factor, PHF	0.25	0.25	0.25	0.81	0.81	0.81	0.98	0.98	0.98	0.93	0.93	0.93
Adj. Flow (vph)	336	1128	152	58	105	57	20	352	565	124	383	60
RTOR Reduction (vph)	0	5	0	0	0	28	0	0	35	0	12	0
Lane Group Flow (vph)	336	1275	0	58	105	29	20	352	530	124	431	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm		Perm	Prot	Perm		Prot		
Protected Phases	4			8		8	5	2		1	6	
Permitted Phases	4			8		8		2				
Actuated Green, G (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Effective Green, g (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Actuated g/C Ratio	0.51	0.51		0.51	0.51	0.51	0.02	0.32	0.32	0.06	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	630	924		66	851	688	35	1120	459	104	1219	
v/s Ratio Prot	c0.70			0.06			0.01	0.10		c0.07	c0.13	
v/s Ratio Perm	0.27			0.45		0.02			c0.37			
v/c Ratio	0.53	1.38		0.88	0.12	0.04	0.57	0.31	1.15	1.19	0.35	
Uniform Delay, d1	17.0	25.2		22.4	13.2	12.7	49.8	26.6	35.0	48.2	24.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	177.8		69.1	0.1	0.0	20.6	0.2	91.9	148.9	0.2	
Delay (s)	17.9	203.0		91.5	13.3	12.7	70.3	26.7	126.9	197.1	24.5	
Level of Service	B	F		F	B	B	E	C	F	F	C	
Approach Delay (s)	164.5			33.8			88.1			62.3		
Approach LOS	F			C			F			E		
Intersection Summary												
HCM Average Control Delay	117.1			HCM Level of Service					F			
HCM Volume to Capacity ratio	1.32											
Actuated Cycle Length (s)	102.4			Sum of lost time (s)					16.0			
Intersection Capacity Utilization	70.0%			ICU Level of Service					C			
Analysis Period (min)	15											
c Critical Lane Group												

CVN SEIS Traffic Study

25: National Ave & SR-75 Off-Ramp

July 2007

Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Sign Control	Free	Free			Stop	Stop
Grade	0%	0%			0%	0%
Volume (veh/h)	0	142	107	0	99	134
Peak Hour Factor	0.93	0.93	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	0	153	118	0	110	149
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					TWLTL	
Median storage (veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	138				310	158
vC1, stage 1 conf vol					138	
vC2, stage 2 conf vol					173	
vCu, unblocked vol	138				310	158
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				84	83
cM capacity (veh/h)	1422				692	858
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	153	118	110	149		
Volume Left	0	0	110	0		
Volume Right	0	0	0	149		
cSH	1700	1700	692	858		
Volume to Capacity	0.09	0.07	0.16	0.17		
Queue Length 95th (ft)	0	0	14	16		
Control Delay (s)	0.0	0.0	11.2	10.1		
Lane LOS			B	B		
Approach Delay (s)	0.0	0.0	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			27.8%		ICU Level of Service	A
Analysis Period (min)			15			

CVN SEIS Traffic Study

26: Glorietta Blvd & Tenth St

July 2007

Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free	Free		Free	Free		Stop	Stop		Stop	Stop	
Grade	0%	0%		0%	0%		0%	0%		0%	0%	
Volume (veh/h)	0	142	0	0	107	0	0	0	0	99	0	134
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.25	0.25	0.25	0.79	0.79	0.79
Hourly flow rate (vph)	0	175	0	0	120	0	0	0	0	125	0	170
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	140			195			505	336	215	336	336	160
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140			195			505	336	215	336	336	160
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	78	100	80
cM capacity (veh/h)	1419			1355			361	566	797	583	566	856
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	175	120	0	295								
Volume Left	0	0	0	125								
Volume Right	0	0	0	170								
cSH	1419	1355	1700	714								
Volume to Capacity	0.00	0.00	0.00	0.41								
Queue Length 95th (ft)	0	0	0	51								
Control Delay (s)	0.0	0.0	0.0	13.6								
Lane LOS				A								
Approach Delay (s)	0.0	0.0	0.0	13.6								
Approach LOS				A								
Intersection Summary												
Average Delay				6.8								
Intersection Capacity Utilization				34.3%								
Analysis Period (min)				15								

CVN SEIS Traffic Study
1: First St & Alameda Blvd

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	72	50	5	663	500	5
Peak Hour Factor	0.78	0.78	0.73	0.73	0.84	0.84
Hourly flow rate (vph)	92	64	7	908	595	6
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	92	64	915	595	6	
Volume Left (vph)	0	0	7	595	0	
Volume Right (vph)	0	64	0	0	6	
Hadj (s)	0.03	-0.67	0.04	0.53	-0.67	
Departure Headway (s)	7.6	6.9	6.5	7.3	6.1	
Degree Utilization, x	0.19	0.12	1.66	1.20	0.01	
Capacity (veh/h)	467	514	563	503	584	
Control Delay (s)	11.2	9.7	321.0	130.9	7.9	
Approach Delay (s)	10.6		321.0	129.7		
Approach LOS	B		F	F		
Intersection Summary						
Delay			223.2			
HCM Level of Service			F			
Intersection Capacity Utilization			73.2%		ICU Level of Service	D
Analysis Period (min)			15			

CVN SEIS Traffic Study
2: Third St & Alameda Blvd

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑			↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		4.0				4.0
Lane Util. Factor					0.91		1.00	1.00				1.00
Flpb, ped/bikes					0.99		1.00	1.00				0.97
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					0.99		1.00	1.00				0.95
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					4983		1770	1863				1722
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					4983		1770	1863				1722
Volume (vph)	0	0	0	17	3057	246	160	31	0	0	43	26
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.86	0.86	0.86	0.59	0.59	0.59
Adj. Flow (vph)	0	0	0	19	3435	276	186	36	0	0	73	44
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	0	0	0	3725	0	186	36	0	0	108	0
Confl. Peds. (#/hr)				20		20		20		20		20
Turn Type					Perm			Split				
Protected Phases							8	2	2			6
Permitted Phases					8							
Actuated Green, G (s)							117.1	19.0	19.0			14.6
Effective Green, g (s)							115.1	17.0	17.0			12.6
Actuated g/C Ratio							0.73	0.11	0.11			0.08
Clearance Time (s)							2.0	2.0	2.0			2.0
Vehicle Extension (s)							3.0	3.0	3.0			3.0
Lane Grp Cap (vph)							3660	192	202			138
v/s Ratio Prot								c0.11	0.02			c0.06
v/s Ratio Perm							0.75					
v/c Ratio							1.02	0.97	0.18			0.78
Uniform Delay, d1							20.8	69.6	63.5			70.7
Progression Factor							1.00	1.00	1.00			1.00
Incremental Delay, d2							19.5	55.2	0.4			24.3
Delay (s)							40.3	124.8	63.9			95.0
Level of Service							D	F	E			F
Approach Delay (s)		0.0			40.3			114.9				95.0
Approach LOS		A			D			F				F
Intersection Summary												
HCM Average Control Delay					45.9					HCM Level of Service		D
HCM Volume to Capacity ratio					0.99							
Actuated Cycle Length (s)					156.7			Sum of lost time (s)		12.0		
Intersection Capacity Utilization					92.7%			ICU Level of Service		F		
Analysis Period (min)					15							

c Critical Lane Group

CVN SEIS Traffic Study
3: Fourth St & Alameda Blvd

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↕					↕		↕	↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	430	98	0	0	0	0	157	78	41	56	0
Peak Hour Factor	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73
Hourly flow rate (vph)	10	489	111	0	0	0	0	194	96	56	77	0
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1	SB 2						
Volume Total (vph)	173	326	111	290	56	77						
Volume Left (vph)	10	0	0	0	56	0						
Volume Right (vph)	0	0	111	96	0	0						
Hadj (s)	0.06	0.03	-0.67	-0.17	0.53	0.03						
Departure Headway (s)	5.8	5.8	3.2	5.9	6.9	6.4						
Degree Utilization, x	0.28	0.52	0.10	0.47	0.11	0.14						
Capacity (veh/h)	594	604	1121	593	491	530						
Control Delay (s)	9.9	13.8	5.4	14.0	9.5	9.2						
Approach Delay (s)	11.1			14.0	9.3							
Approach LOS	B			B	A							
Intersection Summary												
Delay			11.7									
HCM Level of Service			B									
Intersection Capacity Utilization			92.7%		ICU Level of Service				F			
Analysis Period (min)			15									

CVN SEIS Traffic Study
4: Ocean Blvd & Alameda Blvd

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	58	879	29	56	5
Peak Hour Factor	0.62	0.62	0.87	0.87	0.76	0.76
Hourly flow rate (vph)	0	94	1010	33	74	7
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1064				1161	1067
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1064				1161	1067
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				65	97
cM capacity (veh/h)	644				209	261
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	94	1044	80			
Volume Left	0	0	74			
Volume Right	0	33	7			
cSH	644	1700	212			
Volume to Capacity	0.00	0.61	0.38			
Queue Length 95th (ft)	0	0	41			
Control Delay (s)	0.0	0.0	31.9			
Lane LOS			D			
Approach Delay (s)	0.0	0.0	31.9			
Approach LOS			D			
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			63.1%		ICU Level of Service	B
Analysis Period (min)			15			

CVN SEIS Traffic Study
5: First St & D Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	104	0	3	662	0	1	0	4	0	2	1
Peak Hour Factor	0.76	0.76	0.76	0.79	0.79	0.79	0.62	0.62	0.62	0.25	0.25	0.25
Hourly flow rate (vph)	0	137	0	4	838	0	2	0	6	0	8	4
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					442							
pX, platoon unblocked	0.78						0.78	0.78		0.78	0.78	0.78
vC, conflicting volume	858			157			1030	1022	177	1029	1022	878
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	818			157			1039	1029	177	1037	1029	843
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	99	100	95	99
cM capacity (veh/h)	620			1399			145	176	838	152	176	274
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	137	842	8	12								
Volume Left	0	4	2	0								
Volume Right	0	0	6	4								
cSH	620	1399	429	199								
Volume to Capacity	0.00	0.00	0.02	0.06								
Queue Length 95th (ft)	0	0	1	5								
Control Delay (s)	0.0	0.1	13.6	24.2								
Lane LOS		A	B	C								
Approach Delay (s)	0.0	0.1	13.6	24.2								
Approach LOS			B	C								
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization		52.1%		ICU Level of Service		A						
Analysis Period (min)		15										

CVN SEIS Traffic Study
6: Third St & D Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control		Free		Free				Stop			Stop	
Grade		0%		0%				0%			0%	
Volume (veh/h)	0	0	0	33	3338	0	29	16	0	0	54	2
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.62	0.62	0.62	0.44	0.44	0.44
Hourly flow rate (vph)	0	0	0	36	3668	0	47	26	0	0	123	5
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					432							
pX, platoon unblocked	0.29						0.29	0.29		0.29	0.29	0.29
vC, conflicting volume	3688			20			1401	3781	40	3794	3781	1263
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	5365			20			0	5683	40	5727	5683	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			0	0	100	0	0	99
cM capacity (veh/h)	3			1568			0	0	989	0	0	310
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	953	1834	917	73	127							
Volume Left	36	0	0	47	0							
Volume Right	0	0	0	0	5							
cSH	1568	1700	1700	0	0							
Volume to Capacity	0.02	1.08	0.54	Err	2389.39							
Queue Length 95th (ft)	2	0	0	Err	Err							
Control Delay (s)	0.6	0.0	0.0	Err	Err							
Lane LOS	A			F	F							
Approach Delay (s)	0.2			Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization		85.2%		ICU Level of Service		E						
Analysis Period (min)		15										

CVN SEIS Traffic Study
7: Fourth St & D Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations	↔↔↔							↔				↔
Sign Control	Free				Free			Stop				Stop
Grade	0%				0%			0%				0%
Volume (veh/h)	2	774	5	0	0	0	0	44	17	21	62	0
Peak Hour Factor	0.86	0.86	0.86	0.25	0.25	0.25	0.69	0.69	0.69	0.44	0.44	0.44
Hourly flow rate (vph)	2	900	6	0	0	0	0	64	25	48	141	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			0			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)					434							
pX, platoon unblocked												
vC, conflicting volume	20			926			1018	948	343	401	950	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			926			1018	948	343	401	950	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	75	96	88	44	100
cM capacity (veh/h)	1568			722			100	251	642	395	250	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1							
Volume Total	227	450	231	88	189							
Volume Left	2	0	0	0	48							
Volume Right	0	0	6	25	0							
cSH	1568	1700	1700	302	275							
Volume to Capacity	0.00	0.26	0.14	0.29	0.69							
Queue Length 95th (ft)	0	0	0	30	115							
Control Delay (s)	0.1	0.0	0.0	21.8	42.4							
Lane LOS	A			C	E							
Approach Delay (s)	0.0			21.8	42.4							
Approach LOS				C	E							
Intersection Summary												
Average Delay				8.4								
Intersection Capacity Utilization			35.3%		ICU Level of Service			A				
Analysis Period (min)			15									












CVN SEIS Traffic Study
8: Sixth St & D Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↔↔			↔↔			↔↔			↔↔	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	41	15	12	73	8	16	53	10	12	52	3
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.51	0.51	0.51
Hourly flow rate (vph)	1	49	18	14	86	9	18	59	11	24	102	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	68	109	88	131								
Volume Left (vph)	1	14	18	24								
Volume Right (vph)	18	9	11	6								
Hadj (s)	-0.12	0.01	0.00	0.04								
Departure Headway (s)	4.4	4.5	4.5	4.5								
Degree Utilization, x	0.08	0.14	0.11	0.16								
Capacity (veh/h)	768	752	764	764								
Control Delay (s)	7.8	8.2	8.0	8.3								
Approach Delay (s)	7.8	8.2	8.0	8.3								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.1								
HCM Level of Service				A								
Intersection Capacity Utilization		28.7%		ICU Level of Service				A				
Analysis Period (min)		15										
























CVN SEIS Traffic Study
9: First St & Orange Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		0.99	1.00	0.98	1.00
Frt	0.89		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1455		1575	1676	1557	1365
Flt Permitted	1.00		0.67	1.00	0.95	1.00
Satd. Flow (perm)	1455		1105	1676	1557	1365
Volume (vph)	17	89	76	255	406	25
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	23	119	85	287	508	31
RTOR Reduction (vph)	86	0	0	0	0	16
Lane Group Flow (vph)	56	0	85	287	508	15
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm			custom		
Protected Phases	4			8		
Permitted Phases				8		
Actuated Green, G (s)	10.1		10.1	10.1	17.9	17.9
Effective Green, g (s)	10.1		10.1	10.1	17.9	17.9
Actuated g/C Ratio	0.28		0.28	0.28	0.50	0.50
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	408		310	470	774	679
v/s Ratio Prot	0.04			c0.17		
v/s Ratio Perm			0.08		c0.33	0.01
v/c Ratio	0.14		0.27	0.61	0.66	0.02
Uniform Delay, d1	9.7		10.1	11.2	6.8	4.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		0.5	2.3	2.0	0.0
Delay (s)	9.8		10.6	13.6	8.8	4.6
Level of Service	A		B	B	A	A
Approach Delay (s)	9.8			12.9	8.5	
Approach LOS	A			B	A	
Intersection Summary						
HCM Average Control Delay	10.3		HCM Level of Service			B
HCM Volume to Capacity ratio	0.64					
Actuated Cycle Length (s)	36.0		Sum of lost time (s)			8.0
Intersection Capacity Utilization	42.6%		ICU Level of Service			A
Analysis Period (min)	15					
c Critical Lane Group						

CVN SEIS Traffic Study
10: Third St & Orange Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations					 				 		 			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0			
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95			
Frpb, ped/bikes				1.00	1.00		1.00	1.00			0.99			
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00			
Frt				1.00	0.99		1.00	1.00			0.99			
Flt Protected				0.95	0.99		0.95	1.00			1.00			
Satd. Flow (prot)				1522	4690		1770	3539			3476			
Flt Permitted				0.95	0.99		0.95	1.00			1.00			
Satd. Flow (perm)				1522	4690		1770	3539			3476			
Volume (vph)	0	0	0	1695	3014	344	178	152	0	0	257	22		
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89		
Adj. Flow (vph)	0	0	0	1784	3173	362	205	175	0	0	289	25		
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	4	0		
Lane Group Flow (vph)	0	0	0	1297	4016	0	205	175	0	0	310	0		
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20		
Turn Type				Split			Prot							
Protected Phases				8			5			2				
Permitted Phases										6				
Actuated Green, G (s)				124.0			17.0			37.9				
Effective Green, g (s)				124.0			17.0			37.9				
Actuated g/C Ratio				0.73			0.10			0.22				
Clearance Time (s)				4.0			4.0			4.0				
Vehicle Extension (s)				3.0			3.0			3.0				
Lane Grp Cap (vph)				1111			3423			177				
v/s Ratio Prot				0.85			c0.86			c0.12				
v/s Ratio Perm														
v/c Ratio				1.17			1.17			1.16				
Uniform Delay, d1				23.0			23.0			76.5				
Progression Factor				1.00			1.00			1.00				
Incremental Delay, d2				85.3			81.3			116.6				
Delay (s)				108.3			104.3			193.1				
Level of Service				F			F			D				
Approach Delay (s)	0.0			105.2			129.1			100.1				
Approach LOS	A			F			F			F				
Intersection Summary														
HCM Average Control Delay	106.5			HCM Level of Service			F							
HCM Volume to Capacity ratio	1.14													
Actuated Cycle Length (s)	169.9			Sum of lost time (s)			12.0							
Intersection Capacity Utilization	109.6%			ICU Level of Service			H							
Analysis Period (min)	15													
c Critical Lane Group														

CVN SEIS Traffic Study
11: Fourth St & Orange Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔					↔↔	↔	↔↔	↔↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Frpb, ped/bikes	1.00	0.97						0.99	0.96	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.96	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5081	1540						3241	1389	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5081	1540						3241	1389	3433	3539	
Volume (vph)	11	707	91	0	0	0	0	334	284	506	1523	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	13	822	106	0	0	0	0	371	316	533	1603	0
RTOR Reduction (vph)	0	0	29	0	0	0	0	20	33	0	0	0
Lane Group Flow (vph)	0	835	77	0	0	0	0	467	167	533	1603	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Perm	Prot			
Protected Phases	4	4						2	1	6		
Permitted Phases		4						2				
Actuated Green, G (s)	18.2	18.2						15.6	15.6	18.7	38.3	
Effective Green, g (s)	18.2	18.2						15.6	15.6	18.7	38.3	
Actuated g/C Ratio	0.28	0.28						0.24	0.24	0.29	0.59	
Clearance Time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1434	435						784	336	995	2101	
v/s Ratio Prot	c0.16							0.14		0.16	c0.45	
v/s Ratio Perm		0.05							0.12			
v/c Ratio	0.58	0.18						0.60	0.50	0.54	0.76	
Uniform Delay, d1	19.9	17.5						21.7	21.1	19.3	9.7	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	0.2						1.2	1.2	0.6	1.7	
Delay (s)	20.5	17.7						22.9	22.2	19.8	11.4	
Level of Service	C	B						C	C	B	B	
Approach Delay (s)	20.2			0.0				22.7			13.5	
Approach LOS	C			A				C			B	
Intersection Summary												
HCM Average Control Delay		16.9								B		
HCM Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		64.5							8.0			
Intersection Capacity Utilization		109.6%								H		
Analysis Period (min)		15										

c Critical Lane Group

CVN SEIS Traffic Study
12: Fifth St & Orange Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔			↔↔	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	18	16	4	14	3	10	579	6	26	1639	29
Peak Hour Factor	0.73	0.73	0.73	0.58	0.58	0.58	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	5	25	22	7	24	5	11	629	7	28	1744	31
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.64	0.64	0.61	0.64	0.64	0.94	0.61			0.94		
vC, conflicting volume	2208	2512	927	1656	2524	358	1794			656		
vC1, stage 1 conf vol	1834	1834		674	674							
vC2, stage 2 conf vol	374	678		981	1850							
vCu, unblocked vol	2060	2536	243	1196	2555	259	1663			575		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	69	95	97	64	99	95			97		
cM capacity (veh/h)	52	79	447	209	67	674	230			922		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	52	36	326	321	899	903						
Volume Left	5	7	11	0	28	0						
Volume Right	22	5	0	7	0	31						
cSH	111	90	230	1700	922	1700						
Volume to Capacity	0.47	0.40	0.05	0.19	0.03	0.53						
Queue Length 95th (ft)	52	41	4	0	2	0						
Control Delay (s)	63.0	69.7	1.9	0.0	0.8	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	63.0	69.7	1.0		0.4							
Approach LOS	F	F										
Intersection Summary												
Average Delay					2.8							
Intersection Capacity Utilization			79.6%		ICU Level of Service					D		
Analysis Period (min)			15									

CVN SEIS Traffic Study
13: Sixth St & Orange Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.89		1.00	1.00		1.00	1.00	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1543			1457		1593	3338		1593	3345	
Flt Permitted		0.78			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1224			1437		1593	3338		1593	3345	
Volume (vph)	13	20	22	5	15	72	35	512	17	27	1594	38
Peak-hour factor, PHF	0.68	0.68	0.68	0.48	0.48	0.48	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	19	29	32	10	31	150	38	563	19	28	1678	40
RTOR Reduction (vph)	0	16	0	0	90	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	64	0	0	101	0	38	580	0	28	1717	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		10.7			10.7		4.1	40.7		17.1	53.7	
Effective Green, g (s)		10.7			10.7		4.1	40.7		17.1	53.7	
Actuated g/C Ratio		0.13			0.13		0.05	0.51		0.21	0.67	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		163			191		81	1688		338	2231	
v/s Ratio Prot							0.02	c0.17		0.02	c0.51	
v/s Ratio Perm		0.05			c0.07							
v/c Ratio		0.39			0.53		0.47	0.34		0.08	0.77	
Uniform Delay, d1		31.9			32.5		37.1	11.9		25.4	9.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5			2.6		4.2	0.1		0.1	1.7	
Delay (s)		33.5			35.2		41.4	12.0		25.5	10.8	
Level of Service		C			D		D	B		C	B	
Approach Delay (s)		33.5			35.2		13.8			11.1		
Approach LOS		C			D		B			B		
Intersection Summary												
HCM Average Control Delay		14.1					HCM Level of Service		B			
HCM Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		80.5					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		66.4%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
14: Eighth St & Orange Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1529			1541		1593	3341		1593	3339	
Flt Permitted		0.89			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1385			1480		1593	3341		1593	3339	
Volume (vph)	33	25	41	6	12	13	70	466	14	31	1375	46
Peak-hour factor, PHF	0.95	0.95	0.95	0.65	0.65	0.65	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	35	26	43	9	18	20	74	491	15	34	1511	51
RTOR Reduction (vph)	0	18	0	0	18	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	86	0	0	29	0	74	505	0	34	1561	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		7.9			7.9		6.0	52.9		2.4	49.3	
Effective Green, g (s)		7.9			7.9		6.0	52.9		2.4	49.3	
Actuated g/C Ratio		0.11			0.11		0.08	0.70		0.03	0.66	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		145			155		127	2350		51	2189	
v/s Ratio Prot							c0.05	0.15		0.02	c0.47	
v/s Ratio Perm		c0.06			0.02							
v/c Ratio		0.59			0.19		0.58	0.21		0.67	0.71	
Uniform Delay, d1		32.1			30.7		33.4	3.9		36.0	8.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.4			0.6		6.7	0.0		28.3	1.1	
Delay (s)		38.5			31.3		40.0	3.9		64.3	9.5	
Level of Service		D			C		D	A		E	A	
Approach Delay (s)		38.5			31.3		8.5			10.7		
Approach LOS		D			C		A			B		
Intersection Summary												
HCM Average Control Delay		11.8					HCM Level of Service		B			
HCM Volume to Capacity ratio		0.69										
Actuated Cycle Length (s)		75.2					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		68.9%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
15: Tenth St & Orange Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flpb, 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		0.99			0.97		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1602			1573		1593	3357		1593	3322	
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1602			1573		1593	3357		1593	3322	
Volume (vph)	35	22	7	6	5	4	20	455	3	13	1337	73
Peak-hour factor, PHF	0.68	0.68	0.68	0.62	0.62	0.62	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	51	32	10	10	8	6	22	489	3	14	1469	80
RTOR Reduction (vph)	0	3	0	0	5	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	90	0	0	19	0	22	492	0	14	1547	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8			5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		9.7			9.7		1.9	58.2		8.9	65.2	
Effective Green, g (s)		9.7			9.7		1.9	58.2		8.9	65.2	
Actuated g/C Ratio		0.09			0.09		0.02	0.57		0.09	0.64	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		152			149		30	1906		138	2113	
v/s Ratio Prot		c0.06			c0.01		c0.01	0.15		0.01	c0.47	
v/s Ratio Perm												
v/c Ratio		0.59			0.12		0.73	0.26		0.10	0.73	
Uniform Delay, d1		44.5			42.5		50.0	11.2		43.1	12.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.1			0.4		63.0	0.1		0.3	1.3	
Delay (s)		50.6			42.9		113.0	11.3		43.4	14.0	
Level of Service		D			D		F	B		D	B	
Approach Delay (s)		50.6			42.9		15.6			14.3		
Approach LOS		D			D		B			B		
Intersection Summary												
HCM Average Control Delay		16.5										
HCM Volume to Capacity ratio		0.65										
Actuated Cycle Length (s)		102.5										
Intersection Capacity Utilization		59.0%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
16: Third St & Pomona Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	Free				
Grade		0%			0%		0%	0%				
Volume (veh/h)	0	0	0	0	0	18	0	5033	0	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.50	0.50	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	20	0	5471	0	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1863	5511	40	5511	5511	1844	20			5491		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1863	5511	40	5511	5511	1844	20			5491		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	69	100			100		
cM capacity (veh/h)	31	0	1005	0	0	63	1595			10		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	20	2188	2188	1094								
Volume Left	0	0	0	0								
Volume Right	20	0	0	0								
cSH	63	1700	1700	1700								
Volume to Capacity	0.31	1.29	1.29	0.64								
Queue Length 95th (ft)	28	0	0	0								
Control Delay (s)	85.2	0.0	0.0	0.0								
Lane LOS	F											
Approach Delay (s)	85.2	0.0										
Approach LOS	F											
Intersection Summary												
Average Delay		0.3										
Intersection Capacity Utilization		107.2%										
Analysis Period (min)		15										

CVN SEIS Traffic Study
17: R. H. Dana Pl & Orange Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.88		1.00	1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes	1.00	0.92		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.98	1.00		0.98	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.99	1.00		1.00	1.00		1.00	1.00	
Flt Protected	0.97	1.00		0.97	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (prot)	1591	2434		1567	1593		3358	1593		3343	3343	
Flt Permitted	0.85	1.00		0.84	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (perm)	1394	2434		1356	1593		3358	1593		3343	3343	
Volume (vph)	12	7	101	14	7	2	836	431	2	15	1312	29
Peak-hour factor, PHF	0.82	0.82	0.82	0.64	0.64	0.64	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	15	9	123	22	11	3	880	454	2	16	1411	31
RTOR Reduction (vph)	0	0	109	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	24	14	0	34	0	880	456	0	16	1441	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm		Prot		Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	17.1	17.1		17.1	68.9	121.7		3.4	56.2			
Effective Green, g (s)	17.1	17.1		17.1	68.9	121.7		3.4	56.2			
Actuated g/C Ratio	0.11	0.11		0.11	0.45	0.79		0.02	0.36			
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)	155	270		150	712	2650		35	1218			
v/s Ratio Prot					c0.55	0.14		0.01	c0.43			
v/s Ratio Perm	0.02	0.01		c0.03								
v/c Ratio	0.15	0.05		0.23	1.24	0.17		0.46	1.18			
Uniform Delay, d1	62.0	61.3		62.5	42.6	4.0		74.5	49.0			
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2	0.5	0.1		0.8	118.1	0.0		9.2	91.2			
Delay (s)	62.5	61.4		63.3	160.7	4.0		83.7	140.2			
Level of Service	E	E		E	F	A		F	F			
Approach Delay (s)	61.6			63.3		107.2			139.5			
Approach LOS	E			E		F			F			
Intersection Summary												
HCM Average Control Delay		120.3			HCM Level of Service		F					
HCM Volume to Capacity ratio		1.09										
Actuated Cycle Length (s)		154.2			Sum of lost time (s)		12.0					
Intersection Capacity Utilization		107.8%			ICU Level of Service		G					
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
18: Fourth St & Pomona Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔	↔		↔	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	1061	154	0	0	5029	0	0	223	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.84	0.84	0.84	0.25	0.25	0.25
Hourly flow rate (vph)	0	1220	177	0	0	5350	0	0	265	0	0	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			0.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			0		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage veh							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			1417			1348	1348	535	712	1437	40
vC1, stage 1 conf vol							1328	1328		20	20	
vC2, stage 2 conf vol							20	20		692	1417	
vCu, unblocked vol	20			1417			1348	1348	535	712	1437	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	44	100	100	100
cM capacity (veh/h)	1595			469			107	144	474	117	131	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	488	488	421	1783	1783	1783	265					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	177	1783	1783	1783	265					
cSH	1700	1700	1700	1700	1700	1700	474					
Volume to Capacity	0.29	0.29	0.25	1.05	1.05	1.05	0.56					
Queue Length 95th (ft)	0	0	0	0	0	0	85					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	21.9					
Lane LOS							C					
Approach Delay (s)	0.0			0.0			21.9					
Approach LOS							C					
Intersection Summary												
Average Delay		0.8										
Intersection Capacity Utilization		122.5%			ICU Level of Service		H					
Analysis Period (min)		15										

CVN SEIS Traffic Study
19: Glorietta Blvd & Pomona Ave

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	579	129	29	3	0	241
Peak Hour Factor	0.87	0.87	0.80	0.80	0.81	0.81
Hourly flow rate (vph)	666	148	36	4	0	298
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	60				1557	78
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60				1557	78
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	56				100	69
cM capacity (veh/h)	1518				67	950
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	814	40	298			
Volume Left	666	0	0			
Volume Right	0	4	298			
cSH	1518	1700	950			
Volume to Capacity	0.44	0.02	0.31			
Queue Length 95th (ft)	57	0	34			
Control Delay (s)	8.3	0.0	10.5			
Lane LOS	A		B			
Approach Delay (s)	8.3	0.0	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay		8.6				
Intersection Capacity Utilization		69.0%		ICU Level of Service	C	
Analysis Period (min)		15				

CVN SEIS Traffic Study
20: Pomona Ave & Silver Strand Blvd

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	1.00		0.95		1.00	
Flt Protected	0.95		1.00		1.00	
Satd. Flow (prot)	1591		3244		3362	
Flt Permitted	0.95		1.00		1.00	
Satd. Flow (perm)	1591		3244		3362	
Volume (vph)	282	7	1311	612	0	1417
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.77	0.77
Adj. Flow (vph)	340	8	1441	673	0	1840
RTOR Reduction (vph)	1	0	34	0	0	0
Lane Group Flow (vph)	347	0	2080	0	0	1840
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	35.9		106.0			116.0
Effective Green, g (s)	35.9		106.0			116.0
Actuated g/C Ratio	0.22		0.66			0.73
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	357		2150			2439
v/s Ratio Prot	c0.22		c0.64			c0.55
v/s Ratio Perm						
v/c Ratio	0.97		0.97			0.75
Uniform Delay, d1	61.5		25.3			13.3
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	40.1		12.5			1.4
Delay (s)	101.6		37.8			14.7
Level of Service	F		D			B
Approach Delay (s)	101.6		37.8			14.7
Approach LOS	F		D			B
Intersection Summary						
HCM Average Control Delay		33.1		HCM Level of Service	C	
HCM Volume to Capacity ratio		0.97				
Actuated Cycle Length (s)		159.9		Sum of lost time (s)	12.0	
Intersection Capacity Utilization		79.2%		ICU Level of Service	D	
Analysis Period (min)		15				
c Critical Lane Group						

CVN SEIS Traffic Study
21: Fourth St & Glorietta Blvd

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↑	↓			↑	↓	↑	↓
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	1244	32	0	5018	515	0	0	413	0	0	4
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.90	0.90	0.90	0.94	0.94	0.94
Hourly flow rate (vph)	0	4976	128	0	5454	560	0	0	459	0	0	4
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	6034			5124			6902	11094	1763	7433	10878	2138
vC1, stage 1 conf vol							5060	5060		5754	5754	
vC2, stage 2 conf vol							1842	6034		1679	5124	
vCu, unblocked vol	6034			5124			6902	11094	1763	7433	10878	2138
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	77	100	100	89
cM capacity (veh/h)	6			15			0	0	2021	0	0	39
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	1990	1990	1123	2182	2182	1651	459	4				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	128	0	0	560	459	4				
cSH	1700	1700	1700	1700	1700	1700	2021	39				
Volume to Capacity	1.17	1.17	0.66	1.28	1.28	0.97	0.23	0.11				
Queue Length 95th (ft)	0	0	0	0	0	0	22	9				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	7.3	108.5				
Lane LOS							A	F				
Approach Delay (s)	0.0			0.0			7.3	108.5				
Approach LOS							A	F				
Intersection Summary												
Average Delay				0.3								
Intersection Capacity Utilization			123.5%			ICU Level of Service			H			
Analysis Period (min)			15									

* User Entered Value

CVN SEIS Traffic Study
22: Tarawa Rd & Silver Strand Blvd

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↓	↑	↓	↓	↑	↓	↓	↑	↓	↓	↑	↓
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	0.76		1.00	0.95	1.00	1.00	0.89	1.00	0.99	
Flpb, ped/bikes	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	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3281	
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3281	
Volume (vph)	30	32	13	5	78	158	193	1617	3	383	654	434
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83	0.33	0.33	0.33
Adj. Flow (vph)	33	36	14	5	86	174	233	1948	4	1161	1982	1315
RTOR Reduction (vph)	0	0	14	0	0	153	0	0	1	0	65	0
Lane Group Flow (vph)	33	36	0	0	91	21	233	1948	3	1161	3232	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	4.0	4.0		18.3	18.3	13.0	56.1	56.1	59.2	102.3	
Effective Green, g (s)	4.0	4.0	4.0		18.3	18.3	13.0	56.1	56.1	59.2	102.3	
Actuated g/C Ratio	0.03	0.03	0.03		0.12	0.12	0.08	0.37	0.37	0.39	0.67	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	46	49	31		221	180	150	1293	512	682	2185	
v/s Ratio Prot	0.02	c0.02			c0.05		0.13	0.55		c0.66	c0.99	
v/s Ratio Perm			0.00			0.01			0.00			
v/c Ratio	0.72	0.73	0.01		0.41	0.12	1.55	1.51	0.01	1.70	1.48	
Uniform Delay, d1	74.2	74.3	72.9		62.7	60.4	70.3	48.8	31.0	47.2	25.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	41.5	43.4	0.2		1.2	0.3	279.1	232.0	0.0	322.3	218.2	
Delay (s)	115.7	117.7	73.0		63.9	60.7	349.4	280.8	31.0	369.5	243.8	
Level of Service	F	F	E		E	E	F	F	C	F	F	
Approach Delay (s)		109.4			61.8			287.6			276.6	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM Average Control Delay			269.9				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.40									
Actuated Cycle Length (s)			153.6			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			90.3%			ICU Level of Service			E			
Analysis Period (min)			15									

c Critical Lane Group
























CVN SEIS Traffic Study
23: Tulagi Rd & Silver Strand Blvd

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖↗		↖↗	↖↗		↖↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	0.98		1.00	0.96		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.96		1.00	1.00		1.00
Satd. Flow (prot)	1733		3539	1515		3539
Flt Permitted	0.96		1.00	1.00		1.00
Satd. Flow (perm)	1733		3539	1515		3539
Volume (vph)	40	3	1813	397	0	652
Peak-hour factor, PHF	0.84	0.84	0.90	0.90	0.94	0.94
Adj. Flow (vph)	48	4	2014	441	0	694
RTOR Reduction (vph)	4	0	0	106	0	0
Lane Group Flow (vph)	48	0	2014	335	0	694
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	1.1		28.8	28.8		28.8
Effective Green, g (s)	1.1		28.8	28.8		28.8
Actuated g/C Ratio	0.03		0.76	0.76		0.76
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	50		2689	1151		2689
v/s Ratio Prot	c0.03		c0.57			0.20
v/s Ratio Perm				0.22		
v/c Ratio	0.96		0.75	0.29		0.26
Uniform Delay, d1	18.4		2.5	1.4		1.4
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	112.6		1.2	0.1		0.1
Delay (s)	131.0		3.7	1.5		1.4
Level of Service	F		A	A		A
Approach Delay (s)	131.0		3.3			1.4
Approach LOS	F		A			A
Intersection Summary						
HCM Average Control Delay		5.0		HCM Level of Service		A
HCM Volume to Capacity ratio		0.76				
Actuated Cycle Length (s)		37.9		Sum of lost time (s)		8.0
Intersection Capacity Utilization		65.0%		ICU Level of Service		C
Analysis Period (min)		15				
c Critical Lane Group						







CVN SEIS Traffic Study
24: Logan Ave & Cesar E Chavez Pkwy

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	0.98	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1741	1730		1586	1676	1383	1744	3539	1505	1770	3425	
Flt Permitted	0.69	1.00		0.19	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1274	1730		309	1676	1383	1744	3539	1505	1770	3425	
Volume (vph)	49	102	68	47	80	37	11	106	195	107	401	78
Peak-hour factor, PHF	0.25	0.25	0.25	0.83	0.83	0.83	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	196	408	272	57	96	45	12	115	212	111	418	81
RTOR Reduction (vph)	0	39	0	0	0	25	0	0	163	0	27	0
Lane Group Flow (vph)	196	641	0	57	96	20	12	115	49	111	472	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot	Perm		Prot		
Protected Phases	4			8			5	2		1	6	
Permitted Phases	4			8				2				
Actuated Green, G (s)	21.6	21.6		21.6	21.6	21.6	0.6	11.2	11.2	3.7	14.3	
Effective Green, g (s)	21.6	21.6		21.6	21.6	21.6	0.6	11.2	11.2	3.7	14.3	
Actuated g/C Ratio	0.45	0.45		0.45	0.45	0.45	0.01	0.23	0.23	0.08	0.29	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	567	770		138	746	616	22	817	348	135	1010	
v/s Ratio Prot	c0.37			0.06			0.01	0.03		c0.06	c0.14	
v/s Ratio Perm	0.15			0.18			0.01		0.03			
v/c Ratio	0.35	0.83		0.41	0.13	0.03	0.55	0.14	0.14	0.82	0.47	
Uniform Delay, d1	8.8	11.9		9.1	7.9	7.6	23.8	14.8	14.8	22.1	14.0	
Progression Factor	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	7.7		2.0	0.1	0.0	24.9	0.1	0.2	31.5	0.3	
Delay (s)	9.2	19.5		11.1	8.0	7.6	48.7	14.9	15.0	53.6	14.3	
Level of Service	A	B		B	A	A	D	B	B	D	B	
Approach Delay (s)	17.2			8.8			16.2			21.5		
Approach LOS	B			A			B			C		
Intersection Summary												
HCM Average Control Delay	17.5			HCM Level of Service			B					
HCM Volume to Capacity ratio	0.72											
Actuated Cycle Length (s)	48.5			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	41.7%			ICU Level of Service			A					
Analysis Period (min)	15											
c Critical Lane Group												

















CVN SEIS Traffic Study
25: National Ave & SR-75 Off-Ramp

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↑
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	72	101	0	18	103
Peak Hour Factor	0.88	0.88	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	0	82	105	0	21	120
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLTL		
Median storage (veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	125				227	145
vC1, stage 1 conf vol					125	
vC2, stage 2 conf vol					102	
vCu, unblocked vol	125				227	145
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	86
cM capacity (veh/h)	1437				745	872
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	82	105	21	120		
Volume Left	0	0	21	0		
Volume Right	0	0	0	120		
cSH	1700	1700	745	872		
Volume to Capacity	0.05	0.06	0.03	0.14		
Queue Length 95th (ft)	0	0	2	12		
Control Delay (s)	0.0	0.0	10.0	9.8		
Lane LOS			A	A		
Approach Delay (s)	0.0	0.0	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization	26.6%		ICU Level of Service		A	
Analysis Period (min)			15			

CVN SEIS Traffic Study
26: Glorietta Blvd & Tenth St

July 2007 2 CVNs
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	2	55	6	242	19	8	1	9	640	11	29	6
Peak Hour Factor	0.82	0.82	0.82	0.55	0.55	0.55	0.25	0.25	0.25	0.65	0.65	0.65
Hourly flow rate (vph)	2	67	7	440	35	15	4	36	2560	17	45	9
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	69			94			1069	1045	111	1055	1041	82
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	69			94			1069	1045	111	1055	1041	82
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			70			96	77	0	0	71	99
cM capacity (veh/h)	1506			1475			113	155	911	0	156	946
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	77	489	2600	71								
Volume Left	2	440	4	17								
Volume Right	7	15	2560	9								
cSH	1506	1475	845	0								
Volume to Capacity	0.00	0.30	3.08	Err								
Queue Length 95th (ft)	0	32	Err	Err								
Control Delay (s)	0.2	7.9	Err	Err								
Lane LOS	A	A	F	F								
Approach Delay (s)	0.2	7.9	Err	Err								
Approach LOS				F	F							
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization	70.4%			ICU Level of Service			C					
Analysis Period (min)	15											

CVN SEIS Traffic Study
1: First St & Alameda Blvd

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

	→	↗	↖	←	↙	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	841	551	38	68	52	0
Peak Hour Factor	0.89	0.89	0.84	0.84	0.86	0.86
Hourly flow rate (vph)	945	619	45	81	60	0
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	945	619	126	60	0	
Volume Left (vph)	0	0	45	60	0	
Volume Right (vph)	0	619	0	0	0	
Hadj (s)	0.03	-0.67	0.11	0.53	0.00	
Departure Headway (s)	4.9	4.2	5.5	7.6	7.1	
Degree Utilization, x	1.29	0.72	0.19	0.13	0.00	
Capacity (veh/h)	728	852	647	453	498	
Control Delay (s)	155.2	16.1	9.8	10.5	8.9	
Approach Delay (s)	100.1		9.8	10.5		
Approach LOS	F		A	B		
Intersection Summary						
Delay			90.5			
HCM Level of Service			F			
Intersection Capacity Utilization			59.1%		ICU Level of Service	B
Analysis Period (min)			15			

CVN SEIS Traffic Study
2: Third St & Alameda Blvd

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

	↗	→	↘	↖	←	↙	↘	↑	↗	↖	↓	↘
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕		↕	↕			↕	↕
Sign Control		Free			Free		Stop				Stop	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	143	566	30	50	44	0	0	499	13
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.80	0.80	0.80	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	157	622	33	62	55	0	0	554	14
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	675			20			853	1009	40	1020	993	264
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	675			20			853	1009	40	1020	993	264
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			90			0	74	100	100	0	98
cM capacity (veh/h)	897			1568			0	208	989	133	212	722
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1						
Volume Total	313	311	188	62	55	569						
Volume Left	157	0	0	62	0	0						
Volume Right	0	0	33	0	0	14						
cSH	1568	1700	1700	0	208	216						
Volume to Capacity	0.10	0.18	0.11	Err	0.26	2.63						
Queue Length 95th (ft)	8	0	0	Err	26	1212						
Control Delay (s)	4.2	0.0	0.0	Err	28.5	781.5						
Lane LOS	A			F	D	F						
Approach Delay (s)	1.6			Err		781.5						
Approach LOS				F		F						
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization				104.0%		ICU Level of Service				G		
Analysis Period (min)				15								

CVN SEIS Traffic Study
3: Fourth St & Alameda Blvd

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↕					↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00					1.00		1.00	1.00	
Frpb, ped/bikes		1.00	0.88					0.97		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.94		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		3537	1396					1686		1770	1863	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		3537	1396					1686		1770	1863	
Volume (vph)	13	2176	547	0	0	0	0	83	74	396	282	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	14	2365	595	0	0	0	0	98	87	435	310	0
RTOR Reduction (vph)	0	0	118	0	0	0	0	17	0	0	0	0
Lane Group Flow (vph)	0	2379	477	0	0	0	0	168	0	435	310	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm		Perm					Split				
Protected Phases		4						2		6	6	
Permitted Phases	4		4									
Actuated Green, G (s)		96.0	96.0					17.0		35.0	35.0	
Effective Green, g (s)		96.0	96.0					17.0		35.0	35.0	
Actuated g/C Ratio		0.60	0.60					0.11		0.22	0.22	
Clearance Time (s)		4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		2122	838					179		387	408	
v/s Ratio Prot								c0.10		c0.25	0.17	
v/s Ratio Perm		0.67	0.34									
v/c Ratio		1.12	0.57					0.94		1.12	0.76	
Uniform Delay, d1		32.0	19.4					71.0		62.5	58.6	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		61.5	0.9					49.1		83.9	7.9	
Delay (s)		93.5	20.3					120.1		146.4	66.5	
Level of Service		F	C					F		F	E	
Approach Delay (s)		78.8			0.0			120.1			113.1	
Approach LOS		E			A			F			F	
Intersection Summary												
HCM Average Control Delay		87.3								F		
HCM Volume to Capacity ratio		1.10										
Actuated Cycle Length (s)		160.0						12.0				
Intersection Capacity Utilization		104.0%								G		
Analysis Period (min)		15										

c Critical Lane Group

CVN SEIS Traffic Study
4: Ocean Blvd & Alameda Blvd

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	686	272	33	180	11
Peak Hour Factor	0.93	0.93	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	1	738	336	41	247	15
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	397				1136	396
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	397				1136	396
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				0	98
cM capacity (veh/h)	1143				216	632
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	739	377	262			
Volume Left	1	0	247			
Volume Right	0	41	15			
cSH	1143	1700	224			
Volume to Capacity	0.00	0.22	1.17			
Queue Length 95th (ft)	0	0	313			
Control Delay (s)	0.0	0.0	157.5			
Lane LOS	A		F			
Approach Delay (s)	0.0	0.0	157.5			
Approach LOS			F			
Intersection Summary						
Average Delay		29.9				
Intersection Capacity Utilization		55.6%			ICU Level of Service	B
Analysis Period (min)		15				

CVN SEIS Traffic Study
5: First St & D Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	953	0	77	268	1	3	1	17	3	2	0
Peak Hour Factor	0.77	0.77	0.77	0.89	0.89	0.89	0.75	0.75	0.75	0.42	0.42	0.42
Hourly flow rate (vph)	0	1238	0	87	301	1	4	1	23	7	5	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)				442								
pX, platoon unblocked	0.90						0.90	0.90		0.90	0.90	0.90
vC, conflicting volume	322			1258			1755	1753	1278	1776	1752	342
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	247			1258			1838	1836	1278	1862	1836	269
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			84			90	98	88	80	91	100
cM capacity (veh/h)	1167			544			41	55	196	36	55	670
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1238	389	28	12								
Volume Left	0	87	4	7								
Volume Right	0	1	23	0								
cSH	1167	544	118	42								
Volume to Capacity	0.00	0.16	0.24	0.28								
Queue Length 95th (ft)	0	14	22	24								
Control Delay (s)	0.0	4.8	44.9	121.4								
Lane LOS		A	E	F								
Approach Delay (s)	0.0	4.8	44.9	121.4								
Approach LOS			E	F								
Intersection Summary												
Average Delay		2.7										
Intersection Capacity Utilization		86.8%		ICU Level of Service			E					
Analysis Period (min)		15										
















CVN SEIS Traffic Study
6: Third St & D Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	56	951	20	14	49	0	0	80	8
Peak Hour Factor	0.25	0.25	0.25	0.97	0.97	0.97	0.71	0.71	0.71	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	0	58	980	21	20	69	0	0	119	12
Pedestrians	20			20			20			20		
Lane Width (ft)	0.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	0			2			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)				432								
pX, platoon unblocked												
vC, conflicting volume	1021			20			554	1156	40	1181	1146	377
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1021			20			554	1156	40	1181	1146	377
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			89	62	100	100	35	98
cM capacity (veh/h)	664			1568			183	182	989	94	184	610
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	303	490	266	89	131							
Volume Left	58	0	0	20	0							
Volume Right	0	0	21	0	12							
cSH	1568	1700	1700	182	197							
Volume to Capacity	0.04	0.29	0.16	0.49	0.67							
Queue Length 95th (ft)	3	0	0	59	101							
Control Delay (s)	1.7	0.0	0.0	42.2	53.8							
Lane LOS	A			E	F							
Approach Delay (s)	0.5			42.2	53.8							
Approach LOS				E	F							
Intersection Summary												
Average Delay		8.8										
Intersection Capacity Utilization		40.5%		ICU Level of Service			A					
Analysis Period (min)		15										

















CVN SEIS Traffic Study
7: Fourth St & D Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	  												
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	2	2943	28	0	0	0	0	60	43	19	115	0	
Peak Hour Factor	0.91	0.91	0.91	0.25	0.25	0.25	0.83	0.83	0.83	0.74	0.74	0.74	
Hourly flow rate (vph)	2	3234	31	0	0	0	0	72	52	26	155	0	
Pedestrians	20			20			20			20			
Lane Width (ft)	12.0			0.0			12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			4.0			4.0			
Percent Blockage	2			0			2			2			
Right turn flare (veh)													
Median type							None			None			
Median storage veh													
Upstream signal (ft)	434												
pX, platoon unblocked													
vC, conflicting volume	20			3285				3372	3294	1133	1210	3309	40
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	20			3285				3372	3294	1133	1210	3309	40
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100				0	0	73	0	0	100
cM capacity (veh/h)	1568			85				0	8	193	0	8	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1								
Volume Total	811	1617	839	124	181								
Volume Left	2	0	0	0	26								
Volume Right	0	0	31	52	0								
cSH	1568	1700	1700	14	0								
Volume to Capacity	0.00	0.95	0.49	9.06	Err								
Queue Length 95th (ft)	0	0	0	Err	Err								
Control Delay (s)	0.0	0.0	0.0	Err	Err								
Lane LOS	A			F	F								
Approach Delay (s)	0.0			9999.0		Err							
Approach LOS				F		F							
Intersection Summary													
Average Delay			Err										
Intersection Capacity Utilization	79.3%		ICU Level of Service		D								
Analysis Period (min)	15												












CVN SEIS Traffic Study
8: Sixth St & D Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop				Stop				Stop			Stop
Volume (vph)	6	157	25	32	40	34	27	111	54	51	125	6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	7	189	30	39	48	41	29	118	57	59	145	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	227	128	204	212								
Volume Left (vph)	7	39	29	59								
Volume Right (vph)	30	41	57	7								
Hadj (s)	-0.04	-0.10	-0.11	0.07								
Departure Headway (s)	5.2	5.3	5.1	5.2								
Degree Utilization, x	0.33	0.19	0.29	0.31								
Capacity (veh/h)	643	615	656	637								
Control Delay (s)	10.6	9.5	10.1	10.6								
Approach Delay (s)	10.6	9.5	10.1	10.6								
Approach LOS	B	A	B	B								
Intersection Summary												
Delay	10.3											
HCM Level of Service	B											
Intersection Capacity Utilization	46.0%			ICU Level of Service			A					
Analysis Period (min)	15											

CVN SEIS Traffic Study
9: First St & Orange Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.95		1.00	1.00	1.00	0.89
Flpb, ped/bikes	1.00		1.00	1.00	0.91	1.00
Frt	0.90		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1432		1593	1676	1443	1266
Flt Permitted	1.00		0.13	1.00	0.95	1.00
Satd. Flow (perm)	1432		210	1676	1443	1266
Volume (vph)	245	721	246	183	164	147
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	318	936	304	226	200	179
RTOR Reduction (vph)	71	0	0	0	0	156
Lane Group Flow (vph)	1183	0	304	226	200	23
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4			8		
Permitted Phases			8	2		2
Actuated Green, G (s)	123.0	123.0		123.0	19.0	19.0
Effective Green, g (s)	123.0	123.0		123.0	19.0	19.0
Actuated g/C Ratio	0.82	0.82		0.82	0.13	0.13
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	1174	172		1374	183	160
v/s Ratio Prot	0.83			0.13		
v/s Ratio Perm			c1.45	c0.14		0.02
v/c Ratio	1.01	1.77		0.16	1.09	0.14
Uniform Delay, d1	13.5	13.5		2.8	65.5	58.2
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	28.2	368.0		0.1	93.5	0.4
Delay (s)	41.7	381.5		2.9	159.0	58.7
Level of Service	D	F		A	F	E
Approach Delay (s)	41.7			220.0	111.6	
Approach LOS	D			F	F	
Intersection Summary						
HCM Average Control Delay	97.7		HCM Level of Service			F
HCM Volume to Capacity ratio	1.68					
Actuated Cycle Length (s)	150.0		Sum of lost time (s)			8.0
Intersection Capacity Utilization	93.5%		ICU Level of Service			F
Analysis Period (min)	15					
c Critical Lane Group						

CVN SEIS Traffic Study
10: Third St & Orange Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷		↶	↷			↷	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0				4.0
Lane Util. Factor				0.86	0.86		1.00	0.95				0.95
Frpb, ped/bikes				1.00	1.00		1.00	1.00				1.00
Flpb, ped/bikes				1.00	1.00		1.00	1.00				1.00
Frt				1.00	0.99		1.00	1.00				1.00
Flt Protected				0.95	0.98		0.95	1.00				1.00
Satd. Flow (prot)				1522	4640		1770	3539				3529
Flt Permitted				0.95	0.98		0.95	1.00				1.00
Satd. Flow (perm)				1522	4640		1770	3539				3529
Volume (vph)	0	0	0	1199	917	147	95	262	0	0	921	13
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	1249	955	153	100	276	0	0	1047	15
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	625	1726	0	100	276	0	0	1061	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Split		Prot						
Protected Phases				8	8	5		2	6			
Permitted Phases												
Actuated Green, G (s)				69.8	69.8	9.3		61.3	48.0			
Effective Green, g (s)				69.8	69.8	9.3		61.3	48.0			
Actuated g/C Ratio				0.50	0.50	0.07		0.44	0.35			
Clearance Time (s)				4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)				764	2328	118		1560	1218			
v/s Ratio Prot				c0.41	0.37	c0.06		0.08	c0.30			
v/s Ratio Perm												
v/c Ratio				0.82	0.74	0.85		0.18	0.87			
Uniform Delay, d1				29.3	27.5	64.2		23.6	42.7			
Progression Factor				1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2				6.8	1.3	39.9		0.1	7.1			
Delay (s)				36.1	28.8	104.1		23.7	49.7			
Level of Service				D	C	F		C	D			
Approach Delay (s)	0.0			30.7		45.0		49.7				
Approach LOS	A			C		D		D				
Intersection Summary												
HCM Average Control Delay	37.5			HCM Level of Service				D				
HCM Volume to Capacity ratio	0.84											
Actuated Cycle Length (s)	139.1			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	133.0%			ICU Level of Service				H				
Analysis Period (min)	15											
c Critical Lane Group												

CVN SEIS Traffic Study
11: Fourth St & Orange Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔					↔↔	↔	↔↔	↔↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Frpb, ped/bikes	1.00	0.95						0.97	0.93	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.93	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5083	1501						3053	1334	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5083	1501						3053	1334	3433	3539	
Volume (vph)	23	2816	168	0	0	0	0	352	585	1010	1103	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	3095	185	0	0	0	0	383	636	1098	1199	0
RTOR Reduction (vph)	0	0	16	0	0	0	0	1	1	0	0	0
Lane Group Flow (vph)	0	3120	169	0	0	0	0	700	317	1098	1199	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Perm	Prot			
Protected Phases	4	4						2	1	6		
Permitted Phases		4						2				
Actuated Green, G (s)		82.0	82.0					35.0	35.0	41.0	80.0	
Effective Green, g (s)		82.0	82.0					35.0	35.0	41.0	80.0	
Actuated g/C Ratio		0.48	0.48					0.21	0.21	0.24	0.47	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		2452	724					629	275	828	1665	
v/s Ratio Prot		c0.61						0.23		c0.32	0.34	
v/s Ratio Perm			0.11						c0.24			
v/c Ratio		1.27	0.23					1.11	1.15	1.33	0.72	
Uniform Delay, d1		44.0	25.7					67.5	67.5	64.5	36.0	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		125.9	0.2					71.1	102.3	155.1	1.6	
Delay (s)		169.9	25.8					138.6	169.8	219.6	37.6	
Level of Service		F	C					F	F	F	D	
Approach Delay (s)		161.9			0.0			148.3			124.6	
Approach LOS		F			A			F			F	
Intersection Summary												
HCM Average Control Delay		146.9								F		
HCM Volume to Capacity ratio		1.26										
Actuated Cycle Length (s)		170.0								12.0		
Intersection Capacity Utilization		133.0%								H		
Analysis Period (min)		15										

c Critical Lane Group

CVN SEIS Traffic Study
12: Fifth St & Orange Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔			↔↔	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	72	23	5	8	5	13	927	12	9	1303	20
Peak Hour Factor	0.45	0.45	0.45	0.75	0.75	0.75	0.93	0.93	0.93	0.95	0.95	0.95
Hourly flow rate (vph)	11	160	51	7	11	7	14	997	13	9	1372	21
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.83	0.83	0.72	0.83	0.83	0.79	0.72			0.79		
vC, conflicting volume	1979	2479	736	1907	2483	545	1413			1030		
vC1, stage 1 conf vol	1421	1421		1051	1051							
vC2, stage 2 conf vol	558	1058		856	1432							
vCu, unblocked vol	1207	1810	250	1119	1815	153	1187			768		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	0	90	74	93	99	97			99		
cM capacity (veh/h)	134	157	523	26	147	659	415			652		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	222	24	512	511	695	707						
Volume Left	11	7	14	0	9	0						
Volume Right	51	7	0	13	0	21						
cSH	185	70	415	1700	652	1700						
Volume to Capacity	1.20	0.34	0.03	0.30	0.01	0.42						
Queue Length 95th (ft)	293	32	3	0	1	0						
Control Delay (s)	180.7	80.5	1.0	0.0	0.4	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	180.7	80.5	0.5		0.2							
Approach LOS	F	F										
Intersection Summary												
Average Delay		16.1										
Intersection Capacity Utilization		59.3%			ICU Level of Service					B		
Analysis Period (min)		15										

CVN SEIS Traffic Study
13: Sixth St & Orange Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.94		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1563			1532		1593	3323		1593	3342	
Flt Permitted		0.95			0.92		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1491			1417		1593	3323		1593	3342	
Volume (vph)	35	122	90	14	26	35	35	878	51	103	1180	35
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	39	136	100	16	30	41	37	934	54	107	1229	36
RTOR Reduction (vph)	0	15	0	0	23	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	260	0	0	64	0	37	985	0	107	1264	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8								
Actuated Green, G (s)		14.6			14.6		2.6	31.7		11.3	40.4	
Effective Green, g (s)		14.6			14.6		2.6	31.7		11.3	40.4	
Actuated g/C Ratio		0.21			0.21		0.04	0.46		0.16	0.58	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		313			297		60	1513		259	1940	
v/s Ratio Prot							0.02	c0.30		0.07	c0.38	
v/s Ratio Perm		c0.17			0.05							
v/c Ratio		0.83			0.22		0.62	0.65		0.41	0.65	
Uniform Delay, d1		26.3			22.8		33.0	14.7		26.2	9.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		16.8			0.4		17.4	1.0		1.1	0.8	
Delay (s)		43.1			23.1		50.4	15.7		27.2	10.6	
Level of Service		D			C		D	B		C	B	
Approach Delay (s)		43.1			23.1			16.9			11.9	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM Average Control Delay		17.3					HCM Level of Service			B		
HCM Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		69.6					Sum of lost time (s)			8.0		
Intersection Capacity Utilization		66.4%					ICU Level of Service			C		
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
14: Eighth St & Orange Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.95		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1540			1562		1593	3354		1593	3340	
Flt Permitted		0.85			0.86		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1322			1353		1593	3354		1593	3340	
Volume (vph)	84	84	107	28	48	38	60	811	10	62	1070	35
Peak-hour factor, PHF	0.85	0.85	0.85	0.71	0.71	0.71	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	99	99	126	39	68	54	62	836	10	65	1115	36
RTOR Reduction (vph)	0	17	0	0	13	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	307	0	0	148	0	62	846	0	65	1150	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8								
Actuated Green, G (s)		20.0			20.0		4.9	38.1		5.0	38.2	
Effective Green, g (s)		20.0			20.0		4.9	38.1		5.0	38.2	
Actuated g/C Ratio		0.27			0.27		0.07	0.51		0.07	0.51	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		352			360		104	1702		106	1699	
v/s Ratio Prot							0.04	c0.25		0.04	c0.34	
v/s Ratio Perm		c0.23			0.11							
v/c Ratio		0.87			0.41		0.60	0.50		0.61	0.68	
Uniform Delay, d1		26.3			22.7		34.1	12.2		34.1	13.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		20.4			0.8		8.9	0.2		10.1	1.1	
Delay (s)		46.8			23.5		43.0	12.4		44.2	14.9	
Level of Service		D			C		D	B		D	B	
Approach Delay (s)		46.8			23.5			14.5			16.5	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM Average Control Delay		20.0					HCM Level of Service			B		
HCM Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		75.1					Sum of lost time (s)			8.0		
Intersection Capacity Utilization		67.1%					ICU Level of Service			C		
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
15: Tenth St & Orange Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.97			0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1576			1578		1593	3330		1593	3330	
Flt Permitted		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1576			1578		1593	3330		1593	3330	
Volume (vph)	83	62	45	12	25	15	51	791	35	34	1059	48
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	99	74	54	18	37	22	55	851	38	35	1103	50
RTOR Reduction (vph)	0	7	0	0	10	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	220	0	0	67	0	55	887	0	35	1151	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8		8	5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		15.7			7.8		4.5	40.0		9.9	45.4	
Effective Green, g (s)		15.7			7.8		4.5	40.0		9.9	45.4	
Actuated g/C Ratio		0.18			0.09		0.05	0.45		0.11	0.51	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		277			138		80	1490		176	1691	
v/s Ratio Prot		c0.14			c0.04		0.03	c0.27		0.02	c0.35	
v/s Ratio Perm												
v/c Ratio		0.79			0.49		0.69	0.60		0.20	0.68	
Uniform Delay, d1		35.3			38.9		41.8	18.6		36.1	16.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		14.3			2.7		21.8	0.6		0.6	1.1	
Delay (s)		49.6			41.6		63.5	19.2		36.7	17.7	
Level of Service		D			D		E	B		D	B	
Approach Delay (s)		49.6			41.6		21.8			18.3		
Approach LOS		D			D		C			B		
Intersection Summary												
HCM Average Control Delay		23.3								C		
HCM Volume to Capacity ratio		0.69										
Actuated Cycle Length (s)		89.4								16.0		
Intersection Capacity Utilization		63.5%								B		
Analysis Period (min)		15										
c Critical Lane Group												





















CVN SEIS Traffic Study
16: Third St & Pomona Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	Free				
Grade		0%			0%		0%	0%				
Volume (veh/h)	0	0	0	0	0	97	0	2288	5	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.84	0.84	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	105	0	2487	5	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	954	2527	40	2530	2530	852	20			2507		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	954	2527	40	2530	2530	852	20			2507		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	65	100			100		
cM capacity (veh/h)	136	27	1005	13	27	298	1595			175		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	105	995	995	503								
Volume Left	0	0	0	0								
Volume Right	105	0	0	5								
cSH	298	1700	1700	1700								
Volume to Capacity	0.35	0.59	0.59	0.30								
Queue Length 95th (ft)	39	0	0	0								
Control Delay (s)	23.5	0.0	0.0	0.0								
Lane LOS	C											
Approach Delay (s)	23.5	0.0										
Approach LOS	C											
Intersection Summary												
Average Delay		1.0										
Intersection Capacity Utilization		57.0%								B		
Analysis Period (min)		15										




















CVN SEIS Traffic Study
17: R. H. Dana Pl & Orange Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.93		0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99	1.00		0.99		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	1.00		1.00	1.00	
Flt Protected		0.98	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1634	2460		1581		1593	3337		1593	3345	
Flt Permitted		0.85	1.00		0.44		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1409	2460		724		1593	3337		1593	3345	
Volume (vph)	114	216	540	44	19	9	269	782	24	27	1062	23
Peak-hour factor, PHF	0.85	0.85	0.85	0.72	0.72	0.72	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	134	254	635	61	26	12	277	806	25	28	1084	23
RTOR Reduction (vph)	0	0	417	0	3	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	388	218	0	96	0	277	830	0	28	1106	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm		Perm	Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		40.3	40.3		40.3		28.8	73.5		3.4	48.1	
Effective Green, g (s)		40.3	40.3		40.3		28.8	73.5		3.4	48.1	
Actuated g/C Ratio		0.31	0.31		0.31		0.22	0.57		0.03	0.37	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		439	767		226		355	1898		42	1245	
v/s Ratio Prot							c0.17	0.25		0.02	c0.33	
v/s Ratio Perm		c0.28	0.09		0.13							
v/c Ratio		0.88	0.28		0.42		0.78	0.44		0.67	0.89	
Uniform Delay, d1		42.2	33.6		35.2		47.2	16.0		62.3	38.0	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		18.6	0.2		1.3		10.6	0.2		33.4	8.0	
Delay (s)		60.8	33.8		36.5		57.8	16.1		95.7	46.1	
Level of Service		E	C		D		E	B		F	D	
Approach Delay (s)		44.0			36.5		26.6				47.3	
Approach LOS		D			D		C				D	
Intersection Summary												
HCM Average Control Delay	39.2			HCM Level of Service			D					
HCM Volume to Capacity ratio	0.86											
Actuated Cycle Length (s)	129.2			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	89.9%			ICU Level of Service			E					
Analysis Period (min)	15											
c Critical Lane Group												

CVN SEIS Traffic Study
18: Fourth St & Pomona Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		  				  								
Sign Control	Free			Free			Stop			Stop				
Grade	0%			0%			0%			0%				
Volume (veh/h)	0	4156	170	0	0	2287	0	0	158	0	0	0		
Peak Hour Factor	0.99	0.99	0.99	0.95	0.95	0.95	0.81	0.81	0.81	0.25	0.25	0.25		
Hourly flow rate (vph)	0	4198	172	0	0	2407	0	0	195	0	0	0		
Pedestrians	20			20			20			20				
Lane Width (ft)	12.0			12.0			12.0			0.0				
Walking Speed (ft/s)	4.0			4.0			4.0			4.0				
Percent Blockage	2			2			2			0				
Right turn flare (veh)														
Median type							Raised			Raised				
Median storage (veh)							0			0				
Upstream signal (ft)														
pX, platoon unblocked														
vC, conflicting volume	20				4390				4324	4324	1525	1634	4410	40
vC1, stage 1 conf vol							4304			4304	20	20		
vC2, stage 2 conf vol							20			20	1614	4390		
vCu, unblocked vol	20				4390				4324	4324	1525	1634	4410	40
tC, single (s)	4.1				4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5			5.5	6.5	5.5		
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100				100				100	100	0	0	100	100
cM capacity (veh/h)	1595				30				1	4	103	0	3	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1							
Volume Total	1679	1679	1011	802	802	802	195							
Volume Left	0	0	0	0	0	0	0							
Volume Right	0	0	172	802	802	802	195							
cSH	1700	1700	1700	1700	1700	1700	103							
Volume to Capacity	0.99	0.99	0.59	0.47	0.47	0.47	1.89							
Queue Length 95th (ft)	0	0	0	0	0	0	401							
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	504.0							
Lane LOS							F							
Approach Delay (s)	0.0				0.0				504.0					
Approach LOS							F							
Intersection Summary														
Average Delay	14.1													
Intersection Capacity Utilization	103.3%			ICU Level of Service				G						
Analysis Period (min)	15													

CVN SEIS Traffic Study
19: Glorietta Blvd & Pomona Ave

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	623	428	64	7	6	274
Peak Hour Factor	0.96	0.96	0.81	0.81	0.88	0.88
Hourly flow rate (vph)	649	446	79	9	7	311
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	108				1867	123
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108				1867	123
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	56				84	65
cM capacity (veh/h)	1458				43	897
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1095	88	318			
Volume Left	649	0	7			
Volume Right	0	9	311			
cSH	1458	1700	628			
Volume to Capacity	0.44	0.05	0.51			
Queue Length 95th (ft)	59	0	72			
Control Delay (s)	7.9	0.0	16.5			
Lane LOS	A		C			
Approach Delay (s)	7.9	0.0	16.5			
Approach LOS			C			
Intersection Summary						
Average Delay		9.3				
Intersection Capacity Utilization		89.5%		ICU Level of Service	E	
Analysis Period (min)		15				

CVN SEIS Traffic Study
20: Pomona Ave & Silver Strand Blvd

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	1.00		0.94		1.00	
Flt Protected	0.95		1.00		1.00	
Satd. Flow (prot)	1590		3197		3362	
Flt Permitted	0.95		1.00		1.00	
Satd. Flow (perm)	1590		3197		3362	
Volume (vph)	334	10	1064	664	0	1737
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.81	0.81
Adj. Flow (vph)	375	11	1132	706	0	2144
RTOR Reduction (vph)	1	0	62	0	0	0
Lane Group Flow (vph)	385	0	1776	0	0	2144
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	37.8		87.2			97.6
Effective Green, g (s)	37.8		87.2			97.6
Actuated g/C Ratio	0.26		0.61			0.68
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	419		1944			2288
v/s Ratio Prot	0.24		0.56			0.64
v/s Ratio Perm						
v/c Ratio	0.92		0.91			0.94
Uniform Delay, d1	51.3		24.8			20.2
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	24.9		7.1			8.1
Delay (s)	76.2		31.9			28.3
Level of Service	E		C			C
Approach Delay (s)	76.2		31.9			28.3
Approach LOS	E		C			C
Intersection Summary						
HCM Average Control Delay		34.0		HCM Level of Service	C	
HCM Volume to Capacity ratio		0.93				
Actuated Cycle Length (s)		143.4		Sum of lost time (s)	8.0	
Intersection Capacity Utilization		77.3%		ICU Level of Service	D	
Analysis Period (min)		15				
c Critical Lane Group						

CVN SEIS Traffic Study
21: Fourth St & Glorietta Blvd

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↑	↓	↑	↑	↑	↑	↑	↑
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	4273	31	0	2226	283	0	0	1118	0	0	66
Peak Hour Factor	0.25	0.25	0.25	0.99	0.99	0.99	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	17092	124	0	2248	286	0	0	1141	0	0	75
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2554			17236			18018	19728	5799	8129	19647	932
vC1, stage 1 conf vol							17174	17174		2411	2411	
vC2, stage 2 conf vol							844	2554		5717	17236	
vCu, unblocked vol	2554			17236			18018	19728	5799	8129	19647	932
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	76	100	100	71
cM capacity (veh/h)	168			0			0	0	4796	0	0	259
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	6837	6837	3542	899	899	736	1141	75				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	124	0	0	286	1141	75				
cSH	1700	1700	1700	1700	1700	1700	4796	259				
Volume to Capacity	4.02	4.02	2.08	0.53	0.53	0.43	0.24	0.29				
Queue Length 95th (ft)	Err	Err	0	0	0	0	23	29				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	6.0	24.5				
Lane LOS							A	C				
Approach Delay (s)	0.0			0.0			6.0	24.5				
Approach LOS							A	C				
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			161.1%			ICU Level of Service		H				
Analysis Period (min)			15									

* User Entered Value

CVN SEIS Traffic Study
22: Tarawa Rd & Silver Strand Blvd







July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	0.94		1.00	0.95	1.00	1.00	0.88	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	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1493		1851	1505	1770	3539	1396	1770	3509	
Flt Permitted	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1493		1851	1505	1770	3539	1396	1770	3509	
Volume (vph)	259	66	124	7	49	405	47	938	2	141	1736	82
Peak-hour factor, PHF	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.79	0.79	0.79
Adj. Flow (vph)	264	67	127	8	53	435	52	1031	2	178	2197	104
RTOR Reduction (vph)	0	0	110	0	0	208	0	0	1	0	2	0
Lane Group Flow (vph)	264	67	17	0	61	227	52	1031	1	178	2299	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	21.0	21.0	21.0		25.0	25.0	4.0	77.7	77.7	20.3	94.0	
Effective Green, g (s)	21.0	21.0	21.0		25.0	25.0	4.0	77.7	77.7	20.3	94.0	
Actuated g/C Ratio	0.13	0.13	0.13		0.16	0.16	0.02	0.49	0.49	0.13	0.59	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	232	245	196		289	235	44	1719	678	225	2062	
v/s Ratio Prot	c0.15	0.04			0.03		c0.03	0.29		0.10	c0.66	
v/s Ratio Perm			0.01			c0.15			0.00			
v/c Ratio	1.14	0.27	0.09		0.21	0.97	1.18	0.60	0.00	0.79	1.11	
Uniform Delay, d1	69.5	62.6	61.1		58.9	67.1	78.0	29.9	21.2	67.8	33.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	101.3	0.6	0.2		0.4	49.1	194.0	1.6	0.0	17.1	59.1	
Delay (s)	170.8	63.2	61.2		59.3	116.2	272.0	31.4	21.2	84.9	92.1	
Level of Service	F	E	E		E	F	F	C	C	F	F	
Approach Delay (s)		124.7			109.2			42.9			91.6	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM Average Control Delay			85.2			HCM Level of Service		F				
HCM Volume to Capacity ratio			1.09									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)		16.0				
Intersection Capacity Utilization			85.0%			ICU Level of Service		E				
Analysis Period (min)			15									

c Critical Lane Group













CVN SEIS Traffic Study
23: Tulagi Rd & Silver Strand Blvd

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	1.00		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	1764		3539	1498		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	1764		3539	1498		3539
Volume (vph)	248	11	958	43	0	1840
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.95	0.95
Adj. Flow (vph)	285	13	988	44	0	1937
RTOR Reduction (vph)	2	0	0	16	0	0
Lane Group Flow (vph)	296	0	988	28	0	1937
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	12.0		34.9	34.9		34.9
Effective Green, g (s)	12.0		34.9	34.9		34.9
Actuated g/C Ratio	0.22		0.64	0.64		0.64
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	386		2250	952		2250
v/s Ratio Prot	c0.17		0.28			c0.55
v/s Ratio Perm				0.02		
v/c Ratio	0.77		0.44	0.03		0.86
Uniform Delay, d1	20.1		5.1	3.7		8.0
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	8.8		0.1	0.0		3.6
Delay (s)	28.9		5.2	3.7		11.7
Level of Service	C		A	A		B
Approach Delay (s)	28.9		5.1			11.7
Approach LOS	C		A			B
Intersection Summary						
HCM Average Control Delay		11.2		HCM Level of Service		B
HCM Volume to Capacity ratio		0.84				
Actuated Cycle Length (s)		54.9		Sum of lost time (s)		8.0
Intersection Capacity Utilization		72.0%		ICU Level of Service		C
Analysis Period (min)		15				
c Critical Lane Group						

CVN SEIS Traffic Study
24: Logan Ave & Cesar E Chavez Pkwy

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	0.99		1.00	1.00	0.95	1.00	1.00	0.92	1.00	0.99	
Flpb, ped/bikes	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	1819		1593	1676	1354	1770	3539	1452	1770	3428	
Flt Permitted	0.69	1.00		0.08	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1241	1819		129	1676	1354	1770	3539	1452	1770	3428	
Volume (vph)	84	283	38	47	85	46	20	345	554	116	356	56
Peak-hour factor, PHF	0.25	0.25	0.25	0.81	0.81	0.81	0.98	0.98	0.98	0.93	0.93	0.93
Adj. Flow (vph)	336	1132	152	58	105	57	20	352	565	125	383	60
RTOR Reduction (vph)	0	5	0	0	0	28	0	0	35	0	12	0
Lane Group Flow (vph)	336	1279	0	58	105	29	20	352	530	125	431	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot	Perm		Prot	Perm	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Effective Green, g (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Actuated g/C Ratio	0.51	0.51		0.51	0.51	0.51	0.02	0.32	0.32	0.06	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	630	924		66	851	688	35	1120	459	104	1219	
v/s Ratio Prot		c0.70			0.06		0.01	0.10		c0.07	c0.13	
v/s Ratio Perm	0.27			0.45		0.02			c0.37			
v/c Ratio	0.53	1.38		0.88	0.12	0.04	0.57	0.31	1.15	1.20	0.35	
Uniform Delay, d1	17.0	25.2		22.4	13.2	12.7	49.8	26.6	35.0	48.2	24.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	179.7		69.1	0.1	0.0	20.6	0.2	91.9	152.3	0.2	
Delay (s)	17.9	204.9		91.5	13.3	12.7	70.3	26.7	126.9	200.5	24.5	
Level of Service	B	F		F	B	B	E	C	F	F	C	
Approach Delay (s)		166.1			33.8			88.1			63.2	
Approach LOS		F			C			F			E	
Intersection Summary												
HCM Average Control Delay		118.1		HCM Level of Service				F				
HCM Volume to Capacity ratio		1.32										
Actuated Cycle Length (s)		102.4		Sum of lost time (s)				16.0				
Intersection Capacity Utilization		70.1%		ICU Level of Service				C				
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
25: National Ave & SR-75 Off-Ramp

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Sign Control		Free	Free		Stop	Stop
Grade		0%	0%		0%	0%
Volume (veh/h)	0	142	107	0	112	147
Peak Hour Factor	0.93	0.93	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	0	153	118	0	124	163
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					TWLTL	
Median storage (veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	138				310	158
vC1, stage 1 conf vol					138	
vC2, stage 2 conf vol					173	
vCu, unblocked vol	138				310	158
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				82	81
cM capacity (veh/h)	1422				692	858
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	153	118	124	163		
Volume Left	0	0	124	0		
Volume Right	0	0	0	163		
cSH	1700	1700	692	858		
Volume to Capacity	0.09	0.07	0.18	0.19		
Queue Length 95th (ft)	0	0	16	17		
Control Delay (s)	0.0	0.0	11.3	10.2		
Lane LOS			B	B		
Approach Delay (s)	0.0	0.0	10.7			
Approach LOS			B			
Intersection Summary						
Average Delay			5.5			
Intersection Capacity Utilization			28.2%		ICU Level of Service	A
Analysis Period (min)			15			

CVN SEIS Traffic Study
26: Glorietta Blvd & Tenth St

July 2007 2 CVNs
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	142	0	0	107	0	0	0	0	99	0	134
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.25	0.25	0.25	0.79	0.79	0.79
Hourly flow rate (vph)	0	175	0	0	120	0	0	0	0	125	0	170
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	140			195			505	336	215	336	336	160
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140			195			505	336	215	336	336	160
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	78	100	80
cM capacity (veh/h)	1419			1355			361	566	797	583	566	856
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	175	120	0	295								
Volume Left	0	0	0	125								
Volume Right	0	0	0	170								
cSH	1419	1355	1700	714								
Volume to Capacity	0.00	0.00	0.00	0.41								
Queue Length 95th (ft)	0	0	0	51								
Control Delay (s)	0.0	0.0	0.0	13.6								
Lane LOS				A								
Approach Delay (s)	0.0	0.0	0.0	13.6								
Approach LOS				A								
Intersection Summary												
Average Delay				6.8								
Intersection Capacity Utilization				34.3%								
Analysis Period (min)				15								

CVN SEIS Traffic Study
1: First St & Alameda Blvd

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

	→	↗	↖	←	↙	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↙	↘
Sign Control	Stop			Stop	Stop	
Volume (vph)	91	63	5	853	627	5
Peak Hour Factor	0.78	0.78	0.73	0.73	0.84	0.84
Hourly flow rate (vph)	117	81	7	1168	746	6
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	117	81	1175	746	6	
Volume Left (vph)	0	0	7	746	0	
Volume Right (vph)	0	81	0	0	6	
Hadj (s)	0.03	-0.67	0.04	0.53	-0.67	
Departure Headway (s)	7.6	6.9	6.6	7.3	6.1	
Degree Utilization, x	0.25	0.15	2.16	1.52	0.01	
Capacity (veh/h)	467	514	552	494	576	
Control Delay (s)	11.9	10.0	541.7	263.7	8.0	
Approach Delay (s)	11.1		541.7	261.7		
Approach LOS	B		F	F		
Intersection Summary						
Delay			393.3			
HCM Level of Service			F			
Intersection Capacity Utilization			90.3%	ICU Level of Service	E	
Analysis Period (min)			15			

CVN SEIS Traffic Study
2: Third St & Alameda Blvd

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

	↖	→	↗	↖	←	↙	↘	↑	↗	↖	↓	↘
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↖↗↘		↙	↑			↘	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0			4.0				4.0
Lane Util. Factor					0.91		1.00	1.00				1.00
Flpb, ped/bikes					0.99		1.00	1.00				0.97
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					0.99		1.00	1.00				0.94
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					4987		1770	1863				1706
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					4987		1770	1863				1706
Volume (vph)	0	0	0	17	3879	297	211	58	0	0	54	39
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.86	0.86	0.86	0.59	0.59	0.59
Adj. Flow (vph)	0	0	0	19	4358	334	245	67	0	0	92	66
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	0	4706	0	245	67	0	0	150	0
Confl. Peds. (#/hr)				20		20		20		20		20
Turn Type				Perm		Split						
Protected Phases					8		2	2				6
Permitted Phases				8								
Actuated Green, G (s)					114.0		22.0	22.0				17.2
Effective Green, g (s)					112.0		20.0	20.0				15.2
Actuated g/C Ratio					0.70		0.13	0.13				0.10
Clearance Time (s)					2.0		2.0	2.0				2.0
Vehicle Extension (s)					3.0		3.0	3.0				3.0
Lane Grp Cap (vph)					3508		222	234				163
v/s Ratio Prot							c0.14	0.04				c0.09
v/s Ratio Perm					0.94							
v/c Ratio					1.34		1.10	0.29				0.92
Uniform Delay, d1					23.6		69.6	63.1				71.4
Progression Factor					1.00		1.00	1.00				1.00
Incremental Delay, d2					155.6		90.9	0.7				47.0
Delay (s)					179.2		160.5	63.8				118.4
Level of Service					F		F	E				F
Approach Delay (s)		0.0			179.2			139.7				118.4
Approach LOS		A			F			F				F
Intersection Summary												
HCM Average Control Delay				175.0		HCM Level of Service		F				
HCM Volume to Capacity ratio				1.27								
Actuated Cycle Length (s)				159.2		Sum of lost time (s)		12.0				
Intersection Capacity Utilization				113.3%		ICU Level of Service		H				
Analysis Period (min)				15								

c Critical Lane Group

CVN SEIS Traffic Study
3: Fourth St & Alameda Blvd

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↕					↕		↕	↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	513	103	0	0	0	0	233	78	50	59	0
Peak Hour Factor	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73
Hourly flow rate (vph)	11	583	117	0	0	0	0	288	96	68	81	0
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1	SB 2						
Volume Total (vph)	206	389	117	384	68	81						
Volume Left (vph)	11	0	0	0	68	0						
Volume Right (vph)	0	0	117	96	0	0						
Hadj (s)	0.06	0.03	-0.67	-0.12	0.53	0.03						
Departure Headway (s)	6.2	6.2	3.2	6.2	7.4	6.9						
Degree Utilization, x	0.35	0.67	0.10	0.66	0.14	0.15						
Capacity (veh/h)	559	562	1121	560	455	488						
Control Delay (s)	11.4	19.5	5.4	20.6	10.4	9.9						
Approach Delay (s)	14.8			20.6	10.2							
Approach LOS	B			C	B							
Intersection Summary												
Delay			16.1									
HCM Level of Service			C									
Intersection Capacity Utilization			113.3%		ICU Level of Service				H			
Analysis Period (min)			15									

CVN SEIS Traffic Study
4: Ocean Blvd & Alameda Blvd

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	64	942	29	56	5
Peak Hour Factor	0.62	0.62	0.87	0.87	0.76	0.76
Hourly flow rate (vph)	0	103	1083	33	74	7
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1136				1243	1139
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1136				1243	1139
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				60	97
cM capacity (veh/h)	605				186	237
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	103	1116	80			
Volume Left	0	0	74			
Volume Right	0	33	7			
cSH	605	1700	190			
Volume to Capacity	0.00	0.66	0.42			
Queue Length 95th (ft)	0	0	48			
Control Delay (s)	0.0	0.0	37.2			
Lane LOS			E			
Approach Delay (s)	0.0	0.0	37.2			
Approach LOS			E			
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			66.4%		ICU Level of Service	C
Analysis Period (min)			15			

CVN SEIS Traffic Study
5: First St & D Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	123	0	3	852	0	1	0	4	0	2	1
Peak Hour Factor	0.76	0.76	0.76	0.79	0.79	0.79	0.62	0.62	0.62	0.25	0.25	0.25
Hourly flow rate (vph)	0	162	0	4	1078	0	2	0	6	0	8	4
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)				442								
pX, platoon unblocked	0.53						0.53	0.53		0.53	0.53	0.53
vC, conflicting volume	1098			182			1296	1288	202	1294	1288	1118
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1184			182			1553	1538	202	1550	1538	1222
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			96	100	99	100	87	96
cM capacity (veh/h)	310			1370			40	60	811	46	60	113
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	162	1082	8	12								
Volume Left	0	4	2	0								
Volume Right	0	0	6	4								
cSH	310	1370	168	71								
Volume to Capacity	0.00	0.00	0.05	0.17								
Queue Length 95th (ft)	0	0	4	14								
Control Delay (s)	0.0	0.1	27.6	65.9								
Lane LOS		A	D	F								
Approach Delay (s)	0.0	0.1	27.6	65.9								
Approach LOS		D	F									
Intersection Summary												
Average Delay		0.9										
Intersection Capacity Utilization		62.1%		ICU Level of Service		B						
Analysis Period (min)		15										
















CVN SEIS Traffic Study
6: Third St & D Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	33	4186	0	54	16	0	0	54	2
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.62	0.62	0.62	0.44	0.44	0.44
Hourly flow rate (vph)	0	0	0	36	4600	0	87	26	0	0	123	5
Pedestrians	20			20			20			20		
Lane Width (ft)	0.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	0			2			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)				432								
pX, platoon unblocked	0.32						0.32	0.32		0.32	0.32	0.32
vC, conflicting volume	4620			20			1712	4713	40	4725	4713	1573
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	8143			20			0	8436	40	8477	8436	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			0	0	100	0	0	99
cM capacity (veh/h)	0			1568			0	0	989	0	0	336
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	1186	2300	1150	113	127							
Volume Left	36	0	0	87	0							
Volume Right	0	0	0	0	5							
cSH	1568	1700	1700	0	0							
Volume to Capacity	0.02	1.35	0.68	Err	Err							
Queue Length 95th (ft)	2	0	0	Err	Err							
Control Delay (s)	0.7	0.0	0.0	Err	Err							
Lane LOS	A			F	F							
Approach Delay (s)	0.2			Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay		Err										
Intersection Capacity Utilization		102.3%		ICU Level of Service		G						
Analysis Period (min)		15										

















CVN SEIS Traffic Study
7: Fourth St & D Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Volume (veh/h)	2	863	8	0	0	0	0	69	17	21	62	0	
Peak Hour Factor	0.86	0.86	0.86	0.25	0.25	0.25	0.69	0.69	0.69	0.44	0.44	0.44	
Hourly flow rate (vph)	2	1003	9	0	0	0	0	100	25	48	141	0	
Pedestrians		20			20			20			20		
Lane Width (ft)		12.0			0.0			12.0			12.0		
Walking Speed (ft/s)		4.0			4.0			4.0			4.0		
Percent Blockage		2			0			2			2		
Right turn flare (veh)													
Median type								None			None		
Median storage veh)													
Upstream signal (ft)					434								
pX, platoon unblocked													
vC, conflicting volume	20			1033				1123	1053	379	454	1057	40
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	20			1033				1123	1053	379	454	1057	40
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100				100	54	96	83	35	100
cM capacity (veh/h)	1568			657				72	217	608	288	216	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1								
Volume Total	253	502	260	125	189								
Volume Left	2	0	0	0	48								
Volume Right	0	0	9	25	0								
cSH	1568	1700	1700	249	230								
Volume to Capacity	0.00	0.30	0.15	0.50	0.82								
Queue Length 95th (ft)	0	0	0	65	155								
Control Delay (s)	0.1	0.0	0.0	33.2	66.0								
Lane LOS	A			D	F								
Approach Delay (s)	0.0			33.2	66.0								
Approach LOS				D	F								
Intersection Summary													
Average Delay	12.5												
Intersection Capacity Utilization	37.1%			ICU Level of Service			A						
Analysis Period (min)	15												

CVN SEIS Traffic Study
8: Sixth St & D Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	1	44	15	12	98	8	16	53	10	12	52	3
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.51	0.51	0.51
Hourly flow rate (vph)	1	52	18	14	115	9	18	59	11	24	102	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	71	139	88	131								
Volume Left (vph)	1	14	18	24								
Volume Right (vph)	18	9	11	6								
Hadj (s)	-0.11	0.01	0.00	0.04								
Departure Headway (s)	4.5	4.5	4.6	4.5								
Degree Utilization, x	0.09	0.17	0.11	0.17								
Capacity (veh/h)	757	750	745	746								
Control Delay (s)	7.9	8.5	8.1	8.4								
Approach Delay (s)	7.9	8.5	8.1	8.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.3								
HCM Level of Service				A								
Intersection Capacity Utilization	29.4%			ICU Level of Service			A					
Analysis Period (min)				15								

CVN SEIS Traffic Study
9: First St & Orange Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

	→	↗	↖	←	↙	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.97		1.00	1.00	1.00	0.95
Flpb, ped/bikes	1.00		0.98	1.00	0.97	1.00
Frt	0.88		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1444		1569	1676	1542	1352
Flt Permitted	1.00		0.65	1.00	0.95	1.00
Satd. Flow (perm)	1444		1076	1676	1542	1352
Volume (vph)	18	107	89	268	583	26
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	24	143	100	301	729	32
RTOR Reduction (vph)	110	0	0	0	0	13
Lane Group Flow (vph)	57	0	100	301	729	19
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4	8				
Permitted Phases			8	2		2
Actuated Green, G (s)	11.8		11.8	11.8	30.8	30.8
Effective Green, g (s)	11.8		11.8	11.8	30.8	30.8
Actuated g/C Ratio	0.23		0.23	0.23	0.61	0.61
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	337		251	391	939	823
v/s Ratio Prot	0.04		c0.18			
v/s Ratio Perm			0.09		c0.47	0.01
v/c Ratio	0.17		0.40	0.77	0.78	0.02
Uniform Delay, d1	15.5		16.4	18.1	7.3	3.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		1.0	8.9	4.1	0.0
Delay (s)	15.7		17.4	27.0	11.4	3.9
Level of Service	B		B	C	B	A
Approach Delay (s)	15.7		24.6		11.1	
Approach LOS	B		C		B	
Intersection Summary						
HCM Average Control Delay	15.8		HCM Level of Service			B
HCM Volume to Capacity ratio	0.77					
Actuated Cycle Length (s)	50.6		Sum of lost time (s)			8.0
Intersection Capacity Utilization	58.4%		ICU Level of Service			B
Analysis Period (min)	15					
c Critical Lane Group						

CVN SEIS Traffic Study
10: Third St & Orange Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95	
Frpb, ped/bikes				1.00	0.99		1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Frt				1.00	0.98		1.00	1.00			0.98	
Flt Protected				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)				1522	4683		1770	3539			3451	
Flt Permitted				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (perm)				1522	4683		1770	3539			3451	
Volume (vph)	0	0	0	1746	3735	508	292	166	0	0	275	35
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	1838	3932	535	336	191	0	0	309	39
RTOR Reduction (vph)	0	0	0	0	9	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	0	0	1541	4755	0	336	191	0	0	345	0
Confl. Peds. (#/hr)	20		20			20			20	20		20
Turn Type				Split		Prot						
Protected Phases				8	8	5		2	6			
Permitted Phases												
Actuated Green, G (s)				119.0	119.0	22.0		43.0	17.0			
Effective Green, g (s)				119.0	119.0	22.0		43.0	17.0			
Actuated g/C Ratio				0.70	0.70	0.13		0.25	0.10			
Clearance Time (s)				4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)				1065	3278	229		895	345			
v/s Ratio Prot				1.01	c1.02	c0.19		0.05	c0.10			
v/s Ratio Perm												
v/c Ratio				1.45	1.45	1.47		0.21	1.00			
Uniform Delay, d1				25.5	25.5	74.0		50.1	76.5			
Progression Factor				1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2				206.5	204.6	232.6		0.1	48.7			
Delay (s)				232.0	230.1	306.6		50.3	125.2			
Level of Service				F	F	F		D	F			
Approach Delay (s)	0.0			230.5		213.7		125.2				
Approach LOS	A			F		F		F				
Intersection Summary												
HCM Average Control Delay	224.2			HCM Level of Service				F				
HCM Volume to Capacity ratio	1.40											
Actuated Cycle Length (s)	170.0			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	126.6%			ICU Level of Service				H				
Analysis Period (min)	15											
c Critical Lane Group												

CVN SEIS Traffic Study
11: Fourth St & Orange Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔					↔↔	↔	↔↔	↔↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Frpb, ped/bikes	1.00	0.97						0.99	0.96	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.98	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5081	1538						3305	1386	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5081	1538						3305	1386	3433	3539	
Volume (vph)	12	783	102	0	0	0	0	461	288	523	1575	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	14	910	119	0	0	0	0	512	320	551	1658	0
RTOR Reduction (vph)	0	0	25	0	0	0	0	8	25	0	0	0
Lane Group Flow (vph)	0	924	94	0	0	0	0	583	216	551	1658	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Perm	Prot			
Protected Phases	4	4						2	1	6		
Permitted Phases		4						2				
Actuated Green, G (s)	20.9	20.9						19.7	19.7	19.2	42.9	
Effective Green, g (s)	20.9	20.9						19.7	19.7	19.2	42.9	
Actuated g/C Ratio	0.29	0.29						0.27	0.27	0.27	0.60	
Clearance Time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1479	448						907	380	918	2115	
v/s Ratio Prot	c0.18							0.18		0.16	c0.47	
v/s Ratio Perm		0.06							0.16			
v/c Ratio	0.62	0.21						0.64	0.57	0.60	0.78	
Uniform Delay, d1	22.1	19.2						23.0	22.4	23.0	10.9	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	0.2						1.6	1.9	1.1	2.0	
Delay (s)	22.9	19.5						24.5	24.3	24.1	12.9	
Level of Service	C	B						C	C	C	B	
Approach Delay (s)	22.5			0.0				24.5			15.7	
Approach LOS	C			A				C			B	
Intersection Summary												
HCM Average Control Delay		19.2								B		
HCM Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		71.8							8.0			
Intersection Capacity Utilization		126.6%								H		
Analysis Period (min)		15										

c Critical Lane Group

CVN SEIS Traffic Study
12: Fifth St & Orange Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔			↔↔	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	18	16	4	14	3	10	709	6	26	1702	29
Peak Hour Factor	0.73	0.73	0.73	0.58	0.58	0.58	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	5	25	22	7	24	5	11	771	7	28	1811	31
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.64	0.64	0.59	0.64	0.64	0.89	0.59			0.89		
vC, conflicting volume	2346	2720	961	1831	2732	429	1861			797		
vC1, stage 1 conf vol	1901	1901		816	816							
vC2, stage 2 conf vol	444	819		1015	1917							
vCu, unblocked vol	2046	2630	236	1244	2649	244	1765			656		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	63	95	96	56	99	95			97		
cM capacity (veh/h)	43	67	436	183	55	655	203			816		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	52	36	396	392	933	936						
Volume Left	5	7	11	0	28	0						
Volume Right	22	5	0	7	0	31						
cSH	96	75	203	1700	816	1700						
Volume to Capacity	0.54	0.48	0.05	0.23	0.03	0.55						
Queue Length 95th (ft)	62	50	4	0	3	0						
Control Delay (s)	80.7	91.2	2.3	0.0	1.0	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	80.7	91.2	1.1		0.5							
Approach LOS	F	F										
Intersection Summary												
Average Delay				3.4								
Intersection Capacity Utilization			81.3%		ICU Level of Service					D		
Analysis Period (min)			15									

CVN SEIS Traffic Study
13: Sixth St & Orange Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.88		1.00	1.00		1.00	1.00	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1534			1432		1593	3340		1593	3345	
Flt Permitted		0.71			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1106			1423		1593	3340		1593	3345	
Volume (vph)	13	20	25	5	15	135	60	579	17	33	1651	38
Peak-hour factor, PHF	0.68	0.68	0.68	0.48	0.48	0.48	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	19	29	37	10	31	281	66	636	19	35	1738	40
RTOR Reduction (vph)	0	19	0	0	164	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	66	0	0	158	0	66	653	0	35	1777	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		16.8			16.8		4.9	36.2		27.2	58.5	
Effective Green, g (s)		16.8			16.8		4.9	36.2		27.2	58.5	
Actuated g/C Ratio		0.18			0.18		0.05	0.39		0.30	0.63	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		202			259		85	1311		470	2122	
v/s Ratio Prot							c0.04	0.20		0.02	c0.53	
v/s Ratio Perm		0.06			c0.11							
v/c Ratio		0.33			0.61		0.78	0.50		0.07	0.84	
Uniform Delay, d1		32.8			34.7		43.1	21.1		23.4	13.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.0			4.0		34.9	0.3		0.1	3.1	
Delay (s)		33.7			38.7		78.0	21.4		23.5	16.2	
Level of Service		C			D		E	C		C	B	
Approach Delay (s)		33.7			38.7		26.6			16.3		
Approach LOS		C			D		C			B		
Intersection Summary												
HCM Average Control Delay		21.8				HCM Level of Service		C				
HCM Volume to Capacity ratio		0.79										
Actuated Cycle Length (s)		92.2				Sum of lost time (s)		12.0				
Intersection Capacity Utilization		72.5%				ICU Level of Service		C				
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
14: Eighth St & Orange Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1528			1540		1593	3344		1593	3339	
Flt Permitted		0.88			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1374			1464		1593	3344		1593	3339	
Volume (vph)	33	25	41	6	12	13	70	558	14	31	1434	46
Peak-hour factor, PHF	0.95	0.95	0.95	0.65	0.65	0.65	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	35	26	43	9	18	20	74	587	15	34	1576	51
RTOR Reduction (vph)	0	17	0	0	17	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	87	0	0	30	0	74	601	0	34	1626	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		10.9			10.9		6.3	54.5		2.5	50.7	
Effective Green, g (s)		10.9			10.9		6.3	54.5		2.5	50.7	
Actuated g/C Ratio		0.14			0.14		0.08	0.68		0.03	0.63	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		187			200		126	2281		50	2119	
v/s Ratio Prot							c0.05	0.18		0.02	c0.49	
v/s Ratio Perm		c0.06			0.02							
v/c Ratio		0.46			0.15		0.59	0.26		0.68	0.77	
Uniform Delay, d1		31.8			30.4		35.5	4.9		38.3	10.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.8			0.3		6.8	0.1		31.8	1.7	
Delay (s)		33.6			30.8		42.4	5.0		70.1	12.1	
Level of Service		C			C		D	A		E	B	
Approach Delay (s)		33.6			30.8		9.1			13.3		
Approach LOS		C			C		A			B		
Intersection Summary												
HCM Average Control Delay		13.3				HCM Level of Service		B				
HCM Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		79.9				Sum of lost time (s)		12.0				
Intersection Capacity Utilization		70.5%				ICU Level of Service		C				
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
15: Tenth St & Orange Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.97		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1601			1572		1593	3358		1593	3296	
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1601			1572		1593	3358		1593	3296	
Volume (vph)	39	22	7	6	5	4	20	506	3	13	1342	124
Peak-hour factor, PHF	0.68	0.68	0.68	0.62	0.62	0.62	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	57	32	10	10	8	6	22	544	3	14	1475	136
RTOR Reduction (vph)	0	3	0	0	5	0	0	1	0	0	4	0
Lane Group Flow (vph)	0	96	0	0	19	0	22	546	0	14	1607	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8		8	5		2	1		6
Permitted Phases												
Actuated Green, G (s)		9.7			9.7		1.9	51.4		18.0	67.5	
Effective Green, g (s)		9.7			9.7		1.9	51.4		18.0	67.5	
Actuated g/C Ratio		0.09			0.09		0.02	0.49		0.17	0.64	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		148			146		29	1647		274	2123	
v/s Ratio Prot		c0.06			c0.01		c0.01	0.16		0.01	c0.49	
v/s Ratio Perm												
v/c Ratio		0.65			0.13		0.76	0.33		0.05	0.76	
Uniform Delay, d1		45.9			43.7		51.2	16.2		36.3	13.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.8			0.4		71.7	0.1		0.1	1.6	
Delay (s)		55.7			44.1		122.9	16.4		36.3	14.5	
Level of Service		E			D		F	B		D	B	
Approach Delay (s)		55.7			44.1		20.5			14.7		
Approach LOS		E			D		C			B		
Intersection Summary												
HCM Average Control Delay		18.2										
HCM Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		104.8										
Intersection Capacity Utilization		61.0%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
16: Third St & Pomona Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	Free				
Grade		0%			0%		0%	0%				
Volume (veh/h)	0	0	0	0	0	18	0	5969	0	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.50	0.50	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	20	0	6488	0	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2202	6528	40	6528	6528	2183	20			6508		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2202	6528	40	6528	6528	2183	20			6508		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	47	100			100		
cM capacity (veh/h)	11	0	1005	0	0	37	1595			4		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	20	2595	2595	1298								
Volume Left	0	0	0	0								
Volume Right	20	0	0	0								
cSH	37	1700	1700	1700								
Volume to Capacity	0.53	1.53	1.53	0.76								
Queue Length 95th (ft)	46	0	0	0								
Control Delay (s)	182.8	0.0	0.0	0.0								
Lane LOS	F											
Approach Delay (s)	182.8	0.0										
Approach LOS	F											
Intersection Summary												
Average Delay		0.5										
Intersection Capacity Utilization		125.3%										
Analysis Period (min)		15										

CVN SEIS Traffic Study
17: R. H. Dana Pl & Orange Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		1.00	0.92		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.98	1.00		0.98		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	1.00	
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1595	2434		1567		1593	3359		1593	3343	
Flt Permitted		0.85	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1403	2434		1356		1593	3359		1593	3343	
Volume (vph)	12	8	102	14	7	2	849	482	2	15	1317	29
Peak-hour factor, PHF	0.82	0.82	0.82	0.64	0.64	0.64	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	15	10	124	22	11	3	894	507	2	16	1416	31
RTOR Reduction (vph)	0	0	110	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	25	14	0	34	0	894	509	0	16	1446	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm		Perm	Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	17.1	17.1		17.1			68.9	121.7		3.4	56.2	
Effective Green, g (s)	17.1	17.1		17.1			68.9	121.7		3.4	56.2	
Actuated g/C Ratio	0.11	0.11		0.11			0.45	0.79		0.02	0.36	
Clearance Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	156	270		150			712	2651		35	1218	
v/s Ratio Prot							c0.56	0.15		0.01	c0.43	
v/s Ratio Perm	0.02	0.01		c0.03								
v/c Ratio	0.16	0.05		0.23			1.26	0.19		0.46	1.19	
Uniform Delay, d1	62.1	61.3		62.5			42.6	4.0		74.5	49.0	
Progression Factor	1.00	1.00		1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.1		0.8			126.3	0.0		9.2	92.9	
Delay (s)	62.5	61.4		63.3			169.0	4.1		83.7	141.9	
Level of Service	E	E		E			F	A		F	F	
Approach Delay (s)	61.6			63.3			109.2			141.2		
Approach LOS	E			E			F			F		
Intersection Summary												
HCM Average Control Delay		121.7							F			
HCM Volume to Capacity ratio		1.11										
Actuated Cycle Length (s)		154.2						12.0				
Intersection Capacity Utilization		108.7%							G			
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
18: Fourth St & Pomona Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔	↔		↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1158	154	0	0	5965	0	0	223	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.84	0.84	0.84	0.25	0.25	0.25
Hourly flow rate (vph)	0	1331	177	0	0	6346	0	0	265	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			0	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			1528			1460	1460	572	749	1548	40
vC1, stage 1 conf vol							1440	1440		20	20	
vC2, stage 2 conf vol							20	20		729	1528	
vCu, unblocked vol	20			1528			1460	1460	572	749	1548	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	41	100	100	100
cM capacity (veh/h)	1595			425			91	128	448	103	116	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	532	532	443	2115	2115	2115	265					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	177	2115	2115	2115	265					
cSH	1700	1700	1700	1700	1700	1700	448					
Volume to Capacity	0.31	0.31	0.26	1.24	1.24	1.24	0.59					
Queue Length 95th (ft)	0	0	0	0	0	0	94					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	24.1					
Lane LOS							C					
Approach Delay (s)	0.0			0.0			24.1					
Approach LOS							C					
Intersection Summary												
Average Delay		0.8										
Intersection Capacity Utilization		144.4%							H			
Analysis Period (min)		15										

CVN SEIS Traffic Study
19: Glorietta Blvd & Pomona Ave

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	580	129	29	3	0	241
Peak Hour Factor	0.87	0.87	0.80	0.80	0.81	0.81
Hourly flow rate (vph)	667	148	36	4	0	298
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	60				1560	78
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60				1560	78
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	56				100	69
cM capacity (veh/h)	1518				67	950
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	815	40	298			
Volume Left	667	0	0			
Volume Right	0	4	298			
cSH	1518	1700	950			
Volume to Capacity	0.44	0.02	0.31			
Queue Length 95th (ft)	58	0	34			
Control Delay (s)	8.3	0.0	10.5			
Lane LOS	A		B			
Approach Delay (s)	8.3	0.0	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay		8.6				
Intersection Capacity Utilization		69.1%		ICU Level of Service	C	
Analysis Period (min)		15				

CVN SEIS Traffic Study
20: Pomona Ave & Silver Strand Blvd

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.97		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	1.00		0.95		1.00	
Flt Protected	0.95		1.00		1.00	
Satd. Flow (prot)	1591		3266		3362	
Flt Permitted	0.95		1.00		1.00	
Satd. Flow (perm)	1591		3266		3362	
Volume (vph)	282	7	1374	612	0	1423
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.77	0.77
Adj. Flow (vph)	340	8	1510	673	0	1848
RTOR Reduction (vph)	1	0	36	0	0	0
Lane Group Flow (vph)	347	0	2147	0	0	1848
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	30.0		92.0			102.0
Effective Green, g (s)	30.0		92.0			102.0
Actuated g/C Ratio	0.21		0.66			0.73
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	341		2146			2449
v/s Ratio Prot	c0.22		c0.66			c0.55
v/s Ratio Perm						
v/c Ratio	1.02		1.00			0.75
Uniform Delay, d1	55.0		24.0			11.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	53.5		19.5			1.4
Delay (s)	108.5		43.5			12.8
Level of Service	F		D			B
Approach Delay (s)	108.5		43.5			12.8
Approach LOS	F		D			B
Intersection Summary						
HCM Average Control Delay		35.7		HCM Level of Service	D	
HCM Volume to Capacity ratio		1.00				
Actuated Cycle Length (s)		140.0		Sum of lost time (s)	12.0	
Intersection Capacity Utilization		80.9%		ICU Level of Service	D	
Analysis Period (min)		15				
c Critical Lane Group						

CVN SEIS Traffic Study
21: Fourth St & Glorietta Blvd

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↑	↓			↑	↑	↓	↑
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	1341	32	0	5954	553	0	0	414	0	0	4
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.90	0.90	0.90	0.94	0.94	0.94
Hourly flow rate (vph)	0	5364	128	0	6472	601	0	0	460	0	0	4
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC1, conflicting volume	7093			5512			7630	12541	1892	8600	12304	2498
vC1, stage 1 conf vol							5448	5448		6792	6792	
vC2, stage 2 conf vol							2182	7093		1808	5512	
vCu, unblocked vol	7093			5512			7630	12541	1892	8600	12304	2498
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	78	100	100	80
cM capacity (veh/h)	2			10			0	0	2103	0	0	22
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	2146	2146	1201	2589	2589	1895	460	4				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	128	0	0	601	460	4				
cSH	1700	1700	1700	1700	1700	1700	2103	22				
Volume to Capacity	1.26	1.26	0.71	1.52	1.52	1.11	0.22	0.20				
Queue Length 95th (ft)	0	0	0	0	0	0	21	14				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	7.2	207.1				
Lane LOS							A	F				
Approach Delay (s)	0.0			0.0			7.2	207.1				
Approach LOS							A	F				
Intersection Summary												
Average Delay				0.3								
Intersection Capacity Utilization				142.4%			ICU Level of Service		H			
Analysis Period (min)				15								

* User Entered Value

CVN SEIS Traffic Study
22: Tarawa Rd & Silver Strand Blvd

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	0.76		1.00	0.95	1.00	1.00	0.89	1.00	0.99	
Flpb, ped/bikes	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	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3283	
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3283	
Volume (vph)	30	32	13	5	78	158	193	1680	3	383	660	434
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83	0.33	0.33	0.33
Adj. Flow (vph)	33	36	14	5	86	174	233	2024	4	1161	2000	1315
RTOR Reduction (vph)	0	0	14	0	0	153	0	0	1	0	63	0
Lane Group Flow (vph)	33	36	0	0	91	21	233	2024	3	1161	3252	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	4.0	4.0		18.3	18.3	13.0	57.2	57.2	58.2	102.4	
Effective Green, g (s)	4.0	4.0	4.0		18.3	18.3	13.0	57.2	57.2	58.2	102.4	
Actuated g/C Ratio	0.03	0.03	0.03		0.12	0.12	0.08	0.37	0.37	0.38	0.67	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	46	48	31		221	179	150	1317	522	670	2187	
v/s Ratio Prot	0.02	c0.02			c0.05		0.13	0.57		c0.66	c0.99	
v/s Ratio Perm			0.00			0.01			0.00			
v/c Ratio	0.72	0.75	0.01		0.41	0.12	1.55	1.54	0.01	1.73	1.49	
Uniform Delay, d1	74.3	74.4	72.9		62.7	60.5	70.3	48.2	30.4	47.7	25.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	41.5	48.1	0.2		1.2	0.3	279.1	245.4	0.0	336.0	221.5	
Delay (s)	115.8	122.4	73.1		64.0	60.8	349.4	293.7	30.4	383.8	247.2	
Level of Service	F	F	E		E	E	F	F	C	F	F	
Approach Delay (s)		111.5			61.9			299.0			282.6	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM Average Control Delay			277.6				HCM Level of Service		F			
HCM Volume to Capacity ratio			1.41									
Actuated Cycle Length (s)			153.7				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			92.0%				ICU Level of Service		F			
Analysis Period (min)			15									

c Critical Lane Group

CVN SEIS Traffic Study
23: Tulagi Rd & Silver Strand Blvd

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖↗		↖↗	↖↗		↖↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	0.98		1.00	0.96		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.96		1.00	1.00		1.00
Satd. Flow (prot)	1735		3539	1514		3539
Flt Permitted	0.96		1.00	1.00		1.00
Satd. Flow (perm)	1735		3539	1514		3539
Volume (vph)	40	3	1876	397	0	658
Peak-hour factor, PHF	0.84	0.84	0.90	0.90	0.94	0.94
Adj. Flow (vph)	48	4	2084	441	0	700
RTOR Reduction (vph)	4	0	0	104	0	0
Lane Group Flow (vph)	48	0	2084	337	0	700
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	1.2		29.8	29.8		29.8
Effective Green, g (s)	1.2		29.8	29.8		29.8
Actuated g/C Ratio	0.03		0.76	0.76		0.76
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	53		2704	1157		2704
v/s Ratio Prot	c0.03		c0.59			0.20
v/s Ratio Perm				0.22		
v/c Ratio	0.91		0.77	0.29		0.26
Uniform Delay, d1	18.8		2.6	1.4		1.4
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	89.2		1.4	0.1		0.1
Delay (s)	108.1		4.0	1.5		1.4
Level of Service	F		A	A		A
Approach Delay (s)	108.1		3.6			1.4
Approach LOS	F		A			A
Intersection Summary						
HCM Average Control Delay		4.8			HCM Level of Service	A
HCM Volume to Capacity ratio		0.78				
Actuated Cycle Length (s)		39.0			Sum of lost time (s)	8.0
Intersection Capacity Utilization		66.7%			ICU Level of Service	C
Analysis Period (min)		15				

c Critical Lane Group







CVN SEIS Traffic Study
24: Logan Ave & Cesar E Chavez Pkwy

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flrb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	0.98	1.00		1.00	1.00	1.00	0.98	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1739	1738		1587	1676	1380	1742	3539	1501	1770	3424	
Flt Permitted	0.69	1.00		0.16	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1272	1738		270	1676	1380	1742	3539	1501	1770	3424	
Volume (vph)	49	115	68	47	80	37	11	106	195	120	401	78
Peak-hour factor, PHF	0.25	0.25	0.25	0.83	0.83	0.83	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	196	460	272	57	96	45	12	115	212	125	418	81
RTOR Reduction (vph)	0	32	0	0	0	24	0	0	166	0	25	0
Lane Group Flow (vph)	196	700	0	57	96	21	12	115	46	125	474	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot	Perm		Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	24.7	24.7		24.7	24.7	24.7	0.6	11.4	11.4	4.4	15.2	
Effective Green, g (s)	24.7	24.7		24.7	24.7	24.7	0.6	11.4	11.4	4.4	15.2	
Actuated g/C Ratio	0.47	0.47		0.47	0.47	0.47	0.01	0.22	0.22	0.08	0.29	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	598	818		127	789	649	20	768	326	148	991	
v/s Ratio Prot		c0.40			0.06		0.01	0.03		c0.07	c0.14	
v/s Ratio Perm	0.15			0.21		0.02			0.03			
v/c Ratio	0.33	0.86		0.45	0.12	0.03	0.60	0.15	0.14	0.84	0.48	
Uniform Delay, d1	8.7	12.3		9.3	7.8	7.5	25.8	16.6	16.6	23.7	15.4	
Progression Factor	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	8.7		2.5	0.1	0.0	40.2	0.1	0.2	33.3	0.4	
Delay (s)	9.0	21.0		11.8	7.9	7.5	66.0	16.7	16.8	57.0	15.7	
Level of Service	A	C		B	A	A	E	B	B	E	B	
Approach Delay (s)		18.5			8.9			18.5			24.0	
Approach LOS		B			A			B			C	
Intersection Summary												
HCM Average Control Delay		19.2								B		
HCM Volume to Capacity ratio		0.75										
Actuated Cycle Length (s)		52.5								12.0		
Intersection Capacity Utilization		42.7%								A		
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
25: National Ave & SR-75 Off-Ramp

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	72	101	0	19	104
Peak Hour Factor	0.88	0.88	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	0	82	105	0	22	121
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLT		
Median storage (veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	125				227	145
vC1, stage 1 conf vol					125	
vC2, stage 2 conf vol					102	
vCu, unblocked vol	125				227	145
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	86
cM capacity (veh/h)	1437				745	872
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	82	105	22	121		
Volume Left	0	0	22	0		
Volume Right	0	0	0	121		
cSH	1700	1700	745	872		
Volume to Capacity	0.05	0.06	0.03	0.14		
Queue Length 95th (ft)	0	0	2	12		
Control Delay (s)	0.0	0.0	10.0	9.8		
Lane LOS			A	A		
Approach Delay (s)	0.0	0.0	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization			26.7%	ICU Level of Service		A
Analysis Period (min)			15			

CVN SEIS Traffic Study
26: Glorietta Blvd & Tenth St

July 2007 3 CVNs
Timing Plan: AM PEAK-HOUR

Intersection Sign configuration not allowed in HCM analysis.

CVN SEIS Traffic Study
1: First St & Alameda Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

	→	↗	↖	←	↙	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	697	454	38	54	42	0
Peak Hour Factor	0.89	0.89	0.84	0.84	0.86	0.86
Hourly flow rate (vph)	783	510	45	64	49	0
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	783	510	110	49	0	
Volume Left (vph)	0	0	45	49	0	
Volume Right (vph)	0	510	0	0	0	
Hadj (s)	0.03	-0.67	0.12	0.53	0.00	
Departure Headway (s)	4.8	4.1	5.4	7.5	6.9	
Degree Utilization, x	1.05	0.59	0.16	0.10	0.00	
Capacity (veh/h)	736	864	653	462	507	
Control Delay (s)	67.4	11.6	9.5	10.1	8.7	
Approach Delay (s)	45.4		9.5	10.1		
Approach LOS	E		A	B		
Intersection Summary						
Delay			41.5			
HCM Level of Service			E			
Intersection Capacity Utilization			51.6%		ICU Level of Service	A
Analysis Period (min)			15			

CVN SEIS Traffic Study
2: Third St & Alameda Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

	↗	→	↘	↖	←	↙	↘	↑	↗	↖	↓	↘
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕		↕	↕				↕
Sign Control		Free			Free		Stop				Stop	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	143	503	26	46	33	0	0	412	12
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.80	0.80	0.80	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	157	553	29	58	41	0	0	458	13
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	601			20			781	936	40	942	921	239
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	601			20			781	936	40	942	921	239
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			90			0	82	100	100	0	98
cM capacity (veh/h)	956			1568			0	229	989	164	234	750
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1						
Volume Total	295	276	167	58	41	471						
Volume Left	157	0	0	58	0	0						
Volume Right	0	0	29	0	0	13						
cSH	1568	1700	1700	0	229	239						
Volume to Capacity	0.10	0.16	0.10	Err	0.18	1.97						
Queue Length 95th (ft)	8	0	0	Err	16	856						
Control Delay (s)	4.4	0.0	0.0	Err	24.1	487.3						
Lane LOS	A			F	C	F						
Approach Delay (s)	1.8			Err		487.3						
Approach LOS				F		F						
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization				82.5%		ICU Level of Service				E		
Analysis Period (min)				15								

CVN SEIS Traffic Study
3: Fourth St & Alameda Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑					↑		↑	↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00					1.00		1.00	1.00	
Frpb, ped/bikes		1.00	0.93					0.98		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		3539	1469					1703		1770	1863	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		3539	1469					1703		1770	1863	
Volume (vph)	3	1552	508	0	0	0	0	77	74	328	263	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	3	1687	552	0	0	0	0	91	87	360	289	0
RTOR Reduction (vph)	0	0	260	0	0	0	0	24	0	0	0	0
Lane Group Flow (vph)	0	1690	292	0	0	0	0	154	0	360	289	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm		Perm							Split		
Protected Phases		4						2		6	6	
Permitted Phases	4		4									
Actuated Green, G (s)		43.1	43.1					12.6		18.0	18.0	
Effective Green, g (s)		43.1	43.1					12.6		18.0	18.0	
Actuated g/C Ratio		0.50	0.50					0.15		0.21	0.21	
Clearance Time (s)		4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		1780	739					250		372	391	
v/s Ratio Prot								c0.09		c0.20	0.16	
v/s Ratio Perm		0.48	0.20									
v/c Ratio		0.95	0.40					0.62		0.97	0.74	
Uniform Delay, d1		20.3	13.2					34.3		33.6	31.7	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		11.4	0.3					4.5		37.7	7.2	
Delay (s)		31.7	13.6					38.8		71.3	38.8	
Level of Service		C	B					D		E	D	
Approach Delay (s)		27.2			0.0			38.8			56.8	
Approach LOS		C			A			D			E	
Intersection Summary												
HCM Average Control Delay		34.2										
HCM Volume to Capacity ratio		0.90										
Actuated Cycle Length (s)		85.7						12.0				
Intersection Capacity Utilization		82.5%										
Analysis Period (min)		15										

c Critical Lane Group

CVN SEIS Traffic Study
4: Ocean Blvd & Alameda Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	638	268	33	180	11
Peak Hour Factor	0.93	0.93	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	1	686	331	41	247	15
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	392				1079	391
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	392				1079	391
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				0	98
cM capacity (veh/h)	1147				233	636
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	687	372	262			
Volume Left	1	0	247			
Volume Right	0	41	15			
cSH	1147	1700	242			
Volume to Capacity	0.00	0.22	1.08			
Queue Length 95th (ft)	0	0	280			
Control Delay (s)	0.0	0.0	124.8			
Lane LOS	A		F			
Approach Delay (s)	0.0	0.0	124.8			
Approach LOS			F			
Intersection Summary						
Average Delay		24.7				
Intersection Capacity Utilization		53.0%			ICU Level of Service	A
Analysis Period (min)		15				

CVN SEIS Traffic Study
5: First St & D Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	809	0	77	254	1	3	1	17	3	2	0
Peak Hour Factor	0.77	0.77	0.77	0.89	0.89	0.89	0.75	0.75	0.75	0.42	0.42	0.42
Hourly flow rate (vph)	0	1051	0	87	285	1	4	1	23	7	5	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					442							
pX, platoon unblocked	0.91						0.91	0.91		0.91	0.91	0.91
vC, conflicting volume	307			1071			1552	1550	1091	1573	1550	326
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	240			1071			1605	1603	1091	1628	1602	262
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			86			94	98	91	87	94	100
cM capacity (veh/h)	1191			640			63	81	253	57	81	686
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1051	373	28	12								
Volume Left	0	87	4	7								
Volume Right	0	1	23	0								
cSH	1191	640	165	64								
Volume to Capacity	0.00	0.14	0.17	0.18								
Queue Length 95th (ft)	0	12	15	16								
Control Delay (s)	0.0	4.1	31.3	73.2								
Lane LOS		A	D	F								
Approach Delay (s)	0.0	4.1	31.3	73.2								
Approach LOS			D	F								
Intersection Summary												
Average Delay		2.2										
Intersection Capacity Utilization		78.5%			ICU Level of Service				D			
Analysis Period (min)		15										
















CVN SEIS Traffic Study
6: Third St & D Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕				↕
Sign Control		Free		Free				Stop				Stop
Grade		0%		0%				0%				0%
Volume (veh/h)	0	0	0	56	886	20	12	49	0	0	80	8
Peak Hour Factor	0.25	0.25	0.25	0.97	0.97	0.97	0.71	0.71	0.71	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	0	58	913	21	17	69	0	0	119	12
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					432							
pX, platoon unblocked												
vC, conflicting volume	954			20			532	1089	40	1114	1079	355
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	954			20			532	1089	40	1114	1079	355
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			92	65	100	100	41	98
cM capacity (veh/h)	704			1568			210	199	989	109	202	631
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	286	457	249	86	131							
Volume Left	58	0	0	17	0							
Volume Right	0	0	21	0	12							
cSH	1568	1700	1700	201	215							
Volume to Capacity	0.04	0.27	0.15	0.43	0.61							
Queue Length 95th (ft)	3	0	0	49	88							
Control Delay (s)	1.7	0.0	0.0	35.6	44.8							
Lane LOS	A			E	E							
Approach Delay (s)	0.5			35.6	44.8							
Approach LOS				E	E							
Intersection Summary												
Average Delay		7.8										
Intersection Capacity Utilization		39.2%			ICU Level of Service				A			
Analysis Period (min)		15										















CVN SEIS Traffic Study
7: Fourth St & D Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	  												
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	2	2270	9	0	0	0	0	58	43	19	115	0	
Peak Hour Factor	0.91	0.91	0.91	0.25	0.25	0.25	0.83	0.83	0.83	0.74	0.74	0.74	
Hourly flow rate (vph)	2	2495	10	0	0	0	0	70	52	26	155	0	
Pedestrians	20			20			20			20			
Lane Width (ft)	12.0			0.0			12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			4.0			4.0			
Percent Blockage	2			0			2			2			
Right turn flare (veh)													
Median type							None			None			
Median storage veh													
Upstream signal (ft)	434												
pX, platoon unblocked													
vC, conflicting volume	20			2524				2622	2544	876	963	2549	40
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	20			2524				2622	2544	876	963	2549	40
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100				0	0	82	0	0	100
cM capacity (veh/h)	1568			173				0	26	287	0	25	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1								
Volume Total	626	1247	634	122	181								
Volume Left	2	0	0	0	26								
Volume Right	0	0	10	52	0								
cSH	1568	1700	1700	42	0								
Volume to Capacity	0.00	0.73	0.37	2.90	Err								
Queue Length 95th (ft)	0	0	0	335	Err								
Control Delay (s)	0.0	0.0	0.0	1062.6	Err								
Lane LOS	A			F	F								
Approach Delay (s)	0.0			1062.6		Err							
Approach LOS				F		F							
Intersection Summary													
Average Delay				Err									
Intersection Capacity Utilization	65.9%			ICU Level of Service			C						
Analysis Period (min)	15												

CVN SEIS Traffic Study
8: Sixth St & D Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 											
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	6	138	25	32	38	34	27	111	54	51	125	6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	7	166	30	39	46	41	29	118	57	59	145	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	204	125	204	212								
Volume Left (vph)	7	39	29	59								
Volume Right (vph)	30	41	57	7								
Hadj (s)	-0.05	-0.10	-0.11	0.07								
Departure Headway (s)	5.1	5.2	5.0	5.2								
Degree Utilization, x	0.29	0.18	0.28	0.30								
Capacity (veh/h)	645	623	670	650								
Control Delay (s)	10.2	9.4	10.0	10.4								
Approach Delay (s)	10.2	9.4	10.0	10.4								
Approach LOS	B	A	A	B								
Intersection Summary												
Delay	10.1											
HCM Level of Service	B											
Intersection Capacity Utilization	45.2%			ICU Level of Service			A					
Analysis Period (min)	15											






















CVN SEIS Traffic Study
9: First St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

	→	↗	↖	←	↙	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	0.95		1.00	1.00	1.00	0.89
Flpb, ped/bikes	1.00		1.00	1.00	0.91	1.00
Frt	0.90		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1446		1593	1676	1453	1274
Flt Permitted	1.00		0.20	1.00	0.95	1.00
Satd. Flow (perm)	1446		340	1676	1453	1274
Volume (vph)	235	587	245	182	150	137
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	305	762	302	225	183	167
RTOR Reduction (vph)	64	0	0	0	0	147
Lane Group Flow (vph)	1003	0	302	225	183	20
Confl. Peds. (#/hr)	20	20			20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2 2	
Actuated Green, G (s)	115.0		115.0	115.0	17.0	17.0
Effective Green, g (s)	115.0		115.0	115.0	17.0	17.0
Actuated g/C Ratio	0.82		0.82	0.82	0.12	0.12
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1188		279	1377	176	155
v/s Ratio Prot	0.69			0.13		
v/s Ratio Perm			c0.89		c0.13	0.02
v/c Ratio	0.84		1.08	0.16	1.04	0.13
Uniform Delay, d1	7.3		12.5	2.6	61.5	54.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	5.6		77.6	0.1	78.7	0.4
Delay (s)	12.9		90.1	2.6	140.2	55.3
Level of Service	B		F	A	F	E
Approach Delay (s)	12.9			52.8	99.7	
Approach LOS	B			D	F	
Intersection Summary						
HCM Average Control Delay		39.3			HCM Level of Service	D
HCM Volume to Capacity ratio		1.08				
Actuated Cycle Length (s)		140.0			Sum of lost time (s)	8.0
Intersection Capacity Utilization		84.2%			ICU Level of Service	E
Analysis Period (min)		15				
c Critical Lane Group						

CVN SEIS Traffic Study
10: Third St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					  			 			 		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0		
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95		
Frpb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Frt				1.00	0.99		1.00	1.00			1.00		
Flt Protected				0.95	0.98		0.95	1.00			1.00		
Satd. Flow (prot)				1522	4642		1770	3539			3528		
Flt Permitted				0.95	0.98		0.95	1.00			1.00		
Satd. Flow (perm)				1522	4642		1770	3539			3528		
Volume (vph)	0	0	0	1195	862	134	87	251	0	0	787	12	
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88	
Adj. Flow (vph)	0	0	0	1245	898	140	92	264	0	0	894	14	
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	1	0	
Lane Group Flow (vph)	0	0	0	623	1654	0	92	264	0	0	907	0	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20	
Turn Type				Split		Prot							
Protected Phases				8		8		5		2		6	
Permitted Phases													
Actuated Green, G (s)				65.6		65.6		8.9		51.2		38.3	
Effective Green, g (s)				65.6		65.6		8.9		51.2		38.3	
Actuated g/C Ratio				0.53		0.53		0.07		0.41		0.31	
Clearance Time (s)				4.0		4.0		4.0		4.0		4.0	
Vehicle Extension (s)				3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)				800		2440		126		1452		1083	
v/s Ratio Prot				c0.41		0.36		c0.05		0.07		c0.26	
v/s Ratio Perm													
v/c Ratio				0.78		0.68		0.73		0.18		0.84	
Uniform Delay, d1				23.8		21.8		56.8		23.5		40.4	
Progression Factor				1.00		1.00		1.00		1.00		1.00	
Incremental Delay, d2				4.8		0.8		19.4		0.1		5.8	
Delay (s)				28.6		22.6		76.2		23.5		46.1	
Level of Service				C		C		E		C		D	
Approach Delay (s)	0.0					24.2		37.1				46.1	
Approach LOS	A					C		D				D	
Intersection Summary													
HCM Average Control Delay	31.1			HCM Level of Service					C				
HCM Volume to Capacity ratio	0.79												
Actuated Cycle Length (s)	124.8			Sum of lost time (s)					12.0				
Intersection Capacity Utilization	115.7%			ICU Level of Service					H				
Analysis Period (min)	15												
c Critical Lane Group													

CVN SEIS Traffic Study
11: Fourth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔					↔↔	↔	↔↔	↔↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Frpb, ped/bikes	1.00	0.95						0.97	0.93	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.93	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5084	1501						3057	1334	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5084	1501						3057	1334	3433	3539	
Volume (vph)	13	2240	81	0	0	0	0	342	556	886	1089	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	2462	89	0	0	0	0	372	604	963	1184	0
RTOR Reduction (vph)	0	0	22	0	0	0	0	2	2	0	0	0
Lane Group Flow (vph)	0	2476	67	0	0	0	0	672	300	963	1184	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm					Perm	Prot				
Protected Phases	4	4					2	1	6			
Permitted Phases		4					2					
Actuated Green, G (s)	77.0	77.0					37.0	37.0	44.0	85.0		
Effective Green, g (s)	77.0	77.0					37.0	37.0	44.0	85.0		
Actuated g/C Ratio	0.45	0.45					0.22	0.22	0.26	0.50		
Clearance Time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2303	680					665	290	889	1770		
v/s Ratio Prot	c0.49						0.22		c0.28	0.33		
v/s Ratio Perm		0.04						c0.23				
v/c Ratio	1.08	0.10					1.01	1.04	1.08	0.67		
Uniform Delay, d1	46.5	26.6					66.5	66.5	63.0	31.9		
Progression Factor	1.00	1.00					1.00	1.00	1.00	1.00		
Incremental Delay, d2	42.7	0.1					37.7	62.5	55.3	1.0		
Delay (s)	89.2	26.7					104.2	129.0	118.3	32.9		
Level of Service	F	C					F	F	F	C		
Approach Delay (s)	87.0			0.0			111.9			71.2		
Approach LOS	F			A			F			E		
Intersection Summary												
HCM Average Control Delay	85.3			HCM Level of Service			F					
HCM Volume to Capacity ratio	1.07											
Actuated Cycle Length (s)	170.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	115.7%			ICU Level of Service			H					
Analysis Period (min)	15											

c Critical Lane Group

CVN SEIS Traffic Study
12: Fifth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔			↔↔	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	72	23	5	8	5	13	888	12	9	1203	20
Peak Hour Factor	0.45	0.45	0.45	0.75	0.75	0.75	0.93	0.93	0.93	0.95	0.95	0.95
Hourly flow rate (vph)	11	160	51	7	11	7	14	955	13	9	1266	21
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.84	0.84	0.74	0.84	0.84	0.81	0.74			0.81		
vC, conflicting volume	1853	2331	684	1812	2336	524	1307			988		
vC1, stage 1 conf vol	1316	1316		1009	1009							
vC2, stage 2 conf vol	537	1016		803	1326							
vCu, unblocked vol	1152	1724	227	1103	1729	183	1067			754		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	11	91	91	94	99	97			99		
cM capacity (veh/h)	163	180	557	78	171	650	474			681		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	222	24	491	490	643	654						
Volume Left	11	7	14	0	9	0						
Volume Right	51	7	0	13	0	21						
cSH	211	152	474	1700	681	1700						
Volume to Capacity	1.05	0.16	0.03	0.29	0.01	0.38						
Queue Length 95th (ft)	246	14	2	0	1	0						
Control Delay (s)	123.9	33.1	0.9	0.0	0.4	0.0						
Lane LOS	F	D	A		A							
Approach Delay (s)	123.9	33.1	0.4		0.2							
Approach LOS	F	D										
Intersection Summary												
Average Delay	11.5											
Intersection Capacity Utilization	56.5%			ICU Level of Service			B					
Analysis Period (min)	15											

CVN SEIS Traffic Study
13: Sixth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.96			0.94		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1578			1541		1593	3323		1593	3342	
Flt Permitted		0.94			0.93		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1500			1453		1593	3323		1593	3342	
Volume (vph)	35	122	71	14	26	31	33	845	51	55	1128	35
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	39	136	79	16	30	36	35	899	54	57	1175	36
RTOR Reduction (vph)	0	12	0	0	20	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	242	0	0	62	0	35	950	0	57	1210	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8								
Actuated Green, G (s)		13.2			13.2		2.3	28.9		7.1	33.7	
Effective Green, g (s)		13.2			13.2		2.3	28.9		7.1	33.7	
Actuated g/C Ratio		0.22			0.22		0.04	0.47		0.12	0.55	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		324			313		60	1569		185	1840	
v/s Ratio Prot							0.02	c0.29		0.04	c0.36	
v/s Ratio Perm		c0.16			0.04							
v/c Ratio		0.75			0.20		0.58	0.61		0.31	0.66	
Uniform Delay, d1		22.4			19.7		29.0	11.9		24.8	9.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.1			0.3		13.6	0.7		1.0	0.9	
Delay (s)		31.5			20.0		42.6	12.6		25.7	10.5	
Level of Service		C			B		D	B		C	B	
Approach Delay (s)		31.5			20.0			13.7			11.2	
Approach LOS		C			B			B			B	
Intersection Summary												
HCM Average Control Delay		14.4										
HCM Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		61.2										
Intersection Capacity Utilization		64.3%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
14: Eighth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.95		1.00	1.00		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1541			1563		1593	3353		1593	3338	
Flt Permitted		0.85			0.86		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1334			1365		1593	3353		1593	3338	
Volume (vph)	84	84	107	28	48	38	60	775	10	62	999	35
Peak-hour factor, PHF	0.85	0.85	0.85	0.71	0.71	0.71	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	99	99	126	39	68	54	62	799	10	65	1041	36
RTOR Reduction (vph)	0	17	0	0	13	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	307	0	0	148	0	62	808	0	65	1075	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8								
Actuated Green, G (s)		18.8			18.8		4.7	34.3		4.8	34.4	
Effective Green, g (s)		18.8			18.8		4.7	34.3		4.8	34.4	
Actuated g/C Ratio		0.27			0.27		0.07	0.49		0.07	0.49	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		359			367		107	1645		109	1643	
v/s Ratio Prot							0.04	c0.24		0.04	c0.32	
v/s Ratio Perm		c0.23			0.11							
v/c Ratio		0.86			0.40		0.58	0.49		0.60	0.65	
Uniform Delay, d1		24.3			20.9		31.6	11.9		31.6	13.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		17.7			0.7		7.4	0.2		8.5	0.9	
Delay (s)		42.0			21.7		39.0	12.2		40.1	14.2	
Level of Service		D			C		D	B		D	B	
Approach Delay (s)		42.0			21.7			14.1			15.7	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM Average Control Delay		18.9										
HCM Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		69.9										
Intersection Capacity Utilization		65.2%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
15: Tenth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		0.99			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		0.96			0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1572			1579		1593	3330		1593	3332	
Flt Permitted		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1572			1579		1593	3330		1593	3332	
Volume (vph)	54	62	45	12	25	15	51	787	35	34	1020	44
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	64	74	54	18	37	22	55	846	38	35	1062	46
RTOR Reduction (vph)	0	9	0	0	10	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	183	0	0	67	0	55	882	0	35	1106	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8		8	5		2	1		6
Permitted Phases												
Actuated Green, G (s)		13.7			7.6		4.6	37.1		8.1	40.6	
Effective Green, g (s)		13.7			7.6		4.6	37.1		8.1	40.6	
Actuated g/C Ratio		0.17			0.09		0.06	0.45		0.10	0.49	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		261			145		89	1497		156	1640	
v/s Ratio Prot		c0.12			c0.04		0.03	c0.26		0.02	c0.33	
v/s Ratio Perm												
v/c Ratio		0.70			0.46		0.62	0.59		0.22	0.67	
Uniform Delay, d1		32.5			35.5		38.1	17.0		34.3	15.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		8.2			2.3		12.1	0.6		0.7	1.1	
Delay (s)		40.7			37.8		50.2	17.6		35.0	17.0	
Level of Service		D			D		D	B		D	B	
Approach Delay (s)		40.7			37.8		19.5			17.6		
Approach LOS		D			D		B			B		
Intersection Summary												
HCM Average Control Delay		20.9			HCM Level of Service			C				
HCM Volume to Capacity ratio		0.66										
Actuated Cycle Length (s)		82.5			Sum of lost time (s)			16.0				
Intersection Capacity Utilization		60.6%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
16: Third St & Pomona Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	↕			Free	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	0	0	97	0	2217	5	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.84	0.84	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	105	0	2410	5	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	929	2450	40	2452	2452	826	20			2430		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	929	2450	40	2452	2452	826	20			2430		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	66	100			100		
cM capacity (veh/h)	145	30	1005	15	30	310	1595			188		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	105	964	964	487								
Volume Left	0	0	0	0								
Volume Right	105	0	0	5								
cSH	310	1700	1700	1700								
Volume to Capacity	0.34	0.57	0.57	0.29								
Queue Length 95th (ft)	37	0	0	0								
Control Delay (s)	22.5	0.0	0.0	0.0								
Lane LOS	C											
Approach Delay (s)	22.5	0.0										
Approach LOS	C											
Intersection Summary												
Average Delay		0.9										
Intersection Capacity Utilization		55.6%			ICU Level of Service			B				
Analysis Period (min)		15										

CVN SEIS Traffic Study
17: R. H. Dana Pl & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.88		1.00	1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes	1.00	0.93		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.98	1.00		1.00	1.00		1.00	1.00	
Flt Protected	0.98	1.00		0.97	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (prot)	1633	2468		1581	1593		3337	1593		3345	3345	
Flt Permitted	0.84	1.00		0.46	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (perm)	1405	2468		753	1593		3337	1593		3345	3345	
Volume (vph)	114	206	530	44	19	9	268	778	24	27	1023	23
Peak-hour factor, PHF	0.85	0.85	0.85	0.72	0.72	0.72	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	134	242	624	61	26	12	276	802	25	28	1044	23
RTOR Reduction (vph)	0	0	426	0	3	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	376	198	0	96	0	276	826	0	28	1066	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm		Prot		Prot		Prot		Prot	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	37.5	37.5		37.5	28.2	69.3	3.4	44.5		3.4	44.5	
Effective Green, g (s)	37.5	37.5		37.5	28.2	69.3	3.4	44.5		3.4	44.5	
Actuated g/C Ratio	0.31	0.31		0.31	0.23	0.57	0.03	0.36		0.03	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	431	757		231	368	1892	44	1218		44	1218	
v/s Ratio Prot					c0.17	0.25		0.02		c0.32		
v/s Ratio Perm	c0.27	0.08		0.13								
v/c Ratio	0.87	0.26		0.41	0.75	0.44		0.64		0.87		
Uniform Delay, d1	40.1	31.9		33.6	43.7	15.2		58.8		36.3		
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00		
Incremental Delay, d2	17.4	0.2		1.2	8.3	0.2		26.4		7.3		
Delay (s)	57.4	32.1		34.8	52.1	15.4		85.2		43.5		
Level of Service	E	C		C	D	B		F		D		
Approach Delay (s)	41.6			34.8	24.6			44.6				
Approach LOS	D			C		C				D		
Intersection Summary												
HCM Average Control Delay	36.7			HCM Level of Service	D							
HCM Volume to Capacity ratio	0.84											
Actuated Cycle Length (s)	122.2			Sum of lost time (s)	12.0							
Intersection Capacity Utilization	88.5%			ICU Level of Service	E							
Analysis Period (min)	15											
c Critical Lane Group												

CVN SEIS Traffic Study
18: Fourth St & Pomona Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	3426	170	0	0	2216	0	0	158	0	0	0
Peak Hour Factor	0.99	0.99	0.99	0.95	0.95	0.95	0.81	0.81	0.81	0.25	0.25	0.25
Hourly flow rate (vph)	0	3461	172	0	0	2333	0	0	195	0	0	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			0.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			0		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage veh							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			3652			3586	3586	1279	1389	3672	40
vC1, stage 1 conf vol							3566	3566		20	20	
vC2, stage 2 conf vol							20	20		1369	3652	
vCu, unblocked vol	20			3652			3586	3586	1279	1389	3672	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	100
cM capacity (veh/h)	1595			60			4	10	152	0	9	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	1384	1384	864	778	778	778	195					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	172	778	778	778	195					
cSH	1700	1700	1700	1700	1700	1700	152					
Volume to Capacity	0.81	0.81	0.51	0.46	0.46	0.46	1.29					
Queue Length 95th (ft)	0	0	0	0	0	0	292					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	227.0					
Lane LOS							F					
Approach Delay (s)	0.0			0.0			227.0					
Approach LOS							F					
Intersection Summary												
Average Delay	7.2											
Intersection Capacity Utilization	89.2%			ICU Level of Service	E							
Analysis Period (min)	15											

CVN SEIS Traffic Study
19: Glorietta Blvd & Pomona Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	613	428	64	7	6	274
Peak Hour Factor	0.96	0.96	0.81	0.81	0.88	0.88
Hourly flow rate (vph)	639	446	79	9	7	311
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	108				1846	123
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108				1846	123
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	56				85	65
cM capacity (veh/h)	1458				45	897
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1084	88	318			
Volume Left	639	0	7			
Volume Right	0	9	311			
cSH	1458	1700	636			
Volume to Capacity	0.44	0.05	0.50			
Queue Length 95th (ft)	57	0	70			
Control Delay (s)	7.8	0.0	16.2			
Lane LOS	A		C			
Approach Delay (s)	7.8	0.0	16.2			
Approach LOS			C			
Intersection Summary						
Average Delay		9.1				
Intersection Capacity Utilization		89.0%		ICU Level of Service	E	
Analysis Period (min)		15				

CVN SEIS Traffic Study
20: Pomona Ave & Silver Strand Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	1.00		0.94		1.00	
Flt Protected	0.95		1.00		1.00	
Satd. Flow (prot)	1590		3202		3362	
Flt Permitted	0.95		1.00		1.00	
Satd. Flow (perm)	1590		3202		3362	
Volume (vph)	334	10	1060	664	0	1689
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.81	0.81
Adj. Flow (vph)	375	11	1128	706	0	2085
RTOR Reduction (vph)	1	0	63	0	0	0
Lane Group Flow (vph)	385	0	1771	0	0	2085
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	36.3		81.4			91.9
Effective Green, g (s)	36.3		81.4			91.9
Actuated g/C Ratio	0.27		0.60			0.67
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	424		1914			2268
v/s Ratio Prot	0.24		0.55			0.62
v/s Ratio Perm						
v/c Ratio	0.91		0.93			0.92
Uniform Delay, d1	48.3		24.7			19.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	22.8		8.2			6.6
Delay (s)	71.2		32.8			25.5
Level of Service	E		C			C
Approach Delay (s)	71.2		32.8			25.5
Approach LOS	E		C			C
Intersection Summary						
HCM Average Control Delay		32.7		HCM Level of Service	C	
HCM Volume to Capacity ratio		0.92				
Actuated Cycle Length (s)		136.2		Sum of lost time (s)	8.0	
Intersection Capacity Utilization		77.2%		ICU Level of Service	D	
Analysis Period (min)		15				
c Critical Lane Group						

CVN SEIS Traffic Study
21: Fourth St & Glorietta Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↑	↓		↑	↑	↓	↑	↓
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	3543	31	0	2155	280	0	0	1108	0	0	66
Peak Hour Factor	0.25	0.25	0.25	0.99	0.99	0.99	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	14172	124	0	2177	283	0	0	1131	0	0	75
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2480			14316			15075	16734	4826	7082	16654	907
vC1, stage 1 conf vol							14254	14254		2338	2338	
vC2, stage 2 conf vol							821	2480		4744	14316	
vCu, unblocked vol	2480			14316			15075	16734	4826	7082	16654	907
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	73	100	100	72
cM capacity (veh/h)	180			0			0	0	4129	0	0	269
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	5669	5669	2958	871	871	718	1131	75				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	124	0	0	283	1131	75				
cSH	1700	1700	1700	1700	1700	1700	4129	269				
Volume to Capacity	3.33	3.33	1.74	0.51	0.51	0.42	0.27	0.28				
Queue Length 95th (ft)	Err	Err	0	0	0	0	28	28				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	6.2	23.4				
Lane LOS							A	C				
Approach Delay (s)	0.0			0.0			6.2	23.4				
Approach LOS							A	C				
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			146.4%			ICU Level of Service		H				
Analysis Period (min)			15									

* User Entered Value

CVN SEIS Traffic Study
22: Tarawa Rd & Silver Strand Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.88	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	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1497		1851	1505	1770	3539	1396	1770	3509	
Flt Permitted	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1497		1851	1505	1770	3539	1396	1770	3509	
Volume (vph)	259	66	124	7	49	405	47	934	2	141	1688	82
Peak-hour factor, PHF	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.79	0.79	0.79
Adj. Flow (vph)	264	67	127	8	53	435	52	1026	2	178	2137	104
RTOR Reduction (vph)	0	0	110	0	0	208	0	0	1	0	2	0
Lane Group Flow (vph)	264	67	17	0	61	227	52	1026	1	178	2239	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	22.0	22.0	22.0		25.0	25.0	5.0	76.7	76.7	20.3	92.0	
Effective Green, g (s)	22.0	22.0	22.0		25.0	25.0	5.0	76.7	76.7	20.3	92.0	
Actuated g/C Ratio	0.14	0.14	0.14		0.16	0.16	0.03	0.48	0.48	0.13	0.58	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	243	256	206		289	235	55	1697	669	225	2018	
v/s Ratio Prot	c0.15	0.04			0.03		0.03	0.29		c0.10	c0.64	
v/s Ratio Perm			0.01			c0.15			0.00			
v/c Ratio	1.09	0.26	0.08		0.21	0.97	0.95	0.60	0.00	0.79	1.11	
Uniform Delay, d1	69.0	61.7	60.2		58.9	67.1	77.4	30.5	21.7	67.8	34.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	82.7	0.5	0.2		0.4	49.1	100.6	1.6	0.0	17.1	57.1	
Delay (s)	151.7	62.3	60.4		59.3	116.2	178.0	32.1	21.7	84.9	91.1	
Level of Service	F	E	E		E	F	F	C	C	F	F	
Approach Delay (s)		113.3			109.2			39.1			90.6	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM Average Control Delay			82.5			HCM Level of Service		F				
HCM Volume to Capacity ratio			1.08									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)		16.0				
Intersection Capacity Utilization			83.7%			ICU Level of Service		E				
Analysis Period (min)			15									

c Critical Lane Group
























CVN SEIS Traffic Study
23: Tulagi Rd & Silver Strand Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Frpb, ped/bikes	1.00		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	1764		3539	1502		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	1764		3539	1502		3539
Volume (vph)	248	11	954	43	0	1792
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.95	0.95
Adj. Flow (vph)	285	13	984	44	0	1886
RTOR Reduction (vph)	3	0	0	17	0	0
Lane Group Flow (vph)	295	0	984	27	0	1886
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	11.2		31.9	31.9		31.9
Effective Green, g (s)	11.2		31.9	31.9		31.9
Actuated g/C Ratio	0.22		0.62	0.62		0.62
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	387		2209	938		2209
v/s Ratio Prot	c0.17		0.28			c0.53
v/s Ratio Perm				0.02		
v/c Ratio	0.76		0.45	0.03		0.85
Uniform Delay, d1	18.7		5.0	3.7		7.7
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	8.6		0.1	0.0		3.4
Delay (s)	27.3		5.1	3.7		11.2
Level of Service	C		A	A		B
Approach Delay (s)	27.3		5.1			11.2
Approach LOS	C		A			B
Intersection Summary						
HCM Average Control Delay	10.7		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.83					
Actuated Cycle Length (s)	51.1		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	70.7%		ICU Level of Service		C	
Analysis Period (min)	15					
c Critical Lane Group						











CVN SEIS Traffic Study
24: Logan Ave & Cesar E Chavez Pkwy

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.95	1.00	1.00	0.92	1.00	0.99	
Flpb, ped/bikes	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	1819		1593	1676	1354	1770	3539	1452	1770	3428	
Flt Permitted	0.69	1.00		0.08	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1241	1819		129	1676	1354	1770	3539	1452	1770	3428	
Volume (vph)	84	282	38	47	85	46	20	345	554	115	356	56
Peak-hour factor, PHF	0.25	0.25	0.25	0.81	0.81	0.81	0.98	0.98	0.98	0.93	0.93	0.93
Adj. Flow (vph)	336	1128	152	58	105	57	20	352	565	124	383	60
RTOR Reduction (vph)	0	5	0	0	0	28	0	0	35	0	12	0
Lane Group Flow (vph)	336	1275	0	58	105	29	20	352	530	124	431	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot		Perm	Prot		
Protected Phases	4			8			5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Effective Green, g (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Actuated g/C Ratio	0.51	0.51		0.51	0.51	0.51	0.02	0.32	0.32	0.06	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	630	924		66	851	688	35	1120	459	104	1219	
v/s Ratio Prot	c0.70			0.06			0.01	0.10		c0.07	c0.13	
v/s Ratio Perm	0.27			0.45		0.02	c0.37					
v/c Ratio	0.53	1.38		0.88	0.12	0.04	0.57	0.31	1.15	1.19	0.35	
Uniform Delay, d1	17.0	25.2		22.4	13.2	12.7	49.8	26.6	35.0	48.2	24.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	177.8		69.1	0.1	0.0	20.6	0.2	91.9	148.9	0.2	
Delay (s)	17.9	203.0		91.5	13.3	12.7	70.3	26.7	126.9	197.1	24.5	
Level of Service	B	F		F	B	B	E	C	F	F	C	
Approach Delay (s)	164.5			33.8			88.1				62.3	
Approach LOS	F			C			F				E	
Intersection Summary												
HCM Average Control Delay			117.1			HCM Level of Service		F				
HCM Volume to Capacity ratio			1.32									
Actuated Cycle Length (s)			102.4			Sum of lost time (s)		16.0				
Intersection Capacity Utilization			70.0%			ICU Level of Service		C				
Analysis Period (min)			15									
c Critical Lane Group												













CVN SEIS Traffic Study
25: National Ave & SR-75 Off-Ramp

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	142	107	0	102	137
Peak Hour Factor	0.93	0.93	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	0	153	118	0	113	152
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLTL		
Median storage (veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	138			310	158	
vC1, stage 1 conf vol				138		
vC2, stage 2 conf vol				173		
vCu, unblocked vol	138			310	158	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)				5.4		
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			84	82	
cM capacity (veh/h)	1422			692	858	
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	153	118	113	152		
Volume Left	0	0	113	0		
Volume Right	0	0	0	152		
cSH	1700	1700	692	858		
Volume to Capacity	0.09	0.07	0.16	0.18		
Queue Length 95th (ft)	0	0	15	16		
Control Delay (s)	0.0	0.0	11.2	10.1		
Lane LOS			B	B		
Approach Delay (s)	0.0	0.0	10.6			
Approach LOS			B			
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization	27.9%			ICU Level of Service	A	
Analysis Period (min)	15					

CVN SEIS Traffic Study
26: Glorietta Blvd & Tenth St

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	142	0	0	107	0	0	0	0	99	0	134
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.25	0.25	0.25	0.79	0.79	0.79
Hourly flow rate (vph)	0	175	0	0	120	0	0	0	0	125	0	170
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	140			195			505	336	215	336	336	160
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140			195			505	336	215	336	336	160
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	78	100	80
cM capacity (veh/h)	1419			1355			361	566	797	583	566	856
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	175	120	0	295								
Volume Left	0	0	0	125								
Volume Right	0	0	0	170								
cSH	1419	1355	1700	714								
Volume to Capacity	0.00	0.00	0.00	0.41								
Queue Length 95th (ft)	0	0	0	51								
Control Delay (s)	0.0	0.0	0.0	13.6								
Lane LOS			A	B								
Approach Delay (s)	0.0	0.0	0.0	13.6								
Approach LOS			A	B								
Intersection Summary												
Average Delay	6.8											
Intersection Capacity Utilization	34.3%			ICU Level of Service					A			
Analysis Period (min)	15											

CVN SEIS Traffic Study
1: First St & Alameda Blvd

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

	→	↗	↖	←	↙	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	57	40	5	512	399	5
Peak Hour Factor	0.78	0.78	0.73	0.73	0.84	0.84
Hourly flow rate (vph)	73	51	7	701	475	6
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	73	51	708	475	6	
Volume Left (vph)	0	0	7	475	0	
Volume Right (vph)	0	51	0	0	6	
Hadj (s)	0.03	-0.67	0.04	0.53	-0.67	
Departure Headway (s)	7.5	6.8	6.5	7.2	6.0	
Degree Utilization, x	0.15	0.10	1.27	0.95	0.01	
Capacity (veh/h)	467	514	545	495	591	
Control Delay (s)	10.6	9.3	157.1	53.7	7.8	
Approach Delay (s)	10.1		157.1	53.2		
Approach LOS	B		F	F		
Intersection Summary						
Delay			105.1			
HCM Level of Service			F			
Intersection Capacity Utilization			59.7%		ICU Level of Service	B
Analysis Period (min)			15			

CVN SEIS Traffic Study
2: Third St & Alameda Blvd


















July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

	↖	→	↗	↖	←	↙	↘	↑	↗	↖	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↖↗↘		↖	↑			↖	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0			4.0				4.0
Lane Util. Factor					0.91		1.00	1.00				1.00
Flpb, ped/bikes					0.99		1.00	1.00				0.99
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					0.99		1.00	1.00				0.96
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					4994		1770	1863				1758
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					4994		1770	1863				1758
Volume (vph)	0	0	0	17	2404	205	119	9	0	0	34	16
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.86	0.86	0.86	0.59	0.59	0.59
Adj. Flow (vph)	0	0	0	19	2701	230	138	10	0	0	58	27
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	18	0
Lane Group Flow (vph)	0	0	0	0	2942	0	138	10	0	0	67	0
Confl. Peds. (#/hr)				20		20		20		20		20
Turn Type					Perm		Split					
Protected Phases						8		2		2		6
Permitted Phases					8							
Actuated Green, G (s)						58.5		12.2	12.2			10.2
Effective Green, g (s)						56.5		10.2	10.2			8.2
Actuated g/C Ratio						0.65		0.12	0.12			0.09
Clearance Time (s)						2.0		2.0	2.0			2.0
Vehicle Extension (s)						3.0		3.0	3.0			3.0
Lane Grp Cap (vph)					3247		208	219				166
v/s Ratio Prot							c0.08	0.01				c0.04
v/s Ratio Perm					0.59							
v/c Ratio					0.91		0.66	0.05				0.40
Uniform Delay, d1					12.9		36.7	34.0				37.0
Progression Factor					1.00		1.00	1.00				1.00
Incremental Delay, d2					4.1		7.7	0.1				1.6
Delay (s)					17.0		44.4	34.1				38.6
Level of Service					B		D	C				D
Approach Delay (s)		0.0			17.0			43.7				38.6
Approach LOS		A			B			D				D
Intersection Summary												
HCM Average Control Delay				18.9								B
HCM Volume to Capacity ratio				0.82								
Actuated Cycle Length (s)				86.9				Sum of lost time (s)		12.0		
Intersection Capacity Utilization				76.3%				ICU Level of Service		D		
Analysis Period (min)				15								

c Critical Lane Group










CVN SEIS Traffic Study
3: Fourth St & Alameda Blvd

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Sign Control		Stop			Stop			Stop			Stop							
Volume (vph)	8	364	94	0	0	0	0	97	78	34	54	0						
Peak Hour Factor	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73						
Hourly flow rate (vph)	9	414	107	0	0	0	0	120	96	47	74	0						
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1	SB 2												
Volume Total (vph)	147	276	107	216	47	74												
Volume Left (vph)	9	0	0	0	47	0												
Volume Right (vph)	0	0	107	96	0	0												
Hadj (s)	0.06	0.03	-0.67	-0.23	0.53	0.03												
Departure Headway (s)	5.5	5.5	3.2	5.5	6.5	5.9												
Degree Utilization, x	0.22	0.42	0.09	0.33	0.08	0.12												
Capacity (veh/h)	623	634	1121	622	522	566												
Control Delay (s)	8.9	11.2	5.3	11.2	8.8	8.6												
Approach Delay (s)	9.4			11.2	8.7													
Approach LOS	A			B	A													
Intersection Summary																		
Delay			9.7															
HCM Level of Service			A															
Intersection Capacity Utilization			76.3%	ICU Level of Service		D												
Analysis Period (min)			15															

CVN SEIS Traffic Study
4: Ocean Blvd & Alameda Blvd

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	53	829	29	56	5
Peak Hour Factor	0.62	0.62	0.87	0.87	0.76	0.76
Hourly flow rate (vph)	0	85	953	33	74	7
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1006				1095	1010
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1006				1095	1010
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				68	98
cM capacity (veh/h)	677				229	282
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	85	986	80			
Volume Left	0	0	74			
Volume Right	0	33	7			
cSH	677	1700	232			
Volume to Capacity	0.00	0.58	0.35			
Queue Length 95th (ft)	0	0	37			
Control Delay (s)	0.0	0.0	28.5			
Lane LOS			D			
Approach Delay (s)	0.0	0.0	28.5			
Approach LOS			D			
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			60.4%	ICU Level of Service	B	
Analysis Period (min)			15			

CVN SEIS Traffic Study
5: First St & D Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	89	0	3	511	0	1	0	4	0	2	1
Peak Hour Factor	0.76	0.76	0.76	0.79	0.79	0.79	0.62	0.62	0.62	0.25	0.25	0.25
Hourly flow rate (vph)	0	117	0	4	647	0	2	0	6	0	8	4
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					442							
pX, platoon unblocked												
vC, conflicting volume	667			137			820	812	157	818	812	687
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	667			137			820	812	157	818	812	687
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	99	100	97	99
cM capacity (veh/h)	907			1423			269	302	859	275	302	432
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	117	651	8	12								
Volume Left	0	4	2	0								
Volume Right	0	0	6	4								
cSH	907	1423	597	336								
Volume to Capacity	0.00	0.00	0.01	0.04								
Queue Length 95th (ft)	0	0	1	3								
Control Delay (s)	0.0	0.1	11.1	16.1								
Lane LOS		A	B	C								
Approach Delay (s)	0.0	0.1	11.1	16.1								
Approach LOS			B	C								
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization		44.1%		ICU Level of Service		A						
Analysis Period (min)		15										
















CVN SEIS Traffic Study
6: Third St & D Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕				↕
Sign Control		Free		Free				Stop			Stop	
Grade		0%		0%				0%			0%	
Volume (veh/h)	0	0	0	33	2665	0	9	16	0	0	54	2
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.62	0.62	0.62	0.44	0.44	0.44
Hourly flow rate (vph)	0	0	0	36	2929	0	15	26	0	0	123	5
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					432							
pX, platoon unblocked	0.39						0.39	0.39		0.39	0.39	0.39
vC, conflicting volume	2949			20			1155	3041	40	3054	3041	1016
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2867			20			0	3106	40	3139	3106	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			0	0	100	0	0	99
cM capacity (veh/h)	49			1568			0	4	989	0	4	413
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	768	1464	732	40	127							
Volume Left	36	0	0	15	0							
Volume Right	0	0	0	0	5							
cSH	1568	1700	1700	0	4							
Volume to Capacity	0.02	0.86	0.43	Err	29.53							
Queue Length 95th (ft)	2	0	0	Err	Err							
Control Delay (s)	0.6	0.0	0.0	Err	Err							
Lane LOS	A			F	F							
Approach Delay (s)	0.2			Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization		71.6%		ICU Level of Service		C						
Analysis Period (min)		15										

CVN SEIS Traffic Study
7: Fourth St & D Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	2	703	3	0	0	0	0	24	17	21	62	0
Peak Hour Factor	0.86	0.86	0.86	0.25	0.25	0.25	0.69	0.69	0.69	0.44	0.44	0.44
Hourly flow rate (vph)	2	817	3	0	0	0	0	35	25	48	141	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			0.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			0			2			2		
Right turn flare (veh)												
Median type								None		None		
Median storage (veh)												
Upstream signal (ft)	434											
pX, platoon unblocked												
vC, conflicting volume	20	841			934			864	314	359	866	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20	841			934			864	314	359	866	40
tC, single (s)	4.1	4.1			7.5			6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2	2.2			3.5			4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	100			100			88	96	90	50	100
cM capacity (veh/h)	1568	777			126			281	670	477	280	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1							
Volume Total	207	409	208	59	189							
Volume Left	2	0	0	0	48							
Volume Right	0	0	3	25	0							
cSH	1568	1700	1700	370	313							
Volume to Capacity	0.00	0.24	0.12	0.16	0.60							
Queue Length 95th (ft)	0	0	0	14	92							
Control Delay (s)	0.1	0.0	0.0	16.6	32.6							
Lane LOS	A			C	D							
Approach Delay (s)	0.0	16.6			32.6							
Approach LOS		C			D							
Intersection Summary												
Average Delay	6.7											
Intersection Capacity Utilization	33.9%			ICU Level of Service					A			
Analysis Period (min)	15											












CVN SEIS Traffic Study
8: Sixth St & D Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↔↔			↔↔			↔↔			↔↔	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	39	15	12	53	8	16	53	10	12	52	3
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.51	0.51	0.51
Hourly flow rate (vph)	1	46	18	14	62	9	18	59	11	24	102	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	65	86	88	131								
Volume Left (vph)	1	14	18	24								
Volume Right (vph)	18	9	11	6								
Hadj (s)	-0.13	0.00	0.00	0.04								
Departure Headway (s)	4.4	4.5	4.4	4.4								
Degree Utilization, x	0.08	0.11	0.11	0.16								
Capacity (veh/h)	776	753	779	779								
Control Delay (s)	7.8	8.0	7.9	8.2								
Approach Delay (s)	7.8	8.0	7.9	8.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.0								
HCM Level of Service				A								
Intersection Capacity Utilization				28.3%								
ICU Level of Service				A								
Analysis Period (min)				15								









CVN SEIS Traffic Study
9: First St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		0.99	1.00	0.98	1.00
Frt	0.89		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1463		1579	1676	1566	1373
Flt Permitted	1.00		0.68	1.00	0.95	1.00
Satd. Flow (perm)	1463		1129	1676	1566	1373
Volume (vph)	16	75	66	245	266	24
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	21	100	74	275	332	30
RTOR Reduction (vph)	65	0	0	0	0	20
Lane Group Flow (vph)	56	0	74	275	332	10
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2	2
Actuated Green, G (s)	9.3		9.3	9.3	9.3	9.3
Effective Green, g (s)	9.3		9.3	9.3	9.3	9.3
Actuated g/C Ratio	0.35		0.35	0.35	0.35	0.35
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	512		395	586	548	480
v/s Ratio Prot	0.04		c0.16			
v/s Ratio Perm			0.07		c0.21	0.01
v/c Ratio	0.11		0.19	0.47	0.61	0.02
Uniform Delay, d1	5.8		6.0	6.7	7.1	5.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1		0.2	0.6	1.9	0.0
Delay (s)	5.9		6.3	7.3	9.0	5.7
Level of Service	A		A	A	A	A
Approach Delay (s)	5.9			7.1	8.8	
Approach LOS	A			A	A	
Intersection Summary						
HCM Average Control Delay		7.7		HCM Level of Service		A
HCM Volume to Capacity ratio		0.54				
Actuated Cycle Length (s)		26.6		Sum of lost time (s)		8.0
Intersection Capacity Utilization		34.3%		ICU Level of Service		A
Analysis Period (min)		15				
c Critical Lane Group						

CVN SEIS Traffic Study
10: Third St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0				4.0
Lane Util. Factor				0.86	0.86		1.00	0.95				0.95
Frpb, ped/bikes				1.00	1.00		1.00	1.00				1.00
Flpb, ped/bikes				1.00	1.00		1.00	1.00				1.00
Frt				1.00	0.99		1.00	1.00				0.99
Flt Protected				0.95	0.99		0.95	1.00				1.00
Satd. Flow (prot)				1522	4699		1770	3539				3503
Flt Permitted				0.95	0.99		0.95	1.00				1.00
Satd. Flow (perm)				1522	4699		1770	3539				3503
Volume (vph)	0	0	0	1654	2442	214	87	141	0	0	243	12
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	1741	2571	225	100	162	0	0	273	13
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	1104	3429	0	100	162	0	0	284	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Split		Prot						
Protected Phases				8	8	5		2	6			
Permitted Phases												
Actuated Green, G (s)				129.0	129.0	11.0		32.0	17.0			
Effective Green, g (s)				129.0	129.0	11.0		32.0	17.0			
Actuated g/C Ratio				0.76	0.76	0.07		0.19	0.10			
Clearance Time (s)				4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)				1162	3587	115		670	352			
v/s Ratio Prot				0.73	c0.73	c0.06		0.05	c0.08			
v/s Ratio Perm												
v/c Ratio				0.95	0.96	0.87		0.24	0.81			
Uniform Delay, d1				17.2	17.5	78.3		58.2	74.4			
Progression Factor				1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2				15.9	7.3	45.6		0.2	12.7			
Delay (s)				33.1	24.8	123.9		58.4	87.1			
Level of Service				C	C	F		E	F			
Approach Delay (s)	0.0			26.8				83.4	87.1			
Approach LOS	A			C				F	F			
Intersection Summary												
HCM Average Control Delay	33.1			HCM Level of Service					C			
HCM Volume to Capacity ratio	0.93											
Actuated Cycle Length (s)	169.0			Sum of lost time (s)					12.0			
Intersection Capacity Utilization	98.0%			ICU Level of Service					F			
Analysis Period (min)	15											
c Critical Lane Group												

CVN SEIS Traffic Study
11: Fourth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Frpb, ped/bikes	1.00	0.97						0.99	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.95	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5081	1542						3168	1392	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5081	1542						3168	1392	3433	3539	
Volume (vph)	10	647	82	0	0	0	0	233	281	492	1482	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	12	752	95	0	0	0	0	259	312	518	1560	0
RTOR Reduction (vph)	0	0	32	0	0	0	0	40	40	0	0	0
Lane Group Flow (vph)	0	764	63	0	0	0	0	365	126	518	1560	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm					Perm	Prot				
Protected Phases	4	4					2	1	6			
Permitted Phases		4					2					
Actuated Green, G (s)	16.7	16.7					12.9	12.9	18.4	35.3		
Effective Green, g (s)	16.7	16.7					12.9	12.9	18.4	35.3		
Actuated g/C Ratio	0.28	0.28					0.22	0.22	0.31	0.59		
Clearance Time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	1414	429					681	299	1053	2082		
v/s Ratio Prot	c0.15						0.12		0.15	c0.44		
v/s Ratio Perm		0.04						0.09				
v/c Ratio	0.54	0.15					0.54	0.42	0.49	0.75		
Uniform Delay, d1	18.4	16.3					20.9	20.3	17.0	9.1		
Progression Factor	1.00	1.00					1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.4	0.2					0.8	1.0	0.4	1.5		
Delay (s)	18.8	16.4					21.7	21.3	17.3	10.6		
Level of Service	B	B					C	C	B	B		
Approach Delay (s)	18.6			0.0			21.6			12.3		
Approach LOS	B			A			C			B		
Intersection Summary												
HCM Average Control Delay		15.3							B			
HCM Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		60.0							8.0			
Intersection Capacity Utilization		98.0%							F			
Analysis Period (min)		15										

c Critical Lane Group

CVN SEIS Traffic Study
12: Fifth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	18	16	4	14	3	10	476	6	26	1589	29
Peak Hour Factor	0.73	0.73	0.73	0.58	0.58	0.58	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	5	25	22	7	24	5	11	517	7	28	1690	31
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.64	0.64	0.63	0.64	0.64	0.96	0.63			0.96		
vC, conflicting volume	2099	2347	901	1517	2359	302	1741			544		
vC1, stage 1 conf vol	1781	1781			562	562						
vC2, stage 2 conf vol	318	566		955	1797							
vCu, unblocked vol	1977	2362	243	1075	2381	235	1586			487		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	72	95	97	68	99	96			97		
cM capacity (veh/h)	60	89	459	233	76	713	252			1015		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	52	36	270	265	873	876						
Volume Left	5	7	11	0	28	0						
Volume Right	22	5	0	7	0	31						
cSH	125	103	252	1700	1015	1700						
Volume to Capacity	0.42	0.35	0.04	0.16	0.03	0.52						
Queue Length 95th (ft)	45	35	3	0	2	0						
Control Delay (s)	53.1	58.1	1.8	0.0	0.7	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	53.1	58.1	0.9		0.4							
Approach LOS	F	F										
Intersection Summary												
Average Delay				2.5								
Intersection Capacity Utilization			77.5%		ICU Level of Service				D			
Analysis Period (min)			15									

CVN SEIS Traffic Study
13: Sixth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.93		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1550			1523		1593	3336		1593	3345	
Flt Permitted		0.93			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1467			1473		1593	3336		1593	3345	
Volume (vph)	13	20	20	5	15	22	15	459	17	22	1549	38
Peak-hour factor, PHF	0.68	0.68	0.68	0.48	0.48	0.48	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	19	29	29	10	31	46	16	504	19	23	1631	40
RTOR Reduction (vph)	0	15	0	0	28	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	62	0	0	59	0	16	521	0	23	1670	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		7.5			7.5		1.8	34.1		13.8	46.1	
Effective Green, g (s)		7.5			7.5		1.8	34.1		13.8	46.1	
Actuated g/C Ratio		0.11			0.11		0.03	0.51		0.20	0.68	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		163			164		43	1688		326	2288	
v/s Ratio Prot							0.01	c0.16		0.01	c0.50	
v/s Ratio Perm		c0.04			0.04							
v/c Ratio		0.38			0.36		0.37	0.31		0.07	0.73	
Uniform Delay, d1		27.8			27.7		32.2	9.7		21.6	6.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5			1.3		5.4	0.1		0.1	1.2	
Delay (s)		29.3			29.1		37.6	9.9		21.7	7.9	
Level of Service		C			C		D	A		C	A	
Approach Delay (s)		29.3			29.1			10.7			8.1	
Approach LOS		C			C			B			A	
Intersection Summary												
HCM Average Control Delay		10.1			HCM Level of Service			B				
HCM Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		67.4			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		64.0%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
14: Eighth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1530			1542		1593	3337		1593	3338	
Flt Permitted		0.88			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1364			1486		1593	3337		1593	3338	
Volume (vph)	33	25	41	6	12	13	70	393	14	31	1328	46
Peak-hour factor, PHF	0.95	0.95	0.95	0.65	0.65	0.65	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	35	26	43	9	18	20	74	414	15	34	1459	51
RTOR Reduction (vph)	0	18	0	0	18	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	86	0	0	29	0	74	428	0	34	1509	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		7.7			7.7		5.7	48.2		2.3	44.8	
Effective Green, g (s)		7.7			7.7		5.7	48.2		2.3	44.8	
Actuated g/C Ratio		0.11			0.11		0.08	0.69		0.03	0.64	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		150			163		129	2291		52	2130	
v/s Ratio Prot							c0.05	0.13		0.02	c0.45	
v/s Ratio Perm		c0.06			0.02							
v/c Ratio		0.57			0.18		0.57	0.19		0.65	0.71	
Uniform Delay, d1		29.7			28.4		31.1	4.0		33.6	8.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.2			0.5		6.0	0.0		25.8	1.1	
Delay (s)		34.9			28.9		37.1	4.0		59.4	9.5	
Level of Service		C			C		D	A		E	A	
Approach Delay (s)		34.9			28.9			8.9			10.6	
Approach LOS		C			C			A			B	
Intersection Summary												
HCM Average Control Delay		11.7			HCM Level of Service			B				
HCM Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		70.2			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		67.6%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
15: Tenth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flpb, 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		0.98			0.97		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1602			1573		1593	3357		1593	3344	
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1602			1573		1593	3357		1593	3344	
Volume (vph)	32	22	7	6	5	4	20	414	3	13	1333	32
Peak-hour factor, PHF	0.68	0.68	0.68	0.62	0.62	0.62	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	47	32	10	10	8	6	22	445	3	14	1465	35
RTOR Reduction (vph)	0	3	0	0	5	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	86	0	0	19	0	22	448	0	14	1499	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8			5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		9.7			9.7		2.3	56.2		8.9	62.8	
Effective Green, g (s)		9.7			9.7		2.3	56.2		8.9	62.8	
Actuated g/C Ratio		0.10			0.10		0.02	0.56		0.09	0.62	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	155			152			36	1877		141	2090	
v/s Ratio Prot	c0.05			c0.01			c0.01	0.13		0.01	c0.45	
v/s Ratio Perm												
v/c Ratio	0.56			0.12			0.61	0.24		0.10	0.72	
Uniform Delay, d1	43.3			41.5			48.7	11.3		42.1	12.8	
Progression Factor	1.00			1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.3			0.4			27.0	0.1		0.3	1.2	
Delay (s)	47.6			41.9			75.6	11.3		42.4	14.0	
Level of Service	D			D			E	B		D	B	
Approach Delay (s)	47.6			41.9			14.3			14.3		
Approach LOS	D			D			B			B		
Intersection Summary												
HCM Average Control Delay		16.0										
HCM Volume to Capacity ratio		0.63										
Actuated Cycle Length (s)		100.5										
Intersection Capacity Utilization		57.3%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
16: Third St & Pomona Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	Free				
Grade		0%			0%		0%	0%				
Volume (veh/h)	0	0	0	0	0	18	0	4290	0	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.50	0.50	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	20	0	4663	0	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1594	4703	40	4703	4703	1574	20			4683		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1594	4703	40	4703	4703	1574	20			4683		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	80	100			100		
cM capacity (veh/h)	57	1	1005	0	1	97	1595			22		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	20	1865	1865	933								
Volume Left	0	0	0	0								
Volume Right	20	0	0	0								
cSH	97	1700	1700	1700								
Volume to Capacity	0.20	1.10	1.10	0.55								
Queue Length 95th (ft)	18	0	0	0								
Control Delay (s)	51.2	0.0	0.0	0.0								
Lane LOS	F											
Approach Delay (s)	51.2	0.0										
Approach LOS	F											
Intersection Summary												
Average Delay		0.2										
Intersection Capacity Utilization		92.9%										
Analysis Period (min)		15										

CVN SEIS Traffic Study
17: R. H. Dana Pl & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		1.00	0.92		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.98	1.00		0.98		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	1.00	
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1584	2434		1567		1593	3358		1593	3343	
Flt Permitted		0.84	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1374	2434		1358		1593	3358		1593	3343	
Volume (vph)	12	6	100	14	7	2	826	390	2	15	1308	29
Peak-hour factor, PHF	0.82	0.82	0.82	0.64	0.64	0.64	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	15	7	122	22	11	3	869	411	2	16	1406	31
RTOR Reduction (vph)	0	0	108	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	22	14	0	34	0	869	413	0	16	1436	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm		Perm	Perm		Prot			Prot			
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	17.1	17.1		17.1		68.9	121.7		3.4	56.2		
Effective Green, g (s)	17.1	17.1		17.1		68.9	121.7		3.4	56.2		
Actuated g/C Ratio	0.11	0.11		0.11		0.45	0.79		0.02	0.36		
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0		4.0	4.0		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	152	270		151		712	2650		35	1218		
v/s Ratio Prot						c0.55	0.12		0.01	c0.43		
v/s Ratio Perm	0.02	0.01		c0.03								
v/c Ratio	0.14	0.05		0.23		1.22	0.16		0.46	1.18		
Uniform Delay, d1	61.9	61.3		62.5		42.6	3.9		74.5	49.0		
Progression Factor	1.00	1.00		1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.4	0.1		0.8		111.7	0.0		9.2	89.4		
Delay (s)	62.4	61.4		63.3		154.3	3.9		83.7	138.4		
Level of Service	E	E		E		F	A		F	F		
Approach Delay (s)	61.5			63.3		105.9			137.8			
Approach LOS	E			E		F			F			
Intersection Summary												
HCM Average Control Delay		119.1				HCM Level of Service		F				
HCM Volume to Capacity ratio		1.08										
Actuated Cycle Length (s)		154.2				Sum of lost time (s)		12.0				
Intersection Capacity Utilization		107.2%				ICU Level of Service		G				
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
18: Fourth St & Pomona Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔	↔		↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	984	154	0	0	4286	0	0	223	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.84	0.84	0.84	0.25	0.25	0.25
Hourly flow rate (vph)	0	1131	177	0	0	4560	0	0	265	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			0	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			1328			1260	1260	506	682	1348	40
vC1, stage 1 conf vol							1240	1240		20	20	
vC2, stage 2 conf vol							20	20		662	1328	
vCu, unblocked vol	20			1328			1260	1260	506	682	1348	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	46	100	100	100
cM capacity (veh/h)	1595			507			121	159	495	128	144	1005
Direction, Lane #												
Volume Total	452	452	403	1520	1520	1520	265					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	177	1520	1520	1520	265					
cSH	1700	1700	1700	1700	1700	1700	495					
Volume to Capacity	0.27	0.27	0.24	0.89	0.89	0.89	0.54					
Queue Length 95th (ft)	0	0	0	0	0	0	78					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	20.4					
Lane LOS							C					
Approach Delay (s)	0.0			0.0			20.4					
Approach LOS							C					
Intersection Summary												
Average Delay		0.9										
Intersection Capacity Utilization		105.2%				ICU Level of Service		G				
Analysis Period (min)		15										

CVN SEIS Traffic Study
19: Glorietta Blvd & Pomona Ave

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	578	129	29	3	0	241
Peak Hour Factor	0.87	0.87	0.80	0.80	0.81	0.81
Hourly flow rate (vph)	664	148	36	4	0	298
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	60				1555	78
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60				1555	78
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	56				100	69
cM capacity (veh/h)	1518				68	950
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	813	40	298			
Volume Left	664	0	0			
Volume Right	0	4	298			
cSH	1518	1700	950			
Volume to Capacity	0.44	0.02	0.31			
Queue Length 95th (ft)	57	0	34			
Control Delay (s)	8.3	0.0	10.5			
Lane LOS	A		B			
Approach Delay (s)	8.3	0.0	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay		8.6				
Intersection Capacity Utilization		69.0%		ICU Level of Service	C	
Analysis Period (min)		15				

CVN SEIS Traffic Study
20: Pomona Ave & Silver Strand Blvd

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.97		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	1.00		0.95		1.00	
Flt Protected	0.95		1.00		1.00	
Satd. Flow (prot)	1591		3253		3362	
Flt Permitted	0.95		1.00		1.00	
Satd. Flow (perm)	1591		3253		3362	
Volume (vph)	282	7	1261	612	0	1412
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.77	0.77
Adj. Flow (vph)	340	8	1386	673	0	1834
RTOR Reduction (vph)	1	0	43	0	0	0
Lane Group Flow (vph)	347	0	2016	0	0	1834
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	30.9		86.4			96.4
Effective Green, g (s)	30.9		86.4			96.4
Actuated g/C Ratio	0.23		0.64			0.71
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	363		2077			2395
v/s Ratio Prot	c0.22		c0.62			c0.55
v/s Ratio Perm						
v/c Ratio	0.96		0.97			0.77
Uniform Delay, d1	51.5		23.3			12.3
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	35.6		13.5			1.5
Delay (s)	87.1		36.8			13.8
Level of Service	F		D			B
Approach Delay (s)	87.1		36.8			13.8
Approach LOS	F		D			B
Intersection Summary						
HCM Average Control Delay		31.0		HCM Level of Service	C	
HCM Volume to Capacity ratio		0.97				
Actuated Cycle Length (s)		135.3		Sum of lost time (s)	12.0	
Intersection Capacity Utilization		77.8%		ICU Level of Service	D	
Analysis Period (min)		15				
c Critical Lane Group						

CVN SEIS Traffic Study
21: Fourth St & Glorietta Blvd

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↑	↓			↑	↓	↑	↓
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	1167	32	0	4275	485	0	0	412	0	0	4
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.90	0.90	0.90	0.94	0.94	0.94
Hourly flow rate (vph)	0	4668	128	0	4647	527	0	0	458	0	0	4
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	5194			4816			6325	9946	1660	6506	9746	1852
vC1, stage 1 conf vol							4752	4752		4930	4930	
vC2, stage 2 conf vol							1573	5194		1576	4816	
vCu, unblocked vol	5194			4816			6325	9946	1660	6506	9746	1852
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	77	100	100	93
cM capacity (veh/h)	14			20			1	1	1956	0	1	62
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	1867	1867	1062	1859	1859	1457	458	4				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	128	0	0	527	458	4				
cSH	1700	1700	1700	1700	1700	1700	1956	62				
Volume to Capacity	1.10	1.10	0.62	1.09	1.09	0.86	0.23	0.07				
Queue Length 95th (ft)	0	0	0	0	0	0	23	5				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	7.4	67.8				
Lane LOS							A	F				
Approach Delay (s)	0.0			0.0			7.4	67.8				
Approach LOS							A	F				
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			108.5%			ICU Level of Service		G				
Analysis Period (min)			15									

* User Entered Value

CVN SEIS Traffic Study
22: Tarawa Rd & Silver Strand Blvd

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↓	↑	↓	↓	↑	↓	↓	↑	↓	↓	↑	↓
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	0.76		1.00	0.95	1.00	0.89	1.00	0.99		
Flpb, ped/bikes	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	0.85	1.00	0.85	1.00	0.94		
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3280	
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3280	
Volume (vph)	30	32	13	5	78	158	193	1567	3	383	649	434
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83	0.33	0.33	0.33
Adj. Flow (vph)	33	36	14	5	86	174	233	1888	4	1161	1967	1315
RTOR Reduction (vph)	0	0	14	0	0	153	0	0	1	0	66	0
Lane Group Flow (vph)	33	36	0	0	91	21	233	1888	3	1161	3216	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	4.0	4.0		18.3	18.3	14.0	55.1	55.1	60.2	101.3	
Effective Green, g (s)	4.0	4.0	4.0		18.3	18.3	14.0	55.1	55.1	60.2	101.3	
Actuated g/C Ratio	0.03	0.03	0.03		0.12	0.12	0.09	0.36	0.36	0.39	0.66	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	46	49	31		221	180	161	1270	503	694	2163	
v/s Ratio Prot	0.02	c0.02			c0.05		0.13	0.53		c0.66	c0.98	
v/s Ratio Perm			0.00			0.01			0.00			
v/c Ratio	0.72	0.73	0.01		0.41	0.12	1.45	1.49	0.01	1.67	1.49	
Uniform Delay, d1	74.2	74.3	72.9		62.7	60.4	69.8	49.2	31.6	46.7	26.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	41.5	43.4	0.2		1.2	0.3	232.6	223.2	0.0	309.1	221.5	
Delay (s)	115.7	117.7	73.0		63.9	60.7	302.4	272.5	31.7	355.8	247.7	
Level of Service	F	F	E		E	E	F	F	C	F	F	
Approach Delay (s)		109.4			61.8			275.3			275.9	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM Average Control Delay			265.5			HCM Level of Service		F				
HCM Volume to Capacity ratio			1.39									
Actuated Cycle Length (s)			153.6			Sum of lost time (s)		12.0				
Intersection Capacity Utilization			88.9%			ICU Level of Service		E				
Analysis Period (min)			15									

c Critical Lane Group

CVN SEIS Traffic Study
23: Tulagi Rd & Silver Strand Blvd

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖↗		↖↗	↖↗		↖↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	0.99		1.00	0.96		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.96		1.00	1.00		1.00
Satd. Flow (prot)	1737		3539	1517		3539
Flt Permitted	0.96		1.00	1.00		1.00
Satd. Flow (perm)	1737		3539	1517		3539
Volume (vph)	40	3	1763	397	0	647
Peak-hour factor, PHF	0.84	0.84	0.90	0.90	0.94	0.94
Adj. Flow (vph)	48	4	1959	441	0	688
RTOR Reduction (vph)	4	0	0	113	0	0
Lane Group Flow (vph)	48	0	1959	328	0	688
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	1.2		26.6	26.6		26.6
Effective Green, g (s)	1.2		26.6	26.6		26.6
Actuated g/C Ratio	0.03		0.74	0.74		0.74
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	58		2630	1127		2630
v/s Ratio Prot	c0.03		c0.55			0.19
v/s Ratio Perm				0.22		
v/c Ratio	0.83		0.74	0.29		0.26
Uniform Delay, d1	17.2		2.6	1.5		1.5
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	60.3		1.2	0.1		0.1
Delay (s)	77.5		3.8	1.7		1.5
Level of Service	E		A	A		A
Approach Delay (s)	77.5		3.4			1.5
Approach LOS	E		A			A
Intersection Summary						
HCM Average Control Delay		4.2			HCM Level of Service	A
HCM Volume to Capacity ratio		0.75				
Actuated Cycle Length (s)		35.8			Sum of lost time (s)	8.0
Intersection Capacity Utilization		63.6%			ICU Level of Service	B
Analysis Period (min)		15				

c Critical Lane Group

CVN SEIS Traffic Study
24: Logan Ave & Cesar E Chavez Pkwy







July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1743	1723		1585	1676	1384	1746	3539	1507	1770	3426	
Flt Permitted	0.69	1.00		0.20	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1275	1723		339	1676	1384	1746	3539	1507	1770	3426	
Volume (vph)	49	92	68	47	80	37	11	106	195	97	401	78
Peak-hour factor, PHF	0.25	0.25	0.25	0.83	0.83	0.83	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	196	368	272	57	96	45	12	115	212	101	418	81
RTOR Reduction (vph)	0	44	0	0	0	26	0	0	161	0	27	0
Lane Group Flow (vph)	196	596	0	57	96	19	12	115	51	101	472	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot	Perm		Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	19.7	19.7		19.7	19.7	19.7	0.6	11.0	11.0	2.9	13.3	
Effective Green, g (s)	19.7	19.7		19.7	19.7	19.7	0.6	11.0	11.0	2.9	13.3	
Actuated g/C Ratio	0.43	0.43		0.43	0.43	0.43	0.01	0.24	0.24	0.06	0.29	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	551	744		146	724	598	23	854	364	113	999	
v/s Ratio Prot		c0.35			0.06		0.01	0.03		c0.06	c0.14	
v/s Ratio Perm	0.15			0.17		0.01			0.03			
v/c Ratio	0.36	0.80		0.39	0.13	0.03	0.52	0.13	0.14	0.89	0.47	
Uniform Delay, d1	8.7	11.2		8.8	7.8	7.5	22.4	13.6	13.6	21.2	13.3	
Progression Factor	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	6.2		1.7	0.1	0.0	19.7	0.1	0.2	52.6	0.4	
Delay (s)	9.1	17.4		10.6	7.9	7.5	42.1	13.6	13.8	73.8	13.6	
Level of Service	A	B		B	A	A	D	B	B	E	B	
Approach Delay (s)		15.5			8.6			14.7			23.8	
Approach LOS		B			A			B			C	
Intersection Summary												
HCM Average Control Delay		17.2								B		
HCM Volume to Capacity ratio		0.64										
Actuated Cycle Length (s)		45.6								8.0		
Intersection Capacity Utilization		40.9%								A		
Analysis Period (min)		15										

c Critical Lane Group

CVN SEIS Traffic Study
25: National Ave & SR-75 Off-Ramp

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	72	101	0	17	102
Peak Hour Factor	0.88	0.88	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	0	82	105	0	20	119
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLT		
Median storage (veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	125				227	145
vC1, stage 1 conf vol					125	
vC2, stage 2 conf vol					102	
vCu, unblocked vol	125				227	145
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	86
cM capacity (veh/h)	1437				745	872
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	82	105	20	119		
Volume Left	0	0	20	0		
Volume Right	0	0	0	119		
cSH	1700	1700	745	872		
Volume to Capacity	0.05	0.06	0.03	0.14		
Queue Length 95th (ft)	0	0	2	12		
Control Delay (s)	0.0	0.0	10.0	9.8		
Lane LOS			A	A		
Approach Delay (s)	0.0	0.0	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			26.6%	ICU Level of Service		A
Analysis Period (min)			15			

CVN SEIS Traffic Study
26: Glorietta Blvd & Tenth St

July 2007 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Intersection Sign configuration not allowed in HCM analysis.

CVN SEIS Traffic Study
1: First St & Alameda Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

	→	↗	↖	←	↙	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↙	↘
Sign Control	Stop			Stop	Stop	
Volume (vph)	697	454	38	54	42	0
Peak Hour Factor	0.89	0.89	0.84	0.84	0.86	0.86
Hourly flow rate (vph)	783	510	45	64	49	0
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	783	510	110	49	0	
Volume Left (vph)	0	0	45	49	0	
Volume Right (vph)	0	510	0	0	0	
Hadj (s)	0.03	-0.67	0.12	0.53	0.00	
Departure Headway (s)	4.8	4.1	5.4	7.5	6.9	
Degree Utilization, x	1.05	0.59	0.16	0.10	0.00	
Capacity (veh/h)	736	864	653	462	507	
Control Delay (s)	67.4	11.6	9.5	10.1	8.7	
Approach Delay (s)	45.4		9.5	10.1		
Approach LOS	E		A	B		
Intersection Summary						
Delay			41.5			
HCM Level of Service			E			
Intersection Capacity Utilization			51.6%		ICU Level of Service	A
Analysis Period (min)			15			

CVN SEIS Traffic Study
2: Third St & Alameda Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

	↖	→	↗	↖	←	↙	↘	↑	↗	↖	↓	↘
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↖↗↘		↙	↑			↘	↙
Sign Control		Free			Free		Stop				Stop	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	143	503	26	46	33	0	0	412	12
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.80	0.80	0.80	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	157	553	29	58	41	0	0	458	13
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	601			20			781	936	40	942	921	239
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	601			20			781	936	40	942	921	239
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			90			0	82	100	100	0	98
cM capacity (veh/h)	956			1568			0	229	989	164	234	750
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1						
Volume Total	295	276	167	58	41	471						
Volume Left	157	0	0	58	0	0						
Volume Right	0	0	29	0	0	13						
cSH	1568	1700	1700	0	229	239						
Volume to Capacity	0.10	0.16	0.10	Err	0.18	1.97						
Queue Length 95th (ft)	8	0	0	Err	16	856						
Control Delay (s)	4.4	0.0	0.0	Err	24.1	487.3						
Lane LOS	A			F	C	F						
Approach Delay (s)	1.8			Err		487.3						
Approach LOS				F		F						
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization				82.5%		ICU Level of Service				E		
Analysis Period (min)				15								

CVN SEIS Traffic Study
3: Fourth St & Alameda Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗					↕		↗	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00					1.00		1.00	1.00	
Frpb, ped/bikes		1.00	0.93					0.98		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		3539	1469					1703		1770	1863	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		3539	1469					1703		1770	1863	
Volume (vph)	3	1552	508	0	0	0	0	77	74	328	263	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	3	1687	552	0	0	0	0	91	87	360	289	0
RTOR Reduction (vph)	0	0	260	0	0	0	0	24	0	0	0	0
Lane Group Flow (vph)	0	1690	292	0	0	0	0	154	0	360	289	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm		Perm							Split		
Protected Phases		4						2		6	6	
Permitted Phases	4		4									
Actuated Green, G (s)		43.1	43.1					12.6		18.0	18.0	
Effective Green, g (s)		43.1	43.1					12.6		18.0	18.0	
Actuated g/C Ratio		0.50	0.50					0.15		0.21	0.21	
Clearance Time (s)		4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		1780	739					250		372	391	
v/s Ratio Prot								c0.09		c0.20	0.16	
v/s Ratio Perm		0.48	0.20									
v/c Ratio		0.95	0.40					0.62		0.97	0.74	
Uniform Delay, d1		20.3	13.2					34.3		33.6	31.7	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		11.4	0.3					4.5		37.7	7.2	
Delay (s)		31.7	13.6					38.8		71.3	38.8	
Level of Service		C	B					D		E	D	
Approach Delay (s)		27.2			0.0			38.8			56.8	
Approach LOS		C			A			D			E	
Intersection Summary												
HCM Average Control Delay		34.2								C		
HCM Volume to Capacity ratio		0.90										
Actuated Cycle Length (s)		85.7						12.0				
Intersection Capacity Utilization		82.5%								E		
Analysis Period (min)		15										

c Critical Lane Group

CVN SEIS Traffic Study
4: Ocean Blvd & Alameda Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	638	268	33	180	11
Peak Hour Factor	0.93	0.93	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	1	686	331	41	247	15
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	392				1079	391
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	392				1079	391
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				0	98
cM capacity (veh/h)	1147				233	636
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	687	372	262			
Volume Left	1	0	247			
Volume Right	0	41	15			
cSH	1147	1700	242			
Volume to Capacity	0.00	0.22	1.08			
Queue Length 95th (ft)	0	0	280			
Control Delay (s)	0.0	0.0	124.8			
Lane LOS	A		F			
Approach Delay (s)	0.0	0.0	124.8			
Approach LOS			F			
Intersection Summary						
Average Delay		24.7				
Intersection Capacity Utilization		53.0%			ICU Level of Service	A
Analysis Period (min)		15				

CVN SEIS Traffic Study
5: First St & D Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	809	0	77	254	1	3	1	17	3	2	0
Peak Hour Factor	0.77	0.77	0.77	0.89	0.89	0.89	0.75	0.75	0.75	0.42	0.42	0.42
Hourly flow rate (vph)	0	1051	0	87	285	1	4	1	23	7	5	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					442							
pX, platoon unblocked	0.91						0.91	0.91		0.91	0.91	0.91
vC, conflicting volume	307			1071			1552	1550	1091	1573	1550	326
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	240			1071			1605	1603	1091	1628	1602	262
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			86			94	98	91	87	94	100
cM capacity (veh/h)	1191			640			63	81	253	57	81	686
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1051	373	28	12								
Volume Left	0	87	4	7								
Volume Right	0	1	23	0								
cSH	1191	640	165	64								
Volume to Capacity	0.00	0.14	0.17	0.18								
Queue Length 95th (ft)	0	12	15	16								
Control Delay (s)	0.0	4.1	31.3	73.2								
Lane LOS		A	D	F								
Approach Delay (s)	0.0	4.1	31.3	73.2								
Approach LOS			D	F								
Intersection Summary												
Average Delay		2.2										
Intersection Capacity Utilization		78.5%			ICU Level of Service				D			
Analysis Period (min)		15										



















CVN SEIS Traffic Study
6: Third St & D Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕				↕
Sign Control		Free		Free				Stop			Stop	
Grade		0%		0%				0%			0%	
Volume (veh/h)	0	0	0	56	886	20	12	49	0	0	80	8
Peak Hour Factor	0.25	0.25	0.25	0.97	0.97	0.97	0.71	0.71	0.71	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	0	58	913	21	17	69	0	0	119	12
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					432							
pX, platoon unblocked												
vC, conflicting volume	954			20			532	1089	40	1114	1079	355
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	954			20			532	1089	40	1114	1079	355
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			92	65	100	100	41	98
cM capacity (veh/h)	704			1568			210	199	989	109	202	631
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	286	457	249	86	131							
Volume Left	58	0	0	17	0							
Volume Right	0	0	21	0	12							
cSH	1568	1700	1700	201	215							
Volume to Capacity	0.04	0.27	0.15	0.43	0.61							
Queue Length 95th (ft)	3	0	0	49	88							
Control Delay (s)	1.7	0.0	0.0	35.6	44.8							
Lane LOS	A			E	E							
Approach Delay (s)	0.5			35.6	44.8							
Approach LOS				E	E							
Intersection Summary												
Average Delay		7.8										
Intersection Capacity Utilization		39.2%			ICU Level of Service				A			
Analysis Period (min)		15										

















CVN SEIS Traffic Study
7: Fourth St & D Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	     												
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	2	2270	9	0	0	0	0	58	43	19	115	0	
Peak Hour Factor	0.91	0.91	0.91	0.25	0.25	0.25	0.83	0.83	0.83	0.74	0.74	0.74	
Hourly flow rate (vph)	2	2495	10	0	0	0	0	70	52	26	155	0	
Pedestrians	20			20			20			20			
Lane Width (ft)	12.0			0.0			12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			4.0			4.0			
Percent Blockage	2			0			2			2			
Right turn flare (veh)													
Median type							None			None			
Median storage veh													
Upstream signal (ft)	434												
pX, platoon unblocked													
vC, conflicting volume	20			2524				2622	2544	876	963	2549	40
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	20			2524				2622	2544	876	963	2549	40
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100				0	0	82	0	0	100
cM capacity (veh/h)	1568			173				0	26	287	0	25	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1								
Volume Total	626	1247	634	122	181								
Volume Left	2	0	0	0	26								
Volume Right	0	0	10	52	0								
cSH	1568	1700	1700	42	0								
Volume to Capacity	0.00	0.73	0.37	2.90	Err								
Queue Length 95th (ft)	0	0	0	335	Err								
Control Delay (s)	0.0	0.0	0.0	1062.6	Err								
Lane LOS	A			F	F								
Approach Delay (s)	0.0			1062.6		Err							
Approach LOS				F		F							
Intersection Summary													
Average Delay				Err									
Intersection Capacity Utilization	65.9%			ICU Level of Service			C						
Analysis Period (min)	15												












CVN SEIS Traffic Study
8: Sixth St & D Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	6	138	25	32	38	34	27	111	54	51	125	6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	7	166	30	39	46	41	29	118	57	59	145	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	204	125	204	212								
Volume Left (vph)	7	39	29	59								
Volume Right (vph)	30	41	57	7								
Hadj (s)	-0.05	-0.10	-0.11	0.07								
Departure Headway (s)	5.1	5.2	5.0	5.2								
Degree Utilization, x	0.29	0.18	0.28	0.30								
Capacity (veh/h)	645	623	670	650								
Control Delay (s)	10.2	9.4	10.0	10.4								
Approach Delay (s)	10.2	9.4	10.0	10.4								
Approach LOS	B	A	A	B								
Intersection Summary												
Delay	10.1											
HCM Level of Service	B											
Intersection Capacity Utilization	45.2%			ICU Level of Service			A					
Analysis Period (min)	15											






















CVN SEIS Traffic Study
9: First St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.95		1.00	1.00	1.00	0.89
Flpb, ped/bikes	1.00		1.00	1.00	0.91	1.00
Frt	0.90		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1446		1593	1676	1453	1274
Flt Permitted	1.00		0.20	1.00	0.95	1.00
Satd. Flow (perm)	1446		340	1676	1453	1274
Volume (vph)	235	587	245	182	150	137
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	305	762	302	225	183	167
RTOR Reduction (vph)	64	0	0	0	0	147
Lane Group Flow (vph)	1003	0	302	225	183	20
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2 2	
Actuated Green, G (s)	115.0		115.0	115.0	17.0	17.0
Effective Green, g (s)	115.0		115.0	115.0	17.0	17.0
Actuated g/C Ratio	0.82		0.82	0.82	0.12	0.12
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1188		279	1377	176	155
v/s Ratio Prot	0.69			0.13		
v/s Ratio Perm			c0.89		c0.13	0.02
v/c Ratio	0.84		1.08	0.16	1.04	0.13
Uniform Delay, d1	7.3		12.5	2.6	61.5	54.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	5.6		77.6	0.1	78.7	0.4
Delay (s)	12.9		90.1	2.6	140.2	55.3
Level of Service	B		F	A	F	E
Approach Delay (s)	12.9			52.8	99.7	
Approach LOS	B			D	F	
Intersection Summary						
HCM Average Control Delay			39.3	HCM Level of Service		D
HCM Volume to Capacity ratio			1.08			
Actuated Cycle Length (s)			140.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization			84.2%	ICU Level of Service		E
Analysis Period (min)			15			
c Critical Lane Group						

CVN SEIS Traffic Study
10: Third St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					  				 		 		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0		
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95		
Frpb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Frt				1.00	0.99		1.00	1.00			1.00		
Flt Protected				0.95	0.98		0.95	1.00			1.00		
Satd. Flow (prot)				1522	4642		1770	3539			3528		
Flt Permitted				0.95	0.98		0.95	1.00			1.00		
Satd. Flow (perm)				1522	4642		1770	3539			3528		
Volume (vph)	0	0	0	1195	862	134	87	251	0	0	787	12	
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88	
Adj. Flow (vph)	0	0	0	1245	898	140	92	264	0	0	894	14	
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	1	0	
Lane Group Flow (vph)	0	0	0	623	1654	0	92	264	0	0	907	0	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20	
Turn Type				Split		Prot							
Protected Phases				8		8		5		2		6	
Permitted Phases													
Actuated Green, G (s)				65.6		65.6		8.9		51.2		38.3	
Effective Green, g (s)				65.6		65.6		8.9		51.2		38.3	
Actuated g/C Ratio				0.53		0.53		0.07		0.41		0.31	
Clearance Time (s)				4.0		4.0		4.0		4.0		4.0	
Vehicle Extension (s)				3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)				800		2440		126		1452		1083	
v/s Ratio Prot				c0.41		0.36		c0.05		0.07		c0.26	
v/s Ratio Perm													
v/c Ratio				0.78		0.68		0.73		0.18		0.84	
Uniform Delay, d1				23.8		21.8		56.8		23.5		40.4	
Progression Factor				1.00		1.00		1.00		1.00		1.00	
Incremental Delay, d2				4.8		0.8		19.4		0.1		5.8	
Delay (s)				28.6		22.6		76.2		23.5		46.1	
Level of Service				C		C		E		C		D	
Approach Delay (s)	0.0					24.2				37.1		46.1	
Approach LOS	A					C				D		D	
Intersection Summary													
HCM Average Control Delay	31.1			HCM Level of Service				C					
HCM Volume to Capacity ratio	0.79												
Actuated Cycle Length (s)	124.8			Sum of lost time (s)				12.0					
Intersection Capacity Utilization	115.7%			ICU Level of Service				H					
Analysis Period (min)	15												
c Critical Lane Group													

CVN SEIS Traffic Study
11: Fourth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Frpb, ped/bikes	1.00	0.95						0.97	0.93	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.93	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5084	1501						3057	1334	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5084	1501						3057	1334	3433	3539	
Volume (vph)	13	2240	81	0	0	0	0	342	556	886	1089	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	2462	89	0	0	0	0	372	604	963	1184	0
RTOR Reduction (vph)	0	0	22	0	0	0	0	2	2	0	0	0
Lane Group Flow (vph)	0	2476	67	0	0	0	0	672	300	963	1184	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm					Perm	Prot				
Protected Phases	4	4					2	1	6			
Permitted Phases		4					2					
Actuated Green, G (s)	77.0	77.0					37.0	37.0	44.0	85.0		
Effective Green, g (s)	77.0	77.0					37.0	37.0	44.0	85.0		
Actuated g/C Ratio	0.45	0.45					0.22	0.22	0.26	0.50		
Clearance Time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2303	680					665	290	889	1770		
v/s Ratio Prot	c0.49						0.22		c0.28	0.33		
v/s Ratio Perm		0.04						c0.23				
v/c Ratio	1.08	0.10					1.01	1.04	1.08	0.67		
Uniform Delay, d1	46.5	26.6					66.5	66.5	63.0	31.9		
Progression Factor	1.00	1.00					1.00	1.00	1.00	1.00		
Incremental Delay, d2	42.7	0.1					37.7	62.5	55.3	1.0		
Delay (s)	89.2	26.7					104.2	129.0	118.3	32.9		
Level of Service	F	C					F	F	F	C		
Approach Delay (s)	87.0			0.0			111.9			71.2		
Approach LOS	F			A			F			E		
Intersection Summary												
HCM Average Control Delay	85.3			HCM Level of Service			F					
HCM Volume to Capacity ratio	1.07											
Actuated Cycle Length (s)	170.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	115.7%			ICU Level of Service			H					
Analysis Period (min)	15											

c Critical Lane Group

CVN SEIS Traffic Study
12: Fifth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔			↔		↔	↔		↔	↔	
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	5	72	23	5	8	5	13	888	12	9	1203	20
Peak Hour Factor	0.45	0.45	0.45	0.75	0.75	0.75	0.93	0.93	0.93	0.95	0.95	0.95
Hourly flow rate (vph)	11	160	51	7	11	7	14	955	13	9	1266	21
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type	Raised			Raised								
Median storage (veh)	2			2								
Upstream signal (ft)							561			644		
pX, platoon unblocked	0.84	0.84	0.74	0.84	0.84	0.81	0.74			0.81		
vC, conflicting volume	1853	2331	684	1812	2336	524	1307			988		
vC1, stage 1 conf vol	1316	1316		1009	1009							
vC2, stage 2 conf vol	537	1016		803	1326							
vCu, unblocked vol	1152	1724	227	1103	1729	183	1067			754		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	11	91	91	94	99	97			99		
cM capacity (veh/h)	163	180	557	78	171	650	474			681		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	222	24	491	490	643	654						
Volume Left	11	7	14	0	9	0						
Volume Right	51	7	0	13	0	21						
cSH	211	152	474	1700	681	1700						
Volume to Capacity	1.05	0.16	0.03	0.29	0.01	0.38						
Queue Length 95th (ft)	246	14	2	0	1	0						
Control Delay (s)	123.9	33.1	0.9	0.0	0.4	0.0						
Lane LOS	F	D	A		A							
Approach Delay (s)	123.9	33.1	0.4		0.2							
Approach LOS	F	D										
Intersection Summary												
Average Delay	11.5											
Intersection Capacity Utilization	56.5%			ICU Level of Service			B					
Analysis Period (min)	15											

CVN SEIS Traffic Study
13: Sixth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.96			0.94		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1578			1541		1593	3323		1593	3342	
Flt Permitted		0.94			0.93		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1500			1453		1593	3323		1593	3342	
Volume (vph)	35	122	71	14	26	31	33	845	51	55	1128	35
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	39	136	79	16	30	36	35	899	54	57	1175	36
RTOR Reduction (vph)	0	12	0	0	20	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	242	0	0	62	0	35	950	0	57	1210	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8								
Actuated Green, G (s)		13.2			13.2		2.3	28.9		7.1	33.7	
Effective Green, g (s)		13.2			13.2		2.3	28.9		7.1	33.7	
Actuated g/C Ratio		0.22			0.22		0.04	0.47		0.12	0.55	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		324			313		60	1569		185	1840	
v/s Ratio Prot							0.02	c0.29		0.04	c0.36	
v/s Ratio Perm		c0.16			0.04							
v/c Ratio		0.75			0.20		0.58	0.61		0.31	0.66	
Uniform Delay, d1		22.4			19.7		29.0	11.9		24.8	9.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.1			0.3		13.6	0.7		1.0	0.9	
Delay (s)		31.5			20.0		42.6	12.6		25.7	10.5	
Level of Service		C			B		D	B		C	B	
Approach Delay (s)		31.5			20.0			13.7			11.2	
Approach LOS		C			B			B			B	
Intersection Summary												
HCM Average Control Delay		14.4										
HCM Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		61.2										
Intersection Capacity Utilization		64.3%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
14: Eighth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.95		1.00	1.00		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1541			1563		1593	3353		1593	3338	
Flt Permitted		0.85			0.86		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1334			1365		1593	3353		1593	3338	
Volume (vph)	84	84	107	28	48	38	60	775	10	62	999	35
Peak-hour factor, PHF	0.85	0.85	0.85	0.71	0.71	0.71	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	99	99	126	39	68	54	62	799	10	65	1041	36
RTOR Reduction (vph)	0	17	0	0	13	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	307	0	0	148	0	62	808	0	65	1075	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8								
Actuated Green, G (s)		18.8			18.8		4.7	34.3		4.8	34.4	
Effective Green, g (s)		18.8			18.8		4.7	34.3		4.8	34.4	
Actuated g/C Ratio		0.27			0.27		0.07	0.49		0.07	0.49	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		359			367		107	1645		109	1643	
v/s Ratio Prot							0.04	c0.24		0.04	c0.32	
v/s Ratio Perm		c0.23			0.11							
v/c Ratio		0.86			0.40		0.58	0.49		0.60	0.65	
Uniform Delay, d1		24.3			20.9		31.6	11.9		31.6	13.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		17.7			0.7		7.4	0.2		8.5	0.9	
Delay (s)		42.0			21.7		39.0	12.2		40.1	14.2	
Level of Service		D			C		D	B		D	B	
Approach Delay (s)		42.0			21.7			14.1			15.7	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM Average Control Delay		18.9										
HCM Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		69.9										
Intersection Capacity Utilization		65.2%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
15: Tenth St & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		0.99			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		0.96			0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1572			1579		1593	3330		1593	3332	
Flt Permitted		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1572			1579		1593	3330		1593	3332	
Volume (vph)	54	62	45	12	25	15	51	787	35	34	1020	44
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	64	74	54	18	37	22	55	846	38	35	1062	46
RTOR Reduction (vph)	0	9	0	0	10	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	183	0	0	67	0	55	882	0	35	1106	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8		8	5		2	1		6
Permitted Phases												
Actuated Green, G (s)		13.7			7.6		4.6	37.1		8.1	40.6	
Effective Green, g (s)		13.7			7.6		4.6	37.1		8.1	40.6	
Actuated g/C Ratio		0.17			0.09		0.06	0.45		0.10	0.49	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		261			145		89	1497		156	1640	
v/s Ratio Prot		c0.12			c0.04		0.03	c0.26		0.02	c0.33	
v/s Ratio Perm												
v/c Ratio		0.70			0.46		0.62	0.59		0.22	0.67	
Uniform Delay, d1		32.5			35.5		38.1	17.0		34.3	15.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		8.2			2.3		12.1	0.6		0.7	1.1	
Delay (s)		40.7			37.8		50.2	17.6		35.0	17.0	
Level of Service		D			D		D	B		D	B	
Approach Delay (s)		40.7			37.8		19.5			17.6		
Approach LOS		D			D		B			B		
Intersection Summary												
HCM Average Control Delay		20.9			HCM Level of Service			C				
HCM Volume to Capacity ratio		0.66										
Actuated Cycle Length (s)		82.5			Sum of lost time (s)			16.0				
Intersection Capacity Utilization		60.6%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

CVN SEIS Traffic Study
16: Third St & Pomona Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↕	↕	↕				
Sign Control		Stop			Stop		Free				Free	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	0	0	97	0	2217	5	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.84	0.84	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	105	0	2410	5	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	929	2450	40	2452	2452	826	20			2430		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	929	2450	40	2452	2452	826	20			2430		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	66	100			100		
cM capacity (veh/h)	145	30	1005	15	30	310	1595			188		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	105	964	964	487								
Volume Left	0	0	0	0								
Volume Right	105	0	0	5								
cSH	310	1700	1700	1700								
Volume to Capacity	0.34	0.57	0.57	0.29								
Queue Length 95th (ft)	37	0	0	0								
Control Delay (s)	22.5	0.0	0.0	0.0								
Lane LOS	C											
Approach Delay (s)	22.5	0.0										
Approach LOS	C											
Intersection Summary												
Average Delay		0.9										
Intersection Capacity Utilization		55.6%			ICU Level of Service			B				
Analysis Period (min)		15										

CVN SEIS Traffic Study
17: R. H. Dana Pl & Orange Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.88		1.00	1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes	1.00	0.93		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.98	1.00		1.00	1.00		1.00	1.00	
Flt Protected	0.98	1.00		0.97	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (prot)	1633	2468		1581	1593		3337	1593		3345	3345	
Flt Permitted	0.84	1.00		0.46	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (perm)	1405	2468		753	1593		3337	1593		3345	3345	
Volume (vph)	114	206	530	44	19	9	268	778	24	27	1023	23
Peak-hour factor, PHF	0.85	0.85	0.85	0.72	0.72	0.72	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	134	242	624	61	26	12	276	802	25	28	1044	23
RTOR Reduction (vph)	0	0	426	0	3	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	376	198	0	96	0	276	826	0	28	1066	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm		Prot		Prot		Prot			
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	37.5	37.5		37.5	28.2	69.3	3.4	44.5				
Effective Green, g (s)	37.5	37.5		37.5	28.2	69.3	3.4	44.5				
Actuated g/C Ratio	0.31	0.31		0.31	0.23	0.57	0.03	0.36				
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0				
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)	431	757		231	368	1892	44	1218				
v/s Ratio Prot					c0.17	0.25	0.02	c0.32				
v/s Ratio Perm	c0.27	0.08		0.13								
v/c Ratio	0.87	0.26		0.41	0.75	0.44	0.64	0.87				
Uniform Delay, d1	40.1	31.9		33.6	43.7	15.2	58.8	36.3				
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00				
Incremental Delay, d2	17.4	0.2		1.2	8.3	0.2	26.4	7.3				
Delay (s)	57.4	32.1		34.8	52.1	15.4	85.2	43.5				
Level of Service	E	C		C	D	B	F	D				
Approach Delay (s)	41.6			34.8	24.6		44.6					
Approach LOS	D			C		C		D				
Intersection Summary												
HCM Average Control Delay	36.7			HCM Level of Service	D							
HCM Volume to Capacity ratio	0.84											
Actuated Cycle Length (s)	122.2			Sum of lost time (s)	12.0							
Intersection Capacity Utilization	88.5%			ICU Level of Service	E							
Analysis Period (min)	15											
c Critical Lane Group												

CVN SEIS Traffic Study
18: Fourth St & Pomona Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	3426	170	0	0	2216	0	0	158	0	0	0
Peak Hour Factor	0.99	0.99	0.99	0.95	0.95	0.95	0.81	0.81	0.81	0.25	0.25	0.25
Hourly flow rate (vph)	0	3461	172	0	0	2333	0	0	195	0	0	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			0.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			0		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			3652			3586	3586	1279	1389	3672	40
vC1, stage 1 conf vol							3566	3566		20	20	
vC2, stage 2 conf vol							20	20		1369	3652	
vCu, unblocked vol	20			3652			3586	3586	1279	1389	3672	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	100
cM capacity (veh/h)	1595			60			4	10	152	0	9	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	1384	1384	864	778	778	778	195					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	172	778	778	778	195					
cSH	1700	1700	1700	1700	1700	1700	152					
Volume to Capacity	0.81	0.81	0.51	0.46	0.46	0.46	1.29					
Queue Length 95th (ft)	0	0	0	0	0	0	292					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	227.0					
Lane LOS							F					
Approach Delay (s)	0.0			0.0			227.0					
Approach LOS							F					
Intersection Summary												
Average Delay	7.2											
Intersection Capacity Utilization	89.2%			ICU Level of Service	E							
Analysis Period (min)	15											

CVN SEIS Traffic Study
19: Glorietta Blvd & Pomona Ave

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	613	428	64	7	6	274
Peak Hour Factor	0.96	0.96	0.81	0.81	0.88	0.88
Hourly flow rate (vph)	639	446	79	9	7	311
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	108				1846	123
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108				1846	123
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	56				85	65
cM capacity (veh/h)	1458				45	897
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1084	88	318			
Volume Left	639	0	7			
Volume Right	0	9	311			
cSH	1458	1700	636			
Volume to Capacity	0.44	0.05	0.50			
Queue Length 95th (ft)	57	0	70			
Control Delay (s)	7.8	0.0	16.2			
Lane LOS	A		C			
Approach Delay (s)	7.8	0.0	16.2			
Approach LOS			C			
Intersection Summary						
Average Delay		9.1				
Intersection Capacity Utilization		89.0%		ICU Level of Service	E	
Analysis Period (min)		15				













CVN SEIS Traffic Study
20: Pomona Ave & Silver Strand Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	1.00		0.94		1.00	
Flt Protected	0.95		1.00		1.00	
Satd. Flow (prot)	1590		3202		3362	
Flt Permitted	0.95		1.00		1.00	
Satd. Flow (perm)	1590		3202		3362	
Volume (vph)	334	10	1060	664	0	1689
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.81	0.81
Adj. Flow (vph)	375	11	1128	706	0	2085
RTOR Reduction (vph)	1	0	63	0	0	0
Lane Group Flow (vph)	385	0	1771	0	0	2085
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	36.3		81.4			91.9
Effective Green, g (s)	36.3		81.4			91.9
Actuated g/C Ratio	0.27		0.60			0.67
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	424		1914			2268
v/s Ratio Prot	0.24		0.55			0.62
v/s Ratio Perm						
v/c Ratio	0.91		0.93			0.92
Uniform Delay, d1	48.3		24.7			19.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	22.8		8.2			6.6
Delay (s)	71.2		32.8			25.5
Level of Service	E		C			C
Approach Delay (s)	71.2		32.8			25.5
Approach LOS	E		C			C
Intersection Summary						
HCM Average Control Delay		32.7		HCM Level of Service	C	
HCM Volume to Capacity ratio		0.92				
Actuated Cycle Length (s)		136.2		Sum of lost time (s)	8.0	
Intersection Capacity Utilization		77.2%		ICU Level of Service	D	
Analysis Period (min)		15				
c Critical Lane Group						

CVN SEIS Traffic Study
21: Fourth St & Glorietta Blvd
























July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	3543	31	0	2155	280	0	0	1108	0	0	66
Peak Hour Factor	0.25	0.25	0.25	0.99	0.99	0.99	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	14172	124	0	2177	283	0	0	1131	0	0	75
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2480			14316			15075	16734	4826	7082	16654	907
vC1, stage 1 conf vol							14254	14254		2338	2338	
vC2, stage 2 conf vol							821	2480		4744	14316	
vCu, unblocked vol	2480			14316			15075	16734	4826	7082	16654	907
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	73	100	100	72
cM capacity (veh/h)	180			0			0	0	4129	0	0	269
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	5669	5669	2958	871	871	718	1131	75				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	124	0	0	283	1131	75				
cSH	1700	1700	1700	1700	1700	1700	4129	269				
Volume to Capacity	3.33	3.33	1.74	0.51	0.51	0.42	0.27	0.28				
Queue Length 95th (ft)	Err	Err	0	0	0	0	28	28				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	6.2	23.4				
Lane LOS							A	C				
Approach Delay (s)	0.0			0.0			6.2	23.4				
Approach LOS							A	C				
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization		146.4%		ICU Level of Service					H			
Analysis Period (min)			15									

* User Entered Value

CVN SEIS Traffic Study
22: Tarawa Rd & Silver Strand Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.88	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	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1497		1851	1505	1770	3539	1396	1770	3509	
Flt Permitted	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1497		1851	1505	1770	3539	1396	1770	3509	
Volume (vph)	259	66	124	7	49	405	47	934	2	141	1688	82
Peak-hour factor, PHF	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.79	0.79	0.79
Adj. Flow (vph)	264	67	127	8	53	435	52	1026	2	178	2137	104
RTOR Reduction (vph)	0	0	110	0	0	208	0	0	1	0	2	0
Lane Group Flow (vph)	264	67	17	0	61	227	52	1026	1	178	2239	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	22.0	22.0	22.0		25.0	25.0	5.0	76.7	76.7	20.3	92.0	
Effective Green, g (s)	22.0	22.0	22.0		25.0	25.0	5.0	76.7	76.7	20.3	92.0	
Actuated g/C Ratio	0.14	0.14	0.14		0.16	0.16	0.03	0.48	0.48	0.13	0.58	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	243	256	206		289	235	55	1697	669	225	2018	
v/s Ratio Prot	c0.15	0.04			0.03		0.03	0.29		c0.10	c0.64	
v/s Ratio Perm			0.01			c0.15			0.00			
v/c Ratio	1.09	0.26	0.08		0.21	0.97	0.95	0.60	0.00	0.79	1.11	
Uniform Delay, d1	69.0	61.7	60.2		58.9	67.1	77.4	30.5	21.7	67.8	34.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	82.7	0.5	0.2		0.4	49.1	100.6	1.6	0.0	17.1	57.1	
Delay (s)	151.7	62.3	60.4		59.3	116.2	178.0	32.1	21.7	84.9	91.1	
Level of Service	F	E	E		E	F	F	C	C	F	F	
Approach Delay (s)		113.3			109.2			39.1			90.6	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM Average Control Delay	82.5			HCM Level of Service					F			
HCM Volume to Capacity ratio	1.08											
Actuated Cycle Length (s)	160.0			Sum of lost time (s)					16.0			
Intersection Capacity Utilization	83.7%			ICU Level of Service					E			
Analysis Period (min)	15											

c Critical Lane Group
























CVN SEIS Traffic Study
23: Tulagi Rd & Silver Strand Blvd

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Frpb, ped/bikes	1.00		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	1764		3539	1502		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	1764		3539	1502		3539
Volume (vph)	248	11	954	43	0	1792
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.95	0.95
Adj. Flow (vph)	285	13	984	44	0	1886
RTOR Reduction (vph)	3	0	0	17	0	0
Lane Group Flow (vph)	295	0	984	27	0	1886
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	11.2		31.9	31.9		31.9
Effective Green, g (s)	11.2		31.9	31.9		31.9
Actuated g/C Ratio	0.22		0.62	0.62		0.62
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	387		2209	938		2209
v/s Ratio Prot	c0.17		0.28			c0.53
v/s Ratio Perm				0.02		
v/c Ratio	0.76		0.45	0.03		0.85
Uniform Delay, d1	18.7		5.0	3.7		7.7
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	8.6		0.1	0.0		3.4
Delay (s)	27.3		5.1	3.7		11.2
Level of Service	C		A	A		B
Approach Delay (s)	27.3		5.1			11.2
Approach LOS	C		A			B
Intersection Summary						
HCM Average Control Delay	10.7		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.83					
Actuated Cycle Length (s)	51.1		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	70.7%		ICU Level of Service		C	
Analysis Period (min)	15					
c Critical Lane Group						











CVN SEIS Traffic Study
24: Logan Ave & Cesar E Chavez Pkwy

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.95	1.00	1.00	0.92	1.00	0.99	
Flpb, ped/bikes	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	1819		1593	1676	1354	1770	3539	1452	1770	3428	
Flt Permitted	0.69	1.00		0.08	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1241	1819		129	1676	1354	1770	3539	1452	1770	3428	
Volume (vph)	84	282	38	47	85	46	20	345	554	115	356	56
Peak-hour factor, PHF	0.25	0.25	0.25	0.81	0.81	0.81	0.98	0.98	0.98	0.93	0.93	0.93
Adj. Flow (vph)	336	1128	152	58	105	57	20	352	565	124	383	60
RTOR Reduction (vph)	0	5	0	0	0	28	0	0	35	0	12	0
Lane Group Flow (vph)	336	1275	0	58	105	29	20	352	530	124	431	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot		Perm	Prot		
Protected Phases	4			8			5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Effective Green, g (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Actuated g/C Ratio	0.51	0.51		0.51	0.51	0.51	0.02	0.32	0.32	0.06	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	630	924		66	851	688	35	1120	459	104	1219	
v/s Ratio Prot	c0.70			0.06			0.01	0.10		c0.07	c0.13	
v/s Ratio Perm	0.27			0.45		0.02			c0.37			
v/c Ratio	0.53	1.38		0.88	0.12	0.04	0.57	0.31	1.15	1.19	0.35	
Uniform Delay, d1	17.0	25.2		22.4	13.2	12.7	49.8	26.6	35.0	48.2	24.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	177.8		69.1	0.1	0.0	20.6	0.2	91.9	148.9	0.2	
Delay (s)	17.9	203.0		91.5	13.3	12.7	70.3	26.7	126.9	197.1	24.5	
Level of Service	B	F		F	B	B	E	C	F	F	C	
Approach Delay (s)	164.5			33.8			88.1				62.3	
Approach LOS	F			C			F				E	
Intersection Summary												
HCM Average Control Delay			117.1	HCM Level of Service				F				
HCM Volume to Capacity ratio			1.32									
Actuated Cycle Length (s)			102.4	Sum of lost time (s)				16.0				
Intersection Capacity Utilization			70.0%	ICU Level of Service				C				
Analysis Period (min)			15									
c Critical Lane Group												













CVN SEIS Traffic Study
25: National Ave & SR-75 Off-Ramp

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	142	107	0	102	137
Peak Hour Factor	0.93	0.93	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	0	153	118	0	113	152
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLTL		
Median storage veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	138				310	158
vC1, stage 1 conf vol					138	
vC2, stage 2 conf vol					173	
vCu, unblocked vol	138				310	158
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				84	82
cM capacity (veh/h)	1422				692	858
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	153	118	113	152		
Volume Left	0	0	113	0		
Volume Right	0	0	0	152		
cSH	1700	1700	692	858		
Volume to Capacity	0.09	0.07	0.16	0.18		
Queue Length 95th (ft)	0	0	15	16		
Control Delay (s)	0.0	0.0	11.2	10.1		
Lane LOS			B	B		
Approach Delay (s)	0.0	0.0	10.6			
Approach LOS			B			
Intersection Summary						
Average Delay	5.2					
Intersection Capacity Utilization	27.9%			ICU Level of Service	A	
Analysis Period (min)	15					

CVN SEIS Traffic Study
26: Glorietta Blvd & Tenth St

July 2007 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	142	0	0	107	0	0	0	0	99	0	134
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.25	0.25	0.25	0.79	0.79	0.79
Hourly flow rate (vph)	0	175	0	0	120	0	0	0	0	125	0	170
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None				
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	140			195			505	336	215	336	336	160
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140			195			505	336	215	336	336	160
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	78	100	80
cM capacity (veh/h)	1419			1355			361	566	797	583	566	856
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	175	120	0	295								
Volume Left	0	0	0	125								
Volume Right	0	0	0	170								
cSH	1419	1355	1700	714								
Volume to Capacity	0.00	0.00	0.00	0.41								
Queue Length 95th (ft)	0	0	0	51								
Control Delay (s)	0.0	0.0	0.0	13.6								
Lane LOS			A	B								
Approach Delay (s)	0.0	0.0	0.0	13.6								
Approach LOS			A	B								
Intersection Summary												
Average Delay	6.8											
Intersection Capacity Utilization	34.3%			ICU Level of Service					A			
Analysis Period (min)	15											

CVN Homeport at NBC
1: First St & Alameda Blvd

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	71	50	5	567	444	5
Peak Hour Factor	0.78	0.78	0.73	0.73	0.84	0.84
Hourly flow rate (vph)	91	64	7	777	529	6
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	91	64	784	529	6	
Volume Left (vph)	0	0	7	529	0	
Volume Right (vph)	0	64	0	0	6	
Hadj (s)	0.03	-0.67	0.04	0.53	-0.67	
Departure Headway (s)	7.6	6.9	6.5	7.2	6.1	
Degree Utilization, x	0.19	0.12	1.42	1.06	0.01	
Capacity (veh/h)	467	514	564	505	585	
Control Delay (s)	11.2	9.7	217.6	84.1	7.9	
Approach Delay (s)	10.6		217.6	83.3		
Approach LOS	B		F	F		
Intersection Summary						
Delay			147.0			
HCM Level of Service			F			
Intersection Capacity Utilization			65.1%	ICU Level of Service	C	
Analysis Period (min)			15			

CVN Homeport at NBC
2: Third St & Alameda Blvd




















2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑				↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0				4.0
Lane Util. Factor					0.91	1.00	1.00					1.00
Flpb, ped/bikes					1.00	1.00	1.00					0.99
Flpb, ped/bikes					1.00	0.98	1.00					1.00
Frt					0.99	1.00	1.00					0.96
Flt Protected					1.00	0.95	1.00					1.00
Satd. Flow (prot)					4999	1729	1863					1763
Flt Permitted					1.00	0.69	1.00					1.00
Satd. Flow (perm)					4999	1250	1863					1763
Volume (vph)	0	0	0	17	2657	223	137	17	0	0	44	20
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.86	0.86	0.86	0.59	0.59	0.59
Adj. Flow (vph)	0	0	0	19	2985	251	159	20	0	0	75	34
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	3244	0	159	20	0	0	107	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type					Perm		Perm					
Protected Phases						8		2				6
Permitted Phases					8		2					
Actuated Green, G (s)						51.6		13.1	13.1			13.1
Effective Green, g (s)						51.1		12.6	12.6			12.6
Actuated g/C Ratio						0.71		0.18	0.18			0.18
Clearance Time (s)						3.5		3.5	3.5			3.5
Vehicle Extension (s)						3.0		3.0	3.0			3.0
Lane Grp Cap (vph)						3563		220	327			310
v/s Ratio Prot								0.01				0.06
v/s Ratio Perm						0.65		c0.13				
v/c Ratio						0.91		0.72	0.06			0.35
Uniform Delay, d1						8.4		27.9	24.6			25.9
Progression Factor						1.00		1.00	1.00			1.00
Incremental Delay, d2						4.0		11.1	0.1			0.7
Delay (s)						12.4		39.0	24.7			26.6
Level of Service						B		D	C			C
Approach Delay (s)		0.0			12.4			37.4				26.6
Approach LOS		A			B			D				C
Intersection Summary												
HCM Average Control Delay					14.1			HCM Level of Service		B		
HCM Volume to Capacity ratio					0.87							
Actuated Cycle Length (s)					71.7			Sum of lost time (s)		8.0		
Intersection Capacity Utilization					83.0%			ICU Level of Service		E		
Analysis Period (min)					15							

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  								 		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frpb, ped/bikes		0.99						0.99		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		0.99	1.00	
Frt		0.97						0.95		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4903						1746		1758	1863	
Flt Permitted		1.00						1.00		0.61	1.00	
Satd. Flow (perm)		4903						1746		1123	1863	
Volume (vph)	11	425	101	0	0	0	0	118	80	41	57	0
Peak-hour factor, PHF	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73
Adj. Flow (vph)	12	483	115	0	0	0	0	146	99	56	78	0
RTOR Reduction (vph)	0	74	0	0	0	0	0	67	0	0	0	0
Lane Group Flow (vph)	0	536	0	0	0	0	0	178	0	56	78	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm						Perm					
Protected Phases	4						2					
Permitted Phases	4						6					
Actuated Green, G (s)	9.2						8.4					
Effective Green, g (s)	9.2						8.4					
Actuated g/C Ratio	0.36						0.33					
Clearance Time (s)	4.0						4.0					
Vehicle Extension (s)	3.0						3.0					
Lane Grp Cap (vph)	1762						573					
v/s Ratio Prot							c0.10					
v/s Ratio Perm	0.11						0.05					
v/c Ratio	0.30						0.31					
Uniform Delay, d1	5.9						6.4					
Progression Factor	1.00						1.00					
Incremental Delay, d2	0.1						0.3					
Delay (s)	6.0						6.7					
Level of Service	A						A					
Approach Delay (s)	6.0						6.7					
Approach LOS	A						A					
Intersection Summary												
HCM Average Control Delay	6.2						HCM Level of Service			A		
HCM Volume to Capacity ratio	0.31											
Actuated Cycle Length (s)	25.6						Sum of lost time (s)			8.0		
Intersection Capacity Utilization	83.0%						ICU Level of Service			E		
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	59	869	31	60	5
Peak Hour Factor	0.62	0.62	0.87	0.87	0.76	0.76
Hourly flow rate (vph)	0	95	999	36	79	7
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1054				1152	1057
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1054				1152	1057
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				63	98
cM capacity (veh/h)	649				211	264
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	95	1034	86			
Volume Left	0	0	79			
Volume Right	0	36	7			
cSH	649	1700	215			
Volume to Capacity	0.00	0.61	0.40			
Queue Length 95th (ft)	0	0	45			
Control Delay (s)	0.0	0.0	32.4			
Lane LOS			D			
Approach Delay (s)	0.0	0.0	32.4			
Approach LOS			D			
Intersection Summary						
Average Delay	2.3					
Intersection Capacity Utilization	62.8%					
ICU Level of Service	B					
Analysis Period (min)	15					

CVN Homeport at NBC
5: First St & D Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	107	0	3	575	0	1	0	4	0	2	1
Peak Hour Factor	0.76	0.76	0.76	0.79	0.79	0.79	0.62	0.62	0.62	0.25	0.25	0.25
Hourly flow rate (vph)	0	141	0	4	728	0	2	0	6	0	8	4
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)				442								
pX, platoon unblocked	0.92						0.92	0.92		0.92	0.92	0.92
vC, conflicting volume	748			161			924	916	181	923	916	768
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	727			161			918	909	181	916	909	749
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	99	100	97	99
cM capacity (veh/h)	796			1395			211	245	833	218	245	368
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	141	732	8	12								
Volume Left	0	4	2	0								
Volume Right	0	0	6	4								
cSH	796	1395	525	276								
Volume to Capacity	0.00	0.00	0.02	0.04								
Queue Length 95th (ft)	0	0	1	3								
Control Delay (s)	0.0	0.1	12.0	18.7								
Lane LOS		A	B	C								
Approach Delay (s)	0.0	0.1	12.0	18.7								
Approach LOS		B	C									
Intersection Summary												
Average Delay		0.4										
Intersection Capacity Utilization		47.5%		ICU Level of Service		A						
Analysis Period (min)		15										






















CVN Homeport at NBC
6: Third St & D Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕				↕
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	34	2958	0	16	16	0	0	56	2
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.62	0.62	0.62	0.44	0.44	0.44
Hourly flow rate (vph)	0	0	0	37	3251	0	26	26	0	0	127	5
Pedestrians	20			20			20			20		
Lane Width (ft)	0.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	0			2			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)				432								
pX, platoon unblocked	0.28						0.28	0.28		0.28	0.28	0.28
vC, conflicting volume	3271			20			1266	3365	40	3378	3365	1124
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3977			20			0	4319	40	4366	4319	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			0	0	100	0	0	98
cM capacity (veh/h)	12			1568			0	0	989	0	0	295
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	850	1625	813	52	132							
Volume Left	37	0	0	26	0							
Volume Right	0	0	0	0	5							
cSH	1568	1700	1700	0	0							
Volume to Capacity	0.02	0.96	0.48	Err	285.85							
Queue Length 95th (ft)	2	0	0	Err	Err							
Control Delay (s)	0.6	0.0	0.0	Err	Err							
Lane LOS	A			F	F							
Approach Delay (s)	0.2			Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay		Err										
Intersection Capacity Utilization		77.5%		ICU Level of Service		D						
Analysis Period (min)		15										

















CVN Homeport at NBC
7: Fourth St & D Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						  			  	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	785	4	0	0	0	0	31	18	22	63	0
Peak Hour Factor	0.86	0.86	0.86	0.25	0.25	0.25	0.69	0.69	0.69	0.44	0.44	0.44
Hourly flow rate (vph)	2	913	5	0	0	0	0	45	26	50	143	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			0			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					434							
pX, platoon unblocked												
vC, conflicting volume	20			937			1031	960	347	397	962	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			937			1031	960	347	397	962	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	82	96	88	42	100
cM capacity (veh/h)	1568			714			95	246	639	424	246	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1							
Volume Total	231	456	233	71	193							
Volume Left	2	0	0	0	50							
Volume Right	0	0	5	26	0							
cSH	1568	1700	1700	318	276							
Volume to Capacity	0.00	0.27	0.14	0.22	0.70							
Queue Length 95th (ft)	0	0	0	21	120							
Control Delay (s)	0.1	0.0	0.0	19.5	43.7							
Lane LOS	A			C	E							
Approach Delay (s)	0.0			19.5	43.7							
Approach LOS				C	E							
Intersection Summary												
Average Delay				8.3								
Intersection Capacity Utilization	35.5%			ICU Level of Service			A					
Analysis Period (min)	15											












CVN Homeport at NBC
8: Sixth St & D Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	   											
Sign Control	Stop											
Volume (vph)	2	40	16	13	61	9	17	53	11	13	52	4
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.51	0.51	0.51
Hourly flow rate (vph)	2	48	19	15	72	11	19	59	12	25	102	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	69	98	90	135								
Volume Left (vph)	2	15	19	25								
Volume Right (vph)	19	11	12	8								
Hadj (s)	-0.12	0.00	-0.01	0.04								
Departure Headway (s)	4.4	4.5	4.4	4.4								
Degree Utilization, x	0.08	0.12	0.11	0.17								
Capacity (veh/h)	759	749	770	771								
Control Delay (s)	7.8	8.1	8.0	8.3								
Approach Delay (s)	7.8	8.1	8.0	8.3								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.1											
HCM Level of Service	A											
Intersection Capacity Utilization	28.0%			ICU Level of Service			A					
Analysis Period (min)	15											

CVN Homeport at NBC
9: First St & Orange Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		0.99	1.00	0.98	1.00
Frt	0.89		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1460		1579	1676	1565	1372
Flt Permitted	1.00		0.67	1.00	0.95	1.00
Satd. Flow (perm)	1460		1106	1676	1565	1372
Volume (vph)	18	90	74	253	323	26
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	24	120	83	284	404	32
RTOR Reduction (vph)	80	0	0	0	0	20
Lane Group Flow (vph)	64	0	83	284	404	12
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2 2	
Actuated Green, G (s)	9.4		9.4	9.4	10.8	10.8
Effective Green, g (s)	9.4		9.4	9.4	10.8	10.8
Actuated g/C Ratio	0.33		0.33	0.33	0.38	0.38
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	487		369	559	599	525
v/s Ratio Prot	0.04			c0.17		
v/s Ratio Perm			0.08		c0.26	0.01
v/c Ratio	0.13		0.22	0.51	0.67	0.02
Uniform Delay, d1	6.6		6.8	7.5	7.2	5.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1		0.3	0.7	3.0	0.0
Delay (s)	6.7		7.1	8.3	10.2	5.4
Level of Service	A		A	A	B	A
Approach Delay (s)	6.7			8.0	9.9	
Approach LOS	A			A	A	
Intersection Summary						
HCM Average Control Delay			8.7	HCM Level of Service		A
HCM Volume to Capacity ratio			0.60			
Actuated Cycle Length (s)			28.2	Sum of lost time (s)		8.0
Intersection Capacity Utilization			37.9%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔↔↔		↔	↔↔			↔↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Frt				1.00	0.99		1.00	1.00			0.99	
Flt Protected				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (prot)				1522	4694		1770	3539			3495	
Flt Permitted				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (perm)				1522	4694		1770	3539			3495	
Volume (vph)	0	0	0	1738	2708	268	119	155	0	0	273	16
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	1829	2851	282	137	178	0	0	307	18
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	0	0	1209	3748	0	137	178	0	0	322	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Split		Prot						
Protected Phases				8	8	5		2	6			
Permitted Phases												
Actuated Green, G (s)				129.0	129.0	13.0		33.0	16.0			
Effective Green, g (s)				129.0	129.0	13.0		33.0	16.0			
Actuated g/C Ratio				0.76	0.76	0.08		0.19	0.09			
Clearance Time (s)				4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)				1155	3562	135		687	329			
v/s Ratio Prot				0.79	c0.80	c0.08		0.05	c0.09			
v/s Ratio Perm												
v/c Ratio				1.05	1.05	1.01		0.26	0.98			
Uniform Delay, d1				20.5	20.5	78.5		58.1	76.8			
Progression Factor				1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2				39.6	31.2	81.4		0.2	43.5			
Delay (s)				60.1	51.7	159.9		58.3	120.4			
Level of Service				E	D	F		E	F			
Approach Delay (s)	0.0			53.7				102.5	120.4			
Approach LOS	A			D				F	F			
Intersection Summary												
HCM Average Control Delay	60.3			HCM Level of Service					E			
HCM Volume to Capacity ratio	1.04											
Actuated Cycle Length (s)	170.0			Sum of lost time (s)					12.0			
Intersection Capacity Utilization	105.4%			ICU Level of Service					G			
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
11: Fourth St & Orange Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑	↑	↑↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.91	1.00					0.91	0.91	0.97	0.95	
Frpb, ped/bikes		1.00	0.97					0.99	0.96	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					0.95	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5081	1539					3186	1388	3433	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5081	1539					3186	1388	3433	3539	
Volume (vph)	12	719	92	0	0	0	0	279	302	531	1554	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	14	836	107	0	0	0	0	310	336	559	1636	0
RTOR Reduction (vph)	0	0	28	0	0	0	0	30	30	0	0	0
Lane Group Flow (vph)	0	850	79	0	0	0	0	430	156	559	1636	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Perm	Prot			
Protected Phases	4	4						2	1	6		
Permitted Phases			4						2			
Actuated Green, G (s)		19.2	19.2					15.4	15.4	20.5	39.9	
Effective Green, g (s)		19.2	19.2					15.4	15.4	20.5	39.9	
Actuated g/C Ratio		0.29	0.29					0.23	0.23	0.31	0.59	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		1454	440					731	319	1049	2104	
v/s Ratio Prot		c0.17						0.13		0.16	c0.46	
v/s Ratio Perm			0.05						0.11			
v/c Ratio		0.58	0.18					0.59	0.49	0.53	0.78	
Uniform Delay, d1		20.5	18.0					23.0	22.4	19.3	10.3	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.6	0.2					1.2	1.2	0.5	1.9	
Delay (s)		21.1	18.2					24.2	23.6	19.9	12.1	
Level of Service		C	B					C	C	B	B	
Approach Delay (s)		20.8			0.0			24.1			14.1	
Approach LOS		C			A			C			B	
Intersection Summary												
HCM Average Control Delay		17.5								B		
HCM Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		67.1								8.0		
Intersection Capacity Utilization		105.4%								G		
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑↑			↑↑	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	18	17	4	14	3	11	544	6	27	1676	30
Peak Hour Factor	0.73	0.73	0.73	0.58	0.58	0.58	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	7	25	23	7	24	5	12	591	7	29	1783	32
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.62	0.62	0.60	0.62	0.62	0.95	0.60			0.95		
vC, conflicting volume	2233	2518	947	1643	2531	339	1835			618		
vC1, stage 1 conf vol	1876	1876		638	638							
vC2, stage 2 conf vol	357	642		1005	1892							
vCu, unblocked vol	2145	2605	232	1192	2625	255	1723			548		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	66	95	97	59	99	94			97		
cM capacity (veh/h)	46	72	443	198	58	685	213			952		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	55	36	308	302	920	923						
Volume Left	7	7	12	0	29	0						
Volume Right	23	5	0	7	0	32						
cSH	101	80	213	1700	952	1700						
Volume to Capacity	0.55	0.46	0.06	0.18	0.03	0.54						
Queue Length 95th (ft)	63	47	4	0	2	0						
Control Delay (s)	77.2	83.6	2.4	0.0	0.8	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	77.2	83.6	1.2		0.4							
Approach LOS	F	F										
Intersection Summary												
Average Delay		3.4										
Intersection Capacity Utilization		81.5%			ICU Level of Service					D		
Analysis Period (min)		15										

CVN Homeport at NBC
13: Sixth St & Orange Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.91		1.00	0.99		1.00	1.00	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1549			1488		1593	3337		1593	3345	
Flt Permitted		0.84			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1316			1463		1593	3337		1593	3345	
Volume (vph)	14	21	21	5	15	39	23	506	18	28	1630	40
Peak-hour factor, PHF	0.68	0.68	0.68	0.48	0.48	0.48	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	21	31	31	10	31	81	25	556	20	29	1716	42
RTOR Reduction (vph)	0	15	0	0	49	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	68	0	0	73	0	25	574	0	29	1757	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		7.8			7.8		2.1	41.2		14.2	53.3	
Effective Green, g (s)		7.8			7.8		2.1	41.2		14.2	53.3	
Actuated g/C Ratio		0.10			0.10		0.03	0.55		0.19	0.71	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		137			152		44	1828		301	2371	
v/s Ratio Prot							c0.02	0.17		0.02	c0.53	
v/s Ratio Perm		c0.05			0.05							
v/c Ratio		0.49			0.48		0.57	0.31		0.10	0.74	
Uniform Delay, d1		31.8			31.8		36.1	9.3		25.2	6.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.8			2.4		15.7	0.1		0.1	1.3	
Delay (s)		34.6			34.1		51.8	9.4		25.3	8.0	
Level of Service		C			C		D	A		C	A	
Approach Delay (s)		34.6			34.1		11.1			8.3		
Approach LOS		C			C		B			A		
Intersection Summary												
HCM Average Control Delay		11.0					HCM Level of Service		B			
HCM Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		75.2					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		67.0%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	1.00		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1528			1535		1593	3338		1593	3338	
Flt Permitted		0.88			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1367			1461		1593	3338		1593	3338	
Volume (vph)	35	25	42	6	12	14	72	443	15	32	1404	49
Peak-hour factor, PHF	0.95	0.95	0.95	0.65	0.65	0.65	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	37	26	44	9	18	22	76	466	16	35	1543	54
RTOR Reduction (vph)	0	16	0	0	19	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	91	0	0	30	0	76	481	0	35	1596	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		10.9			10.9		6.3	52.8		2.5	49.0	
Effective Green, g (s)		10.9			10.9		6.3	52.8		2.5	49.0	
Actuated g/C Ratio		0.14			0.14		0.08	0.68		0.03	0.63	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		191			204		128	2254		51	2092	
v/s Ratio Prot							c0.05	0.14		0.02	c0.48	
v/s Ratio Perm		c0.07			0.02							
v/c Ratio		0.47			0.15		0.59	0.21		0.69	0.76	
Uniform Delay, d1		31.0			29.6		34.7	4.8		37.5	10.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.9			0.3		7.2	0.0		32.0	1.7	
Delay (s)		32.9			29.9		41.9	4.9		69.4	12.1	
Level of Service		C			C		D	A		E	B	
Approach Delay (s)		32.9			29.9		9.9			13.4		
Approach LOS		C			C		A			B		
Intersection Summary												
HCM Average Control Delay		13.8					HCM Level of Service		B			
HCM Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		78.2					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		70.2%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flpb, 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		0.98			0.96		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1597			1559		1593	3356		1593	3337	
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1597			1559		1593	3356		1593	3337	
Volume (vph)	37	22	8	6	5	5	21	451	4	14	1393	47
Peak-hour factor, PHF	0.68	0.68	0.68	0.62	0.62	0.62	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	54	32	12	10	8	8	23	485	4	15	1531	52
RTOR Reduction (vph)	0	4	0	0	7	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	94	0	0	19	0	23	488	0	15	1582	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8		8	5		2	1		6
Permitted Phases												
Actuated Green, G (s)		9.7			9.7		1.9	49.5		18.4	66.0	
Effective Green, g (s)		9.7			9.7		1.9	49.5		18.4	66.0	
Actuated g/C Ratio		0.09			0.09		0.02	0.48		0.18	0.64	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		150			146		29	1608		284	2132	
v/s Ratio Prot		c0.06			c0.01		c0.01	0.15		0.01	c0.47	
v/s Ratio Perm												
v/c Ratio		0.63			0.13		0.79	0.30		0.05	0.74	
Uniform Delay, d1		45.1			42.9		50.5	16.4		35.2	12.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		8.0			0.4		83.5	0.1		0.1	1.4	
Delay (s)		53.1			43.3		134.0	16.5		35.3	14.2	
Level of Service		D			D		F	B		D	B	
Approach Delay (s)		53.1			43.3			21.8			14.4	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM Average Control Delay		18.1										
HCM Volume to Capacity ratio		0.66										
Actuated Cycle Length (s)		103.3								16.0		
Intersection Capacity Utilization		59.9%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	Free			Free	
Grade		0%			0%		0%	0%			0%	
Volume (veh/h)	0	0	0	0	0	19	0	4719	0	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.50	0.50	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	21	0	5129	0	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1750	5169	40	5169	5169	1730	20			5149		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1750	5169	40	5169	5169	1730	20			5149		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	73	100			100		
cM capacity (veh/h)	39	0	1005	0	0	76	1595			14		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	21	1710	1710	1710								
Volume Left	0	0	0	0								
Volume Right	21	0	0	0								
cSH	76	1700	1700	1700								
Volume to Capacity	0.27	1.01	1.01	1.01								
Queue Length 95th (ft)	25	0	0	0								
Control Delay (s)	69.2	0.0	0.0	0.0								
Lane LOS	F											
Approach Delay (s)	69.2	0.0										
Approach LOS	F											
Intersection Summary												
Average Delay		0.3										
Intersection Capacity Utilization		101.2%										
Analysis Period (min)		15										
ICU Level of Service		G										

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.88		1.00	1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes	1.00	0.92		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.98	1.00		0.97	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.99	1.00		1.00	1.00		1.00	1.00	
Flt Protected	0.97	1.00		0.97	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1591	2434		1560			1593	3349		1593	3342	
Flt Permitted	0.84	1.00		0.80			0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1378	2434		1293			1593	3349		1593	3342	
Volume (vph)	13	7	115	21	7	2	859	426	7	15	1353	32
Peak-hour factor, PHF	0.82	0.82	0.82	0.64	0.64	0.64	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	16	9	140	33	11	3	904	448	7	16	1455	34
RTOR Reduction (vph)	0	0	124	0	2	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	25	16	0	45	0	904	454	0	16	1488	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm		Prot		Prot		Prot			
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	17.3	17.3		17.3			68.9	121.7		3.4	56.2	
Effective Green, g (s)	17.3	17.3		17.3			68.9	121.7		3.4	56.2	
Actuated g/C Ratio	0.11	0.11		0.11			0.45	0.79		0.02	0.36	
Clearance Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	154	273		145			711	2640		35	1216	
v/s Ratio Prot							c0.57	0.14		0.01	c0.45	
v/s Ratio Perm	0.02	0.01		c0.03								
v/c Ratio	0.16	0.06		0.31			1.27	0.17		0.46	1.22	
Uniform Delay, d1	62.0	61.3		63.1			42.8	4.0		74.6	49.1	
Progression Factor	1.00	1.00		1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.1		1.2			133.0	0.0		9.2	108.1	
Delay (s)	62.5	61.4		64.3			175.8	4.0		83.8	157.2	
Level of Service	E	E		E			F	A		F	F	
Approach Delay (s)	61.5			64.3			118.3			156.4		
Approach LOS	E			E			F			F		
Intersection Summary												
HCM Average Control Delay		133.1							F			
HCM Volume to Capacity ratio		1.14										
Actuated Cycle Length (s)		154.4						12.0				
Intersection Capacity Utilization		110.5%							H			
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	1109	159	0	0	4704	0	0	229	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.84	0.84	0.84	0.25	0.25	0.25
Hourly flow rate (vph)	0	1275	183	0	0	5004	0	0	273	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			0	
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			1477			1406	1406	556	738	1497	40
vC1, stage 1 conf vol							1386	1386		20	20	
vC2, stage 2 conf vol							20	20		718	1477	
vCu, unblocked vol	20			1477			1406	1406	556	738	1497	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	41	100	100	100
cM capacity (veh/h)	1595			444			99	135	459	104	122	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	510	510	438	1668	1668	1668	273					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	183	1668	1668	1668	273					
cSH	1700	1700	1700	1700	1700	1700	459					
Volume to Capacity	0.30	0.30	0.26	0.98	0.98	0.98	0.59					
Queue Length 95th (ft)	0	0	0	0	0	0	95					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	23.7					
Lane LOS							C					
Approach Delay (s)	0.0			0.0			23.7					
Approach LOS							C					
Intersection Summary												
Average Delay		1.0										
Intersection Capacity Utilization		115.0%					ICU Level of Service		H			
Analysis Period (min)		15										

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	604	133	30	3	0	259
Peak Hour Factor	0.87	0.87	0.80	0.80	0.81	0.81
Hourly flow rate (vph)	694	153	38	4	0	320
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	61				1621	79
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	61				1621	79
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	54				100	66
cM capacity (veh/h)	1516				59	949
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	847	41	320			
Volume Left	694	0	0			
Volume Right	0	4	320			
cSH	1516	1700	949			
Volume to Capacity	0.46	0.02	0.34			
Queue Length 95th (ft)	62	0	37			
Control Delay (s)	8.5	0.0	10.7			
Lane LOS	A		B			
Approach Delay (s)	8.5	0.0	10.7			
Approach LOS			B			
Intersection Summary						
Average Delay			8.8			
Intersection Capacity Utilization		71.7%		ICU Level of Service		C
Analysis Period (min)		15				













CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.95		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1582		3238		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1582		3238		3362	
Volume (vph)	290	18	1315	631	0	1459
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.77	0.77
Adj. Flow (vph)	349	22	1445	693	0	1895
RTOR Reduction (vph)	2	0	36	0	0	0
Lane Group Flow (vph)	369	0	2102	0	0	1895
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	38.0		104.0			114.0
Effective Green, g (s)	38.0		104.0			114.0
Actuated g/C Ratio	0.24		0.65			0.71
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	376		2105			2395
v/s Ratio Prot	c0.23		c0.65			c0.56
v/s Ratio Perm						
v/c Ratio	0.98		1.00			0.79
Uniform Delay, d1	60.7		27.9			15.2
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	41.5		19.1			1.9
Delay (s)	102.2		47.0			17.0
Level of Service	F		D			B
Approach Delay (s)	102.2		47.0			17.0
Approach LOS	F		D			B
Intersection Summary						
HCM Average Control Delay		38.8		HCM Level of Service		D
HCM Volume to Capacity ratio		0.99				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)		12.0
Intersection Capacity Utilization		81.1%		ICU Level of Service		D
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd























2015 1 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1293	33	0	4703	514	0	0	429	0	0	4
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.90	0.90	0.90	0.94	0.94	0.94
Hourly flow rate (vph)	0	5172	132	0	5112	559	0	0	477	0	0	4
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	5691			5324			6986	10949	1830	7155	10735	2023
vC1, stage 1 conf vol							5258	5258		5411	5411	
vC2, stage 2 conf vol							1728	5691		1744	5324	
vCu, unblocked vol	5691			5324			6986	10949	1830	7155	10735	2023
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	77	100	100	91
cM capacity (veh/h)	8			12			0	0	2063	0	0	47
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	2069	2069	1166	2045	2045	1581	477	4				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	132	0	0	559	477	4				
cSH	1700	1700	1700	1700	1700	1700	2063	47				
Volume to Capacity	1.22	1.22	0.69	1.20	1.20	0.93	0.23	0.09				
Queue Length 95th (ft)	0	0	0	0	0	0	22	7				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	7.3	89.4				
Lane LOS							A	F				
Approach Delay (s)	0.0			0.0			7.3	89.4				
Approach LOS							A	F				
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			117.4%		ICU Level of Service					H		
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.76		1.00	0.95	1.00	1.00	0.89	1.00	0.99	
Flpb, ped/bikes	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	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3283	
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3283	
Volume (vph)	31	33	13	5	80	163	199	1637	3	393	680	446
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83	0.33	0.33	0.33
Adj. Flow (vph)	34	37	14	5	88	179	240	1972	4	1191	2061	1352
RTOR Reduction (vph)	0	0	14	0	0	158	0	0	1	0	63	0
Lane Group Flow (vph)	34	37	0	0	93	21	240	1972	3	1191	3350	0
Confl. Peds. (#/hr)	20	20		20	20		20	20		20	20	
Turn Type	Split	Perm		Split	Perm		Prot	Perm		Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases	4			8			2					
Actuated Green, G (s)	4.0	4.0	4.0	18.3		18.3	13.0	56.1	56.1	59.2	102.3	
Effective Green, g (s)	4.0	4.0	4.0	18.3		18.3	13.0	56.1	56.1	59.2	102.3	
Actuated g/C Ratio	0.03	0.03	0.03	0.12		0.12	0.08	0.37	0.37	0.39	0.67	
Clearance Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	46	49	31	221	180	150	1293	512	682	2187		
v/s Ratio Prot	0.02	c0.02		c0.05		0.14		0.56	c0.67		c1.02	
v/s Ratio Perm	0.00			0.01			0.00					
v/c Ratio	0.74	0.76	0.01	0.42	0.12	1.60	1.53	0.01	1.75	1.53		
Uniform Delay, d1	74.3	74.3	72.9	62.7	60.4	70.3	48.8	31.0	47.2	25.6		
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	46.3	48.1	0.2	1.3	0.3	298.9	240.3	0.0	341.9	241.6		
Delay (s)	120.6	122.4	73.0	64.0	60.7	369.2	289.0	31.0	389.1	267.3		
Level of Service	F	F	E	E	E	F	F	C	F	F		
Approach Delay (s)	113.5			61.9			297.3			298.8		
Approach LOS	F			E			F			F		
Intersection Summary												
HCM Average Control Delay	287.1			HCM Level of Service				F				
HCM Volume to Capacity ratio	1.44											
Actuated Cycle Length (s)	153.6			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	91.4%			ICU Level of Service				F				
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	0.99		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.96		1.00	1.00		1.00
Satd. Flow (prot)	1744		3539	1512		3539
Flt Permitted	0.96		1.00	1.00		1.00
Satd. Flow (perm)	1744		3539	1512		3539
Volume (vph)	41	3	1838	408	0	678
Peak-hour factor, PHF	0.84	0.84	0.90	0.90	0.94	0.94
Adj. Flow (vph)	49	4	2042	453	0	721
RTOR Reduction (vph)	4	0	0	110	0	0
Lane Group Flow (vph)	49	0	2042	343	0	721
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	1.9		31.0	31.0		31.0
Effective Green, g (s)	1.9		31.0	31.0		31.0
Actuated g/C Ratio	0.05		0.76	0.76		0.76
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	81		2682	1146		2682
v/s Ratio Prot	c0.03		c0.58			0.20
v/s Ratio Perm				0.23		
v/c Ratio	0.61		0.76	0.30		0.27
Uniform Delay, d1	19.1		2.8	1.6		1.5
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	12.2		1.3	0.1		0.1
Delay (s)	31.3		4.2	1.7		1.6
Level of Service	C		A	A		A
Approach Delay (s)	31.3		3.7			1.6
Approach LOS	C		A			A
Intersection Summary						
HCM Average Control Delay		3.7		HCM Level of Service		A
HCM Volume to Capacity ratio		0.75				
Actuated Cycle Length (s)		40.9		Sum of lost time (s)		8.0
Intersection Capacity Utilization		65.7%		ICU Level of Service		C
Analysis Period (min)		15				

c Critical Lane Group

CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy







2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↗	↖	↗	↖	↖	↗	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	0.98	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1742	1724		1586	1676	1383	1745	3539	1505	1770	3425	
Flt Permitted	0.69	1.00		0.19	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1271	1724		316	1676	1383	1745	3539	1505	1770	3425	
Volume (vph)	50	97	70	48	82	38	11	109	200	103	412	80
Peak-hour factor, PHF	0.25	0.25	0.25	0.83	0.83	0.83	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	200	388	280	58	99	46	12	118	217	107	429	83
RTOR Reduction (vph)	0	43	0	0	0	26	0	0	166	0	27	0
Lane Group Flow (vph)	200	625	0	58	99	20	12	118	51	107	485	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm		Perm	Prot	Perm		Prot		
Protected Phases			4			8		5		2		6
Permitted Phases	4			8		8				2		
Actuated Green, G (s)	21.1	21.1		21.1	21.1	21.1	0.6	11.3	11.3	3.7	14.4	
Effective Green, g (s)	21.1	21.1		21.1	21.1	21.1	0.6	11.3	11.3	3.7	14.4	
Actuated g/C Ratio	0.44	0.44		0.44	0.44	0.44	0.01	0.23	0.23	0.08	0.30	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	558	756		139	735	607	22	831	354	136	1025	
v/s Ratio Prot		c0.36			0.06		0.01	0.03		c0.06	c0.14	
v/s Ratio Perm	0.16			0.18		0.01			0.03			
v/c Ratio	0.36	0.83		0.42	0.13	0.03	0.55	0.14	0.14	0.79	0.47	
Uniform Delay, d1	9.0	11.9		9.3	8.1	7.7	23.6	14.6	14.6	21.8	13.8	
Progression Factor	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	7.4		2.0	0.1	0.0	24.9	0.1	0.2	25.2	0.3	
Delay (s)	9.4	19.3		11.3	8.1	7.7	48.5	14.6	14.8	47.0	14.1	
Level of Service	A	B		B	A	A	D	B	B	D	B	
Approach Delay (s)		17.0			8.9			15.9			19.8	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM Average Control Delay		16.9		HCM Level of Service				B				
HCM Volume to Capacity ratio		0.72										
Actuated Cycle Length (s)		48.1		Sum of lost time (s)				12.0				
Intersection Capacity Utilization		41.7%		ICU Level of Service				A				
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	74	104	0	18	106
Peak Hour Factor	0.88	0.88	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	0	84	108	0	21	123
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLT		
Median storage (veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	128				232	148
vC1, stage 1 conf vol					128	
vC2, stage 2 conf vol					104	
vCu, unblocked vol	128				232	148
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	86
cM capacity (veh/h)	1433				741	869
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	84	108	21	123		
Volume Left	0	0	21	0		
Volume Right	0	0	0	123		
cSH	1700	1700	741	869		
Volume to Capacity	0.05	0.06	0.03	0.14		
Queue Length 95th (ft)	0	0	2	12		
Control Delay (s)	0.0	0.0	10.0	9.8		
Lane LOS			A	A		
Approach Delay (s)	0.0	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			26.8%	ICU Level of Service		A
Analysis Period (min)			15			

CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2015 1 Carrier
Timing Plan: AM PEAK-HOUR

Intersection Sign configuration not allowed in HCM analysis.

CVN Homeport at NBC
1: First St & Alameda Blvd

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	742	495	39	72	55	0
Peak Hour Factor	0.89	0.89	0.84	0.84	0.86	0.86
Hourly flow rate (vph)	834	556	46	86	64	0
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	834	556	132	64	0	
Volume Left (vph)	0	0	46	64	0	
Volume Right (vph)	0	556	0	0	0	
Hadj (s)	0.03	-0.67	0.10	0.53	0.00	
Departure Headway (s)	4.9	4.2	5.5	7.6	7.0	
Degree Utilization, x	1.14	0.65	0.20	0.13	0.00	
Capacity (veh/h)	724	847	645	457	501	
Control Delay (s)	97.7	13.6	9.9	10.5	8.8	
Approach Delay (s)	64.0		9.9	10.5		
Approach LOS	F		A	B		
Intersection Summary						
Delay			57.4			
HCM Level of Service			F			
Intersection Capacity Utilization			53.9%		ICU Level of Service	A
Analysis Period (min)			15			

CVN Homeport at NBC
2: Third St & Alameda Blvd

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑				↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					0.91		1.00	1.00				1.00
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Flpb, ped/bikes					1.00		0.99	1.00				1.00
Frt					0.99		1.00	1.00				1.00
Flt Protected					0.99		0.95	1.00				1.00
Satd. Flow (prot)					4987		1760	1863				1854
Flt Permitted					0.99		0.33	1.00				1.00
Satd. Flow (perm)					4987		611	1863				1854
Volume (vph)	0	0	0	144	584	31	52	39	0	0	449	14
Peak-hour factor, PHF	0.25	0.25	0.25	0.91	0.91	0.91	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	158	642	34	65	49	0	0	499	16
RTOR Reduction (vph)	0	0	0	0	12	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	0	0	0	822	0	65	49	0	0	512	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type				Perm		Perm						
Protected Phases					8		2				6	
Permitted Phases				8		2						
Actuated Green, G (s)					11.9		13.1	13.1			13.1	
Effective Green, g (s)					11.9		13.1	13.1			13.1	
Actuated g/C Ratio					0.36		0.40	0.40			0.40	
Clearance Time (s)					4.0		4.0	4.0			4.0	
Vehicle Extension (s)					3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)					1798		243	740			736	
v/s Ratio Prot								0.03			c0.28	
v/s Ratio Perm					0.16		0.11					
v/c Ratio					0.46		0.27	0.07			0.70	
Uniform Delay, d1					8.1		6.7	6.2			8.3	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					0.2		0.6	0.0			2.9	
Delay (s)					8.3		7.3	6.2			11.2	
Level of Service					A		A	A			B	
Approach Delay (s)		0.0			8.3			6.8			11.2	
Approach LOS		A			A			A			B	
Intersection Summary												
HCM Average Control Delay				9.2						HCM Level of Service		A
HCM Volume to Capacity ratio				0.58								
Actuated Cycle Length (s)				33.0						Sum of lost time (s)		8.0
Intersection Capacity Utilization				89.5%						ICU Level of Service		E
Analysis Period (min)				15								

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↕					↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00					1.00		1.00	1.00	
Frpb, ped/bikes		1.00	0.91					0.98		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.94		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		3538	1448					1704		1770	1863	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		3538	1448					1704		1770	1863	
Volume (vph)	6	1743	535	0	0	0	0	86	75	352	278	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	7	1895	582	0	0	0	0	101	88	387	305	0
RTOR Reduction (vph)	0	0	204	0	0	0	0	22	0	0	0	0
Lane Group Flow (vph)	0	1902	378	0	0	0	0	167	0	387	305	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm		Perm							Split		
Protected Phases		4						2		6	6	
Permitted Phases	4		4									
Actuated Green, G (s)		58.0	58.0					14.3		23.0	23.0	
Effective Green, g (s)		58.0	58.0					14.3		23.0	23.0	
Actuated g/C Ratio		0.54	0.54					0.13		0.21	0.21	
Clearance Time (s)		4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		1912	783					227		379	399	
v/s Ratio Prot								c0.10		c0.22	0.16	
v/s Ratio Perm		0.54	0.26									
v/c Ratio		0.99	0.48					0.74		1.02	0.76	
Uniform Delay, d1		24.5	15.3					44.7		42.1	39.6	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		19.2	0.5					11.8		51.7	8.5	
Delay (s)		43.7	15.8					56.5		93.9	48.1	
Level of Service		D	B					E		F	D	
Approach Delay (s)		37.2			0.0			56.5			73.7	
Approach LOS		D			A			E			E	
Intersection Summary												
HCM Average Control Delay		45.8								D		
HCM Volume to Capacity ratio		0.96										
Actuated Cycle Length (s)		107.3						12.0				
Intersection Capacity Utilization		89.5%								E		
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	670	280	36	188	11
Peak Hour Factor	0.93	0.93	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	1	720	346	44	258	15
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	410				1130	408
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	410				1130	408
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				0	98
cM capacity (veh/h)	1130				218	622
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	722	390	273			
Volume Left	1	0	258			
Volume Right	0	44	15			
cSH	1130	1700	226			
Volume to Capacity	0.00	0.23	1.21			
Queue Length 95th (ft)	0	0	337			
Control Delay (s)	0.0	0.0	172.1			
Lane LOS	A		F			
Approach Delay (s)	0.0	0.0	172.1			
Approach LOS			F			
Intersection Summary						
Average Delay		33.9				
Intersection Capacity Utilization		55.0%			ICU Level of Service	A
Analysis Period (min)		15				

CVN Homeport at NBC
5: First St & D Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	870	0	79	279	1	3	1	18	3	2	0
Peak Hour Factor	0.77	0.77	0.77	0.89	0.89	0.89	0.75	0.75	0.75	0.42	0.42	0.42
Hourly flow rate (vph)	0	1130	0	89	313	1	4	1	24	7	5	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)				442								
pX, platoon unblocked	0.89						0.89	0.89		0.89	0.89	0.89
vC, conflicting volume	335			1150			1664	1662	1170	1686	1661	354
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	254			1150			1744	1742	1170	1769	1741	276
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			85			92	98	89	83	93	100
cM capacity (veh/h)	1150			597			48	64	227	43	64	658
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1130	403	29	12								
Volume Left	0	89	4	7								
Volume Right	0	1	24	0								
cSH	1150	597	139	49								
Volume to Capacity	0.00	0.15	0.21	0.24								
Queue Length 95th (ft)	0	13	19	20								
Control Delay (s)	0.0	4.4	37.6	100.2								
Lane LOS		A	E	F								
Approach Delay (s)	0.0	4.4	37.6	100.2								
Approach LOS			E	F								
Intersection Summary												
Average Delay		2.6										
Intersection Capacity Utilization		83.1%		ICU Level of Service			E					
Analysis Period (min)		15										






















CVN Homeport at NBC
6: Third St & D Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	58	985	21	14	50	0	0	82	9
Peak Hour Factor	0.25	0.25	0.25	0.97	0.97	0.97	0.71	0.71	0.71	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	0	60	1015	22	20	70	0	0	122	13
Pedestrians	20			20			20			20		
Lane Width (ft)	0.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	0			2			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)				432								
pX, platoon unblocked												
vC, conflicting volume	1057			20			573	1197	40	1221	1186	389
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1057			20			573	1197	40	1221	1186	389
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			88	59	100	100	30	98
cM capacity (veh/h)	644			1568			159	172	989	85	174	599
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	314	508	276	90	136							
Volume Left	60	0	0	20	0							
Volume Right	0	0	22	0	13							
cSH	1568	1700	1700	169	187							
Volume to Capacity	0.04	0.30	0.16	0.53	0.72							
Queue Length 95th (ft)	3	0	0	67	115							
Control Delay (s)	1.7	0.0	0.0	48.4	62.8							
Lane LOS	A			E	F							
Approach Delay (s)	0.5			48.4	62.8							
Approach LOS				E	F							
Intersection Summary												
Average Delay		10.1										
Intersection Capacity Utilization		41.3%		ICU Level of Service			A					
Analysis Period (min)		15										

















CVN Homeport at NBC
7: Fourth St & D Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		  						  				  	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Volume (veh/h)	2	2512	15	0	0	0	0	61	44	19	118	0	
Peak Hour Factor	0.91	0.91	0.91	0.25	0.25	0.25	0.83	0.83	0.83	0.74	0.74	0.74	
Hourly flow rate (vph)	2	2760	16	0	0	0	0	73	53	26	159	0	
Pedestrians		20			20			20			20		
Lane Width (ft)		12.0			0.0			12.0			12.0		
Walking Speed (ft/s)		4.0			4.0			4.0			4.0		
Percent Blockage		2			0			2			2		
Right turn flare (veh)													
Median type								None			None		
Median storage veh													
Upstream signal (ft)					434								
pX, platoon unblocked													
vC, conflicting volume	20			2797				2893	2813	968	1054	2821	40
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	20			2797				2893	2813	968	1054	2821	40
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100				0	0	79	0	0	100
cM capacity (veh/h)	1568			134				0	17	249	0	17	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1								
Volume Total	692	1380	707	127	185								
Volume Left	2	0	0	0	26								
Volume Right	0	0	16	53	0								
cSH	1568	1700	1700	28	0								
Volume to Capacity	0.00	0.81	0.42	4.50	Err								
Queue Length 95th (ft)	0	0	0	Err	Err								
Control Delay (s)	0.0	0.0	0.0	Err	Err								
Lane LOS	A			F	F								
Approach Delay (s)	0.0			Err	Err								
Approach LOS				F	F								
Intersection Summary													
Average Delay				Err									
Intersection Capacity Utilization	70.8%			ICU Level of Service			C						
Analysis Period (min)	15												












CVN Homeport at NBC
8: Sixth St & D Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	7	147	26	33	41	35	28	113	56	53	127	7
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	8	177	31	40	49	42	30	120	60	62	148	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	217	131	210	217								
Volume Left (vph)	8	40	30	62								
Volume Right (vph)	31	42	60	8								
Hadj (s)	-0.04	-0.10	-0.11	0.07								
Departure Headway (s)	5.2	5.3	5.1	5.2								
Degree Utilization, x	0.31	0.19	0.30	0.32								
Capacity (veh/h)	638	613	658	639								
Control Delay (s)	10.6	9.5	10.2	10.6								
Approach Delay (s)	10.6	9.5	10.2	10.6								
Approach LOS	B	A	B	B								
Intersection Summary												
Delay				10.3								
HCM Level of Service				B								
Intersection Capacity Utilization	45.7%			ICU Level of Service	A							
Analysis Period (min)	15											

CVN Homeport at NBC
9: First St & Orange Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.95		1.00	1.00	1.00	0.88
Flpb, ped/bikes	1.00		1.00	1.00	0.90	1.00
Frt	0.90		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1435		1593	1676	1433	1257
Flt Permitted	1.00		0.17	1.00	0.95	1.00
Satd. Flow (perm)	1435		280	1676	1433	1257
Volume (vph)	243	642	255	187	172	146
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	316	834	315	231	210	178
RTOR Reduction (vph)	59	0	0	0	0	155
Lane Group Flow (vph)	1091	0	315	231	210	23
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2 2	
Actuated Green, G (s)	131.0		131.0	131.0	21.0	21.0
Effective Green, g (s)	131.0		131.0	131.0	21.0	21.0
Actuated g/C Ratio	0.82		0.82	0.82	0.13	0.13
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1175		229	1372	188	165
v/s Ratio Prot	0.76			0.14		
v/s Ratio Perm			c1.13		c0.15	0.02
v/c Ratio	0.93		1.38	0.17	1.12	0.14
Uniform Delay, d1	10.9		14.5	3.0	69.5	61.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	12.5		194.1	0.1	100.5	0.4
Delay (s)	23.4		208.6	3.1	170.0	61.9
Level of Service	C		F	A	F	E
Approach Delay (s)	23.4			121.6	120.4	
Approach LOS	C			F	F	
Intersection Summary						
HCM Average Control Delay			67.2	HCM Level of Service		E
HCM Volume to Capacity ratio			1.34			
Actuated Cycle Length (s)			160.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization			89.2%	ICU Level of Service		E
Analysis Period (min)			15			
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0		
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95		
Frpb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Frt				1.00	0.99		1.00	1.00			1.00		
Flt Protected				0.95	0.98		0.95	1.00			1.00		
Satd. Flow (prot)				1522	4635		1770	3539			3526		
Flt Permitted				0.95	0.98		0.95	1.00			1.00		
Satd. Flow (perm)				1522	4635		1770	3539			3526		
Volume (vph)	0	0	0	1260	953	163	99	279	0	0	865	15	
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88	
Adj. Flow (vph)	0	0	0	1312	993	170	104	294	0	0	983	17	
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	0	0	1	0	
Lane Group Flow (vph)	0	0	0	656	1812	0	104	294	0	0	999	0	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20	
Turn Type				Split		Prot							
Protected Phases				8		8		5		2		6	
Permitted Phases													
Actuated Green, G (s)				74.5		74.5		9.9		59.9		46.0	
Effective Green, g (s)				74.5		74.5		9.9		59.9		46.0	
Actuated g/C Ratio				0.52		0.52		0.07		0.42		0.32	
Clearance Time (s)				4.0		4.0		4.0		4.0		4.0	
Vehicle Extension (s)				3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)				796		2425		123		1489		1139	
v/s Ratio Prot				c0.43		0.39		c0.06		0.08		c0.28	
v/s Ratio Perm													
v/c Ratio				0.82		0.75		0.85		0.20		0.88	
Uniform Delay, d1				28.5		26.6		65.5		26.1		45.5	
Progression Factor				1.00		1.00		1.00		1.00		1.00	
Incremental Delay, d2				6.9		1.3		38.4		0.1		7.8	
Delay (s)				35.4		27.9		103.9		26.1		53.4	
Level of Service				D		C		F		C		D	
Approach Delay (s)				0.0		29.9		46.4		53.4			
Approach LOS	A					C				D			
Intersection Summary													
HCM Average Control Delay				37.6		HCM Level of Service				D			
HCM Volume to Capacity ratio				0.84									
Actuated Cycle Length (s)				142.4		Sum of lost time (s)				12.0			
Intersection Capacity Utilization				126.8%		ICU Level of Service				H			
Analysis Period (min)				15									
c Critical Lane Group													

CVN Homeport at NBC
11: Fourth St & Orange Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Frpb, ped/bikes	1.00	0.95						0.97	0.93	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.93	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5083	1501						3062	1334	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5083	1501						3062	1334	3433	3539	
Volume (vph)	18	2463	107	0	0	0	0	377	596	966	1152	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	2707	118	0	0	0	0	410	648	1050	1252	0
RTOR Reduction (vph)	0	0	17	0	0	0	0	1	1	0	0	0
Lane Group Flow (vph)	0	2727	101	0	0	0	0	733	323	1050	1252	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm					Perm	Prot				
Protected Phases	4	4					2	1	6			
Permitted Phases		4					2					
Actuated Green, G (s)	78.0	78.0					37.0	37.0	43.0	84.0		
Effective Green, g (s)	78.0	78.0					37.0	37.0	43.0	84.0		
Actuated g/C Ratio	0.46	0.46					0.22	0.22	0.25	0.49		
Clearance Time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2332	689					666	290	868	1749		
v/s Ratio Prot	c0.54						0.24	c0.31	0.35			
v/s Ratio Perm		0.07						c0.24				
v/c Ratio	1.17	0.15					1.10	1.11	1.21	0.72		
Uniform Delay, d1	46.0	26.7					66.5	66.5	63.5	33.7		
Progression Factor	1.00	1.00					1.00	1.00	1.00	1.00		
Incremental Delay, d2	81.2	0.1					65.8	87.2	105.1	1.4		
Delay (s)	127.2	26.8					132.3	153.7	168.6	35.1		
Level of Service	F	C					F	F	F	D		
Approach Delay (s)	123.1			0.0			138.8			96.0		
Approach LOS	F			A			F			F		
Intersection Summary												
HCM Average Control Delay	115.7			HCM Level of Service			F					
HCM Volume to Capacity ratio	1.17											
Actuated Cycle Length (s)	170.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	126.8%			ICU Level of Service			H					
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	7	72	25	5	8	5	13	968	13	11	1295	22
Peak Hour Factor	0.45	0.45	0.45	0.75	0.75	0.75	0.93	0.93	0.93	0.95	0.95	0.95
Hourly flow rate (vph)	16	160	56	7	11	7	14	1041	14	12	1363	23
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type	Raised			Raised								
Median storage (veh)	2			2								
Upstream signal (ft)							561			644		
pX, platoon unblocked	0.82	0.82	0.72	0.82	0.82	0.79	0.72			0.79		
vC, conflicting volume	1998	2521	733	1956	2525	567	1406			1075		
vC1, stage 1 conf vol	1418	1418		1096	1096							
vC2, stage 2 conf vol	580	1103		860	1429							
vCu, unblocked vol	1245	1884	229	1194	1890	198	1170			836		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	0	90	74	93	99	97			98		
cM capacity (veh/h)	134	153	535	25	144	623	417			620		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	231	24	534	534	693	705						
Volume Left	16	7	14	0	12	0						
Volume Right	56	7	0	14	0	23						
cSH	182	69	417	1700	620	1700						
Volume to Capacity	1.27	0.35	0.03	0.31	0.02	0.41						
Queue Length 95th (ft)	321	32	3	0	1	0						
Control Delay (s)	206.7	82.8	1.0	0.0	0.5	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	206.7	82.8	0.5		0.3							
Approach LOS	F	F										
Intersection Summary												
Average Delay	18.6											
Intersection Capacity Utilization	60.7%			ICU Level of Service			B					
Analysis Period (min)	15											

CVN Homeport at NBC
13: Sixth St & Orange Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.96			0.94		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1571			1530		1593	3323		1593	3341	
Flt Permitted		0.94			0.92		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1488			1421		1593	3323		1593	3341	
Volume (vph)	38	123	80	15	26	37	37	906	54	71	1206	37
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	42	137	89	17	30	43	39	964	57	74	1256	39
RTOR Reduction (vph)	0	13	0	0	24	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	255	0	0	66	0	39	1018	0	74	1294	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		14.4			14.4		4.0	33.6		7.8	37.4	
Effective Green, g (s)		14.4			14.4		4.0	33.6		7.8	37.4	
Actuated g/C Ratio		0.21			0.21		0.06	0.50		0.12	0.55	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		316			302		94	1647		183	1843	
v/s Ratio Prot							0.02	c0.31		0.05	c0.39	
v/s Ratio Perm		c0.17			0.05							
v/c Ratio		0.81			0.22		0.41	0.62		0.40	0.70	
Uniform Delay, d1		25.4			22.1		30.8	12.4		27.8	11.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		14.0			0.4		3.0	0.7		1.5	1.2	
Delay (s)		39.4			22.4		33.7	13.1		29.3	12.4	
Level of Service		D			C		C	B		C	B	
Approach Delay (s)		39.4			22.4		13.9			13.3		
Approach LOS		D			C			B			B	
Intersection Summary												
HCM Average Control Delay		16.3			HCM Level of Service			B				
HCM Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		67.8			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		67.1%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.95		1.00	1.00		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1539			1561		1593	3354		1593	3338	
Flt Permitted		0.83			0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1305			1335		1593	3354		1593	3338	
Volume (vph)	87	86	110	29	49	40	62	835	10	65	1075	37
Peak-hour factor, PHF	0.85	0.85	0.85	0.71	0.71	0.71	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	102	101	129	41	69	56	64	861	10	68	1120	39
RTOR Reduction (vph)	0	17	0	0	14	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	315	0	0	152	0	64	871	0	68	1158	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		21.5			21.5		5.1	40.7		5.2	40.8	
Effective Green, g (s)		21.5			21.5		5.1	40.7		5.2	40.8	
Actuated g/C Ratio		0.27			0.27		0.06	0.51		0.07	0.51	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		353			361		102	1719		104	1715	
v/s Ratio Prot							0.04	c0.26		0.04	c0.35	
v/s Ratio Perm		c0.24			0.11							
v/c Ratio		0.89			0.42		0.63	0.51		0.65	0.67	
Uniform Delay, d1		27.8			23.8		36.2	12.7		36.2	14.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		23.5			0.8		11.5	0.2		13.8	1.1	
Delay (s)		51.4			24.6		47.7	13.0		50.0	15.4	
Level of Service		D			C		D	B		D	B	
Approach Delay (s)		51.4			24.6		15.3			17.3		
Approach LOS		D			C			B			B	
Intersection Summary												
HCM Average Control Delay		21.3			HCM Level of Service			C				
HCM Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		79.4			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		67.9%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.96			0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1573			1575		1593	3330		1593	3329	
Flt Permitted		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1573			1575		1593	3330		1593	3329	
Volume (vph)	64	63	46	12	26	16	53	834	37	36	1085	51
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	76	75	55	18	38	24	57	897	40	38	1130	53
RTOR Reduction (vph)	0	8	0	0	11	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	198	0	0	69	0	57	935	0	38	1181	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8		8	5		2	1		6
Permitted Phases												
Actuated Green, G (s)		14.6			7.8		4.7	40.9		9.7	45.9	
Effective Green, g (s)		14.6			7.8		4.7	40.9		9.7	45.9	
Actuated g/C Ratio		0.16			0.09		0.05	0.46		0.11	0.52	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		258			138		84	1530		174	1717	
v/s Ratio Prot		c0.13			c0.04		0.04	c0.28		0.02	c0.35	
v/s Ratio Perm												
v/c Ratio		0.77			0.50		0.68	0.61		0.22	0.69	
Uniform Delay, d1		35.6			38.7		41.4	18.1		36.2	16.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		12.7			2.8		19.6	0.7		0.6	1.2	
Delay (s)		48.3			41.6		61.0	18.8		36.8	17.3	
Level of Service		D			D		E	B		D	B	
Approach Delay (s)		48.3			41.6		21.2			17.9		
Approach LOS		D			D		C			B		
Intersection Summary												
HCM Average Control Delay		22.5										
HCM Volume to Capacity ratio		0.69										
Actuated Cycle Length (s)		89.0										
Intersection Capacity Utilization		63.7%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	↕				Free
Grade		0%			0%		0%					0%
Volume (veh/h)	0	0	0	0	0	101	0	2411	5	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.84	0.84	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	110	0	2621	5	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1003	2661	40	2663	2663	896	20			2641		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1003	2661	40	2663	2663	896	20			2641		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	61	100			100		
cM capacity (veh/h)	117	22	1005	10	22	278	1595			155		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	110	1048	1048	529								
Volume Left	0	0	0	0								
Volume Right	110	0	0	5								
cSH	278	1700	1700	1700								
Volume to Capacity	0.39	0.62	0.62	0.31								
Queue Length 95th (ft)	45	0	0	0								
Control Delay (s)	26.1	0.0	0.0	0.0								
Lane LOS	D											
Approach Delay (s)	26.1	0.0										
Approach LOS	D											
Intersection Summary												
Average Delay		1.0										
Intersection Capacity Utilization		59.6%										
Analysis Period (min)		15										
ICU Level of Service		B										

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.88		1.00	1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes	1.00	0.93		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.99	1.00		1.00	0.99		1.00	1.00	
Flt Protected	0.98	1.00		0.97	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (prot)	1632	2456		1582	1593		3331	1593		3342	3342	
Flt Permitted	0.84	1.00		0.38	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (perm)	1389	2456		625	1593		3331	1593		3342	3342	
Volume (vph)	121	212	563	54	20	9	285	821	32	29	1067	26
Peak-hour factor, PHF	0.85	0.85	0.85	0.72	0.72	0.72	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	142	249	662	75	28	12	294	846	33	30	1089	27
RTOR Reduction (vph)	0	0	428	0	3	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	391	234	0	112	0	294	877	0	30	1115	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm		Prot		Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	41.6	41.6		41.6	30.6	76.7		3.5	49.6			
Effective Green, g (s)	41.6	41.6		41.6	30.6	76.7		3.5	49.6			
Actuated g/C Ratio	0.31	0.31		0.31	0.23	0.57		0.03	0.37			
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)	432	764		194	364	1909		42	1239			
v/s Ratio Prot					c0.18	0.26		0.02	c0.33			
v/s Ratio Perm	c0.28	0.10		0.18								
v/c Ratio	0.91	0.31		0.58	0.81	0.46		0.71	0.90			
Uniform Delay, d1	44.2	35.1		38.7	48.8	16.5		64.7	39.8			
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2	22.0	0.2		4.1	12.4	0.2		44.2	9.0			
Delay (s)	66.2	35.3		42.9	61.2	16.7		108.8	48.7			
Level of Service	E	D		D	E	B		F	D			
Approach Delay (s)	46.8			42.9		27.9			50.3			
Approach LOS	D			D		C			D			
Intersection Summary												
HCM Average Control Delay	41.4			HCM Level of Service	D							
HCM Volume to Capacity ratio	0.88											
Actuated Cycle Length (s)	133.8			Sum of lost time (s)	12.0							
Intersection Capacity Utilization	91.4%			ICU Level of Service	F							
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔	↔		↔	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	3782	175	0	0	2395	0	0	163	0	0	0
Peak Hour Factor	0.99	0.99	0.99	0.95	0.95	0.95	0.81	0.81	0.81	0.25	0.25	0.25
Hourly flow rate (vph)	0	3820	177	0	0	2521	0	0	201	0	0	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			0.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			0		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage veh							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			4017			3949	3949	1402	1515	4037	40
vC1, stage 1 conf vol							3929	3929		20	20	
vC2, stage 2 conf vol							20	20		1495	4017	
vCu, unblocked vol	20			4017			3949	3949	1402	1515	4037	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	100
cM capacity (veh/h)	1595			43			2	6	125	0	6	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	1528	1528	941	840	840	840	201					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	177	840	840	840	201					
cSH	1700	1700	1700	1700	1700	1700	125					
Volume to Capacity	0.90	0.90	0.55	0.49	0.49	0.49	1.61					
Queue Length 95th (ft)	0	0	0	0	0	0	366					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	368.7					
Lane LOS							F					
Approach Delay (s)	0.0			0.0			368.7					
Approach LOS							F					
Intersection Summary												
Average Delay	11.0											
Intersection Capacity Utilization	96.4%			ICU Level of Service	F							
Analysis Period (min)	15											

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	643	441	66	7	6	297
Peak Hour Factor	0.96	0.96	0.81	0.81	0.88	0.88
Hourly flow rate (vph)	670	459	81	9	7	338
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	110				1925	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	110				1925	126
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	54				82	62
cM capacity (veh/h)	1455				38	894
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1129	90	344			
Volume Left	670	0	7			
Volume Right	0	9	338			
cSH	1455	1700	620			
Volume to Capacity	0.46	0.05	0.56			
Queue Length 95th (ft)	62	0	85			
Control Delay (s)	8.1	0.0	17.8			
Lane LOS	A		C			
Approach Delay (s)	8.1	0.0	17.8			
Approach LOS			C			
Intersection Summary						
Average Delay			9.8			
Intersection Capacity Utilization			92.7%		ICU Level of Service	F
Analysis Period (min)			15			













CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.94		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1579		3192		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1579		3192		3362	
Volume (vph)	344	26	1100	685	0	1755
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.81	0.81
Adj. Flow (vph)	387	29	1170	729	0	2167
RTOR Reduction (vph)	1	0	61	0	0	0
Lane Group Flow (vph)	415	0	1838	0	0	2167
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	41.5		90.3			100.4
Effective Green, g (s)	41.5		90.3			100.4
Actuated g/C Ratio	0.28		0.60			0.67
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	437		1923			2252
v/s Ratio Prot	0.26		0.58			0.64
v/s Ratio Perm						
v/c Ratio	0.95		0.96			0.96
Uniform Delay, d1	53.2		27.9			23.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	30.0		11.7			11.4
Delay (s)	83.1		39.6			34.4
Level of Service	F		D			C
Approach Delay (s)	83.1		39.6			34.4
Approach LOS	F		D			C
Intersection Summary						
HCM Average Control Delay			41.1		HCM Level of Service	D
HCM Volume to Capacity ratio			0.96			
Actuated Cycle Length (s)			149.9		Sum of lost time (s)	8.0
Intersection Capacity Utilization			80.5%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd























2015 1 Carrier
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	3897	32	0	2347	294	0	0	1155	0	0	68
Peak Hour Factor	0.25	0.25	0.25	0.99	0.99	0.99	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	15588	128	0	2371	297	0	0	1179	0	0	77
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2688			15736			16560	18360	5300	7755	18275	979
vC1, stage 1 conf vol							15672	15672		2539	2539	
vC2, stage 2 conf vol							888	2688		5216	15736	
vCu, unblocked vol	2688			15736			16560	18360	5300	7755	18275	979
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	74	100	100	68
cM capacity (veh/h)	148			0			0	0	4457	0	0	241
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	6235	6235	3246	948	948	771	1179	77				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	128	0	0	297	1179	77				
cSH	1700	1700	1700	1700	1700	1700	4457	241				
Volume to Capacity	3.67	3.67	1.91	0.56	0.56	0.45	0.26	0.32				
Queue Length 95th (ft)	Err	Err	0	0	0	0	27	33				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	6.1	26.8				
Lane LOS							A	D				
Approach Delay (s)	0.0			0.0			6.1	26.8				
Approach LOS							A	D				
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			156.1%		ICU Level of Service					H		
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.88	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	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1497		1851	1505	1770	3539	1396	1770	3509	
Flt Permitted	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1497		1851	1505	1770	3539	1396	1770	3509	
Volume (vph)	266	68	127	7	50	416	48	980	2	145	1760	85
Peak-hour factor, PHF	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.79	0.79	0.79
Adj. Flow (vph)	271	69	130	8	54	447	53	1077	2	184	2228	108
RTOR Reduction (vph)	0	0	112	0	0	203	0	0	1	0	2	0
Lane Group Flow (vph)	271	69	18	0	62	244	53	1077	1	184	2334	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	22.0	22.0	22.0		25.0	25.0	4.0	76.2	76.2	20.8	93.0	
Effective Green, g (s)	22.0	22.0	22.0		25.0	25.0	4.0	76.2	76.2	20.8	93.0	
Actuated g/C Ratio	0.14	0.14	0.14		0.16	0.16	0.02	0.48	0.48	0.13	0.58	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	243	256	206		289	235	44	1685	665	230	2040	
v/s Ratio Prot	c0.15	0.04			0.03		c0.03	0.30		0.10	c0.67	
v/s Ratio Perm			0.01			c0.16			0.00			
v/c Ratio	1.12	0.27	0.09		0.21	1.04	1.20	0.64	0.00	0.80	1.14	
Uniform Delay, d1	69.0	61.8	60.2		58.9	67.5	78.0	31.5	22.0	67.6	33.5	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	92.2	0.6	0.2		0.4	68.6	201.9	1.9	0.0	17.8	71.2	
Delay (s)	161.2	62.4	60.4		59.3	136.1	279.9	33.4	22.0	85.4	104.7	
Level of Service	F	E	E		E	F	F	C	C	F	F	
Approach Delay (s)		118.8			126.8			44.9			103.3	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM Average Control Delay			93.2		HCM Level of Service					F		
HCM Volume to Capacity ratio			1.12									
Actuated Cycle Length (s)			160.0		Sum of lost time (s)					16.0		
Intersection Capacity Utilization			86.2%		ICU Level of Service					E		
Analysis Period (min)			15									

c Critical Lane Group

CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	1.00		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	1765		3539	1498		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	1765		3539	1498		3539
Volume (vph)	255	11	1001	44	0	1867
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.95	0.95
Adj. Flow (vph)	293	13	1032	45	0	1965
RTOR Reduction (vph)	2	0	0	17	0	0
Lane Group Flow (vph)	304	0	1032	28	0	1965
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	12.6		34.9	34.9		34.9
Effective Green, g (s)	12.6		34.9	34.9		34.9
Actuated g/C Ratio	0.23		0.63	0.63		0.63
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	401		2225	942		2225
v/s Ratio Prot	c0.17		0.29			c0.56
v/s Ratio Perm				0.02		
v/c Ratio	0.76		0.46	0.03		0.88
Uniform Delay, d1	20.0		5.4	3.9		8.6
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	8.0		0.2	0.0		4.5
Delay (s)	28.0		5.6	3.9		13.1
Level of Service	C		A	A		B
Approach Delay (s)	28.0		5.5			13.1
Approach LOS	C		A			B
Intersection Summary						
HCM Average Control Delay		12.0			HCM Level of Service	B
HCM Volume to Capacity ratio		0.85				
Actuated Cycle Length (s)		55.5			Sum of lost time (s)	8.0
Intersection Capacity Utilization		73.2%			ICU Level of Service	D
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↗	↖	↗	↖	↖	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flrb, ped/bikes	1.00	0.99		1.00	1.00	0.95	1.00	1.00	0.92	1.00	0.99	
Flpb, ped/bikes	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	1819		1593	1676	1354	1770	3539	1452	1770	3428	
Flt Permitted	0.69	1.00		0.08	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1239	1819		129	1676	1354	1770	3539	1452	1770	3428	
Volume (vph)	86	291	39	48	87	47	21	354	570	119	366	58
Peak-hour factor, PHF	0.25	0.25	0.25	0.81	0.81	0.81	0.98	0.98	0.98	0.93	0.93	0.93
Adj. Flow (vph)	344	1164	156	59	107	58	21	361	582	128	394	62
RTOR Reduction (vph)	0	5	0	0	0	29	0	0	32	0	12	0
Lane Group Flow (vph)	344	1315	0	59	107	29	21	361	550	128	444	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot		Perm	Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Effective Green, g (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Actuated g/C Ratio	0.51	0.51		0.51	0.51	0.51	0.02	0.32	0.32	0.06	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	629	924		66	851	688	35	1120	459	104	1219	
v/s Ratio Prot		c0.72			0.06		0.01	0.10		c0.07	c0.13	
v/s Ratio Perm	0.28			0.46		0.02			c0.38			
v/c Ratio	0.55	1.42		0.89	0.13	0.04	0.60	0.32	1.20	1.23	0.36	
Uniform Delay, d1	17.2	25.2		22.7	13.2	12.7	49.8	26.6	35.0	48.2	24.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	196.8		74.2	0.1	0.0	24.7	0.2	108.6	162.7	0.2	
Delay (s)	18.1	222.0		96.9	13.3	12.7	74.5	26.8	143.6	210.9	24.6	
Level of Service	B	F		F	B	B	E	C	F	F	C	
Approach Delay (s)		179.9			35.2			98.3			65.5	
Approach LOS		F			D			F			E	
Intersection Summary												
HCM Average Control Delay		128.1								F		
HCM Volume to Capacity ratio		1.36										
Actuated Cycle Length (s)		102.4							16.0			
Intersection Capacity Utilization		71.7%								C		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Sign Control	Free	Free			Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Volume (veh/h)	0	146	110	0	108	144
Peak Hour Factor	0.93	0.93	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	0	157	121	0	120	160
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					TWLTL	
Median storage (veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	141				318	161
vC1, stage 1 conf vol					141	
vC2, stage 2 conf vol					177	
vCu, unblocked vol	141				318	161
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				83	81
cM capacity (veh/h)	1418				688	855
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	157	121	120	160		
Volume Left	0	0	120	0		
Volume Right	0	0	0	160		
cSH	1700	1700	688	855		
Volume to Capacity	0.09	0.07	0.17	0.19		
Queue Length 95th (ft)	0	0	16	17		
Control Delay (s)	0.0	0.0	11.3	10.2		
Lane LOS			B	B		
Approach Delay (s)	0.0	0.0	10.7			
Approach LOS			B			
Intersection Summary						
Average Delay			5.4			
Intersection Capacity Utilization			28.2%		ICU Level of Service	A
Analysis Period (min)			15			

CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2015 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free	Free		Free	Free		Stop	Stop		Stop	Stop	
Grade	0%	0%		0%	0%		0%	0%		0%	0%	
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.25	0.25	0.25	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			20			40	40	40	40	40	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			20			40	40	40	40	40	40
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1570			1570			909	824	997	909	824	997
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	0	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			23.1%		ICU Level of Service					A		
Analysis Period (min)			15									

CVN Homeport at NBC
1: First St & Alameda Blvd

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	88	62	5	825	617	5
Peak Hour Factor	0.78	0.78	0.73	0.73	0.84	0.84
Hourly flow rate (vph)	113	79	7	1130	735	6
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	113	79	1137	735	6	
Volume Left (vph)	0	0	7	735	0	
Volume Right (vph)	0	79	0	0	6	
Hadj (s)	0.03	-0.67	0.04	0.53	-0.67	
Departure Headway (s)	7.6	6.9	6.6	7.3	6.1	
Degree Utilization, x	0.24	0.15	2.08	1.50	0.01	
Capacity (veh/h)	467	514	553	495	577	
Control Delay (s)	11.8	9.9	508.9	252.3	8.0	
Approach Delay (s)	11.0		508.9	250.3		
Approach LOS	B		F	F		
Intersection Summary						
Delay			370.1			
HCM Level of Service			F			
Intersection Capacity Utilization			88.2%	ICU Level of Service	E	
Analysis Period (min)			15			

CVN Homeport at NBC
2: Third St & Alameda Blvd

















2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑				↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0				4.0
Lane Util. Factor					0.91	1.00	1.00					1.00
Flpb, ped/bikes					0.99	1.00	1.00					0.97
Flpb, ped/bikes					1.00	0.96	1.00					1.00
Frt					0.99	1.00	1.00					0.94
Flt Protected					1.00	0.95	1.00					1.00
Satd. Flow (prot)					4986	1705	1863					1708
Flt Permitted					1.00	0.51	1.00					1.00
Satd. Flow (perm)					4986	916	1863					1708
Volume (vph)	0	0	0	17	3773	292	206	53	0	0	54	38
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.86	0.86	0.86	0.59	0.59	0.59
Adj. Flow (vph)	0	0	0	19	4239	328	240	62	0	0	92	64
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	4581	0	240	62	0	0	156	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type					Perm		Perm					
Protected Phases						8		2				6
Permitted Phases					8		2					
Actuated Green, G (s)						117.0		35.0	35.0			35.0
Effective Green, g (s)						117.0		35.0	35.0			35.0
Actuated g/C Ratio						0.73		0.22	0.22			0.22
Clearance Time (s)						4.0		4.0	4.0			4.0
Vehicle Extension (s)						3.0		3.0	3.0			3.0
Lane Grp Cap (vph)						3646		200	408			374
v/s Ratio Prot								0.03				0.09
v/s Ratio Perm						0.92		c0.26				
v/c Ratio						1.26		1.20	0.15			0.42
Uniform Delay, d1						21.5		62.5	50.5			53.7
Progression Factor						1.00		1.00	1.00			1.00
Incremental Delay, d2						117.7		128.0	0.2			0.8
Delay (s)						139.2		190.5	50.7			54.5
Level of Service						F		F	D			D
Approach Delay (s)		0.0			139.2			161.8				54.5
Approach LOS		A			F			F				D
Intersection Summary												
HCM Average Control Delay					138.0			HCM Level of Service		F		
HCM Volume to Capacity ratio					1.24							
Actuated Cycle Length (s)					160.0			Sum of lost time (s)		8.0		
Intersection Capacity Utilization					110.8%			ICU Level of Service		H		
Analysis Period (min)					15							

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd










2015 2 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frpb, ped/bikes		0.99						0.99		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		0.99	1.00	
Frt		0.97						0.96		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4919						1785		1759	1863	
Flt Permitted		1.00						1.00		0.50	1.00	
Satd. Flow (perm)		4919						1785		931	1863	
Volume (vph)	12	502	105	0	0	0	0	221	80	49	60	0
Peak-hour factor, PHF	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73
Adj. Flow (vph)	14	570	119	0	0	0	0	273	99	67	82	0
RTOR Reduction (vph)	0	77	0	0	0	0	0	34	0	0	0	0
Lane Group Flow (vph)	0	626	0	0	0	0	0	338	0	67	82	0
Confl. Peds. (#/hr)	20		20	20		20	20		20			20
Turn Type	Perm						Perm					
Protected Phases	4						2					
Permitted Phases	4						6					
Actuated Green, G (s)	10.1						10.4					
Effective Green, g (s)	10.1						10.4					
Actuated g/C Ratio	0.35						0.36					
Clearance Time (s)	4.0						4.0					
Vehicle Extension (s)	3.0						3.0					
Lane Grp Cap (vph)	1743						651					
v/s Ratio Prot							c0.19					
v/s Ratio Perm	0.13						0.07					
v/c Ratio	0.36						0.52					
Uniform Delay, d1	6.8						7.1					
Progression Factor	1.00						1.00					
Incremental Delay, d2	0.1						0.7					
Delay (s)	6.9						7.8					
Level of Service	A						A					
Approach Delay (s)	6.9						0.0					
Approach LOS	A						A					
Intersection Summary												
HCM Average Control Delay	7.1						HCM Level of Service					
HCM Volume to Capacity ratio	0.44						A					
Actuated Cycle Length (s)	28.5						Sum of lost time (s)					
Intersection Capacity Utilization	110.8%						ICU Level of Service					
Analysis Period (min)	15						H					

c Critical Lane Group













CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	64	955	31	60	5
Peak Hour Factor	0.62	0.62	0.87	0.87	0.76	0.76
Hourly flow rate (vph)	0	103	1098	36	79	7
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1153				1259	1156
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1153				1259	1156
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				57	97
cM capacity (veh/h)	596				182	232
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	103	1133	86			
Volume Left	0	0	79			
Volume Right	0	36	7			
cSH	596	1700	185			
Volume to Capacity	0.00	0.67	0.46			
Queue Length 95th (ft)	0	0	55			
Control Delay (s)	0.0	0.0	40.1			
Lane LOS				E		
Approach Delay (s)	0.0	0.0	40.1			
Approach LOS				E		
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization	67.3%			ICU Level of Service	C	
Analysis Period (min)			15			













CVN Homeport at NBC
5: First St & D Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

																						
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR										
Lane Configurations		↕			↕			↕			↕											
Sign Control	Free			Free			Stop			Stop												
Grade	0%			0%			0%			0%												
Volume (veh/h)	0	124	0	3	833	0	1	0	4	0	2	1										
Peak Hour Factor	0.76	0.76	0.76	0.79	0.79	0.79	0.62	0.62	0.62	0.25	0.25	0.25										
Hourly flow rate (vph)	0	163	0	4	1054	0	2	0	6	0	8	4										
Pedestrians	20			20			20			20												
Lane Width (ft)	12.0			12.0			12.0			12.0												
Walking Speed (ft/s)	4.0			4.0			4.0			4.0												
Percent Blockage	2			2			2			2												
Right turn flare (veh)																						
Median type							None			None												
Median storage (veh)																						
Upstream signal (ft)	442																					
pX, platoon unblocked	0.55						0.55	0.55			0.55	0.55	0.55									
vC, conflicting volume	1074	183					1273	1265	203	1272	1265	1094										
vC1, stage 1 conf vol																						
vC2, stage 2 conf vol																						
vCu, unblocked vol	1134	183					1494	1479	203	1491	1479	1171										
tC, single (s)	4.1	4.1					7.1	6.5	6.2	7.1	6.5	6.2										
tC, 2 stage (s)																						
tF (s)	2.2	2.2					3.5	4.0	3.3	3.5	4.0	3.3										
p0 queue free %	100	100					97	100	99	100	88	97										
cM capacity (veh/h)	335	1369					46	67	810	53	67	126										
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																		
Volume Total	163	1058	8	12																		
Volume Left	0	4	2	0																		
Volume Right	0	0	6	4																		
cSH	335	1369	189	79																		
Volume to Capacity	0.00	0.00	0.04	0.15																		
Queue Length 95th (ft)	0	0	3	13																		
Control Delay (s)	0.0	0.1	24.9	58.2																		
Lane LOS	A		C		F																	
Approach Delay (s)	0.0	0.1	24.9	58.2																		
Approach LOS			C		F																	
Intersection Summary																						
Average Delay	0.8																					
Intersection Capacity Utilization	61.1%			ICU Level of Service			B															
Analysis Period (min)	15																					
















CVN Homeport at NBC
6: Third St & D Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↔↔↔			↕			↕		
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	0	0	0	34	4109	0	50	16	0	0	56	2	
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.62	0.62	0.62	0.44	0.44	0.44	
Hourly flow rate (vph)	0	0	0	37	4515	0	81	26	0	0	127	5	
Pedestrians	20			20			20			20			
Lane Width (ft)	0.0			12.0			12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			4.0			4.0			
Percent Blockage	0			2			2			2			
Right turn flare (veh)													
Median type							None			None			
Median storage (veh)													
Upstream signal (ft)	432												
pX, platoon unblocked	0.32						0.32	0.32			0.32	0.32	0.32
vC, conflicting volume	4535				20			1688	4630	40	4643	4630	1545
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	7874				20			0	8175	40	8216	8175	0
tC, single (s)	4.1				4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2				2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100				98			0	0	100	0	0	99
cM capacity (veh/h)	0				1568			0	0	989	0	0	336
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1								
Volume Total	1166	2258	1129	106	132								
Volume Left	37	0	0	81	0								
Volume Right	0	0	0	0	5								
cSH	1568	1700	1700	0	0								
Volume to Capacity	0.02	1.33	0.66	Err	Err								
Queue Length 95th (ft)	2	0	0	Err	Err								
Control Delay (s)	0.7	0.0	0.0	Err	Err								
Lane LOS	A				F			F					
Approach Delay (s)	0.2				Err			Err					
Approach LOS				F	F								
Intersection Summary													
Average Delay				Err									
Intersection Capacity Utilization	100.7%			ICU Level of Service			G						
Analysis Period (min)	15												

















CVN Homeport at NBC
7: Fourth St & D Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	867	7	0	0	0	0	65	18	22	63	0
Peak Hour Factor	0.86	0.86	0.86	0.25	0.25	0.25	0.69	0.69	0.69	0.44	0.44	0.44
Hourly flow rate (vph)	2	1008	8	0	0	0	0	94	26	50	143	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			0			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					434							
pX, platoon unblocked												
vC, conflicting volume	20			1036			1128	1057	380	454	1061	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			1036			1128	1057	380	454	1061	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	56	96	83	33	100
cM capacity (veh/h)	1568			655			70	216	607	296	215	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1							
Volume Total	254	504	260	120	193							
Volume Left	2	0	0	0	50							
Volume Right	0	0	8	26	0							
cSH	1568	1700	1700	251	231							
Volume to Capacity	0.00	0.30	0.15	0.48	0.84							
Queue Length 95th (ft)	0	0	0	60	162							
Control Delay (s)	0.1	0.0	0.0	31.9	68.6							
Lane LOS	A			D	F							
Approach Delay (s)	0.0			31.9	68.6							
Approach LOS				D	F							
Intersection Summary												
Average Delay	12.8											
Intersection Capacity Utilization	37.2%			ICU Level of Service			A					
Analysis Period (min)	15											

CVN Homeport at NBC
8: Sixth St & D Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	   											
Sign Control	Stop											
Volume (vph)	2	43	16	13	95	9	17	53	11	13	52	4
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.51	0.51	0.51
Hourly flow rate (vph)	2	51	19	15	112	11	19	59	12	25	102	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	73	138	90	135								
Volume Left (vph)	2	15	19	25								
Volume Right (vph)	19	11	12	8								
Hadj (s)	-0.12	0.01	-0.01	0.04								
Departure Headway (s)	4.5	4.5	4.6	4.5								
Degree Utilization, x	0.09	0.17	0.11	0.17								
Capacity (veh/h)	745	747	745	746								
Control Delay (s)	7.9	8.5	8.1	8.5								
Approach Delay (s)	7.9	8.5	8.1	8.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.3											
HCM Level of Service	A											
Intersection Capacity Utilization	28.8%			ICU Level of Service				A				
Analysis Period (min)	15											

CVN Homeport at NBC
9: First St & Orange Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.97		1.00	1.00	1.00	0.95
Flpb, ped/bikes	1.00		0.99	1.00	0.97	1.00
Frt	0.89		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1446		1570	1676	1544	1354
Flt Permitted	1.00		0.65	1.00	0.95	1.00
Satd. Flow (perm)	1446		1075	1676	1544	1354
Volume (vph)	19	107	92	271	564	27
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	25	143	103	304	705	34
RTOR Reduction (vph)	109	0	0	0	0	14
Lane Group Flow (vph)	59	0	103	304	705	20
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2	2
Actuated Green, G (s)	11.6		11.6	11.6	28.9	28.9
Effective Green, g (s)	11.6		11.6	11.6	28.9	28.9
Actuated g/C Ratio	0.24		0.24	0.24	0.60	0.60
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	346		257	401	920	807
v/s Ratio Prot	0.04			c0.18		
v/s Ratio Perm			0.10		c0.46	0.01
v/c Ratio	0.17		0.40	0.76	0.77	0.03
Uniform Delay, d1	14.6		15.5	17.1	7.3	4.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		1.0	8.0	3.9	0.0
Delay (s)	14.9		16.6	25.1	11.2	4.0
Level of Service	B		B	C	B	A
Approach Delay (s)	14.9			23.0	10.8	
Approach LOS	B			C	B	
Intersection Summary						
HCM Average Control Delay		15.1			HCM Level of Service	B
HCM Volume to Capacity ratio		0.76				
Actuated Cycle Length (s)		48.5			Sum of lost time (s)	8.0
Intersection Capacity Utilization		57.6%			ICU Level of Service	B
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95	
Frpb, ped/bikes				1.00	0.99		1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Frt				1.00	0.98		1.00	1.00			0.98	
Flt Protected				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)				1522	4683		1770	3539			3457	
Flt Permitted				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (perm)				1522	4683		1770	3539			3457	
Volume (vph)	0	0	0	1807	3686	491	274	174	0	0	290	34
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	1902	3880	517	315	200	0	0	326	38
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	0	0	1540	4751	0	315	200	0	0	361	0
Confl. Peds. (#/hr)	20		20			20	20		20	20		20
Turn Type	Split			Prot								
Protected Phases				8	8		5	2				6
Permitted Phases												
Actuated Green, G (s)				119.0	119.0		21.0	43.0				18.0
Effective Green, g (s)				119.0	119.0		21.0	43.0				18.0
Actuated g/C Ratio				0.70	0.70		0.12	0.25				0.11
Clearance Time (s)				4.0	4.0		4.0	4.0				4.0
Vehicle Extension (s)				3.0	3.0		3.0	3.0				3.0
Lane Grp Cap (vph)				1065	3278		219	895				366
v/s Ratio Prot				1.01	c1.01		c0.18	0.06				c0.10
v/s Ratio Perm												
v/c Ratio				1.45	1.45		1.44	0.22				0.99
Uniform Delay, d1				25.5	25.5		74.5	50.3				75.9
Progression Factor				1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2				206.0	204.0		221.3	0.1				43.2
Delay (s)				231.5	229.5		295.8	50.4				119.1
Level of Service				F	F		F	D				F
Approach Delay (s)		0.0			230.0			200.5				119.1
Approach LOS		A			F			F				F
Intersection Summary												
HCM Average Control Delay			222.2			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.40									
Actuated Cycle Length (s)			170.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			126.8%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

CVN Homeport at NBC
11: Fourth St & Orange Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑				↑↑	↑	↑	↑↑	↑↑	↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Lane Util. Factor	0.91	1.00					0.91	0.91	0.97	0.95		
Frpb, ped/bikes	1.00	0.97					0.99	0.96	1.00	1.00		
Flpb, ped/bikes	1.00	1.00					1.00	1.00	1.00	1.00		
Frt	1.00	0.85					0.98	0.85	1.00	1.00		
Flt Protected	1.00	1.00					1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5081	1536					3287	1383	3433	3539		
Flt Permitted	1.00	1.00					1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5081	1536					3287	1383	3433	3539		
Volume (vph)	13	789	102	0	0	0	0	452	305	547	1624	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	15	917	119	0	0	0	0	502	339	576	1709	0
RTOR Reduction (vph)	0	0	23	0	0	0	0	10	24	0	0	0
Lane Group Flow (vph)	0	932	96	0	0	0	0	588	219	576	1709	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm					Perm	Prot				
Protected Phases	4	4					2	1	6			
Permitted Phases		4					2					
Actuated Green, G (s)	22.2	22.2					20.6	20.6	21.3	45.9		
Effective Green, g (s)	22.2	22.2					20.6	20.6	21.3	45.9		
Actuated g/C Ratio	0.29	0.29					0.27	0.27	0.28	0.60		
Clearance Time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	1482	448					890	374	961	2135		
v/s Ratio Prot	c0.18						0.18		0.17	c0.48		
v/s Ratio Perm		0.06						0.16				
v/c Ratio	0.63	0.22					0.66	0.59	0.60	0.80		
Uniform Delay, d1	23.4	20.4					24.6	24.0	23.7	11.6		
Progression Factor	1.00	1.00					1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.8	0.2					1.9	2.3	1.0	2.2		
Delay (s)	24.2	20.6					26.5	26.4	24.7	13.8		
Level of Service	C	C					C	C	C	B		
Approach Delay (s)	23.8			0.0			26.5			16.6		
Approach LOS	C			A			C			B		
Intersection Summary												
HCM Average Control Delay		20.4							C			
HCM Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		76.1							8.0			
Intersection Capacity Utilization		126.8%							H			
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑↑			↑↑	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	18	17	4	14	3	11	719	6	27	1756	30
Peak Hour Factor	0.73	0.73	0.73	0.58	0.58	0.58	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	7	25	23	7	24	5	12	782	7	29	1868	32
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.63	0.63	0.57	0.63	0.63	0.88	0.57			0.88		
vC, conflicting volume	2413	2793	990	1876	2806	434	1920			808		
vC1, stage 1 conf vol	1961	1961			829	829						
vC2, stage 2 conf vol	452	832		1047	1977							
vCu, unblocked vol	2080	2684	222	1225	2704	218	1859			644		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	81	57	95	96	46	99	93			96		
cM capacity (veh/h)	36	58	429	164	45	668	179			810		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	55	36	403	397	963	966						
Volume Left	7	7	12	0	29	0						
Volume Right	23	5	0	7	0	32						
cSH	82	62	179	1700	810	1700						
Volume to Capacity	0.67	0.59	0.07	0.23	0.04	0.57						
Queue Length 95th (ft)	79	61	5	0	3	0						
Control Delay (s)	112.5	125.7	3.0	0.0	1.0	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	112.5	125.7	1.5		0.5							
Approach LOS	F	F										
Intersection Summary												
Average Delay			4.6									
Intersection Capacity Utilization		83.7%			ICU Level of Service				E			
Analysis Period (min)		15										

CVN Homeport at NBC
13: Sixth St & Orange Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.88		1.00	1.00		1.00	1.00	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1540			1433		1593	3339		1593	3345	
Flt Permitted		0.67			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1042			1422		1593	3339		1593	3345	
Volume (vph)	14	21	24	5	15	125	57	595	18	33	1705	40
Peak-hour factor, PHF	0.68	0.68	0.68	0.48	0.48	0.48	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	21	31	35	10	31	260	63	654	20	35	1795	42
RTOR Reduction (vph)	0	16	0	0	150	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	71	0	0	151	0	63	672	0	35	1836	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			2			1	6
Permitted Phases	4			8								
Actuated Green, G (s)		16.8			16.8		5.0	36.9		32.5	64.4	
Effective Green, g (s)		16.8			16.8		5.0	36.9		32.5	64.4	
Actuated g/C Ratio		0.17			0.17		0.05	0.38		0.33	0.66	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		178			243		81	1255		527	2194	
v/s Ratio Prot							c0.04	0.20		0.02	c0.55	
v/s Ratio Perm		0.07			c0.11							
v/c Ratio		0.40			0.62		0.78	0.54		0.07	0.84	
Uniform Delay, d1		36.2			37.7		46.1	23.9		22.5	12.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5			4.9		36.4	0.4		0.1	2.9	
Delay (s)		37.7			42.6		82.4	24.4		22.5	15.8	
Level of Service		D			D		F	C		C	B	
Approach Delay (s)		37.7			42.6		29.4			16.0		
Approach LOS		D			D		C			B		
Intersection Summary												
HCM Average Control Delay		22.6					HCM Level of Service		C			
HCM Volume to Capacity ratio		0.79										
Actuated Cycle Length (s)		98.2					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		70.8%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1526			1534		1593	3343		1593	3338	
Flt Permitted		0.88			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1362			1480		1593	3343		1593	3338	
Volume (vph)	35	25	42	6	12	14	72	566	15	32	1481	49
Peak-hour factor, PHF	0.95	0.95	0.95	0.65	0.65	0.65	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	37	26	44	9	18	22	76	596	16	35	1627	54
RTOR Reduction (vph)	0	17	0	0	19	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	90	0	0	30	0	76	611	0	35	1680	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			2			1	6
Permitted Phases	4			8								
Actuated Green, G (s)		11.0			11.0		5.8	58.1		4.2	56.5	
Effective Green, g (s)		11.0			11.0		5.8	58.1		4.2	56.5	
Actuated g/C Ratio		0.13			0.13		0.07	0.68		0.05	0.66	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		176			191		108	2277		78	2211	
v/s Ratio Prot							c0.05	0.18		0.02	c0.50	
v/s Ratio Perm		c0.07			0.02							
v/c Ratio		0.51			0.16		0.70	0.27		0.45	0.76	
Uniform Delay, d1		34.7			33.0		38.9	5.3		39.4	9.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.5			0.4		18.7	0.1		4.1	1.5	
Delay (s)		37.2			33.4		57.6	5.4		43.5	11.3	
Level of Service		D			C		E	A		D	B	
Approach Delay (s)		37.2			33.4		11.1			12.0		
Approach LOS		D			C		B			B		
Intersection Summary												
HCM Average Control Delay		13.2					HCM Level of Service		B			
HCM Volume to Capacity ratio		0.72										
Actuated Cycle Length (s)		85.3					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		72.3%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.96		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1597			1559		1593	3357		1593	3302	
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1597			1559		1593	3357		1593	3302	
Volume (vph)	40	22	8	6	5	5	21	520	4	14	1397	116
Peak-hour factor, PHF	0.68	0.68	0.68	0.62	0.62	0.62	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	59	32	12	10	8	8	23	559	4	15	1535	127
RTOR Reduction (vph)	0	4	0	0	7	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	99	0	0	19	0	23	562	0	15	1659	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4		4		8		5		2		1	6
Permitted Phases												
Actuated Green, G (s)		9.8			9.8		1.6	52.8		18.0	69.2	
Effective Green, g (s)		9.8			9.8		1.6	52.8		18.0	69.2	
Actuated g/C Ratio		0.09			0.09		0.02	0.50		0.17	0.65	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		147			144		24	1666		269	2148	
v/s Ratio Prot		c0.06			c0.01		c0.01	0.17		0.01	c0.50	
v/s Ratio Perm												
v/c Ratio		0.68			0.13		0.96	0.34		0.06	0.77	
Uniform Delay, d1		46.8			44.4		52.4	16.2		37.1	13.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		11.6			0.4		163.4	0.1		0.1	1.8	
Delay (s)		58.4			44.8		215.7	16.3		37.2	14.8	
Level of Service		E			D		F	B		D	B	
Approach Delay (s)		58.4			44.8		24.2			15.0		
Approach LOS		E			D		C			B		
Intersection Summary												
HCM Average Control Delay		19.5										
HCM Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		106.4								16.0		
Intersection Capacity Utilization		62.5%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	↕			Free	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	0	0	19	0	5990	0	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.50	0.50	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	21	0	6511	0	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2211	6551	40	6551	6551	2190	20			6531		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2211	6551	40	6551	6551	2190	20			6531		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	43	100			100		
cM capacity (veh/h)	10	0	1005	0	0	36	1595			4		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	21	2604	2604	1302								
Volume Left	0	0	0	0								
Volume Right	21	0	0	0								
cSH	36	1700	1700	1700								
Volume to Capacity	0.57	1.53	1.53	0.77								
Queue Length 95th (ft)	49	0	0	0								
Control Delay (s)	192.8	0.0	0.0	0.0								
Lane LOS	F											
Approach Delay (s)	192.8	0.0										
Approach LOS	F											
Intersection Summary												
Average Delay		0.6										
Intersection Capacity Utilization		125.7%										
Analysis Period (min)		15										
ICU Level of Service										H		

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		1.00	0.92		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.98	1.00		0.97		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	1.00	
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1594	2434		1561		1593	3350		1593	3342	
Flt Permitted		0.84	1.00		0.80		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1387	2434		1292		1593	3350		1593	3342	
Volume (vph)	13	8	116	21	7	2	877	495	7	15	1357	32
Peak-hour factor, PHF	0.82	0.82	0.82	0.64	0.64	0.64	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	16	10	141	33	11	3	923	521	7	16	1459	34
RTOR Reduction (vph)	0	0	125	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	26	16	0	45	0	923	528	0	16	1492	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm		Perm	Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	17.3	17.3		17.3			68.9	121.7		3.4	56.2	
Effective Green, g (s)	17.3	17.3		17.3			68.9	121.7		3.4	56.2	
Actuated g/C Ratio	0.11	0.11		0.11			0.45	0.79		0.02	0.36	
Clearance Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	155	273		145			711	2641		35	1216	
v/s Ratio Prot							c0.58	0.16		0.01	c0.45	
v/s Ratio Perm	0.02	0.01		c0.03								
v/c Ratio	0.17	0.06		0.31			1.30	0.20		0.46	1.23	
Uniform Delay, d1	62.0	61.3		63.1			42.8	4.1		74.6	49.1	
Progression Factor	1.00	1.00		1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.1		1.2			144.4	0.0		9.2	109.5	
Delay (s)	62.5	61.4		64.3			187.2	4.1		83.8	158.6	
Level of Service	E	E		E			F	A		F	F	
Approach Delay (s)	61.5			64.3			120.6			157.8		
Approach LOS	E			E			F			F		
Intersection Summary												
HCM Average Control Delay		134.3							F			
HCM Volume to Capacity ratio		1.15										
Actuated Cycle Length (s)		154.4						12.0				
Intersection Capacity Utilization		111.6%							H			
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔		↔	↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1198	159	0	0	5975	0	0	229	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.84	0.84	0.84	0.25	0.25	0.25
Hourly flow rate (vph)	0	1377	183	0	0	6356	0	0	273	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			0	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			1580			1508	1508	590	772	1600	40
vC1, stage 1 conf vol							1488	1488		20	20	
vC2, stage 2 conf vol							20	20		752	1580	
vCu, unblocked vol	20			1580			1508	1508	590	772	1600	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	37	100	100	100
cM capacity (veh/h)	1595			406			85	121	436	92	109	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	551	551	458	2119	2119	2119	273					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	183	2119	2119	2119	273					
cSH	1700	1700	1700	1700	1700	1700	436					
Volume to Capacity	0.32	0.32	0.27	1.25	1.25	1.25	0.63					
Queue Length 95th (ft)	0	0	0	0	0	0	104					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	26.1					
Lane LOS							D					
Approach Delay (s)	0.0			0.0			26.1					
Approach LOS							D					
Intersection Summary												
Average Delay		0.9										
Intersection Capacity Utilization		144.6%							H			
Analysis Period (min)		15										

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	605	133	30	3	0	259
Peak Hour Factor	0.87	0.87	0.80	0.80	0.81	0.81
Hourly flow rate (vph)	695	153	38	4	0	320
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	61				1623	79
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	61				1623	79
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	54				100	66
cM capacity (veh/h)	1516				59	949
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	848	41	320			
Volume Left	695	0	0			
Volume Right	0	4	320			
cSH	1516	1700	949			
Volume to Capacity	0.46	0.02	0.34			
Queue Length 95th (ft)	62	0	37			
Control Delay (s)	8.5	0.0	10.7			
Lane LOS	A		B			
Approach Delay (s)	8.5	0.0	10.7			
Approach LOS			B			
Intersection Summary						
Average Delay			8.8			
Intersection Capacity Utilization		71.8%		ICU Level of Service		C
Analysis Period (min)		15				













CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.95		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1582		3251		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1582		3251		3362	
Volume (vph)	290	18	1401	631	0	1464
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.77	0.77
Adj. Flow (vph)	349	22	1540	693	0	1901
RTOR Reduction (vph)	2	0	32	0	0	0
Lane Group Flow (vph)	369	0	2201	0	0	1901
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	36.0		106.0			116.0
Effective Green, g (s)	36.0		106.0			116.0
Actuated g/C Ratio	0.22		0.66			0.72
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	356		2154			2437
v/s Ratio Prot	c0.23		c0.68			c0.57
v/s Ratio Perm						
v/c Ratio	1.04		1.02			0.78
Uniform Delay, d1	62.0		27.0			13.9
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	57.8		25.1			1.7
Delay (s)	119.8		52.1			15.6
Level of Service	F		D			B
Approach Delay (s)	119.8		52.1			15.6
Approach LOS	F		D			B
Intersection Summary						
HCM Average Control Delay		42.3		HCM Level of Service		D
HCM Volume to Capacity ratio		1.02				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)		12.0
Intersection Capacity Utilization		83.5%		ICU Level of Service		E
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd























2015 2 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1382	33	0	5974	566	0	0	430	0	0	4
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.90	0.90	0.90	0.94	0.94	0.94
Hourly flow rate (vph)	0	5528	132	0	6493	615	0	0	478	0	0	4
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	7129			5680			7803	12743	1949	8684	12501	2512
vC1, stage 1 conf vol							5614	5614		6821	6821	
vC2, stage 2 conf vol							2189	7129		1863	5680	
vCu, unblocked vol	7129			5680			7803	12743	1949	8684	12501	2512
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	78	100	100	80
cM capacity (veh/h)	2			8			0	0	2140	0	0	21
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	2211	2211	1238	2597	2597	1914	478	4				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	132	0	0	615	478	4				
cSH	1700	1700	1700	1700	1700	1700	2140	21				
Volume to Capacity	1.30	1.30	0.73	1.53	1.53	1.13	0.22	0.20				
Queue Length 95th (ft)	0	0	0	0	0	0	21	15				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	7.2	212.8				
Lane LOS							A	F				
Approach Delay (s)	0.0			0.0			7.2	212.8				
Approach LOS							A	F				
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			143.1%		ICU Level of Service					H		
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.76		1.00	0.95	1.00	1.00	0.89	1.00	0.99	
Flpb, ped/bikes	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	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3284	
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3284	
Volume (vph)	31	33	13	5	80	163	199	1723	3	393	685	446
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83	0.33	0.33	0.33
Adj. Flow (vph)	34	37	14	5	88	179	240	2076	4	1191	2076	1352
RTOR Reduction (vph)	0	0	14	0	0	158	0	0	1	0	62	0
Lane Group Flow (vph)	34	37	0	0	93	21	240	2076	3	1191	3366	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	4.0	4.0		18.3	18.3	13.0	57.1	57.1	58.2	102.3	
Effective Green, g (s)	4.0	4.0	4.0		18.3	18.3	13.0	57.1	57.1	58.2	102.3	
Actuated g/C Ratio	0.03	0.03	0.03		0.12	0.12	0.08	0.37	0.37	0.38	0.67	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	46	49	31	221	180	150	1316	522	671	2187		
v/s Ratio Prot	0.02	c0.02			c0.05		0.14	0.59		c0.67	c1.02	
v/s Ratio Perm			0.00			0.01			0.00			
v/c Ratio	0.74	0.76	0.01		0.42	0.12	1.60	1.58	0.01	1.77	1.54	
Uniform Delay, d1	74.3	74.3	72.9		62.7	60.4	70.3	48.2	30.4	47.7	25.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	46.3	48.1	0.2		1.3	0.3	298.9	263.6	0.0	354.8	244.9	
Delay (s)	120.6	122.4	73.0		64.0	60.7	369.2	311.8	30.4	402.5	270.5	
Level of Service	F	F	E		E	E	F	F	C	F	F	
Approach Delay (s)		113.5			61.9			317.3			304.6	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM Average Control Delay				297.3	HCM Level of Service			F				
HCM Volume to Capacity ratio				1.45								
Actuated Cycle Length (s)				153.6	Sum of lost time (s)			12.0				
Intersection Capacity Utilization				93.8%	ICU Level of Service			F				
Analysis Period (min)				15								

c Critical Lane Group

CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	0.99		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.96		1.00	1.00		1.00
Satd. Flow (prot)	1742		3539	1508		3539
Flt Permitted	0.96		1.00	1.00		1.00
Satd. Flow (perm)	1742		3539	1508		3539
Volume (vph)	41	3	1924	408	0	683
Peak-hour factor, PHF	0.84	0.84	0.90	0.90	0.94	0.94
Adj. Flow (vph)	49	4	2138	453	0	727
RTOR Reduction (vph)	4	0	0	101	0	0
Lane Group Flow (vph)	49	0	2138	352	0	727
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	1.9		34.7	34.7		34.7
Effective Green, g (s)	1.9		34.7	34.7		34.7
Actuated g/C Ratio	0.04		0.78	0.78		0.78
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	74		2753	1173		2753
v/s Ratio Prot	c0.03		c0.60			0.21
v/s Ratio Perm				0.23		
v/c Ratio	0.66		0.78	0.30		0.26
Uniform Delay, d1	21.0		2.8	1.4		1.4
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	20.2		1.4	0.1		0.1
Delay (s)	41.3		4.2	1.6		1.4
Level of Service	D		A	A		A
Approach Delay (s)	41.3		3.7			1.4
Approach LOS	D		A			A
Intersection Summary						
HCM Average Control Delay		3.8			HCM Level of Service	A
HCM Volume to Capacity ratio		0.77				
Actuated Cycle Length (s)		44.6		Sum of lost time (s)	8.0	
Intersection Capacity Utilization		68.1%		ICU Level of Service	C	
Analysis Period (min)		15				
c Critical Lane Group						











CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↗	↖	↗	↖	↖	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flrb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	0.98	1.00		1.00	1.00	1.00	0.98	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1739	1736		1587	1676	1380	1742	3539	1500	1770	3424	
Flt Permitted	0.69	1.00		0.16	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1268	1736		266	1676	1380	1742	3539	1500	1770	3424	
Volume (vph)	50	115	70	48	82	38	11	109	200	121	412	80
Peak-hour factor, PHF	0.25	0.25	0.25	0.83	0.83	0.83	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	200	460	280	58	99	46	12	118	217	126	429	83
RTOR Reduction (vph)	0	33	0	0	0	24	0	0	170	0	25	0
Lane Group Flow (vph)	200	707	0	58	99	22	12	118	47	126	487	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot	Perm		Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	25.1	25.1		25.1	25.1	25.1	0.6	11.4	11.4	4.4	15.2	
Effective Green, g (s)	25.1	25.1		25.1	25.1	25.1	0.6	11.4	11.4	4.4	15.2	
Actuated g/C Ratio	0.47	0.47		0.47	0.47	0.47	0.01	0.22	0.22	0.08	0.29	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	602	824		126	795	655	20	763	323	147	984	
v/s Ratio Prot		c0.41			0.06		0.01	0.03		c0.07	c0.14	
v/s Ratio Perm	0.16			0.22		0.02			0.03			
v/c Ratio	0.33	0.86		0.46	0.12	0.03	0.60	0.15	0.14	0.86	0.49	
Uniform Delay, d1	8.7	12.3		9.3	7.8	7.4	26.0	16.8	16.8	23.9	15.7	
Progression Factor	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	8.8		2.7	0.1	0.0	40.2	0.1	0.2	35.8	0.4	
Delay (s)	9.0	21.1		12.0	7.8	7.4	66.2	16.9	17.0	59.8	16.1	
Level of Service	A	C		B	A	A	E	B	B	E	B	
Approach Delay (s)		18.5			8.9			18.7			24.7	
Approach LOS		B			A			B			C	
Intersection Summary												
HCM Average Control Delay		19.5								HCM Level of Service	B	
HCM Volume to Capacity ratio		0.75										
Actuated Cycle Length (s)		52.9		Sum of lost time (s)					12.0			
Intersection Capacity Utilization		43.2%		ICU Level of Service					A			
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	74	104	0	19	107
Peak Hour Factor	0.88	0.88	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	0	84	108	0	22	124
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLTL		
Median storage (veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	128				232	148
vC1, stage 1 conf vol					128	
vC2, stage 2 conf vol					104	
vCu, unblocked vol	128				232	148
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	86
cM capacity (veh/h)	1433				741	869
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	84	108	22	124		
Volume Left	0	0	22	0		
Volume Right	0	0	0	124		
cSH	1700	1700	741	869		
Volume to Capacity	0.05	0.06	0.03	0.14		
Queue Length 95th (ft)	0	0	2	12		
Control Delay (s)	0.0	0.0	10.0	9.8		
Lane LOS			B	A		
Approach Delay (s)	0.0	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization			26.8%	ICU Level of Service	A	
Analysis Period (min)			15			

CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2015 2 Carrier
Timing Plan: AM PEAK-HOUR

Intersection Sign configuration not allowed in HCM analysis.

CVN Homeport at NBC
1: First St & Alameda Blvd

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	1004	670	39	85	64	0
Peak Hour Factor	0.89	0.89	0.84	0.84	0.86	0.86
Hourly flow rate (vph)	1128	753	46	101	74	0
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	1128	753	148	74	0	
Volume Left (vph)	0	0	46	74	0	
Volume Right (vph)	0	753	0	0	0	
Hadj (s)	0.03	-0.67	0.10	0.53	0.00	
Departure Headway (s)	5.0	4.3	5.5	7.7	7.2	
Degree Utilization, x	1.57	0.90	0.23	0.16	0.00	
Capacity (veh/h)	710	833	639	451	496	
Control Delay (s)	274.4	30.6	10.2	11.0	9.0	
Approach Delay (s)	176.8		10.2	11.0		
Approach LOS	F		B	B		
Intersection Summary						
Delay	159.3					
HCM Level of Service	F					
Intersection Capacity Utilization	67.8%					
ICU Level of Service	C					
Analysis Period (min)	15					

CVN Homeport at NBC
2: Third St & Alameda Blvd

























2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕		↕	↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					0.91		1.00	1.00				1.00
Frpb, ped/bikes					1.00		1.00	1.00				1.00
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					0.99		1.00	1.00				1.00
Flt Protected					0.99		0.95	1.00				1.00
Satd. Flow (prot)					4988		1762	1863				1855
Flt Permitted					0.99		0.21	1.00				1.00
Satd. Flow (perm)					4988		393	1863				1855
Volume (vph)	0	0	0	144	642	34	55	58	0	0	606	15
Peak-hour factor, PHF	0.25	0.25	0.25	0.91	0.91	0.91	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	158	705	37	69	72	0	0	673	17
RTOR Reduction (vph)	0	0	0	0	9	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	891	0	69	72	0	0	688	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases				8			2			6		
Permitted Phases	8						2					
Actuated Green, G (s)				13.0			19.1			19.1		
Effective Green, g (s)				13.0			19.1			19.1		
Actuated g/C Ratio				0.32			0.48			0.48		
Clearance Time (s)				4.0			4.0			4.0		
Vehicle Extension (s)				3.0			3.0			3.0		
Lane Grp Cap (vph)	1617			187			887			884		
v/s Ratio Prot							0.04			c0.37		
v/s Ratio Perm				0.18			0.18					
v/c Ratio				0.55			0.37			0.78		
Uniform Delay, d1				11.1			6.7			8.7		
Progression Factor				1.00			1.00			1.00		
Incremental Delay, d2				0.4			1.2			4.4		
Delay (s)				11.6			7.9			13.1		
Level of Service	B			A			A			B		
Approach Delay (s)	0.0			11.6			6.8			13.1		
Approach LOS	A			B			A			B		
Intersection Summary												
HCM Average Control Delay	11.8			HCM Level of Service			B					
HCM Volume to Capacity ratio	0.69											
Actuated Cycle Length (s)	40.1			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	118.0%			ICU Level of Service			H					
Analysis Period (min)	15											
c Critical Lane Group												

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						  		  	  	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frpb, ped/bikes		0.98						0.97		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		0.97	1.00	
Frt		0.97						0.94		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4854						1696		1711	1863	
Flt Permitted		1.00						1.00		0.56	1.00	
Satd. Flow (perm)		4854						1696		1002	1863	
Volume (vph)	24	2877	605	0	0	0	0	91	75	475	312	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	26	3127	658	0	0	0	0	107	88	522	343	0
RTOR Reduction (vph)	0	22	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3789	0	0	0	0	0	195	0	522	343	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm						Perm					
Protected Phases	4						2					
Permitted Phases	4						6					
Actuated Green, G (s)	84.0						58.0					
Effective Green, g (s)	84.0						58.0					
Actuated g/C Ratio	0.56						0.39					
Clearance Time (s)	4.0						4.0					
Vehicle Extension (s)	3.0						3.0					
Lane Grp Cap (vph)	2718						656					
v/s Ratio Prot							0.11					
v/s Ratio Perm	0.78						c0.52					
v/c Ratio	1.39						0.30					
Uniform Delay, d1	33.0						31.9					
Progression Factor	1.00						1.00					
Incremental Delay, d2	179.7						0.3					
Delay (s)	212.7						32.1					
Level of Service	F						C					
Approach Delay (s)	212.7						0.0					
Approach LOS	F						A					
Intersection Summary												
HCM Average Control Delay	193.7						HCM Level of Service					
HCM Volume to Capacity ratio	1.37						F					
Actuated Cycle Length (s)	150.0						Sum of lost time (s)					
Intersection Capacity Utilization	118.0%						ICU Level of Service					
Analysis Period (min)	15						H					
c Critical Lane Group												

c Critical Lane Group

CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	757	284	36	188	11
Peak Hour Factor	0.93	0.93	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	1	814	351	44	258	15
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	415				1229	413
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	415				1229	413
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				0	98
cM capacity (veh/h)	1125				190	618
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	815	395	273			
Volume Left	1	0	258			
Volume Right	0	44	15			
cSH	1125	1700	197			
Volume to Capacity	0.00	0.23	1.38			
Queue Length 95th (ft)	0	0	396			
Control Delay (s)	0.0	0.0	245.9			
Lane LOS	A		F			
Approach Delay (s)	0.0	0.0	245.9			
Approach LOS			F			
Intersection Summary						
Average Delay	45.2					
Intersection Capacity Utilization	59.5%					
ICU Level of Service	B					
Analysis Period (min)	15					

CVN Homeport at NBC
5: First St & D Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	1132	0	79	292	1	3	1	18	3	2	0
Peak Hour Factor	0.77	0.77	0.77	0.89	0.89	0.89	0.75	0.75	0.75	0.42	0.42	0.42
Hourly flow rate (vph)	0	1470	0	89	328	1	4	1	24	7	5	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)				442								
pX, platoon unblocked	0.97						0.97	0.97		0.97	0.97	0.97
vC, conflicting volume	349			1490			2019	2017	1510	2041	2016	369
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	332			1490			2046	2044	1510	2069	2044	351
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			80			86	97	83	72	89	100
cM capacity (veh/h)	1175			443			29	42	143	25	42	651
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1470	418	29	12								
Volume Left	0	89	4	7								
Volume Right	0	1	24	0								
cSH	1175	443	88	30								
Volume to Capacity	0.00	0.20	0.34	0.40								
Queue Length 95th (ft)	0	18	32	32								
Control Delay (s)	0.0	6.2	65.6	188.7								
Lane LOS		A	F	F								
Approach Delay (s)	0.0	6.2	65.6	188.7								
Approach LOS			F	F								
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization		97.6%		ICU Level of Service			F					
Analysis Period (min)		15										
















CVN Homeport at NBC
6: Third St & D Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕				↕
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	58	1044	21	16	50	0	0	82	9
Peak Hour Factor	0.25	0.25	0.25	0.97	0.97	0.97	0.71	0.71	0.71	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	0	60	1076	22	23	70	0	0	122	13
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)				432								
pX, platoon unblocked												
vC, conflicting volume	1118			20			593	1258	40	1282	1247	410
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1118			20			593	1258	40	1282	1247	410
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			83	55	100	100	24	98
cM capacity (veh/h)	610			1568			133	158	989	73	160	581
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	329	538	291	93	136							
Volume Left	60	0	0	23	0							
Volume Right	0	0	22	0	13							
cSH	1568	1700	1700	151	173							
Volume to Capacity	0.04	0.32	0.17	0.62	0.79							
Queue Length 95th (ft)	3	0	0	83	130							
Control Delay (s)	1.6	0.0	0.0	61.0	76.3							
Lane LOS	A			F	F							
Approach Delay (s)	0.5			61.0	76.3							
Approach LOS				F	F							
Intersection Summary												
Average Delay			12.0									
Intersection Capacity Utilization		42.4%		ICU Level of Service			A					
Analysis Period (min)		15										














CVN Homeport at NBC
7: Fourth St & D Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  											
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	2	3734	49	0	0	0	0	63	44	19	118	0
Peak Hour Factor	0.91	0.91	0.91	0.25	0.25	0.25	0.83	0.83	0.83	0.74	0.74	0.74
Hourly flow rate (vph)	2	4103	54	0	0	0	0	76	53	26	159	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			0.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			0			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)	434											
pX, platoon unblocked												
vC, conflicting volume	20			4177			4254	4175	1435	1503	4202	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			4177			4254	4175	1435	1503	4202	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			0	0	56	0	0	100
cM capacity (veh/h)	1568			36			0	2	121	0	2	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1							
Volume Total	1028	2052	1080	129	185							
Volume Left	2	0	0	0	26							
Volume Right	0	0	54	53	0							
cSH	1568	1700	1700	3	0							
Volume to Capacity	0.00	1.21	0.64	37.11	Err							
Queue Length 95th (ft)	0	0	0	Err	Err							
Control Delay (s)	0.0	0.0	0.0	Err	Err							
Lane LOS	A			F	F							
Approach Delay (s)	0.0			Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization	95.2%			ICU Level of Service					F			
Analysis Period (min)	15											












CVN Homeport at NBC
8: Sixth St & D Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	7	181	26	33	43	35	28	113	56	53	127	7
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	8	218	31	40	52	42	30	120	60	62	148	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	258	134	210	217								
Volume Left (vph)	8	40	30	62								
Volume Right (vph)	31	42	60	8								
Hadj (s)	-0.03	-0.10	-0.11	0.07								
Departure Headway (s)	5.3	5.4	5.2	5.4								
Degree Utilization, x	0.38	0.20	0.30	0.32								
Capacity (veh/h)	636	598	626	618								
Control Delay (s)	11.4	9.7	10.5	10.9								
Approach Delay (s)	11.4	9.7	10.5	10.9								
Approach LOS	B	A	B	B								
Intersection Summary												
Delay	10.8											
HCM Level of Service	B											
Intersection Capacity Utilization	47.1%											
ICU Level of Service	A											
Analysis Period (min)	15											




















CVN Homeport at NBC
9: First St & Orange Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.95
Flpb, ped/bikes	1.00		1.00	1.00	0.97	1.00
Frt	0.90		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1466		1593	1676	1542	1352
Flt Permitted	1.00		0.13	1.00	0.95	1.00
Satd. Flow (perm)	1466		216	1676	1542	1352
Volume (vph)	261	886	256	188	185	164
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	339	1151	316	232	226	200
RTOR Reduction (vph)	199	0	0	0	0	153
Lane Group Flow (vph)	1291	0	316	232	226	47
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2 2	
Actuated Green, G (s)	31.1		31.1	31.1	12.0	12.0
Effective Green, g (s)	31.1		31.1	31.1	12.0	12.0
Actuated g/C Ratio	0.61		0.61	0.61	0.23	0.23
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	892		131	1020	362	317
v/s Ratio Prot	0.88		0.14			
v/s Ratio Perm			c1.47		c0.15	0.03
v/c Ratio	1.45		2.41	0.23	0.62	0.15
Uniform Delay, d1	10.0		10.0	4.5	17.5	15.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	207.5		658.2	0.1	3.3	0.2
Delay (s)	217.5		668.2	4.7	20.9	15.7
Level of Service	F		F	A	C	B
Approach Delay (s)	217.5		387.3		18.4	
Approach LOS	F		F		B	
Intersection Summary						
HCM Average Control Delay	220.8		HCM Level of Service			F
HCM Volume to Capacity ratio	1.91					
Actuated Cycle Length (s)	51.1		Sum of lost time (s)			8.0
Intersection Capacity Utilization	105.7%		ICU Level of Service			G
Analysis Period (min)	15					
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Frt				1.00	0.99		1.00	1.00			1.00	
Flt Protected				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (prot)				1522	4632		1770	3539			3528	
Flt Permitted				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (perm)				1522	4632		1770	3539			3528	
Volume (vph)	0	0	0	1263	1002	175	107	298	0	0	1109	16
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	1316	1044	182	113	314	0	0	1260	18
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	658	1877	0	113	314	0	0	1277	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Split		Prot						
Protected Phases				8	8	5		2	6			
Permitted Phases												
Actuated Green, G (s)				76.2	76.2	12.5		79.0	62.5			
Effective Green, g (s)				76.2	76.2	12.5		79.0	62.5			
Actuated g/C Ratio				0.47	0.47	0.08		0.48	0.38			
Clearance Time (s)				4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)				711	2163	136		1713	1351			
v/s Ratio Prot				c0.43	0.41	c0.06		0.09	c0.36			
v/s Ratio Perm												
v/c Ratio				0.93	0.87	0.83		0.18	0.95			
Uniform Delay, d1				40.8	39.0	74.3		23.8	48.7			
Progression Factor				1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2				17.9	4.0	33.0		0.1	13.5			
Delay (s)				58.7	43.0	107.3		23.9	62.2			
Level of Service				E	D	F		C	E			
Approach Delay (s)	0.0			47.0		46.0		62.2				
Approach LOS	A			D		D		E				
Intersection Summary												
HCM Average Control Delay	51.5			HCM Level of Service				D				
HCM Volume to Capacity ratio	0.93											
Actuated Cycle Length (s)	163.2			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	157.3%			ICU Level of Service				H				
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
11: Fourth St & Orange Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑	↑	↑↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.91	1.00					0.91	0.91	0.97	0.95	
Flpb, ped/bikes		1.00	0.95					0.97	0.93	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					0.93	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5083	1501					3051	1334	3433	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5083	1501					3051	1334	3433	3539	
Volume (vph)	36	3511	264	0	0	0	0	386	649	1192	1173	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	3858	290	0	0	0	0	420	705	1296	1275	0
RTOR Reduction (vph)	0	0	10	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3898	280	0	0	0	0	772	353	1296	1275	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Perm	Prot			
Protected Phases	4	4						2	1	6		
Permitted Phases		4						2				
Actuated Green, G (s)		86.0	86.0					33.0	33.0	39.0	76.0	
Effective Green, g (s)		86.0	86.0					33.0	33.0	39.0	76.0	
Actuated g/C Ratio		0.51	0.51					0.19	0.19	0.23	0.45	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		2571	759					592	259	788	1582	
v/s Ratio Prot		c0.77						0.25		c0.38	0.36	
v/s Ratio Perm			0.19						c0.26			
v/c Ratio		1.52	0.37					1.30	1.36	1.64	0.81	
Uniform Delay, d1		42.0	25.5					68.5	68.5	65.5	40.6	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		234.3	0.3					148.8	186.2	295.8	3.1	
Delay (s)		276.3	25.8					217.3	254.7	361.3	43.7	
Level of Service		F	C					F	F	F	D	
Approach Delay (s)		259.0			0.0			229.0			203.8	
Approach LOS		F			A			F			F	
Intersection Summary												
HCM Average Control Delay		236.7								F		
HCM Volume to Capacity ratio		1.52										
Actuated Cycle Length (s)		170.0								12.0		
Intersection Capacity Utilization		157.3%								H		
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑↑			↑↑	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	7	72	25	5	8	5	13	1029	13	11	1474	22
Peak Hour Factor	0.45	0.45	0.45	0.75	0.75	0.75	0.93	0.93	0.93	0.95	0.95	0.95
Hourly flow rate (vph)	16	160	56	7	11	7	14	1106	14	12	1552	23
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.80	0.80	0.68	0.80	0.80	0.76	0.68			0.76		
vC, conflicting volume	2219	2775	827	2116	2779	600	1595			1140		
vC1, stage 1 conf vol	1606	1606		1161	1161							
vC2, stage 2 conf vol	613	1168		955	1618							
vCu, unblocked vol	1383	2078	276	1253	2084	164	1404			873		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	83	0	88	0	90	99	96			98		
cM capacity (veh/h)	92	117	474	0	106	628	323			576		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	231	24	567	567	787	799						
Volume Left	16	7	14	0	12	0						
Volume Right	56	7	0	14	0	23						
cSH	139	0	323	1700	576	1700						
Volume to Capacity	1.66	Err	0.04	0.33	0.02	0.47						
Queue Length 95th (ft)	416	Err	3	0	2	0						
Control Delay (s)	381.3	Err	1.5	0.0	0.6	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	381.3	Err	0.7		0.3							
Approach LOS	F	F										
Intersection Summary												
Average Delay					Err							
Intersection Capacity Utilization			65.7%		ICU Level of Service					C		
Analysis Period (min)			15									

CVN Homeport at NBC
13: Sixth St & Orange Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.93		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1547			1521		1593	3323		1593	3341	
Flt Permitted		0.95			0.89		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1475			1363		1593	3323		1593	3341	
Volume (vph)	38	123	114	15	26	41	39	962	54	158	1296	37
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	42	137	127	17	30	48	41	1023	57	165	1350	39
RTOR Reduction (vph)	0	18	0	0	26	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	288	0	0	69	0	41	1078	0	165	1388	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		18.2			18.2		4.5	41.0		13.6	50.1	
Effective Green, g (s)		18.2			18.2		4.5	41.0		13.6	50.1	
Actuated g/C Ratio		0.21			0.21		0.05	0.48		0.16	0.59	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		317			293		85	1607		255	1974	
v/s Ratio Prot							0.03	c0.32		0.10	c0.42	
v/s Ratio Perm		c0.20			0.05							
v/c Ratio		0.91			0.24		0.48	0.67		0.65	0.70	
Uniform Delay, d1		32.5			27.5		39.0	16.7		33.4	12.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		28.1			0.4		4.3	1.1		5.6	1.2	
Delay (s)		60.6			28.0		43.3	17.9		38.9	13.3	
Level of Service		E			C		D	B		D	B	
Approach Delay (s)		60.6			28.0			18.8			16.0	
Approach LOS		E			C			B			B	
Intersection Summary												
HCM Average Control Delay		21.8					HCM Level of Service			C		
HCM Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		84.8					Sum of lost time (s)			12.0		
Intersection Capacity Utilization		70.8%					ICU Level of Service			C		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.95		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1537			1559		1593	3354		1593	3339	
Flt Permitted		0.85			0.87		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1326			1370		1593	3354		1593	3339	
Volume (vph)	87	86	110	29	49	40	62	894	10	65	1201	37
Peak-hour factor, PHF	0.85	0.85	0.85	0.71	0.71	0.71	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	102	101	129	41	69	56	64	922	10	68	1251	39
RTOR Reduction (vph)	0	15	0	0	12	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	317	0	0	154	0	64	931	0	68	1288	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		28.6			28.6		5.0	43.2		5.3	43.5	
Effective Green, g (s)		28.6			28.6		5.0	43.2		5.3	43.5	
Actuated g/C Ratio		0.32			0.32		0.06	0.48		0.06	0.49	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		426			440		89	1626		95	1630	
v/s Ratio Prot							0.04	c0.28		0.04	c0.39	
v/s Ratio Perm		c0.24			0.11							
v/c Ratio		0.74			0.35		0.72	0.57		0.72	0.79	
Uniform Delay, d1		27.0			23.1		41.4	16.4		41.2	19.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.9			0.5		24.1	0.5		22.5	2.7	
Delay (s)		33.9			23.6		65.5	16.9		63.6	21.7	
Level of Service		C			C		E	B		E	C	
Approach Delay (s)		33.9			23.6			20.0			23.8	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM Average Control Delay		23.6					HCM Level of Service			C		
HCM Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		89.1					Sum of lost time (s)			8.0		
Intersection Capacity Utilization		71.3%					ICU Level of Service			C		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.97			0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1577			1573		1593	3328		1593	3327	
Flt Permitted		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1577			1573		1593	3328		1593	3327	
Volume (vph)	117	63	46	12	26	16	53	837	37	36	1155	54
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	139	75	55	18	38	24	57	900	40	38	1203	56
RTOR Reduction (vph)	0	7	0	0	10	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	262	0	0	70	0	57	938	0	38	1257	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8			5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		18.9			12.9		6.3	51.4		10.9	56.0	
Effective Green, g (s)		18.9			12.9		6.3	51.4		10.9	56.0	
Actuated g/C Ratio		0.17			0.12		0.06	0.47		0.10	0.51	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		271			184		91	1554		158	1692	
v/s Ratio Prot		c0.17			c0.04		0.04	c0.28		0.02	c0.38	
v/s Ratio Perm												
v/c Ratio		0.97			0.38		0.63	0.60		0.24	0.74	
Uniform Delay, d1		45.3			44.9		50.7	21.8		45.8	21.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		45.4			1.3		12.7	0.7		0.8	1.8	
Delay (s)		90.7			46.2		63.5	22.5		46.6	23.2	
Level of Service		F			D		E	C		D	C	
Approach Delay (s)		90.7			46.2		24.8			23.9		
Approach LOS		F			D		C			C		
Intersection Summary												
HCM Average Control Delay		31.7										
HCM Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		110.1								16.0		
Intersection Capacity Utilization		67.3%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	Free				
Grade		0%			0%		0%	0%				
Volume (veh/h)	0	0	0	0	0	101	0	2476	5	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.84	0.84	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	110	0	2691	5	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1027	2731	40	2734	2734	920	20			2711		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1027	2731	40	2734	2734	920	20			2711		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	59	100			100		
cM capacity (veh/h)	110	20	1005	9	20	269	1595			145		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	110	1077	1077	544								
Volume Left	0	0	0	0								
Volume Right	110	0	0	5								
cSH	269	1700	1700	1700								
Volume to Capacity	0.41	0.63	0.63	0.32								
Queue Length 95th (ft)	47	0	0	0								
Control Delay (s)	27.4	0.0	0.0	0.0								
Lane LOS	D											
Approach Delay (s)	27.4	0.0										
Approach LOS	D											
Intersection Summary												
Average Delay		1.1										
Intersection Capacity Utilization		60.9%										
Analysis Period (min)		15										

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.88		1.00	1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes	1.00	0.92		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.99	1.00		1.00	0.99		1.00	1.00	
Flt Protected	0.98	1.00		0.97	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (prot)	1634	2445		1593	1593		3330	3330		1593	3343	
Flt Permitted	0.84	1.00		0.35	0.95		1.00	1.00		0.95	1.00	
Satd. Flow (perm)	1400	2445		580	1593		3330	3343		1593	3343	
Volume (vph)	121	230	581	54	20	9	286	824	32	29	1137	26
Peak-hour factor, PHF	0.85	0.85	0.85	0.72	0.72	0.72	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	142	271	684	75	28	12	295	849	33	30	1160	27
RTOR Reduction (vph)	0	0	414	0	3	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	413	270	0	112	0	295	880	0	30	1186	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm		Prot		Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	45.6	45.6		45.6	31.5	82.3	3.7	54.5				
Effective Green, g (s)	45.6	45.6		45.6	31.5	82.3	3.7	54.5				
Actuated g/C Ratio	0.32	0.32		0.32	0.22	0.57	0.03	0.38				
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0				
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)	445	776		184	349	1908	41	1269				
v/s Ratio Prot					c0.19	0.26	0.02	c0.35				
v/s Ratio Perm	c0.30	0.11		0.19								
v/c Ratio	0.93	0.35		0.61	0.85	0.46	0.73	0.93				
Uniform Delay, d1	47.4	37.6		41.5	53.7	17.8	69.5	42.8				
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00				
Incremental Delay, d2	25.5	0.3		5.9	16.9	0.2	49.4	12.6				
Delay (s)	72.9	37.9		47.3	70.6	18.0	118.9	55.4				
Level of Service	E	D		D	E	B	F	E				
Approach Delay (s)	51.0			47.3	31.2		57.0					
Approach LOS	D			D	C		E					
Intersection Summary												
HCM Average Control Delay	46.4			HCM Level of Service	D							
HCM Volume to Capacity ratio	0.91											
Actuated Cycle Length (s)	143.6			Sum of lost time (s)	12.0							
Intersection Capacity Utilization	93.9%			ICU Level of Service	F							
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔			↔			↔			
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	5109	175	0	0	2460	0	0	163	0	0	0
Peak Hour Factor	0.99	0.99	0.99	0.95	0.95	0.95	0.81	0.81	0.81	0.25	0.25	0.25
Hourly flow rate (vph)	0	5161	177	0	0	2589	0	0	201	0	0	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			0.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			0		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage veh							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			5357			5289	5289	1849	1961	5377	40
vC1, stage 1 conf vol							5269	5269		20	20	
vC2, stage 2 conf vol							20	20		1941	5357	
vCu, unblocked vol	20			5357			5289	5289	1849	1961	5377	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	100
cM capacity (veh/h)	1595			12			0	1	62	0	1	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	2064	2064	1209	863	863	863	201					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	177	863	863	863	201					
cSH	1700	1700	1700	1700	1700	1700	62					
Volume to Capacity	1.21	1.21	0.71	0.51	0.51	0.51	3.25					
Queue Length 95th (ft)	0	0	0	0	0	0	Err					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	Err					
Lane LOS							F					
Approach Delay (s)	0.0			0.0			Err					
Approach LOS							F					
Intersection Summary												
Average Delay	247.6											
Intersection Capacity Utilization	122.0%			ICU Level of Service	H							
Analysis Period (min)	15											

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	661	441	66	7	6	297
Peak Hour Factor	0.96	0.96	0.81	0.81	0.88	0.88
Hourly flow rate (vph)	689	459	81	9	7	338
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	110				1962	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	110				1962	126
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	53				81	62
cM capacity (veh/h)	1455				35	894
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1148	90	344			
Volume Left	689	0	7			
Volume Right	0	9	338			
cSH	1455	1700	604			
Volume to Capacity	0.47	0.05	0.57			
Queue Length 95th (ft)	66	0	90			
Control Delay (s)	8.3	0.0	18.6			
Lane LOS	A		C			
Approach Delay (s)	8.3	0.0	18.6			
Approach LOS			C			
Intersection Summary						
Average Delay		10.1				
Intersection Capacity Utilization		93.7%		ICU Level of Service	F	
Analysis Period (min)		15				













CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.95		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.94		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1579		3185		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1579		3185		3362	
Volume (vph)	344	26	1104	685	0	1842
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.81	0.81
Adj. Flow (vph)	387	29	1174	729	0	2274
RTOR Reduction (vph)	1	0	60	0	0	0
Lane Group Flow (vph)	415	0	1843	0	0	2274
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	42.0		100.0			110.0
Effective Green, g (s)	42.0		100.0			110.0
Actuated g/C Ratio	0.26		0.62			0.69
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	414		1991			2311
v/s Ratio Prot	0.26		0.58			0.68
v/s Ratio Perm						
v/c Ratio	1.00		0.93			0.98
Uniform Delay, d1	59.0		26.7			24.1
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	44.5		7.9			15.0
Delay (s)	103.5		34.6			39.2
Level of Service	F		C			D
Approach Delay (s)	103.5		34.6			39.2
Approach LOS	F		C			D
Intersection Summary						
HCM Average Control Delay		43.1		HCM Level of Service	D	
HCM Volume to Capacity ratio		0.99				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)	8.0	
Intersection Capacity Utilization		80.6%		ICU Level of Service	D	
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd
























2015 2 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	5224	32	0	2412	297	0	0	1173	0	0	68
Peak Hour Factor	0.25	0.25	0.25	0.99	0.99	0.99	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	20896	128	0	2436	300	0	0	1197	0	0	77
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2756			21044			21889	23736	7069	9592	23650	1002
vC1, stage 1 conf vol							20980	20980		2606	2606	
vC2, stage 2 conf vol							909	2756		6985	21044	
vCu, unblocked vol	2756			21044			21889	23736	7069	9592	23650	1002
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	79	100	100	67
cM capacity (veh/h)	139			0			0	0	5625	0	0	233
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	8358	8358	4307	975	975	787	1197	77				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	128	0	0	300	1197	77				
cSH	1700	1700	1700	1700	1700	1700	5625	233				
Volume to Capacity	4.92	4.92	2.53	0.57	0.57	0.46	0.21	0.33				
Queue Length 95th (ft)	Err	Err	0	0	0	0	20	35				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	5.8	28.0				
Lane LOS							A	D				
Approach Delay (s)	0.0			0.0			5.8	28.0				
Approach LOS							A	D				
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			182.9%		ICU Level of Service					H		
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.94		1.00	0.95	1.00	1.00	0.88	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	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1493		1851	1505	1770	3539	1396	1770	3510	
Flt Permitted	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1493		1851	1505	1770	3539	1396	1770	3510	
Volume (vph)	266	68	127	7	50	416	48	984	2	145	1847	85
Peak-hour factor, PHF	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.79	0.79	0.79
Adj. Flow (vph)	271	69	130	8	54	447	53	1081	2	184	2338	108
RTOR Reduction (vph)	0	0	113	0	0	203	0	0	1	0	2	0
Lane Group Flow (vph)	271	69	17	0	62	244	53	1081	1	184	2444	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	21.0	21.0	21.0		25.0	25.0	4.0	77.2	77.2	20.8	94.0	
Effective Green, g (s)	21.0	21.0	21.0		25.0	25.0	4.0	77.2	77.2	20.8	94.0	
Actuated g/C Ratio	0.13	0.13	0.13		0.16	0.16	0.02	0.48	0.48	0.13	0.59	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	232	245	196		289	235	44	1708	674	230	2062	
v/s Ratio Prot	c0.15	0.04			0.03		c0.03	0.31		0.10	c0.70	
v/s Ratio Perm			0.01			c0.16			0.00			
v/c Ratio	1.17	0.28	0.09		0.21	1.04	1.20	0.63	0.00	0.80	1.19	
Uniform Delay, d1	69.5	62.7	61.1		58.9	67.5	78.0	30.8	21.4	67.6	33.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	112.0	0.6	0.2		0.4	68.6	201.9	1.8	0.0	17.8	88.6	
Delay (s)	181.5	63.3	61.3		59.3	136.1	279.9	32.6	21.4	85.4	121.6	
Level of Service	F	E	E		E	F	F	C	C	F	F	
Approach Delay (s)		130.9			126.8			44.2			119.1	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM Average Control Delay			103.1		HCM Level of Service					F		
HCM Volume to Capacity ratio			1.16									
Actuated Cycle Length (s)			160.0		Sum of lost time (s)					16.0		
Intersection Capacity Utilization			88.6%		ICU Level of Service					E		
Analysis Period (min)			15									

c Critical Lane Group

CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	1.00		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	1764		3539	1497		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	1764		3539	1497		3539
Volume (vph)	255	11	1005	44	0	1954
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.95	0.95
Adj. Flow (vph)	293	13	1036	45	0	2057
RTOR Reduction (vph)	2	0	0	16	0	0
Lane Group Flow (vph)	304	0	1036	29	0	2057
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	12.1		36.5	36.5		36.5
Effective Green, g (s)	12.1		36.5	36.5		36.5
Actuated g/C Ratio	0.21		0.64	0.64		0.64
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	377		2282	965		2282
v/s Ratio Prot	c0.17		0.29			c0.58
v/s Ratio Perm				0.02		
v/c Ratio	0.81		0.45	0.03		0.90
Uniform Delay, d1	21.1		5.0	3.6		8.5
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	11.8		0.1	0.0		5.4
Delay (s)	33.0		5.2	3.7		13.9
Level of Service	C		A	A		B
Approach Delay (s)	33.0		5.1			13.9
Approach LOS	C		A			B
Intersection Summary						
HCM Average Control Delay		12.9			HCM Level of Service	B
HCM Volume to Capacity ratio		0.88				
Actuated Cycle Length (s)		56.6			Sum of lost time (s)	8.0
Intersection Capacity Utilization		75.6%			ICU Level of Service	D
Analysis Period (min)		15				
c Critical Lane Group						











CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↗	↖	↗	↗	↖	↗	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flrb, ped/bikes	1.00	0.99		1.00	1.00	0.95	1.00	1.00	0.92	1.00	0.99	
Flpb, ped/bikes	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	1819		1593	1676	1354	1770	3539	1452	1770	3428	
Flt Permitted	0.69	1.00		0.08	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1239	1819		129	1676	1354	1770	3539	1452	1770	3428	
Volume (vph)	86	292	39	48	87	47	21	354	570	120	366	58
Peak-hour factor, PHF	0.25	0.25	0.25	0.81	0.81	0.81	0.98	0.98	0.98	0.93	0.93	0.93
Adj. Flow (vph)	344	1168	156	59	107	58	21	361	582	129	394	62
RTOR Reduction (vph)	0	5	0	0	0	29	0	0	31	0	12	0
Lane Group Flow (vph)	344	1319	0	59	107	29	21	361	551	129	444	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot	Perm		Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Effective Green, g (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Actuated g/C Ratio	0.51	0.51		0.51	0.51	0.51	0.02	0.32	0.32	0.06	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	629	924		66	851	688	35	1120	459	104	1219	
v/s Ratio Prot		c0.73			0.06		0.01	0.10		c0.07	c0.13	
v/s Ratio Perm	0.28			0.46		0.02			c0.38			
v/c Ratio	0.55	1.43		0.89	0.13	0.04	0.60	0.32	1.20	1.24	0.36	
Uniform Delay, d1	17.2	25.2		22.7	13.2	12.7	49.8	26.6	35.0	48.2	24.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	198.7		74.2	0.1	0.0	24.7	0.2	109.2	166.3	0.2	
Delay (s)	18.1	223.9		96.9	13.3	12.7	74.5	26.8	144.2	214.5	24.6	
Level of Service	B	F		F	B	B	E	C	F	F	C	
Approach Delay (s)		181.5			35.2			98.7			66.5	
Approach LOS		F			D			F			E	
Intersection Summary												
HCM Average Control Delay		129.2								F		
HCM Volume to Capacity ratio		1.37										
Actuated Cycle Length (s)		102.4							16.0			
Intersection Capacity Utilization		71.8%								C		
Analysis Period (min)		15										
c Critical Lane Group												













CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	146	110	0	126	162
Peak Hour Factor	0.93	0.93	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	0	157	121	0	140	180
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLTL		
Median storage veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	141				318	161
vC1, stage 1 conf vol					141	
vC2, stage 2 conf vol					177	
vCu, unblocked vol	141				318	161
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				80	79
cM capacity (veh/h)	1418				688	855
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	157	121	140	180		
Volume Left	0	0	140	0		
Volume Right	0	0	0	180		
cSH	1700	1700	688	855		
Volume to Capacity	0.09	0.07	0.20	0.21		
Queue Length 95th (ft)	0	0	19	20		
Control Delay (s)	0.0	0.0	11.6	10.3		
Lane LOS			B	B		
Approach Delay (s)	0.0	0.0	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay			5.8			
Intersection Capacity Utilization	28.8%			ICU Level of Service	A	
Analysis Period (min)			15			

CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2015 2 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.25	0.25	0.25	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None				
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			20			40	40	40	40	40	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			20			40	40	40	40	40	40
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1570			1570			909	824	997	909	824	997
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	0	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay	0.0											
Intersection Capacity Utilization	23.1%			ICU Level of Service					A			
Analysis Period (min)	15											

CVN Homeport at NBC
1: First St & Alameda Blvd

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

	→	↗	↖	←	↙	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	107	75	5	1015	744	5
Peak Hour Factor	0.78	0.78	0.73	0.73	0.84	0.84
Hourly flow rate (vph)	137	96	7	1390	886	6
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	137	96	1397	886	6	
Volume Left (vph)	0	0	7	886	0	
Volume Right (vph)	0	96	0	0	6	
Hadj (s)	0.03	-0.67	0.03	0.53	-0.67	
Departure Headway (s)	7.6	6.9	6.7	7.4	6.2	
Degree Utilization, x	0.29	0.18	2.59	1.82	0.01	
Capacity (veh/h)	468	515	551	492	569	
Control Delay (s)	12.5	10.3	735.5	395.5	8.1	
Approach Delay (s)	11.6		735.5	392.9		
Approach LOS	B		F	F		
Intersection Summary						
Delay			547.4			
HCM Level of Service			F			
Intersection Capacity Utilization			105.3%	ICU Level of Service	G	
Analysis Period (min)			15			

CVN Homeport at NBC
2: Third St & Alameda Blvd

















2015 3 Carriers
Timing Plan: AM PEAK-HOUR

	↖	→	↗	↖	←	↙	↘	↑	↗	↖	↓	↘
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↖↖↖		↗	↑			↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0			4.0				4.0
Lane Util. Factor					0.91		1.00	1.00				1.00
Flpb, ped/bikes					0.99		1.00	1.00				0.97
Flpb, ped/bikes					1.00		0.97	1.00				1.00
Frt					0.99		1.00	1.00				0.94
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					4992		1717	1863				1701
Flt Permitted					1.00		0.47	1.00				1.00
Satd. Flow (perm)					4992		854	1863				1701
Volume (vph)	0	0	0	17	4595	343	257	80	0	0	65	51
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.86	0.86	0.86	0.59	0.59	0.59
Adj. Flow (vph)	0	0	0	19	5163	385	299	93	0	0	110	86
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	5561	0	299	93	0	0	196	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type				Perm		Perm						
Protected Phases					8			2				6
Permitted Phases				8			2					
Actuated Green, G (s)					104.0		38.0	38.0				38.0
Effective Green, g (s)					104.0		38.0	38.0				38.0
Actuated g/C Ratio					0.69		0.25	0.25				0.25
Clearance Time (s)					4.0		4.0	4.0				4.0
Vehicle Extension (s)					3.0		3.0	3.0				3.0
Lane Grp Cap (vph)					3461		216	472				431
v/s Ratio Prot								0.05				0.12
v/s Ratio Perm					1.11		c0.35					
v/c Ratio					1.61		1.38	0.20				0.45
Uniform Delay, d1					23.0		56.0	44.0				47.3
Progression Factor					1.00		1.00	1.00				1.00
Incremental Delay, d2					274.5		199.0	0.2				0.8
Delay (s)					297.5		255.0	44.2				48.0
Level of Service					F		F	D				D
Approach Delay (s)		0.0			297.5			205.0				48.0
Approach LOS		A			F			F				D
Intersection Summary												
HCM Average Control Delay				283.6							F	
HCM Volume to Capacity ratio				1.55								
Actuated Cycle Length (s)				150.0			Sum of lost time (s)	8.0				
Intersection Capacity Utilization				131.4%			ICU Level of Service	H				
Analysis Period (min)				15								

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frpb, ped/bikes		0.99						1.00		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		0.99	1.00	
Frt		0.98						0.97		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4931						1800		1760	1863	
Flt Permitted		1.00						1.00		0.38	1.00	
Satd. Flow (perm)		4931						1800		712	1863	
Volume (vph)	13	585	110	0	0	0	0	297	80	58	63	0
Peak-hour factor, PHF	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73
Adj. Flow (vph)	15	665	125	0	0	0	0	367	99	79	86	0
RTOR Reduction (vph)	0	71	0	0	0	0	0	25	0	0	0	0
Lane Group Flow (vph)	0	734	0	0	0	0	0	441	0	79	86	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm						Perm					
Protected Phases	4						2					
Permitted Phases	4						6					
Actuated Green, G (s)	11.2						12.1					
Effective Green, g (s)	11.2						12.1					
Actuated g/C Ratio	0.36						0.39					
Clearance Time (s)	4.0						4.0					
Vehicle Extension (s)	3.0						3.0					
Lane Grp Cap (vph)	1764						696					
v/s Ratio Prot							c0.25					
v/s Ratio Perm	0.15						0.11					
v/c Ratio	0.42						0.63					
Uniform Delay, d1	7.6						7.8					
Progression Factor	1.00						1.00					
Incremental Delay, d2	0.2						1.9					
Delay (s)	7.7						9.7					
Level of Service	A						A					
Approach Delay (s)	7.7						0.0					
Approach LOS	A						A					
Intersection Summary												
HCM Average Control Delay	8.3						HCM Level of Service					
HCM Volume to Capacity ratio	0.53						A					
Actuated Cycle Length (s)	31.3						Sum of lost time (s)					
Intersection Capacity Utilization	131.4%						ICU Level of Service					
Analysis Period (min)	15						H					

c Critical Lane Group

CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	70	1018	31	60	5
Peak Hour Factor	0.62	0.62	0.87	0.87	0.76	0.76
Hourly flow rate (vph)	0	113	1170	36	79	7
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1226				1341	1228
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1226				1341	1228
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				51	97
cM capacity (veh/h)	559				162	210
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	113	1206	86			
Volume Left	0	0	79			
Volume Right	0	36	7			
cSH	559	1700	165			
Volume to Capacity	0.00	0.71	0.52			
Queue Length 95th (ft)	0	0	64			
Control Delay (s)	0.0	0.0	48.0			
Lane LOS			E			
Approach Delay (s)	0.0	0.0	48.0			
Approach LOS			E			
Intersection Summary						
Average Delay	2.9					
Intersection Capacity Utilization	70.6%					
ICU Level of Service	C					
Analysis Period (min)	15					

CVN Homeport at NBC
5: First St & D Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	143	0	3	1023	0	1	0	4	0	2	1
Peak Hour Factor	0.76	0.76	0.76	0.79	0.79	0.79	0.62	0.62	0.62	0.25	0.25	0.25
Hourly flow rate (vph)	0	188	0	4	1295	0	2	0	6	0	8	4
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)				442								
pX, platoon unblocked	0.29						0.29	0.29		0.29	0.29	0.29
vC, conflicting volume	1315			208			1539	1531	228	1537	1531	1335
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2082			208			2850	2823	228	2845	2823	2150
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			0	100	99	100	0	77
cM capacity (veh/h)	76			1340			0	5	784	3	5	17
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	188	1299	8	12								
Volume Left	0	4	2	0								
Volume Right	0	0	6	4								
cSH	76	1340	0	7								
Volume to Capacity	0.00	0.00	Err	1.84								
Queue Length 95th (ft)	0	0	Err	62								
Control Delay (s)	0.0	0.1	Err	1446.2								
Lane LOS		A	F	F								
Approach Delay (s)	0.0	0.1	Err	1446.2								
Approach LOS			F	F								
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization		71.1%		ICU Level of Service			C					
Analysis Period (min)		15										
















CVN Homeport at NBC
6: Third St & D Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	34	4957	0	75	16	0	0	56	2
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.62	0.62	0.62	0.44	0.44	0.44
Hourly flow rate (vph)	0	0	0	37	5447	0	121	26	0	0	127	5
Pedestrians	20			20			20			20		
Lane Width (ft)	0.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	0			2			2			2		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)				432								
pX, platoon unblocked	0.34						0.34	0.34		0.34	0.34	0.34
vC, conflicting volume	5467			20			1999	5562	40	5575	5562	1856
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	10161			20			94	10436	40	10473	10436	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			0	0	100	0	0	99
cM capacity (veh/h)	0			1568			0	0	989	0	0	367
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	1399	2724	1362	147	132							
Volume Left	37	0	0	121	0							
Volume Right	0	0	0	0	5							
cSH	1568	1700	1700	0	0							
Volume to Capacity	0.02	1.60	0.80	Err	Err							
Queue Length 95th (ft)	2	0	0	Err	Err							
Control Delay (s)	1.1	0.0	0.0	Err	Err							
Lane LOS	A			F	F							
Approach Delay (s)	0.3			Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization		117.8%		ICU Level of Service			H					
Analysis Period (min)		15										





















CVN Homeport at NBC
7: Fourth St & D Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Volume (veh/h)	2	956	10	0	0	0	0	90	18	22	63	0	
Peak Hour Factor	0.86	0.86	0.86	0.25	0.25	0.25	0.69	0.69	0.69	0.44	0.44	0.44	
Hourly flow rate (vph)	2	1112	12	0	0	0	0	130	26	50	143	0	
Pedestrians		20			20			20			20		
Lane Width (ft)		12.0			0.0			12.0			12.0		
Walking Speed (ft/s)		4.0			4.0			4.0			4.0		
Percent Blockage		2			0			2			2		
Right turn flare (veh)													
Median type								None			None		
Median storage veh)													
Upstream signal (ft)					434								
pX, platoon unblocked													
vC, conflicting volume	20			1143				1234	1162	416	506	1168	40
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	20			1143				1234	1162	416	506	1168	40
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100				100	30	95	72	23	100
cM capacity (veh/h)	1568			597				46	187	575	179	185	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1								
Volume Total	280	556	290	157	193								
Volume Left	2	0	0	0	50								
Volume Right	0	0	12	26	0								
cSH	1568	1700	1700	211	184								
Volume to Capacity	0.00	0.33	0.17	0.74	1.05								
Queue Length 95th (ft)	0	0	0	125	228								
Control Delay (s)	0.1	0.0	0.0	59.4	133.0								
Lane LOS	A			F	F								
Approach Delay (s)	0.0			59.4	133.0								
Approach LOS				F	F								
Intersection Summary													
Average Delay	23.7												
Intersection Capacity Utilization	39.0%			ICU Level of Service			A						
Analysis Period (min)	15												












CVN Homeport at NBC
8: Sixth St & D Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 			 			 		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	2	46	16	13	120	9	17	53	11	13	52	4
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.51	0.51	0.51
Hourly flow rate (vph)	2	55	19	15	141	11	19	59	12	25	102	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	76	167	90	135								
Volume Left (vph)	2	15	19	25								
Volume Right (vph)	19	11	12	8								
Hadj (s)	-0.11	0.01	-0.01	0.04								
Departure Headway (s)	4.5	4.6	4.6	4.6								
Degree Utilization, x	0.10	0.21	0.12	0.17								
Capacity (veh/h)	735	745	726	729								
Control Delay (s)	8.0	8.8	8.3	8.6								
Approach Delay (s)	8.0	8.8	8.3	8.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.5								
HCM Level of Service				A								
Intersection Capacity Utilization	29.5%			ICU Level of Service			A					
Analysis Period (min)				15								























CVN Homeport at NBC
9: First St & Orange Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.96		1.00	1.00	1.00	0.93
Flpb, ped/bikes	1.00		0.98	1.00	0.95	1.00
Frt	0.88		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1429		1560	1676	1514	1327
Flt Permitted	1.00		0.53	1.00	0.95	1.00
Satd. Flow (perm)	1429		865	1676	1514	1327
Volume (vph)	20	125	105	284	741	28
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	27	167	118	319	926	35
RTOR Reduction (vph)	127	0	0	0	0	12
Lane Group Flow (vph)	67	0	118	319	926	23
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2 2	
Actuated Green, G (s)	19.2		19.2	19.2	52.3	52.3
Effective Green, g (s)	19.2		19.2	19.2	52.3	52.3
Actuated g/C Ratio	0.24		0.24	0.24	0.66	0.66
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	345		209	405	996	873
v/s Ratio Prot	0.05		c0.19			
v/s Ratio Perm			0.14		c0.61	0.02
v/c Ratio	0.20		0.56	0.79	0.93	0.03
Uniform Delay, d1	24.0		26.5	28.2	12.0	4.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		3.5	9.8	14.3	0.0
Delay (s)	24.3		29.9	38.0	26.3	4.7
Level of Service	C		C	D	C	A
Approach Delay (s)	24.3		35.8		25.5	
Approach LOS	C		D		C	
Intersection Summary						
HCM Average Control Delay			28.2	HCM Level of Service		C
HCM Volume to Capacity ratio			0.89			
Actuated Cycle Length (s)			79.5	Sum of lost time (s)		8.0
Intersection Capacity Utilization			68.7%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  				 		 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95	
Frpb, ped/bikes				1.00	0.99		1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Frt				1.00	0.98		1.00	1.00			0.98	
Flt Protected				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)				1522	4678		1770	3539			3434	
Flt Permitted				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (perm)				1522	4678		1770	3539			3434	
Volume (vph)	0	0	0	1858	4407	655	388	188	0	0	308	47
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	1956	4639	689	446	216	0	0	346	53
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	0	0	1783	5491	0	446	216	0	0	396	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Split		Prot						
Protected Phases				8	8	5		2	6			
Permitted Phases												
Actuated Green, G (s)				114.0	114.0	26.0		48.0	18.0			
Effective Green, g (s)				114.0	114.0	26.0		48.0	18.0			
Actuated g/C Ratio				0.67	0.67	0.15		0.28	0.11			
Clearance Time (s)				4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)				1021	3137	271		999	364			
v/s Ratio Prot				1.17	c1.17	c0.25		0.06	c0.12			
v/s Ratio Perm												
v/c Ratio				1.75	1.75	1.65		0.22	1.09			
Uniform Delay, d1				28.0	28.0	72.0		46.6	76.0			
Progression Factor				1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2				339.9	339.0	306.6		0.1	73.1			
Delay (s)				367.9	367.0	378.6		46.7	149.1			
Level of Service				F	F	F		D	F			
Approach Delay (s)	0.0			367.2		270.3				149.1		
Approach LOS	A			F		F		F				
Intersection Summary												
HCM Average Control Delay	349.1			HCM Level of Service				F				
HCM Volume to Capacity ratio	1.66											
Actuated Cycle Length (s)	170.0			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	145.5%			ICU Level of Service				H				
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
11: Fourth St & Orange Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑				↑↑	↑	↑	↑↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Lane Util. Factor	0.91	1.00					0.91	0.91	0.97	0.95		
Frpb, ped/bikes	1.00	0.97					1.00	0.95	1.00	1.00		
Flpb, ped/bikes	1.00	1.00					1.00	1.00	1.00	1.00		
Frt	1.00	0.85					0.99	0.85	1.00	1.00		
Flt Protected	1.00	1.00					1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5081	1530					3335	1375	3433	3539		
Flt Permitted	1.00	1.00					1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5081	1530					3335	1375	3433	3539		
Volume (vph)	14	865	113	0	0	0	0	579	309	564	1676	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	16	1006	131	0	0	0	0	643	343	594	1764	0
RTOR Reduction (vph)	0	0	19	0	0	0	0	4	19	0	0	0
Lane Group Flow (vph)	0	1022	112	0	0	0	0	697	266	594	1764	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm					Perm	Prot				
Protected Phases	4	4					2	1	6			
Permitted Phases		4					2					
Actuated Green, G (s)	27.1	27.1					26.4	26.4	26.0	56.4		
Effective Green, g (s)	27.1	27.1					26.4	26.4	26.0	56.4		
Actuated g/C Ratio	0.30	0.30					0.29	0.29	0.28	0.62		
Clearance Time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	1505	453					962	397	975	2181		
v/s Ratio Prot	c0.20						0.21		0.17	c0.50		
v/s Ratio Perm		0.07						0.19				
v/c Ratio	0.68	0.25					0.72	0.67	0.61	0.81		
Uniform Delay, d1	28.4	24.5					29.3	28.7	28.4	13.4		
Progression Factor	1.00	1.00					1.00	1.00	1.00	1.00		
Incremental Delay, d2	1.2	0.3					2.7	4.3	1.1	2.3		
Delay (s)	29.6	24.7					32.0	33.0	29.4	15.7		
Level of Service	C	C					C	C	C	B		
Approach Delay (s)	29.1			0.0			32.3			19.2		
Approach LOS	C			A			C			B		
Intersection Summary												
HCM Average Control Delay	24.6			HCM Level of Service			C					
HCM Volume to Capacity ratio	0.77											
Actuated Cycle Length (s)	91.5			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	145.5%			ICU Level of Service			H					
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑↑		↑↑	↑↑	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	18	17	4	14	3	11	849	6	27	1819	30
Peak Hour Factor	0.73	0.73	0.73	0.58	0.58	0.58	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	7	25	23	7	24	5	12	923	7	29	1935	32
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.62	0.62	0.56	0.62	0.62	0.87	0.56			0.87		
vC, conflicting volume	2551	3002	1024	2051	3014	505	1987			949		
vC1, stage 1 conf vol	2029	2029		970	970							
vC2, stage 2 conf vol	523	973		1081	2044							
vCu, unblocked vol	2269	2993	252	1465	3013	285	1977			795		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	77	50	94	95	34	99	92			96		
cM capacity (veh/h)	29	49	404	130	36	600	159			705		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	55	36	473	468	996	999						
Volume Left	7	7	12	0	29	0						
Volume Right	23	5	0	7	0	32						
cSH	69	50	159	1700	705	1700						
Volume to Capacity	0.79	0.73	0.08	0.28	0.04	0.59						
Queue Length 95th (ft)	93	73	6	0	3	0						
Control Delay (s)	155.1	180.7	3.7	0.0	1.2	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	155.1	180.7	1.9		0.6							
Approach LOS	F	F										
Intersection Summary												
Average Delay	6.0											
Intersection Capacity Utilization	85.4%			ICU Level of Service			E					
Analysis Period (min)	15											

CVN Homeport at NBC
13: Sixth St & Orange Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.98			0.96		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.88		1.00	1.00		1.00	1.00	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1531			1417		1593	3341		1593	3344	
Flt Permitted		0.61			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		952			1410		1593	3341		1593	3344	
Volume (vph)	14	21	27	5	15	188	82	662	18	39	1762	40
Peak-hour factor, PHF	0.68	0.68	0.68	0.48	0.48	0.48	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	21	31	40	10	31	392	90	727	20	41	1855	42
RTOR Reduction (vph)	0	19	0	0	227	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	73	0	0	206	0	90	745	0	41	1896	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		22.0			22.0		8.0	50.8		31.8	74.6	
Effective Green, g (s)		22.0			22.0		8.0	50.8		31.8	74.6	
Actuated g/C Ratio		0.19			0.19		0.07	0.44		0.27	0.64	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		180			266		109	1456		434	2139	
v/s Ratio Prot							c0.06	0.22		0.03	c0.57	
v/s Ratio Perm		0.08			c0.15							
v/c Ratio		0.41			0.77		0.83	0.51		0.09	0.89	
Uniform Delay, d1		41.6			44.9		53.6	23.9		31.7	17.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5			13.1		37.6	0.3		0.1	4.8	
Delay (s)		43.1			58.0		91.2	24.2		31.7	22.3	
Level of Service		D			E		F	C		C	C	
Approach Delay (s)		43.1			58.0			31.4			22.5	
Approach LOS		D			E			C			C	
Intersection Summary												
HCM Average Control Delay		30.0					HCM Level of Service			C		
HCM Volume to Capacity ratio		0.86										
Actuated Cycle Length (s)		116.6					Sum of lost time (s)			12.0		
Intersection Capacity Utilization		82.3%					ICU Level of Service			E		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1524			1532		1593	3345		1593	3339	
Flt Permitted		0.89			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1384			1482		1593	3345		1593	3339	
Volume (vph)	35	25	42	6	12	14	72	658	15	32	1540	49
Peak-hour factor, PHF	0.95	0.95	0.95	0.65	0.65	0.65	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	37	26	44	9	18	22	76	693	16	35	1692	54
RTOR Reduction (vph)	0	17	0	0	19	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	90	0	0	30	0	76	708	0	35	1745	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		10.9			10.9		9.1	64.6		4.3	59.8	
Effective Green, g (s)		10.9			10.9		9.1	64.6		4.3	59.8	
Actuated g/C Ratio		0.12			0.12		0.10	0.70		0.05	0.65	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		164			176		158	2354		75	2175	
v/s Ratio Prot							c0.05	0.21		0.02	c0.52	
v/s Ratio Perm		c0.07			0.02							
v/c Ratio		0.55			0.17		0.48	0.30		0.47	0.80	
Uniform Delay, d1		38.1			36.4		39.1	5.1		42.6	11.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.0			0.5		2.3	0.1		4.5	2.2	
Delay (s)		42.1			36.8		41.4	5.2		47.2	13.9	
Level of Service		D			D		D	A		D	B	
Approach Delay (s)		42.1			36.8			8.7			14.6	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM Average Control Delay		14.4					HCM Level of Service			B		
HCM Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		91.8					Sum of lost time (s)			12.0		
Intersection Capacity Utilization		73.9%					ICU Level of Service			D		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.96		1.00	1.00		1.00	0.98	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1597			1558		1593	3357		1593	3277	
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1597			1558		1593	3357		1593	3277	
Volume (vph)	44	22	8	6	5	5	21	571	4	14	1402	167
Peak-hour factor, PHF	0.68	0.68	0.68	0.62	0.62	0.62	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	65	32	12	10	8	8	23	614	4	15	1541	184
RTOR Reduction (vph)	0	3	0	0	7	0	0	1	0	0	5	0
Lane Group Flow (vph)	0	106	0	0	19	0	23	617	0	15	1720	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4		4		8		5		2		1	6
Permitted Phases												
Actuated Green, G (s)		13.5			10.3		1.6	53.7		18.4	70.5	
Effective Green, g (s)		13.5			10.3		1.6	53.7		18.4	70.5	
Actuated g/C Ratio		0.12			0.09		0.01	0.48		0.16	0.63	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		193			143		23	1611		262	2065	
v/s Ratio Prot		c0.07			c0.01		c0.01	0.18		0.01	c0.52	
v/s Ratio Perm												
v/c Ratio		0.55			0.13		1.00	0.38		0.06	0.83	
Uniform Delay, d1		46.3			46.7		55.2	18.5		39.4	16.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.4			0.4		187.7	0.2		0.1	3.0	
Delay (s)		49.7			47.1		242.8	18.7		39.5	19.2	
Level of Service		D			D		F	B		D	B	
Approach Delay (s)		49.7			47.1		26.7			19.3		
Approach LOS		D			D		C			B		
Intersection Summary												
HCM Average Control Delay		22.8										
HCM Volume to Capacity ratio		0.72										
Actuated Cycle Length (s)		111.9								16.0		
Intersection Capacity Utilization		64.6%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	↕			Free	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	0	0	19	0	6926	0	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.50	0.50	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	21	0	7528	0	0	0	0
Pedestrians		20			20			20			0	0
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2550	7568	40	7568	7568	2529	20			7548		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2550	7568	40	7568	7568	2529	20			7548		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	2	100			100		
cM capacity (veh/h)	0	0	1005	0	0	21	1595			1		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	21	3011	3011	1506								
Volume Left	0	0	0	0								
Volume Right	21	0	0	0								
cSH	21	1700	1700	1700								
Volume to Capacity	0.98	1.77	1.77	0.89								
Queue Length 95th (ft)	69	0	0	0								
Control Delay (s)	447.9	0.0	0.0	0.0								
Lane LOS	F											
Approach Delay (s)	447.9	0.0										
Approach LOS	F											
Intersection Summary												
Average Delay		1.2										
Intersection Capacity Utilization		143.8%										
Analysis Period (min)		15										
ICU Level of Service										H		

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		1.00	0.92		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.98	1.00		0.97		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	1.00	
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1597	2434		1561		1593	3352		1593	3342	
Flt Permitted		0.85	1.00		0.80		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1395	2434		1291		1593	3352		1593	3342	
Volume (vph)	13	9	117	21	7	2	890	546	7	15	1362	32
Peak-hour factor, PHF	0.82	0.82	0.82	0.64	0.64	0.64	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	16	11	143	33	11	3	937	575	7	16	1465	34
RTOR Reduction (vph)	0	0	127	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	27	16	0	45	0	937	582	0	16	1498	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm		Perm	Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	17.3	17.3		17.3			69.9	121.7		3.4	55.2	
Effective Green, g (s)	17.3	17.3		17.3			69.9	121.7		3.4	55.2	
Actuated g/C Ratio	0.11	0.11		0.11			0.45	0.79		0.02	0.36	
Clearance Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	156	273		145			721	2642		35	1195	
v/s Ratio Prot							c0.59	0.17		0.01	c0.45	
v/s Ratio Perm	0.02	0.01		c0.04								
v/c Ratio	0.17	0.06		0.31			1.30	0.22		0.46	1.25	
Uniform Delay, d1	62.1	61.3		63.1			42.2	4.2		74.6	49.6	
Progression Factor	1.00	1.00		1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.1		1.2			144.9	0.0		9.2	121.0	
Delay (s)	62.6	61.4		64.3			187.1	4.2		83.8	170.6	
Level of Service	E	E		E			F	A		F	F	
Approach Delay (s)	61.6			64.3			117.1			169.7		
Approach LOS	E			E			F			F		
Intersection Summary												
HCM Average Control Delay		137.9							F			
HCM Volume to Capacity ratio		1.16										
Actuated Cycle Length (s)		154.4						12.0				
Intersection Capacity Utilization		112.5%							H			
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔		↔	↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1295	159	0	0	6911	0	0	229	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.84	0.84	0.84	0.25	0.25	0.25
Hourly flow rate (vph)	0	1489	183	0	0	7352	0	0	273	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			0	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			1691			1620	1620	628	809	1711	40
vC1, stage 1 conf vol							1600	1600		20	20	
vC2, stage 2 conf vol							20	20		789	1691	
vCu, unblocked vol	20			1691			1620	1620	628	809	1711	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	34	100	100	100
cM capacity (veh/h)	1595			367			73	107	412	79	96	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	595	595	480	2451	2451	2451	273					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	183	2451	2451	2451	273					
cSH	1700	1700	1700	1700	1700	1700	412					
Volume to Capacity	0.35	0.35	0.28	1.44	1.44	1.44	0.66					
Queue Length 95th (ft)	0	0	0	0	0	0	116					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	29.3					
Lane LOS							D					
Approach Delay (s)	0.0			0.0			29.3					
Approach LOS							D					
Intersection Summary												
Average Delay		0.9										
Intersection Capacity Utilization		166.4%							H			
Analysis Period (min)		15										

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	606	133	30	3	0	259
Peak Hour Factor	0.87	0.87	0.80	0.80	0.81	0.81
Hourly flow rate (vph)	697	153	38	4	0	320
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	61				1625	79
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	61				1625	79
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	54				100	66
cM capacity (veh/h)	1516				59	949
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	849	41	320			
Volume Left	697	0	0			
Volume Right	0	4	320			
cSH	1516	1700	949			
Volume to Capacity	0.46	0.02	0.34			
Queue Length 95th (ft)	62	0	37			
Control Delay (s)	8.5	0.0	10.7			
Lane LOS	A		B			
Approach Delay (s)	8.5	0.0	10.7			
Approach LOS			B			
Intersection Summary						
Average Delay			8.8			
Intersection Capacity Utilization		71.9%		ICU Level of Service		C
Analysis Period (min)		15				













CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.95		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1582		3259		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1582		3259		3362	
Volume (vph)	290	18	1464	631	0	1470
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.77	0.77
Adj. Flow (vph)	349	22	1609	693	0	1909
RTOR Reduction (vph)	2	0	30	0	0	0
Lane Group Flow (vph)	369	0	2272	0	0	1909
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	36.0		106.0			116.0
Effective Green, g (s)	36.0		106.0			116.0
Actuated g/C Ratio	0.22		0.66			0.72
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	356		2159			2437
v/s Ratio Prot	c0.23		c0.70			c0.57
v/s Ratio Perm						
v/c Ratio	1.04		1.05			0.78
Uniform Delay, d1	62.0		27.0			14.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	57.8		34.9			1.7
Delay (s)	119.8		61.9			15.7
Level of Service	F		E			B
Approach Delay (s)	119.8		61.9			15.7
Approach LOS	F		E			B
Intersection Summary						
HCM Average Control Delay		47.3		HCM Level of Service		D
HCM Volume to Capacity ratio		1.05				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)		12.0
Intersection Capacity Utilization		85.2%		ICU Level of Service		E
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd























2015 3 Carriers
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1479	33	0	6910	604	0	0	431	0	0	4
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.90	0.90	0.90	0.94	0.94	0.94
Hourly flow rate (vph)	0	5916	132	0	7511	657	0	0	479	0	0	4
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	8187			6068			8530	14189	2078	9851	13927	2872
vC1, stage 1 conf vol							6002	6002		7859	7859	
vC2, stage 2 conf vol							2528	8187		1992	6068	
vCu, unblocked vol	8187			6068			8530	14189	2078	9851	13927	2872
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	78	100	100	64
cM capacity (veh/h)	1			6			0	0	2224	0	0	12
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	2366	2366	1315	3004	3004	2159	479	4				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	132	0	0	657	479	4				
cSH	1700	1700	1700	1700	1700	1700	2224	12				
Volume to Capacity	1.39	1.39	0.77	1.77	1.77	1.27	0.22	0.36				
Queue Length 95th (ft)	0	0	0	0	0	0	21	22				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	7.1	432.2				
Lane LOS							A	F				
Approach Delay (s)	0.0			0.0			7.1	432.2				
Approach LOS							A	F				
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			162.0%		ICU Level of Service					H		
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.76		1.00	0.95	1.00	1.00	0.89	1.00	0.99	
Flpb, ped/bikes	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	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3286	
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3286	
Volume (vph)	31	33	13	5	80	163	199	1786	3	393	691	446
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83	0.33	0.33	0.33
Adj. Flow (vph)	34	37	14	5	88	179	240	2152	4	1191	2094	1352
RTOR Reduction (vph)	0	0	14	0	0	158	0	0	1	0	61	0
Lane Group Flow (vph)	34	37	0	0	93	21	240	2152	3	1191	3385	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	4.0	4.0		18.3	18.3	13.0	58.2	58.2	57.1	102.3	
Effective Green, g (s)	4.0	4.0	4.0		18.3	18.3	13.0	58.2	58.2	57.1	102.3	
Actuated g/C Ratio	0.03	0.03	0.03		0.12	0.12	0.08	0.38	0.38	0.37	0.67	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	46	49	31		221	180	150	1341	532	658	2189	
v/s Ratio Prot	0.02	c0.02			c0.05		0.14	0.61		c0.67	c1.03	
v/s Ratio Perm			0.00			0.01			0.00			
v/c Ratio	0.74	0.76	0.01		0.42	0.12	1.60	1.60	0.01	1.81	1.55	
Uniform Delay, d1	74.3	74.3	72.9		62.7	60.4	70.3	47.7	29.7	48.2	25.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	46.3	48.1	0.2		1.3	0.3	298.9	275.7	0.0	370.5	248.2	
Delay (s)	120.6	122.4	73.0		64.0	60.7	369.2	323.4	29.7	418.8	273.9	
Level of Service	F	F	E		E	E	F	F	C	F	F	
Approach Delay (s)		113.5			61.9			327.5			311.1	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM Average Control Delay				305.0	HCM Level of Service			F				
HCM Volume to Capacity ratio				1.47								
Actuated Cycle Length (s)				153.6	Sum of lost time (s)			12.0				
Intersection Capacity Utilization				95.5%	ICU Level of Service			F				
Analysis Period (min)				15								

c Critical Lane Group

CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	0.99		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.96		1.00	1.00		1.00
Satd. Flow (prot)	1742		3539	1508		3539
Flt Permitted	0.96		1.00	1.00		1.00
Satd. Flow (perm)	1742		3539	1508		3539
Volume (vph)	41	3	1987	408	0	689
Peak-hour factor, PHF	0.84	0.84	0.90	0.90	0.94	0.94
Adj. Flow (vph)	49	4	2208	453	0	733
RTOR Reduction (vph)	4	0	0	100	0	0
Lane Group Flow (vph)	49	0	2208	353	0	733
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	1.9		35.1	35.1		35.1
Effective Green, g (s)	1.9		35.1	35.1		35.1
Actuated g/C Ratio	0.04		0.78	0.78		0.78
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	74		2760	1176		2760
v/s Ratio Prot	c0.03		c0.62			0.21
v/s Ratio Perm				0.23		
v/c Ratio	0.66		0.80	0.30		0.27
Uniform Delay, d1	21.2		2.9	1.4		1.4
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	20.2		1.7	0.1		0.1
Delay (s)	41.5		4.6	1.6		1.4
Level of Service	D		A	A		A
Approach Delay (s)	41.5		4.1			1.4
Approach LOS	D		A			A
Intersection Summary						
HCM Average Control Delay		4.1		HCM Level of Service		A
HCM Volume to Capacity ratio		0.79				
Actuated Cycle Length (s)		45.0		Sum of lost time (s)		8.0
Intersection Capacity Utilization		69.8%		ICU Level of Service		C
Analysis Period (min)		15				
c Critical Lane Group						







CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↗	↖	↗	↗	↖	↗	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flrb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.94	1.00	0.99	
Flpb, ped/bikes	0.98	1.00		1.00	1.00	1.00	0.98	1.00	1.00	1.00	1.00	
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1735	1743		1593	1676	1377	1739	3539	1494	1770	3422	
Flt Permitted	0.69	1.00		0.13	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1266	1743		224	1676	1377	1739	3539	1494	1770	3422	
Volume (vph)	50	128	70	48	82	38	11	109	200	134	412	80
Peak-hour factor, PHF	0.25	0.25	0.25	0.83	0.83	0.83	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	200	512	280	58	99	46	12	118	217	140	429	83
RTOR Reduction (vph)	0	26	0	0	0	23	0	0	174	0	21	0
Lane Group Flow (vph)	200	766	0	58	99	23	12	118	43	140	491	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot	Perm		Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	29.9	29.9		29.9	29.9	29.9	0.6	11.8	11.8	5.8	17.0	
Effective Green, g (s)	29.9	29.9		29.9	29.9	29.9	0.6	11.8	11.8	5.8	17.0	
Actuated g/C Ratio	0.50	0.50		0.50	0.50	0.50	0.01	0.20	0.20	0.10	0.29	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	636	876		113	842	692	18	702	296	173	978	
v/s Ratio Prot		c0.44			0.06		0.01	0.03		c0.08	c0.14	
v/s Ratio Perm	0.16			0.26		0.02			0.03			
v/c Ratio	0.31	0.87		0.51	0.12	0.03	0.67	0.17	0.15	0.81	0.50	
Uniform Delay, d1	8.7	13.1		9.9	7.8	7.5	29.4	19.8	19.7	26.3	17.7	
Progression Factor	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	9.6		3.9	0.1	0.0	66.1	0.1	0.2	23.6	0.4	
Delay (s)	9.0	22.8		13.8	7.9	7.5	95.4	19.9	19.9	49.9	18.1	
Level of Service	A	C		B	A	A	F	B	B	D	B	
Approach Delay (s)		20.0			9.5			22.5			24.9	
Approach LOS		C			A			C			C	
Intersection Summary												
HCM Average Control Delay		20.9		HCM Level of Service				C				
HCM Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		59.5		Sum of lost time (s)				8.0				
Intersection Capacity Utilization		44.2%		ICU Level of Service				A				
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	74	104	0	20	108
Peak Hour Factor	0.88	0.88	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	0	84	108	0	23	126
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLT		
Median storage (veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	128				232	148
vC1, stage 1 conf vol					128	
vC2, stage 2 conf vol					104	
vCu, unblocked vol	128				232	148
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	86
cM capacity (veh/h)	1433				741	869
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	84	108	23	126		
Volume Left	0	0	23	0		
Volume Right	0	0	0	126		
cSH	1700	1700	741	869		
Volume to Capacity	0.05	0.06	0.03	0.14		
Queue Length 95th (ft)	0	0	2	13		
Control Delay (s)	0.0	0.0	10.0	9.8		
Lane LOS			B	A		
Approach Delay (s)	0.0	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization		26.9%		ICU Level of Service		A
Analysis Period (min)		15				

CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2015 3 Carriers
Timing Plan: AM PEAK-HOUR

Intersection Sign configuration not allowed in HCM analysis.

CVN Homeport at NBC
1: First St & Alameda Blvd

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→	↗	↖	←	↖	↗
Sign Control	Stop			Stop	Stop	
Volume (vph)	1194	797	39	104	77	0
Peak Hour Factor	0.89	0.89	0.84	0.84	0.86	0.86
Hourly flow rate (vph)	1342	896	46	124	90	0
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	1342	896	170	90	0	
Volume Left (vph)	0	0	46	90	0	
Volume Right (vph)	0	896	0	0	0	
Hadj (s)	0.03	-0.67	0.09	0.53	0.00	
Departure Headway (s)	5.1	4.4	5.6	7.9	7.3	
Degree Utilization, x	1.90	1.09	0.27	0.20	0.00	
Capacity (veh/h)	711	824	630	449	494	
Control Delay (s)	422.6	78.2	10.7	11.6	9.1	
Approach Delay (s)	284.7		10.7	11.6		
Approach LOS	F		B	B		
Intersection Summary						
Delay	256.3					
HCM Level of Service	F					
Intersection Capacity Utilization	78.2%					
ICU Level of Service	D					
Analysis Period (min)	15					

CVN Homeport at NBC
2: Third St & Alameda Blvd

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations					↕↕↕		↖	↗				↖		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)					4.0		4.0	4.0				4.0		
Lane Util. Factor					0.91		1.00	1.00				1.00		
Frpb, ped/bikes					1.00		1.00	1.00				1.00		
Flpb, ped/bikes					1.00		1.00	1.00				1.00		
Frt					0.99		1.00	1.00				1.00		
Flt Protected					0.99		0.95	1.00				1.00		
Satd. Flow (prot)					4988		1764	1863				1856		
Flt Permitted					0.99		0.16	1.00				1.00		
Satd. Flow (perm)					4988		302	1863				1856		
Volume (vph)	0	0	0	144	725	39	60	73	0	0	720	16		
Peak-hour factor, PHF	0.25	0.25	0.25	0.91	0.91	0.91	0.80	0.80	0.80	0.90	0.90	0.90		
Adj. Flow (vph)	0	0	0	158	797	43	75	91	0	0	800	18		
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	1	0		
Lane Group Flow (vph)	0	0	0	0	990	0	75	91	0	0	817	0		
Confl. Peds. (#/hr)				20		20	20		20	20		20		
Turn Type	Perm				D.Pm									
Protected Phases					8				2				6	
Permitted Phases					8				6					
Actuated Green, G (s)					14.4				24.6				24.6	
Effective Green, g (s)					14.4				24.6				24.6	
Actuated g/C Ratio					0.31				0.52				0.52	
Clearance Time (s)					4.0				4.0				4.0	
Vehicle Extension (s)					3.0				3.0				3.0	
Lane Grp Cap (vph)					1528				158				971	
v/s Ratio Prot									0.05				c0.44	
v/s Ratio Perm					0.20				0.25					
v/c Ratio					0.65				0.47				0.09	
Uniform Delay, d1					14.1				7.1				5.6	
Progression Factor					1.00				1.00				1.00	
Incremental Delay, d2					1.0				2.2				0.0	
Delay (s)					15.1				9.3				5.7	
Level of Service					B				A				A	
Approach Delay (s)	0.0				15.1				7.3				16.2	
Approach LOS	A				B				A				B	
Intersection Summary														
HCM Average Control Delay	14.9				HCM Level of Service				B					
HCM Volume to Capacity ratio	0.77													
Actuated Cycle Length (s)	47.0				Sum of lost time (s)				8.0					
Intersection Capacity Utilization	156.5%				ICU Level of Service				H					
Analysis Period (min)	15													
c Critical Lane Group														

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↕					↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00					1.00		1.00	1.00	
Frpb, ped/bikes		1.00	0.88					0.97		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.94		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		3535	1396					1701		1770	1863	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		3535	1396					1701		1770	1863	
Volume (vph)	37	3699	656	0	0	0	0	99	75	564	337	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	40	4021	713	0	0	0	0	116	88	620	370	0
RTOR Reduction (vph)	0	0	82	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	4061	631	0	0	0	0	200	0	620	370	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm		Perm							Split		
Protected Phases		4						2		6	6	
Permitted Phases	4		4									
Actuated Green, G (s)		95.0	95.0					18.0		35.0	35.0	
Effective Green, g (s)		95.0	95.0					18.0		35.0	35.0	
Actuated g/C Ratio		0.59	0.59					0.11		0.22	0.22	
Clearance Time (s)		4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		2099	829					191		387	408	
v/s Ratio Prot								c0.12		c0.35	0.20	
v/s Ratio Perm		1.15	0.45									
v/c Ratio		1.93	0.76					1.04		1.60	0.91	
Uniform Delay, d1		32.5	24.1					71.0		62.5	60.9	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		422.4	4.1					77.4		282.8	23.2	
Delay (s)		454.9	28.2					148.4		345.3	84.1	
Level of Service		F	C					F		F	F	
Approach Delay (s)		391.2			0.0			148.4			247.7	
Approach LOS		F			A			F			F	
Intersection Summary												
HCM Average Control Delay		359.1								F		
HCM Volume to Capacity ratio		1.75										
Actuated Cycle Length (s)		160.0						12.0				
Intersection Capacity Utilization		156.5%								H		
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	820	290	36	188	11
Peak Hour Factor	0.93	0.93	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	1	882	358	44	258	15
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	422				1304	420
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	422				1304	420
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				0	98
cM capacity (veh/h)	1118				171	612
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	883	402	273			
Volume Left	1	0	258			
Volume Right	0	44	15			
cSH	1118	1700	178			
Volume to Capacity	0.00	0.24	1.53			
Queue Length 95th (ft)	0	0	441			
Control Delay (s)	0.0	0.0	313.0			
Lane LOS	A		F			
Approach Delay (s)	0.0	0.0	313.0			
Approach LOS			F			
Intersection Summary						
Average Delay		54.8				
Intersection Capacity Utilization		62.9%		ICU Level of Service	B	
Analysis Period (min)		15				

CVN Homeport at NBC
5: First St & D Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	1322	0	79	311	1	3	1	18	3	2	0
Peak Hour Factor	0.77	0.77	0.77	0.89	0.89	0.89	0.75	0.75	0.75	0.42	0.42	0.42
Hourly flow rate (vph)	0	1717	0	89	349	1	4	1	24	7	5	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)				442								
pX, platoon unblocked	0.95						0.95	0.95		0.95	0.95	0.95
vC, conflicting volume	371			1737			2287	2285	1757	2309	2284	390
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	340			1737			2350	2348	1757	2373	2347	360
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			75			74	95	76	44	81	100
cM capacity (veh/h)	1143			356			16	25	102	13	25	631
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1717	439	29	12								
Volume Left	0	89	4	7								
Volume Right	0	1	24	0								
cSH	1143	356	54	16								
Volume to Capacity	0.00	0.25	0.54	0.75								
Queue Length 95th (ft)	0	24	53	47								
Control Delay (s)	0.0	8.3	133.3	454.4								
Lane LOS		A	F	F								
Approach Delay (s)	0.0	8.3	133.3	454.4								
Approach LOS			F	F								
Intersection Summary												
Average Delay		5.9										
Intersection Capacity Utilization		99.6%		ICU Level of Service		F						
Analysis Period (min)		15										






















CVN Homeport at NBC
6: Third St & D Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	58	1129	21	19	50	0	0	82	9
Peak Hour Factor	0.25	0.25	0.25	0.97	0.97	0.97	0.71	0.71	0.71	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	0	60	1164	22	27	70	0	0	122	13
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)				432								
pX, platoon unblocked												
vC, conflicting volume	1206			20			622	1345	40	1370	1334	439
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1206			20			622	1345	40	1370	1334	439
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			71	50	100	100	14	98
cM capacity (veh/h)	565			1568			91	140	989	59	142	556
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	351	582	313	97	136							
Volume Left	60	0	0	27	0							
Volume Right	0	0	22	0	13							
cSH	1568	1700	1700	122	153							
Volume to Capacity	0.04	0.34	0.18	0.80	0.89							
Queue Length 95th (ft)	3	0	0	117	153							
Control Delay (s)	1.5	0.0	0.0	101.4	103.2							
Lane LOS	A			F	F							
Approach Delay (s)	0.4			101.4	103.2							
Approach LOS				F	F							
Intersection Summary												
Average Delay		16.5										
Intersection Capacity Utilization		44.2%		ICU Level of Service		A						
Analysis Period (min)		15										





















CVN Homeport at NBC
7: Fourth St & D Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		  						  				  	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Volume (veh/h)	2	4620	74	0	0	0	0	66	44	19	118	0	
Peak Hour Factor	0.91	0.91	0.91	0.25	0.25	0.25	0.83	0.83	0.83	0.74	0.74	0.74	
Hourly flow rate (vph)	2	5077	81	0	0	0	0	80	53	26	159	0	
Pedestrians		20			20			20			20		
Lane Width (ft)		12.0			0.0			12.0			12.0		
Walking Speed (ft/s)		4.0			4.0			4.0			4.0		
Percent Blockage		2			0			2			2		
Right turn flare (veh)													
Median type								None			None		
Median storage veh													
Upstream signal (ft)					434								
pX, platoon unblocked													
vC, conflicting volume	20			5178				5242	5162	1773	1829	5203	40
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	20			5178				5242	5162	1773	1829	5203	40
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100				0	0	25	0	0	100
cM capacity (veh/h)	1568			14				0	0	71	0	0	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1								
Volume Total	1271	2538	1351	133	185								
Volume Left	2	0	0	0	26								
Volume Right	0	0	81	53	0								
cSH	1568	1700	1700	1	0								
Volume to Capacity	0.00	1.49	0.79	188.73	Err								
Queue Length 95th (ft)	0	0	0	Err	Err								
Control Delay (s)	0.1	0.0	0.0	Err	Err								
Lane LOS	A			F	F								
Approach Delay (s)	0.0			Err	Err								
Approach LOS				F	F								
Intersection Summary													
Average Delay				Err									
Intersection Capacity Utilization	112.9%			ICU Level of Service			H						
Analysis Period (min)	15												

CVN Homeport at NBC
8: Sixth St & D Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 			 			 		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	7	206	26	33	46	35	28	113	56	53	127	7
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	8	248	31	40	55	42	30	120	60	62	148	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	288	137	210	217								
Volume Left (vph)	8	40	30	62								
Volume Right (vph)	31	42	60	8								
Hadj (s)	-0.03	-0.09	-0.11	0.07								
Departure Headway (s)	5.3	5.5	5.3	5.5								
Degree Utilization, x	0.42	0.21	0.31	0.33								
Capacity (veh/h)	634	585	610	602								
Control Delay (s)	12.1	9.9	10.7	11.2								
Approach Delay (s)	12.1	9.9	10.7	11.2								
Approach LOS	B	A	B	B								
Intersection Summary												
Delay	11.2											
HCM Level of Service	B											
Intersection Capacity Utilization	47.9%			ICU Level of Service			A					
Analysis Period (min)	15											

CVN Homeport at NBC
9: First St & Orange Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	0.98		1.00	1.00	1.00	0.95
Flpb, ped/bikes	1.00		1.00	1.00	0.97	1.00
Frt	0.89		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1460		1593	1676	1541	1351
Flt Permitted	1.00		0.13	1.00	0.95	1.00
Satd. Flow (perm)	1460		216	1676	1541	1351
Volume (vph)	274	1063	257	189	203	177
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	356	1381	317	233	248	216
RTOR Reduction (vph)	232	0	0	0	0	163
Lane Group Flow (vph)	1505	0	317	233	248	53
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2 2	
Actuated Green, G (s)	31.1		31.1	31.1	12.6	12.6
Effective Green, g (s)	31.1		31.1	31.1	12.6	12.6
Actuated g/C Ratio	0.60		0.60	0.60	0.24	0.24
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	878		130	1008	376	329
v/s Ratio Prot	1.03			0.14		
v/s Ratio Perm			c1.47		c0.16	0.04
v/c Ratio	1.71		2.44	0.23	0.66	0.16
Uniform Delay, d1	10.3		10.3	4.8	17.6	15.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	326.3		670.0	0.1	4.2	0.2
Delay (s)	336.6		680.3	4.9	21.8	15.6
Level of Service	F		F	A	C	B
Approach Delay (s)	336.6			394.2	18.9	
Approach LOS	F			F	B	
Intersection Summary						
HCM Average Control Delay		294.5			HCM Level of Service	F
HCM Volume to Capacity ratio		1.93				
Actuated Cycle Length (s)		51.7			Sum of lost time (s)	8.0
Intersection Capacity Utilization		117.9%			ICU Level of Service	H
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0		
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95		
Flrb, ped/bikes				1.00	0.99		1.00	1.00			1.00		
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Frt				1.00	0.98		1.00	1.00			1.00		
Flt Protected				0.95	0.98		0.95	1.00			1.00		
Satd. Flow (prot)				1522	4631		1770	3539			3529		
Flt Permitted				0.95	0.98		0.95	1.00			1.00		
Satd. Flow (perm)				1522	4631		1770	3539			3529		
Volume (vph)	0	0	0	1268	1074	192	118	312	0	0	1286	17	
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88	
Adj. Flow (vph)	0	0	0	1321	1119	200	124	328	0	0	1461	19	
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	0	0	1	0	
Lane Group Flow (vph)	0	0	0	661	1972	0	124	328	0	0	1479	0	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20	
Turn Type				Split		Prot							
Protected Phases				8		8		5		2		6	
Permitted Phases													
Actuated Green, G (s)				74.0		74.0		12.0		88.0		72.0	
Effective Green, g (s)				74.0		74.0		12.0		88.0		72.0	
Actuated g/C Ratio				0.44		0.44		0.07		0.52		0.42	
Clearance Time (s)				4.0		4.0		4.0		4.0		4.0	
Vehicle Extension (s)				3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)				663		2016		125		1832		1495	
v/s Ratio Prot				c0.43		0.43		c0.07		0.09		c0.42	
v/s Ratio Perm													
v/c Ratio				1.00		0.98		0.99		0.18		0.99	
Uniform Delay, d1				47.9		47.2		79.0		21.8		48.6	
Progression Factor				1.00		1.00		1.00		1.00		1.00	
Incremental Delay, d2				33.9		15.0		77.8		0.0		20.6	
Delay (s)				81.8		62.2		156.7		21.8		69.2	
Level of Service				F		E		F		C		E	
Approach Delay (s)	0.0					67.1				58.8		69.2	
Approach LOS	A					E				E		E	
Intersection Summary													
HCM Average Control Delay	67.0			HCM Level of Service				E					
HCM Volume to Capacity ratio	0.99												
Actuated Cycle Length (s)	170.0			Sum of lost time (s)				12.0					
Intersection Capacity Utilization	180.1%			ICU Level of Service				H					
Analysis Period (min)	15												
c Critical Lane Group													

CVN Homeport at NBC
11: Fourth St & Orange Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑	↑	↑↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.91	1.00					0.91	0.91	0.97	0.95	
Flpb, ped/bikes		1.00	0.95					0.97	0.93	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					0.93	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5082	1501					3047	1334	3433	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5082	1501					3047	1334	3433	3539	
Volume (vph)	49	4270	378	0	0	0	0	399	687	1356	1191	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	4692	415	0	0	0	0	434	747	1474	1295	0
RTOR Reduction (vph)	0	0	8	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	4746	407	0	0	0	0	807	374	1474	1295	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Perm	Prot			
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		89.0	89.0					32.0	32.0	37.0	73.0	
Effective Green, g (s)		89.0	89.0					32.0	32.0	37.0	73.0	
Actuated g/C Ratio		0.52	0.52					0.19	0.19	0.22	0.43	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		2661	786					574	251	747	1520	
v/s Ratio Prot		c0.93						0.26		c0.43	0.37	
v/s Ratio Perm			0.27						c0.28			
v/c Ratio		1.78	0.52					1.41	1.49	1.97	0.85	
Uniform Delay, d1		40.5	26.5					69.0	69.0	66.5	43.6	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		354.1	0.6					192.9	240.5	442.8	4.8	
Delay (s)		394.6	27.1					261.9	309.5	509.3	48.5	
Level of Service		F	C					F	F	F	D	
Approach Delay (s)		365.1			0.0			277.0			293.8	
Approach LOS		F			A			F			F	
Intersection Summary												
HCM Average Control Delay		332.0								F		
HCM Volume to Capacity ratio		1.77										
Actuated Cycle Length (s)		170.0								12.0		
Intersection Capacity Utilization		180.1%								H		
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑↑		↑↑	↑↑	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	7	72	25	5	8	5	13	1080	13	11	1606	22
Peak Hour Factor	0.45	0.45	0.45	0.75	0.75	0.75	0.93	0.93	0.93	0.95	0.95	0.95
Hourly flow rate (vph)	16	160	56	7	11	7	14	1161	14	12	1691	23
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.80	0.80	0.66	0.80	0.80	0.72	0.66			0.72		
vC, conflicting volume	2386	2968	897	2240	2973	628	1734			1195		
vC1, stage 1 conf vol	1745	1745		1216	1216							
vC2, stage 2 conf vol	641	1223		1024	1757							
vCu, unblocked vol	1425	2151	333	1244	2156	87	1598			878		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	77	0	87	0	87	99	95			98		
cM capacity (veh/h)	67	94	424	0	82	662	264			540		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	231	24	595	595	857	868						
Volume Left	16	7	14	0	12	0						
Volume Right	56	7	0	14	0	23						
cSH	112	0	264	1700	540	1700						
Volume to Capacity	2.06	Err	0.05	0.35	0.02	0.51						
Queue Length 95th (ft)	484	Err	4	0	2	0						
Control Delay (s)	570.4	Err	2.0	0.0	0.7	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	570.4	Err	1.0		0.3							
Approach LOS	F	F										
Intersection Summary												
Average Delay					Err							
Intersection Capacity Utilization			69.3%		ICU Level of Service					C		
Analysis Period (min)			15									

CVN Homeport at NBC
13: Sixth St & Orange Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.98			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.93		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1533			1510		1593	3323		1593	3342	
Flt Permitted		0.95			0.93		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1469			1414		1593	3323		1593	3342	
Volume (vph)	38	123	139	15	26	47	42	1006	54	221	1364	37
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	42	137	154	17	30	55	45	1070	57	230	1421	39
RTOR Reduction (vph)	0	20	0	0	28	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	313	0	0	74	0	45	1125	0	230	1459	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			2			1	6
Permitted Phases	4			8			5			1		6
Actuated Green, G (s)		26.8			26.8		4.4	43.0		17.1	55.7	
Effective Green, g (s)		26.8			26.8		4.4	43.0		17.1	55.7	
Actuated g/C Ratio		0.27			0.27		0.04	0.43		0.17	0.56	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		398			383		71	1445		275	1882	
v/s Ratio Prot							0.03	c0.34		0.14	c0.44	
v/s Ratio Perm		c0.21			0.05							
v/c Ratio		0.79			0.19		0.63	0.78		0.84	0.78	
Uniform Delay, d1		33.4			27.7		46.5	23.9		39.5	16.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.8			0.2		17.0	2.7		19.3	2.1	
Delay (s)		43.2			28.0		63.5	26.6		58.8	18.8	
Level of Service		D			C		E	C		E	B	
Approach Delay (s)		43.2			28.0			28.0			24.3	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM Average Control Delay		27.6			HCM Level of Service			C				
HCM Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		98.9			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		74.3%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.95		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1535			1558		1593	3354		1593	3341	
Flt Permitted		0.83			0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1300			1344		1593	3354		1593	3341	
Volume (vph)	87	86	110	29	49	40	62	941	10	65	1295	37
Peak-hour factor, PHF	0.85	0.85	0.85	0.71	0.71	0.71	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	102	101	129	41	69	56	64	970	10	68	1349	39
RTOR Reduction (vph)	0	15	0	0	13	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	317	0	0	153	0	64	979	0	68	1387	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8			5			1		6
Actuated Green, G (s)		30.0			30.0		7.1	49.0		7.6	49.5	
Effective Green, g (s)		30.0			30.0		7.1	49.0		7.6	49.5	
Actuated g/C Ratio		0.30			0.30		0.07	0.50		0.08	0.50	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		396			409		115	1667		123	1677	
v/s Ratio Prot							0.04	c0.29		0.04	c0.42	
v/s Ratio Perm		c0.24			0.11							
v/c Ratio		0.80			0.38		0.56	0.59		0.55	0.83	
Uniform Delay, d1		31.5			26.9		44.2	17.6		43.9	20.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		10.8			0.6		5.7	0.5		5.3	3.5	
Delay (s)		42.3			27.5		50.0	18.2		49.2	24.4	
Level of Service		D			C		D	B		D	C	
Approach Delay (s)		42.3			27.5			20.1			25.5	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM Average Control Delay		25.6			HCM Level of Service			C				
HCM Volume to Capacity ratio		0.78										
Actuated Cycle Length (s)		98.6			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		73.9%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		0.99			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		0.98			0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1579			1571		1593	3328		1593	3324	
Flt Permitted		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1579			1571		1593	3328		1593	3324	
Volume (vph)	155	63	46	12	26	16	53	842	37	36	1206	59
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	185	75	55	18	38	24	57	905	40	38	1256	61
RTOR Reduction (vph)	0	5	0	0	10	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	310	0	0	70	0	57	943	0	38	1315	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		29.1			13.4		6.0	49.3		12.5	55.8	
Effective Green, g (s)		29.1			13.4		6.0	49.3		12.5	55.8	
Actuated g/C Ratio		0.24			0.11		0.05	0.41		0.10	0.46	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		382			175		79	1364		166	1542	
v/s Ratio Prot		c0.20			c0.04		0.04	c0.28		0.02	c0.40	
v/s Ratio Perm												
v/c Ratio		0.81			0.40		0.72	0.69		0.23	0.85	
Uniform Delay, d1		43.0			49.7		56.3	29.2		49.5	28.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		12.4			1.5		27.5	1.5		0.7	4.8	
Delay (s)		55.4			51.2		83.8	30.8		50.2	33.4	
Level of Service		E			D		F	C		D	C	
Approach Delay (s)		55.4			51.2			33.8			33.9	
Approach LOS		E			D			C			C	
Intersection Summary												
HCM Average Control Delay		36.8										
HCM Volume to Capacity ratio		0.78										
Actuated Cycle Length (s)		120.3										
Intersection Capacity Utilization		70.3%										
Analysis Period (min)		15										
c Critical Lane Group												




















CVN Homeport at NBC
16: Third St & Pomona Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	↕			Free	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	0	0	101	0	2570	5	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.84	0.84	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	110	0	2793	5	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1061	2833	40	2836	2836	954	20			2813		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1061	2833	40	2836	2836	954	20			2813		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	57	100			100		
cM capacity (veh/h)	100	17	1005	8	17	255	1595			132		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	110	1117	1117	564								
Volume Left	0	0	0	0								
Volume Right	110	0	0	5								
cSH	255	1700	1700	1700								
Volume to Capacity	0.43	0.66	0.66	0.33								
Queue Length 95th (ft)	51	0	0	0								
Control Delay (s)	29.4	0.0	0.0	0.0								
Lane LOS	D											
Approach Delay (s)	29.4	0.0										
Approach LOS	D											
Intersection Summary												
Average Delay		1.1										
Intersection Capacity Utilization		62.7%										
Analysis Period (min)		15										
ICU Level of Service												


















CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.92		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.99		1.00	0.99		1.00	1.00	
Flt Protected		0.98	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1635	2438		1593		1593	3330		1593	3343	
Flt Permitted		0.85	1.00		0.33		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1407	2438		539		1593	3330		1593	3343	
Volume (vph)	121	243	594	54	20	9	287	829	32	29	1188	26
Peak-hour factor, PHF	0.85	0.85	0.85	0.72	0.72	0.72	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	142	286	699	75	28	12	296	855	33	30	1212	27
RTOR Reduction (vph)	0	0	408	0	3	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	428	291	0	112	0	296	886	0	30	1238	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm		Perm	Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		48.0	48.0		48.0		31.6	86.5		3.9	58.8	
Effective Green, g (s)		48.0	48.0		48.0		31.6	86.5		3.9	58.8	
Actuated g/C Ratio		0.32	0.32		0.32		0.21	0.58		0.03	0.39	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		449	778		172		335	1915		41	1307	
v/s Ratio Prot							c0.19	0.27		0.02	c0.37	
v/s Ratio Perm		c0.30	0.12		0.21							
v/c Ratio		0.95	0.37		0.65		0.88	0.46		0.73	0.95	
Uniform Delay, d1		50.1	39.6		44.0		57.6	18.5		72.7	44.3	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		30.6	0.3		8.6		22.9	0.2		49.4	14.0	
Delay (s)		80.7	39.9		52.6		80.5	18.7		122.2	58.3	
Level of Service		F	D		D		F	B		F	E	
Approach Delay (s)		55.4			52.6		34.1			59.8		
Approach LOS		E			D		C			E		
Intersection Summary												
HCM Average Control Delay	50.0			HCM Level of Service			D					
HCM Volume to Capacity ratio	0.93											
Actuated Cycle Length (s)	150.4			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	95.7%			ICU Level of Service			F					
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						  						
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	6070	175	0	0	2554	0	0	163	0	0	0
Peak Hour Factor	0.99	0.99	0.99	0.95	0.95	0.95	0.81	0.81	0.81	0.25	0.25	0.25
Hourly flow rate (vph)	0	6131	177	0	0	2688	0	0	201	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			0	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			6328			6260	6260	2172	2285	6348	40
vC1, stage 1 conf vol							6240	6240		20	20	
vC2, stage 2 conf vol							20	20		2265	6328	
vCu, unblocked vol	20			6328			6260	6260	2172	2285	6348	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	100
cM capacity (veh/h)	1595			4			0	0	37	0	0	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	2453	2453	1403	896	896	896	201					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	177	896	896	896	201					
cSH	1700	1700	1700	1700	1700	1700	37					
Volume to Capacity	1.44	1.44	0.83	0.53	0.53	0.53	5.46					
Queue Length 95th (ft)	0	0	0	0	0	0	Err					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	Err					
Lane LOS							F					
Approach Delay (s)	0.0				0.0				Err			
Approach LOS							F					
Intersection Summary												
Average Delay	218.8											
Intersection Capacity Utilization	140.6%			ICU Level of Service			H					
Analysis Period (min)	15											

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	674	441	66	7	6	297
Peak Hour Factor	0.96	0.96	0.81	0.81	0.88	0.88
Hourly flow rate (vph)	702	459	81	9	7	338
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	110				1989	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	110				1989	126
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	52				80	62
cM capacity (veh/h)	1455				33	894
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1161	90	344			
Volume Left	702	0	7			
Volume Right	0	9	338			
cSH	1455	1700	592			
Volume to Capacity	0.48	0.05	0.58			
Queue Length 95th (ft)	68	0	93			
Control Delay (s)	8.4	0.0	19.2			
Lane LOS	A		C			
Approach Delay (s)	8.4	0.0	19.2			
Approach LOS			C			
Intersection Summary						
Average Delay		10.3				
Intersection Capacity Utilization		94.5%		ICU Level of Service	F	
Analysis Period (min)		15				













CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.95		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.94		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1579		3186		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1579		3186		3362	
Volume (vph)	344	26	1110	685	0	1905
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.81	0.81
Adj. Flow (vph)	387	29	1181	729	0	2352
RTOR Reduction (vph)	1	0	59	0	0	0
Lane Group Flow (vph)	415	0	1851	0	0	2352
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	41.0		101.0			111.0
Effective Green, g (s)	41.0		101.0			111.0
Actuated g/C Ratio	0.26		0.63			0.69
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	405		2011			2332
v/s Ratio Prot	0.26		0.58			0.70
v/s Ratio Perm						
v/c Ratio	1.02		0.92			1.01
Uniform Delay, d1	59.5		26.0			24.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	50.8		7.5			20.7
Delay (s)	110.3		33.4			45.2
Level of Service	F		C			D
Approach Delay (s)	110.3		33.4			45.2
Approach LOS	F		C			D
Intersection Summary						
HCM Average Control Delay		46.2		HCM Level of Service	D	
HCM Volume to Capacity ratio		1.01				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)	8.0	
Intersection Capacity Utilization		80.8%		ICU Level of Service	D	
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd
























2015 3 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	6185	32	0	2506	301	0	0	1186	0	0	68
Peak Hour Factor	0.25	0.25	0.25	0.99	0.99	0.99	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	24740	128	0	2531	304	0	0	1210	0	0	77
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2855			24888			25765	27679	8351	10970	27591	1036
vC1, stage 1 conf vol							24824	24824		2703	2703	
vC2, stage 2 conf vol							941	2855		8267	24888	
vCu, unblocked vol	2855			24888			25765	27679	8351	10970	27591	1036
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	81	100	100	65
cM capacity (veh/h)	127			0			0	0	6406	0	0	221
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	9896	9896	5076	1013	1013	810	1210	77				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	128	0	0	304	1210	77				
cSH	1700	1700	1700	1700	1700	1700	6406	221				
Volume to Capacity	5.82	5.82	2.99	0.60	0.60	0.48	0.19	0.35				
Queue Length 95th (ft)	Err	Err	0	0	0	0	17	37				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	5.7	29.8				
Lane LOS							A	D				
Approach Delay (s)	0.0			0.0			5.7	29.8				
Approach LOS							A	D				
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			202.3%		ICU Level of Service					H		
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd










2015 3 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.94		1.00	0.95	1.00	1.00	0.88	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	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1493		1851	1505	1770	3539	1396	1770	3511	
Flt Permitted	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1493		1851	1505	1770	3539	1396	1770	3511	
Volume (vph)	266	68	127	7	50	416	48	990	2	145	1910	85
Peak-hour factor, PHF	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.79	0.79	0.79
Adj. Flow (vph)	271	69	130	8	54	447	53	1088	2	184	2418	108
RTOR Reduction (vph)	0	0	113	0	0	209	0	0	1	0	2	0
Lane Group Flow (vph)	271	69	17	0	62	238	53	1088	1	184	2524	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	21.0	21.0	21.0		26.0	26.0	5.0	76.1	76.1	20.9	92.0	
Effective Green, g (s)	21.0	21.0	21.0		26.0	26.0	5.0	76.1	76.1	20.9	92.0	
Actuated g/C Ratio	0.13	0.13	0.13		0.16	0.16	0.03	0.48	0.48	0.13	0.58	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	232	245	196		301	245	55	1683	664	231	2019	
v/s Ratio Prot	c0.15	0.04			0.03		0.03	0.31		c0.10	c0.72	
v/s Ratio Perm			0.01			c0.16			0.00			
v/c Ratio	1.17	0.28	0.09		0.21	0.97	0.96	0.65	0.00	0.80	1.25	
Uniform Delay, d1	69.5	62.7	61.1		58.1	66.7	77.4	31.8	22.0	67.5	34.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	112.0	0.6	0.2		0.3	49.7	107.4	1.9	0.0	17.1	116.8	
Delay (s)	181.5	63.3	61.3		58.4	116.3	184.8	33.7	22.0	84.6	150.8	
Level of Service	F	E	E		E	F	F	C	C	F	F	
Approach Delay (s)		130.9			109.3			40.7			146.3	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM Average Control Delay	115.9			HCM Level of Service					F			
HCM Volume to Capacity ratio	1.18											
Actuated Cycle Length (s)	160.0			Sum of lost time (s)					16.0			
Intersection Capacity Utilization	90.3%			ICU Level of Service					E			
Analysis Period (min)	15											

c Critical Lane Group
























CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Frpb, ped/bikes	1.00		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	1764		3539	1499		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	1764		3539	1499		3539
Volume (vph)	255	11	1011	44	0	2017
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.95	0.95
Adj. Flow (vph)	293	13	1042	45	0	2123
RTOR Reduction (vph)	3	0	0	16	0	0
Lane Group Flow (vph)	303	0	1042	29	0	2123
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	10.8		35.1	35.1		35.1
Effective Green, g (s)	10.8		35.1	35.1		35.1
Actuated g/C Ratio	0.20		0.65	0.65		0.65
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	353		2305	976		2305
v/s Ratio Prot	c0.17		0.29			c0.60
v/s Ratio Perm				0.02		
v/c Ratio	0.86		0.45	0.03		0.92
Uniform Delay, d1	20.8		4.6	3.3		8.2
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	18.2		0.1	0.0		6.7
Delay (s)	39.0		4.8	3.4		14.9
Level of Service	D		A	A		B
Approach Delay (s)	39.0		4.7			14.9
Approach LOS	D		A			B
Intersection Summary						
HCM Average Control Delay	13.8		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.91					
Actuated Cycle Length (s)	53.9		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	77.3%		ICU Level of Service		D	
Analysis Period (min)	15					
c Critical Lane Group						

CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.95	1.00	1.00	0.92	1.00	0.99	
Flpb, ped/bikes	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	1819		1593	1676	1354	1770	3539	1452	1770	3428	
Flt Permitted	0.69	1.00		0.08	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1239	1819		129	1676	1354	1770	3539	1452	1770	3428	
Volume (vph)	86	293	39	48	87	47	21	354	570	121	366	58
Peak-hour factor, PHF	0.25	0.25	0.25	0.81	0.81	0.81	0.98	0.98	0.98	0.93	0.93	0.93
Adj. Flow (vph)	344	1172	156	59	107	58	21	361	582	130	394	62
RTOR Reduction (vph)	0	5	0	0	0	29	0	0	31	0	12	0
Lane Group Flow (vph)	344	1323	0	59	107	29	21	361	551	130	444	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm		Perm	Prot	Perm		Prot		
Protected Phases	4			8		8	5	2		1	6	
Permitted Phases	4			8		8		2				
Actuated Green, G (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Effective Green, g (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Actuated g/C Ratio	0.51	0.51		0.51	0.51	0.51	0.02	0.32	0.32	0.06	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	629	924		66	851	688	35	1120	459	104	1219	
v/s Ratio Prot	c0.73			0.06			0.01	0.10		c0.07	c0.13	
v/s Ratio Perm	0.28			0.46		0.02			c0.38			
v/c Ratio	0.55	1.43		0.89	0.13	0.04	0.60	0.32	1.20	1.25	0.36	
Uniform Delay, d1	17.2	25.2		22.7	13.2	12.7	49.8	26.6	35.0	48.2	24.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	200.6		74.2	0.1	0.0	24.7	0.2	109.2	169.8	0.2	
Delay (s)	18.1	225.8		96.9	13.3	12.7	74.5	26.8	144.2	218.0	24.6	
Level of Service	B	F		F	B	B	E	C	F	F	C	
Approach Delay (s)	183.1			35.2			98.7			67.5		
Approach LOS	F			D			F			E		
Intersection Summary												
HCM Average Control Delay	130.2			HCM Level of Service				F				
HCM Volume to Capacity ratio	1.37											
Actuated Cycle Length (s)	102.4			Sum of lost time (s)				16.0				
Intersection Capacity Utilization	71.9%			ICU Level of Service				C				
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Sign Control	Free	Free			Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Volume (veh/h)	0	146	110	0	139	175
Peak Hour Factor	0.93	0.93	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	0	157	121	0	154	194
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					TWLTL	
Median storage (veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	141				318	161
vC1, stage 1 conf vol					141	
vC2, stage 2 conf vol					177	
vCu, unblocked vol	141				318	161
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				78	77
cM capacity (veh/h)	1418				688	855
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	157	121	154	194		
Volume Left	0	0	154	0		
Volume Right	0	0	0	194		
cSH	1700	1700	688	855		
Volume to Capacity	0.09	0.07	0.22	0.23		
Queue Length 95th (ft)	0	0	21	22		
Control Delay (s)	0.0	0.0	11.7	10.4		
Lane LOS			B	B		
Approach Delay (s)	0.0	0.0	11.0			
Approach LOS			B			
Intersection Summary						
Average Delay			6.1			
Intersection Capacity Utilization			29.2%		ICU Level of Service	A
Analysis Period (min)			15			

CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2015 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free	Free		Free	Free		Stop	Stop		Stop	Stop	
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.25	0.25	0.25	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			20			40	40	40	40	40	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			20			40	40	40	40	40	40
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1570			1570			909	824	997	909	824	997
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	0	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			23.1%		ICU Level of Service					A		
Analysis Period (min)			15									

CVN Homeport at NBC
1: First St & Alameda Blvd

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	73	52	5	674	516	5
Peak Hour Factor	0.78	0.78	0.73	0.73	0.84	0.84
Hourly flow rate (vph)	94	67	7	923	614	6
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	94	67	930	614	6	
Volume Left (vph)	0	0	7	614	0	
Volume Right (vph)	0	67	0	0	6	
Hadj (s)	0.03	-0.67	0.04	0.53	-0.67	
Departure Headway (s)	7.6	6.9	6.5	7.3	6.1	
Degree Utilization, x	0.20	0.13	1.69	1.24	0.01	
Capacity (veh/h)	467	514	564	503	583	
Control Delay (s)	11.3	9.7	333.9	146.2	7.9	
Approach Delay (s)	10.6		333.9	144.9		
Approach LOS	B		F	F		
Intersection Summary						
Delay	235.1					
HCM Level of Service	F					
Intersection Capacity Utilization	74.7%					
ICU Level of Service	D					
Analysis Period (min)	15					

CVN Homeport at NBC
2: Third St & Alameda Blvd

















2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕		↖	↗			↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					0.91		1.00	1.00			1.00	
Frpb, ped/bikes					0.99		1.00	1.00			0.98	
Flpb, ped/bikes					1.00		0.97	1.00			1.00	
Frt					0.99		1.00	1.00			0.95	
Flt Protected					1.00		0.95	1.00			1.00	
Satd. Flow (prot)					4994		1713	1863			1731	
Flt Permitted					1.00		0.59	1.00			1.00	
Satd. Flow (perm)					4994		1064	1863			1731	
Volume (vph)	0	0	0	17	3120	251	165	31	0	0	45	28
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.86	0.86	0.86	0.59	0.59	0.59
Adj. Flow (vph)	0	0	0	19	3506	282	192	36	0	0	76	47
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	3799	0	192	36	0	0	122	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type					Perm		Perm					
Protected Phases					8		2		6			
Permitted Phases					8		2					
Actuated Green, G (s)					82.0		20.0				20.0	
Effective Green, g (s)					82.0		20.0				20.0	
Actuated g/C Ratio					0.75		0.18				0.18	
Clearance Time (s)					4.0		4.0				4.0	
Vehicle Extension (s)					3.0		3.0				3.0	
Lane Grp Cap (vph)					3723		193				315	
v/s Ratio Prot							0.02				0.07	
v/s Ratio Perm					0.76		c0.18					
v/c Ratio					1.02		0.99		0.11		0.39	
Uniform Delay, d1					14.0		44.9		37.5		39.6	
Progression Factor					1.00		1.00		1.00		1.00	
Incremental Delay, d2					20.2		62.9		0.1		0.8	
Delay (s)					34.2		107.9		37.7		40.4	
Level of Service					C		F		D		D	
Approach Delay (s)	0.0				34.2		96.8				40.4	
Approach LOS	A				C		F				D	
Intersection Summary												
HCM Average Control Delay	37.8				HCM Level of Service				D			
HCM Volume to Capacity ratio	1.01											
Actuated Cycle Length (s)	110.0				Sum of lost time (s)				8.0			
Intersection Capacity Utilization	94.5%				ICU Level of Service				F			
Analysis Period (min)	15											
c Critical Lane Group												

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frpb, ped/bikes		0.99						0.99		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		0.99	1.00	
Frt		0.97						0.96		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4906						1766		1758	1863	
Flt Permitted		1.00						1.00		0.58	1.00	
Satd. Flow (perm)		4906						1766		1070	1863	
Volume (vph)	11	436	101	0	0	0	0	161	80	42	58	0
Peak-hour factor, PHF	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73
Adj. Flow (vph)	12	495	115	0	0	0	0	199	99	58	79	0
RTOR Reduction (vph)	0	74	0	0	0	0	0	49	0	0	0	0
Lane Group Flow (vph)	0	548	0	0	0	0	0	249	0	58	79	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm						Perm					
Protected Phases	4						2					
Permitted Phases	4						6					
Actuated Green, G (s)	9.3						9.1					
Effective Green, g (s)	9.3						9.1					
Actuated g/C Ratio	0.35						0.34					
Clearance Time (s)	4.0						4.0					
Vehicle Extension (s)	3.0						3.0					
Lane Grp Cap (vph)	1728						609					
v/s Ratio Prot							c0.14					
v/s Ratio Perm	0.11						0.05					
v/c Ratio	0.32						0.41					
Uniform Delay, d1	6.2						6.6					
Progression Factor	1.00						1.00					
Incremental Delay, d2	0.1						0.4					
Delay (s)	6.3						7.0					
Level of Service	A						A					
Approach Delay (s)	6.3						7.0					
Approach LOS	A						A					
Intersection Summary												
HCM Average Control Delay	6.5			HCM Level of Service				A				
HCM Volume to Capacity ratio	0.36											
Actuated Cycle Length (s)	26.4			Sum of lost time (s)				8.0				
Intersection Capacity Utilization	94.5%			ICU Level of Service				F				
Analysis Period (min)	15											

c Critical Lane Group













CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	59	905	31	60	5
Peak Hour Factor	0.62	0.62	0.87	0.87	0.76	0.76
Hourly flow rate (vph)	0	95	1040	36	79	7
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1096				1193	1098
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1096				1193	1098
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				60	97
cM capacity (veh/h)	626				200	250
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	95	1076	86			
Volume Left	0	0	79			
Volume Right	0	36	7			
cSH	626	1700	203			
Volume to Capacity	0.00	0.63	0.42			
Queue Length 95th (ft)	0	0	48			
Control Delay (s)	0.0	0.0	35.1			
Lane LOS			E			
Approach Delay (s)	0.0	0.0	35.1			
Approach LOS			E			
Intersection Summary						
Average Delay	2.4					
Intersection Capacity Utilization	64.7%					
ICU Level of Service	C					
Analysis Period (min)	15					













CVN Homeport at NBC
5: First St & D Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔			↔			↔			↔		
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	0	109	0	3	682	0	1	0	4	0	2	1	
Peak Hour Factor	0.76	0.76	0.76	0.79	0.79	0.79	0.62	0.62	0.62	0.25	0.25	0.25	
Hourly flow rate (vph)	0	143	0	4	863	0	2	0	6	0	8	4	
Pedestrians	20			20			20			20			
Lane Width (ft)	12.0			12.0			12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			4.0			4.0			
Percent Blockage	2			2			2			2			
Right turn flare (veh)													
Median type							None			None			
Median storage (veh)													
Upstream signal (ft)	442												
pX, platoon unblocked	0.74						0.74	0.74			0.74	0.74	0.74
vC, conflicting volume	883	163					1062	1054	183	1061	1054	903	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	843	163					1084	1073	183	1082	1073	870	
tC, single (s)	4.1	4.1					7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2	2.2					3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	100	100					99	100	99	100	95	98	
cM capacity (veh/h)	580	1392					129	158	831	136	158	252	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	143	867	8	12									
Volume Left	0	4	2	0									
Volume Right	0	0	6	4									
cSH	580	1392	398	181									
Volume to Capacity	0.00	0.00	0.02	0.07									
Queue Length 95th (ft)	0	0	2	5									
Control Delay (s)	0.0	0.1	14.2	26.4									
Lane LOS	A		B		D								
Approach Delay (s)	0.0	0.1	14.2	26.4									
Approach LOS			B		D								
Intersection Summary													
Average Delay	0.5												
Intersection Capacity Utilization	53.1%					ICU Level of Service					A		
Analysis Period (min)	15												
















CVN Homeport at NBC
6: Third St & D Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔↔			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	34	3436	0	30	16	0	0	56	2
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.62	0.62	0.62	0.44	0.44	0.44
Hourly flow rate (vph)	0	0	0	37	3776	0	48	26	0	0	127	5
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)					432							
pX, platoon unblocked	0.29						0.29	0.29		0.29	0.29	0.29
vC, conflicting volume	3796			20			1442	3891	40	3903	3891	1299
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	5757			20			0	6085	40	6129	6085	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			0	0	100	0	0	99
cM capacity (veh/h)	2			1568			0	0	989	0	0	308
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	981	1888	944	74	132							
Volume Left	37	0	0	48	0							
Volume Right	0	0	0	0	5							
cSH	1568	1700	1700	0	0							
Volume to Capacity	0.02	1.11	0.56	Err#844.74								
Queue Length 95th (ft)	2	0	0	Err	Err							
Control Delay (s)	0.7	0.0	0.0	Err	Err							
Lane LOS	A			F	F							
Approach Delay (s)	0.2			Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization			87.2%		ICU Level of Service				E			
Analysis Period (min)			15									














CVN Homeport at NBC
7: Fourth St & D Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	796	5	0	0	0	0	45	18	22	63	0
Peak Hour Factor	0.86	0.86	0.86	0.25	0.25	0.25	0.69	0.69	0.69	0.44	0.44	0.44
Hourly flow rate (vph)	2	926	6	0	0	0	0	65	26	50	143	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			0			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					434							
pX, platoon unblocked												
vC, conflicting volume	20		951				1045	973	351	412	976	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20		951				1045	973	351	412	976	40
tC, single (s)	4.1		4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2		2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100		100				100	73	96	87	41	100
cM capacity (veh/h)	1568		706				91	242	634	382	241	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1							
Volume Total	234	463	237	91	193							
Volume Left	2	0	0	0	50							
Volume Right	0	0	6	26	0							
cSH	1568	1700	1700	294	266							
Volume to Capacity	0.00	0.27	0.14	0.31	0.72							
Queue Length 95th (ft)	0	0	0	32	127							
Control Delay (s)	0.1	0.0	0.0	22.7	47.4							
Lane LOS	A			C	E							
Approach Delay (s)	0.0			22.7	47.4							
Approach LOS				C	E							
Intersection Summary												
Average Delay			9.2									
Intersection Capacity Utilization		35.8%		ICU Level of Service			A					
Analysis Period (min)			15									

CVN Homeport at NBC
8: Sixth St & D Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop											
Volume (vph)	2	41	16	13	75	9	17	53	11	13	52	4
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.51	0.51	0.51
Hourly flow rate (vph)	2	49	19	15	88	11	19	59	12	25	102	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	70	114	90	135								
Volume Left (vph)	2	15	19	25								
Volume Right (vph)	19	11	12	8								
Hadj (s)	-0.12	0.01	-0.01	0.04								
Departure Headway (s)	4.4	4.5	4.5	4.5								
Degree Utilization, x	0.09	0.14	0.11	0.17								
Capacity (veh/h)	763	748	759	761								
Control Delay (s)	7.9	8.3	8.1	8.4								
Approach Delay (s)	7.9	8.3	8.1	8.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.2								
HCM Level of Service				A								
Intersection Capacity Utilization	28.3%			ICU Level of Service			A					
Analysis Period (min)	15											

CVN Homeport at NBC
9: First St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

	→	↗	↖	←	↙	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		0.99	1.00	0.98	1.00
Frt	0.89		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1455		1575	1676	1556	1364
Flt Permitted	1.00		0.66	1.00	0.95	1.00
Satd. Flow (perm)	1455		1099	1676	1556	1364
Volume (vph)	18	93	82	261	424	26
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	24	124	92	293	530	32
RTOR Reduction (vph)	89	0	0	0	0	16
Lane Group Flow (vph)	59	0	92	293	530	16
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm			custom		
Protected Phases	4		8			
Permitted Phases			8		2	2
Actuated Green, G (s)	10.4		10.4	10.4	18.8	18.8
Effective Green, g (s)	10.4		10.4	10.4	18.8	18.8
Actuated g/C Ratio	0.28		0.28	0.28	0.51	0.51
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	407		307	469	786	689
v/s Ratio Prot	0.04		c0.17			
v/s Ratio Perm			0.08		c0.34	0.01
v/c Ratio	0.14		0.30	0.62	0.67	0.02
Uniform Delay, d1	10.1		10.5	11.7	6.9	4.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		0.6	2.6	2.3	0.0
Delay (s)	10.2		11.1	14.3	9.2	4.6
Level of Service	B		B	B	A	A
Approach Delay (s)	10.2		13.5		8.9	
Approach LOS	B		B		A	
Intersection Summary						
HCM Average Control Delay	10.7		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.66					
Actuated Cycle Length (s)	37.2		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	43.9%		ICU Level of Service		A	
Analysis Period (min)	15					
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↙↙↙		↙	↙↙			↙↙	↙↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95	0.95
Frpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	0.99
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	1.00
Frt				1.00	0.99		1.00	1.00			1.00	0.99
Flt Protected				0.95	0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)				1522	4689		1770	3539			3476	3476
Flt Permitted				0.95	0.99		0.95	1.00			1.00	1.00
Satd. Flow (perm)				1522	4689		1770	3539			3476	3476
Volume (vph)	0	0	0	1766	3114	361	183	163	0	0	276	24
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	1859	3278	380	210	187	0	0	310	27
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	0	0	1347	4164	0	210	187	0	0	333	0
Confl. Peds. (#/hr)	20		20			20			20	20		20
Turn Type				Split		Prot						
Protected Phases				8	8	5		2	6			
Permitted Phases												
Actuated Green, G (s)				124.0	124.0	17.0		38.0	17.0			
Effective Green, g (s)				124.0	124.0	17.0		38.0	17.0			
Actuated g/C Ratio				0.73	0.73	0.10		0.22	0.10			
Clearance Time (s)				4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)				1110	3420	177		791	348			
v/s Ratio Prot				0.89	c0.89	c0.12		0.05	c0.10			
v/s Ratio Perm												
v/c Ratio				1.21	1.22	1.19		0.24	0.96			
Uniform Delay, d1				23.0	23.0	76.5		54.1	76.1			
Progression Factor				1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2				104.6	100.7	126.7		0.2	36.8			
Delay (s)				127.6	123.7	203.2		54.3	113.0			
Level of Service				F	F	F		D	F			
Approach Delay (s)	0.0			124.6				133.1	113.0			
Approach LOS	A			F				F	F			
Intersection Summary												
HCM Average Control Delay	124.5			HCM Level of Service				F				
HCM Volume to Capacity ratio	1.19											
Actuated Cycle Length (s)	170.0			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	113.5%			ICU Level of Service				H				
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
11: Fourth St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔					↔↔	↔	↔↔	↔↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Frpb, ped/bikes	1.00	0.97						0.99	0.96	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.96	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5081	1538						3236	1387	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5081	1538						3236	1387	3433	3539	
Volume (vph)	12	729	93	0	0	0	0	351	302	533	1583	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	14	848	108	0	0	0	0	390	336	561	1666	0
RTOR Reduction (vph)	0	0	26	0	0	0	0	20	28	0	0	0
Lane Group Flow (vph)	0	862	82	0	0	0	0	496	182	561	1666	0
Confl. Peds. (#/hr)	20		20	20		20	20			20		20
Turn Type	Split	Perm					Perm	Prot				
Protected Phases	4	4					2	1		6		
Permitted Phases		4					2					
Actuated Green, G (s)	19.7	19.7					17.1	17.1	20.7	41.8		
Effective Green, g (s)	19.7	19.7					17.1	17.1	20.7	41.8		
Actuated g/C Ratio	0.28	0.28					0.25	0.25	0.30	0.60		
Clearance Time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	1440	436					796	341	1022	2128		
v/s Ratio Prot	c0.17						0.15		0.16	c0.47		
v/s Ratio Perm		0.05						0.13				
v/c Ratio	0.60	0.19					0.62	0.53	0.55	0.78		
Uniform Delay, d1	21.5	18.8					23.3	22.7	20.5	10.4		
Progression Factor	1.00	1.00					1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.7	0.2					1.5	1.6	0.6	1.9		
Delay (s)	22.2	19.1					24.9	24.4	21.1	12.4		
Level of Service	C	B					C	C	C	B		
Approach Delay (s)	21.8			0.0			24.7			14.6		
Approach LOS	C			A			C			B		
Intersection Summary												
HCM Average Control Delay		18.2								B		
HCM Volume to Capacity ratio		0.72										
Actuated Cycle Length (s)		69.5							8.0			
Intersection Capacity Utilization		113.5%								H		
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔			↔↔	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	18	17	4	14	3	11	616	6	27	1706	30
Peak Hour Factor	0.73	0.73	0.73	0.58	0.58	0.58	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	7	25	23	7	24	5	12	670	7	29	1815	32
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.62	0.62	0.59	0.62	0.62	0.94	0.59			0.94		
vC, conflicting volume	2304	2628	963	1737	2641	378	1867			696		
vC1, stage 1 conf vol	1908	1908		717	717							
vC2, stage 2 conf vol	396	720		1021	1924							
vCu, unblocked vol	2199	2725	232	1280	2745	274	1773			612		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	84	63	95	96	55	99	94			97		
cM capacity (veh/h)	42	66	436	183	53	658	200			890		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	55	36	347	341	936	939						
Volume Left	7	7	12	0	29	0						
Volume Right	23	5	0	7	0	32						
cSH	93	73	200	1700	890	1700						
Volume to Capacity	0.59	0.50	0.06	0.20	0.03	0.55						
Queue Length 95th (ft)	68	51	5	0	2	0						
Control Delay (s)	88.2	96.4	2.6	0.0	0.9	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	88.2	96.4	1.3		0.4							
Approach LOS	F	F										
Intersection Summary												
Average Delay				3.8								
Intersection Capacity Utilization			82.3%		ICU Level of Service					E		
Analysis Period (min)			15									

CVN Homeport at NBC
13: Sixth St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.89		1.00	1.00		1.00	1.00	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1546			1454		1593	3338		1593	3345	
Flt Permitted		0.72			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1120			1434		1593	3338		1593	3345	
Volume (vph)	14	21	22	5	15	75	37	542	18	28	1660	40
Peak-hour factor, PHF	0.68	0.68	0.68	0.48	0.48	0.48	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	21	31	32	10	31	156	41	596	20	29	1747	42
RTOR Reduction (vph)	0	15	0	0	92	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	69	0	0	105	0	41	614	0	29	1788	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		11.0			11.0		4.3	47.1		16.0	58.8	
Effective Green, g (s)		11.0			11.0		4.3	47.1		16.0	58.8	
Actuated g/C Ratio		0.13			0.13		0.05	0.55		0.19	0.68	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		143			183		80	1826		296	2284	
v/s Ratio Prot							c0.03	0.18		0.02	c0.53	
v/s Ratio Perm		0.06			c0.07							
v/c Ratio		0.48			0.57		0.51	0.34		0.10	0.78	
Uniform Delay, d1		34.9			35.3		39.9	10.8		29.1	9.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.6			4.3		5.4	0.1		0.1	1.8	
Delay (s)		37.5			39.6		45.3	10.9		29.2	11.1	
Level of Service		D			D		D	B		C	B	
Approach Delay (s)		37.5			39.6		13.1			11.4		
Approach LOS		D			D		B			B		
Intersection Summary												
HCM Average Control Delay		14.6										
HCM Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		86.1										
Intersection Capacity Utilization		68.6%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1527			1535		1593	3340		1593	3338	
Flt Permitted		0.88			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1367			1464		1593	3340		1593	3338	
Volume (vph)	35	25	42	6	12	14	72	493	15	32	1434	49
Peak-hour factor, PHF	0.95	0.95	0.95	0.65	0.65	0.65	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	37	26	44	9	18	22	76	519	16	35	1576	54
RTOR Reduction (vph)	0	16	0	0	19	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	91	0	0	30	0	76	534	0	35	1629	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		11.0			11.0		5.5	52.6		4.0	51.1	
Effective Green, g (s)		11.0			11.0		5.5	52.6		4.0	51.1	
Actuated g/C Ratio		0.14			0.14		0.07	0.66		0.05	0.64	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		189			202		110	2207		80	2143	
v/s Ratio Prot							c0.05	0.16		0.02	c0.49	
v/s Ratio Perm		c0.07			0.02							
v/c Ratio		0.48			0.15		0.69	0.24		0.44	0.76	
Uniform Delay, d1		31.7			30.2		36.2	5.4		36.7	10.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.9			0.3		17.1	0.1		3.8	1.6	
Delay (s)		33.6			30.5		53.3	5.5		40.5	11.6	
Level of Service		C			C		D	A		D	B	
Approach Delay (s)		33.6			30.5		11.5			12.2		
Approach LOS		C			C		B			B		
Intersection Summary												
HCM Average Control Delay		13.3										
HCM Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		79.6										
Intersection Capacity Utilization		71.0%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flpb, 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		0.98			0.96		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1597			1559		1593	3356		1593	3322	
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1597			1559		1593	3356		1593	3322	
Volume (vph)	37	22	8	6	5	5	21	479	4	14	1393	75
Peak-hour factor, PHF	0.68	0.68	0.68	0.62	0.62	0.62	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	54	32	12	10	8	8	23	515	4	15	1531	82
RTOR Reduction (vph)	0	4	0	0	7	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	94	0	0	19	0	23	518	0	15	1611	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8		8	5	2		1		6
Permitted Phases												
Actuated Green, G (s)		9.7			9.7		1.9	50.8		18.2	67.1	
Effective Green, g (s)		9.7			9.7		1.9	50.8		18.2	67.1	
Actuated g/C Ratio		0.09			0.09		0.02	0.49		0.17	0.64	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		148			145		29	1633		278	2135	
v/s Ratio Prot		c0.06			c0.01		c0.01	0.15		0.01	c0.48	
v/s Ratio Perm												
v/c Ratio		0.64			0.13		0.79	0.32		0.05	0.75	
Uniform Delay, d1		45.7			43.5		51.1	16.3		35.9	12.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		8.7			0.4		83.5	0.1		0.1	1.6	
Delay (s)		54.4			43.9		134.6	16.4		36.0	14.5	
Level of Service		D			D		F	B		D	B	
Approach Delay (s)		54.4			43.9		21.4			14.7		
Approach LOS		D			D		C			B		
Intersection Summary												
HCM Average Control Delay		18.3										
HCM Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		104.4								16.0		
Intersection Capacity Utilization		60.8%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	↕			Free	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	0	0	19	0	5247	0	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.50	0.50	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	21	0	5703	0	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1942	5743	40	5743	5743	1921	20			5723		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1942	5743	40	5743	5743	1921	20			5723		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	63	100			100		
cM capacity (veh/h)	24	0	1005	0	0	56	1595			8		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	21	2281	2281	1141								
Volume Left	0	0	0	0								
Volume Right	21	0	0	0								
cSH	56	1700	1700	1700								
Volume to Capacity	0.37	1.34	1.34	0.67								
Queue Length 95th (ft)	34	0	0	0								
Control Delay (s)	102.7	0.0	0.0	0.0								
Lane LOS	F											
Approach Delay (s)	102.7	0.0										
Approach LOS	F											
Intersection Summary												
Average Delay		0.4										
Intersection Capacity Utilization		111.4%										
Analysis Period (min)		15										
ICU Level of Service										H		

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.88		1.00	1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes	1.00	0.92		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.98	1.00		0.97	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.99	1.00		1.00	1.00		1.00	1.00	
Flt Protected	0.97	1.00		0.97	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1591	2434		1560			1593	3349		1593	3342	
Flt Permitted	0.84	1.00		0.80			0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1378	2434		1293			1593	3349		1593	3342	
Volume (vph)	13	7	115	21	7	2	867	454	7	15	1353	32
Peak-hour factor, PHF	0.82	0.82	0.82	0.64	0.64	0.64	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	16	9	140	33	11	3	913	478	7	16	1455	34
RTOR Reduction (vph)	0	0	124	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	25	16	0	45	0	913	485	0	16	1488	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm		Perm	Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	17.3	17.3		17.3			68.9	121.7		3.4	56.2	
Effective Green, g (s)	17.3	17.3		17.3			68.9	121.7		3.4	56.2	
Actuated g/C Ratio	0.11	0.11		0.11			0.45	0.79		0.02	0.36	
Clearance Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	154	273		145			711	2640		35	1216	
v/s Ratio Prot							c0.57	0.14		0.01	c0.45	
v/s Ratio Perm	0.02	0.01		c0.03								
v/c Ratio	0.16	0.06		0.31			1.28	0.18		0.46	1.22	
Uniform Delay, d1	62.0	61.3		63.1			42.8	4.0		74.6	49.1	
Progression Factor	1.00	1.00		1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.1		1.2			138.4	0.0		9.2	108.1	
Delay (s)	62.5	61.4		64.3			181.2	4.1		83.8	157.2	
Level of Service	E	E		E			F	A		F	F	
Approach Delay (s)	61.5			64.3			119.7			156.4		
Approach LOS	E			E			F			F		
Intersection Summary												
HCM Average Control Delay		133.5							F			
HCM Volume to Capacity ratio		1.14										
Actuated Cycle Length (s)		154.4						12.0				
Intersection Capacity Utilization		111.0%							H			
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔	↔		↔	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	1121	159	0	0	5232	0	0	229	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.84	0.84	0.84	0.25	0.25	0.25
Hourly flow rate (vph)	0	1289	183	0	0	5566	0	0	273	0	0	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			0.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			0		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			1491			1420	1420	561	742	1511	40
vC1, stage 1 conf vol							1400	1400		20	20	
vC2, stage 2 conf vol							20	20		722	1491	
vCu, unblocked vol	20			1491			1420	1420	561	742	1511	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	40	100	100	100
cM capacity (veh/h)	1595			439			97	133	455	102	120	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	515	515	440	1855	1855	1855	273					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	183	1855	1855	1855	273					
cSH	1700	1700	1700	1700	1700	1700	455					
Volume to Capacity	0.30	0.30	0.26	1.09	1.09	1.09	0.60					
Queue Length 95th (ft)	0	0	0	0	0	0	96					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	24.0					
Lane LOS							C					
Approach Delay (s)	0.0			0.0			24.0					
Approach LOS							C					
Intersection Summary												
Average Delay		0.9										
Intersection Capacity Utilization		127.3%					ICU Level of Service		H			
Analysis Period (min)		15										

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	604	133	30	3	0	259
Peak Hour Factor	0.87	0.87	0.80	0.80	0.81	0.81
Hourly flow rate (vph)	694	153	38	4	0	320
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	61				1621	79
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	61				1621	79
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	54				100	66
cM capacity (veh/h)	1516				59	949
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	847	41	320			
Volume Left	694	0	0			
Volume Right	0	4	320			
cSH	1516	1700	949			
Volume to Capacity	0.46	0.02	0.34			
Queue Length 95th (ft)	62	0	37			
Control Delay (s)	8.5	0.0	10.7			
Lane LOS	A		B			
Approach Delay (s)	8.5	0.0	10.7			
Approach LOS			B			
Intersection Summary						
Average Delay		8.8				
Intersection Capacity Utilization		71.7%		ICU Level of Service	C	
Analysis Period (min)		15				













CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.95		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1582		3244		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1582		3244		3362	
Volume (vph)	290	18	1351	631	0	1459
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.77	0.77
Adj. Flow (vph)	349	22	1485	693	0	1895
RTOR Reduction (vph)	2	0	34	0	0	0
Lane Group Flow (vph)	369	0	2144	0	0	1895
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	37.0		105.0			115.0
Effective Green, g (s)	37.0		105.0			115.0
Actuated g/C Ratio	0.23		0.66			0.72
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	366		2129			2416
v/s Ratio Prot	c0.23		c0.66			c0.56
v/s Ratio Perm						
v/c Ratio	1.01		1.01			0.78
Uniform Delay, d1	61.5		27.5			14.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	49.4		21.2			1.7
Delay (s)	110.9		48.7			16.2
Level of Service	F		D			B
Approach Delay (s)	110.9		48.7			16.2
Approach LOS	F		D			B
Intersection Summary						
HCM Average Control Delay		40.0		HCM Level of Service	D	
HCM Volume to Capacity ratio		1.01				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)	12.0	
Intersection Capacity Utilization		82.1%		ICU Level of Service	E	
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd























2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1305	33	0	5231	536	0	0	429	0	0	4
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.90	0.90	0.90	0.94	0.94	0.94
Hourly flow rate (vph)	0	5220	132	0	5686	583	0	0	477	0	0	4
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	6288			5372			7226	11594	1846	7757	11369	2227
vC1, stage 1 conf vol							5306	5306		5997	5997	
vC2, stage 2 conf vol							1920	6288		1760	5372	
vCu, unblocked vol	6288			5372			7226	11594	1846	7757	11369	2227
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	77	100	100	87
cM capacity (veh/h)	5			11			0	0	2074	0	0	34
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	2088	2088	1176	2274	2274	1720	477	4				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	132	0	0	583	477	4				
cSH	1700	1700	1700	1700	1700	1700	2074	34				
Volume to Capacity	1.23	1.23	0.69	1.34	1.34	1.01	0.23	0.13				
Queue Length 95th (ft)	0	0	0	0	0	0	22	10				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	7.3	126.4				
Lane LOS							A	F				
Approach Delay (s)	0.0			0.0			7.3	126.4				
Approach LOS							A	F				
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			128.0%		ICU Level of Service					H		
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.76		1.00	0.95	1.00	1.00	0.89	1.00	0.99	
Flpb, ped/bikes	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	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3283	
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1207		1858	1507	1770	3539	1403	1770	3283	
Volume (vph)	31	33	13	5	80	163	199	1673	3	393	680	446
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83	0.33	0.33	0.33
Adj. Flow (vph)	34	37	14	5	88	179	240	2016	4	1191	2061	1352
RTOR Reduction (vph)	0	0	14	0	0	158	0	0	1	0	63	0
Lane Group Flow (vph)	34	37	0	0	93	21	240	2016	3	1191	3350	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	4.0	4.0		18.3	18.3	13.0	56.1	56.1	59.2	102.3	
Effective Green, g (s)	4.0	4.0	4.0		18.3	18.3	13.0	56.1	56.1	59.2	102.3	
Actuated g/C Ratio	0.03	0.03	0.03		0.12	0.12	0.08	0.37	0.37	0.39	0.67	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	46	49	31	221	180	150	1293	512	682	2187		
v/s Ratio Prot	0.02	c0.02			c0.05		0.14	0.57		c0.67	c1.02	
v/s Ratio Perm			0.00			0.01			0.00			
v/c Ratio	0.74	0.76	0.01		0.42	0.12	1.60	1.56	0.01	1.75	1.53	
Uniform Delay, d1	74.3	74.3	72.9		62.7	60.4	70.3	48.8	31.0	47.2	25.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	46.3	48.1	0.2		1.3	0.3	298.9	255.4	0.0	341.9	241.6	
Delay (s)	120.6	122.4	73.0		64.0	60.7	369.2	304.2	31.0	389.1	267.3	
Level of Service	F	F	E		E	E	F	F	C	F	F	
Approach Delay (s)		113.5			61.9			310.6			298.8	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM Average Control Delay	291.4			HCM Level of Service				F				
HCM Volume to Capacity ratio	1.44											
Actuated Cycle Length (s)	153.6			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	92.4%			ICU Level of Service				F				
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	0.99		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.96		1.00	1.00		1.00
Satd. Flow (prot)	1744		3539	1512		3539
Flt Permitted	0.96		1.00	1.00		1.00
Satd. Flow (perm)	1744		3539	1512		3539
Volume (vph)	41	3	1874	408	0	678
Peak-hour factor, PHF	0.84	0.84	0.90	0.90	0.94	0.94
Adj. Flow (vph)	49	4	2082	453	0	721
RTOR Reduction (vph)	4	0	0	109	0	0
Lane Group Flow (vph)	49	0	2082	344	0	721
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	1.9		31.4	31.4		31.4
Effective Green, g (s)	1.9		31.4	31.4		31.4
Actuated g/C Ratio	0.05		0.76	0.76		0.76
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	80		2691	1150		2691
v/s Ratio Prot	c0.03		c0.59			0.20
v/s Ratio Perm				0.23		
v/c Ratio	0.61		0.77	0.30		0.27
Uniform Delay, d1	19.3		2.9	1.5		1.5
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	13.2		1.4	0.1		0.1
Delay (s)	32.6		4.3	1.7		1.5
Level of Service	C		A	A		A
Approach Delay (s)	32.6		3.8			1.5
Approach LOS	C		A			A
Intersection Summary						
HCM Average Control Delay		3.8			HCM Level of Service	A
HCM Volume to Capacity ratio		0.76				
Actuated Cycle Length (s)		41.3			Sum of lost time (s)	8.0
Intersection Capacity Utilization		66.7%			ICU Level of Service	C
Analysis Period (min)		15				
c Critical Lane Group						







CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↗	↖	↗	↖	↖	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	0.98	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1741	1730		1586	1676	1382	1744	3539	1504	1770	3425	
Flt Permitted	0.69	1.00		0.18	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1270	1730		299	1676	1382	1744	3539	1504	1770	3425	
Volume (vph)	50	105	70	48	82	38	11	109	200	111	412	80
Peak-hour factor, PHF	0.25	0.25	0.25	0.83	0.83	0.83	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	200	420	280	58	99	46	12	118	217	116	429	83
RTOR Reduction (vph)	0	39	0	0	0	25	0	0	167	0	27	0
Lane Group Flow (vph)	200	661	0	58	99	21	12	118	50	116	485	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot	Perm		Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	22.3	22.3		22.3	22.3	22.3	0.6	11.3	11.3	3.7	14.4	
Effective Green, g (s)	22.3	22.3		22.3	22.3	22.3	0.6	11.3	11.3	3.7	14.4	
Actuated g/C Ratio	0.45	0.45		0.45	0.45	0.45	0.01	0.23	0.23	0.08	0.29	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	574	783		135	758	625	21	811	345	133	1000	
v/s Ratio Prot		c0.38			0.06		0.01	0.03		c0.07	c0.14	
v/s Ratio Perm	0.16			0.19		0.02			0.03			
v/c Ratio	0.35	0.84		0.43	0.13	0.03	0.57	0.15	0.14	0.87	0.49	
Uniform Delay, d1	8.8	12.0		9.2	7.9	7.5	24.2	15.2	15.1	22.6	14.4	
Progression Factor	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	8.3		2.2	0.1	0.0	32.5	0.1	0.2	42.2	0.4	
Delay (s)	9.1	20.3		11.4	7.9	7.5	56.7	15.2	15.3	64.8	14.8	
Level of Service	A	C		B	A	A	E	B	B	E	B	
Approach Delay (s)		17.8			8.8			16.7			24.0	
Approach LOS		B			A			B			C	
Intersection Summary												
HCM Average Control Delay		18.6								B		
HCM Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		49.3								12.0		
Intersection Capacity Utilization		42.4%								A		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	↱
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	74	104	0	18	106
Peak Hour Factor	0.88	0.88	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	0	84	108	0	21	123
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLTL		
Median storage veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	128				232	148
vC1, stage 1 conf vol					128	
vC2, stage 2 conf vol					104	
vCu, unblocked vol	128				232	148
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	86
cM capacity (veh/h)	1433				741	869
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	84	108	21	123		
Volume Left	0	0	21	0		
Volume Right	0	0	0	123		
cSH	1700	1700	741	869		
Volume to Capacity	0.05	0.06	0.03	0.14		
Queue Length 95th (ft)	0	0	2	12		
Control Delay (s)	0.0	0.0	10.0	9.8		
Lane LOS			A	A		
Approach Delay (s)	0.0	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			26.8%	ICU Level of Service	A	
Analysis Period (min)			15			












CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2015 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Intersection Sign configuration not allowed in HCM analysis.

CVN Homeport at NBC
1: First St & Alameda Blvd

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	860	573	39	71	54	0
Peak Hour Factor	0.89	0.89	0.84	0.84	0.86	0.86
Hourly flow rate (vph)	966	644	46	85	63	0
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	966	644	131	63	0	
Volume Left (vph)	0	0	46	63	0	
Volume Right (vph)	0	644	0	0	0	
Hadj (s)	0.03	-0.67	0.10	0.53	0.00	
Departure Headway (s)	4.9	4.2	5.5	7.6	7.1	
Degree Utilization, x	1.32	0.75	0.20	0.13	0.00	
Capacity (veh/h)	726	840	645	452	497	
Control Delay (s)	169.1	17.7	9.8	10.6	8.9	
Approach Delay (s)	108.6		9.8	10.6		
Approach LOS	F		A	B		
Intersection Summary						
Delay	98.0					
HCM Level of Service	F					
Intersection Capacity Utilization	60.1%					
ICU Level of Service	B					
Analysis Period (min)	15					

CVN Homeport at NBC
2: Third St & Alameda Blvd




















2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕		↕	↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					0.91		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.99		1.00	1.00			1.00	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4986		1761	1863			1855	
Flt Permitted					0.99		0.27	1.00			1.00	
Satd. Flow (perm)					4986		507	1863			1855	
Volume (vph)	0	0	0	144	579	30	51	47	0	0	519	14
Peak-hour factor, PHF	0.25	0.25	0.25	0.91	0.91	0.91	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	158	636	33	64	59	0	0	577	16
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	817	0	64	59	0	0	591	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type	Perm				D.Pm							
Protected Phases					8				2			
Permitted Phases	8				6				6			
Actuated Green, G (s)					12.4				15.9			
Effective Green, g (s)					12.4				15.9			
Actuated g/C Ratio					0.34				0.44			
Clearance Time (s)					4.0				4.0			
Vehicle Extension (s)					3.0				3.0			
Lane Grp Cap (vph)					1703				816			
v/s Ratio Prot									0.03			
v/s Ratio Perm					0.16				0.13			
v/c Ratio					0.48				0.29			
Uniform Delay, d1					9.4				6.6			
Progression Factor					1.00				1.00			
Incremental Delay, d2					0.2				0.7			
Delay (s)					9.6				7.3			
Level of Service					A				A			
Approach Delay (s)	0.0				9.6				6.6			
Approach LOS	A				A				A			
Intersection Summary												
HCM Average Control Delay			10.2		HCM Level of Service				B			
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			36.3		Sum of lost time (s)				8.0			
Intersection Capacity Utilization			101.0%		ICU Level of Service				G			
Analysis Period (min)			15									

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  									 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frpb, ped/bikes		0.98						0.97		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		1.00	1.00	
Frt		0.97						0.94		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4814						1687		1770	1863	
Flt Permitted		1.00						1.00		0.95	1.00	
Satd. Flow (perm)		4814						1687		1770	1863	
Volume (vph)	14	2253	566	0	0	0	0	85	75	407	293	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	15	2449	615	0	0	0	0	100	88	447	322	0
RTOR Reduction (vph)	0	27	0	0	0	0	0	19	0	0	0	0
Lane Group Flow (vph)	0	3052	0	0	0	0	0	169	0	447	322	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm						Split					
Protected Phases	4						2					
Permitted Phases	4						6					
Actuated Green, G (s)	94.0						17.0					
Effective Green, g (s)	94.0						17.0					
Actuated g/C Ratio	0.59						0.11					
Clearance Time (s)	4.0						4.0					
Vehicle Extension (s)	3.0						3.0					
Lane Grp Cap (vph)	2828						179					
v/s Ratio Prot							c0.10					
v/s Ratio Perm	0.63						0.95					
v/c Ratio	1.08						1.09					
Uniform Delay, d1	33.0						71.0					
Progression Factor	1.00						1.00					
Incremental Delay, d2	42.9						51.1					
Delay (s)	75.9						122.1					
Level of Service	E						F					
Approach Delay (s)	75.9						122.1					
Approach LOS	E						F					
Intersection Summary												
HCM Average Control Delay	83.5						HCM Level of Service					
HCM Volume to Capacity ratio	1.07						F					
Actuated Cycle Length (s)	160.0						Sum of lost time (s)					
Intersection Capacity Utilization	101.0%						ICU Level of Service					
Analysis Period (min)	15						G					

c Critical Lane Group

CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	709	280	36	188	11
Peak Hour Factor	0.93	0.93	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	1	762	346	44	258	15
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	410				1172	408
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	410				1172	408
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				0	98
cM capacity (veh/h)	1130				205	622
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	763	390	273			
Volume Left	1	0	258			
Volume Right	0	44	15			
cSH	1130	1700	213			
Volume to Capacity	0.00	0.23	1.28			
Queue Length 95th (ft)	0	0	362			
Control Delay (s)	0.0	0.0	201.6			
Lane LOS	A		F			
Approach Delay (s)	0.0	0.0	201.6			
Approach LOS			F			
Intersection Summary						
Average Delay	38.5					
Intersection Capacity Utilization	57.0%					
Analysis Period (min)	15					
ICU Level of Service	B					

CVN Homeport at NBC
5: First St & D Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	988	0	79	278	1	3	1	18	3	2	0
Peak Hour Factor	0.77	0.77	0.77	0.89	0.89	0.89	0.75	0.75	0.75	0.42	0.42	0.42
Hourly flow rate (vph)	0	1283	0	89	312	1	4	1	24	7	5	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					442							
pX, platoon unblocked	0.89						0.89	0.89		0.89	0.89	0.89
vC, conflicting volume	333			1303			1816	1814	1323	1838	1814	353
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	253			1303			1914	1912	1323	1939	1911	275
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			83			89	97	87	77	90	100
cM capacity (veh/h)	1151			523			35	49	185	31	49	659
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1283	402	29	12								
Volume Left	0	89	4	7								
Volume Right	0	1	24	0								
cSH	1151	523	108	36								
Volume to Capacity	0.00	0.17	0.27	0.33								
Queue Length 95th (ft)	0	15	25	27								
Control Delay (s)	0.0	5.1	50.4	147.7								
Lane LOS		A	F	F								
Approach Delay (s)	0.0	5.1	50.4	147.7								
Approach LOS			F	F								
Intersection Summary												
Average Delay			3.1									
Intersection Capacity Utilization		89.3%		ICU Level of Service			E					
Analysis Period (min)		15										
















CVN Homeport at NBC
6: Third St & D Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control		Free		Free				Stop			Stop	
Grade		0%		0%				0%			0%	
Volume (veh/h)	0	0	0	58	979	21	14	50	0	0	82	9
Peak Hour Factor	0.25	0.25	0.25	0.97	0.97	0.97	0.71	0.71	0.71	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	0	60	1009	22	20	70	0	0	122	13
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					432							
pX, platoon unblocked												
vC, conflicting volume	1051			20			571	1191	40	1215	1180	387
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1051			20			571	1191	40	1215	1180	387
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			88	59	100	100	30	98
cM capacity (veh/h)	647			1568			162	173	989	86	176	601
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	312	505	274	90	136							
Volume Left	60	0	0	20	0							
Volume Right	0	0	22	0	13							
cSH	1568	1700	1700	171	189							
Volume to Capacity	0.04	0.30	0.16	0.53	0.72							
Queue Length 95th (ft)	3	0	0	67	114							
Control Delay (s)	1.7	0.0	0.0	47.6	61.6							
Lane LOS	A			E	F							
Approach Delay (s)	0.5			47.6	61.6							
Approach LOS				E	F							
Intersection Summary												
Average Delay			10.0									
Intersection Capacity Utilization		41.1%		ICU Level of Service			A					
Analysis Period (min)		15										

















CVN Homeport at NBC
7: Fourth St & D Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	  												
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	2	3061	30	0	0	0	0	61	44	19	118	0	
Peak Hour Factor	0.91	0.91	0.91	0.25	0.25	0.25	0.83	0.83	0.83	0.74	0.74	0.74	
Hourly flow rate (vph)	2	3364	33	0	0	0	0	73	53	26	159	0	
Pedestrians	20			20			20			20			
Lane Width (ft)	12.0			0.0			12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			4.0			4.0			
Percent Blockage	2			0			2			2			
Right turn flare (veh)													
Median type							None			None			
Median storage veh													
Upstream signal (ft)	434												
pX, platoon unblocked													
vC, conflicting volume	20			3417				3504	3425	1178	1255	3441	40
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	20			3417				3504	3425	1178	1255	3441	40
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100				0	0	71	0	0	100
cM capacity (veh/h)	1568			75				0	7	181	0	7	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1								
Volume Total	843	1682	874	127	185								
Volume Left	2	0	0	0	26								
Volume Right	0	0	33	53	0								
cSH	1568	1700	1700	11	0								
Volume to Capacity	0.00	0.99	0.51	11.24	Err								
Queue Length 95th (ft)	0	0	0	Err	Err								
Control Delay (s)	0.0	0.0	0.0	Err	Err								
Lane LOS	A			F	F								
Approach Delay (s)	0.0			Err	Err								
Approach LOS				F	F								
Intersection Summary													
Average Delay	Err												
Intersection Capacity Utilization	81.8%			ICU Level of Service			D						
Analysis Period (min)	15												












CVN Homeport at NBC
8: Sixth St & D Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	7	162	26	33	41	35	28	113	56	53	127	7
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	8	195	31	40	49	42	30	120	60	62	148	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	235	131	210	217								
Volume Left (vph)	8	40	30	62								
Volume Right (vph)	31	42	60	8								
Hadj (s)	-0.04	-0.10	-0.11	0.07								
Departure Headway (s)	5.2	5.3	5.1	5.3								
Degree Utilization, x	0.34	0.19	0.30	0.32								
Capacity (veh/h)	637	606	638	630								
Control Delay (s)	10.9	9.6	10.3	10.8								
Approach Delay (s)	10.9	9.6	10.3	10.8								
Approach LOS	B	A	B	B								
Intersection Summary												
Delay	10.5											
HCM Level of Service	B											
Intersection Capacity Utilization	46.3%			ICU Level of Service					A			
Analysis Period (min)	15											








CVN Homeport at NBC
9: First St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	0.95		1.00	1.00	1.00	0.88
Flpb, ped/bikes	1.00		1.00	1.00	0.90	1.00
Frt	0.90		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1427		1593	1676	1433	1257
Flt Permitted	1.00		0.10	1.00	0.95	1.00
Satd. Flow (perm)	1427		171	1676	1433	1257
Volume (vph)	251	752	255	187	171	154
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	326	977	315	231	209	188
RTOR Reduction (vph)	67	0	0	0	0	163
Lane Group Flow (vph)	1236	0	315	231	209	25
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2 2	
Actuated Green, G (s)	131.0		131.0	131.0	21.0	21.0
Effective Green, g (s)	131.0		131.0	131.0	21.0	21.0
Actuated g/C Ratio	0.82		0.82	0.82	0.13	0.13
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1168		140	1372	188	165
v/s Ratio Prot	0.87			0.14		
v/s Ratio Perm			c1.85		c0.15	0.02
v/c Ratio	1.06		2.25	0.17	1.11	0.15
Uniform Delay, d1	14.5		14.5	3.0	69.5	61.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	43.1		584.8	0.1	98.8	0.4
Delay (s)	57.6		599.3	3.1	168.3	62.0
Level of Service	E		F	A	F	E
Approach Delay (s)	57.6			347.0	117.9	
Approach LOS	E			F	F	
Intersection Summary						
HCM Average Control Delay	138.6		HCM Level of Service		F	
HCM Volume to Capacity ratio	2.09					
Actuated Cycle Length (s)	160.0		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	96.4%		ICU Level of Service		F	
Analysis Period (min)	15					
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				4.0	4.0			4.0	4.0			4.0	
Lane Util. Factor				0.86	0.86			1.00	0.95			0.95	
Flrb, ped/bikes				1.00	1.00			1.00	1.00			1.00	
Flpb, ped/bikes				1.00	1.00			1.00	1.00			1.00	
Frt				1.00	0.99			1.00	1.00			1.00	
Flt Protected				0.95	0.98			0.95	1.00			1.00	
Satd. Flow (prot)				1522	4633			1770	3539			3528	
Flt Permitted				0.95	0.98			0.95	1.00			1.00	
Satd. Flow (perm)				1522	4633			1770	3539			3528	
Volume (vph)	0	0	0	1259	947	162	99	287	0	0	975	15	
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88	
Adj. Flow (vph)	0	0	0	1311	986	169	104	302	0	0	1108	17	
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	0	0	1	0	
Lane Group Flow (vph)	0	0	0	656	1803	0	104	302	0	0	1124	0	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20	
Turn Type				Split		Prot							
Protected Phases				8		8		5		2		6	
Permitted Phases													
Actuated Green, G (s)				76.0		76.0		11.9		69.8		53.9	
Effective Green, g (s)				76.0		76.0		11.9		69.8		53.9	
Actuated g/C Ratio				0.49		0.49		0.08		0.45		0.35	
Clearance Time (s)				4.0		4.0		4.0		4.0		4.0	
Vehicle Extension (s)				3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)				752		2289		137		1606		1236	
v/s Ratio Prot				c0.43		0.39		c0.06		0.09		c0.32	
v/s Ratio Perm													
v/c Ratio				0.87		0.79		0.76		0.19		0.91	
Uniform Delay, d1				34.6		32.2		69.5		25.1		47.6	
Progression Factor				1.00		1.00		1.00		1.00		1.00	
Incremental Delay, d2				10.9		1.9		21.1		0.1		9.9	
Delay (s)				45.5		34.1		90.7		25.1		57.5	
Level of Service				D		C		F		C		E	
Approach Delay (s)	0.0					37.1				41.9		57.5	
Approach LOS	A					D				D		E	
Intersection Summary													
HCM Average Control Delay	43.4			HCM Level of Service			D						
HCM Volume to Capacity ratio	0.88												
Actuated Cycle Length (s)	153.8			Sum of lost time (s)			12.0						
Intersection Capacity Utilization	140.0%			ICU Level of Service			H						
Analysis Period (min)	15												
c Critical Lane Group													

CVN Homeport at NBC
11: Fourth St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔					↔↔	↔	↔↔	↔↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Frpb, ped/bikes	1.00	0.95						0.97	0.93	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.93	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5083	1501						3054	1334	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5083	1501						3054	1334	3433	3539	
Volume (vph)	26	2935	177	0	0	0	0	376	620	1068	1159	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	3225	195	0	0	0	0	409	674	1161	1260	0
RTOR Reduction (vph)	0	0	13	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3254	182	0	0	0	0	746	337	1161	1260	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm					Perm	Prot				
Protected Phases	4	4					2	1	6			
Permitted Phases		4					2					
Actuated Green, G (s)	82.0	82.0					35.0	35.0	41.0	80.0		
Effective Green, g (s)	82.0	82.0					35.0	35.0	41.0	80.0		
Actuated g/C Ratio	0.48	0.48					0.21	0.21	0.24	0.47		
Clearance Time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2452	724					629	275	828	1665		
v/s Ratio Prot	c0.64						0.24		c0.34	0.36		
v/s Ratio Perm		0.12						c0.25				
v/c Ratio	1.33	0.25					1.19	1.23	1.40	0.76		
Uniform Delay, d1	44.0	25.9					67.5	67.5	64.5	37.0		
Progression Factor	1.00	1.00					1.00	1.00	1.00	1.00		
Incremental Delay, d2	150.1	0.2					99.1	129.4	188.3	2.0		
Delay (s)	194.1	26.1					166.6	196.9	252.8	39.0		
Level of Service	F	C					F	F	F	D		
Approach Delay (s)	184.6			0.0			176.0			141.5		
Approach LOS	F			A			F			F		
Intersection Summary												
HCM Average Control Delay	168.3			HCM Level of Service			F					
HCM Volume to Capacity ratio	1.32											
Actuated Cycle Length (s)	170.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	140.0%			ICU Level of Service			H					
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔			↔↔	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	7	72	25	5	8	5	13	990	13	11	1374	22
Peak Hour Factor	0.45	0.45	0.45	0.75	0.75	0.75	0.93	0.93	0.93	0.95	0.95	0.95
Hourly flow rate (vph)	16	160	56	7	11	7	14	1065	14	12	1446	23
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.81	0.81	0.70	0.81	0.81	0.77	0.70			0.77		
vC, conflicting volume	2093	2628	775	2021	2632	579	1489			1098		
vC1, stage 1 conf vol	1501	1501		1119	1119							
vC2, stage 2 conf vol	592	1126		902	1513							
vCu, unblocked vol	1271	1928	248	1183	1933	158	1270			831		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	0	89	0	92	99	96			98		
cM capacity (veh/h)	114	137	509	0	127	641	373			604		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	231	24	546	546	735	746						
Volume Left	16	7	14	0	12	0						
Volume Right	56	7	0	14	0	23						
cSH	164	0	373	1700	604	1700						
Volume to Capacity	1.41	Err	0.04	0.32	0.02	0.44						
Queue Length 95th (ft)	360	Err	3	0	1	0						
Control Delay (s)	268.7	Err	1.2	0.0	0.5	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	268.7	Err	0.6		0.3							
Approach LOS	F	F										
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization	62.9%			ICU Level of Service			B					
Analysis Period (min)	15											

CVN Homeport at NBC
13: Sixth St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.94		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1560			1529		1593	3323		1593	3341	
Flt Permitted		0.94			0.90		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1483			1389		1593	3323		1593	3341	
Volume (vph)	38	123	95	15	26	37	37	929	54	110	1244	37
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	42	137	106	17	30	43	39	988	57	115	1296	39
RTOR Reduction (vph)	0	15	0	0	24	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	270	0	0	66	0	39	1042	0	115	1334	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			2			1	6
Permitted Phases	4			8								
Actuated Green, G (s)		15.9			15.9		4.2	35.6		12.3	43.7	
Effective Green, g (s)		15.9			15.9		4.2	35.6		12.3	43.7	
Actuated g/C Ratio		0.21			0.21		0.06	0.47		0.16	0.58	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		311			291		88	1561		258	1926	
v/s Ratio Prot							0.02	c0.31		0.07	c0.40	
v/s Ratio Perm		c0.18			0.05							
v/c Ratio		0.87			0.23		0.44	0.67		0.45	0.69	
Uniform Delay, d1		28.9			24.9		34.7	15.5		28.7	11.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		21.7			0.4		3.5	1.1		1.2	1.1	
Delay (s)		50.6			25.3		38.2	16.6		29.9	12.4	
Level of Service		D			C		D	B		C	B	
Approach Delay (s)		50.6			25.3		17.4			13.8		
Approach LOS		D			C		B			B		
Intersection Summary												
HCM Average Control Delay		19.1			HCM Level of Service		B					
HCM Volume to Capacity ratio		0.75										
Actuated Cycle Length (s)		75.8			Sum of lost time (s)		12.0					
Intersection Capacity Utilization		68.7%			ICU Level of Service		C					
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.95		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1539			1560		1593	3354		1593	3338	
Flt Permitted		0.83			0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1295			1325		1593	3354		1593	3338	
Volume (vph)	87	86	110	29	49	40	62	858	10	65	1130	37
Peak-hour factor, PHF	0.85	0.85	0.85	0.71	0.71	0.71	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	102	101	129	41	69	56	64	885	10	68	1177	39
RTOR Reduction (vph)	0	17	0	0	13	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	315	0	0	153	0	64	895	0	68	1215	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8								
Actuated Green, G (s)		22.1			22.1		5.0	43.5		5.2	43.7	
Effective Green, g (s)		22.1			22.1		5.0	43.5		5.2	43.7	
Actuated g/C Ratio		0.27			0.27		0.06	0.53		0.06	0.53	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		346			354		96	1762		100	1762	
v/s Ratio Prot							0.04	c0.27		0.04	c0.36	
v/s Ratio Perm		c0.24			0.12							
v/c Ratio		0.91			0.43		0.67	0.51		0.68	0.69	
Uniform Delay, d1		29.4			25.1		38.1	12.7		38.0	14.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		27.1			0.8		16.1	0.2		17.3	1.1	
Delay (s)		56.5			26.0		54.2	13.0		55.3	15.7	
Level of Service		E			C		D	B		E	B	
Approach Delay (s)		56.5			26.0		15.7			17.8		
Approach LOS		E			C		B			B		
Intersection Summary												
HCM Average Control Delay		22.2			HCM Level of Service		C					
HCM Volume to Capacity ratio		0.72										
Actuated Cycle Length (s)		82.8			Sum of lost time (s)		8.0					
Intersection Capacity Utilization		69.4%			ICU Level of Service		C					
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.97			0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1575			1574		1593	3330		1593	3330	
Flt Permitted		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1575			1574		1593	3330		1593	3330	
Volume (vph)	88	63	46	12	26	16	53	833	37	36	1116	50
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	105	75	55	18	38	24	57	896	40	38	1162	52
RTOR Reduction (vph)	0	7	0	0	10	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	228	0	0	70	0	57	934	0	38	1212	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8		8	5		2	1		6
Permitted Phases												
Actuated Green, G (s)		15.9			10.4		4.5	41.6		10.6	47.7	
Effective Green, g (s)		15.9			10.4		4.5	41.6		10.6	47.7	
Actuated g/C Ratio		0.17			0.11		0.05	0.44		0.11	0.50	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		265			173		76	1466		179	1681	
v/s Ratio Prot		c0.14			c0.04		0.04	c0.28		0.02	c0.36	
v/s Ratio Perm												
v/c Ratio		0.86			0.41		0.75	0.64		0.21	0.72	
Uniform Delay, d1		38.2			39.2		44.4	20.6		38.2	18.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		23.0			1.6		33.4	0.9		0.6	1.6	
Delay (s)		61.2			40.7		77.9	21.5		38.7	19.8	
Level of Service		E			D		E	C		D	B	
Approach Delay (s)		61.2			40.7		24.7			20.3		
Approach LOS		E			D		C			C		
Intersection Summary												
HCM Average Control Delay		26.4										
HCM Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		94.5								16.0		
Intersection Capacity Utilization		65.3%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	↕			Free	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	0	0	101	0	2405	5	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.84	0.84	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	110	0	2614	5	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1001	2654	40	2657	2657	894	20			2634		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1001	2654	40	2657	2657	894	20			2634		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	61	100			100		
cM capacity (veh/h)	118	22	1005	10	22	279	1595			156		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	110	1046	1046	528								
Volume Left	0	0	0	0								
Volume Right	110	0	0	5								
cSH	279	1700	1700	1700								
Volume to Capacity	0.39	0.62	0.62	0.31								
Queue Length 95th (ft)	45	0	0	0								
Control Delay (s)	26.0	0.0	0.0	0.0								
Lane LOS	D											
Approach Delay (s)	26.0	0.0										
Approach LOS	D											
Intersection Summary												
Average Delay		1.0										
Intersection Capacity Utilization		59.5%										
Analysis Period (min)		15										
ICU Level of Service										B		

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.88		1.00	1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes	1.00	0.93		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.99	1.00		1.00	0.99		1.00	1.00	
Flt Protected	0.98	1.00		0.97	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (prot)	1633	2452		1583	1593		3330	1593		3342	3342	
Flt Permitted	0.84	1.00		0.37	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (perm)	1394	2452		610	1593		3330	1593		3342	3342	
Volume (vph)	121	220	571	54	20	9	285	820	32	29	1098	26
Peak-hour factor, PHF	0.85	0.85	0.85	0.72	0.72	0.72	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	142	259	672	75	28	12	294	845	33	30	1120	27
RTOR Reduction (vph)	0	0	424	0	3	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	401	248	0	112	0	294	876	0	30	1146	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm		Prot		Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	43.3	43.3		43.3	30.9	78.2		3.6	50.9			
Effective Green, g (s)	43.3	43.3		43.3	30.9	78.2		3.6	50.9			
Actuated g/C Ratio	0.32	0.32		0.32	0.23	0.57		0.03	0.37			
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)	440	774		193	359	1899		42	1241			
v/s Ratio Prot					c0.18	0.26		0.02	c0.34			
v/s Ratio Perm	c0.29	0.10		0.18								
v/c Ratio	0.91	0.32		0.58	0.82	0.46		0.71	0.92			
Uniform Delay, d1	45.1	35.7		39.3	50.4	17.2		66.2	41.2			
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2	22.9	0.2		4.4	13.5	0.2		44.2	11.4			
Delay (s)	67.9	35.9		43.7	64.0	17.4		110.4	52.7			
Level of Service	E	D		D	E	B		F	D			
Approach Delay (s)	47.9			43.7	29.0			54.1				
Approach LOS	D			D		C			D			
Intersection Summary												
HCM Average Control Delay	43.6			HCM Level of Service	D							
HCM Volume to Capacity ratio	0.89											
Actuated Cycle Length (s)	137.1			Sum of lost time (s)	12.0							
Intersection Capacity Utilization	92.5%			ICU Level of Service	F							
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔			↔			↔			
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	4379	175	0	0	2389	0	0	163	0	0	0
Peak Hour Factor	0.99	0.99	0.99	0.95	0.95	0.95	0.81	0.81	0.81	0.25	0.25	0.25
Hourly flow rate (vph)	0	4423	177	0	0	2515	0	0	201	0	0	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			0.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			0		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage veh							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			4620			4552	4552	1603	1716	4640	40
vC1, stage 1 conf vol							4532	4532		20	20	
vC2, stage 2 conf vol							20	20		1696	4620	
vCu, unblocked vol	20			4620			4552	4552	1603	1716	4640	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	100
cM capacity (veh/h)	1595			24			1	3	91	0	3	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	1769	1769	1061	838	838	838	201					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	177	838	838	838	201					
cSH	1700	1700	1700	1700	1700	1700	91					
Volume to Capacity	1.04	1.04	0.62	0.49	0.49	0.49	2.20					
Queue Length 95th (ft)	0	0	0	0	0	0	448					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	650.0					
Lane LOS							F					
Approach Delay (s)	0.0			0.0			650.0					
Approach LOS							F					
Intersection Summary												
Average Delay	17.9											
Intersection Capacity Utilization	107.9%			ICU Level of Service	G							
Analysis Period (min)	15											

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	651	441	66	7	6	297
Peak Hour Factor	0.96	0.96	0.81	0.81	0.88	0.88
Hourly flow rate (vph)	678	459	81	9	7	338
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	110				1941	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	110				1941	126
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	53				82	62
cM capacity (veh/h)	1455				37	894
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1138	90	344			
Volume Left	678	0	7			
Volume Right	0	9	338			
cSH	1455	1700	613			
Volume to Capacity	0.47	0.05	0.56			
Queue Length 95th (ft)	64	0	87			
Control Delay (s)	8.2	0.0	18.1			
Lane LOS	A		C			
Approach Delay (s)	8.2	0.0	18.1			
Approach LOS			C			
Intersection Summary						
Average Delay			9.9			
Intersection Capacity Utilization			93.2%		ICU Level of Service	F
Analysis Period (min)			15			













CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.95		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.94		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1579		3185		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1579		3185		3362	
Volume (vph)	344	26	1100	685	0	1794
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.81	0.81
Adj. Flow (vph)	387	29	1170	729	0	2215
RTOR Reduction (vph)	1	0	60	0	0	0
Lane Group Flow (vph)	415	0	1839	0	0	2215
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	43.0		98.0			108.0
Effective Green, g (s)	43.0		98.0			108.0
Actuated g/C Ratio	0.27		0.62			0.68
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	427		1963			2284
v/s Ratio Prot	0.26		0.58			0.66
v/s Ratio Perm						
v/c Ratio	0.97		0.94			0.97
Uniform Delay, d1	57.4		27.7			24.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	35.8		9.1			12.4
Delay (s)	93.2		36.8			36.4
Level of Service	F		D			D
Approach Delay (s)	93.2		36.8			36.4
Approach LOS	F		D			D
Intersection Summary						
HCM Average Control Delay			41.8		HCM Level of Service	D
HCM Volume to Capacity ratio			0.97			
Actuated Cycle Length (s)			159.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			80.5%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd























2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	4494	32	0	2341	294	0	0	1163	0	0	68
Peak Hour Factor	0.25	0.25	0.25	0.99	0.99	0.99	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	17976	128	0	2365	297	0	0	1187	0	0	77
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2682			18124			18945	20742	6096	8545	20657	977
vC1, stage 1 conf vol							18060	18060		2533	2533	
vC2, stage 2 conf vol							885	2682		6012	18124	
vCu, unblocked vol	2682			18124			18945	20742	6096	8545	20657	977
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	76	100	100	68
cM capacity (veh/h)	149			0			0	0	4994	0	0	242
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	7190	7190	3723	946	946	770	1187	77				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	128	0	0	297	1187	77				
cSH	1700	1700	1700	1700	1700	1700	4994	242				
Volume to Capacity	4.23	4.23	2.19	0.56	0.56	0.45	0.24	0.32				
Queue Length 95th (ft)	Err	Err	0	0	0	0	23	33				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	5.9	26.7				
Lane LOS							A	D				
Approach Delay (s)	0.0			0.0			5.9	26.7				
Approach LOS							A	D				
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			168.2%		ICU Level of Service					H		
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.94		1.00	0.95	1.00	1.00	0.88	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	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1493		1851	1505	1770	3539	1396	1770	3509	
Flt Permitted	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1493		1851	1505	1770	3539	1396	1770	3509	
Volume (vph)	266	68	127	7	50	416	48	980	2	145	1799	85
Peak-hour factor, PHF	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.79	0.79	0.79
Adj. Flow (vph)	271	69	130	8	54	447	53	1077	2	184	2277	108
RTOR Reduction (vph)	0	0	113	0	0	203	0	0	1	0	2	0
Lane Group Flow (vph)	271	69	17	0	62	244	53	1077	1	184	2383	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	21.0	21.0	21.0		25.0	25.0	4.0	77.2	77.2	20.8	94.0	
Effective Green, g (s)	21.0	21.0	21.0		25.0	25.0	4.0	77.2	77.2	20.8	94.0	
Actuated g/C Ratio	0.13	0.13	0.13		0.16	0.16	0.02	0.48	0.48	0.13	0.59	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	232	245	196		289	235	44	1708	674	230	2062	
v/s Ratio Prot	c0.15	0.04			0.03		c0.03	0.30		0.10	c0.68	
v/s Ratio Perm			0.01			c0.16			0.00			
v/c Ratio	1.17	0.28	0.09		0.21	1.04	1.20	0.63	0.00	0.80	1.16	
Uniform Delay, d1	69.5	62.7	61.1		58.9	67.5	78.0	30.8	21.4	67.6	33.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	112.0	0.6	0.2		0.4	68.6	201.9	1.8	0.0	17.8	76.0	
Delay (s)	181.5	63.3	61.3		59.3	136.1	279.9	32.6	21.4	85.4	109.0	
Level of Service	F	E	E		E	F	F	C	C	F	F	
Approach Delay (s)		130.9			126.8			44.1			107.3	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM Average Control Delay	96.5			HCM Level of Service					F			
HCM Volume to Capacity ratio	1.14											
Actuated Cycle Length (s)	160.0			Sum of lost time (s)					16.0			
Intersection Capacity Utilization	87.3%			ICU Level of Service					E			
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	1.00		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	1764		3539	1501		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	1764		3539	1501		3539
Volume (vph)	255	11	1001	44	0	1906
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.95	0.95
Adj. Flow (vph)	293	13	1032	45	0	2006
RTOR Reduction (vph)	3	0	0	17	0	0
Lane Group Flow (vph)	303	0	1032	28	0	2006
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	11.3		33.1	33.1		33.1
Effective Green, g (s)	11.3		33.1	33.1		33.1
Actuated g/C Ratio	0.22		0.63	0.63		0.63
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	380		2236	948		2236
v/s Ratio Prot	c0.17		0.29			c0.57
v/s Ratio Perm				0.02		
v/c Ratio	0.80		0.46	0.03		0.90
Uniform Delay, d1	19.5		5.0	3.6		8.2
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	11.0		0.2	0.0		5.2
Delay (s)	30.5		5.2	3.6		13.4
Level of Service	C		A	A		B
Approach Delay (s)	30.5		5.1			13.4
Approach LOS	C		A			B
Intersection Summary						
HCM Average Control Delay		12.3			HCM Level of Service	B
HCM Volume to Capacity ratio		0.87				
Actuated Cycle Length (s)		52.4			Sum of lost time (s)	8.0
Intersection Capacity Utilization		74.2%			ICU Level of Service	D
Analysis Period (min)		15				
c Critical Lane Group						











CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↗	↖	↗	↖	↖	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	0.99		1.00	1.00	0.95	1.00	1.00	0.92	1.00	0.99	
Flpb, ped/bikes	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	1819		1593	1676	1354	1770	3539	1452	1770	3428	
Flt Permitted	0.69	1.00		0.08	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1239	1819		129	1676	1354	1770	3539	1452	1770	3428	
Volume (vph)	86	291	39	48	87	47	21	354	570	119	366	58
Peak-hour factor, PHF	0.25	0.25	0.25	0.81	0.81	0.81	0.98	0.98	0.98	0.93	0.93	0.93
Adj. Flow (vph)	344	1164	156	59	107	58	21	361	582	128	394	62
RTOR Reduction (vph)	0	5	0	0	0	29	0	0	32	0	12	0
Lane Group Flow (vph)	344	1315	0	59	107	29	21	361	550	128	444	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot		Perm	Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Effective Green, g (s)	52.0	52.0		52.0	52.0	52.0	2.0	32.4	32.4	6.0	36.4	
Actuated g/C Ratio	0.51	0.51		0.51	0.51	0.51	0.02	0.32	0.32	0.06	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	629	924		66	851	688	35	1120	459	104	1219	
v/s Ratio Prot		c0.72			0.06		0.01	0.10		c0.07	c0.13	
v/s Ratio Perm	0.28			0.46		0.02			c0.38			
v/c Ratio	0.55	1.42		0.89	0.13	0.04	0.60	0.32	1.20	1.23	0.36	
Uniform Delay, d1	17.2	25.2		22.7	13.2	12.7	49.8	26.6	35.0	48.2	24.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	196.8		74.2	0.1	0.0	24.7	0.2	108.6	162.7	0.2	
Delay (s)	18.1	222.0		96.9	13.3	12.7	74.5	26.8	143.6	210.9	24.6	
Level of Service	B	F		F	B	B	E	C	F	F	C	
Approach Delay (s)		179.9			35.2			98.3			65.5	
Approach LOS		F			D			F			E	
Intersection Summary												
HCM Average Control Delay		128.1								F		
HCM Volume to Capacity ratio		1.36										
Actuated Cycle Length (s)		102.4								16.0		
Intersection Capacity Utilization		71.7%								C		
Analysis Period (min)		15										
c Critical Lane Group												

















CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	146	110	0	116	152
Peak Hour Factor	0.93	0.93	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	0	157	121	0	129	169
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLTL		
Median storage veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	141				318	161
vC1, stage 1 conf vol					141	
vC2, stage 2 conf vol					177	
vCu, unblocked vol	141				318	161
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				81	80
cM capacity (veh/h)	1418				688	855
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	157	121	129	169		
Volume Left	0	0	129	0		
Volume Right	0	0	0	169		
cSH	1700	1700	688	855		
Volume to Capacity	0.09	0.07	0.19	0.20		
Queue Length 95th (ft)	0	0	17	18		
Control Delay (s)	0.0	0.0	11.4	10.2		
Lane LOS			B	B		
Approach Delay (s)	0.0	0.0	10.8			
Approach LOS			B			
Intersection Summary						
Average Delay	5.6					
Intersection Capacity Utilization	28.4%			ICU Level of Service	A	
Analysis Period (min)	15					

CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2015 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.25	0.25	0.25	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type	None								None			
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			20			40	40	40	40	40	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			20			40	40	40	40	40	40
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1570			1570			909	824	997	909	824	997
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	0	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay	0.0											
Intersection Capacity Utilization	23.1%			ICU Level of Service					A			
Analysis Period (min)	15											

CVN Homeport at NBC
1: First St & Alameda Blvd

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	72	52	5	574	465	5
Peak Hour Factor	0.78	0.78	0.73	0.73	0.84	0.84
Hourly flow rate (vph)	92	67	7	786	554	6
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	92	67	793	554	6	
Volume Left (vph)	0	0	7	554	0	
Volume Right (vph)	0	67	0	0	6	
Hadj (s)	0.03	-0.67	0.04	0.53	-0.67	
Departure Headway (s)	7.6	6.9	6.5	7.3	6.1	
Degree Utilization, x	0.19	0.13	1.44	1.12	0.01	
Capacity (veh/h)	467	514	555	500	584	
Control Delay (s)	11.2	9.7	226.0	101.0	7.9	
Approach Delay (s)	10.6		226.0	100.0		
Approach LOS	B		F	F		
Intersection Summary						
Delay			156.7			
HCM Level of Service			F			
Intersection Capacity Utilization			66.6%	ICU Level of Service	C	
Analysis Period (min)			15			

CVN Homeport at NBC
2: Third St & Alameda Blvd





















2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑				↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0				4.0
Lane Util. Factor					0.91	1.00	1.00					1.00
Flpb, ped/bikes					0.99	1.00	1.00					0.99
Flpb, ped/bikes					1.00	0.98	1.00					1.00
Frt					0.99	1.00	1.00					0.96
Flt Protected					1.00	0.95	1.00					1.00
Satd. Flow (prot)					4997	1726	1863					1760
Flt Permitted					1.00	0.67	1.00					1.00
Satd. Flow (perm)					4997	1212	1863					1760
Volume (vph)	0	0	0	17	2713	231	144	17	0	0	46	21
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.86	0.86	0.86	0.59	0.59	0.59
Adj. Flow (vph)	0	0	0	19	3048	260	167	20	0	0	78	36
RTOR Reduction (vph)	0	0	0	0	12	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	3315	0	167	20	0	0	112	0
Confl. Peds. (#/hr)				20		20		20		20		20
Turn Type					Perm		Perm					
Protected Phases						8		2				6
Permitted Phases					8		2					
Actuated Green, G (s)						56.1		14.0	14.0			14.0
Effective Green, g (s)						56.1		14.0	14.0			14.0
Actuated g/C Ratio						0.72		0.18	0.18			0.18
Clearance Time (s)						4.0		4.0	4.0			4.0
Vehicle Extension (s)						3.0		3.0	3.0			3.0
Lane Grp Cap (vph)						3589		217	334			315
v/s Ratio Prot								0.01				0.06
v/s Ratio Perm						0.66		c0.14				
v/c Ratio						0.92		0.77	0.06			0.36
Uniform Delay, d1						9.2		30.5	26.6			28.1
Progression Factor						1.00		1.00	1.00			1.00
Incremental Delay, d2						4.7		15.1	0.1			0.7
Delay (s)						13.9		45.6	26.7			28.8
Level of Service						B		D	C			C
Approach Delay (s)		0.0			13.9			43.6				28.8
Approach LOS		A			B			D				C
Intersection Summary												
HCM Average Control Delay					15.9			HCM Level of Service		B		
HCM Volume to Capacity ratio					0.89							
Actuated Cycle Length (s)					78.1			Sum of lost time (s)		8.0		
Intersection Capacity Utilization					84.7%			ICU Level of Service		E		
Analysis Period (min)					15							

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd










2030 1 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						 		 		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frpb, ped/bikes		0.99						0.99		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		0.99	1.00	
Frt		0.97						0.94		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4895						1743		1758	1863	
Flt Permitted		1.00						1.00		0.60	1.00	
Satd. Flow (perm)		4895						1743		1114	1863	
Volume (vph)	14	430	107	0	0	0	0	120	85	42	60	0
Peak-hour factor, PHF	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73
Adj. Flow (vph)	16	489	122	0	0	0	0	148	105	58	82	0
RTOR Reduction (vph)	0	78	0	0	0	0	0	70	0	0	0	0
Lane Group Flow (vph)	0	549	0	0	0	0	0	183	0	58	82	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm						Perm					
Protected Phases	4						2					
Permitted Phases	4						6					
Actuated Green, G (s)	9.2						8.5					
Effective Green, g (s)	9.2						8.5					
Actuated g/C Ratio	0.36						0.33					
Clearance Time (s)	4.0						4.0					
Vehicle Extension (s)	3.0						3.0					
Lane Grp Cap (vph)	1752						576					
v/s Ratio Prot							c0.10					
v/s Ratio Perm	0.11						0.05					
v/c Ratio	0.31						0.32					
Uniform Delay, d1	6.0						6.4					
Progression Factor	1.00						1.00					
Incremental Delay, d2	0.1						0.3					
Delay (s)	6.1						6.7					
Level of Service	A						A					
Approach Delay (s)	6.1						6.7					
Approach LOS	A						A					
Intersection Summary												
HCM Average Control Delay	6.3			HCM Level of Service					A			
HCM Volume to Capacity ratio	0.31											
Actuated Cycle Length (s)	25.7			Sum of lost time (s)					8.0			
Intersection Capacity Utilization	84.7%			ICU Level of Service					E			
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	62	912	32	63	6
Peak Hour Factor	0.62	0.62	0.87	0.87	0.76	0.76
Hourly flow rate (vph)	0	100	1048	37	83	8
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1105				1207	1107
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1105				1207	1107
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				58	97
cM capacity (veh/h)	621				196	247
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	100	1085	91			
Volume Left	0	0	83			
Volume Right	0	37	8			
cSH	621	1700	200			
Volume to Capacity	0.00	0.64	0.46			
Queue Length 95th (ft)	0	0	54			
Control Delay (s)	0.0	0.0	37.3			
Lane LOS	E					
Approach Delay (s)	0.0	0.0	37.3			
Approach LOS	E					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization	65.2%		ICU Level of Service	C		
Analysis Period (min)	15					

CVN Homeport at NBC
5: First St & D Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	112	0	4	597	0	1	0	4	0	2	1
Peak Hour Factor	0.76	0.76	0.76	0.79	0.79	0.79	0.62	0.62	0.62	0.25	0.25	0.25
Hourly flow rate (vph)	0	147	0	5	756	0	2	0	6	0	8	4
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					442							
pX, platoon unblocked	0.90						0.90	0.90		0.90	0.90	0.90
vC, conflicting volume	776			167			961	953	187	960	953	796
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	751			167			957	948	187	955	948	773
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	99	100	96	99
cM capacity (veh/h)	761			1387			194	227	826	200	227	348
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	147	761	8	12								
Volume Left	0	5	2	0								
Volume Right	0	0	6	4								
cSH	761	1387	500	256								
Volume to Capacity	0.00	0.00	0.02	0.05								
Queue Length 95th (ft)	0	0	1	4								
Control Delay (s)	0.0	0.1	12.3	19.7								
Lane LOS		A	B	C								
Approach Delay (s)	0.0	0.1	12.3	19.7								
Approach LOS			B	C								
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization		49.5%			ICU Level of Service		A					
Analysis Period (min)		15										






















CVN Homeport at NBC
6: Third St & D Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control		Free		Free				Stop			Stop	
Grade		0%		0%				0%			0%	
Volume (veh/h)	0	0	0	35	3075	0	16	17	0	0	59	2
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.62	0.62	0.62	0.44	0.44	0.44
Hourly flow rate (vph)	0	0	0	38	3379	0	26	27	0	0	134	5
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					432							
pX, platoon unblocked	0.27						0.27	0.27		0.27	0.27	0.27
vC, conflicting volume	3399			20			1315	3496	40	3510	3496	1166
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	4472			20			0	4829	40	4879	4829	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			0	0	100	0	0	98
cM capacity (veh/h)	7			1568			0	0	989	0	0	289
Direction, Lane #		WB 1	WB 2	WB 3	NB 1	SB 1						
Volume Total		883	1690	845	53	139						
Volume Left		38	0	0	26	0						
Volume Right		0	0	0	0	5						
cSH		1568	1700	1700	0	0						
Volume to Capacity		0.02	0.99	0.50	Err	697.45						
Queue Length 95th (ft)		2	0	0	Err	Err						
Control Delay (s)		0.7	0.0	0.0	Err	Err						
Lane LOS		A			F	F						
Approach Delay (s)		0.2			Err	Err						
Approach LOS					F	F						
Intersection Summary												
Average Delay					Err							
Intersection Capacity Utilization			79.8%			ICU Level of Service		D				
Analysis Period (min)			15									

















CVN Homeport at NBC
7: Fourth St & D Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		  						  				  	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Volume (veh/h)	2	817	4	0	0	0	0	32	19	23	66	0	
Peak Hour Factor	0.86	0.86	0.86	0.25	0.25	0.25	0.69	0.69	0.69	0.44	0.44	0.44	
Hourly flow rate (vph)	2	950	5	0	0	0	0	46	28	52	150	0	
Pedestrians		20			20			20			20		
Lane Width (ft)		12.0			0.0			12.0			12.0		
Walking Speed (ft/s)		4.0			4.0			4.0			4.0		
Percent Blockage		2			0			2			2		
Right turn flare (veh)													
Median type								None			None		
Median storage veh)													
Upstream signal (ft)					434								
pX, platoon unblocked													
vC, conflicting volume	20			975				1072	997	359	412	999	40
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	20			975				1072	997	359	412	999	40
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100				100	80	96	87	36	100
cM capacity (veh/h)	1568			692				80	234	627	407	234	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1								
Volume Total	240	475	242	74	202								
Volume Left	2	0	0	0	52								
Volume Right	0	0	5	28	0								
cSH	1568	1700	1700	306	262								
Volume to Capacity	0.00	0.28	0.14	0.24	0.77								
Queue Length 95th (ft)	0	0	0	23	143								
Control Delay (s)	0.1	0.0	0.0	20.5	53.2								
Lane LOS	A			C	F								
Approach Delay (s)	0.0			20.5	53.2								
Approach LOS				C	F								
Intersection Summary													
Average Delay	10.0												
Intersection Capacity Utilization	36.3%			ICU Level of Service			A						
Analysis Period (min)	15												












CVN Homeport at NBC
8: Sixth St & D Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	   											
Sign Control	Stop											
Volume (vph)	4	37	19	15	60	11	20	52	14	16	52	6
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.51	0.51	0.51
Hourly flow rate (vph)	5	44	23	18	71	13	22	58	16	31	102	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	71	101	96	145								
Volume Left (vph)	5	18	22	31								
Volume Right (vph)	23	13	16	12								
Hadj (s)	-0.14	-0.01	-0.02	0.03								
Departure Headway (s)	4.4	4.5	4.5	4.4								
Degree Utilization, x	0.09	0.13	0.12	0.18								
Capacity (veh/h)	752	742	766	768								
Control Delay (s)	7.9	8.2	8.1	8.4								
Approach Delay (s)	7.9	8.2	8.1	8.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.2											
HCM Level of Service	A											
Intersection Capacity Utilization	27.7%			ICU Level of Service			A					
Analysis Period (min)	15											

CVN Homeport at NBC
9: First St & Orange Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		0.99	1.00	0.98	1.00
Frt	0.89		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1465		1579	1676	1564	1371
Flt Permitted	1.00		0.66	1.00	0.95	1.00
Satd. Flow (perm)	1465		1100	1676	1564	1371
Volume (vph)	21	91	79	261	337	25
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	28	121	89	293	421	31
RTOR Reduction (vph)	81	0	0	0	0	19
Lane Group Flow (vph)	68	0	89	293	421	12
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2 2	
Actuated Green, G (s)	9.6		9.6	9.6	11.2	11.2
Effective Green, g (s)	9.6		9.6	9.6	11.2	11.2
Actuated g/C Ratio	0.33		0.33	0.33	0.39	0.39
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	488		367	559	608	533
v/s Ratio Prot	0.05		c0.17			
v/s Ratio Perm			0.08		c0.27	0.01
v/c Ratio	0.14		0.24	0.52	0.69	0.02
Uniform Delay, d1	6.7		7.0	7.8	7.4	5.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1		0.3	0.9	3.4	0.0
Delay (s)	6.8		7.3	8.6	10.8	5.4
Level of Service	A		A	A	B	A
Approach Delay (s)	6.8		8.3		10.4	
Approach LOS	A		A		B	
Intersection Summary						
HCM Average Control Delay			9.1	HCM Level of Service		A
HCM Volume to Capacity ratio			0.61			
Actuated Cycle Length (s)			28.8	Sum of lost time (s)		8.0
Intersection Capacity Utilization			39.1%	ICU Level of Service		A
Analysis Period (min)	15					
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations				↔	↔↔↔		↔	↔↔			↔↔		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0		
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95		
Frpb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Frt				1.00	0.99		1.00	1.00			0.99		
Flt Protected				0.95	0.99		0.95	1.00			1.00		
Satd. Flow (prot)				1522	4694		1770	3539			3495		
Flt Permitted				0.95	0.99		0.95	1.00			1.00		
Satd. Flow (perm)				1522	4694		1770	3539			3495		
Volume (vph)	0	0	0	1849	2842	282	122	162	0	0	283	17	
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89	
Adj. Flow (vph)	0	0	0	1946	2992	297	140	186	0	0	318	19	
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	3	0	
Lane Group Flow (vph)	0	0	0	1276	3954	0	140	186	0	0	334	0	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20	
Turn Type				Split		Prot							
Protected Phases				8		8		5		2		6	
Permitted Phases													
Actuated Green, G (s)				129.0		129.0		13.0		33.0		16.0	
Effective Green, g (s)				129.0		129.0		13.0		33.0		16.0	
Actuated g/C Ratio				0.76		0.76		0.08		0.19		0.09	
Clearance Time (s)				4.0		4.0		4.0		4.0		4.0	
Vehicle Extension (s)				3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)				1155		3562		135		687		329	
v/s Ratio Prot				0.84		c0.84		c0.08		0.05		c0.10	
v/s Ratio Perm													
v/c Ratio				1.10		1.11		1.04		0.27		1.02	
Uniform Delay, d1				20.5		20.5		78.5		58.3		77.0	
Progression Factor				1.00		1.00		1.00		1.00		1.00	
Incremental Delay, d2				60.0		54.2		87.7		0.2		53.8	
Delay (s)				80.5		74.7		166.2		58.5		130.8	
Level of Service				F		E		F		E		F	
Approach Delay (s)	0.0					76.1		104.7				130.8	
Approach LOS	A					E		F				F	
Intersection Summary													
HCM Average Control Delay	80.8			HCM Level of Service					F				
HCM Volume to Capacity ratio	1.09												
Actuated Cycle Length (s)	170.0			Sum of lost time (s)					12.0				
Intersection Capacity Utilization	110.2%			ICU Level of Service					H				
Analysis Period (min)	15												
c Critical Lane Group													

CVN Homeport at NBC
11: Fourth St & Orange Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑	↑	↑↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.91	1.00					0.91	0.91	0.97	0.95	
Frpb, ped/bikes		1.00	0.97					0.99	0.96	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					0.95	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5081	1537					3176	1385	3433	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5081	1537					3176	1385	3433	3539	
Volume (vph)	13	754	95	0	0	0	0	288	322	573	1625	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	15	877	110	0	0	0	0	320	358	603	1711	0
RTOR Reduction (vph)	0	0	24	0	0	0	0	25	25	0	0	0
Lane Group Flow (vph)	0	892	86	0	0	0	0	458	170	603	1711	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Perm	Prot			
Protected Phases	4	4						2	1	6		
Permitted Phases		4						2				
Actuated Green, G (s)		20.8	20.8					17.0	17.0	23.4	44.4	
Effective Green, g (s)		20.8	20.8					17.0	17.0	23.4	44.4	
Actuated g/C Ratio		0.28	0.28					0.23	0.23	0.32	0.61	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		1444	437					738	322	1097	2147	
v/s Ratio Prot		c0.18						0.14	0.18	c0.48		
v/s Ratio Perm		0.06						0.12				
v/c Ratio		0.62	0.20					0.62	0.53	0.55	0.80	
Uniform Delay, d1		22.7	19.9					25.2	24.6	20.6	11.0	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.8	0.2					1.6	1.6	0.6	2.1	
Delay (s)		23.5	20.1					26.8	26.2	21.1	13.1	
Level of Service		C	C					C	C	C	B	
Approach Delay (s)		23.2			0.0			26.6			15.2	
Approach LOS		C			A			C			B	
Intersection Summary												
HCM Average Control Delay		19.1		HCM Level of Service				B				
HCM Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		73.2		Sum of lost time (s)				8.0				
Intersection Capacity Utilization		110.2%		ICU Level of Service				H				
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑↑			↑↑	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	19	18	5	15	4	12	567	7	28	1758	31
Peak Hour Factor	0.73	0.73	0.73	0.58	0.58	0.58	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	8	26	25	9	26	7	13	616	8	30	1870	33
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.60	0.60	0.57	0.60	0.60	0.94	0.57			0.94		
vC, conflicting volume	2340	2636	992	1719	2649	352	1923			644		
vC1, stage 1 conf vol	1966	1966			666							
vC2, stage 2 conf vol	374	670		1052	1983							
vCu, unblocked vol	2249	2742	224	1212	2763	240	1865			552		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	77	55	94	95	41	99	93			97		
cM capacity (veh/h)	35	58	428	160	43	689	178			934		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	59	41	321	316	965	968						
Volume Left	8	9	13	0	30	0						
Volume Right	25	7	0	8	0	33						
cSH	79	63	178	1700	934	1700						
Volume to Capacity	0.74	0.66	0.07	0.19	0.03	0.57						
Queue Length 95th (ft)	90	71	6	0	2	0						
Control Delay (s)	128.1	136.9	3.4	0.0	0.9	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	128.1	136.9	1.7		0.4							
Approach LOS	F	F										
Intersection Summary												
Average Delay		5.7										
Intersection Capacity Utilization		84.6%		ICU Level of Service				E				
Analysis Period (min)		15										

CVN Homeport at NBC
13: Sixth St & Orange Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.91		1.00	0.99		1.00	1.00	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1548			1488		1593	3336		1593	3345	
Flt Permitted		0.89			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1396			1456		1593	3336		1593	3345	
Volume (vph)	15	22	22	5	16	40	24	529	19	29	1712	41
Peak-hour factor, PHF	0.68	0.68	0.68	0.48	0.48	0.48	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	22	32	32	10	33	83	26	581	21	31	1802	43
RTOR Reduction (vph)	0	14	0	0	46	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	72	0	0	80	0	26	600	0	31	1844	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			2			1	6
Permitted Phases	4			8								
Actuated Green, G (s)		10.6			10.6		2.2	43.9		15.5	57.2	
Effective Green, g (s)		10.6			10.6		2.2	43.9		15.5	57.2	
Actuated g/C Ratio		0.13			0.13		0.03	0.54		0.19	0.70	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		180			188		43	1786		301	2333	
v/s Ratio Prot							c0.02	0.18		0.02	c0.55	
v/s Ratio Perm		0.05			c0.05							
v/c Ratio		0.40			0.42		0.60	0.34		0.10	0.79	
Uniform Delay, d1		32.8			32.9		39.5	10.8		27.5	8.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5			1.5		21.7	0.1		0.2	1.9	
Delay (s)		34.2			34.4		61.2	10.9		27.7	10.3	
Level of Service		C			C		E	B		C	B	
Approach Delay (s)		34.2			34.4			13.0			10.5	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay		13.0										
HCM Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		82.0										
Intersection Capacity Utilization		69.5%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1523			1537		1593	3334		1593	3337	
Flt Permitted		0.89			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1387			1477		1593	3334		1593	3337	
Volume (vph)	38	25	45	7	13	15	75	462	18	33	1474	52
Peak-hour factor, PHF	0.95	0.95	0.95	0.65	0.65	0.65	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	40	26	47	11	20	23	79	486	19	36	1620	57
RTOR Reduction (vph)	0	18	0	0	18	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	95	0	0	36	0	79	503	0	36	1676	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			2			1	6
Permitted Phases	4			8								
Actuated Green, G (s)		10.9			10.9		9.0	60.4		4.3	55.7	
Effective Green, g (s)		10.9			10.9		9.0	60.4		4.3	55.7	
Actuated g/C Ratio		0.12			0.12		0.10	0.69		0.05	0.64	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		173			184		164	2299		78	2122	
v/s Ratio Prot							c0.05	0.15		0.02	c0.50	
v/s Ratio Perm		c0.07			0.02							
v/c Ratio		0.55			0.20		0.48	0.22		0.46	0.79	
Uniform Delay, d1		36.1			34.4		37.1	5.0		40.5	11.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.8			0.5		2.2	0.0		4.3	2.0	
Delay (s)		39.8			35.0		39.3	5.0		44.8	13.7	
Level of Service		D			C		D	A		D	B	
Approach Delay (s)		39.8			35.0			9.7			14.4	
Approach LOS		D			C			A			B	
Intersection Summary												
HCM Average Control Delay		14.9										
HCM Volume to Capacity ratio		0.72										
Actuated Cycle Length (s)		87.6										
Intersection Capacity Utilization		72.6%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
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		0.98			0.96		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1595			1557		1593	3350		1593	3337	
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1595			1557		1593	3350		1593	3337	
Volume (vph)	40	21	9	7	6	6	23	471	7	15	1467	48
Peak-hour factor, PHF	0.68	0.68	0.68	0.62	0.62	0.62	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	59	31	13	11	10	10	25	506	8	16	1612	53
RTOR Reduction (vph)	0	4	0	0	9	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	99	0	0	22	0	25	513	0	16	1664	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8		8	5		2	1		6
Permitted Phases												
Actuated Green, G (s)		9.8			9.8		2.0	42.2		28.4	68.6	
Effective Green, g (s)		9.8			9.8		2.0	42.2		28.4	68.6	
Actuated g/C Ratio		0.09			0.09		0.02	0.40		0.27	0.65	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		147			144		30	1331		426	2156	
v/s Ratio Prot		c0.06			c0.01		c0.02	0.15		0.01	c0.50	
v/s Ratio Perm												
v/c Ratio		0.68			0.15		0.83	0.39		0.04	0.77	
Uniform Delay, d1		46.7			44.4		51.9	22.8		28.8	13.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		11.6			0.5		95.9	0.2		0.0	1.8	
Delay (s)		58.3			44.9		147.8	23.0		28.8	15.0	
Level of Service		E			D		F	C		C	B	
Approach Delay (s)		58.3			44.9			28.7			15.2	
Approach LOS		E			D			C			B	
Intersection Summary												
HCM Average Control Delay		20.6										
HCM Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		106.2										
Intersection Capacity Utilization		62.2%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	Free			Free	
Grade		0%			0%		0%	0%			0%	
Volume (veh/h)	0	0	0	0	0	20	0	5023	0	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.50	0.50	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	22	0	5460	0	0	0	0
Pedestrians		20			20			20			0	0
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1862	5500	40	5500	5500	1840	20			5480		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1862	5500	40	5500	5500	1840	20			5480		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	66	100			100		
cM capacity (veh/h)	29	0	1005	0	0	64	1595			10		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	22	1820	1820	1820								
Volume Left	0	0	0	0								
Volume Right	22	0	0	0								
cSH	64	1700	1700	1700								
Volume to Capacity	0.34	1.07	1.07	1.07								
Queue Length 95th (ft)	31	0	0	0								
Control Delay (s)	88.1	0.0	0.0	0.0								
Lane LOS	F											
Approach Delay (s)	88.1	0.0										
Approach LOS	F											
Intersection Summary												
Average Delay		0.3										
Intersection Capacity Utilization		107.1%										
Analysis Period (min)		15										
ICU Level of Service												

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		1.00	0.92		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.98	1.00		0.98		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	1.00	
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1592	2434		1562		1593	3349		1593	3340	
Flt Permitted		0.84	1.00		0.80		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1376	2434		1293		1593	3349		1593	3340	
Volume (vph)	14	8	120	22	8	2	899	448	7	16	1423	37
Peak-hour factor, PHF	0.82	0.82	0.82	0.64	0.64	0.64	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	17	10	146	34	12	3	946	472	7	17	1530	40
RTOR Reduction (vph)	0	0	130	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	27	16	0	47	0	946	479	0	17	1569	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm		Perm	Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		17.4	17.4		17.4		68.9	121.7		3.4	56.2	
Effective Green, g (s)		17.4	17.4		17.4		68.9	121.7		3.4	56.2	
Actuated g/C Ratio		0.11	0.11		0.11		0.45	0.79		0.02	0.36	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		155	274		146		710	2638		35	1215	
v/s Ratio Prot							c0.59	0.14		0.01	c0.47	
v/s Ratio Perm		0.02	0.01		c0.04							
v/c Ratio		0.17	0.06		0.32		1.33	0.18		0.49	1.29	
Uniform Delay, d1		62.0	61.2		63.1		42.8	4.1		74.7	49.1	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5	0.1		1.3		159.1	0.0		10.2	137.3	
Delay (s)		62.6	61.3		64.4		201.9	4.1		84.9	186.4	
Level of Service		E	E		E		F	A		F	F	
Approach Delay (s)		61.5			64.4		135.4			185.3		
Approach LOS		E			E		F			F		
Intersection Summary												
HCM Average Control Delay		154.9								F		
HCM Volume to Capacity ratio		1.19										
Actuated Cycle Length (s)		154.5							12.0			
Intersection Capacity Utilization		114.9%								H		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔	↔		↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1185	167	0	0	5007	0	0	241	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.84	0.84	0.84	0.25	0.25	0.25
Hourly flow rate (vph)	0	1362	192	0	0	5327	0	0	287	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			0	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			1574			1498	1498	590	781	1594	40
vC1, stage 1 conf vol							1478	1478		20	20	
vC2, stage 2 conf vol							20	20		761	1574	
vCu, unblocked vol	20			1574			1498	1498	590	781	1594	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	34	100	100	100
cM capacity (veh/h)	1595			408			86	122	436	83	110	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	545	545	464	1776	1776	1776	287					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	192	1776	1776	1776	287					
cSH	1700	1700	1700	1700	1700	1700	436					
Volume to Capacity	0.32	0.32	0.27	1.04	1.04	1.04	0.66					
Queue Length 95th (ft)	0	0	0	0	0	0	116					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	27.8					
Lane LOS							D					
Approach Delay (s)	0.0			0.0			27.8					
Approach LOS							D					
Intersection Summary												
Average Delay		1.1										
Intersection Capacity Utilization		122.0%								H		
Analysis Period (min)		15										

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	636	140	32	3	0	273
Peak Hour Factor	0.87	0.87	0.80	0.80	0.81	0.81
Hourly flow rate (vph)	731	161	40	4	0	337
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	64				1705	82
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64				1705	82
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	52				100	64
cM capacity (veh/h)	1513				50	946
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	892	44	337			
Volume Left	731	0	0			
Volume Right	0	4	337			
cSH	1513	1700	946			
Volume to Capacity	0.48	0.03	0.36			
Queue Length 95th (ft)	68	0	41			
Control Delay (s)	8.8	0.0	10.9			
Lane LOS	A		B			
Approach Delay (s)	8.8	0.0	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay		9.0				
Intersection Capacity Utilization		74.8%		ICU Level of Service	D	
Analysis Period (min)		15				













CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.95		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1582		3237		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1582		3237		3362	
Volume (vph)	306	19	1380	666	0	1532
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.77	0.77
Adj. Flow (vph)	369	23	1516	732	0	1990
RTOR Reduction (vph)	2	0	36	0	0	0
Lane Group Flow (vph)	390	0	2212	0	0	1990
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	38.0		104.0			114.0
Effective Green, g (s)	38.0		104.0			114.0
Actuated g/C Ratio	0.24		0.65			0.71
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	376		2104			2395
v/s Ratio Prot	c0.25		c0.68			c0.59
v/s Ratio Perm						
v/c Ratio	1.04		1.05			0.83
Uniform Delay, d1	61.0		28.0			16.2
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	56.7		34.7			2.6
Delay (s)	117.7		62.7			18.8
Level of Service	F		E			B
Approach Delay (s)	117.7		62.7			18.8
Approach LOS	F		E			B
Intersection Summary						
HCM Average Control Delay		48.5		HCM Level of Service	D	
HCM Volume to Capacity ratio		1.05				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)	12.0	
Intersection Capacity Utilization		85.0%		ICU Level of Service	E	
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd























2030 1 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1378	36	0	5006	550	0	0	460	0	0	5
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.90	0.90	0.90	0.94	0.94	0.94
Hourly flow rate (vph)	0	5512	144	0	5441	598	0	0	511	0	0	5
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	6059			5676			7443	11663	1949	7618	11436	2153
vC1, stage 1 conf vol							5604	5604		5760	5760	
vC2, stage 2 conf vol							1839	6059		1857	5676	
vCu, unblocked vol	6059			5676			7443	11663	1949	7618	11436	2153
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	76	100	100	86
cM capacity (veh/h)	6			8			0	0	2140	0	0	38
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	2205	2205	1246	2177	2177	1686	511	5				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	144	0	0	598	511	5				
cSH	1700	1700	1700	1700	1700	1700	2140	38				
Volume to Capacity	1.30	1.30	0.73	1.28	1.28	0.99	0.24	0.14				
Queue Length 95th (ft)	0	0	0	0	0	0	23	11				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	7.2	114.4				
Lane LOS							A	F				
Approach Delay (s)	0.0			0.0			7.2	114.4				
Approach LOS							A	F				
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			124.0%		ICU Level of Service					H		
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.76		1.00	0.95	1.00	1.00	0.89	1.00	0.99	
Flpb, ped/bikes	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	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1206		1856	1507	1770	3539	1403	1770	3283	
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1206		1856	1507	1770	3539	1403	1770	3283	
Volume (vph)	32	35	14	6	85	171	209	1719	4	412	714	468
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83	0.33	0.33	0.33
Adj. Flow (vph)	36	39	16	7	93	188	252	2071	5	1248	2164	1418
RTOR Reduction (vph)	0	0	16	0	0	165	0	0	1	0	63	0
Lane Group Flow (vph)	36	39	0	0	100	23	252	2071	4	1248	3519	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	4.0	4.0		18.5	18.5	13.0	56.2	56.2	59.1	102.3	
Effective Green, g (s)	4.0	4.0	4.0		18.5	18.5	13.0	56.2	56.2	59.1	102.3	
Actuated g/C Ratio	0.03	0.03	0.03		0.12	0.12	0.08	0.37	0.37	0.38	0.67	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	46	48	31	223	181	150	1293	513	680	2184		
v/s Ratio Prot	0.02	c0.02			c0.05		0.14	0.59		c0.71	c1.07	
v/s Ratio Perm			0.00			0.02			0.00			
v/c Ratio	0.78	0.81	0.01		0.45	0.12	1.68	1.60	0.01	1.84	1.61	
Uniform Delay, d1	74.5	74.5	73.0		62.9	60.4	70.4	48.8	31.1	47.4	25.8	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	57.8	64.2	0.2		1.4	0.3	333.2	274.4	0.0	381.6	277.2	
Delay (s)	132.2	138.7	73.2		64.3	60.7	403.6	323.2	31.1	429.0	303.0	
Level of Service	F	F	E		E	E	F	F	C	F	F	
Approach Delay (s)		124.6			62.0			331.3			335.5	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM Average Control Delay	321.2			HCM Level of Service						F		
HCM Volume to Capacity ratio	1.51											
Actuated Cycle Length (s)	153.8			Sum of lost time (s)						12.0		
Intersection Capacity Utilization	95.3%			ICU Level of Service						F		
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	0.99		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.96		1.00	1.00		1.00
Satd. Flow (prot)	1746		3539	1506		3539
Flt Permitted	0.96		1.00	1.00		1.00
Satd. Flow (perm)	1746		3539	1506		3539
Volume (vph)	43	3	1931	430	0	713
Peak-hour factor, PHF	0.84	0.84	0.90	0.90	0.94	0.94
Adj. Flow (vph)	51	4	2146	478	0	759
RTOR Reduction (vph)	4	0	0	105	0	0
Lane Group Flow (vph)	51	0	2146	373	0	759
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	2.3		36.8	36.8		36.8
Effective Green, g (s)	2.3		36.8	36.8		36.8
Actuated g/C Ratio	0.05		0.78	0.78		0.78
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	85		2765	1177		2765
v/s Ratio Prot	c0.03		c0.61			0.21
v/s Ratio Perm				0.25		
v/c Ratio	0.60		0.78	0.32		0.27
Uniform Delay, d1	22.0		2.9	1.5		1.4
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	11.5		1.4	0.2		0.1
Delay (s)	33.4		4.3	1.7		1.5
Level of Service	C		A	A		A
Approach Delay (s)	33.4		3.8			1.5
Approach LOS	C		A			A
Intersection Summary						
HCM Average Control Delay		3.8		HCM Level of Service		A
HCM Volume to Capacity ratio		0.77				
Actuated Cycle Length (s)		47.1		Sum of lost time (s)		8.0
Intersection Capacity Utilization		68.2%		ICU Level of Service		C
Analysis Period (min)		15				

c Critical Lane Group







CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↗	↖	↗	↖	↖	↗	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	0.98	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1741	1723		1586	1676	1382	1745	3539	1504	1770	3423	
Flt Permitted	0.69	1.00		0.18	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1264	1723		299	1676	1382	1745	3539	1504	1770	3423	
Volume (vph)	53	102	74	51	86	40	12	115	210	109	433	85
Peak-hour factor, PHF	0.25	0.25	0.25	0.83	0.83	0.83	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	212	408	296	61	104	48	13	125	228	114	451	89
RTOR Reduction (vph)	0	42	0	0	0	26	0	0	175	0	28	0
Lane Group Flow (vph)	212	662	0	61	104	22	13	125	53	114	512	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot	Perm		Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	22.3	22.3		22.3	22.3	22.3	0.6	11.4	11.4	3.7	14.5	
Effective Green, g (s)	22.3	22.3		22.3	22.3	22.3	0.6	11.4	11.4	3.7	14.5	
Actuated g/C Ratio	0.45	0.45		0.45	0.45	0.45	0.01	0.23	0.23	0.07	0.29	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	571	778		135	757	624	21	817	347	133	1005	
v/s Ratio Prot		c0.38			0.06		0.01	0.04		c0.06	c0.15	
v/s Ratio Perm	0.17			0.20		0.02			0.03			
v/c Ratio	0.37	0.85		0.45	0.14	0.03	0.62	0.15	0.15	0.86	0.51	
Uniform Delay, d1	8.9	12.1		9.3	7.9	7.6	24.3	15.2	15.1	22.6	14.5	
Progression Factor	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	8.8		2.4	0.1	0.0	43.9	0.1	0.2	38.6	0.4	
Delay (s)	9.3	20.9		11.7	8.0	7.6	68.2	15.2	15.3	61.2	14.9	
Level of Service	A	C		B	A	A	E	B	B	E	B	
Approach Delay (s)		18.2			9.0			17.2			23.0	
Approach LOS		B			A			B			C	
Intersection Summary												
HCM Average Control Delay		18.6		HCM Level of Service				B				
HCM Volume to Capacity ratio		0.75										
Actuated Cycle Length (s)		49.4		Sum of lost time (s)				12.0				
Intersection Capacity Utilization		43.0%		ICU Level of Service				A				
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↑
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	78	109	0	19	111
Peak Hour Factor	0.88	0.88	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	0	89	114	0	22	129
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLT		
Median storage (veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	134				242	154
vC1, stage 1 conf vol					134	
vC2, stage 2 conf vol					109	
vCu, unblocked vol	134				242	154
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	85
cM capacity (veh/h)	1427				735	863
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	89	114	22	129		
Volume Left	0	0	22	0		
Volume Right	0	0	0	129		
cSH	1700	1700	735	863		
Volume to Capacity	0.05	0.07	0.03	0.15		
Queue Length 95th (ft)	0	0	2	13		
Control Delay (s)	0.0	0.0	10.1	9.9		
Lane LOS			B	A		
Approach Delay (s)	0.0	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			27.1%	ICU Level of Service		A
Analysis Period (min)			15			

CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2030 1 Carrier
Timing Plan: AM PEAK-HOUR

Intersection Sign configuration not allowed in HCM analysis.

CVN Homeport at NBC
1: First St & Alameda Blvd

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	752	519	40	73	57	0
Peak Hour Factor	0.89	0.89	0.84	0.84	0.86	0.86
Hourly flow rate (vph)	845	583	48	87	66	0
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	845	583	135	66	0	
Volume Left (vph)	0	0	48	66	0	
Volume Right (vph)	0	583	0	0	0	
Hadj (s)	0.03	-0.67	0.10	0.53	0.00	
Departure Headway (s)	4.9	4.2	5.5	7.6	7.1	
Degree Utilization, x	1.16	0.69	0.21	0.14	0.00	
Capacity (veh/h)	722	844	643	455	499	
Control Delay (s)	104.6	14.8	9.9	10.6	8.9	
Approach Delay (s)	67.9		9.9	10.6		
Approach LOS	F		A	B		
Intersection Summary						
Delay			60.8			
HCM Level of Service			F			
Intersection Capacity Utilization			54.4%		ICU Level of Service	A
Analysis Period (min)			15			

CVN Homeport at NBC
2: Third St & Alameda Blvd


















2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑				↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0				4.0
Lane Util. Factor					0.91	1.00	1.00					1.00
Flpb, ped/bikes					1.00	1.00	1.00					1.00
Flpb, ped/bikes					1.00	0.99	1.00					1.00
Frt					0.99	1.00	1.00					1.00
Flt Protected					0.99	0.95	1.00					1.00
Satd. Flow (prot)					4986	1760	1863					1853
Flt Permitted					0.99	0.32	1.00					1.00
Satd. Flow (perm)					4986	585	1863					1853
Volume (vph)	0	0	0	145	596	32	55	41	0	0	471	16
Peak-hour factor, PHF	0.25	0.25	0.25	0.91	0.91	0.91	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	159	655	35	69	51	0	0	523	18
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	0	0	0	839	0	69	51	0	0	538	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type				Perm		Perm						
Protected Phases					8		2				6	
Permitted Phases				8		2						
Actuated Green, G (s)					12.3		14.9	14.9			14.9	
Effective Green, g (s)					12.3		14.9	14.9			14.9	
Actuated g/C Ratio					0.35		0.42	0.42			0.42	
Clearance Time (s)					4.0		4.0	4.0			4.0	
Vehicle Extension (s)					3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)					1742		248	789			784	
v/s Ratio Prot							0.03				c0.29	
v/s Ratio Perm					0.17		0.12					
v/c Ratio					0.48		0.28	0.06			0.69	
Uniform Delay, d1					9.0		6.6	6.0			8.3	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					0.2		0.6	0.0			2.5	
Delay (s)					9.2		7.2	6.1			10.8	
Level of Service					A		A	A			B	
Approach Delay (s)		0.0			9.2		6.7				10.8	
Approach LOS		A			A		A				B	
Intersection Summary												
HCM Average Control Delay				9.5			HCM Level of Service			A		
HCM Volume to Capacity ratio				0.59								
Actuated Cycle Length (s)				35.2			Sum of lost time (s)			8.0		
Intersection Capacity Utilization				89.2%			ICU Level of Service			E		
Analysis Period (min)				15								

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frpb, ped/bikes		0.98						0.98		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		0.98	1.00	
Frt		0.96						0.94		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4823						1715		1734	1863	
Flt Permitted		1.00						1.00		0.59	1.00	
Satd. Flow (perm)		4823						1715		1079	1863	
Volume (vph)	6	1770	564	0	0	0	0	91	78	360	295	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	7	1924	613	0	0	0	0	107	92	396	324	0
RTOR Reduction (vph)	0	76	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	2468	0	0	0	0	0	195	0	396	324	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm						Perm					
Protected Phases	4						2					
Permitted Phases	4						6					
Actuated Green, G (s)	39.0						28.0					
Effective Green, g (s)	39.0						28.0					
Actuated g/C Ratio	0.52						0.37					
Clearance Time (s)	4.0						4.0					
Vehicle Extension (s)	3.0						3.0					
Lane Grp Cap (vph)	2508						640					
v/s Ratio Prot							0.11					
v/s Ratio Perm	0.51						c0.37					
v/c Ratio	0.98						0.31					
Uniform Delay, d1	17.7						16.6					
Progression Factor	1.00						1.00					
Incremental Delay, d2	14.3						0.3					
Delay (s)	32.0						16.9					
Level of Service	C						B					
Approach Delay (s)	32.0						0.0					
Approach LOS	C						A					
Intersection Summary												
HCM Average Control Delay	33.4						HCM Level of Service					
HCM Volume to Capacity ratio	0.98						C					
Actuated Cycle Length (s)	75.0						Sum of lost time (s)					
Intersection Capacity Utilization	89.2%						ICU Level of Service					
Analysis Period (min)	15						E					

c Critical Lane Group

CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	703	294	38	197	12
Peak Hour Factor	0.93	0.93	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	1	756	363	47	270	16
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	430				1184	426
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	430				1184	426
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				0	97
cM capacity (veh/h)	1111				202	607
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	757	410	286			
Volume Left	1	0	270			
Volume Right	0	47	16			
cSH	1111	1700	210			
Volume to Capacity	0.00	0.24	1.36			
Queue Length 95th (ft)	0	0	405			
Control Delay (s)	0.0	0.0	235.4			
Lane LOS	A		F			
Approach Delay (s)	0.0	0.0	235.4			
Approach LOS			F			
Intersection Summary						
Average Delay	46.4					
Intersection Capacity Utilization	57.0%					
ICU Level of Service	B					
Analysis Period (min)	15					

CVN Homeport at NBC
5: First St & D Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	906	0	82	291	2	3	2	19	2	2	0
Peak Hour Factor	0.77	0.77	0.77	0.89	0.89	0.89	0.75	0.75	0.75	0.42	0.42	0.42
Hourly flow rate (vph)	0	1177	0	92	327	2	4	3	25	5	5	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					442							
pX, platoon unblocked	0.89						0.89	0.89		0.89	0.89	0.89
vC, conflicting volume	349			1197			1731	1730	1217	1756	1729	368
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	265			1197			1826	1824	1217	1853	1823	287
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			84			90	95	88	87	91	100
cM capacity (veh/h)	1131			574			41	55	213	35	56	644
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1177	421	32	10								
Volume Left	0	92	4	5								
Volume Right	0	2	25	0								
cSH	1131	574	121	43								
Volume to Capacity	0.00	0.16	0.27	0.22								
Queue Length 95th (ft)	0	14	25	18								
Control Delay (s)	0.0	4.7	45.3	110.6								
Lane LOS		A	E	F								
Approach Delay (s)	0.0	4.7	45.3	110.6								
Approach LOS			E	F								
Intersection Summary												
Average Delay		2.7										
Intersection Capacity Utilization		85.9%			ICU Level of Service			E				
Analysis Period (min)		15										






















CVN Homeport at NBC
6: Third St & D Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control		Free		Free				Stop			Stop	
Grade		0%		0%				0%			0%	
Volume (veh/h)	0	0	0	61	1025	22	15	52	0	0	85	10
Peak Hour Factor	0.25	0.25	0.25	0.97	0.97	0.97	0.71	0.71	0.71	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	0	63	1057	23	21	73	0	0	127	15
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					432							
pX, platoon unblocked												
vC, conflicting volume	1099			20			596	1245	40	1270	1234	404
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1099			20			596	1245	40	1270	1234	404
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			83	54	100	100	22	97
cM capacity (veh/h)	620			1568			126	160	989	74	163	587
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	327	528	287	94	142							
Volume Left	63	0	0	21	0							
Volume Right	0	0	23	0	15							
cSH	1568	1700	1700	151	176							
Volume to Capacity	0.04	0.31	0.17	0.62	0.80							
Queue Length 95th (ft)	3	0	0	84	136							
Control Delay (s)	1.7	0.0	0.0	61.9	78.1							
Lane LOS	A			F	F							
Approach Delay (s)	0.5			61.9	78.1							
Approach LOS				F	F							
Intersection Summary												
Average Delay		12.7										
Intersection Capacity Utilization		42.2%			ICU Level of Service			A				
Analysis Period (min)		15										

















CVN Homeport at NBC
7: Fourth St & D Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						  				  
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	2609	15	0	0	0	0	64	46	20	124	0
Peak Hour Factor	0.91	0.91	0.91	0.25	0.25	0.25	0.83	0.83	0.83	0.74	0.74	0.74
Hourly flow rate (vph)	2	2867	16	0	0	0	0	77	55	27	168	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			0			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					434							
pX, platoon unblocked												
vC, conflicting volume	20			2904			3003	2920	1004	1094	2928	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			2904			3003	2920	1004	1094	2928	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			0	0	77	0	0	100
cM capacity (veh/h)	1568			122			0	15	236	0	14	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1							
Volume Total	719	1434	733	133	195							
Volume Left	2	0	0	0	27							
Volume Right	0	0	16	55	0							
cSH	1568	1700	1700	24	0							
Volume to Capacity	0.00	0.84	0.43	5.53	Err							
Queue Length 95th (ft)	0	0	0	Err	Err							
Control Delay (s)	0.0	0.0	0.0	Err	Err							
Lane LOS	A			F	F							
Approach Delay (s)	0.0			Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization	73.1%			ICU Level of Service			D					
Analysis Period (min)	15											

CVN Homeport at NBC
8: Sixth St & D Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	8	152	29	35	42	38	31	117	61	57	132	8
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	10	183	35	42	51	46	33	124	65	66	153	9
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	228	139	222	229								
Volume Left (vph)	10	42	33	66								
Volume Right (vph)	35	46	65	9								
Hadj (s)	-0.05	-0.10	-0.11	0.07								
Departure Headway (s)	5.3	5.4	5.2	5.3								
Degree Utilization, x	0.34	0.21	0.32	0.34								
Capacity (veh/h)	625	598	635	626								
Control Delay (s)	10.9	9.8	10.6	11.0								
Approach Delay (s)	10.9	9.8	10.6	11.0								
Approach LOS	B	A	B	B								
Intersection Summary												
Delay				10.7								
HCM Level of Service				B								
Intersection Capacity Utilization	47.1%			ICU Level of Service	A							
Analysis Period (min)	15											

CVN Homeport at NBC
9: First St & Orange Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.95		1.00	1.00	1.00	0.88
Flpb, ped/bikes	1.00		1.00	1.00	0.90	1.00
Frt	0.90		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1435		1593	1676	1433	1257
Flt Permitted	1.00		0.14	1.00	0.95	1.00
Satd. Flow (perm)	1435		239	1676	1433	1257
Volume (vph)	253	670	268	194	180	153
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	329	870	331	240	220	187
RTOR Reduction (vph)	59	0	0	0	0	161
Lane Group Flow (vph)	1140	0	331	240	220	26
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2	2
Actuated Green, G (s)	130.0		130.0	130.0	22.0	22.0
Effective Green, g (s)	130.0		130.0	130.0	22.0	22.0
Actuated g/C Ratio	0.81		0.81	0.81	0.14	0.14
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1166		194	1362	197	173
v/s Ratio Prot	0.79			0.14		
v/s Ratio Perm			c1.39		c0.15	0.02
v/c Ratio	0.98		1.71	0.18	1.12	0.15
Uniform Delay, d1	13.7		15.0	3.3	69.0	60.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	20.8		338.8	0.1	98.9	0.4
Delay (s)	34.5		353.8	3.3	167.9	61.2
Level of Service	C		F	A	F	E
Approach Delay (s)	34.5			206.5	118.9	
Approach LOS	C			F	F	
Intersection Summary						
HCM Average Control Delay		95.4			HCM Level of Service	F
HCM Volume to Capacity ratio		1.62				
Actuated Cycle Length (s)		160.0			Sum of lost time (s)	8.0
Intersection Capacity Utilization		92.4%			ICU Level of Service	F
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Frt				1.00	0.99		1.00	1.00			1.00	
Flt Protected				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (prot)				1522	4632		1770	3539			3526	
Flt Permitted				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (perm)				1522	4632		1770	3539			3526	
Volume (vph)	0	0	0	1345	1000	175	102	291	0	0	898	16
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	1401	1042	182	107	306	0	0	1020	18
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	701	1917	0	107	306	0	0	1037	0
Confl. Peds. (#/hr)			20	20		20	20		20	20		20
Turn Type	Split			Prot								
Protected Phases				8	8		5	2				6
Permitted Phases												
Actuated Green, G (s)				81.1	81.1		12.6	66.4				49.8
Effective Green, g (s)				81.1	81.1		12.6	66.4				49.8
Actuated g/C Ratio				0.52	0.52		0.08	0.43				0.32
Clearance Time (s)				4.0	4.0		4.0	4.0				4.0
Vehicle Extension (s)				3.0	3.0		3.0	3.0				3.0
Lane Grp Cap (vph)				794	2416		143	1511				1129
v/s Ratio Prot				c0.46	0.41		c0.06	0.09				c0.29
v/s Ratio Perm												
v/c Ratio				0.88	0.79		0.75	0.20				0.92
Uniform Delay, d1				33.0	30.4		69.9	27.9				50.9
Progression Factor				1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2				11.4	1.9		19.1	0.1				11.7
Delay (s)				44.3	32.2		89.0	28.0				62.6
Level of Service				D	C		F	C				E
Approach Delay (s)		0.0			35.5			43.8				62.6
Approach LOS		A			D			D				E
Intersection Summary												
HCM Average Control Delay		43.2								HCM Level of Service		D
HCM Volume to Capacity ratio		0.88										
Actuated Cycle Length (s)		155.5								Sum of lost time (s)		12.0
Intersection Capacity Utilization		133.8%								ICU Level of Service		H
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
11: Fourth St & Orange Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Flpb, ped/bikes	1.00	0.95						0.97	0.93	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.93	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5083	1501						3056	1334	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5083	1501						3056	1334	3433	3539	
Volume (vph)	19	2577	110	0	0	0	0	391	637	1037	1200	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	2832	121	0	0	0	0	425	692	1127	1304	0
RTOR Reduction (vph)	0	0	16	0	0	0	0	1	1	0	0	0
Lane Group Flow (vph)	0	2853	105	0	0	0	0	770	345	1127	1304	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm					Perm	Prot				
Protected Phases	4	4					2	1	6			
Permitted Phases		4					2					
Actuated Green, G (s)	77.0	77.0					37.0	37.0	44.0	85.0		
Effective Green, g (s)	77.0	77.0					37.0	37.0	44.0	85.0		
Actuated g/C Ratio	0.45	0.45					0.22	0.22	0.26	0.50		
Clearance Time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2302	680					665	290	889	1770		
v/s Ratio Prot	c0.56						0.25		c0.33	0.37		
v/s Ratio Perm		0.07						c0.26				
v/c Ratio	1.24	0.15					1.16	1.19	1.27	0.74		
Uniform Delay, d1	46.5	27.4					66.5	66.5	63.0	33.6		
Progression Factor	1.00	1.00					1.00	1.00	1.00	1.00		
Incremental Delay, d2	111.6	0.1					87.4	114.7	129.4	1.6		
Delay (s)	158.1	27.5					153.9	181.2	192.4	35.3		
Level of Service	F	C					F	F	F	D		
Approach Delay (s)	152.8			0.0			162.3			108.1		
Approach LOS	F			A			F			F		
Intersection Summary												
HCM Average Control Delay		137.8							F			
HCM Volume to Capacity ratio		1.24										
Actuated Cycle Length (s)		170.0							12.0			
Intersection Capacity Utilization		133.8%							H			
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	9	72	28	6	9	6	13	1012	16	14	1354	23
Peak Hour Factor	0.45	0.45	0.45	0.75	0.75	0.75	0.93	0.93	0.93	0.95	0.95	0.95
Hourly flow rate (vph)	20	160	62	8	12	8	14	1088	17	15	1425	24
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type	Raised			Raised								
Median storage (veh)	2			2								
Upstream signal (ft)							561			644		
pX, platoon unblocked	0.81	0.81	0.70	0.81	0.81	0.78	0.70			0.78		
vC, conflicting volume	2093	2640	765	2049	2644	593	1469			1125		
vC1, stage 1 conf vol	1487	1487		1145	1145							
vC2, stage 2 conf vol	606	1153		904	1499							
vCu, unblocked vol	1299	1975	233	1245	1980	196	1241			879		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	83	0	88	0	91	99	96			97		
cM capacity (veh/h)	117	136	520	0	128	613	383			586		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	242	28	558	561	727	737						
Volume Left	20	8	14	0	15	0						
Volume Right	62	8	0	17	0	24						
cSH	166	0	383	1700	586	1700						
Volume to Capacity	1.46	Err	0.04	0.33	0.03	0.43						
Queue Length 95th (ft)	387	Err	3	0	2	0						
Control Delay (s)	289.8	Err	1.1	0.0	0.7	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	289.8	Err	0.6		0.4							
Approach LOS	F	F										
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization		64.7%			ICU Level of Service		C					
Analysis Period (min)		15										

CVN Homeport at NBC
13: Sixth St & Orange Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.93		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1568			1525		1593	3320		1593	3340	
Flt Permitted		0.93			0.90		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1477			1386		1593	3320		1593	3340	
Volume (vph)	42	126	85	16	26	40	40	947	59	74	1263	39
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	47	140	94	19	30	47	43	1007	63	77	1316	41
RTOR Reduction (vph)	0	13	0	0	24	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	268	0	0	72	0	43	1067	0	77	1356	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			2			1	6
Permitted Phases	4			8			5			1	6	
Actuated Green, G (s)		16.1			16.1		4.2	37.8		8.9	42.5	
Effective Green, g (s)		16.1			16.1		4.2	37.8		8.9	42.5	
Actuated g/C Ratio		0.22			0.22		0.06	0.51		0.12	0.57	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		318			298		89	1678		190	1898	
v/s Ratio Prot							0.03	c0.32		0.05	c0.41	
v/s Ratio Perm		c0.18			0.05							
v/c Ratio		0.84			0.24		0.48	0.64		0.41	0.71	
Uniform Delay, d1		28.1			24.3		34.2	13.5		30.5	11.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		18.1			0.4		4.1	0.8		1.4	1.3	
Delay (s)		46.3			24.7		38.3	14.3		31.9	13.0	
Level of Service		D			C		D	B		C	B	
Approach Delay (s)		46.3			24.7			15.2			14.1	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM Average Control Delay		17.9					HCM Level of Service			B		
HCM Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		74.8					Sum of lost time (s)			12.0		
Intersection Capacity Utilization		69.3%					ICU Level of Service			C		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.95		1.00	1.00		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1538			1559		1593	3353		1593	3337	
Flt Permitted		0.84			0.87		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1319			1370		1593	3353		1593	3337	
Volume (vph)	92	91	116	30	52	42	65	876	11	68	1127	39
Peak-hour factor, PHF	0.85	0.85	0.85	0.71	0.71	0.71	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	108	107	136	42	73	59	67	903	11	71	1174	41
RTOR Reduction (vph)	0	15	0	0	13	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	336	0	0	161	0	67	913	0	71	1213	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			5			1	6
Permitted Phases	4			8			5			1	6	
Actuated Green, G (s)		30.2			30.2		5.2	41.8		5.4	42.0	
Effective Green, g (s)		30.2			30.2		5.2	41.8		5.4	42.0	
Actuated g/C Ratio		0.34			0.34		0.06	0.47		0.06	0.47	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		446			463		93	1568		96	1568	
v/s Ratio Prot							0.04	c0.27		0.04	c0.36	
v/s Ratio Perm		c0.25			0.12							
v/c Ratio		0.75			0.35		0.72	0.58		0.74	0.77	
Uniform Delay, d1		26.3			22.2		41.4	17.4		41.3	19.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		7.1			0.5		23.8	0.6		25.5	2.4	
Delay (s)		33.3			22.7		65.2	18.0		66.8	22.2	
Level of Service		C			C		E	B		E	C	
Approach Delay (s)		33.3			22.7			21.2			24.7	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM Average Control Delay		24.4					HCM Level of Service			C		
HCM Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		89.4					Sum of lost time (s)			8.0		
Intersection Capacity Utilization		70.4%					ICU Level of Service			C		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.96			0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1571			1574		1593	3327		1593	3328	
Flt Permitted		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1571			1574		1593	3327		1593	3328	
Volume (vph)	67	66	49	13	27	17	58	876	41	37	1142	52
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	80	79	58	19	40	25	62	942	44	39	1190	54
RTOR Reduction (vph)	0	8	0	0	10	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	209	0	0	74	0	62	984	0	39	1242	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		16.4			13.0		5.2	47.4		11.5	53.7	
Effective Green, g (s)		16.4			13.0		5.2	47.4		11.5	53.7	
Actuated g/C Ratio		0.16			0.12		0.05	0.45		0.11	0.51	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		247			196		79	1512		176	1713	
v/s Ratio Prot		c0.13			c0.05		0.04	c0.30		0.02	c0.37	
v/s Ratio Perm												
v/c Ratio		0.84			0.38		0.78	0.65		0.22	0.73	
Uniform Delay, d1		42.7			41.9		49.0	22.0		42.3	19.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		22.3			1.2		38.7	1.0		0.6	1.6	
Delay (s)		65.0			43.2		87.7	23.1		43.0	21.1	
Level of Service		E			D		F	C		D	C	
Approach Delay (s)		65.0			43.2		26.9			21.8		
Approach LOS		E			D		C			C		
Intersection Summary												
HCM Average Control Delay		28.1			HCM Level of Service		C					
HCM Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		104.3			Sum of lost time (s)		16.0					
Intersection Capacity Utilization		65.6%			ICU Level of Service		C					
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	↕			Free	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	0	0	108	0	2574	6	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.84	0.84	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	117	0	2798	6	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1070	2838	40	2841	2841	956	20			2818		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1070	2838	40	2841	2841	956	20			2818		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	54	100			100		
cM capacity (veh/h)	93	17	1005	8	17	254	1595			132		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	117	1119	1119	566								
Volume Left	0	0	0	0								
Volume Right	117	0	0	6								
cSH	254	1700	1700	1700								
Volume to Capacity	0.46	0.66	0.66	0.33								
Queue Length 95th (ft)	57	0	0	0								
Control Delay (s)	30.8	0.0	0.0	0.0								
Lane LOS	D											
Approach Delay (s)	30.8	0.0										
Approach LOS	D											
Intersection Summary												
Average Delay		1.2										
Intersection Capacity Utilization		63.2%			ICU Level of Service		B					
Analysis Period (min)		15										

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		1.00	0.92		0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99	1.00		0.99		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	0.99		1.00	1.00	
Flt Protected		0.98	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1630	2445		1580		1593	3327		1593	3339	
Flt Permitted		0.83	1.00		0.35		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1373	2445		579		1593	3327		1593	3339	
Volume (vph)	131	217	591	57	21	10	297	861	37	33	1120	30
Peak-hour factor, PHF	0.85	0.85	0.85	0.72	0.72	0.72	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	154	255	695	79	29	14	306	888	38	34	1143	31
RTOR Reduction (vph)	0	0	427	0	3	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	409	268	0	119	0	306	924	0	34	1173	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm				Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		46.4	46.4		46.4		31.7	79.8		6.2	54.3	
Effective Green, g (s)		46.4	46.4		46.4		31.7	79.8		6.2	54.3	
Actuated g/C Ratio		0.32	0.32		0.32		0.22	0.55		0.04	0.38	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		441	786		186		350	1839		68	1256	
v/s Ratio Prot							c0.19	0.28		0.02	c0.35	
v/s Ratio Perm		c0.30	0.11		0.21							
v/c Ratio		0.93	0.34		0.64		0.87	0.50		0.50	0.93	
Uniform Delay, d1		47.4	37.3		41.9		54.4	20.0		67.6	43.3	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		25.5	0.3		7.3		20.7	0.2		5.7	12.6	
Delay (s)		72.9	37.6		49.2		75.2	20.2		73.3	55.9	
Level of Service		E	D		D		E	C		E	E	
Approach Delay (s)		50.7			49.2		33.9			56.4		
Approach LOS		D			D		C			E		
Intersection Summary												
HCM Average Control Delay		46.9										
HCM Volume to Capacity ratio		0.92										
Actuated Cycle Length (s)		144.4										
Intersection Capacity Utilization		94.2%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔		↔	↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	4022	184	0	0	2558	0	0	171	0	0	0
Peak Hour Factor	0.99	0.99	0.99	0.95	0.95	0.95	0.81	0.81	0.81	0.25	0.25	0.25
Hourly flow rate (vph)	0	4063	186	0	0	2693	0	0	211	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			0	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			4268			4196	4196	1487	1605	4288	40
vC1, stage 1 conf vol							4176	4176		20	20	
vC2, stage 2 conf vol							20	20		1585	4268	
vCu, unblocked vol	20			4268			4196	4196	1487	1605	4288	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	100
cM capacity (veh/h)	1595			33			1	5	110	0	4	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	1625	1625	998	898	898	898	211					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	186	898	898	898	211					
cSH	1700	1700	1700	1700	1700	1700	110					
Volume to Capacity	0.96	0.96	0.59	0.53	0.53	0.53	1.93					
Queue Length 95th (ft)	0	0	0	0	0	0	432					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	514.4					
Lane LOS							F					
Approach Delay (s)	0.0			0.0			514.4					
Approach LOS							F					
Intersection Summary												
Average Delay		15.2										
Intersection Capacity Utilization		101.5%										
Analysis Period (min)		15										

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	676	465	70	8	6	313
Peak Hour Factor	0.96	0.96	0.81	0.81	0.88	0.88
Hourly flow rate (vph)	704	484	86	10	7	356
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	116				2024	131
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	116				2024	131
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	51				78	60
cM capacity (veh/h)	1448				32	888
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1189	96	362			
Volume Left	704	0	7			
Volume Right	0	10	356			
cSH	1448	1700	588			
Volume to Capacity	0.49	0.06	0.62			
Queue Length 95th (ft)	69	0	105			
Control Delay (s)	8.5	0.0	20.5			
Lane LOS	A		C			
Approach Delay (s)	8.5	0.0	20.5			
Approach LOS			C			
Intersection Summary						
Average Delay		10.7				
Intersection Capacity Utilization		96.8%		ICU Level of Service	F	
Analysis Period (min)		15				

CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.95		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.94		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1579		3183		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1579		3183		3362	
Volume (vph)	362	27	1155	723	0	1842
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.81	0.81
Adj. Flow (vph)	407	30	1229	769	0	2274
RTOR Reduction (vph)	1	0	61	0	0	0
Lane Group Flow (vph)	436	0	1937	0	0	2274
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	44.0		98.0			108.0
Effective Green, g (s)	44.0		98.0			108.0
Actuated g/C Ratio	0.28		0.61			0.68
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	434		1950			2269
v/s Ratio Prot	c0.28		0.61			c0.68
v/s Ratio Perm						
v/c Ratio	1.00		0.99			1.00
Uniform Delay, d1	58.0		30.7			26.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	44.1		18.7			19.4
Delay (s)	102.1		49.4			45.4
Level of Service	F		D			D
Approach Delay (s)	102.1		49.4			45.4
Approach LOS	F		D			D
Intersection Summary						
HCM Average Control Delay		52.3		HCM Level of Service	D	
HCM Volume to Capacity ratio		1.00				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)	8.0	
Intersection Capacity Utilization		84.3%		ICU Level of Service	E	
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↑	↓			↑	↓	↑	↓
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	4144	34	0	2505	314	0	0	1237	0	0	73
Peak Hour Factor	0.25	0.25	0.25	0.99	0.99	0.99	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	16576	136	0	2530	317	0	0	1262	0	0	83
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2867			16732			17610	19531	5633	8254	19441	1042
vC1, stage 1 conf vol							16664	16664		2709	2709	
vC2, stage 2 conf vol							946	2867		5545	16732	
vCu, unblocked vol	2867			16732			17610	19531	5633	8254	19441	1042
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	73	100	100	62
cM capacity (veh/h)	126			0			0	0	4684	0	0	219
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	6630	6630	3451	1012	1012	823	1262	83				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	136	0	0	317	1262	83				
cSH	1700	1700	1700	1700	1700	1700	4684	219				
Volume to Capacity	3.90	3.90	2.03	0.60	0.60	0.48	0.27	0.38				
Queue Length 95th (ft)	Err	Err	0	0	0	0	28	42				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	6.1	31.1				
Lane LOS							A	D				
Approach Delay (s)	0.0			0.0			6.1	31.1				
Approach LOS							A	D				
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			166.0%			ICU Level of Service		H				
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↓	↑	↓	↓	↑	↓	↓	↑	↓	↓	↑	↓
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	0.94		1.00	0.95	1.00	0.88	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	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.85	1.00	0.85	1.00	0.99
Flt Protected	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1493		1850	1505	1770	3539	1396	1770	3508	
Flt Permitted	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1493		1850	1505	1770	3539	1396	1770	3508	
Volume (vph)	280	71	134	8	52	438	51	1029	3	152	1848	90
Peak-hour factor, PHF	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.79	0.79	0.79
Adj. Flow (vph)	286	72	137	9	56	471	56	1131	3	192	2339	114
RTOR Reduction (vph)	0	0	119	0	0	219	0	0	1	0	2	0
Lane Group Flow (vph)	286	72	18	0	65	252	56	1131	2	192	2451	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	21.0	21.0	21.0		26.0	26.0	5.0	75.3	75.3	21.7	92.0	
Effective Green, g (s)	21.0	21.0	21.0		26.0	26.0	5.0	75.3	75.3	21.7	92.0	
Actuated g/C Ratio	0.13	0.13	0.13		0.16	0.16	0.03	0.47	0.47	0.14	0.58	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	232	245	196		301	245	55	1666	657	240	2017	
v/s Ratio Prot	c0.16	0.04			0.04		0.03	0.32		c0.11	c0.70	
v/s Ratio Perm			0.01			c0.17			0.00			
v/c Ratio	1.23	0.29	0.09		0.22	1.03	1.02	0.68	0.00	0.80	1.22	
Uniform Delay, d1	69.5	62.8	61.1		58.2	67.0	77.5	32.9	22.5	67.0	34.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	136.3	0.7	0.2		0.4	64.6	126.6	2.2	0.0	17.1	101.6	
Delay (s)	205.8	63.5	61.3		58.5	131.6	204.1	35.2	22.5	84.2	135.6	
Level of Service	F	E	E		E	F	F	D	C	F	F	
Approach Delay (s)		145.1			122.8			43.1			131.9	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM Average Control Delay			110.5			HCM Level of Service		F				
HCM Volume to Capacity ratio			1.18									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)		16.0				
Intersection Capacity Utilization			89.5%			ICU Level of Service		E				
Analysis Period (min)			15									

c Critical Lane Group
























CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

	↖	↗	↖	↗	↖	↗
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖		↖	↗		↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Frpb, ped/bikes	1.00		1.00	0.94		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	1764		3539	1496		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	1764		3539	1496		3539
Volume (vph)	268	12	1051	46	0	1961
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.95	0.95
Adj. Flow (vph)	308	14	1084	47	0	2064
RTOR Reduction (vph)	2	0	0	17	0	0
Lane Group Flow (vph)	320	0	1084	30	0	2064
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	12.4		36.8	36.8		36.8
Effective Green, g (s)	12.4		36.8	36.8		36.8
Actuated g/C Ratio	0.22		0.64	0.64		0.64
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	382		2277	962		2277
v/s Ratio Prot	c0.18		0.31			c0.58
v/s Ratio Perm				0.02		
v/c Ratio	0.84		0.48	0.03		0.91
Uniform Delay, d1	21.4		5.2	3.7		8.7
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	14.7		0.2	0.0		5.7
Delay (s)	36.1		5.4	3.7		14.4
Level of Service	D		A	A		B
Approach Delay (s)	36.1		5.3			14.4
Approach LOS	D		A			B
Intersection Summary						
HCM Average Control Delay	13.5		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.89					
Actuated Cycle Length (s)	57.2		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	76.5%		ICU Level of Service		D	
Analysis Period (min)	15					
c Critical Lane Group						

CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.95	1.00	1.00	0.92	1.00	0.99	
Flpb, ped/bikes	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1717	1820		1593	1676	1360	1770	3539	1462	1770	3430	
Flt Permitted	0.68	1.00		0.09	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1238	1820		146	1676	1360	1770	3539	1462	1770	3430	
Volume (vph)	91	306	41	51	91	50	22	372	599	125	385	61
Peak-hour factor, PHF	0.25	0.25	0.25	0.81	0.81	0.81	0.98	0.98	0.98	0.93	0.93	0.93
Adj. Flow (vph)	364	1224	164	63	112	62	22	380	611	134	414	66
RTOR Reduction (vph)	0	6	0	0	0	31	0	0	25	0	13	0
Lane Group Flow (vph)	364	1382	0	63	112	31	22	380	586	134	467	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm		Perm	Prot		Perm	Prot		
Protected Phases	4			8		8	5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	46.0	46.0		46.0	46.0	46.0	2.0	29.4	29.4	5.0	32.4	
Effective Green, g (s)	46.0	46.0		46.0	46.0	46.0	2.0	29.4	29.4	5.0	32.4	
Actuated g/C Ratio	0.50	0.50		0.50	0.50	0.50	0.02	0.32	0.32	0.05	0.35	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	616	906		73	834	677	38	1126	465	96	1203	
v/s Ratio Prot	c0.76			0.07			0.01	0.11		c0.08	c0.14	
v/s Ratio Perm	0.29			0.43		0.02			c0.40			
v/c Ratio	0.59	1.53		0.86	0.13	0.05	0.58	0.34	1.26	1.40	0.39	
Uniform Delay, d1	16.5	23.2		20.4	12.5	11.9	44.8	24.1	31.5	43.7	22.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.5	242.3		60.7	0.1	0.0	19.6	0.2	133.3	229.5	0.2	
Delay (s)	18.0	265.5		81.2	12.6	11.9	64.4	24.2	164.8	273.2	22.8	
Level of Service	B	F		F	B	B	E	C	F	F	C	
Approach Delay (s)	214.1			30.6			109.9			77.4		
Approach LOS	F			C			F			E		
Intersection Summary												
HCM Average Control Delay	149.7			HCM Level of Service				F				
HCM Volume to Capacity ratio	1.47											
Actuated Cycle Length (s)	92.4			Sum of lost time (s)				16.0				
Intersection Capacity Utilization	74.8%			ICU Level of Service				D				
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Sign Control	Free	Free			Stop	
Grade	0%	0%	0%		0%	
Volume (veh/h)	0	154	116	0	113	151
Peak Hour Factor	0.93	0.93	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	0	166	127	0	126	168
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					TWLTL	
Median storage (veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	147				333	167
vC1, stage 1 conf vol					147	
vC2, stage 2 conf vol					186	
vCu, unblocked vol	147				333	167
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				82	80
cM capacity (veh/h)	1410				679	848
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	166	127	126	168		
Volume Left	0	0	126	0		
Volume Right	0	0	0	168		
cSH	1700	1700	679	848		
Volume to Capacity	0.10	0.07	0.18	0.20		
Queue Length 95th (ft)	0	0	17	18		
Control Delay (s)	0.0	0.0	11.5	10.3		
Lane LOS			B	B		
Approach Delay (s)	0.0	0.0	10.8			
Approach LOS			B			
Intersection Summary						
Average Delay			5.4			
Intersection Capacity Utilization			28.6%		ICU Level of Service	A
Analysis Period (min)			15			

CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2030 1 Carrier
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.25	0.25	0.25	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			20			40	40	40	40	40	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			20			40	40	40	40	40	40
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1570			1570			909	824	997	909	824	997
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	0	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			23.1%		ICU Level of Service					A		
Analysis Period (min)			15									

CVN Homeport at NBC
1: First St & Alameda Blvd

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

	→	↗	↖	←	↙	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↙	↘
Sign Control	Stop			Stop	Stop	
Volume (vph)	89	64	5	832	638	5
Peak Hour Factor	0.78	0.78	0.73	0.73	0.84	0.84
Hourly flow rate (vph)	114	82	7	1140	760	6
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	114	82	1147	760	6	
Volume Left (vph)	0	0	7	760	0	
Volume Right (vph)	0	82	0	0	6	
Hadj (s)	0.03	-0.67	0.04	0.53	-0.67	
Departure Headway (s)	7.6	6.9	6.6	7.3	6.1	
Degree Utilization, x	0.24	0.16	2.10	1.55	0.01	
Capacity (veh/h)	467	514	552	495	576	
Control Delay (s)	11.8	10.0	517.7	274.9	8.0	
Approach Delay (s)	11.0		517.7	272.8		
Approach LOS	B		F	F		
Intersection Summary						
Delay			381.7			
HCM Level of Service			F			
Intersection Capacity Utilization			89.8%	ICU Level of Service	E	
Analysis Period (min)			15			

CVN Homeport at NBC
2: Third St & Alameda Blvd





















2030 2 Carriers
Timing Plan: AM PEAK-HOUR

	↗	→	↘	↖	←	↙	↘	↙	↘	↙	↘	↙	↘
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↗↘↙		↙	↗				↙	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0			4.0					4.0
Lane Util. Factor					0.91			1.00					1.00
Flpb, ped/bikes					0.99			1.00					0.97
Flpb, ped/bikes					1.00			0.97					1.00
Frt					0.99			1.00					0.94
Flt Protected					1.00			0.95					1.00
Satd. Flow (prot)					4990			1711					1714
Flt Permitted					1.00			0.51					1.00
Satd. Flow (perm)					4990			924					1714
Volume (vph)	0	0	0	17	3829	300	213	53	0	0	56	39	
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.86	0.86	0.86	0.59	0.59	0.59	0.59
Adj. Flow (vph)	0	0	0	19	4302	337	248	62	0	0	95	66	
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	4652	0	248	62	0	0	161	0	0
Confl. Peds. (#/hr)				20		20		20		20		20	
Turn Type					Perm			Perm					
Protected Phases						8		2				6	
Permitted Phases					8			2					
Actuated Green, G (s)						101.0		31.0		31.0		31.0	
Effective Green, g (s)						101.0		31.0		31.0		31.0	
Actuated g/C Ratio						0.72		0.22		0.22		0.22	
Clearance Time (s)						4.0		4.0		4.0		4.0	
Vehicle Extension (s)						3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)						3600		205		413		380	
v/s Ratio Prot								0.03				0.09	
v/s Ratio Perm						0.93		c0.27					
v/c Ratio						1.29		1.21		0.15		0.42	
Uniform Delay, d1						19.5		54.5		43.9		46.8	
Progression Factor						1.00		1.00		1.00		1.00	
Incremental Delay, d2						133.6		130.9		0.2		0.8	
Delay (s)						153.1		185.4		44.1		47.6	
Level of Service						F		F		D		D	
Approach Delay (s)		0.0			153.1			157.1				47.6	
Approach LOS		A			F			F				D	
Intersection Summary													
HCM Average Control Delay					150.1			HCM Level of Service		F			
HCM Volume to Capacity ratio					1.27								
Actuated Cycle Length (s)					140.0			Sum of lost time (s)		8.0			
Intersection Capacity Utilization					112.6%			ICU Level of Service		H			
Analysis Period (min)					15								

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd










2030 2 Carriers
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  								  		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frpb, ped/bikes		0.99						0.99		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		0.99	1.00	
Frt		0.97						0.96		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4912						1782		1759	1863	
Flt Permitted		1.00						1.00		0.49	1.00	
Satd. Flow (perm)		4912						1782		910	1863	
Volume (vph)	15	507	111	0	0	0	0	223	85	50	63	0
Peak-hour factor, PHF	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73
Adj. Flow (vph)	17	576	126	0	0	0	0	275	105	68	86	0
RTOR Reduction (vph)	0	81	0	0	0	0	0	36	0	0	0	0
Lane Group Flow (vph)	0	638	0	0	0	0	0	344	0	68	86	0
Confl. Peds. (#/hr)	20		20	20			20	20		20		20
Turn Type	Perm						Perm					
Protected Phases	4						2					
Permitted Phases	4						6					
Actuated Green, G (s)	10.2						10.5					
Effective Green, g (s)	10.2						10.5					
Actuated g/C Ratio	0.36						0.37					
Clearance Time (s)	4.0						4.0					
Vehicle Extension (s)	3.0						3.0					
Lane Grp Cap (vph)	1746						652					
v/s Ratio Prot							c0.19					
v/s Ratio Perm	0.13						0.07					
v/c Ratio	0.37						0.53					
Uniform Delay, d1	6.9						7.2					
Progression Factor	1.00						1.00					
Incremental Delay, d2	0.1						0.8					
Delay (s)	7.0						7.9					
Level of Service	A						A					
Approach Delay (s)	7.0						7.9					
Approach LOS	A						A					
Intersection Summary												
HCM Average Control Delay	7.2			HCM Level of Service					A			
HCM Volume to Capacity ratio	0.45											
Actuated Cycle Length (s)	28.7			Sum of lost time (s)					8.0			
Intersection Capacity Utilization	112.6%			ICU Level of Service					H			
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	67	998	32	63	6
Peak Hour Factor	0.62	0.62	0.87	0.87	0.76	0.76
Hourly flow rate (vph)	0	108	1147	37	83	8
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1204				1314	1206
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1204				1314	1206
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				51	96
cM capacity (veh/h)	570				169	216
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	108	1184	91			
Volume Left	0	0	83			
Volume Right	0	37	8			
cSH	570	1700	172			
Volume to Capacity	0.00	0.70	0.53			
Queue Length 95th (ft)	0	0	66			
Control Delay (s)	0.0	0.0	47.2			
Lane LOS	E					
Approach Delay (s)	0.0	0.0	47.2			
Approach LOS	E					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization	69.7%			ICU Level of Service	C	
Analysis Period (min)			15			

CVN Homeport at NBC
5: First St & D Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	129	0	4	855	0	1	0	4	0	2	1
Peak Hour Factor	0.76	0.76	0.76	0.79	0.79	0.79	0.62	0.62	0.62	0.25	0.25	0.25
Hourly flow rate (vph)	0	170	0	5	1082	0	2	0	6	0	8	4
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					442							
pX, platoon unblocked	0.53						0.53	0.53		0.53	0.53	0.53
vC, conflicting volume	1102			190			1310	1302	210	1309	1302	1122
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1194			190			1587	1572	210	1584	1572	1231
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			96	100	99	100	86	96
cM capacity (veh/h)	304			1361			37	56	803	43	56	110
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	170	1087	8	12								
Volume Left	0	5	2	0								
Volume Right	0	0	6	4								
cSH	304	1361	157	67								
Volume to Capacity	0.00	0.00	0.05	0.18								
Queue Length 95th (ft)	0	0	4	15								
Control Delay (s)	0.0	0.1	29.2	70.0								
Lane LOS		A	D	F								
Approach Delay (s)	0.0	0.1	29.2	70.0								
Approach LOS			D	F								
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization		63.0%		ICU Level of Service				B				
Analysis Period (min)		15										
















CVN Homeport at NBC
6: Third St & D Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control		Free		Free				Stop			Stop	
Grade		0%		0%				0%			0%	
Volume (veh/h)	0	0	0	35	4226	0	50	17	0	0	59	2
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.62	0.62	0.62	0.44	0.44	0.44
Hourly flow rate (vph)	0	0	0	38	4644	0	81	27	0	0	134	5
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					432							
pX, platoon unblocked	0.31						0.31	0.31		0.31	0.31	0.31
vC, conflicting volume	4664			20			1736	4761	40	4775	4761	1588
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	8383			20			0	8697	40	8741	8697	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			0	0	100	0	0	99
cM capacity (veh/h)	0			1568			0	0	989	0	0	330
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	1199	2322	1161	108	139							
Volume Left	38	0	0	81	0							
Volume Right	0	0	0	0	5							
cSH	1568	1700	1700	0	0							
Volume to Capacity	0.02	1.37	0.68	Err	Err							
Queue Length 95th (ft)	2	0	0	Err	Err							
Control Delay (s)	0.8	0.0	0.0	Err	Err							
Lane LOS	A			F	F							
Approach Delay (s)	0.2			Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization		103.0%		ICU Level of Service				G				
Analysis Period (min)		15										

















CVN Homeport at NBC
7: Fourth St & D Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Volume (veh/h)	2	899	7	0	0	0	0	66	19	23	66	0	
Peak Hour Factor	0.86	0.86	0.86	0.25	0.25	0.25	0.69	0.69	0.69	0.44	0.44	0.44	
Hourly flow rate (vph)	2	1045	8	0	0	0	0	96	28	52	150	0	
Pedestrians		20			20			20			20		
Lane Width (ft)		12.0			0.0			12.0			12.0		
Walking Speed (ft/s)		4.0			4.0			4.0			4.0		
Percent Blockage		2			0			2			2		
Right turn flare (veh)													
Median type								None			None		
Median storage veh)													
Upstream signal (ft)					434								
pX, platoon unblocked													
vC, conflicting volume	20			1073				1169	1094	393	468	1098	40
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	20			1073				1169	1094	393	468	1098	40
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100				100	53	95	81	27	100
cM capacity (veh/h)	1568			634				56	205	596	278	204	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1								
Volume Total	264	523	269	123	202								
Volume Left	2	0	0	0	52								
Volume Right	0	0	8	28	0								
cSH	1568	1700	1700	240	219								
Volume to Capacity	0.00	0.31	0.16	0.51	0.92								
Queue Length 95th (ft)	0	0	0	67	193								
Control Delay (s)	0.1	0.0	0.0	34.7	88.6								
Lane LOS	A			D	F								
Approach Delay (s)	0.0			34.7	88.6								
Approach LOS				D	F								
Intersection Summary													
Average Delay	16.1												
Intersection Capacity Utilization	37.9%			ICU Level of Service			A						
Analysis Period (min)	15												












CVN Homeport at NBC
8: Sixth St & D Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	   											
Sign Control	Stop											
Volume (vph)	4	40	19	15	94	11	20	52	14	16	52	6
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.51	0.51	0.51
Hourly flow rate (vph)	5	48	23	18	111	13	22	58	16	31	102	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	75	141	96	145								
Volume Left (vph)	5	18	22	31								
Volume Right (vph)	23	13	16	12								
Hadj (s)	-0.13	0.00	-0.02	0.03								
Departure Headway (s)	4.5	4.6	4.6	4.6								
Degree Utilization, x	0.09	0.18	0.12	0.18								
Capacity (veh/h)	738	739	741	743								
Control Delay (s)	8.0	8.6	8.2	8.6								
Approach Delay (s)	8.0	8.6	8.2	8.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.4											
HCM Level of Service	A											
Intersection Capacity Utilization	28.5%											
ICU Level of Service	A											
Analysis Period (min)	15											

CVN Homeport at NBC
9: First St & Orange Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.97		1.00	1.00	1.00	0.95
Flpb, ped/bikes	1.00		0.99	1.00	0.97	1.00
Frt	0.89		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1450		1569	1676	1543	1353
Flt Permitted	1.00		0.64	1.00	0.95	1.00
Satd. Flow (perm)	1450		1064	1676	1543	1353
Volume (vph)	22	108	97	279	578	26
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	29	144	109	313	722	32
RTOR Reduction (vph)	110	0	0	0	0	13
Lane Group Flow (vph)	63	0	109	313	722	19
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2 2	
Actuated Green, G (s)	12.0		12.0	12.0	30.3	30.3
Effective Green, g (s)	12.0		12.0	12.0	30.3	30.3
Actuated g/C Ratio	0.24		0.24	0.24	0.60	0.60
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	346		254	400	929	815
v/s Ratio Prot	0.04		c0.19			
v/s Ratio Perm			0.10		c0.47	0.01
v/c Ratio	0.18		0.43	0.78	0.78	0.02
Uniform Delay, d1	15.2		16.2	17.9	7.5	4.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		1.2	9.6	4.1	0.0
Delay (s)	15.5		17.4	27.5	11.6	4.0
Level of Service	B		B	C	B	A
Approach Delay (s)	15.5			24.9	11.3	
Approach LOS	B			C	B	
Intersection Summary						
HCM Average Control Delay		16.1		HCM Level of Service		B
HCM Volume to Capacity ratio		0.78				
Actuated Cycle Length (s)		50.3		Sum of lost time (s)		8.0
Intersection Capacity Utilization		58.7%		ICU Level of Service		B
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔↔↔		↔	↔↔			↔↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95	
Frpb, ped/bikes				1.00	0.99		1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Frt				1.00	0.98		1.00	1.00			0.98	
Flt Protected				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)				1522	4683		1770	3539			3457	
Flt Permitted				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (perm)				1522	4683		1770	3539			3457	
Volume (vph)	0	0	0	1918	3820	505	277	181	0	0	300	35
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	2019	4021	532	318	208	0	0	337	39
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	0	0	1607	4957	0	318	208	0	0	373	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Split		Prot						
Protected Phases				8	8	5		2	6			
Permitted Phases												
Actuated Green, G (s)				120.0	120.0	20.0		42.0	18.0			
Effective Green, g (s)				120.0	120.0	20.0		42.0	18.0			
Actuated g/C Ratio				0.71	0.71	0.12		0.25	0.11			
Clearance Time (s)				4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)				1074	3306	208		874	366			
v/s Ratio Prot				1.06	c1.06	c0.18		0.06	c0.11			
v/s Ratio Perm												
v/c Ratio				1.50	1.50	1.53		0.24	1.02			
Uniform Delay, d1				25.0	25.0	75.0		51.2	76.0			
Progression Factor				1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2				228.3	226.3	260.8		0.1	52.2			
Delay (s)				253.3	251.3	335.8		51.3	128.2			
Level of Service				F	F	F		D	F			
Approach Delay (s)	0.0			251.8				223.3	128.2			
Approach LOS	A			F				F	F			
Intersection Summary												
HCM Average Control Delay	243.6			HCM Level of Service					F			
HCM Volume to Capacity ratio	1.45											
Actuated Cycle Length (s)	170.0			Sum of lost time (s)					12.0			
Intersection Capacity Utilization	131.6%			ICU Level of Service					H			
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
11: Fourth St & Orange Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑	↑	↑↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.91	1.00					0.91	0.91	0.97	0.95	
Frpb, ped/bikes		1.00	0.97					0.99	0.95	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					0.97	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5081	1531					3274	1376	3433	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5081	1531					3274	1376	3433	3539	
Volume (vph)	14	824	105	0	0	0	0	461	325	589	1695	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	16	958	122	0	0	0	0	512	361	620	1784	0
RTOR Reduction (vph)	0	0	19	0	0	0	0	12	19	0	0	0
Lane Group Flow (vph)	0	974	103	0	0	0	0	610	232	620	1784	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Perm	Prot			
Protected Phases	4	4						2		1	6	
Permitted Phases		4						2				
Actuated Green, G (s)		25.8	25.8					23.9	23.9	28.2	56.1	
Effective Green, g (s)		25.8	25.8					23.9	23.9	28.2	56.1	
Actuated g/C Ratio		0.29	0.29					0.27	0.27	0.31	0.62	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		1458	439					870	366	1077	2208	
v/s Ratio Prot		c0.19						0.19		0.18	c0.50	
v/s Ratio Perm			0.07						0.17			
v/c Ratio		0.67	0.23					0.70	0.63	0.58	0.81	
Uniform Delay, d1		28.3	24.5					29.8	29.1	25.8	12.8	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.2	0.3					2.6	3.6	0.7	2.3	
Delay (s)		29.4	24.8					32.4	32.7	26.6	15.1	
Level of Service		C	C					C	C	C	B	
Approach Delay (s)		28.9			0.0			32.5			18.1	
Approach LOS		C			A			C			B	
Intersection Summary												
HCM Average Control Delay		23.7		HCM Level of Service				C				
HCM Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		89.9		Sum of lost time (s)				8.0				
Intersection Capacity Utilization		131.6%		ICU Level of Service				H				
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑↑			↑↑	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	19	18	5	15	4	12	742	7	28	1838	31
Peak Hour Factor	0.73	0.73	0.73	0.58	0.58	0.58	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	8	26	25	9	26	7	13	807	8	30	1955	33
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.62	0.62	0.55	0.62	0.62	0.87	0.55			0.87		
vC, conflicting volume	2521	2912	1034	1951	2924	447	2008			834		
vC1, stage 1 conf vol	2051	2051			856	856						
vC2, stage 2 conf vol	469	860		1095	2068							
vCu, unblocked vol	2224	2859	252	1301	2879	220	2015			664		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	70	44	94	93	21	99	91			96		
cM capacity (veh/h)	27	47	399	119	33	661	152			790		
Direction, Lane #												
Volume Total	59	41	416	411	1007	1011						
Volume Left	8	9	13	0	30	0						
Volume Right	25	7	0	8	0	33						
cSH	64	47	152	1700	790	1700						
Volume to Capacity	0.92	0.87	0.09	0.24	0.04	0.59						
Queue Length 95th (ft)	110	90	7	0	3	0						
Control Delay (s)	197.0	227.7	4.4	0.0	1.1	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	197.0	227.7	2.2		0.6							
Approach LOS	F	F										
Intersection Summary												
Average Delay		8.1										
Intersection Capacity Utilization		86.8%		ICU Level of Service				E				
Analysis Period (min)		15										

CVN Homeport at NBC
13: Sixth St & Orange Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.98			0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.88		1.00	1.00		1.00	1.00	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1538			1431		1593	3338		1593	3344	
Flt Permitted		0.62			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		963			1420		1593	3338		1593	3344	
Volume (vph)	15	22	25	5	16	126	58	618	19	34	1787	41
Peak-hour factor, PHF	0.68	0.68	0.68	0.48	0.48	0.48	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	22	32	37	10	33	262	64	679	21	36	1881	43
RTOR Reduction (vph)	0	16	0	0	143	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	75	0	0	162	0	64	698	0	36	1923	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		17.8			17.8		6.9	43.3		35.6	72.0	
Effective Green, g (s)		17.8			17.8		6.9	43.3		35.6	72.0	
Actuated g/C Ratio		0.16			0.16		0.06	0.40		0.33	0.66	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		158			233		101	1330		522	2215	
v/s Ratio Prot							0.04	c0.21		0.02	c0.57	
v/s Ratio Perm		0.08			c0.11							
v/c Ratio		0.48			0.70		0.63	0.52		0.07	0.87	
Uniform Delay, d1		41.2			42.9		49.7	24.9		25.1	14.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.2			8.7		12.3	0.4		0.1	3.9	
Delay (s)		43.5			51.6		61.9	25.2		25.2	18.5	
Level of Service		D			D		E	C		C	B	
Approach Delay (s)		43.5			51.6			28.3			18.6	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM Average Control Delay		24.9					HCM Level of Service			C		
HCM Volume to Capacity ratio		0.82										
Actuated Cycle Length (s)		108.7					Sum of lost time (s)			12.0		
Intersection Capacity Utilization		73.2%					ICU Level of Service			D		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1522			1536		1593	3339		1593	3338	
Flt Permitted		0.90			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1392			1470		1593	3339		1593	3338	
Volume (vph)	38	25	45	7	13	15	75	585	18	33	1551	52
Peak-hour factor, PHF	0.95	0.95	0.95	0.65	0.65	0.65	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	40	26	47	11	20	23	79	616	19	36	1704	57
RTOR Reduction (vph)	0	17	0	0	18	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	96	0	0	36	0	79	634	0	36	1760	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		11.1			11.1		9.3	65.9		4.3	60.9	
Effective Green, g (s)		11.1			11.1		9.3	65.9		4.3	60.9	
Actuated g/C Ratio		0.12			0.12		0.10	0.71		0.05	0.65	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		166			175		159	2358		73	2179	
v/s Ratio Prot							c0.05	0.19		0.02	c0.53	
v/s Ratio Perm		c0.07			0.02							
v/c Ratio		0.58			0.21		0.50	0.27		0.49	0.81	
Uniform Delay, d1		38.9			37.1		39.8	5.0		43.4	11.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.8			0.6		2.4	0.1		5.2	2.3	
Delay (s)		43.7			37.7		42.2	5.0		48.6	14.2	
Level of Service		D			D		D	A		D	B	
Approach Delay (s)		43.7			37.7			9.1			14.9	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM Average Control Delay		15.0					HCM Level of Service			B		
HCM Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		93.3					Sum of lost time (s)			12.0		
Intersection Capacity Utilization		74.7%					ICU Level of Service			D		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.96		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1594			1556		1593	3351		1593	3303	
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1594			1556		1593	3351		1593	3303	
Volume (vph)	43	21	9	7	6	6	23	540	7	15	1471	117
Peak-hour factor, PHF	0.68	0.68	0.68	0.62	0.62	0.62	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	63	31	13	11	10	10	25	581	8	16	1616	129
RTOR Reduction (vph)	0	4	0	0	9	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	103	0	0	22	0	25	588	0	16	1742	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4		4		8		5		2		1	6
Permitted Phases												
Actuated Green, G (s)		13.6			10.3		1.7	43.4		28.7	70.4	
Effective Green, g (s)		13.6			10.3		1.7	43.4		28.7	70.4	
Actuated g/C Ratio		0.12			0.09		0.02	0.39		0.26	0.63	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		194			143		24	1299		408	2076	
v/s Ratio Prot		c0.06			c0.01		c0.02	0.18		0.01	c0.53	
v/s Ratio Perm												
v/c Ratio		0.53			0.15		1.04	0.45		0.04	0.84	
Uniform Delay, d1		46.2			46.8		55.1	25.5		31.3	16.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.8			0.5		197.1	0.3		0.0	3.2	
Delay (s)		49.0			47.3		252.3	25.7		31.3	19.5	
Level of Service		D			D		F	C		C	B	
Approach Delay (s)		49.0			47.3			35.0			19.6	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM Average Control Delay		25.0										
HCM Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		112.0								16.0		
Intersection Capacity Utilization		64.8%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	↕			Free	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	0	0	20	0	6294	0	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.50	0.50	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	22	0	6841	0	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2322	6881	40	6881	6881	2300	20			6861		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2322	6881	40	6881	6881	2300	20			6861		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	29	100			100		
cM capacity (veh/h)	6	0	1005	0	0	30	1595			3		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	22	2737	2737	1368								
Volume Left	0	0	0	0								
Volume Right	22	0	0	0								
cSH	30	1700	1700	1700								
Volume to Capacity	0.71	1.61	1.61	0.80								
Queue Length 95th (ft)	59	0	0	0								
Control Delay (s)	263.7	0.0	0.0	0.0								
Lane LOS	F											
Approach Delay (s)	263.7	0.0										
Approach LOS	F											
Intersection Summary												
Average Delay		0.8										
Intersection Capacity Utilization		131.6%										
Analysis Period (min)		15										
ICU Level of Service										H		

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.88		1.00	1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes	1.00	0.92		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.98	1.00		0.98	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.99	1.00		1.00	1.00		1.00	1.00	
Flt Protected	0.97	1.00		0.97	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (prot)	1595	2434		1562	1593		3351	1593		3340	3340	
Flt Permitted	0.84	1.00		0.80	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (perm)	1385	2434		1292	1593		3351	1593		3340	3340	
Volume (vph)	14	9	121	22	8	2	917	517	7	16	1427	37
Peak-hour factor, PHF	0.82	0.82	0.82	0.64	0.64	0.64	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	17	11	148	34	12	3	965	544	7	17	1534	40
RTOR Reduction (vph)	0	0	131	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	28	17	0	47	0	965	551	0	17	1573	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm		Prot		Prot		Prot		Prot	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	17.4	17.4		17.4	68.9	121.7	3.4	56.2		3.4	56.2	
Effective Green, g (s)	17.4	17.4		17.4	68.9	121.7	3.4	56.2		3.4	56.2	
Actuated g/C Ratio	0.11	0.11		0.11	0.45	0.79	0.02	0.36		0.02	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	156	274		146	710	2640	35	1215		35	1215	
v/s Ratio Prot					c0.61	0.16	0.01	c0.47		0.01	c0.47	
v/s Ratio Perm	0.02	0.01		c0.04								
v/c Ratio	0.18	0.06		0.32	1.36	0.21	0.49	1.29		0.49	1.29	
Uniform Delay, d1	62.1	61.2		63.1	42.8	4.2	74.7	49.1		74.7	49.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.1		1.3	170.7	0.0	10.2	138.7		10.2	138.7	
Delay (s)	62.6	61.3		64.4	213.5	4.2	84.9	187.9		84.9	187.9	
Level of Service	E	E		E	F	A	F	F		F	F	
Approach Delay (s)	61.5			64.4	137.4			186.8				
Approach LOS	E			E	F			F				
Intersection Summary												
HCM Average Control Delay	155.9				HCM Level of Service		F					
HCM Volume to Capacity ratio	1.21											
Actuated Cycle Length (s)	154.5				Sum of lost time (s)		12.0					
Intersection Capacity Utilization	116.0%				ICU Level of Service		H					
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	1274	167	0	0	6278	0	0	241	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.84	0.84	0.84	0.25	0.25	0.25
Hourly flow rate (vph)	0	1464	192	0	0	6679	0	0	287	0	0	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			0.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			0		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			1676			1600	1600	624	815	1696	40
vC1, stage 1 conf vol							1580	1580		20	20	
vC2, stage 2 conf vol							20	20		795	1676	
vCu, unblocked vol	20			1676			1600	1600	624	815	1696	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	31	100	100	100
cM capacity (veh/h)	1595			372			75	109	414	71	98	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	586	586	485	2226	2226	2226	287					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	192	2226	2226	2226	287					
cSH	1700	1700	1700	1700	1700	1700	414					
Volume to Capacity	0.34	0.34	0.29	1.31	1.31	1.31	0.69					
Queue Length 95th (ft)	0	0	0	0	0	0	128					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	31.1					
Lane LOS							D					
Approach Delay (s)	0.0			0.0			31.1					
Approach LOS							D					
Intersection Summary												
Average Delay	1.0											
Intersection Capacity Utilization	151.7%			ICU Level of Service			H					
Analysis Period (min)	15											

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	637	140	32	3	0	273
Peak Hour Factor	0.87	0.87	0.80	0.80	0.81	0.81
Hourly flow rate (vph)	732	161	40	4	0	337
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	64				1707	82
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64				1707	82
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	52				100	64
cM capacity (veh/h)	1513				50	946
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	893	44	337			
Volume Left	732	0	0			
Volume Right	0	4	337			
cSH	1513	1700	946			
Volume to Capacity	0.48	0.03	0.36			
Queue Length 95th (ft)	68	0	41			
Control Delay (s)	8.8	0.0	10.9			
Lane LOS	A		B			
Approach Delay (s)	8.8	0.0	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay		9.0				
Intersection Capacity Utilization		74.8%		ICU Level of Service	D	
Analysis Period (min)		15				

CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.95		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1582		3249		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1582		3249		3362	
Volume (vph)	306	19	1466	666	0	1537
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.77	0.77
Adj. Flow (vph)	369	23	1611	732	0	1996
RTOR Reduction (vph)	2	0	33	0	0	0
Lane Group Flow (vph)	390	0	2310	0	0	1996
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	36.0		106.0			116.0
Effective Green, g (s)	36.0		106.0			116.0
Actuated g/C Ratio	0.22		0.66			0.72
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	356		2152			2437
v/s Ratio Prot	c0.25		c0.71			c0.59
v/s Ratio Perm						
v/c Ratio	1.10		1.07			0.82
Uniform Delay, d1	62.0		27.0			14.9
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	76.3		42.6			2.3
Delay (s)	138.3		69.6			17.2
Level of Service	F		E			B
Approach Delay (s)	138.3		69.6			17.2
Approach LOS	F		E			B
Intersection Summary						
HCM Average Control Delay		53.2		HCM Level of Service	D	
HCM Volume to Capacity ratio		1.08				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)	12.0	
Intersection Capacity Utilization		87.3%		ICU Level of Service	E	
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↑	↓			↑	↓	↑	↓
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	1467	36	0	6277	602	0	0	461	0	0	5
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.90	0.90	0.90	0.94	0.94	0.94
Hourly flow rate (vph)	0	5868	144	0	6823	654	0	0	512	0	0	5
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	7497			6032			8260	13457	2068	9146	13202	2641
vC1, stage 1 conf vol							5960	5960		7170	7170	
vC2, stage 2 conf vol							2300	7497		1976	6032	
vCu, unblocked vol	7497			6032			8260	13457	2068	9146	13202	2641
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	77	100	100	69
cM capacity (veh/h)	1			6			0	0	2217	0	0	17
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	2347	2347	1318	2729	2729	2019	512	5				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	144	0	0	654	512	5				
cSH	1700	1700	1700	1700	1700	1700	2217	17				
Volume to Capacity	1.38	1.38	0.78	1.61	1.61	1.19	0.23	0.31				
Queue Length 95th (ft)	0	0	0	0	0	0	22	21				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	7.1	289.7				
Lane LOS							A	F				
Approach Delay (s)	0.0			0.0			7.1	289.7				
Approach LOS							A	F				
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			149.7%			ICU Level of Service			H			
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↓	↑	↓	↓	↑	↓	↓	↑	↓	↓	↑	↓
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	0.76		1.00	0.95	1.00	0.89	1.00	0.99		
Flpb, ped/bikes	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	0.85	1.00	0.85	1.00	0.94		
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1206		1856	1507	1770	3539	1403	1770	3284	
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1206		1856	1507	1770	3539	1403	1770	3284	
Volume (vph)	32	35	14	6	85	171	209	1805	4	412	719	468
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83	0.33	0.33	0.33
Adj. Flow (vph)	36	39	16	7	93	188	252	2175	5	1248	2179	1418
RTOR Reduction (vph)	0	0	16	0	0	165	0	0	1	0	62	0
Lane Group Flow (vph)	36	39	0	0	100	23	252	2175	4	1248	3535	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	4.0	4.0		18.5	18.5	13.0	57.2	57.2	58.1	102.3	
Effective Green, g (s)	4.0	4.0	4.0		18.5	18.5	13.0	57.2	57.2	58.1	102.3	
Actuated g/C Ratio	0.03	0.03	0.03		0.12	0.12	0.08	0.37	0.37	0.38	0.67	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	46	48	31		223	181	150	1316	522	669	2184	
v/s Ratio Prot	0.02	c0.02			c0.05		0.14	0.61		c0.71	c1.08	
v/s Ratio Perm			0.00			0.02			0.00			
v/c Ratio	0.78	0.81	0.01		0.45	0.12	1.68	1.65	0.01	1.87	1.62	
Uniform Delay, d1	74.5	74.5	73.0		62.9	60.4	70.4	48.3	30.4	47.9	25.8	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	57.8	64.2	0.2		1.4	0.3	333.2	297.2	0.0	395.2	280.5	
Delay (s)	132.2	138.7	73.2		64.3	60.7	403.6	345.5	30.4	443.0	306.3	
Level of Service	F	F	E		E	E	F	F	C	F	F	
Approach Delay (s)		124.6			62.0			350.8			341.5	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM Average Control Delay			331.4			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.53									
Actuated Cycle Length (s)			153.8			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			97.7%			ICU Level of Service			F			
Analysis Period (min)			15									

c Critical Lane Group

CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2030 2 Carriers
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	0.99		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.96		1.00	1.00		1.00
Satd. Flow (prot)	1745		3539	1505		3539
Flt Permitted	0.96		1.00	1.00		1.00
Satd. Flow (perm)	1745		3539	1505		3539
Volume (vph)	43	3	2017	430	0	718
Peak-hour factor, PHF	0.84	0.84	0.90	0.90	0.94	0.94
Adj. Flow (vph)	51	4	2241	478	0	764
RTOR Reduction (vph)	4	0	0	102	0	0
Lane Group Flow (vph)	51	0	2241	376	0	764
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	2.3		38.0	38.0		38.0
Effective Green, g (s)	2.3		38.0	38.0		38.0
Actuated g/C Ratio	0.05		0.79	0.79		0.79
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	83		2784	1184		2784
v/s Ratio Prot	c0.03		c0.63			0.22
v/s Ratio Perm				0.25		
v/c Ratio	0.62		0.80	0.32		0.27
Uniform Delay, d1	22.6		3.0	1.5		1.4
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	12.9		1.8	0.2		0.1
Delay (s)	35.4		4.8	1.6		1.5
Level of Service	D		A	A		A
Approach Delay (s)	35.4		4.2			1.5
Approach LOS	D		A			A
Intersection Summary						
HCM Average Control Delay		4.1		HCM Level of Service		A
HCM Volume to Capacity ratio		0.79				
Actuated Cycle Length (s)		48.3		Sum of lost time (s)		8.0
Intersection Capacity Utilization		70.6%		ICU Level of Service		C
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2030 2 Carriers
Timing Plan: AM PEAK-HOUR







Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↗	↖	↗	↖	↖	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	0.98	1.00		1.00	1.00	1.00	0.98	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1737	1734		1593	1676	1378	1741	3539	1496	1770	3420	
Flt Permitted	0.69	1.00		0.14	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1261	1734		238	1676	1378	1741	3539	1496	1770	3420	
Volume (vph)	53	120	74	51	86	40	12	115	210	127	433	85
Peak-hour factor, PHF	0.25	0.25	0.25	0.83	0.83	0.83	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	212	480	296	61	104	48	13	125	228	132	451	89
RTOR Reduction (vph)	0	31	0	0	0	24	0	0	181	0	24	0
Lane Group Flow (vph)	212	745	0	61	104	24	13	125	47	132	516	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm		Perm	Prot	Perm		Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	28.2	28.2		28.2	28.2	28.2	0.6	11.8	11.8	5.1	16.3	
Effective Green, g (s)	28.2	28.2		28.2	28.2	28.2	0.6	11.8	11.8	5.1	16.3	
Actuated g/C Ratio	0.49	0.49		0.49	0.49	0.49	0.01	0.21	0.21	0.09	0.29	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	623	856		118	828	681	18	731	309	158	976	
v/s Ratio Prot		c0.43			0.06		0.01	0.04		c0.07	c0.15	
v/s Ratio Perm	0.17			0.26		0.02			0.03			
v/c Ratio	0.34	0.87		0.52	0.13	0.03	0.72	0.17	0.15	0.84	0.53	
Uniform Delay, d1	8.8	12.8		9.8	7.8	7.4	28.2	18.6	18.6	25.6	17.2	
Progression Factor	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	9.4		3.8	0.1	0.0	87.1	0.1	0.2	30.0	0.5	
Delay (s)	9.1	22.2		13.6	7.9	7.5	115.2	18.7	18.8	55.6	17.7	
Level of Service	A	C		B	A	A	F	B	B	E	B	
Approach Delay (s)		19.4			9.4			22.2			25.1	
Approach LOS		B			A			C			C	
Intersection Summary												
HCM Average Control Delay		20.6		HCM Level of Service				C				
HCM Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		57.1		Sum of lost time (s)				8.0				
Intersection Capacity Utilization		44.4%		ICU Level of Service				A				
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC

25: National Ave & SR-75 Off-Ramp

2030 2 Carriers

Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	78	109	0	20	112
Peak Hour Factor	0.88	0.88	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	0	89	114	0	23	130
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLTL		
Median storage (veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	134				242	154
vC1, stage 1 conf vol					134	
vC2, stage 2 conf vol					109	
vCu, unblocked vol	134				242	154
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	85
cM capacity (veh/h)	1427				735	863
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	89	114	23	130		
Volume Left	0	0	23	0		
Volume Right	0	0	0	130		
cSH	1700	1700	735	863		
Volume to Capacity	0.05	0.07	0.03	0.15		
Queue Length 95th (ft)	0	0	2	13		
Control Delay (s)	0.0	0.0	10.1	9.9		
Lane LOS			B	A		
Approach Delay (s)	0.0	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization			27.1%	ICU Level of Service	A	
Analysis Period (min)			15			

CVN Homeport at NBC

26: Glorietta Blvd & Tenth St

2030 2 Carriers

Timing Plan: AM PEAK-HOUR

Intersection Sign configuration not allowed in HCM analysis.

CVN Homeport at NBC
1: First St & Alameda Blvd

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	1014	694	40	86	66	0
Peak Hour Factor	0.89	0.89	0.84	0.84	0.86	0.86
Hourly flow rate (vph)	1139	780	48	102	77	0
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	1139	780	150	77	0	
Volume Left (vph)	0	0	48	77	0	
Volume Right (vph)	0	780	0	0	0	
Hadj (s)	0.03	-0.67	0.10	0.53	0.00	
Departure Headway (s)	5.0	4.3	5.6	7.8	7.2	
Degree Utilization, x	1.59	0.93	0.23	0.17	0.00	
Capacity (veh/h)	709	832	637	451	496	
Control Delay (s)	283.3	36.1	10.2	11.1	9.0	
Approach Delay (s)	182.9		10.2	11.1		
Approach LOS	F		B	B		
Intersection Summary						
Delay	164.6					
HCM Level of Service	F					
Intersection Capacity Utilization	68.4%					
ICU Level of Service	C					
Analysis Period (min)	15					

CVN Homeport at NBC
2: Third St & Alameda Blvd


















2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕		↖	↗			↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					0.91		1.00	1.00				1.00
Frpb, ped/bikes					1.00		1.00	1.00				1.00
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					0.99		1.00	1.00				1.00
Flt Protected					0.99		0.95	1.00				1.00
Satd. Flow (prot)					4987		1763	1863				1855
Flt Permitted					0.99		0.20	1.00				1.00
Satd. Flow (perm)					4987		367	1863				1855
Volume (vph)	0	0	0	145	654	35	58	60	0	0	628	17
Peak-hour factor, PHF	0.25	0.25	0.25	0.91	0.91	0.91	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	159	719	38	72	75	0	0	698	19
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	906	0	72	75	0	0	715	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type				Perm			Perm					
Protected Phases				8			2			6		
Permitted Phases	8						2					
Actuated Green, G (s)				13.2			20.2			20.2		
Effective Green, g (s)				13.2			20.2			20.2		
Actuated g/C Ratio				0.32			0.49			0.49		
Clearance Time (s)				4.0			4.0			4.0		
Vehicle Extension (s)				3.0			3.0			3.0		
Lane Grp Cap (vph)	1590			179			909			905		
v/s Ratio Prot							0.04			c0.39		
v/s Ratio Perm				0.18			0.20					
v/c Ratio				0.57			0.40			0.79		
Uniform Delay, d1				11.7			6.8			8.8		
Progression Factor				1.00			1.00			1.00		
Incremental Delay, d2				0.5			1.5			0.7		
Delay (s)				12.2			8.2			13.6		
Level of Service				B			A			B		
Approach Delay (s)	0.0			12.2			6.9			13.6		
Approach LOS	A			B			A			B		
Intersection Summary												
HCM Average Control Delay	12.3			HCM Level of Service			B					
HCM Volume to Capacity ratio	0.70											
Actuated Cycle Length (s)	41.4			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	119.8%			ICU Level of Service			H					
Analysis Period (min)	15											
c Critical Lane Group												

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd










2030 2 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frpb, ped/bikes		0.98						0.97		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		1.00	1.00	
Frt		0.97						0.94		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4842						1694		1770	1863	
Flt Permitted		1.00						1.00		0.95	1.00	
Satd. Flow (perm)		4842						1694		1770	1863	
Volume (vph)	24	2904	634	0	0	0	0	96	78	483	329	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	26	3157	689	0	0	0	0	113	92	531	362	0
RTOR Reduction (vph)	0	21	0	0	0	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	3851	0	0	0	0	0	195	0	531	362	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm						Prot					
Protected Phases	4						2		1		6	
Permitted Phases	4											
Actuated Green, G (s)	93.0						18.0		37.0		59.0	
Effective Green, g (s)	93.0						18.0		37.0		59.0	
Actuated g/C Ratio	0.58						0.11		0.23		0.37	
Clearance Time (s)	4.0						4.0		4.0		4.0	
Vehicle Extension (s)	3.0						3.0		3.0		3.0	
Lane Grp Cap (vph)	2814						191		409		687	
v/s Ratio Prot							c0.12		c0.30		0.19	
v/s Ratio Perm	0.80											
v/c Ratio	1.37						1.02		1.30		0.53	
Uniform Delay, d1	33.5						71.0		61.5		39.6	
Progression Factor	1.00						1.00		1.00		1.00	
Incremental Delay, d2	168.1						71.0		151.2		0.7	
Delay (s)	201.6						142.0		212.7		40.3	
Level of Service	F						F		F		D	
Approach Delay (s)	201.6						0.0		142.0		142.8	
Approach LOS	F						A		F		F	
Intersection Summary												
HCM Average Control Delay	188.6						HCM Level of Service			F		
HCM Volume to Capacity ratio	1.31											
Actuated Cycle Length (s)	160.0						Sum of lost time (s)			12.0		
Intersection Capacity Utilization	119.8%						ICU Level of Service			H		
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	790	298	38	197	12
Peak Hour Factor	0.93	0.93	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	1	849	368	47	270	16
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	435				1283	431
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	435				1283	431
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				0	97
cM capacity (veh/h)	1106				176	603
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	851	415	286			
Volume Left	1	0	270			
Volume Right	0	47	16			
cSH	1106	1700	183			
Volume to Capacity	0.00	0.24	1.56			
Queue Length 95th (ft)	0	0	466			
Control Delay (s)	0.0	0.0	323.1			
Lane LOS	A		F			
Approach Delay (s)	0.0	0.0	323.1			
Approach LOS			F			
Intersection Summary						
Average Delay			59.6			
Intersection Capacity Utilization	61.6%			ICU Level of Service	B	
Analysis Period (min)	15					

CVN Homeport at NBC
5: First St & D Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	1168	0	82	304	2	3	2	19	2	2	0
Peak Hour Factor	0.77	0.77	0.77	0.89	0.89	0.89	0.75	0.75	0.75	0.42	0.42	0.42
Hourly flow rate (vph)	0	1517	0	92	342	2	4	3	25	5	5	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)				442								
pX, platoon unblocked	0.96						0.96	0.96		0.96	0.96	0.96
vC, conflicting volume	364			1537			2086	2085	1557	2111	2084	383
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	340			1537			2127	2125	1557	2152	2124	360
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			78			84	93	81	76	87	100
cM capacity (veh/h)	1156			425			25	36	134	20	37	638
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1517	436	32	10								
Volume Left	0	92	4	5								
Volume Right	0	2	25	0								
cSH	1156	425	76	26								
Volume to Capacity	0.00	0.22	0.42	0.37								
Queue Length 95th (ft)	0	20	42	28								
Control Delay (s)	0.0	6.7	83.8	208.3								
Lane LOS		A	F	F								
Approach Delay (s)	0.0	6.7	83.8	208.3								
Approach LOS			F	F								
Intersection Summary												
Average Delay		3.8										
Intersection Capacity Utilization		100.3%		ICU Level of Service		G						
Analysis Period (min)		15										
















CVN Homeport at NBC
6: Third St & D Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕				↕
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	61	1084	22	17	52	0	0	85	10
Peak Hour Factor	0.25	0.25	0.25	0.97	0.97	0.97	0.71	0.71	0.71	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	0	63	1118	23	24	73	0	0	127	15
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)				432								
pX, platoon unblocked												
vC, conflicting volume	1160			20			617	1306	40	1331	1295	424
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1160			20			617	1306	40	1331	1295	424
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			75	50	100	100	15	97
cM capacity (veh/h)	588			1568			98	147	989	63	150	569
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	342	559	302	97	142							
Volume Left	63	0	0	24	0							
Volume Right	0	0	23	0	15							
cSH	1568	1700	1700	131	162							
Volume to Capacity	0.04	0.33	0.18	0.74	0.87							
Queue Length 95th (ft)	3	0	0	107	153							
Control Delay (s)	1.6	0.0	0.0	86.6	96.5							
Lane LOS	A			F	F							
Approach Delay (s)	0.5			86.6	96.5							
Approach LOS				F	F							
Intersection Summary												
Average Delay		15.7										
Intersection Capacity Utilization		43.4%		ICU Level of Service		A						
Analysis Period (min)		15										

















CVN Homeport at NBC
7: Fourth St & D Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	3831	49	0	0	0	0	66	46	20	124	0
Peak Hour Factor	0.91	0.91	0.91	0.25	0.25	0.25	0.83	0.83	0.83	0.74	0.74	0.74
Hourly flow rate (vph)	2	4210	54	0	0	0	0	80	55	27	168	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			0			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					434							
pX, platoon unblocked												
vC, conflicting volume	20			4284				4365	4281	1470	1543	4308
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			4284				4365	4281	1470	1543	4308
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0
p0 queue free %	100			100				0	0	52	0	0
cM capacity (veh/h)	1568			33				0	2	114	0	2
												989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1							
Volume Total	1055	2105	1106	135	195							
Volume Left	2	0	0	0	27							
Volume Right	0	0	54	55	0							
cSH	1568	1700	1700	3	0							
Volume to Capacity	0.00	1.24	0.65	46.00	Err							
Queue Length 95th (ft)	0	0	0	Err	Err							
Control Delay (s)	0.0	0.0	0.0	Err	Err							
Lane LOS	A			F	F							
Approach Delay (s)	0.0			Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay	Err											
Intersection Capacity Utilization	97.5%											
ICU Level of Service	F											
Analysis Period (min)	15											

CVN Homeport at NBC
8: Sixth St & D Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	8	186	29	35	44	38	31	117	61	57	132	8
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	10	224	35	42	53	46	33	124	65	66	153	9
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	269	141	222	229								
Volume Left (vph)	10	42	33	66								
Volume Right (vph)	35	46	65	9								
Hadj (s)	-0.04	-0.10	-0.11	0.07								
Departure Headway (s)	5.4	5.5	5.3	5.5								
Degree Utilization, x	0.40	0.22	0.33	0.35								
Capacity (veh/h)	622	580	615	606								
Control Delay (s)	11.9	10.0	10.9	11.4								
Approach Delay (s)	11.9	10.0	10.9	11.4								
Approach LOS	B	B	B	B								
Intersection Summary												
Delay				11.2								
HCM Level of Service				B								
Intersection Capacity Utilization	48.5%			ICU Level of Service			A					
Analysis Period (min)				15								

CVN Homeport at NBC
9: First St & Orange Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→	↗	↖	←	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	0.98		1.00	1.00	1.00	0.95
Flpb, ped/bikes	1.00		1.00	1.00	0.97	1.00
Frt	0.90		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1466		1593	1676	1541	1352
Flt Permitted	1.00		0.13	1.00	0.95	1.00
Satd. Flow (perm)	1466		216	1676	1541	1352
Volume (vph)	271	914	269	195	193	171
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	352	1187	332	241	235	209
RTOR Reduction (vph)	200	0	0	0	0	159
Lane Group Flow (vph)	1339	0	332	241	235	50
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2	2
Actuated Green, G (s)	31.1		31.1	31.1	12.3	12.3
Effective Green, g (s)	31.1		31.1	31.1	12.3	12.3
Actuated g/C Ratio	0.61		0.61	0.61	0.24	0.24
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	887		131	1014	369	324
v/s Ratio Prot	0.91			0.14		
v/s Ratio Perm			c1.54		c0.15	0.04
v/c Ratio	1.51		2.53	0.24	0.64	0.15
Uniform Delay, d1	10.1		10.1	4.7	17.5	15.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	235.3		712.5	0.1	3.6	0.2
Delay (s)	245.4		722.6	4.8	21.1	15.7
Level of Service	F		F	A	C	B
Approach Delay (s)	245.4			420.7	18.6	
Approach LOS	F			F	B	
Intersection Summary						
HCM Average Control Delay		245.3			HCM Level of Service	F
HCM Volume to Capacity ratio		2.00				
Actuated Cycle Length (s)		51.4			Sum of lost time (s)	8.0
Intersection Capacity Utilization		108.9%			ICU Level of Service	G
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↗	↖			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0				
Lane Util. Factor				0.86	0.86		1.00	0.95				0.95
Flrb, ped/bikes				1.00	0.99		1.00	1.00				1.00
Flpb, ped/bikes				1.00	1.00		1.00	1.00				1.00
Frt				1.00	0.99		1.00	1.00				1.00
Flt Protected				0.95	0.98		0.95	1.00				1.00
Satd. Flow (prot)				1522	4630		1770	3539				3528
Flt Permitted				0.95	0.98		0.95	1.00				1.00
Satd. Flow (perm)				1522	4630		1770	3539				3528
Volume (vph)	0	0	0	1348	1049	187	110	310	0	0	1142	17
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	1404	1093	195	116	326	0	0	1298	19
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	702	1983	0	116	326	0	0	1316	0
Confl. Peds. (#/hr)			20	20		20	20		20	20		20
Turn Type	Split			Prot								
Protected Phases				8	8		5	2				6
Permitted Phases												
Actuated Green, G (s)				80.0	80.0		12.0	81.1				65.1
Effective Green, g (s)				80.0	80.0		12.0	81.1				65.1
Actuated g/C Ratio				0.47	0.47		0.07	0.48				0.38
Clearance Time (s)				4.0	4.0		4.0	4.0				4.0
Vehicle Extension (s)				3.0	3.0		3.0	3.0				3.0
Lane Grp Cap (vph)				720	2190		126	1697				1358
v/s Ratio Prot				c0.46	0.43		c0.07	0.09				c0.37
v/s Ratio Perm												
v/c Ratio				0.97	0.91		0.92	0.19				0.97
Uniform Delay, d1				43.6	41.1		78.1	25.2				51.0
Progression Factor				1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2				27.2	5.8		56.2	0.1				17.4
Delay (s)				70.7	46.9		134.2	25.3				68.4
Level of Service				E	D		F	C				E
Approach Delay (s)		0.0			53.1			53.9				68.4
Approach LOS		A			D			D				E
Intersection Summary												
HCM Average Control Delay			57.7								E	
HCM Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			169.1					12.0				
Intersection Capacity Utilization			164.3%								H	
Analysis Period (min)			15									
c Critical Lane Group												

CVN Homeport at NBC
11: Fourth St & Orange Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑	↑	↑↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.91	1.00					0.91	0.91	0.97	0.95	
Frpb, ped/bikes		1.00	0.95					0.97	0.93	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					0.93	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5083	1501					3046	1334	3433	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5083	1501					3046	1334	3433	3539	
Volume (vph)	37	3625	267	0	0	0	0	400	690	1263	1221	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	3984	293	0	0	0	0	435	750	1373	1327	0
RTOR Reduction (vph)	0	0	10	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	4025	283	0	0	0	0	810	375	1373	1327	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Perm	Prot			
Protected Phases	4	4						2	1	6		
Permitted Phases		4						2				
Actuated Green, G (s)		84.0	84.0					35.0	35.0	39.0	78.0	
Effective Green, g (s)		84.0	84.0					35.0	35.0	39.0	78.0	
Actuated g/C Ratio		0.49	0.49					0.21	0.21	0.23	0.46	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		2512	742					627	275	788	1624	
v/s Ratio Prot		c0.79						0.27		c0.40	0.37	
v/s Ratio Perm			0.19						c0.28			
v/c Ratio		1.60	0.38					1.29	1.36	1.74	0.82	
Uniform Delay, d1		43.0	26.8					67.5	67.5	65.5	39.8	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		272.9	0.3					143.0	185.3	339.4	3.3	
Delay (s)		315.9	27.1					210.5	252.8	404.9	43.1	
Level of Service		F	C					F	F	F	D	
Approach Delay (s)		296.3			0.0			223.9			227.1	
Approach LOS		F			A			F			F	
Intersection Summary												
HCM Average Control Delay		263.1								F		
HCM Volume to Capacity ratio		1.58										
Actuated Cycle Length (s)		170.0							12.0			
Intersection Capacity Utilization		164.3%								H		
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑↑		↑↑	↑↑	
Sign Control		Stop			Stop			Free		Free		
Grade		0%			0%			0%				
Volume (veh/h)	9	72	28	6	9	6	13	1073	16	14	1533	23
Peak Hour Factor	0.45	0.45	0.45	0.75	0.75	0.75	0.93	0.93	0.93	0.95	0.95	0.95
Hourly flow rate (vph)	20	160	62	8	12	8	14	1154	17	15	1614	24
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.81	0.81	0.67	0.81	0.81	0.72	0.67			0.72		
vC, conflicting volume	2314	2894	859	2209	2898	625	1658			1191		
vC1, stage 1 conf vol	1675	1675		1210	1210							
vC2, stage 2 conf vol	639	1219		999	1687							
vCu, unblocked vol	1346	2066	286	1216	2071	90	1486			876		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	74	0	86	0	87	99	95			97		
cM capacity (veh/h)	78	104	458	0	93	661	293			542		
Direction, Lane #												
Volume Total	242	28	591	594	822	831						
Volume Left	20	8	14	0	15	0						
Volume Right	62	8	0	17	0	24						
cSH	126	0	293	1700	542	1700						
Volume to Capacity	1.93	Err	0.05	0.35	0.03	0.49						
Queue Length 95th (ft)	482	Err	4	0	2	0						
Control Delay (s)	503.4	Err	1.7	0.0	0.8	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	503.4	Err	0.8		0.4							
Approach LOS	F	F										
Intersection Summary												
Average Delay		Err										
Intersection Capacity Utilization		69.7%			ICU Level of Service					C		
Analysis Period (min)		15										

CVN Homeport at NBC
13: Sixth St & Orange Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.93		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1545			1517		1593	3320		1593	3341	
Flt Permitted		0.94			0.92		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1469			1411		1593	3320		1593	3341	
Volume (vph)	42	126	119	16	26	44	42	1003	59	161	1353	39
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	47	140	132	19	30	51	45	1067	63	168	1409	41
RTOR Reduction (vph)	0	17	0	0	25	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	302	0	0	75	0	45	1127	0	168	1449	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		24.9			24.9		4.6	40.4		14.8	50.6	
Effective Green, g (s)		24.9			24.9		4.6	40.4		14.8	50.6	
Actuated g/C Ratio		0.27			0.27		0.05	0.44		0.16	0.55	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		397			381		80	1456		256	1836	
v/s Ratio Prot							0.03	c0.34		0.11	c0.43	
v/s Ratio Perm		c0.21			0.05							
v/c Ratio		0.76			0.20		0.56	0.77		0.66	0.79	
Uniform Delay, d1		30.9			25.9		42.8	22.0		36.3	16.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		8.4			0.3		8.8	2.6		5.9	2.3	
Delay (s)		39.2			26.2		51.5	24.6		42.2	18.8	
Level of Service		D			C		D	C		D	B	
Approach Delay (s)		39.2			26.2			25.6			21.3	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM Average Control Delay		24.8			HCM Level of Service			C				
HCM Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		92.1			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		73.1%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.95		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1535			1558		1593	3353		1593	3339	
Flt Permitted		0.83			0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1290			1343		1593	3353		1593	3339	
Volume (vph)	92	91	116	30	52	42	65	935	11	68	1253	39
Peak-hour factor, PHF	0.85	0.85	0.85	0.71	0.71	0.71	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	108	107	136	42	73	59	67	964	11	71	1305	41
RTOR Reduction (vph)	0	16	0	0	12	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	335	0	0	162	0	67	974	0	71	1344	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		31.9			31.9		7.2	48.3		7.7	48.8	
Effective Green, g (s)		31.9			31.9		7.2	48.3		7.7	48.8	
Actuated g/C Ratio		0.32			0.32		0.07	0.48		0.08	0.49	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		412			429		115	1621		123	1631	
v/s Ratio Prot							0.04	c0.29		0.04	c0.40	
v/s Ratio Perm		c0.26			0.12							
v/c Ratio		0.81			0.38		0.58	0.60		0.58	0.82	
Uniform Delay, d1		31.3			26.3		44.9	18.8		44.5	21.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		11.7			0.6		7.3	0.6		6.4	3.5	
Delay (s)		42.9			26.9		52.2	19.4		50.9	25.4	
Level of Service		D			C		D	B		D	C	
Approach Delay (s)		42.9			26.9			21.5			26.7	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM Average Control Delay		26.8			HCM Level of Service			C				
HCM Volume to Capacity ratio		0.78										
Actuated Cycle Length (s)		99.9			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		73.9%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		0.99			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		0.97			0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1576			1572		1593	3326		1593	3327	
Flt Permitted		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1576			1572		1593	3326		1593	3327	
Volume (vph)	120	66	49	13	27	17	58	879	41	37	1212	55
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	143	79	58	19	40	25	62	945	44	39	1262	57
RTOR Reduction (vph)	0	6	0	0	10	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	274	0	0	74	0	62	987	0	39	1317	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8		8	5		2	1		6
Permitted Phases												
Actuated Green, G (s)		26.1			13.4		6.5	48.7		12.8	55.0	
Effective Green, g (s)		26.1			13.4		6.5	48.7		12.8	55.0	
Actuated g/C Ratio		0.22			0.11		0.06	0.42		0.11	0.47	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		352			180		89	1384		174	1564	
v/s Ratio Prot		c0.17			c0.05		0.04	c0.30		0.02	c0.40	
v/s Ratio Perm												
v/c Ratio		0.78			0.41		0.70	0.71		0.22	0.84	
Uniform Delay, d1		42.7			48.1		54.3	28.3		47.6	27.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		10.3			1.5		21.1	1.8		0.7	4.3	
Delay (s)		53.1			49.7		75.4	30.1		48.2	31.5	
Level of Service		D			D		E	C		D	C	
Approach Delay (s)		53.1			49.7		32.8			32.0		
Approach LOS		D			D		C			C		
Intersection Summary												
HCM Average Control Delay		34.9										
HCM Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		117.0								16.0		
Intersection Capacity Utilization		69.2%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	↕			Free	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	0	0	108	0	2639	6	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.84	0.84	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	117	0	2868	6	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1094	2908	40	2912	2912	979	20			2888		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1094	2908	40	2912	2912	979	20			2888		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	52	100			100		
cM capacity (veh/h)	87	15	1005	7	15	245	1595			123		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	117	1147	1147	580								
Volume Left	0	0	0	0								
Volume Right	117	0	0	6								
cSH	245	1700	1700	1700								
Volume to Capacity	0.48	0.67	0.67	0.34								
Queue Length 95th (ft)	60	0	0	0								
Control Delay (s)	32.5	0.0	0.0	0.0								
Lane LOS	D											
Approach Delay (s)	32.5	0.0										
Approach LOS	D											
Intersection Summary												
Average Delay		1.3										
Intersection Capacity Utilization		64.5%										
Analysis Period (min)		15										

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.88		1.00			1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.92		0.99			1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00			1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.98			1.00	0.99		1.00	1.00	
Flt Protected	0.98	1.00		0.97			0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1631	2436		1590			1593	3326		1593	3340	
Flt Permitted	0.83	1.00		0.32			0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1384	2436		524			1593	3326		1593	3340	
Volume (vph)	131	235	609	57	21	10	298	864	37	33	1190	30
Peak-hour factor, PHF	0.85	0.85	0.85	0.72	0.72	0.72	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	154	276	716	79	29	14	307	891	38	34	1214	31
RTOR Reduction (vph)	0	0	414	0	3	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	430	302	0	119	0	307	927	0	34	1244	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm				Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	49.3	49.3		49.3			32.1	85.1		6.5	59.5	
Effective Green, g (s)	49.3	49.3		49.3			32.1	85.1		6.5	59.5	
Actuated g/C Ratio	0.32	0.32		0.32			0.21	0.56		0.04	0.39	
Clearance Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	446	785		169			334	1851		68	1300	
v/s Ratio Prot							c0.19	0.28		0.02	c0.37	
v/s Ratio Perm	c0.31	0.12		0.23								
v/c Ratio	0.96	0.38		0.71			0.92	0.50		0.50	0.96	
Uniform Delay, d1	50.9	40.1		45.4			59.1	20.8		71.6	45.4	
Progression Factor	1.00	1.00		1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2	33.2	0.3		12.6			29.1	0.2		5.7	15.6	
Delay (s)	84.1	40.4		58.0			88.3	21.1		77.3	61.1	
Level of Service	F	D		E			F	C		E	E	
Approach Delay (s)	56.8			58.0			37.7			61.5		
Approach LOS	E			E			D			E		
Intersection Summary												
HCM Average Control Delay		52.2										
HCM Volume to Capacity ratio		0.95										
Actuated Cycle Length (s)		152.9										
Intersection Capacity Utilization		96.7%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔		↔	↔	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	5349	184	0	0	2623	0	0	171	0	0	0
Peak Hour Factor	0.99	0.99	0.99	0.95	0.95	0.95	0.81	0.81	0.81	0.25	0.25	0.25
Hourly flow rate (vph)	0	5403	186	0	0	2761	0	0	211	0	0	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			0.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			0		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			5609			5536	5536	1934	2052	5629	40
vC1, stage 1 conf vol							5516	5516		20	20	
vC2, stage 2 conf vol							20	20		2032	5609	
vCu, unblocked vol	20			5609			5536	5536	1934	2052	5629	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	100
cM capacity (veh/h)	1595			9			0	1	54	0	1	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	2161	2161	1266	920	920	920	211					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	186	920	920	920	211					
cSH	1700	1700	1700	1700	1700	1700	54					
Volume to Capacity	1.27	1.27	0.74	0.54	0.54	0.54	3.91					
Queue Length 95th (ft)	0	0	0	0	0	0	Err					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	Err					
Lane LOS							F					
Approach Delay (s)	0.0			0.0			Err					
Approach LOS							F					
Intersection Summary												
Average Delay		246.6										
Intersection Capacity Utilization		127.1%					ICU Level of Service			H		
Analysis Period (min)		15										

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	694	465	70	8	6	313
Peak Hour Factor	0.96	0.96	0.81	0.81	0.88	0.88
Hourly flow rate (vph)	723	484	86	10	7	356
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	116				2062	131
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	116				2062	131
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	50				77	60
cM capacity (veh/h)	1448				29	888
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1207	96	362			
Volume Left	723	0	7			
Volume Right	0	10	356			
cSH	1448	1700	571			
Volume to Capacity	0.50	0.06	0.63			
Queue Length 95th (ft)	72	0	111			
Control Delay (s)	8.7	0.0	21.6			
Lane LOS	A		C			
Approach Delay (s)	8.7	0.0	21.6			
Approach LOS			C			
Intersection Summary						
Average Delay		11.0				
Intersection Capacity Utilization		97.8%		ICU Level of Service	F	
Analysis Period (min)		15				

CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.95		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.94		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1579		3184		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1579		3184		3362	
Volume (vph)	362	27	1159	723	0	1929
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.81	0.81
Adj. Flow (vph)	407	30	1233	769	0	2381
RTOR Reduction (vph)	1	0	61	0	0	0
Lane Group Flow (vph)	436	0	1941	0	0	2381
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	42.0		100.0			110.0
Effective Green, g (s)	42.0		100.0			110.0
Actuated g/C Ratio	0.26		0.62			0.69
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	414		1990			2311
v/s Ratio Prot	0.28		0.61			0.71
v/s Ratio Perm						
v/c Ratio	1.05		0.98			1.03
Uniform Delay, d1	59.0		28.8			25.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	58.6		14.7			27.0
Delay (s)	117.6		43.5			52.0
Level of Service	F		D			D
Approach Delay (s)	117.6		43.5			52.0
Approach LOS	F		D			D
Intersection Summary						
HCM Average Control Delay		54.4		HCM Level of Service	D	
HCM Volume to Capacity ratio		1.04				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)	8.0	
Intersection Capacity Utilization		84.4%		ICU Level of Service	E	
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↑	↓			↑	↑	↓	↑
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	5471	34	0	2570	317	0	0	1255	0	0	73
Peak Hour Factor	0.25	0.25	0.25	0.99	0.99	0.99	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	21884	136	0	2596	320	0	0	1281	0	0	83
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2936			22040			22940	24908	7403	10091	24816	1065
vC1, stage 1 conf vol							21972	21972		2776	2776	
vC2, stage 2 conf vol							968	2936		7315	22040	
vCu, unblocked vol	2936			22040			22940	24908	7403	10091	24816	1065
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	78	100	100	61
cM capacity (veh/h)	118			0			0	0	5834	0	0	211
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	8754	8754	4513	1038	1038	839	1281	83				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	136	0	0	320	1281	83				
cSH	1700	1700	1700	1700	1700	1700	5834	211				
Volume to Capacity	5.15	5.15	2.65	0.61	0.61	0.49	0.22	0.39				
Queue Length 95th (ft)	Err	Err	0	0	0	0	21	44				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	5.8	32.7				
Lane LOS							A	D				
Approach Delay (s)	0.0			0.0			5.8	32.7				
Approach LOS							A	D				
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			192.8%			ICU Level of Service		H				
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd






2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	0.94		1.00	0.95	1.00	1.00	0.88	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	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1493		1850	1505	1770	3539	1396	1770	3510	
Flt Permitted	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1493		1850	1505	1770	3539	1396	1770	3510	
Volume (vph)	280	71	134	8	52	438	51	1033	3	152	1935	90
Peak-hour factor, PHF	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.79	0.79	0.79
Adj. Flow (vph)	286	72	137	9	56	471	56	1135	3	192	2449	114
RTOR Reduction (vph)	0	0	119	0	0	213	0	0	1	0	2	0
Lane Group Flow (vph)	286	72	18	0	65	258	56	1135	2	192	2561	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	21.0	21.0	21.0		25.0	25.0	4.0	76.5	76.5	21.5	94.0	
Effective Green, g (s)	21.0	21.0	21.0		25.0	25.0	4.0	76.5	76.5	21.5	94.0	
Actuated g/C Ratio	0.13	0.13	0.13		0.16	0.16	0.02	0.48	0.48	0.13	0.59	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	232	245	196		289	235	44	1692	667	238	2062	
v/s Ratio Prot	c0.16	0.04			0.04		c0.03	0.32		0.11	c0.73	
v/s Ratio Perm			0.01			c0.17			0.00			
v/c Ratio	1.23	0.29	0.09		0.22	1.10	1.27	0.67	0.00	0.81	1.24	
Uniform Delay, d1	69.5	62.8	61.1		59.0	67.5	78.0	32.1	21.8	67.2	33.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	136.3	0.7	0.2		0.4	87.9	226.3	2.1	0.0	17.8	113.2	
Delay (s)	205.8	63.5	61.3		59.4	155.4	304.3	34.2	21.8	85.0	146.2	
Level of Service	F	E	E		E	F	F	C	C	F	F	
Approach Delay (s)		145.1			143.7			46.8			141.9	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM Average Control Delay			119.6			HCM Level of Service		F				
HCM Volume to Capacity ratio			1.22									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)		16.0				
Intersection Capacity Utilization			92.0%			ICU Level of Service		F				
Analysis Period (min)			15									

c Critical Lane Group
























CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Frpb, ped/bikes	1.00		1.00	0.94		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	1764		3539	1488		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	1764		3539	1488		3539
Volume (vph)	268	12	1055	46	0	2048
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.95	0.95
Adj. Flow (vph)	308	14	1088	47	0	2156
RTOR Reduction (vph)	2	0	0	16	0	0
Lane Group Flow (vph)	320	0	1088	31	0	2156
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	14.1		43.9	43.9		43.9
Effective Green, g (s)	14.1		43.9	43.9		43.9
Actuated g/C Ratio	0.21		0.67	0.67		0.67
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	377		2354	990		2354
v/s Ratio Prot	c0.18		0.31			c0.61
v/s Ratio Perm				0.02		
v/c Ratio	0.85		0.46	0.03		0.92
Uniform Delay, d1	24.9		5.3	3.8		9.5
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	16.0		0.1	0.0		6.1
Delay (s)	41.0		5.5	3.8		15.6
Level of Service	D		A	A		B
Approach Delay (s)	41.0		5.4			15.6
Approach LOS	D		A			B
Intersection Summary						
HCM Average Control Delay	14.7		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.90					
Actuated Cycle Length (s)	66.0		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	78.9%		ICU Level of Service		D	
Analysis Period (min)	15					
c Critical Lane Group						

CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2030 2 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.95	1.00	1.00	0.92	1.00	0.99	
Flpb, ped/bikes	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1717	1820		1593	1676	1360	1770	3539	1462	1770	3430	
Flt Permitted	0.68	1.00		0.09	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1238	1820		149	1676	1360	1770	3539	1462	1770	3430	
Volume (vph)	91	307	41	51	91	50	22	372	599	126	385	61
Peak-hour factor, PHF	0.25	0.25	0.25	0.81	0.81	0.81	0.98	0.98	0.98	0.93	0.93	0.93
Adj. Flow (vph)	364	1228	164	63	112	62	22	380	611	135	414	66
RTOR Reduction (vph)	0	6	0	0	0	32	0	0	23	0	13	0
Lane Group Flow (vph)	364	1386	0	63	112	30	22	380	588	135	467	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm		Perm	Prot	Perm		Prot		
Protected Phases	4					8	5	2		1	6	
Permitted Phases	4			8		8		2				
Actuated Green, G (s)	45.0	45.0		45.0	45.0	45.0	2.0	30.4	30.4	5.0	33.4	
Effective Green, g (s)	45.0	45.0		45.0	45.0	45.0	2.0	30.4	30.4	5.0	33.4	
Actuated g/C Ratio	0.49	0.49		0.49	0.49	0.49	0.02	0.33	0.33	0.05	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	603	886		73	816	662	38	1164	481	96	1240	
v/s Ratio Prot	c0.76			0.07			0.01	0.11		c0.08	c0.14	
v/s Ratio Perm	0.29			0.42		0.02			c0.40			
v/c Ratio	0.60	1.56		0.86	0.14	0.05	0.58	0.33	1.22	1.41	0.38	
Uniform Delay, d1	17.2	23.7		21.0	13.0	12.4	44.8	23.3	31.0	43.7	21.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.7	259.6		60.7	0.1	0.0	19.6	0.2	117.8	233.6	0.2	
Delay (s)	18.9	283.3		81.7	13.1	12.5	64.4	23.5	148.8	277.3	22.0	
Level of Service	B	F		F	B	B	E	C	F	F	C	
Approach Delay (s)	228.5			31.2			99.9			78.0		
Approach LOS	F			C			F			E		
Intersection Summary												
HCM Average Control Delay	154.1			HCM Level of Service			F					
HCM Volume to Capacity ratio	1.47											
Actuated Cycle Length (s)	92.4			Sum of lost time (s)			16.0					
Intersection Capacity Utilization	74.9%			ICU Level of Service			D					
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC

25: National Ave & SR-75 Off-Ramp

2030 2 Carriers

Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Sign Control	Free	Free			Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Volume (veh/h)	0	154	116	0	131	169
Peak Hour Factor	0.93	0.93	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	0	166	127	0	146	188
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					TWLTL	
Median storage (veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	147				333	167
vC1, stage 1 conf vol					147	
vC2, stage 2 conf vol					186	
vCu, unblocked vol	147				333	167
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				79	78
cM capacity (veh/h)	1410				679	848
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	166	127	146	188		
Volume Left	0	0	146	0		
Volume Right	0	0	0	188		
cSH	1700	1700	679	848		
Volume to Capacity	0.10	0.07	0.21	0.22		
Queue Length 95th (ft)	0	0	20	21		
Control Delay (s)	0.0	0.0	11.7	10.5		
Lane LOS			B	B		
Approach Delay (s)	0.0	0.0	11.0			
Approach LOS			B			
Intersection Summary						
Average Delay			5.9			
Intersection Capacity Utilization			29.1%		ICU Level of Service	A
Analysis Period (min)			15			

CVN Homeport at NBC

26: Glorietta Blvd & Tenth St

2030 2 Carriers

Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free	Free		Free	Free		Stop	Stop		Stop	Stop	
Grade	0%	0%		0%	0%		0%	0%		0%	0%	
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.25	0.25	0.25	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			20			40	40	40	40	40	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			20			40	40	40	40	40	40
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1570			1570			909	824	997	909	824	997
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	0	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			23.1%		ICU Level of Service					A		
Analysis Period (min)			15									

CVN Homeport at NBC
1: First St & Alameda Blvd

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	108	77	5	1022	765	5
Peak Hour Factor	0.78	0.78	0.73	0.73	0.84	0.84
Hourly flow rate (vph)	138	99	7	1400	911	6
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	138	99	1407	911	6	
Volume Left (vph)	0	0	7	911	0	
Volume Right (vph)	0	99	0	0	6	
Hadj (s)	0.03	-0.67	0.03	0.53	-0.67	
Departure Headway (s)	7.6	6.9	6.7	7.4	6.2	
Degree Utilization, x	0.29	0.19	2.61	1.88	0.01	
Capacity (veh/h)	468	515	550	492	569	
Control Delay (s)	12.5	10.3	744.6	419.0	8.1	
Approach Delay (s)	11.6		744.6	416.3		
Approach LOS	B		F	F		
Intersection Summary						
Delay			559.2			
HCM Level of Service			F			
Intersection Capacity Utilization			106.8%		ICU Level of Service	G
Analysis Period (min)			15			

CVN Homeport at NBC
2: Third St & Alameda Blvd























2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑			↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					0.91		1.00	1.00				1.00
Flpb, ped/bikes					0.99		1.00	1.00				0.97
Flpb, ped/bikes					1.00		0.97	1.00				1.00
Frt					0.99		1.00	1.00				0.94
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					4991		1718	1863				1702
Flt Permitted					1.00		0.47	1.00				1.00
Satd. Flow (perm)					4991		848	1863				1702
Volume (vph)	0	0	0	17	4651	351	264	80	0	0	67	52
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.86	0.86	0.86	0.59	0.59	0.59
Adj. Flow (vph)	0	0	0	19	5226	394	307	93	0	0	114	88
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	5633	0	307	93	0	0	202	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type					Perm		Perm					
Protected Phases						8		2				6
Permitted Phases					8		2					
Actuated Green, G (s)						103.0		39.0	39.0			39.0
Effective Green, g (s)						103.0		39.0	39.0			39.0
Actuated g/C Ratio						0.69		0.26	0.26			0.26
Clearance Time (s)						4.0		4.0	4.0			4.0
Vehicle Extension (s)						3.0		3.0	3.0			3.0
Lane Grp Cap (vph)						3427		220	484			443
v/s Ratio Prot								0.05				0.12
v/s Ratio Perm						1.13		c0.36				
v/c Ratio						1.64		1.40	0.19			0.46
Uniform Delay, d1						23.5		55.5	43.2			46.6
Progression Factor						1.00		1.00	1.00			1.00
Incremental Delay, d2						291.1		203.2	0.2			0.7
Delay (s)						314.6		258.7	43.4			47.3
Level of Service						F		F	D			D
Approach Delay (s)		0.0			314.6			208.7				47.3
Approach LOS		A			F			F				D
Intersection Summary												
HCM Average Control Delay					299.1			HCM Level of Service				F
HCM Volume to Capacity ratio					1.57							
Actuated Cycle Length (s)					150.0			Sum of lost time (s)				8.0
Intersection Capacity Utilization					133.1%			ICU Level of Service				H
Analysis Period (min)					15							

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd










2030 3 Carriers
Timing Plan: AM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		  						 		  	 		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0						4.0		4.0	4.0		
Lane Util. Factor		0.91						1.00		1.00	1.00		
Frpb, ped/bikes		0.99						0.99		1.00	1.00		
Flpb, ped/bikes		1.00						1.00		0.99	1.00		
Frt		0.98						0.97		1.00	1.00		
Flt Protected		1.00						1.00		0.95	1.00		
Satd. Flow (prot)		4924						1798		1760	1863		
Flt Permitted		1.00						1.00		0.37	1.00		
Satd. Flow (perm)		4924						1798		695	1863		
Volume (vph)	16	590	116	0	0	0	0	299	85	59	66	0	
Peak-hour factor, PHF	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73	
Adj. Flow (vph)	18	670	132	0	0	0	0	369	105	81	90	0	
RTOR Reduction (vph)	0	76	0	0	0	0	0	26	0	0	0	0	
Lane Group Flow (vph)	0	744	0	0	0	0	0	448	0	81	90	0	
Confl. Peds. (#/hr)	20		20	20			20	20		20		20	
Turn Type	Perm						Perm						
Protected Phases	4						2		6				
Permitted Phases	4								6				
Actuated Green, G (s)	11.3						12.2		12.2				
Effective Green, g (s)	11.3						12.2		12.2				
Actuated g/C Ratio	0.36						0.39		0.39				
Clearance Time (s)	4.0						4.0		4.0				
Vehicle Extension (s)	3.0						3.0		3.0				
Lane Grp Cap (vph)	1766						696		722				
v/s Ratio Prot							c0.25		0.05				
v/s Ratio Perm	0.15								0.12				
v/c Ratio	0.42						0.64		0.30				
Uniform Delay, d1	7.6						7.9		6.7				
Progression Factor	1.00						1.00		1.00				
Incremental Delay, d2	0.2						2.0		0.6				
Delay (s)	7.8						9.9		7.3				
Level of Service	A						A		A				
Approach Delay (s)	7.8						0.0		9.9				
Approach LOS	A						A		A				
Intersection Summary													
HCM Average Control Delay	8.4						HCM Level of Service			A			
HCM Volume to Capacity ratio	0.54												
Actuated Cycle Length (s)	31.5						Sum of lost time (s)			8.0			
Intersection Capacity Utilization	133.1%						ICU Level of Service			H			
Analysis Period (min)	15												

c Critical Lane Group













CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	73	1061	32	63	6
Peak Hour Factor	0.62	0.62	0.87	0.87	0.76	0.76
Hourly flow rate (vph)	0	118	1220	37	83	8
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1276				1396	1278
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1276				1396	1278
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				45	96
cM capacity (veh/h)	535				150	196
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	118	1256	91			
Volume Left	0	0	83			
Volume Right	0	37	8			
cSH	535	1700	154			
Volume to Capacity	0.00	0.74	0.59			
Queue Length 95th (ft)	0	0	78			
Control Delay (s)	0.0	0.0	57.7			
Lane LOS				F		
Approach Delay (s)	0.0	0.0	57.7			
Approach LOS				F		
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization	73.1%		ICU Level of Service	D		
Analysis Period (min)	15					













CVN Homeport at NBC
5: First St & D Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	0	148	0	4	1045	0	1	0	4	0	2	1	
Peak Hour Factor	0.76	0.76	0.76	0.79	0.79	0.79	0.62	0.62	0.62	0.25	0.25	0.25	
Hourly flow rate (vph)	0	195	0	5	1323	0	2	0	6	0	8	4	
Pedestrians	20			20			20			20			
Lane Width (ft)	12.0			12.0			12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			4.0			4.0			
Percent Blockage	2			2			2			2			
Right turn flare (veh)													
Median type							None			None			
Median storage (veh)													
Upstream signal (ft)	442												
pX, platoon unblocked	0.26						0.26	0.26			0.26	0.26	0.26
vC, conflicting volume	1343				215			1576	1568	235	1574	1568	1363
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	2334				215			3241	3209	235	3235	3209	2412
tC, single (s)	4.1				4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)													
tF (s)	2.2				2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100				100			0	100	99	100	0	62
cM capacity (veh/h)	53				1333			0	2	778	1	2	10
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	195	1328	8	12									
Volume Left	0	5	2	0									
Volume Right	0	0	6	4									
cSH	53	1333	0	3									
Volume to Capacity	0.00	0.00	Err	3.66									
Queue Length 95th (ft)	0	0	Err	Err									
Control Delay (s)	0.0	0.2	Err	Err									
Lane LOS		A	F	F									
Approach Delay (s)	0.0	0.2	Err	Err									
Approach LOS			F	F									
Intersection Summary													
Average Delay				Err									
Intersection Capacity Utilization	73.0%			ICU Level of Service			D						
Analysis Period (min)	15												
















CVN Homeport at NBC
6: Third St & D Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↔↔↔			↕			↕		
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	0	0	0	35	5074	0	75	17	0	0	59	2	
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.62	0.62	0.62	0.44	0.44	0.44	
Hourly flow rate (vph)	0	0	0	38	5576	0	121	27	0	0	134	5	
Pedestrians	20			20			20			20			
Lane Width (ft)	0.0			12.0			12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			4.0			4.0			
Percent Blockage	0			2			2			2			
Right turn flare (veh)													
Median type							None			None			
Median storage (veh)													
Upstream signal (ft)	432												
pX, platoon unblocked	0.34						0.34	0.34			0.34	0.34	0.34
vC, conflicting volume	5596	20			2047			5693	40	5706	5693	1899	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	10534	20			234			10815	40	10855	10815	0	
tC, single (s)	4.1	4.1			7.5			6.5	6.9	7.5	6.5	6.9	
tC, 2 stage (s)													
tF (s)	2.2	2.2			3.5			4.0	3.3	3.5	4.0	3.3	
p0 queue free %	100	98			0			0	100	0	0	99	
cM capacity (veh/h)	0	1568			0			0	989	0	0	367	
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1								
Volume Total	1432	2788	1394	148	139								
Volume Left	38	0	0	121	0								
Volume Right	0	0	0	0	5								
cSH	1568	1700	1700	0	0								
Volume to Capacity	0.02	1.64	0.82	Err	Err								
Queue Length 95th (ft)	2	0	0	Err	Err								
Control Delay (s)	1.2	0.0	0.0	Err	Err								
Lane LOS	A			F	F								
Approach Delay (s)	0.3			Err	Err								
Approach LOS				F	F								
Intersection Summary													
Average Delay	Err												
Intersection Capacity Utilization	120.1%			ICU Level of Service			H						
Analysis Period (min)	15												

















CVN Homeport at NBC
7: Fourth St & D Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Volume (veh/h)	2	988	10	0	0	0	0	91	19	23	66	0	
Peak Hour Factor	0.86	0.86	0.86	0.25	0.25	0.25	0.69	0.69	0.69	0.44	0.44	0.44	
Hourly flow rate (vph)	2	1149	12	0	0	0	0	132	28	52	150	0	
Pedestrians		20			20			20			20		
Lane Width (ft)		12.0			0.0			12.0			12.0		
Walking Speed (ft/s)		4.0			4.0			4.0			4.0		
Percent Blockage		2			0			2			2		
Right turn flare (veh)													
Median type								None			None		
Median storage (veh)													
Upstream signal (ft)					434								
pX, platoon unblocked													
vC, conflicting volume	20			1180				1274	1199	429	521	1205	40
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	20			1180				1274	1199	429	521	1205	40
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100				100	26	95	67	15	100
cM capacity (veh/h)	1568			578				33	178	565	157	176	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1								
Volume Total	290	574	299	159	202								
Volume Left	2	0	0	0	52								
Volume Right	0	0	12	28	0								
cSH	1568	1700	1700	201	171								
Volume to Capacity	0.00	0.34	0.18	0.79	1.18								
Queue Length 95th (ft)	0	0	0	138	272								
Control Delay (s)	0.1	0.0	0.0	68.5	180.9								
Lane LOS	A			F	F								
Approach Delay (s)	0.0			68.5	180.9								
Approach LOS				F	F								
Intersection Summary													
Average Delay	31.2												
Intersection Capacity Utilization	39.7%			ICU Level of Service			A						
Analysis Period (min)	15												












CVN Homeport at NBC
8: Sixth St & D Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	4	43	19	15	119	11	20	52	14	16	52	6
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.51	0.51	0.51
Hourly flow rate (vph)	5	51	23	18	140	13	22	58	16	31	102	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	79	171	96	145								
Volume Left (vph)	5	18	22	31								
Volume Right (vph)	23	13	16	12								
Hadj (s)	-0.13	0.01	-0.02	0.03								
Departure Headway (s)	4.6	4.6	4.7	4.6								
Degree Utilization, x	0.10	0.22	0.12	0.19								
Capacity (veh/h)	729	738	722	726								
Control Delay (s)	8.1	8.9	8.3	8.7								
Approach Delay (s)	8.1	8.9	8.3	8.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.6								
HCM Level of Service				A								
Intersection Capacity Utilization	29.2%			ICU Level of Service			A					
Analysis Period (min)	15											







CVN Homeport at NBC
9: First St & Orange Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.96		1.00	1.00	1.00	0.93
Flpb, ped/bikes	1.00		0.98	1.00	0.95	1.00
Frt	0.89		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1432		1559	1676	1510	1324
Flt Permitted	1.00		0.51	1.00	0.95	1.00
Satd. Flow (perm)	1432		838	1676	1510	1324
Volume (vph)	23	126	110	292	755	27
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	31	168	124	328	944	34
RTOR Reduction (vph)	128	0	0	0	0	11
Lane Group Flow (vph)	71	0	124	328	944	23
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2	2
Actuated Green, G (s)	20.0		20.0	20.0	55.2	55.2
Effective Green, g (s)	20.0		20.0	20.0	55.2	55.2
Actuated g/C Ratio	0.24		0.24	0.24	0.66	0.66
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	344		201	403	1002	878
v/s Ratio Prot	0.05		c0.20			
v/s Ratio Perm			0.15		c0.63	0.02
v/c Ratio	0.21		0.62	0.81	0.94	0.03
Uniform Delay, d1	25.3		28.2	29.8	12.6	4.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		5.5	11.9	16.3	0.0
Delay (s)	25.6		33.7	41.7	28.8	4.8
Level of Service	C		C	D	C	A
Approach Delay (s)	25.6		39.5		28.0	
Approach LOS	C		D		C	
Intersection Summary						
HCM Average Control Delay	30.9		HCM Level of Service		C	
HCM Volume to Capacity ratio	0.91					
Actuated Cycle Length (s)	83.2		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	69.9%		ICU Level of Service		C	
Analysis Period (min)	15					
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95	
Frpb, ped/bikes				1.00	0.99		1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Frt				1.00	0.98		1.00	1.00			0.98	
Flt Protected				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)				1522	4678		1770	3539			3436	
Flt Permitted				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (perm)				1522	4678		1770	3539			3436	
Volume (vph)	0	0	0	1969	4541	669	391	195	0	0	318	48
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	2073	4780	704	449	224	0	0	357	54
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	1850	5697	0	449	224	0	0	409	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split			Prot								
Protected Phases				8	8	5		2	6			
Permitted Phases												
Actuated Green, G (s)				114.0	114.0	26.0		48.0	18.0			
Effective Green, g (s)				114.0	114.0	26.0		48.0	18.0			
Actuated g/C Ratio				0.67	0.67	0.15		0.28	0.11			
Clearance Time (s)				4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)				1021	3137	271		999	364			
v/s Ratio Prot				1.22	c1.22	c0.25		0.06	c0.12			
v/s Ratio Perm												
v/c Ratio				1.81	1.82	1.66		0.22	1.12			
Uniform Delay, d1				28.0	28.0	72.0		46.7	76.0			
Progression Factor				1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2				369.3	368.5	311.5		0.1	85.2			
Delay (s)				397.3	396.5	383.5		46.8	161.2			
Level of Service				F	F	F		D	F			
Approach Delay (s)	0.0			396.7				271.4		161.2		
Approach LOS	A			F				F		F		
Intersection Summary												
HCM Average Control Delay	375.7			HCM Level of Service				F				
HCM Volume to Capacity ratio	1.71											
Actuated Cycle Length (s)	170.0			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	150.3%			ICU Level of Service				H				
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
11: Fourth St & Orange Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔					↔↔	↔	↔↔	↔↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Flpb, ped/bikes	1.00	0.96						1.00	0.95	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.98	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5081	1527						3323	1371	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5081	1527						3323	1371	3433	3539	
Volume (vph)	15	900	116	0	0	0	0	588	329	606	1747	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	17	1047	135	0	0	0	0	653	366	638	1839	0
RTOR Reduction (vph)	0	0	16	0	0	0	0	6	15	0	0	0
Lane Group Flow (vph)	0	1064	119	0	0	0	0	720	278	638	1839	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Perm	Prot			
Protected Phases	4	4						2	1	6		
Permitted Phases		4						2				
Actuated Green, G (s)	29.5	29.5						29.0	29.0	28.7	61.7	
Effective Green, g (s)	29.5	29.5						29.0	29.0	28.7	61.7	
Actuated g/C Ratio	0.30	0.30						0.29	0.29	0.29	0.62	
Clearance Time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1511	454						971	401	993	2201	
v/s Ratio Prot	c0.21							0.22		0.19	c0.52	
v/s Ratio Perm		0.08						0.20				
v/c Ratio	0.70	0.26						0.74	0.69	0.64	0.84	
Uniform Delay, d1	31.0	26.6						31.7	31.2	30.8	14.8	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.5	0.3						3.1	5.1	1.4	2.9	
Delay (s)	32.5	26.9						34.8	36.3	32.2	17.7	
Level of Service	C	C						C	D	C	B	
Approach Delay (s)	31.9			0.0				35.2			21.4	
Approach LOS	C			A				D			C	
Intersection Summary												
HCM Average Control Delay		27.1								C		
HCM Volume to Capacity ratio		0.79										
Actuated Cycle Length (s)		99.2							8.0			
Intersection Capacity Utilization		150.3%								H		
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔			↔↔	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	19	18	5	15	4	12	872	7	28	1901	31
Peak Hour Factor	0.73	0.73	0.73	0.58	0.58	0.58	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	8	26	25	9	26	7	13	948	8	30	2022	33
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.61	0.61	0.52	0.61	0.61	0.82	0.52			0.82		
vC, conflicting volume	2658	3120	1068	2126	3133	518	2075			975		
vC1, stage 1 conf vol	2118	2118			998	998						
vC2, stage 2 conf vol	540	1002		1128	2135							
vCu, unblocked vol	2195	2953	206	1322	2974	193	2145			751		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	61	30	94	89	0	99	90			96		
cM capacity (veh/h)	21	37	402	81	23	647	127			689		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	59	41	487	482	1041	1044						
Volume Left	8	9	13	0	30	0						
Volume Right	25	7	0	8	0	33						
cSH	51	34	127	1700	689	1700						
Volume to Capacity	1.15	1.22	0.10	0.28	0.04	0.61						
Queue Length 95th (ft)	130	111	8	0	3	0						
Control Delay (s)	304.7	407.9	6.1	0.0	1.4	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	304.7	407.9	3.0		0.7							
Approach LOS	F	F										
Intersection Summary												
Average Delay				12.4								
Intersection Capacity Utilization			88.5%		ICU Level of Service					E		
Analysis Period (min)			15									

CVN Homeport at NBC
13: Sixth St & Orange Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.98			0.96		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.88		1.00	1.00		1.00	1.00	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1529			1414		1593	3340		1593	3344	
Flt Permitted		0.58			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		901			1407		1593	3340		1593	3344	
Volume (vph)	15	22	28	5	16	189	83	685	19	40	1844	41
Peak-hour factor, PHF	0.68	0.68	0.68	0.48	0.48	0.48	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	22	32	41	10	33	394	91	753	21	42	1941	43
RTOR Reduction (vph)	0	18	0	0	215	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	77	0	0	222	0	91	772	0	42	1983	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		23.9			23.9		7.9	39.2		54.1	85.4	
Effective Green, g (s)		23.9			23.9		7.9	39.2		54.1	85.4	
Actuated g/C Ratio		0.18			0.18		0.06	0.30		0.42	0.66	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		167			260		97	1013		667	2210	
v/s Ratio Prot							c0.06	0.23		0.03	c0.59	
v/s Ratio Perm		0.09			c0.16							
v/c Ratio		0.46			0.85		0.94	0.76		0.06	0.90	
Uniform Delay, d1		46.9			51.0		60.4	40.8		22.4	18.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.0			22.7		70.6	3.4		0.0	5.3	
Delay (s)		48.9			73.7		131.0	44.2		22.5	23.5	
Level of Service		D			E		F	D		C	C	
Approach Delay (s)		48.9			73.7			53.3			23.5	
Approach LOS		D			E			D			C	
Intersection Summary												
HCM Average Control Delay		38.1										
HCM Volume to Capacity ratio		0.89										
Actuated Cycle Length (s)		129.2										
Intersection Capacity Utilization		84.7%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1521			1535		1593	3342		1593	3338	
Flt Permitted		0.90			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1391			1462		1593	3342		1593	3338	
Volume (vph)	38	25	45	7	13	15	75	677	18	33	1610	52
Peak-hour factor, PHF	0.95	0.95	0.95	0.65	0.65	0.65	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	40	26	47	11	20	23	79	713	19	36	1769	57
RTOR Reduction (vph)	0	17	0	0	18	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	96	0	0	36	0	79	731	0	36	1825	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		11.2			11.2		9.3	70.5		4.1	65.3	
Effective Green, g (s)		11.2			11.2		9.3	70.5		4.1	65.3	
Actuated g/C Ratio		0.11			0.11		0.10	0.72		0.04	0.67	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		159			167		151	2409		67	2229	
v/s Ratio Prot							c0.05	0.22		0.02	c0.55	
v/s Ratio Perm		c0.07			0.02							
v/c Ratio		0.60			0.22		0.52	0.30		0.54	0.82	
Uniform Delay, d1		41.2			39.3		42.1	4.9		45.9	11.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.4			0.7		3.2	0.1		8.1	2.5	
Delay (s)		47.6			40.0		45.4	4.9		54.0	14.4	
Level of Service		D			D		D	A		D	B	
Approach Delay (s)		47.6			40.0			8.9			15.1	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM Average Control Delay		15.1										
HCM Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		97.8										
Intersection Capacity Utilization		76.4%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.96		1.00	1.00		1.00	0.98	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1594			1555		1593	3352		1593	3280	
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1594			1555		1593	3352		1593	3280	
Volume (vph)	47	21	9	7	6	6	23	591	7	15	1476	168
Peak-hour factor, PHF	0.68	0.68	0.68	0.62	0.62	0.62	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	69	31	13	11	10	10	25	635	8	16	1622	185
RTOR Reduction (vph)	0	3	0	0	9	0	0	1	0	0	4	0
Lane Group Flow (vph)	0	110	0	0	22	0	25	642	0	16	1803	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8			5			1		6
Permitted Phases												
Actuated Green, G (s)		13.7			10.7		1.7	48.1		28.7	75.1	
Effective Green, g (s)		13.7			10.7		1.7	48.1		28.7	75.1	
Actuated g/C Ratio		0.12			0.09		0.01	0.41		0.24	0.64	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		186			142		23	1376		390	2102	
v/s Ratio Prot		c0.07			c0.01		c0.02	0.19		0.01	c0.55	
v/s Ratio Perm												
v/c Ratio		0.59			0.15		1.09	0.47		0.04	0.86	
Uniform Delay, d1		49.1			49.1		57.8	25.2		33.8	16.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.0			0.5		216.2	0.3		0.0	3.7	
Delay (s)		54.1			49.6		273.9	25.5		33.8	20.5	
Level of Service		D			D		F	C		C	C	
Approach Delay (s)		54.1			49.6		34.8			20.6		
Approach LOS		D			D		C			C		
Intersection Summary												
HCM Average Control Delay		26.0								C		
HCM Volume to Capacity ratio		0.75										
Actuated Cycle Length (s)		117.2								16.0		
Intersection Capacity Utilization		66.9%								C		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	Free			Free	
Grade		0%			0%		0%	0%			0%	
Volume (veh/h)	0	0	0	0	0	20	0	7230	0	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.50	0.50	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	22	0	7859	0	0	0	0
Pedestrians		20			20			20			0	0
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2661	7899	40	7899	7899	2640	20			7879		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2661	7899	40	7899	7899	2640	20			7879		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	100	100	100	0	100			100		
cM capacity (veh/h)	0	0	1005	0	0	18	1595			1		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	22	3143	3143	1572								
Volume Left	0	0	0	0								
Volume Right	22	0	0	0								
cSH	18	1700	1700	1700								
Volume to Capacity	1.24	1.85	1.85	0.92								
Queue Length 95th (ft)	78	0	0	0								
Control Delay (s)	606.4	0.0	0.0	0.0								
Lane LOS	F											
Approach Delay (s)	606.4	0.0										
Approach LOS	F											
Intersection Summary												
Average Delay		1.7										
Intersection Capacity Utilization		149.7%								H		
Analysis Period (min)		15										

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.88		1.00	1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes	1.00	0.92		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.98	1.00		0.98	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.99	1.00		1.00	1.00		1.00	1.00	
Flt Protected	0.97	1.00		0.97	0.95		1.00	0.95		1.00	0.95	
Satd. Flow (prot)	1598	2434		1563	1593		3352	1593		3340	3340	
Flt Permitted	0.85	1.00		0.80	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (perm)	1393	2434		1291	1593		3352	1593		3340	3340	
Volume (vph)	14	10	122	22	8	2	930	568	7	16	1432	37
Peak-hour factor, PHF	0.82	0.82	0.82	0.64	0.64	0.64	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	17	12	149	34	12	3	979	598	7	17	1540	40
RTOR Reduction (vph)	0	0	132	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	29	17	0	47	0	979	605	0	17	1579	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm		Prot		Prot		Prot		Prot	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	17.4	17.4		17.4	68.9	121.7	3.4	56.2				
Effective Green, g (s)	17.4	17.4		17.4	68.9	121.7	3.4	56.2				
Actuated g/C Ratio	0.11	0.11		0.11	0.45	0.79	0.02	0.36				
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0				
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)	157	274		145	710	2640	35	1215				
v/s Ratio Prot					c0.61	0.18	0.01	c0.47				
v/s Ratio Perm	0.02	0.01		c0.04								
v/c Ratio	0.18	0.06		0.33	1.38	0.23	0.49	1.30				
Uniform Delay, d1	62.1	61.3		63.1	42.8	4.2	74.7	49.1				
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00				
Incremental Delay, d2	0.6	0.1		1.3	179.3	0.0	10.2	140.9				
Delay (s)	62.7	61.3		64.5	222.1	4.3	84.9	190.0				
Level of Service	E	E		E	F	A	F	F				
Approach Delay (s)	61.6			64.5		138.9		188.9				
Approach LOS	E			E		F		F				
Intersection Summary												
HCM Average Control Delay		157.2					F					
HCM Volume to Capacity ratio		1.22										
Actuated Cycle Length (s)		154.5					12.0					
Intersection Capacity Utilization		116.9%					H					
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔		↔	↔	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	1371	167	0	0	7214	0	0	241	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.84	0.84	0.84	0.25	0.25	0.25
Hourly flow rate (vph)	0	1576	192	0	0	7674	0	0	287	0	0	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			0.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			0		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage veh							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			1788			1712	1712	661	852	1808	40
vC1, stage 1 conf vol							1692	1692		20	20	
vC2, stage 2 conf vol							20	20		832	1788	
vCu, unblocked vol	20			1788			1712	1712	661	852	1808	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	27	100	100	100
cM capacity (veh/h)	1595			337			64	96	391	59	86	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	630	630	507	2558	2558	2558	287					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	192	2558	2558	2558	287					
cSH	1700	1700	1700	1700	1700	1700	391					
Volume to Capacity	0.37	0.37	0.30	1.50	1.50	1.50	0.73					
Queue Length 95th (ft)	0	0	0	0	0	0	143					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	35.6					
Lane LOS							E					
Approach Delay (s)	0.0			0.0			35.6					
Approach LOS							E					
Intersection Summary												
Average Delay				1.1								
Intersection Capacity Utilization				173.5%			ICU Level of Service			H		
Analysis Period (min)				15								

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	638	140	32	3	0	273
Peak Hour Factor	0.87	0.87	0.80	0.80	0.81	0.81
Hourly flow rate (vph)	733	161	40	4	0	337
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	64				1709	82
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64				1709	82
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	52				100	64
cM capacity (veh/h)	1513				50	946
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	894	44	337			
Volume Left	733	0	0			
Volume Right	0	4	337			
cSH	1513	1700	946			
Volume to Capacity	0.48	0.03	0.36			
Queue Length 95th (ft)	69	0	41			
Control Delay (s)	8.8	0.0	10.9			
Lane LOS	A		B			
Approach Delay (s)	8.8	0.0	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay		9.0				
Intersection Capacity Utilization		74.9%		ICU Level of Service	D	
Analysis Period (min)		15				













CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.95		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1582		3257		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1582		3257		3362	
Volume (vph)	306	19	1529	666	0	1543
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.77	0.77
Adj. Flow (vph)	369	23	1680	732	0	2004
RTOR Reduction (vph)	2	0	31	0	0	0
Lane Group Flow (vph)	390	0	2381	0	0	2004
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	36.0		106.0			116.0
Effective Green, g (s)	36.0		106.0			116.0
Actuated g/C Ratio	0.22		0.66			0.72
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	356		2158			2437
v/s Ratio Prot	c0.25		c0.73			c0.60
v/s Ratio Perm						
v/c Ratio	1.10		1.10			0.82
Uniform Delay, d1	62.0		27.0			15.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	76.3		54.2			2.4
Delay (s)	138.3		81.2			17.3
Level of Service	F		F			B
Approach Delay (s)	138.3		81.2			17.3
Approach LOS	F		F			B
Intersection Summary						
HCM Average Control Delay		59.2		HCM Level of Service	E	
HCM Volume to Capacity ratio		1.10				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)	12.0	
Intersection Capacity Utilization		89.0%		ICU Level of Service	E	
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd























2030 3 Carriers
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1564	36	0	7213	640	0	0	462	0	0	5
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.90	0.90	0.90	0.94	0.94	0.94
Hourly flow rate (vph)	0	6256	144	0	7840	696	0	0	513	0	0	5
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	8556			6420			8987	14904	2197	10313	14628	3001
vC1, stage 1 conf vol							6348	6348		8208	8208	
vC2, stage 2 conf vol							2639	8556		2105	6420	
vCu, unblocked vol	8556			6420			8987	14904	2197	10313	14628	3001
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	78	100	100	44
cM capacity (veh/h)	0			4			0	0	2302	0	0	10
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	2502	2502	1395	3136	3136	2264	513	5				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	144	0	0	696	513	5				
cSH	1700	1700	1700	1700	1700	1700	2302	10				
Volume to Capacity	1.47	1.47	0.82	1.84	1.84	1.33	0.22	0.56				
Queue Length 95th (ft)	0	0	0	0	0	0	21	29				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	7.0	608.6				
Lane LOS							A	F				
Approach Delay (s)	0.0			0.0			7.0	608.6				
Approach LOS							A	F				
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			168.6%		ICU Level of Service					H		
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.76		1.00	0.95	1.00	1.00	0.89	1.00	0.99	
Flpb, ped/bikes	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	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1206		1856	1507	1770	3539	1403	1770	3286	
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1206		1856	1507	1770	3539	1403	1770	3286	
Volume (vph)	32	35	14	6	85	171	209	1868	4	412	725	468
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83	0.33	0.33	0.33
Adj. Flow (vph)	36	39	16	7	93	188	252	2251	5	1248	2197	1418
RTOR Reduction (vph)	0	0	16	0	0	165	0	0	1	0	61	0
Lane Group Flow (vph)	36	39	0	0	100	23	252	2251	4	1248	3554	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	4.0	4.0		18.5	18.5	13.0	58.2	58.2	57.1	102.3	
Effective Green, g (s)	4.0	4.0	4.0		18.5	18.5	13.0	58.2	58.2	57.1	102.3	
Actuated g/C Ratio	0.03	0.03	0.03		0.12	0.12	0.08	0.38	0.38	0.37	0.67	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	46	48	31	223	181	150	1339	531	657	2186		
v/s Ratio Prot	0.02	c0.02			c0.05		0.14	0.64		c0.71	c1.08	
v/s Ratio Perm			0.00			0.02			0.00			
v/c Ratio	0.78	0.81	0.01		0.45	0.12	1.68	1.68	0.01	1.90	1.63	
Uniform Delay, d1	74.5	74.5	73.0		62.9	60.4	70.4	47.8	29.8	48.4	25.8	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	57.8	64.2	0.2		1.4	0.3	333.2	309.8	0.0	410.5	283.8	
Delay (s)	132.2	138.7	73.2		64.3	60.7	403.6	357.6	29.8	458.8	309.6	
Level of Service	F	F	E		E	E	F	F	C	F	F	
Approach Delay (s)		124.6			62.0			361.6			347.9	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM Average Control Delay	339.1			HCM Level of Service					F			
HCM Volume to Capacity ratio	1.54											
Actuated Cycle Length (s)	153.8			Sum of lost time (s)					12.0			
Intersection Capacity Utilization	99.4%			ICU Level of Service					F			
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	0.99		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.96		1.00	1.00		1.00
Satd. Flow (prot)	1743		3539	1507		3539
Flt Permitted	0.96		1.00	1.00		1.00
Satd. Flow (perm)	1743		3539	1507		3539
Volume (vph)	43	3	2080	430	0	724
Peak-hour factor, PHF	0.84	0.84	0.90	0.90	0.94	0.94
Adj. Flow (vph)	51	4	2311	478	0	770
RTOR Reduction (vph)	4	0	0	103	0	0
Lane Group Flow (vph)	51	0	2311	375	0	770
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	1.9		36.1	36.1		36.1
Effective Green, g (s)	1.9		36.1	36.1		36.1
Actuated g/C Ratio	0.04		0.78	0.78		0.78
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	72		2777	1183		2777
v/s Ratio Prot	c0.03		c0.65			0.22
v/s Ratio Perm				0.25		
v/c Ratio	0.71		0.83	0.32		0.28
Uniform Delay, d1	21.8		3.1	1.4		1.4
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	28.0		2.3	0.2		0.1
Delay (s)	49.8		5.3	1.6		1.4
Level of Service	D		A	A		A
Approach Delay (s)	49.8		4.7			1.4
Approach LOS	D		A			A
Intersection Summary						
HCM Average Control Delay		4.7		HCM Level of Service		A
HCM Volume to Capacity ratio		0.83				
Actuated Cycle Length (s)		46.0		Sum of lost time (s)		8.0
Intersection Capacity Utilization		72.4%		ICU Level of Service		C
Analysis Period (min)		15				
c Critical Lane Group						







CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↗	↖	↗	↖	↖	↗	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flrb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.94	1.00	0.99	
Flpb, ped/bikes	0.98	1.00		1.00	1.00	1.00	0.98	1.00	1.00	1.00	1.00	
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1734	1741		1593	1676	1376	1739	3539	1492	1770	3419	
Flt Permitted	0.69	1.00		0.12	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1259	1741		210	1676	1376	1739	3539	1492	1770	3419	
Volume (vph)	53	133	74	51	86	40	12	115	210	140	433	85
Peak-hour factor, PHF	0.25	0.25	0.25	0.83	0.83	0.83	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	212	532	296	61	104	48	13	125	228	146	451	89
RTOR Reduction (vph)	0	26	0	0	0	23	0	0	184	0	22	0
Lane Group Flow (vph)	212	802	0	61	104	25	13	125	44	146	518	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot		Perm	Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	32.0	32.0		32.0	32.0	32.0	0.6	11.9	11.9	5.8	17.1	
Effective Green, g (s)	32.0	32.0		32.0	32.0	32.0	0.6	11.9	11.9	5.8	17.1	
Actuated g/C Ratio	0.52	0.52		0.52	0.52	0.52	0.01	0.19	0.19	0.09	0.28	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	653	903		109	869	714	17	683	288	166	948	
v/s Ratio Prot		c0.46			0.06		0.01	0.04		c0.08	c0.15	
v/s Ratio Perm	0.17			0.29		0.02			0.03			
v/c Ratio	0.32	0.89		0.56	0.12	0.03	0.76	0.18	0.15	0.88	0.55	
Uniform Delay, d1	8.6	13.3		10.1	7.6	7.3	30.5	20.8	20.7	27.6	19.0	
Progression Factor	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	10.6		6.1	0.1	0.0	106.9	0.1	0.2	37.2	0.6	
Delay (s)	8.9	23.8		16.2	7.7	7.3	137.3	21.0	21.0	64.8	19.6	
Level of Service	A	C		B	A	A	F	C	C	E	B	
Approach Delay (s)		20.8			10.0			25.1			29.3	
Approach LOS		C			B			C			C	
Intersection Summary												
HCM Average Control Delay		23.0		HCM Level of Service				C				
HCM Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		61.7		Sum of lost time (s)				8.0				
Intersection Capacity Utilization		45.4%		ICU Level of Service				A				
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↑
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	78	109	0	21	113
Peak Hour Factor	0.88	0.88	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	0	89	114	0	24	131
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLTL		
Median storage veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	134				242	154
vC1, stage 1 conf vol				134		
vC2, stage 2 conf vol				109		
vCu, unblocked vol	134				242	154
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)				5.4		
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	85
cM capacity (veh/h)	1427				735	863
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	89	114	24	131		
Volume Left	0	0	24	0		
Volume Right	0	0	0	131		
cSH	1700	1700	735	863		
Volume to Capacity	0.05	0.07	0.03	0.15		
Queue Length 95th (ft)	0	0	3	13		
Control Delay (s)	0.0	0.0	10.1	9.9		
Lane LOS			B	A		
Approach Delay (s)	0.0	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization			27.2%	ICU Level of Service	A	
Analysis Period (min)			15			

CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2030 3 Carriers
Timing Plan: AM PEAK-HOUR

Intersection Sign configuration not allowed in HCM analysis.

CVN Homeport at NBC
1: First St & Alameda Blvd

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

	→	↗	↖	←	↙	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	1204	821	40	105	79	0
Peak Hour Factor	0.89	0.89	0.84	0.84	0.86	0.86
Hourly flow rate (vph)	1353	922	48	125	92	0
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	1353	922	173	92	0	
Volume Left (vph)	0	0	48	92	0	
Volume Right (vph)	0	922	0	0	0	
Hadj (s)	0.03	-0.67	0.09	0.53	0.00	
Departure Headway (s)	5.1	4.4	5.6	7.9	7.3	
Degree Utilization, x	1.92	1.13	0.27	0.20	0.00	
Capacity (veh/h)	710	824	629	449	494	
Control Delay (s)	432.1	91.1	10.7	11.6	9.1	
Approach Delay (s)	293.8		10.7	11.6		
Approach LOS	F		B	B		
Intersection Summary						
Delay	264.4					
HCM Level of Service	F					
Intersection Capacity Utilization	78.8%					
ICU Level of Service	D					
Analysis Period (min)	15					

CVN Homeport at NBC
2: Third St & Alameda Blvd



















2030 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕		↕	↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					0.91		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.99		1.00	1.00			1.00	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4988		1765	1863			1855	
Flt Permitted					0.99		0.16	1.00			1.00	
Satd. Flow (perm)					4988		291	1863			1855	
Volume (vph)	0	0	0	145	737	40	63	75	0	0	742	18
Peak-hour factor, PHF	0.25	0.25	0.25	0.91	0.91	0.91	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	159	810	44	79	94	0	0	824	20
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	1005	0	79	94	0	0	842	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type	Perm			Perm								
Protected Phases				8			2			6		
Permitted Phases	8						2					
Actuated Green, G (s)				14.6			25.5			25.5		
Effective Green, g (s)				14.6			25.5			25.5		
Actuated g/C Ratio				0.30			0.53			0.53		
Clearance Time (s)				4.0			4.0			4.0		
Vehicle Extension (s)				3.0			3.0			3.0		
Lane Grp Cap (vph)	1514			154			988			983		
v/s Ratio Prot							0.05			0.45		
v/s Ratio Perm				0.20			0.27					
v/c Ratio				0.66			0.51			0.10		
Uniform Delay, d1				14.6			7.3			5.6		
Progression Factor				1.00			1.00			1.00		
Incremental Delay, d2				1.1			2.9			0.0		
Delay (s)				15.7			10.2			5.6		
Level of Service				B			B			A		
Approach Delay (s)	0.0			15.7			7.7			17.2		
Approach LOS	A			B			A			B		
Intersection Summary												
HCM Average Control Delay	15.6			HCM Level of Service			B					
HCM Volume to Capacity ratio	0.79											
Actuated Cycle Length (s)	48.1			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	142.2%			ICU Level of Service			H					
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frpb, ped/bikes		0.98						0.97		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		0.97	1.00	
Frt		0.98						0.94		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4883						1707		1717	1863	
Flt Permitted		1.00						1.00		0.54	1.00	
Satd. Flow (perm)		4883						1707		969	1863	
Volume (vph)	37	3726	685	0	0	0	0	104	78	572	354	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	40	4050	745	0	0	0	0	122	92	629	389	0
RTOR Reduction (vph)	0	19	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	4816	0	0	0	0	0	214	0	629	389	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm						Perm					
Protected Phases	4						2					
Permitted Phases	4						6					
Actuated Green, G (s)	78.0						54.0					
Effective Green, g (s)	78.0						54.0					
Actuated g/C Ratio	0.56						0.39					
Clearance Time (s)	4.0						4.0					
Vehicle Extension (s)	3.0						3.0					
Lane Grp Cap (vph)	2721						658					
v/s Ratio Prot							0.13					
v/s Ratio Perm	0.99						c0.65					
v/c Ratio	1.77						0.33					
Uniform Delay, d1	31.0						30.2					
Progression Factor	1.00						1.00					
Incremental Delay, d2	348.1						0.3					
Delay (s)	379.1						30.5					
Level of Service	F						C					
Approach Delay (s)	379.1						0.0					
Approach LOS	F						A					
Intersection Summary												
HCM Average Control Delay	342.8						HCM Level of Service					
HCM Volume to Capacity ratio	1.73						F					
Actuated Cycle Length (s)	140.0						Sum of lost time (s)					
Intersection Capacity Utilization	142.2%						ICU Level of Service					
Analysis Period (min)	15						H					

c Critical Lane Group














CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	853	304	38	197	12
Peak Hour Factor	0.93	0.93	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	1	917	375	47	270	16
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	442				1358	439
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	442				1358	439
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				0	97
cM capacity (veh/h)	1099				158	598
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	918	422	286			
Volume Left	1	0	270			
Volume Right	0	47	16			
cSH	1099	1700	165			
Volume to Capacity	0.00	0.25	1.73			
Queue Length 95th (ft)	0	0	509			
Control Delay (s)	0.0	0.0	400.8			
Lane LOS	A		F			
Approach Delay (s)	0.0	0.0	400.8			
Approach LOS			F			
Intersection Summary						
Average Delay	70.6					
Intersection Capacity Utilization	64.9%					
ICU Level of Service	C					
Analysis Period (min)	15					













CVN Homeport at NBC
5: First St & D Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	0	1358	0	82	323	2	3	2	19	2	2	0	
Peak Hour Factor	0.77	0.77	0.77	0.89	0.89	0.89	0.75	0.75	0.75	0.42	0.42	0.42	
Hourly flow rate (vph)	0	1764	0	92	363	2	4	3	25	5	5	0	
Pedestrians	20			20			20			20			
Lane Width (ft)	12.0			12.0			12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			4.0			4.0			
Percent Blockage	2			2			2			2			
Right turn flare (veh)													
Median type	None								None				
Median storage (veh)													
Upstream signal (ft)	442												
pX, platoon unblocked	0.94						0.94	0.94			0.94	0.94	0.94
vC, conflicting volume	385	1784					2354	2353	1804	2379	2352	404	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	349	1784					2434	2433	1804	2460	2432	369	
tC, single (s)	4.1	4.1					7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2	2.2					3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	100	73					69	87	73	51	78	100	
cM capacity (veh/h)	1124	342					13	21	95	10	21	618	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	1764	457	32	10									
Volume Left	0	92	4	5									
Volume Right	0	2	25	0									
cSH	1124	342	46	13									
Volume to Capacity	0.00	0.27	0.70	0.71									
Queue Length 95th (ft)	0	27	68	42									
Control Delay (s)	0.0	9.2	189.0	507.4									
Lane LOS		A	F	F									
Approach Delay (s)	0.0	9.2	189.0	507.4									
Approach LOS			F	F									
Intersection Summary													
Average Delay	6.7												
Intersection Capacity Utilization	102.9%			ICU Level of Service					G				
Analysis Period (min)	15												






















CVN Homeport at NBC
6: Third St & D Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	61	1169	22	20	52	0	0	85	10
Peak Hour Factor	0.25	0.25	0.25	0.97	0.97	0.97	0.71	0.71	0.71	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	0	63	1205	23	28	73	0	0	127	15
Pedestrians	20			20			20			20		
Lane Width (ft)	0.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	0			2			2			2		
Right turn flare (veh)												
Median type	None								None			
Median storage (veh)												
Upstream signal (ft)	432											
pX, platoon unblocked												
vC, conflicting volume	1248			20			646	1394	40	1419	1382	453
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1248			20			646	1394	40	1419	1382	453
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			37	44	100	100	4	97
cM capacity (veh/h)	544			1568			45	130	989	49	132	545
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	364	603	324	101	142							
Volume Left	63	0	0	28	0							
Volume Right	0	0	23	0	15							
cSH	1568	1700	1700	85	144							
Volume to Capacity	0.04	0.35	0.19	1.19	0.99							
Queue Length 95th (ft)	3	0	0	182	179							
Control Delay (s)	1.6	0.0	0.0	247.1	132.1							
Lane LOS	A			F	F							
Approach Delay (s)	0.4			247.1	132.1							
Approach LOS				F	F							
Intersection Summary												
Average Delay	28.9											
Intersection Capacity Utilization	45.1%			ICU Level of Service			A					
Analysis Period (min)	15											





















CVN Homeport at NBC
7: Fourth St & D Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		  						  				  	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Volume (veh/h)	2	4717	74	0	0	0	0	69	46	20	124	0	
Peak Hour Factor	0.91	0.91	0.91	0.25	0.25	0.25	0.83	0.83	0.83	0.74	0.74	0.74	
Hourly flow rate (vph)	2	5184	81	0	0	0	0	83	55	27	168	0	
Pedestrians		20			20			20			20		
Lane Width (ft)		12.0			0.0			12.0			12.0		
Walking Speed (ft/s)		4.0			4.0			4.0			4.0		
Percent Blockage		2			0			2			2		
Right turn flare (veh)													
Median type								None			None		
Median storage veh)													
Upstream signal (ft)					434								
pX, platoon unblocked													
vC, conflicting volume	20			5285				5352	5269	1808	1869	5309	40
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	20			5285				5352	5269	1808	1869	5309	40
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100				0	0	17	0	0	100
cM capacity (veh/h)	1568			12				0	0	67	0	0	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1								
Volume Total	1298	2592	1377	139	195								
Volume Left	2	0	0	0	27								
Volume Right	0	0	81	55	0								
cSH	1568	1700	1700	1	0								
Volume to Capacity	0.00	1.52	0.81	234.61	Err								
Queue Length 95th (ft)	0	0	0	Err	Err								
Control Delay (s)	0.1	0.0	0.0	Err	Err								
Lane LOS	A			F	F								
Approach Delay (s)	0.0			Err	Err								
Approach LOS				F	F								
Intersection Summary													
Average Delay	Err												
Intersection Capacity Utilization	115.1%			ICU Level of Service			H						
Analysis Period (min)	15												












CVN Homeport at NBC
8: Sixth St & D Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 			 			 		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	8	211	29	35	47	38	31	117	61	57	132	8
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	10	254	35	42	57	46	33	124	65	66	153	9
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	299	145	222	229								
Volume Left (vph)	10	42	33	66								
Volume Right (vph)	35	46	65	9								
Hadj (s)	-0.03	-0.10	-0.11	0.07								
Departure Headway (s)	5.4	5.6	5.4	5.6								
Degree Utilization, x	0.45	0.23	0.34	0.36								
Capacity (veh/h)	621	569	599	590								
Control Delay (s)	12.7	10.2	11.2	11.7								
Approach Delay (s)	12.7	10.2	11.2	11.7								
Approach LOS	B	B	B	B								
Intersection Summary												
Delay				11.7								
HCM Level of Service				B								
Intersection Capacity Utilization	49.4%			ICU Level of Service			A					
Analysis Period (min)				15								








CVN Homeport at NBC
9: First St & Orange Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.95
Flpb, ped/bikes	1.00		1.00	1.00	0.97	1.00
Frt	0.89		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1460		1593	1676	1541	1351
Flt Permitted	1.00		0.13	1.00	0.95	1.00
Satd. Flow (perm)	1460		216	1676	1541	1351
Volume (vph)	284	1091	270	196	211	184
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	369	1417	333	242	257	224
RTOR Reduction (vph)	231	0	0	0	0	169
Lane Group Flow (vph)	1555	0	333	242	257	55
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2 2	
Actuated Green, G (s)	31.1		31.1	31.1	12.8	12.8
Effective Green, g (s)	31.1		31.1	31.1	12.8	12.8
Actuated g/C Ratio	0.60		0.60	0.60	0.25	0.25
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	875		129	1004	380	333
v/s Ratio Prot	1.07			0.14		
v/s Ratio Perm			c1.54		c0.17	0.04
v/c Ratio	1.78		2.58	0.24	0.68	0.17
Uniform Delay, d1	10.4		10.4	4.9	17.7	15.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	354.4		733.7	0.1	4.7	0.2
Delay (s)	364.8		744.1	5.0	22.4	15.6
Level of Service	F		F	A	C	B
Approach Delay (s)	364.8			433.0	19.2	
Approach LOS	F			F	B	
Intersection Summary						
HCM Average Control Delay		320.1		HCM Level of Service		F
HCM Volume to Capacity ratio		2.02				
Actuated Cycle Length (s)		51.9		Sum of lost time (s)		8.0
Intersection Capacity Utilization		121.1%		ICU Level of Service		H
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				4.0	4.0			4.0	4.0			4.0	
Lane Util. Factor				0.86	0.86		1.00	0.95				0.95	
Frpb, ped/bikes				1.00	0.99		1.00	1.00				1.00	
Flpb, ped/bikes				1.00	1.00		1.00	1.00				1.00	
Frt				1.00	0.98		1.00	1.00				1.00	
Flt Protected				0.95	0.98		0.95	1.00				1.00	
Satd. Flow (prot)				1522	4629		1770	3539				3529	
Flt Permitted				0.95	0.98		0.95	1.00				1.00	
Satd. Flow (perm)				1522	4629		1770	3539				3529	
Volume (vph)	0	0	0	1353	1121	204	121	324	0	0	1319	18	
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88	
Adj. Flow (vph)	0	0	0	1409	1168	212	127	341	0	0	1499	20	
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	0	0	1	0	
Lane Group Flow (vph)	0	0	0	705	2077	0	127	341	0	0	1518	0	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20	
Turn Type				Split		Prot							
Protected Phases				8		8		5		2		6	
Permitted Phases													
Actuated Green, G (s)				75.0		75.0		12.0		87.0		71.0	
Effective Green, g (s)				75.0		75.0		12.0		87.0		71.0	
Actuated g/C Ratio				0.44		0.44		0.07		0.51		0.42	
Clearance Time (s)				4.0		4.0		4.0		4.0		4.0	
Vehicle Extension (s)				3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)				671		2042		125		1811		1474	
v/s Ratio Prot				c0.46		0.45		c0.07		0.10		c0.43	
v/s Ratio Perm													
v/c Ratio				1.05		1.02		1.02		0.19		1.03	
Uniform Delay, d1				47.5		47.5		79.0		22.4		49.5	
Progression Factor				1.00		1.00		1.00		1.00		1.00	
Incremental Delay, d2				48.8		24.3		84.8		0.1		31.5	
Delay (s)				96.3		71.8		163.8		22.5		81.0	
Level of Service				F		E		F		C		F	
Approach Delay (s)	0.0					78.0				60.8		81.0	
Approach LOS	A					E				E		F	
Intersection Summary													
HCM Average Control Delay	77.3			HCM Level of Service					E				
HCM Volume to Capacity ratio	1.04												
Actuated Cycle Length (s)	170.0			Sum of lost time (s)					12.0				
Intersection Capacity Utilization	187.2%			ICU Level of Service					H				
Analysis Period (min)	15												
c Critical Lane Group													

CVN Homeport at NBC
11: Fourth St & Orange Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔					↔↔	↔	↔↔	↔↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Flpb, ped/bikes	1.00	0.95						0.97	0.93	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.93	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5082	1501						3042	1334	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5082	1501						3042	1334	3433	3539	
Volume (vph)	50	4384	381	0	0	0	0	413	728	1427	1239	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	4818	419	0	0	0	0	449	791	1551	1347	0
RTOR Reduction (vph)	0	0	7	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	4873	412	0	0	0	0	844	396	1551	1347	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm					Perm	Prot				
Protected Phases	4	4					2	1	6			
Permitted Phases		4					2					
Actuated Green, G (s)	88.0	88.0					32.0	32.0	38.0	74.0		
Effective Green, g (s)	88.0	88.0					32.0	32.0	38.0	74.0		
Actuated g/C Ratio	0.52	0.52					0.19	0.19	0.22	0.44		
Clearance Time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2631	777					573	251	767	1541		
v/s Ratio Prot	c0.96						0.28		c0.45	0.38		
v/s Ratio Perm		0.27						c0.30				
v/c Ratio	1.85	0.53					1.51dr	1.58	2.02	0.87		
Uniform Delay, d1	41.0	27.3					69.0	69.0	66.0	43.8		
Progression Factor	1.00	1.00					1.00	1.00	1.00	1.00		
Incremental Delay, d2	384.9	0.7					222.2	278.3	464.6	5.8		
Delay (s)	425.9	28.0					291.2	347.3	530.6	49.6		
Level of Service	F	C					F	F	F	D		
Approach Delay (s)	394.4			0.0			309.1			307.0		
Approach LOS	F			A			F			F		
Intersection Summary												
HCM Average Control Delay		356.3							F			
HCM Volume to Capacity ratio		1.84										
Actuated Cycle Length (s)		170.0						12.0				
Intersection Capacity Utilization		187.2%							H			
Analysis Period (min)		15										
dr Defacto Right Lane. Recode with 1 though lane as a right lane.												
c Critical Lane Group												

CVN Homeport at NBC
12: Fifth St & Orange Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔			↔↔	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	72	28	6	9	6	13	1124	16	14	1665	23
Peak Hour Factor	0.45	0.45	0.45	0.75	0.75	0.75	0.93	0.93	0.93	0.95	0.95	0.95
Hourly flow rate (vph)	20	160	62	8	12	8	14	1209	17	15	1753	24
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.80	0.80	0.64	0.80	0.80	0.68	0.64			0.68		
vC, conflicting volume	2480	3088	928	2333	3091	653	1797			1246		
vC1, stage 1 conf vol	1814	1814			1265	1265						
vC2, stage 2 conf vol	666	1274		1068	1826							
vCu, unblocked vol	1410	2168	333	1227	2173	26	1684			895		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	65	0	85	0	83	99	94			97		
cM capacity (veh/h)	56	82	412	0	70	689	238			506		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	242	28	618	622	891	901						
Volume Left	20	8	14	0	15	0						
Volume Right	62	8	0	17	0	24						
cSH	99	0	238	1700	506	1700						
Volume to Capacity	2.45	Err	0.06	0.37	0.03	0.53						
Queue Length 95th (ft)	551	Err	5	0	2	0						
Control Delay (s)	750.4	Err	2.4	0.0	0.9	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	750.4	Err	1.2		0.5							
Approach LOS	F	F										
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization			73.3%		ICU Level of Service					D		
Analysis Period (min)			15									

CVN Homeport at NBC
13: Sixth St & Orange Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.98			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.93		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1530			1506		1593	3320		1593	3341	
Flt Permitted		0.95			0.90		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1456			1365		1593	3320		1593	3341	
Volume (vph)	42	126	144	16	26	50	45	1047	59	224	1421	39
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	47	140	160	19	30	58	48	1114	63	233	1480	41
RTOR Reduction (vph)	0	21	0	0	28	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	326	0	0	79	0	48	1175	0	233	1520	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		28.9			28.9		4.5	45.0		23.8	64.3	
Effective Green, g (s)		28.9			28.9		4.5	45.0		23.8	64.3	
Actuated g/C Ratio		0.26			0.26		0.04	0.41		0.22	0.59	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		384			360		65	1362		346	1958	
v/s Ratio Prot							0.03	c0.35		0.15	c0.45	
v/s Ratio Perm		c0.22			0.06							
v/c Ratio		0.85			0.22		0.74	0.86		0.67	0.78	
Uniform Delay, d1		38.3			31.6		52.0	29.5		39.4	17.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		16.0			0.3		35.1	5.9		5.1	2.0	
Delay (s)		54.3			31.9		87.1	35.4		44.5	19.2	
Level of Service		D			C		F	D		D	B	
Approach Delay (s)		54.3			31.9			37.4			22.6	
Approach LOS		D			C			D			C	
Intersection Summary												
HCM Average Control Delay		31.4					HCM Level of Service			C		
HCM Volume to Capacity ratio		0.82										
Actuated Cycle Length (s)		109.7					Sum of lost time (s)			8.0		
Intersection Capacity Utilization		77.0%					ICU Level of Service			D		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.95		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1534			1557		1593	3354		1593	3340	
Flt Permitted		0.82			0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1276			1330		1593	3354		1593	3340	
Volume (vph)	92	91	116	30	52	42	65	982	11	68	1347	39
Peak-hour factor, PHF	0.85	0.85	0.85	0.71	0.71	0.71	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	108	107	136	42	73	59	67	1012	11	71	1403	41
RTOR Reduction (vph)	0	15	0	0	12	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	336	0	0	162	0	67	1022	0	71	1443	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		34.0			34.0		7.1	53.8		7.9	54.6	
Effective Green, g (s)		34.0			34.0		7.1	53.8		7.9	54.6	
Actuated g/C Ratio		0.32			0.32		0.07	0.50		0.07	0.51	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		403			420		105	1675		117	1693	
v/s Ratio Prot							0.04	c0.30		0.04	c0.43	
v/s Ratio Perm		c0.26			0.12							
v/c Ratio		0.83			0.38		0.64	0.61		0.61	0.85	
Uniform Delay, d1		34.2			28.7		49.0	19.4		48.4	23.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		13.8			0.6		12.0	0.7		8.6	4.4	
Delay (s)		48.0			29.3		61.1	20.1		57.0	27.4	
Level of Service		D			C		E	C		E	C	
Approach Delay (s)		48.0			29.3			22.6			28.8	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM Average Control Delay		28.8					HCM Level of Service			C		
HCM Volume to Capacity ratio		0.81										
Actuated Cycle Length (s)		107.7					Sum of lost time (s)			8.0		
Intersection Capacity Utilization		76.5%					ICU Level of Service			D		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.98			0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1578			1572		1593	3326		1593	3325	
Flt Permitted		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1578			1572		1593	3326		1593	3325	
Volume (vph)	158	66	49	13	27	17	58	884	41	37	1263	60
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	188	79	58	19	40	25	62	951	44	39	1316	62
RTOR Reduction (vph)	0	5	0	0	10	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	320	0	0	74	0	62	993	0	39	1376	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		30.2			13.7		6.2	51.5		13.2	58.5	
Effective Green, g (s)		30.2			13.7		6.2	51.5		13.2	58.5	
Actuated g/C Ratio		0.24			0.11		0.05	0.41		0.11	0.47	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		382			173		79	1375		169	1561	
v/s Ratio Prot		c0.20			c0.05		0.04	c0.30		0.02	c0.41	
v/s Ratio Perm												
v/c Ratio		0.84			0.43		0.78	0.72		0.23	0.88	
Uniform Delay, d1		44.9			51.8		58.5	30.6		51.0	29.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		14.8			1.7		38.7	1.9		0.7	6.2	
Delay (s)		59.7			53.5		97.2	32.5		51.7	36.1	
Level of Service		E			D		F	C		D	D	
Approach Delay (s)		59.7			53.5		36.3			36.5		
Approach LOS		E			D		D			D		
Intersection Summary												
HCM Average Control Delay		39.5										
HCM Volume to Capacity ratio		0.81										
Actuated Cycle Length (s)		124.6								16.0		
Intersection Capacity Utilization		72.5%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	Free				
Grade		0%			0%		0%	0%				
Volume (veh/h)	0	0	0	0	0	108	0	2733	6	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.84	0.84	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	117	0	2971	6	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1128	3011	40	3014	3014	1013	20			2991		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1128	3011	40	3014	3014	1013	20			2991		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	50	100			100		
cM capacity (veh/h)	78	13	1005	6	13	233	1595			112		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	117	1188	1188	600								
Volume Left	0	0	0	0								
Volume Right	117	0	0	6								
cSH	233	1700	1700	1700								
Volume to Capacity	0.50	0.70	0.70	0.35								
Queue Length 95th (ft)	65	0	0	0								
Control Delay (s)	35.3	0.0	0.0	0.0								
Lane LOS	E											
Approach Delay (s)	35.3	0.0										
Approach LOS	E											
Intersection Summary												
Average Delay		1.3										
Intersection Capacity Utilization		66.3%										
Analysis Period (min)		15										

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.88		1.00			1.00	0.95		1.00	0.95	
Flpb, ped/bikes	1.00	0.92		0.99			1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00			1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.98			1.00	0.99		1.00	1.00	
Flt Protected	0.98	1.00		0.97			0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1632	2429		1590			1593	3326		1593	3341	
Flt Permitted	0.84	1.00		0.30			0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1392	2429		489			1593	3326		1593	3341	
Volume (vph)	131	248	622	57	21	10	299	869	37	33	1241	30
Peak-hour factor, PHF	0.85	0.85	0.85	0.72	0.72	0.72	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	154	292	732	79	29	14	308	896	38	34	1266	31
RTOR Reduction (vph)	0	0	406	0	3	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	446	326	0	119	0	308	932	0	34	1296	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm				Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	52.0	52.0		52.0			31.8	88.8		6.8	63.8	
Effective Green, g (s)	52.0	52.0		52.0			31.8	88.8		6.8	63.8	
Actuated g/C Ratio	0.33	0.33		0.33			0.20	0.56		0.04	0.40	
Clearance Time (s)	4.0	4.0		4.0			4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	454	791		159			317	1851		68	1336	
v/s Ratio Prot							c0.19	0.28		0.02	c0.39	
v/s Ratio Perm	c0.32	0.13		0.24								
v/c Ratio	0.98	0.41		0.75			0.97	0.50		0.50	0.97	
Uniform Delay, d1	53.3	41.9		48.0			63.5	21.8		74.7	47.0	
Progression Factor	1.00	1.00		1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2	37.4	0.4		17.9			42.6	0.2		5.7	17.6	
Delay (s)	90.8	42.3		65.9			106.1	22.0		80.4	64.6	
Level of Service	F	D		E			F	C		F	E	
Approach Delay (s)	60.6			65.9			42.9			65.0		
Approach LOS	E			E			D			E		
Intersection Summary												
HCM Average Control Delay	56.6											
HCM Volume to Capacity ratio	0.97											
Actuated Cycle Length (s)	159.6											
Intersection Capacity Utilization	98.5%											
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔	↔		↔	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	6310	184	0	0	2717	0	0	171	0	0	0
Peak Hour Factor	0.99	0.99	0.99	0.95	0.95	0.95	0.81	0.81	0.81	0.25	0.25	0.25
Hourly flow rate (vph)	0	6374	186	0	0	2860	0	0	211	0	0	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			0.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			0		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage veh							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			6580			6507	6507	2258	2376	6600	40
vC1, stage 1 conf vol							6487	6487		20	20	
vC2, stage 2 conf vol							20	20		2356	6580	
vCu, unblocked vol	20			6580			6507	6507	2258	2376	6600	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	100
cM capacity (veh/h)	1595			3			0	0	32	0	0	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	2549	2549	1461	953	953	953	211					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	186	953	953	953	211					
cSH	1700	1700	1700	1700	1700	1700	32					
Volume to Capacity	1.50	1.50	0.86	0.56	0.56	0.56	6.57					
Queue Length 95th (ft)	0	0	0	0	0	0	Err					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	Err					
Lane LOS							F					
Approach Delay (s)	0.0			0.0			Err					
Approach LOS							F					
Intersection Summary												
Average Delay	219.2											
Intersection Capacity Utilization	145.6%						ICU Level of Service			H		
Analysis Period (min)	15											

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	707	465	70	8	6	313
Peak Hour Factor	0.96	0.96	0.81	0.81	0.88	0.88
Hourly flow rate (vph)	736	484	86	10	7	356
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	116				2089	131
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	116				2089	131
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	49				75	60
cM capacity (veh/h)	1448				28	888
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1221	96	362			
Volume Left	736	0	7			
Volume Right	0	10	356			
cSH	1448	1700	559			
Volume to Capacity	0.51	0.06	0.65			
Queue Length 95th (ft)	75	0	116			
Control Delay (s)	8.9	0.0	22.5			
Lane LOS	A		C			
Approach Delay (s)	8.9	0.0	22.5			
Approach LOS			C			
Intersection Summary						
Average Delay		11.3				
Intersection Capacity Utilization		98.5%		ICU Level of Service	F	
Analysis Period (min)		15				













CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.95		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.94		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1579		3185		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1579		3185		3362	
Volume (vph)	362	27	1165	723	0	1992
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.81	0.81
Adj. Flow (vph)	407	30	1239	769	0	2459
RTOR Reduction (vph)	1	0	60	0	0	0
Lane Group Flow (vph)	436	0	1948	0	0	2459
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	41.0		101.0			111.0
Effective Green, g (s)	41.0		101.0			111.0
Actuated g/C Ratio	0.26		0.63			0.69
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	405		2011			2332
v/s Ratio Prot	0.28		0.61			0.73
v/s Ratio Perm						
v/c Ratio	1.08		0.97			1.05
Uniform Delay, d1	59.5		28.0			24.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	66.3		13.3			35.0
Delay (s)	125.8		41.3			59.5
Level of Service	F		D			E
Approach Delay (s)	125.8		41.3			59.5
Approach LOS	F		D			E
Intersection Summary						
HCM Average Control Delay		58.0		HCM Level of Service	E	
HCM Volume to Capacity ratio		1.06				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)	8.0	
Intersection Capacity Utilization		84.6%		ICU Level of Service	E	
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd























2030 3 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	6432	34	0	2664	321	0	0	1268	0	0	73
Peak Hour Factor	0.25	0.25	0.25	0.99	0.99	0.99	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	25728	136	0	2691	324	0	0	1294	0	0	83
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3035			25884			26816	28851	8684	11469	28757	1099
vC1, stage 1 conf vol							25816	25816			2873	2873
vC2, stage 2 conf vol							1000	3035			8596	25884
vCu, unblocked vol	3035			25884			26816	28851	8684	11469	28757	1099
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	80	100	100	59
cM capacity (veh/h)	108			0			0	0	6599	0	0	200
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	10291	10291	5282	1076	1076	862	1294	83				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	136	0	0	324	1294	83				
cSH	1700	1700	1700	1700	1700	1700	6599	200				
Volume to Capacity	6.05	6.05	3.11	0.63	0.63	0.51	0.20	0.41				
Queue Length 95th (ft)	Err	Err	Err	0	0	0	18	47				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	5.7	35.1				
Lane LOS							A	E				
Approach Delay (s)	0.0			0.0			5.7	35.1				
Approach LOS							A	E				
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			212.2%		ICU Level of Service					H		
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd










2030 3 Carriers
Timing Plan: PM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95		
Frpb, ped/bikes	1.00	1.00	0.94		1.00	0.95	1.00	1.00	0.88	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		
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99		
Flt Protected	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1770	1863	1493		1850	1505	1770	3539	1396	1770	3511		
Flt Permitted	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	1770	1863	1493		1850	1505	1770	3539	1396	1770	3511		
Volume (vph)	280	71	134	8	52	438	51	1039	3	152	1998	90	
Peak-hour factor, PHF	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.79	0.79	0.79	
Adj. Flow (vph)	286	72	137	9	56	471	56	1142	3	192	2529	114	
RTOR Reduction (vph)	0	0	119	0	0	219	0	0	1	0	2	0	
Lane Group Flow (vph)	286	72	18	0	65	252	56	1142	2	192	2641	0	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20	
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot			
Protected Phases	4	4		8	8		5	2		1	6		
Permitted Phases			4			8			2				
Actuated Green, G (s)	21.0	21.0	21.0		26.0	26.0	5.0	75.3	75.3	21.7	92.0		
Effective Green, g (s)	21.0	21.0	21.0		26.0	26.0	5.0	75.3	75.3	21.7	92.0		
Actuated g/C Ratio	0.13	0.13	0.13		0.16	0.16	0.03	0.47	0.47	0.14	0.58		
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	232	245	196		301	245	55	1666	657	240	2019		
v/s Ratio Prot	c0.16	0.04			0.04		0.03	0.32		c0.11	c0.75		
v/s Ratio Perm			0.01			c0.17			0.00				
v/c Ratio	1.23	0.29	0.09		0.22	1.03	1.02	0.69	0.00	0.80	1.31		
Uniform Delay, d1	69.5	62.8	61.1		58.2	67.0	77.5	33.1	22.5	67.0	34.0		
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	136.3	0.7	0.2		0.4	65.6	126.6	2.3	0.0	17.1	142.3		
Delay (s)	205.8	63.5	61.3		58.5	132.6	204.1	35.4	22.5	84.2	176.3		
Level of Service	F	E	E		E	F	F	D	C	F	F		
Approach Delay (s)		145.1			123.6			43.2			170.1		
Approach LOS		F			F			D			F		
Intersection Summary													
HCM Average Control Delay			132.6			HCM Level of Service				F			
HCM Volume to Capacity ratio			1.24										
Actuated Cycle Length (s)			160.0			Sum of lost time (s)				16.0			
Intersection Capacity Utilization			93.7%			ICU Level of Service				F			
Analysis Period (min)			15										

c Critical Lane Group
























CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Frpb, ped/bikes	1.00		1.00	0.94		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	1764		3539	1486		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	1764		3539	1486		3539
Volume (vph)	268	12	1061	46	0	2111
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.95	0.95
Adj. Flow (vph)	308	14	1094	47	0	2222
RTOR Reduction (vph)	2	0	0	15	0	0
Lane Group Flow (vph)	320	0	1094	32	0	2222
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	13.7		45.9	45.9		45.9
Effective Green, g (s)	13.7		45.9	45.9		45.9
Actuated g/C Ratio	0.20		0.68	0.68		0.68
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	357		2403	1009		2403
v/s Ratio Prot	c0.18		0.31			c0.63
v/s Ratio Perm				0.02		
v/c Ratio	0.90		0.46	0.03		0.92
Uniform Delay, d1	26.3		5.0	3.6		9.4
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	23.6		0.1	0.0		6.7
Delay (s)	49.9		5.2	3.6		16.1
Level of Service	D		A	A		B
Approach Delay (s)	49.9		5.1			16.1
Approach LOS	D		A			B
Intersection Summary						
HCM Average Control Delay	15.6		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.92					
Actuated Cycle Length (s)	67.6		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	80.7%		ICU Level of Service		D	
Analysis Period (min)	15					
c Critical Lane Group						











CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.95	1.00	1.00	0.92	1.00	0.99	
Flpb, ped/bikes	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1711	1819		1593	1676	1354	1770	3539	1452	1770	3427	
Flt Permitted	0.68	1.00		0.08	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1234	1819		131	1676	1354	1770	3539	1452	1770	3427	
Volume (vph)	91	308	41	51	91	50	22	372	599	127	385	61
Peak-hour factor, PHF	0.25	0.25	0.25	0.81	0.81	0.81	0.98	0.98	0.98	0.93	0.93	0.93
Adj. Flow (vph)	364	1232	164	63	112	62	22	380	611	137	414	66
RTOR Reduction (vph)	0	5	0	0	0	31	0	0	24	0	12	0
Lane Group Flow (vph)	364	1391	0	63	112	31	22	380	587	137	468	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm		Perm	Prot	Perm		Prot		
Protected Phases	4			8		8	5	2		1	6	
Permitted Phases	4			8		8		2				
Actuated Green, G (s)	51.0	51.0		51.0	51.0	51.0	2.0	33.4	33.4	6.0	37.4	
Effective Green, g (s)	51.0	51.0		51.0	51.0	51.0	2.0	33.4	33.4	6.0	37.4	
Actuated g/C Ratio	0.50	0.50		0.50	0.50	0.50	0.02	0.33	0.33	0.06	0.37	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	615	906		65	835	674	35	1154	474	104	1252	
v/s Ratio Prot	c0.76			0.07			0.01	0.11		c0.08	c0.14	
v/s Ratio Perm	0.30			0.48		0.02			c0.40			
v/c Ratio	0.59	1.54		0.97	0.13	0.05	0.63	0.33	1.24	1.32	0.37	
Uniform Delay, d1	18.3	25.7		24.9	13.8	13.2	49.8	26.0	34.5	48.2	23.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.5	246.5		99.6	0.1	0.0	30.3	0.2	124.1	195.3	0.2	
Delay (s)	19.8	272.2		124.6	13.9	13.2	80.2	26.2	158.6	243.5	24.1	
Level of Service	B	F		F	B	B	F	C	F	F	C	
Approach Delay (s)	220.0			43.1			107.2			72.8		
Approach LOS	F			D			F			E		
Intersection Summary												
HCM Average Control Delay	151.9			HCM Level of Service					F			
HCM Volume to Capacity ratio	1.45											
Actuated Cycle Length (s)	102.4			Sum of lost time (s)					16.0			
Intersection Capacity Utilization	75.0%			ICU Level of Service					D			
Analysis Period (min)	15											
c Critical Lane Group												





















CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	154	116	0	144	182
Peak Hour Factor	0.93	0.93	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	0	166	127	0	160	202
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type				TWLTL		
Median storage (veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	147			333	167	
vC1, stage 1 conf vol				147		
vC2, stage 2 conf vol				186		
vCu, unblocked vol	147			333	167	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)				5.4		
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			76	76	
cM capacity (veh/h)	1410			679	848	
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	166	127	160	202		
Volume Left	0	0	160	0		
Volume Right	0	0	0	202		
cSH	1700	1700	679	848		
Volume to Capacity	0.10	0.07	0.24	0.24		
Queue Length 95th (ft)	0	0	23	23		
Control Delay (s)	0.0	0.0	11.9	10.6		
Lane LOS			B	B		
Approach Delay (s)	0.0	0.0	11.2			
Approach LOS			B			
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization	29.6%			ICU Level of Service	A	
Analysis Period (min)	15					

CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2030 3 Carriers
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	       											
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.25	0.25	0.25	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type								None		None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			20			40	40	40	40	40	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			20			40	40	40	40	40	40
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1570			1570			909	824	997	909	824	997
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	0	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay	0.0											
Intersection Capacity Utilization	23.1%			ICU Level of Service					A			
Analysis Period (min)	15											

CVN Homeport at NBC
1: First St & Alameda Blvd

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Sign Control	Stop			Stop	Stop	
Volume (vph)	74	54	5	681	537	5
Peak Hour Factor	0.78	0.78	0.73	0.73	0.84	0.84
Hourly flow rate (vph)	95	69	7	933	639	6
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	95	69	940	639	6	
Volume Left (vph)	0	0	7	639	0	
Volume Right (vph)	0	69	0	0	6	
Hadj (s)	0.03	-0.67	0.04	0.53	-0.67	
Departure Headway (s)	7.6	6.9	6.5	7.3	6.1	
Degree Utilization, x	0.20	0.13	1.71	1.29	0.01	
Capacity (veh/h)	467	514	564	504	583	
Control Delay (s)	11.3	9.8	342.4	166.8	7.9	
Approach Delay (s)	10.6		342.4	165.3		
Approach LOS	B		F	F		
Intersection Summary						
Delay	245.9					
HCM Level of Service	F					
Intersection Capacity Utilization	76.2%					
ICU Level of Service	D					
Analysis Period (min)	15					

CVN Homeport at NBC
2: Third St & Alameda Blvd

















2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕		↕	↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					0.91		1.00	1.00				1.00
Flpb, ped/bikes					0.99		1.00	1.00				0.98
Flpb, ped/bikes					1.00		0.97	1.00				1.00
Frt					0.99		1.00	1.00				0.95
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					4995		1718	1863				1735
Flt Permitted					1.00		0.59	1.00				1.00
Satd. Flow (perm)					4995		1062	1863				1735
Volume (vph)	0	0	0	17	3176	259	172	31	0	0	47	29
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.86	0.86	0.86	0.59	0.59	0.59
Adj. Flow (vph)	0	0	0	19	3569	291	200	36	0	0	80	49
RTOR Reduction (vph)	0	0	0	0	9	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	3870	0	200	36	0	0	128	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type	Perm			Perm								
Protected Phases				8			2			6		
Permitted Phases	8						2					
Actuated Green, G (s)				74.0			18.0			18.0		
Effective Green, g (s)				74.0			18.0			18.0		
Actuated g/C Ratio				0.74			0.18			0.18		
Clearance Time (s)				4.0			4.0			4.0		
Vehicle Extension (s)				3.0			3.0			3.0		
Lane Grp Cap (vph)	3696			191			335			312		
v/s Ratio Prot							0.02			0.07		
v/s Ratio Perm				0.77			c0.19					
v/c Ratio				1.05			1.05			0.11		
Uniform Delay, d1				13.0			41.0			34.3		
Progression Factor				1.00			1.00			1.00		
Incremental Delay, d2				29.0			78.1			0.1		
Delay (s)				42.0			119.1			34.4		
Level of Service				D			F			C		
Approach Delay (s)	0.0			42.0			106.2			37.2		
Approach LOS	A			D			F			D		
Intersection Summary												
HCM Average Control Delay	45.5			HCM Level of Service			D					
HCM Volume to Capacity ratio	1.05											
Actuated Cycle Length (s)	100.0			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	96.2%			ICU Level of Service			F					
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd









2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frpb, ped/bikes		0.99						0.99		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		0.99	1.00	
Frt		0.97						0.95		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4898						1763		1758	1863	
Flt Permitted		1.00						1.00		0.57	1.00	
Satd. Flow (perm)		4898						1763		1062	1863	
Volume (vph)	14	441	107	0	0	0	0	163	85	43	61	0
Peak-hour factor, PHF	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73
Adj. Flow (vph)	16	501	122	0	0	0	0	201	105	59	84	0
RTOR Reduction (vph)	0	79	0	0	0	0	0	51	0	0	0	0
Lane Group Flow (vph)	0	560	0	0	0	0	0	255	0	59	84	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm						Perm					
Protected Phases	4						2					
Permitted Phases	4						6					
Actuated Green, G (s)	9.3						9.2					
Effective Green, g (s)	9.3						9.2					
Actuated g/C Ratio	0.35						0.35					
Clearance Time (s)	4.0						4.0					
Vehicle Extension (s)	3.0						3.0					
Lane Grp Cap (vph)	1719						612					
v/s Ratio Prot							c0.14					
v/s Ratio Perm	0.11						0.06					
v/c Ratio	0.33						0.42					
Uniform Delay, d1	6.3						6.6					
Progression Factor	1.00						1.00					
Incremental Delay, d2	0.1						0.5					
Delay (s)	6.4						7.1					
Level of Service	A						A					
Approach Delay (s)	6.4						7.1					
Approach LOS	A						A					
Intersection Summary												
HCM Average Control Delay	6.6			HCM Level of Service				A				
HCM Volume to Capacity ratio	0.37											
Actuated Cycle Length (s)	26.5			Sum of lost time (s)				8.0				
Intersection Capacity Utilization	96.2%			ICU Level of Service				F				
Analysis Period (min)	15											

c Critical Lane Group

CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	62	948	32	63	6
Peak Hour Factor	0.62	0.62	0.87	0.87	0.76	0.76
Hourly flow rate (vph)	0	100	1090	37	83	8
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1146				1248	1148
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1146				1248	1148
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				55	97
cM capacity (veh/h)	599				185	234
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	100	1126	91			
Volume Left	0	0	83			
Volume Right	0	37	8			
cSH	599	1700	188			
Volume to Capacity	0.00	0.66	0.48			
Queue Length 95th (ft)	0	0	59			
Control Delay (s)	0.0	0.0	40.7			
Lane LOS				E		
Approach Delay (s)	0.0	0.0	40.7			
Approach LOS				E		
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization	67.1%			ICU Level of Service	C	
Analysis Period (min)			15			

CVN Homeport at NBC
5: First St & D Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	114	0	4	704	0	1	0	4	0	2	1
Peak Hour Factor	0.76	0.76	0.76	0.79	0.79	0.79	0.62	0.62	0.62	0.25	0.25	0.25
Hourly flow rate (vph)	0	150	0	5	891	0	2	0	6	0	8	4
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					442							
pX, platoon unblocked	0.71						0.71	0.71		0.71	0.71	0.71
vC, conflicting volume	911			170			1099	1091	190	1098	1091	931
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	875			170			1139	1128	190	1137	1128	903
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	99	100	94	98
cM capacity (veh/h)	541			1384			112	140	824	119	140	232
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	150	896	8	12								
Volume Left	0	5	2	0								
Volume Right	0	0	6	4								
cSH	541	1384	364	162								
Volume to Capacity	0.00	0.00	0.02	0.07								
Queue Length 95th (ft)	0	0	2	6								
Control Delay (s)	0.0	0.1	15.1	29.1								
Lane LOS		A	C	D								
Approach Delay (s)	0.0	0.1	15.1	29.1								
Approach LOS			C	D								
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization		55.1%		ICU Level of Service				B				
Analysis Period (min)		15										
















CVN Homeport at NBC
6: Third St & D Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control		Free		Free				Stop			Stop	
Grade		0%		0%				0%			0%	
Volume (veh/h)	0	0	0	35	3553	0	30	17	0	0	59	2
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.62	0.62	0.62	0.44	0.44	0.44
Hourly flow rate (vph)	0	0	0	38	3904	0	48	27	0	0	134	5
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					432							
pX, platoon unblocked	0.28						0.28	0.28		0.28	0.28	0.28
vC, conflicting volume	3924			20			1490	4021	40	4035	4021	1341
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	6299			20			0	6645	40	6693	6645	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			0	0	100	0	0	98
cM capacity (veh/h)	1			1568			0	0	989	0	0	299
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	1015	1952	976	76	139							
Volume Left	38	0	0	48	0							
Volume Right	0	0	0	0	5							
cSH	1568	1700	1700	0	0							
Volume to Capacity	0.02	1.15	0.57	Err	Err							
Queue Length 95th (ft)	2	0	0	Err	Err							
Control Delay (s)	0.7	0.0	0.0	Err	Err							
Lane LOS	A			F	F							
Approach Delay (s)	0.2			Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization		89.5%		ICU Level of Service				E				
Analysis Period (min)		15										














CVN Homeport at NBC
7: Fourth St & D Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Volume (veh/h)	2	828	5	0	0	0	0	46	19	23	66	0	
Peak Hour Factor	0.86	0.86	0.86	0.25	0.25	0.25	0.69	0.69	0.69	0.44	0.44	0.44	
Hourly flow rate (vph)	2	963	6	0	0	0	0	67	28	52	150	0	
Pedestrians		20			20			20			20		
Lane Width (ft)		12.0			0.0			12.0			12.0		
Walking Speed (ft/s)		4.0			4.0			4.0			4.0		
Percent Blockage		2			0			2			2		
Right turn flare (veh)													
Median type								None			None		
Median storage veh)													
Upstream signal (ft)					434								
pX, platoon unblocked													
vC, conflicting volume	20			989				1085	1010	364	426	1013	40
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	20			989				1085	1010	364	426	1013	40
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100				100	71	96	86	35	100
cM capacity (veh/h)	1568			683				77	230	622	364	229	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1								
Volume Total	243	481	247	94	202								
Volume Left	2	0	0	0	52								
Volume Right	0	0	6	28	0								
cSH	1568	1700	1700	282	253								
Volume to Capacity	0.00	0.28	0.15	0.33	0.80								
Queue Length 95th (ft)	0	0	0	35	152								
Control Delay (s)	0.1	0.0	0.0	24.0	58.4								
Lane LOS	A			C	F								
Approach Delay (s)	0.0			24.0	58.4								
Approach LOS				C	F								
Intersection Summary													
Average Delay	11.1												
Intersection Capacity Utilization	36.5%			ICU Level of Service			A						
Analysis Period (min)	15												

CVN Homeport at NBC
8: Sixth St & D Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop											
Volume (vph)	4	38	19	15	74	11	20	52	14	16	52	6
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.51	0.51	0.51
Hourly flow rate (vph)	5	45	23	18	87	13	22	58	16	31	102	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	73	118	96	145								
Volume Left (vph)	5	18	22	31								
Volume Right (vph)	23	13	16	12								
Hadj (s)	-0.14	0.00	-0.02	0.03								
Departure Headway (s)	4.5	4.6	4.5	4.5								
Degree Utilization, x	0.09	0.15	0.12	0.18								
Capacity (veh/h)	746	741	755	758								
Control Delay (s)	7.9	8.3	8.1	8.5								
Approach Delay (s)	7.9	8.3	8.1	8.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.3											
HCM Level of Service	A											
Intersection Capacity Utilization	28.0%			ICU Level of Service			A					
Analysis Period (min)	15											

CVN Homeport at NBC
9: First St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		0.99	1.00	0.98	1.00
Frt	0.89		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1460		1574	1676	1555	1363
Flt Permitted	1.00		0.66	1.00	0.95	1.00
Satd. Flow (perm)	1460		1093	1676	1555	1363
Volume (vph)	21	94	87	269	438	25
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	28	125	98	302	548	31
RTOR Reduction (vph)	90	0	0	0	0	15
Lane Group Flow (vph)	63	0	98	302	548	16
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2	2
Actuated Green, G (s)	10.6		10.6	10.6	19.6	19.6
Effective Green, g (s)	10.6		10.6	10.6	19.6	19.6
Actuated g/C Ratio	0.28		0.28	0.28	0.51	0.51
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	405		303	465	798	699
v/s Ratio Prot	0.04			c0.18		
v/s Ratio Perm			0.09		c0.35	0.01
v/c Ratio	0.15		0.32	0.65	0.69	0.02
Uniform Delay, d1	10.4		11.0	12.2	7.0	4.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		0.6	3.1	2.5	0.0
Delay (s)	10.6		11.6	15.3	9.5	4.6
Level of Service	B		B		A	A
Approach Delay (s)	10.6			14.4	9.2	
Approach LOS	B			B	A	
Intersection Summary						
HCM Average Control Delay		11.2			HCM Level of Service	B
HCM Volume to Capacity ratio		0.67				
Actuated Cycle Length (s)		38.2			Sum of lost time (s)	8.0
Intersection Capacity Utilization		45.1%			ICU Level of Service	A
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔↔↔		↔	↔↔			↔↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00		1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Frt				1.00	0.99		1.00	1.00			0.99	
Flt Protected				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (prot)				1522	4688		1770	3539			3476	
Flt Permitted				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (perm)				1522	4688		1770	3539			3476	
Volume (vph)	0	0	0	1877	3248	375	186	170	0	0	286	25
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	1976	3419	395	214	195	0	0	321	28
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	0	0	1413	4371	0	214	195	0	0	345	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Split		Prot						
Protected Phases				8	8	5		2	6			
Permitted Phases												
Actuated Green, G (s)				125.0	125.0	16.0		37.0	17.0			
Effective Green, g (s)				125.0	125.0	16.0		37.0	17.0			
Actuated g/C Ratio				0.74	0.74	0.09		0.22	0.10			
Clearance Time (s)				4.0	4.0	4.0		4.0	4.0			
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)				1119	3447	167		770	348			
v/s Ratio Prot				0.93	c0.93	c0.12		0.06	c0.10			
v/s Ratio Perm												
v/c Ratio				1.26	1.27	1.28		0.25	0.99			
Uniform Delay, d1				22.5	22.5	77.0		55.1	76.4			
Progression Factor				1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2				125.5	123.0	164.4		0.2	46.0			
Delay (s)				148.0	145.5	241.4		55.2	122.5			
Level of Service				F	F	F		E	F			
Approach Delay (s)	0.0			146.1				152.7			122.5	
Approach LOS	A			F				F			F	
Intersection Summary												
HCM Average Control Delay	145.3			HCM Level of Service				F				
HCM Volume to Capacity ratio	1.24											
Actuated Cycle Length (s)	170.0			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	118.3%			ICU Level of Service				H				
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
11: Fourth St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Frpb, ped/bikes	1.00	0.97						0.99	0.96	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.96	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5081	1536						3224	1383	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5081	1536						3224	1383	3433	3539	
Volume (vph)	13	764	96	0	0	0	0	360	322	575	1654	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	15	888	112	0	0	0	0	400	358	605	1741	0
RTOR Reduction (vph)	0	0	22	0	0	0	0	23	25	0	0	0
Lane Group Flow (vph)	0	903	90	0	0	0	0	517	193	605	1741	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm					Perm	Prot				
Protected Phases	4	4					2	1	6			
Permitted Phases		4					2					
Actuated Green, G (s)	21.5	21.5					18.9	18.9	24.1	47.0		
Effective Green, g (s)	21.5	21.5					18.9	18.9	24.1	47.0		
Actuated g/C Ratio	0.28	0.28					0.25	0.25	0.32	0.61		
Clearance Time (s)	4.0	4.0					4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	1428	432					797	342	1082	2174		
v/s Ratio Prot	c0.18						0.16		0.18	c0.49		
v/s Ratio Perm		0.06						0.14				
v/c Ratio	0.63	0.21					0.65	0.56	0.56	0.80		
Uniform Delay, d1	24.0	21.0					25.8	25.2	21.8	11.2		
Progression Factor	1.00	1.00					1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.9	0.2					1.8	2.1	0.6	2.2		
Delay (s)	25.0	21.2					27.7	27.3	22.4	13.4		
Level of Service	C	C					C	C	C	B		
Approach Delay (s)	24.6			0.0			27.6			15.7		
Approach LOS	C			A			C			B		
Intersection Summary												
HCM Average Control Delay		20.1								C		
HCM Volume to Capacity ratio		0.75										
Actuated Cycle Length (s)		76.5							8.0			
Intersection Capacity Utilization		118.3%								H		
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	19	18	5	15	4	12	639	7	28	1788	31
Peak Hour Factor	0.73	0.73	0.73	0.58	0.58	0.58	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	8	26	25	9	26	7	13	695	8	30	1902	33
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		2			2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.61	0.61	0.56	0.61	0.61	0.90	0.56			0.90		
vC, conflicting volume	2411	2746	1008	1813	2759	391	1955			722		
vC1, stage 1 conf vol	1998	1998		744	744							
vC2, stage 2 conf vol	413	748		1068	2015							
vCu, unblocked vol	2183	2733	227	1201	2754	212	1920			580		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	74	51	94	94	34	99	92			97		
cM capacity (veh/h)	32	53	420	146	39	690	167			876		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	59	41	360	355	981	984						
Volume Left	8	9	13	0	30	0						
Volume Right	25	7	0	8	0	33						
cSH	73	57	167	1700	876	1700						
Volume to Capacity	0.80	0.73	0.08	0.21	0.03	0.58						
Queue Length 95th (ft)	97	78	6	0	3	0						
Control Delay (s)	150.8	165.2	3.7	0.0	1.0	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	150.8	165.2	1.9		0.5							
Approach LOS	F	F										
Intersection Summary												
Average Delay			6.5									
Intersection Capacity Utilization			85.4%			ICU Level of Service				E		
Analysis Period (min)			15									

CVN Homeport at NBC
13: Sixth St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.89		1.00	1.00		1.00	1.00	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1544			1454		1593	3337		1593	3345	
Flt Permitted		0.69			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1072			1434		1593	3337		1593	3345	
Volume (vph)	15	22	23	5	16	76	38	565	19	29	1742	41
Peak-hour factor, PHF	0.68	0.68	0.68	0.48	0.48	0.48	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	22	32	34	10	33	158	42	621	21	31	1834	43
RTOR Reduction (vph)	0	15	0	0	88	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	73	0	0	113	0	42	639	0	31	1876	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			2			1	6
Permitted Phases	4			8								
Actuated Green, G (s)		11.5			11.5		4.2	39.3		27.9	63.0	
Effective Green, g (s)		11.5			11.5		4.2	39.3		27.9	63.0	
Actuated g/C Ratio		0.13			0.13		0.05	0.43		0.31	0.69	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		136			182		74	1446		490	2323	
v/s Ratio Prot							0.03	0.19		0.02	0.56	
v/s Ratio Perm		0.07			0.08							
v/c Ratio		0.54			0.62		0.57	0.44		0.06	0.81	
Uniform Delay, d1		37.1			37.5		42.4	18.0		22.2	9.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.1			6.2		9.6	0.2		0.1	2.2	
Delay (s)		41.2			43.7		52.0	18.2		22.2	11.8	
Level of Service		D			D		D	B		C	B	
Approach Delay (s)		41.2			43.7		20.3			12.0		
Approach LOS		D			D		C			B		
Intersection Summary												
HCM Average Control Delay		17.0					HCM Level of Service		B			
HCM Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		90.7					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		71.2%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1523			1537		1593	3336		1593	3337	
Flt Permitted		0.90			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1391			1473		1593	3336		1593	3337	
Volume (vph)	38	25	45	7	13	15	75	512	18	33	1504	52
Peak-hour factor, PHF	0.95	0.95	0.95	0.65	0.65	0.65	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	40	26	47	11	20	23	79	539	19	36	1653	57
RTOR Reduction (vph)	0	17	0	0	18	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	96	0	0	36	0	79	556	0	36	1709	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			2			1	6
Permitted Phases	4			8								
Actuated Green, G (s)		11.0			11.0		9.2	63.5		4.3	58.6	
Effective Green, g (s)		11.0			11.0		9.2	63.5		4.3	58.6	
Actuated g/C Ratio		0.12			0.12		0.10	0.70		0.05	0.65	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		169			178		161	2333		75	2154	
v/s Ratio Prot							0.05	0.17		0.02	0.51	
v/s Ratio Perm		0.07			0.02							
v/c Ratio		0.57			0.20		0.49	0.24		0.48	0.79	
Uniform Delay, d1		37.7			36.0		38.6	4.9		42.2	11.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.4			0.6		2.3	0.1		4.8	2.1	
Delay (s)		42.0			36.5		40.9	5.0		46.9	13.8	
Level of Service		D			D		D	A		D	B	
Approach Delay (s)		42.0			36.5		9.4			14.5		
Approach LOS		D			D		A			B		
Intersection Summary												
HCM Average Control Delay		14.9					HCM Level of Service		B			
HCM Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		90.8					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		73.4%					ICU Level of Service		D			
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flpb, 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		0.98			0.96		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1595			1557		1593	3351		1593	3323	
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1595			1557		1593	3351		1593	3323	
Volume (vph)	40	21	9	7	6	6	23	499	7	15	1467	76
Peak-hour factor, PHF	0.68	0.68	0.68	0.62	0.62	0.62	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	59	31	13	11	10	10	25	537	8	16	1612	84
RTOR Reduction (vph)	0	4	0	0	9	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	99	0	0	22	0	25	544	0	16	1694	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4			8		8	5		2	1		6
Permitted Phases												
Actuated Green, G (s)		9.8			9.8		1.6	43.0		28.0	69.4	
Effective Green, g (s)		9.8			9.8		1.6	43.0		28.0	69.4	
Actuated g/C Ratio		0.09			0.09		0.02	0.40		0.26	0.65	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		147			143		24	1352		418	2163	
v/s Ratio Prot		c0.06			c0.01		c0.02	0.16		0.01	c0.51	
v/s Ratio Perm												
v/c Ratio		0.68			0.15		1.04	0.40		0.04	0.78	
Uniform Delay, d1		46.9			44.6		52.5	22.7		29.3	13.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		11.6			0.5		197.1	0.2		0.0	1.9	
Delay (s)		58.5			45.1		249.6	22.8		29.3	15.2	
Level of Service		E			D		F	C		C	B	
Approach Delay (s)		58.5			45.1		32.8			15.3		
Approach LOS		E			D		C			B		
Intersection Summary												
HCM Average Control Delay		21.7								C		
HCM Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		106.6								16.0		
Intersection Capacity Utilization		63.2%								B		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	↕			Free	
Grade		0%			0%		0%				0%	
Volume (veh/h)	0	0	0	0	0	20	0	5551	0	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.50	0.50	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	22	0	6034	0	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2053	6074	40	6074	6074	2031	20			6054		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2053	6074	40	6074	6074	2031	20			6054		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	54	100			100		
cM capacity (veh/h)	17	0	1005	0	0	47	1595			6		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	22	2413	2413	1207								
Volume Left	0	0	0	0								
Volume Right	22	0	0	0								
cSH	47	1700	1700	1700								
Volume to Capacity	0.46	1.42	1.42	0.71								
Queue Length 95th (ft)	42	0	0	0								
Control Delay (s)	135.4	0.0	0.0	0.0								
Lane LOS	F											
Approach Delay (s)	135.4	0.0										
Approach LOS	F											
Intersection Summary												
Average Delay		0.5										
Intersection Capacity Utilization		117.3%								H		
Analysis Period (min)		15										

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		1.00	0.92		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.98	1.00		0.98		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	1.00	
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1592	2434		1562		1593	3350		1593	3340	
Flt Permitted		0.84	1.00		0.80		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1376	2434		1293		1593	3350		1593	3340	
Volume (vph)	14	8	120	22	8	2	907	476	7	16	1423	37
Peak-hour factor, PHF	0.82	0.82	0.82	0.64	0.64	0.64	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	17	10	146	34	12	3	955	501	7	17	1530	40
RTOR Reduction (vph)	0	0	130	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	27	16	0	47	0	955	508	0	17	1569	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm		Perm	Perm		Prot			Prot			
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	17.4	17.4		17.4		68.9	121.7		3.4	56.2		
Effective Green, g (s)	17.4	17.4		17.4		68.9	121.7		3.4	56.2		
Actuated g/C Ratio	0.11	0.11		0.11		0.45	0.79		0.02	0.36		
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0		4.0	4.0		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	155	274		146		710	2639		35	1215		
v/s Ratio Prot						c0.60	0.15		0.01	c0.47		
v/s Ratio Perm	0.02	0.01		c0.04								
v/c Ratio	0.17	0.06		0.32		1.35	0.19		0.49	1.29		
Uniform Delay, d1	62.0	61.2		63.1		42.8	4.1		74.7	49.1		
Progression Factor	1.00	1.00		1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.5	0.1		1.3		164.6	0.0		10.2	137.3		
Delay (s)	62.6	61.3		64.4		207.4	4.1		84.9	186.4		
Level of Service	E	E		E		F	A		F	F		
Approach Delay (s)	61.5			64.4		136.8			185.3			
Approach LOS	E			E		F			F			
Intersection Summary												
HCM Average Control Delay		155.3				HCM Level of Service		F				
HCM Volume to Capacity ratio		1.20										
Actuated Cycle Length (s)		154.5				Sum of lost time (s)		12.0				
Intersection Capacity Utilization		115.3%				ICU Level of Service		H				
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔	↔		↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1197	167	0	0	5535	0	0	241	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.84	0.84	0.84	0.25	0.25	0.25
Hourly flow rate (vph)	0	1376	192	0	0	5888	0	0	287	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			0	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			1588			1512	1512	595	786	1608	40
vC1, stage 1 conf vol							1492	1492		20	20	
vC2, stage 2 conf vol							20	20		766	1588	
vCu, unblocked vol	20			1588			1512	1512	595	786	1608	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	34	100	100	100
cM capacity (veh/h)	1595			403			85	120	433	81	108	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	550	550	467	1963	1963	1963	287					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	192	1963	1963	1963	287					
cSH	1700	1700	1700	1700	1700	1700	433					
Volume to Capacity	0.32	0.32	0.27	1.15	1.15	1.15	0.66					
Queue Length 95th (ft)	0	0	0	0	0	0	117					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	28.2					
Lane LOS							D					
Approach Delay (s)	0.0			0.0			28.2					
Approach LOS							D					
Intersection Summary												
Average Delay		1.0										
Intersection Capacity Utilization		134.3%				ICU Level of Service		H				
Analysis Period (min)		15										

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	636	140	32	3	0	273
Peak Hour Factor	0.87	0.87	0.80	0.80	0.81	0.81
Hourly flow rate (vph)	731	161	40	4	0	337
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	64				1705	82
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64				1705	82
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	52				100	64
cM capacity (veh/h)	1513				50	946
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	892	44	337			
Volume Left	731	0	0			
Volume Right	0	4	337			
cSH	1513	1700	946			
Volume to Capacity	0.48	0.03	0.36			
Queue Length 95th (ft)	68	0	41			
Control Delay (s)	8.8	0.0	10.9			
Lane LOS	A		B			
Approach Delay (s)	8.8	0.0	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay		9.0				
Intersection Capacity Utilization		74.8%		ICU Level of Service	D	
Analysis Period (min)		15				





















CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.96		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.95		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1582		3242		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1582		3242		3362	
Volume (vph)	306	19	1416	666	0	1532
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.77	0.77
Adj. Flow (vph)	369	23	1556	732	0	1990
RTOR Reduction (vph)	2	0	35	0	0	0
Lane Group Flow (vph)	390	0	2253	0	0	1990
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	37.0		105.0			115.0
Effective Green, g (s)	37.0		105.0			115.0
Actuated g/C Ratio	0.23		0.66			0.72
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	366		2128			2416
v/s Ratio Prot	c0.25		c0.69			c0.59
v/s Ratio Perm						
v/c Ratio	1.07		1.06			0.82
Uniform Delay, d1	61.5		27.5			15.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	65.9		37.2			2.4
Delay (s)	127.4		64.7			17.9
Level of Service	F		E			B
Approach Delay (s)	127.4		64.7			17.9
Approach LOS	F		E			B
Intersection Summary						
HCM Average Control Delay		50.0		HCM Level of Service	D	
HCM Volume to Capacity ratio		1.06				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)	12.0	
Intersection Capacity Utilization		86.0%		ICU Level of Service	E	
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd
























2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1390	36	0	5534	572	0	0	460	0	0	5
Peak Hour Factor	0.25	0.25	0.25	0.92	0.92	0.92	0.90	0.90	0.90	0.94	0.94	0.94
Hourly flow rate (vph)	0	5560	144	0	6015	622	0	0	511	0	0	5
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	6657			5724			7682	12309	1965	8219	12070	2356
vC1, stage 1 conf vol							5652	5652		6346	6346	
vC2, stage 2 conf vol							2030	6657		1873	5724	
vCu, unblocked vol	6657			5724			7682	12309	1965	8219	12070	2356
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	76	100	100	81
cM capacity (veh/h)	3			8			0	0	2150	0	0	27
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	2224	2224	1256	2406	2406	1825	511	5				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	144	0	0	622	511	5				
cSH	1700	1700	1700	1700	1700	1700	2150	27				
Volume to Capacity	1.31	1.31	0.74	1.42	1.42	1.07	0.24	0.19				
Queue Length 95th (ft)	0	0	0	0	0	0	23	15				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	7.2	165.7				
Lane LOS							A	F				
Approach Delay (s)	0.0			0.0			7.2	165.7				
Approach LOS							A	F				
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			134.7%		ICU Level of Service				H			
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.76		1.00	0.95	1.00	1.00	0.89	1.00	0.99	
Flpb, ped/bikes	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	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1206		1856	1507	1770	3539	1403	1770	3283	
Flt Permitted	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1206		1856	1507	1770	3539	1403	1770	3283	
Volume (vph)	32	35	14	6	85	171	209	1755	4	412	714	468
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83	0.33	0.33	0.33
Adj. Flow (vph)	36	39	16	7	93	188	252	2114	5	1248	2164	1418
RTOR Reduction (vph)	0	0	16	0	0	165	0	0	1	0	63	0
Lane Group Flow (vph)	36	39	0	0	100	23	252	2114	4	1248	3519	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	4.0	4.0		18.5	18.5	13.0	56.2	56.2	59.1	102.3	
Effective Green, g (s)	4.0	4.0	4.0		18.5	18.5	13.0	56.2	56.2	59.1	102.3	
Actuated g/C Ratio	0.03	0.03	0.03		0.12	0.12	0.08	0.37	0.37	0.38	0.67	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	46	48	31		223	181	150	1293	513	680	2184	
v/s Ratio Prot	0.02	c0.02			c0.05		0.14	0.60		c0.71	c1.07	
v/s Ratio Perm			0.00			0.02			0.00			
v/c Ratio	0.78	0.81	0.01		0.45	0.12	1.68	1.63	0.01	1.84	1.61	
Uniform Delay, d1	74.5	74.5	73.0		62.9	60.4	70.4	48.8	31.1	47.4	25.8	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	57.8	64.2	0.2		1.4	0.3	333.2	289.3	0.0	381.6	277.2	
Delay (s)	132.2	138.7	73.2		64.3	60.7	403.6	338.1	31.1	429.0	303.0	
Level of Service	F	F	E		E	E	F	F	C	F	F	
Approach Delay (s)		124.6			62.0			344.4			335.5	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM Average Control Delay	325.4			HCM Level of Service					F			
HCM Volume to Capacity ratio	1.51											
Actuated Cycle Length (s)	153.8			Sum of lost time (s)					12.0			
Intersection Capacity Utilization	96.3%			ICU Level of Service					F			
Analysis Period (min)	15											
c. Critical Lane Group												

c Critical Lane Group

CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Flpb, ped/bikes	0.99		1.00	0.95		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.96		1.00	1.00		1.00
Satd. Flow (prot)	1746		3539	1505		3539
Flt Permitted	0.96		1.00	1.00		1.00
Satd. Flow (perm)	1746		3539	1505		3539
Volume (vph)	43	3	1967	430	0	713
Peak-hour factor, PHF	0.84	0.84	0.90	0.90	0.94	0.94
Adj. Flow (vph)	51	4	2186	478	0	759
RTOR Reduction (vph)	4	0	0	103	0	0
Lane Group Flow (vph)	51	0	2186	375	0	759
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	2.3		37.5	37.5		37.5
Effective Green, g (s)	2.3		37.5	37.5		37.5
Actuated g/C Ratio	0.05		0.78	0.78		0.78
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	84		2776	1181		2776
v/s Ratio Prot	c0.03		c0.62			0.21
v/s Ratio Perm				0.25		
v/c Ratio	0.61		0.79	0.32		0.27
Uniform Delay, d1	22.3		2.9	1.5		1.4
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	11.9		1.5	0.2		0.1
Delay (s)	34.2		4.4	1.6		1.5
Level of Service	C		A	A		A
Approach Delay (s)	34.2		3.9			1.5
Approach LOS	C		A			A
Intersection Summary						
HCM Average Control Delay		3.9			HCM Level of Service	A
HCM Volume to Capacity ratio		0.78				
Actuated Cycle Length (s)		47.8			Sum of lost time (s)	8.0
Intersection Capacity Utilization		69.2%			ICU Level of Service	C
Analysis Period (min)		15				
c Critical Lane Group						







CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↗	↖	↗	↖	↖	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	0.98	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1739	1728		1587	1676	1380	1743	3539	1500	1770	3422	
Flt Permitted	0.69	1.00		0.16	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1263	1728		267	1676	1380	1743	3539	1500	1770	3422	
Volume (vph)	53	110	74	51	86	40	12	115	210	117	433	85
Peak-hour factor, PHF	0.25	0.25	0.25	0.83	0.83	0.83	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	212	440	296	61	104	48	13	125	228	122	451	89
RTOR Reduction (vph)	0	36	0	0	0	25	0	0	178	0	26	0
Lane Group Flow (vph)	212	700	0	61	104	23	13	125	50	122	514	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm		Perm	Prot	Perm		Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	25.0	25.0		25.0	25.0	25.0	0.6	11.6	11.6	4.4	15.4	
Effective Green, g (s)	25.0	25.0		25.0	25.0	25.0	0.6	11.6	11.6	4.4	15.4	
Actuated g/C Ratio	0.47	0.47		0.47	0.47	0.47	0.01	0.22	0.22	0.08	0.29	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	596	815		126	791	651	20	775	328	147	994	
v/s Ratio Prot		c0.40			0.06		0.01	0.04		c0.07	c0.15	
v/s Ratio Perm	0.17			0.23		0.02			0.03			
v/c Ratio	0.36	0.86		0.48	0.13	0.03	0.65	0.16	0.15	0.83	0.52	
Uniform Delay, d1	8.9	12.4		9.6	7.9	7.5	26.1	16.8	16.7	23.9	15.7	
Progression Factor	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	8.9		2.9	0.1	0.0	56.6	0.1	0.2	30.4	0.5	
Delay (s)	9.3	21.3		12.5	8.0	7.5	82.7	16.9	16.9	54.4	16.2	
Level of Service	A	C		B	A	A	F	B	B	D	B	
Approach Delay (s)		18.6			9.2			19.2			23.2	
Approach LOS		B			A			B			C	
Intersection Summary												
HCM Average Control Delay		19.2								HCM Level of Service	B	
HCM Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		53.0								12.0		
Intersection Capacity Utilization		43.6%								A		
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↑
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	78	109	0	19	111
Peak Hour Factor	0.88	0.88	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	0	89	114	0	22	129
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	134				242	154
vC1, stage 1 conf vol					134	
vC2, stage 2 conf vol					109	
vCu, unblocked vol	134				242	154
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	85
cM capacity (veh/h)	1427				735	863
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	89	114	22	129		
Volume Left	0	0	22	0		
Volume Right	0	0	0	129		
cSH	1700	1700	735	863		
Volume to Capacity	0.05	0.07	0.03	0.15		
Queue Length 95th (ft)	0	0	2	13		
Control Delay (s)	0.0	0.0	10.1	9.9		
Lane LOS			B	A		
Approach Delay (s)	0.0	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			27.1%	ICU Level of Service	A	
Analysis Period (min)			15			












CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2030 3 CVNs Staggered
Timing Plan: AM PEAK-HOUR

Intersection Sign configuration not allowed in HCM analysis.

CVN Homeport at NBC
1: First St & Alameda Blvd

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	870	597	40	72	56	0
Peak Hour Factor	0.89	0.89	0.84	0.84	0.86	0.86
Hourly flow rate (vph)	978	671	48	86	65	0
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total (vph)	978	671	133	65	0	
Volume Left (vph)	0	0	48	65	0	
Volume Right (vph)	0	671	0	0	0	
Hadj (s)	0.03	-0.67	0.11	0.53	0.00	
Departure Headway (s)	4.9	4.2	5.5	7.6	7.1	
Degree Utilization, x	1.34	0.79	0.20	0.14	0.00	
Capacity (veh/h)	724	839	644	452	497	
Control Delay (s)	177.2	19.8	9.9	10.7	8.9	
Approach Delay (s)	113.1		9.9	10.7		
Approach LOS	F		A	B		
Intersection Summary						
Delay	102.1					
HCM Level of Service	F					
Intersection Capacity Utilization	60.7%				ICU Level of Service	B
Analysis Period (min)	15					

CVN Homeport at NBC
2: Third St & Alameda Blvd





















2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕		↗	↖			↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					0.91		1.00	1.00			1.00	
Frpb, ped/bikes					1.00		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.99		1.00	1.00			1.00	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4986		1761	1863			1854	
Flt Permitted					0.99		0.25	1.00			1.00	
Satd. Flow (perm)					4986		470	1863			1854	
Volume (vph)	0	0	0	145	591	31	54	49	0	0	541	16
Peak-hour factor, PHF	0.25	0.25	0.25	0.91	0.91	0.91	0.80	0.80	0.80	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	159	649	34	68	61	0	0	601	18
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	0	832	0	68	61	0	0	617	0
Confl. Peds. (#/hr)				20		20	20		20	20		20
Turn Type				Perm			Perm					
Protected Phases				8			2			6		
Permitted Phases	8						2					
Actuated Green, G (s)				12.5			16.4			16.4		
Effective Green, g (s)				12.5			16.4			16.4		
Actuated g/C Ratio				0.34			0.44			0.44		
Clearance Time (s)				4.0			4.0			4.0		
Vehicle Extension (s)				3.0			3.0			3.0		
Lane Grp Cap (vph)	1689			209			828			824		
v/s Ratio Prot							0.03			c0.33		
v/s Ratio Perm				0.17			0.14					
v/c Ratio				0.49			0.33			0.07		
Uniform Delay, d1				9.7			6.7			5.9		
Progression Factor				1.00			1.00			1.00		
Incremental Delay, d2				0.2			0.9			0.0		
Delay (s)				9.9			7.6			5.9		
Level of Service				A			A			B		
Approach Delay (s)	0.0			9.9			6.8			12.3		
Approach LOS	A			A			A			B		
Intersection Summary												
HCM Average Control Delay	10.6			HCM Level of Service			B					
HCM Volume to Capacity ratio	0.64											
Actuated Cycle Length (s)	36.9			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	102.8%			ICU Level of Service			G					
Analysis Period (min)	15											
c Critical Lane Group												

c Critical Lane Group

CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  								  		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		0.91						1.00		1.00	1.00	
Frpb, ped/bikes		0.98						0.98		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		0.97	1.00	
Frt		0.97						0.94		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		4837						1703		1722	1863	
Flt Permitted		1.00						1.00		0.57	1.00	
Satd. Flow (perm)		4837						1703		1027	1863	
Volume (vph)	14	2280	595	0	0	0	0	90	78	415	310	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	15	2478	647	0	0	0	0	106	92	456	341	0
RTOR Reduction (vph)	0	42	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	3098	0	0	0	0	0	197	0	456	341	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm						Perm					
Protected Phases	4						2					
Permitted Phases	4						6					
Actuated Green, G (s)	60.0						42.0					
Effective Green, g (s)	60.0						42.0					
Actuated g/C Ratio	0.55						0.38					
Clearance Time (s)	4.0						4.0					
Vehicle Extension (s)	3.0						3.0					
Lane Grp Cap (vph)	2638						650					
v/s Ratio Prot							0.12					
v/s Ratio Perm	0.64						c0.44					
v/c Ratio	1.17						0.30					
Uniform Delay, d1	25.0						23.8					
Progression Factor	1.00						1.00					
Incremental Delay, d2	82.8						0.3					
Delay (s)	107.8						24.0					
Level of Service	F						C					
Approach Delay (s)	107.8						0.0					
Approach LOS	F						A					
Intersection Summary												
HCM Average Control Delay	99.7						HCM Level of Service					
HCM Volume to Capacity ratio	1.17						F					
Actuated Cycle Length (s)	110.0						Sum of lost time (s)					
Intersection Capacity Utilization	102.8%						ICU Level of Service					
Analysis Period (min)	15						G					

c Critical Lane Group

CVN Homeport at NBC
4: Ocean Blvd & Alameda Blvd

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	742	294	38	197	12
Peak Hour Factor	0.93	0.93	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	1	798	363	47	270	16
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	430				1226	426
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	430				1226	426
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				0	97
cM capacity (veh/h)	1111				190	607
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	799	410	286			
Volume Left	1	0	270			
Volume Right	0	47	16			
cSH	1111	1700	198			
Volume to Capacity	0.00	0.24	1.44			
Queue Length 95th (ft)	0	0	431			
Control Delay (s)	0.0	0.0	270.8			
Lane LOS	A		F			
Approach Delay (s)	0.0	0.0	270.8			
Approach LOS			F			
Intersection Summary						
Average Delay	51.9					
Intersection Capacity Utilization	59.0%					
ICU Level of Service	B					
Analysis Period (min)	15					

CVN Homeport at NBC
5: First St & D Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1024	0	82	290	2	3	2	19	2	2	0
Peak Hour Factor	0.77	0.77	0.77	0.89	0.89	0.89	0.75	0.75	0.75	0.42	0.42	0.42
Hourly flow rate (vph)	0	1330	0	92	326	2	4	3	25	5	5	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					442							
pX, platoon unblocked	0.89						0.89	0.89		0.89	0.89	0.89
vC, conflicting volume	348			1350			1883	1882	1370	1908	1881	367
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	266			1350			1994	1993	1370	2022	1992	287
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			82			87	94	85	81	89	100
cM capacity (veh/h)	1134			502			30	42	173	25	42	646
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1330	420	32	10								
Volume Left	0	92	4	5								
Volume Right	0	2	25	0								
cSH	1134	502	93	32								
Volume to Capacity	0.00	0.18	0.34	0.30								
Queue Length 95th (ft)	0	17	33	24								
Control Delay (s)	0.0	5.5	62.7	161.7								
Lane LOS		A	F	F								
Approach Delay (s)	0.0	5.5	62.7	161.7								
Approach LOS			F	F								
Intersection Summary												
Average Delay			3.3									
Intersection Capacity Utilization		92.0%		ICU Level of Service				F				
Analysis Period (min)		15										













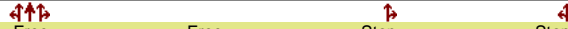
CVN Homeport at NBC
6: Third St & D Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations				↕↕↕				↕			↕	
Sign Control		Free		Free				Stop			Stop	
Grade		0%		0%				0%			0%	
Volume (veh/h)	0	0	0	61	1019	22	15	52	0	0	85	10
Peak Hour Factor	0.25	0.25	0.25	0.97	0.97	0.97	0.71	0.71	0.71	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	0	63	1051	23	21	73	0	0	127	15
Pedestrians		20			20			20			20	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)					432							
pX, platoon unblocked												
vC, conflicting volume	1093			20			594	1239	40	1264	1228	402
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1093			20			594	1239	40	1264	1228	402
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			84	55	100	100	23	97
cM capacity (veh/h)	624			1568			129	162	989	75	164	588
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	326	525	285	94	142							
Volume Left	63	0	0	21	0							
Volume Right	0	0	23	0	15							
cSH	1568	1700	1700	153	178							
Volume to Capacity	0.04	0.31	0.17	0.62	0.80							
Queue Length 95th (ft)	3	0	0	83	135							
Control Delay (s)	1.7	0.0	0.0	60.5	76.5							
Lane LOS	A			F	F							
Approach Delay (s)	0.5			60.5	76.5							
Approach LOS				F	F							
Intersection Summary												
Average Delay			12.5									
Intersection Capacity Utilization		42.1%		ICU Level of Service				A				
Analysis Period (min)		15										

















CVN Homeport at NBC
7: Fourth St & D Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations															
Sign Control	Free			Free			Stop			Stop					
Grade	0%			0%			0%			0%					
Volume (veh/h)	2	3158	30	0	0	0	0	64	46	20	124	0			
Peak Hour Factor	0.91	0.91	0.91	0.25	0.25	0.25	0.83	0.83	0.83	0.74	0.74	0.74			
Hourly flow rate (vph)	2	3470	33	0	0	0	0	77	55	27	168	0			
Pedestrians	20			20			20			20					
Lane Width (ft)	12.0			0.0			12.0			12.0					
Walking Speed (ft/s)	4.0			4.0			4.0			4.0					
Percent Blockage	2			0			2			2					
Right turn flare (veh)															
Median type							None			None					
Median storage veh															
Upstream signal (ft)	434														
pX, platoon unblocked															
vC, conflicting volume	20				3523			3615			3531	1213	1295	3548	40
vC1, stage 1 conf vol															
vC2, stage 2 conf vol															
vCu, unblocked vol	20				3523			3615			3531	1213	1295	3548	40
tC, single (s)	4.1				4.1			7.5			6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)															
tF (s)	2.2				2.2			3.5			4.0	3.3	3.5	4.0	3.3
p0 queue free %	100				100			0			0	68	0	0	100
cM capacity (veh/h)	1568				68			0			6	171	0	6	989
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	SB 1										
Volume Total	870	1735	901	133	195										
Volume Left	2	0	0	0	27										
Volume Right	0	0	33	55	0										
cSH	1568	1700	1700	10	0										
Volume to Capacity	0.00	1.02	0.53	13.87	Err										
Queue Length 95th (ft)	0	0	0	Err	Err										
Control Delay (s)	0.0	0.0	0.0	Err	Err										
Lane LOS	A				F	F									
Approach Delay (s)	0.0				Err	Err									
Approach LOS				F	F										
Intersection Summary															
Average Delay	Err														
Intersection Capacity Utilization	84.0%			ICU Level of Service			E								
Analysis Period (min)	15														

CVN Homeport at NBC
8: Sixth St & D Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	   											
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	8	167	29	35	42	38	31	117	61	57	132	8
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	10	201	35	42	51	46	33	124	65	66	153	9
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	246	139	222	229								
Volume Left (vph)	10	42	33	66								
Volume Right (vph)	35	46	65	9								
Hadj (s)	-0.04	-0.10	-0.11	0.07								
Departure Headway (s)	5.3	5.4	5.2	5.4								
Degree Utilization, x	0.36	0.21	0.32	0.34								
Capacity (veh/h)	624	591	627	617								
Control Delay (s)	11.3	9.9	10.7	11.2								
Approach Delay (s)	11.3	9.9	10.7	11.2								
Approach LOS	B	A	B	B								
Intersection Summary												
Delay	10.9											
HCM Level of Service	B											
Intersection Capacity Utilization	47.7%			ICU Level of Service					A			
Analysis Period (min)	15											

CVN Homeport at NBC
9: First St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	0.95		1.00	1.00	1.00	0.88
Flpb, ped/bikes	1.00		1.00	1.00	0.90	1.00
Frt	0.90		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1427		1593	1676	1433	1257
Flt Permitted	1.00		0.08	1.00	0.95	1.00
Satd. Flow (perm)	1427		131	1676	1433	1257
Volume (vph)	261	780	268	194	179	161
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	339	1013	331	240	218	196
RTOR Reduction (vph)	67	0	0	0	0	170
Lane Group Flow (vph)	1285	0	331	240	218	26
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		custom			
Protected Phases	4		8			
Permitted Phases			8		2 2	
Actuated Green, G (s)	131.0		131.0	131.0	21.0	21.0
Effective Green, g (s)	131.0		131.0	131.0	21.0	21.0
Actuated g/C Ratio	0.82		0.82	0.82	0.13	0.13
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1168		107	1372	188	165
v/s Ratio Prot	0.90			0.14		
v/s Ratio Perm			c2.53		c0.15	0.02
v/c Ratio	1.10		3.09	0.17	1.16	0.16
Uniform Delay, d1	14.5		14.5	3.1	69.5	61.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	58.1		966.3	0.1	115.2	0.4
Delay (s)	72.6		980.8	3.1	184.7	62.1
Level of Service	E		F	A	F	E
Approach Delay (s)	72.6			569.9	126.6	
Approach LOS	E			F	F	
Intersection Summary						
HCM Average Control Delay		203.7			HCM Level of Service	F
HCM Volume to Capacity ratio		2.82				
Actuated Cycle Length (s)		160.0			Sum of lost time (s)	8.0
Intersection Capacity Utilization		99.6%			ICU Level of Service	F
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations				↔	↔↔↔		↔	↔↔			↔↔		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0		
Lane Util. Factor				0.86	0.86		1.00	0.95			0.95		
Flrb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Frt				1.00	0.99		1.00	1.00			1.00		
Flt Protected				0.95	0.98		0.95	1.00			1.00		
Satd. Flow (prot)				1522	4631		1770	3539			3527		
Flt Permitted				0.95	0.98		0.95	1.00			1.00		
Satd. Flow (perm)				1522	4631		1770	3539			3527		
Volume (vph)	0	0	0	1344	994	174	102	299	0	0	1008	16	
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88	
Adj. Flow (vph)	0	0	0	1400	1035	181	107	315	0	0	1145	18	
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	0	0	1	0	
Lane Group Flow (vph)	0	0	0	700	1909	0	107	315	0	0	1162	0	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20	
Turn Type				Split		Prot							
Protected Phases				8		8		5		2		6	
Permitted Phases													
Actuated Green, G (s)				80.5		80.5		12.2		72.9		56.7	
Effective Green, g (s)				80.5		80.5		12.2		72.9		56.7	
Actuated g/C Ratio				0.50		0.50		0.08		0.45		0.35	
Clearance Time (s)				4.0		4.0		4.0		4.0		4.0	
Vehicle Extension (s)				3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)				759		2310		134		1598		1239	
v/s Ratio Prot				c0.46		0.41		c0.06		0.09		c0.33	
v/s Ratio Perm													
v/c Ratio				0.92		0.83		0.80		0.20		0.94	
Uniform Delay, d1				37.5		34.5		73.4		26.6		50.7	
Progression Factor				1.00		1.00		1.00		1.00		1.00	
Incremental Delay, d2				16.6		2.6		27.3		0.1		13.3	
Delay (s)				54.2		37.1		100.6		26.7		63.9	
Level of Service				D		D		F		C		E	
Approach Delay (s)	0.0					41.6				45.4		63.9	
Approach LOS	A					D				D		E	
Intersection Summary													
HCM Average Control Delay	48.2			HCM Level of Service				D					
HCM Volume to Capacity ratio	0.92												
Actuated Cycle Length (s)	161.4			Sum of lost time (s)				12.0					
Intersection Capacity Utilization	147.0%			ICU Level of Service				H					
Analysis Period (min)	15												
c Critical Lane Group													

CVN Homeport at NBC
11: Fourth St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.97	0.95	
Frpb, ped/bikes	1.00	0.95						0.97	0.93	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.93	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5083	1501						3049	1334	3433	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5083	1501						3049	1334	3433	3539	
Volume (vph)	27	3049	180	0	0	0	0	390	661	1139	1207	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	3351	198	0	0	0	0	424	718	1238	1312	0
RTOR Reduction (vph)	0	0	12	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3381	186	0	0	0	0	783	359	1238	1312	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Perm	Prot			
Protected Phases	4	4						2	1	6		
Permitted Phases		4						2				
Actuated Green, G (s)		81.0	81.0					36.0	36.0	41.0	81.0	
Effective Green, g (s)		81.0	81.0					36.0	36.0	41.0	81.0	
Actuated g/C Ratio		0.48	0.48					0.21	0.21	0.24	0.48	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	2422	715						646	282	828	1686	
v/s Ratio Prot	c0.67							0.26		c0.36	0.37	
v/s Ratio Perm		0.12						c0.27				
v/c Ratio	1.40	0.26						1.21	1.27	1.50	0.78	
Uniform Delay, d1	44.5	26.6						67.0	67.0	64.5	37.0	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	180.8	0.2						109.3	147.6	229.2	2.3	
Delay (s)	225.3	26.8						176.3	214.6	293.7	39.4	
Level of Service	F	C						F	F	F	D	
Approach Delay (s)	214.3			0.0				188.4			162.8	
Approach LOS	F			A				F			F	
Intersection Summary												
HCM Average Control Delay		192.2								F		
HCM Volume to Capacity ratio		1.39										
Actuated Cycle Length (s)		170.0							12.0			
Intersection Capacity Utilization		147.0%								H		
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
12: Fifth St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔			↔			↔			↔	↔
Sign Control	Stop				Stop			Free			Free	
Grade	0%				0%			0%			0%	
Volume (veh/h)	9	72	28	6	9	6	13	1034	16	14	1433	23
Peak Hour Factor	0.45	0.45	0.45	0.75	0.75	0.75	0.93	0.93	0.93	0.95	0.95	0.95
Hourly flow rate (vph)	20	160	62	8	12	8	14	1112	17	15	1508	24
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type	Raised				Raised							
Median storage (veh)	2				2							
Upstream signal (ft)								561			644	
pX, platoon unblocked	0.80	0.80	0.68	0.80	0.80	0.76	0.68			0.76		
vC, conflicting volume	2188	2747	806	2114	2750	605	1553			1149		
vC1, stage 1 conf vol	1570	1570			1168	1168						
vC2, stage 2 conf vol	618	1177		946	1582							
vCu, unblocked vol	1328	2024	250	1236	2028	157	1344			876		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	80	0	87	0	89	99	96			97		
cM capacity (veh/h)	98	122	494	0	112	630	341			571		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	242	28	570	573	769	778						
Volume Left	20	8	14	0	15	0						
Volume Right	62	8	0	17	0	24						
cSH	148	0	341	1700	571	1700						
Volume to Capacity	1.64	Err	0.04	0.34	0.03	0.46						
Queue Length 95th (ft)	428	Err	3	0	2	0						
Control Delay (s)	371.1	Err	1.3	0.0	0.7	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	371.1	Err	0.7		0.4							
Approach LOS	F	F										
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization		66.9%			ICU Level of Service					C		
Analysis Period (min)		15										

CVN Homeport at NBC
13: Sixth St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.93		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1557			1524		1593	3320		1593	3341	
Flt Permitted		0.94			0.88		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1471			1353		1593	3320		1593	3341	
Volume (vph)	42	126	100	16	26	40	40	970	59	113	1301	39
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	47	140	111	19	30	47	43	1032	63	118	1355	41
RTOR Reduction (vph)	0	16	0	0	25	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	282	0	0	71	0	43	1092	0	118	1395	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			2			1	6
Permitted Phases	4			8			5			1	6	
Actuated Green, G (s)		17.7			17.7		4.5	39.8		13.0	48.3	
Effective Green, g (s)		17.7			17.7		4.5	39.8		13.0	48.3	
Actuated g/C Ratio		0.21			0.21		0.05	0.48		0.16	0.59	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		316			290		87	1602		251	1956	
v/s Ratio Prot							0.03	c0.33		0.07	c0.42	
v/s Ratio Perm		c0.19			0.05							
v/c Ratio		0.89			0.24		0.49	0.68		0.47	0.71	
Uniform Delay, d1		31.5			26.9		37.9	16.5		31.6	12.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		25.6			0.4		4.4	1.2		1.4	1.3	
Delay (s)		57.1			27.3		42.3	17.7		33.0	13.4	
Level of Service		E			C		D	B		C	B	
Approach Delay (s)		57.1			27.3		18.6			14.9		
Approach LOS		E			C		B			B		
Intersection Summary												
HCM Average Control Delay		20.8			HCM Level of Service		C					
HCM Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		82.5			Sum of lost time (s)		12.0					
Intersection Capacity Utilization		70.8%			ICU Level of Service		C					
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
14: Eighth St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.95			0.95		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1537			1559		1593	3353		1593	3338	
Flt Permitted		0.84			0.86		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1308			1359		1593	3353		1593	3338	
Volume (vph)	92	91	116	30	52	42	65	899	11	68	1182	39
Peak-hour factor, PHF	0.85	0.85	0.85	0.71	0.71	0.71	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	108	107	136	42	73	59	67	927	11	71	1231	41
RTOR Reduction (vph)	0	15	0	0	13	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	336	0	0	161	0	67	937	0	71	1270	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8			5			1	6	
Actuated Green, G (s)		30.8			30.8		5.1	42.9		7.7	45.5	
Effective Green, g (s)		30.8			30.8		5.1	42.9		7.7	45.5	
Actuated g/C Ratio		0.33			0.33		0.05	0.46		0.08	0.49	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		431			448		87	1540		131	1626	
v/s Ratio Prot							0.04	c0.28		0.04	c0.38	
v/s Ratio Perm		c0.26			0.12							
v/c Ratio		0.78			0.36		0.77	0.61		0.54	0.78	
Uniform Delay, d1		28.2			23.8		43.6	19.0		41.2	19.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		8.6			0.5		33.4	0.7		4.5	2.5	
Delay (s)		36.9			24.3		77.0	19.6		45.7	22.3	
Level of Service		D			C		E	B		D	C	
Approach Delay (s)		36.9			24.3		23.5			23.6		
Approach LOS		D			C		C			C		
Intersection Summary												
HCM Average Control Delay		25.2			HCM Level of Service		C					
HCM Volume to Capacity ratio		0.75										
Actuated Cycle Length (s)		93.4			Sum of lost time (s)		8.0					
Intersection Capacity Utilization		72.0%			ICU Level of Service		C					
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
15: Tenth St & Orange Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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		0.97			0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1574			1573		1593	3327		1593	3329	
Flt Permitted		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1574			1573		1593	3327		1593	3329	
Volume (vph)	91	66	49	13	27	17	58	875	41	37	1173	51
Peak-hour factor, PHF	0.84	0.84	0.84	0.68	0.68	0.68	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	108	79	58	19	40	25	62	941	44	39	1222	53
RTOR Reduction (vph)	0	8	0	0	10	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	237	0	0	74	0	62	983	0	39	1273	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		17.4			13.0		6.7	52.3		10.7	56.3	
Effective Green, g (s)		17.4			13.0		6.7	52.3		10.7	56.3	
Actuated g/C Ratio		0.16			0.12		0.06	0.48		0.10	0.51	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		250			187		98	1591		156	1713	
v/s Ratio Prot		c0.15			c0.05		0.04	c0.30		0.02	c0.38	
v/s Ratio Perm												
v/c Ratio		0.95			0.40		0.63	0.62		0.25	0.74	
Uniform Delay, d1		45.6			44.6		50.1	21.1		45.6	20.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		42.6			1.4		12.6	0.7		0.8	1.8	
Delay (s)		88.2			46.0		62.7	21.9		46.5	22.7	
Level of Service		F			D		E	C		D	C	
Approach Delay (s)		88.2			46.0		24.3			23.4		
Approach LOS		F			D		C			C		
Intersection Summary												
HCM Average Control Delay		30.3										
HCM Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		109.4								16.0		
Intersection Capacity Utilization		67.2%										
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
16: Third St & Pomona Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↕	↕				
Sign Control		Stop			Stop		Free	Free				
Grade		0%			0%		0%	0%				
Volume (veh/h)	0	0	0	0	0	108	0	2568	6	0	0	0
Peak Hour Factor	0.92	0.25	0.25	0.84	0.84	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	117	0	2791	6	0	0	0
Pedestrians		20			20			20				
Lane Width (ft)		0.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1068	2831	40	2834	2834	954	20			2811		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1068	2831	40	2834	2834	954	20			2811		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	54	100			100		
cM capacity (veh/h)	94	17	1005	8	17	255	1595			132		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3								
Volume Total	117	1117	1117	565								
Volume Left	0	0	0	0								
Volume Right	117	0	0	6								
cSH	255	1700	1700	1700								
Volume to Capacity	0.46	0.66	0.66	0.33								
Queue Length 95th (ft)	57	0	0	0								
Control Delay (s)	30.6	0.0	0.0	0.0								
Lane LOS	D											
Approach Delay (s)	30.6	0.0										
Approach LOS	D											
Intersection Summary												
Average Delay		1.2										
Intersection Capacity Utilization		63.1%										
Analysis Period (min)		15										

CVN Homeport at NBC
17: R. H. Dana Pl & Orange Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes		1.00	0.92		0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	0.99		1.00	1.00	
Flt Protected		0.98	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1631	2440		1590		1593	3326		1593	3340	
Flt Permitted		0.83	1.00		0.34		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1378	2440		557		1593	3326		1593	3340	
Volume (vph)	131	225	599	57	21	10	297	860	37	33	1151	30
Peak-hour factor, PHF	0.85	0.85	0.85	0.72	0.72	0.72	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	154	265	705	79	29	14	306	887	38	34	1174	31
RTOR Reduction (vph)	0	0	422	0	3	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	419	283	0	119	0	306	923	0	34	1204	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	Perm	Perm			Prot			Prot			
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		47.9	47.9		47.9		31.7	82.2		6.3	56.8	
Effective Green, g (s)		47.9	47.9		47.9		31.7	82.2		6.3	56.8	
Actuated g/C Ratio		0.32	0.32		0.32		0.21	0.55		0.04	0.38	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		445	788		180		340	1842		68	1278	
v/s Ratio Prot							c0.19	0.28		0.02	c0.36	
v/s Ratio Perm		c0.30	0.12		0.21							
v/c Ratio		0.94	0.36		0.66		0.90	0.50		0.50	0.94	
Uniform Delay, d1		48.9	38.5		43.3		56.8	20.4		69.5	44.2	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		28.4	0.3		8.8		25.5	0.2		5.7	13.6	
Delay (s)		77.2	38.8		52.1		82.3	20.7		75.2	57.8	
Level of Service		E	D		D		F	C		E	E	
Approach Delay (s)		53.1			52.1		36.0			58.3		
Approach LOS		D			D		D			E		
Intersection Summary												
HCM Average Control Delay		49.1			HCM Level of Service		D					
HCM Volume to Capacity ratio		0.93										
Actuated Cycle Length (s)		148.4			Sum of lost time (s)		12.0					
Intersection Capacity Utilization		95.3%			ICU Level of Service		F					
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
18: Fourth St & Pomona Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔	↔		↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	4619	184	0	0	2552	0	0	171	0	0	0
Peak Hour Factor	0.99	0.99	0.99	0.95	0.95	0.95	0.81	0.81	0.81	0.25	0.25	0.25
Hourly flow rate (vph)	0	4666	186	0	0	2686	0	0	211	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			0	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh								0			0	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			4872			4799	4799	1688	1806	4892	40
vC1, stage 1 conf vol							4779	4779		20	20	
vC2, stage 2 conf vol							20	20		1786	4872	
vCu, unblocked vol	20			4872			4799	4799	1688	1806	4892	40
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	100
cM capacity (veh/h)	1595			19			1	2	80	0	2	1005
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1					
Volume Total	1866	1866	1119	895	895	895	211					
Volume Left	0	0	0	0	0	0	0					
Volume Right	0	0	186	895	895	895	211					
cSH	1700	1700	1700	1700	1700	1700	80					
Volume to Capacity	1.10	1.10	0.66	0.53	0.53	0.53	2.64					
Queue Length 95th (ft)	0	0	0	0	0	0	508					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	856.4					
Lane LOS							F					
Approach Delay (s)	0.0			0.0			856.4					
Approach LOS							F					
Intersection Summary												
Average Delay		23.3										
Intersection Capacity Utilization		113.0%			ICU Level of Service		H					
Analysis Period (min)		15										

CVN Homeport at NBC
19: Glorietta Blvd & Pomona Ave

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	684	465	70	8	6	313
Peak Hour Factor	0.96	0.96	0.81	0.81	0.88	0.88
Hourly flow rate (vph)	712	484	86	10	7	356
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	116				2041	131
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	116				2041	131
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	51				78	60
cM capacity (veh/h)	1448				30	888
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1197	96	362			
Volume Left	712	0	7			
Volume Right	0	10	356			
cSH	1448	1700	581			
Volume to Capacity	0.49	0.06	0.62			
Queue Length 95th (ft)	71	0	108			
Control Delay (s)	8.6	0.0	20.9			
Lane LOS	A		C			
Approach Delay (s)	8.6	0.0	20.9			
Approach LOS			C			
Intersection Summary						
Average Delay		10.8				
Intersection Capacity Utilization		97.3%		ICU Level of Service	F	
Analysis Period (min)		15				

CVN Homeport at NBC
20: Pomona Ave & Silver Strand Blvd

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	
Lane Util. Factor	1.00		0.95		0.95	
Flpb, ped/bikes	1.00		0.95		1.00	
Flpb, ped/bikes	1.00		1.00		1.00	
Frt	0.99		0.94		1.00	
Flt Protected	0.96		1.00		1.00	
Satd. Flow (prot)	1579		3183		3362	
Flt Permitted	0.96		1.00		1.00	
Satd. Flow (perm)	1579		3183		3362	
Volume (vph)	362	27	1155	723	0	1881
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.81	0.81
Adj. Flow (vph)	407	30	1229	769	0	2322
RTOR Reduction (vph)	1	0	61	0	0	0
Lane Group Flow (vph)	436	0	1937	0	0	2322
Confl. Peds. (#/hr)	20	20		20	20	
Parking (#/hr)	0	0			0	0
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Actuated Green, G (s)	43.0		99.0			109.0
Effective Green, g (s)	43.0		99.0			109.0
Actuated g/C Ratio	0.27		0.62			0.68
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	424		1969			2290
v/s Ratio Prot	0.28		0.61			0.69
v/s Ratio Perm						
v/c Ratio	1.03		0.98			1.01
Uniform Delay, d1	58.5		29.7			25.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	50.8		16.5			22.3
Delay (s)	109.3		46.2			47.8
Level of Service	F		D			D
Approach Delay (s)	109.3		46.2			47.8
Approach LOS	F		D			D
Intersection Summary						
HCM Average Control Delay		52.8		HCM Level of Service	D	
HCM Volume to Capacity ratio		1.02				
Actuated Cycle Length (s)		160.0		Sum of lost time (s)	8.0	
Intersection Capacity Utilization		84.3%		ICU Level of Service	E	
Analysis Period (min)		15				
c Critical Lane Group						

CVN Homeport at NBC
21: Fourth St & Glorietta Blvd

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↑	↓			↑	↓	↑	↓
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	4741	34	0	2499	314	0	0	1245	0	0	73
Peak Hour Factor	0.25	0.25	0.25	0.99	0.99	0.99	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	18964	136	0	2524	317	0	0	1270	0	0	83
Pedestrians	20			20			20			20		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							0			0		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2861			19120			19996	21913	6429	9044	21823	1040
vC1, stage 1 conf vol							19052	19052		2703	2703	
vC2, stage 2 conf vol							944	2861		6341	19120	
vCu, unblocked vol	2861			19120			19996	21913	6429	9044	21823	1040
tC, single (s)	4.1			4.1			7.5	6.5	*0.1	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	76	100	100	62
cM capacity (veh/h)	126			0			0	0	5214	0	0	220
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	7586	7586	3929	1010	1010	822	1270	83				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	136	0	0	317	1270	83				
cSH	1700	1700	1700	1700	1700	1700	5214	220				
Volume to Capacity	4.46	4.46	2.31	0.59	0.59	0.48	0.24	0.38				
Queue Length 95th (ft)	Err	Err	0	0	0	0	24	42				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	5.9	31.0				
Lane LOS							A	D				
Approach Delay (s)	0.0			0.0			5.9	31.0				
Approach LOS							A	D				
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			178.1%			ICU Level of Service		H				
Analysis Period (min)			15									

* User Entered Value

CVN Homeport at NBC
22: Tarawa Rd & Silver Strand Blvd











2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↓	↑	↑	↓	↑	↑	↓	↑	↑	↓	↑	↓
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	0.94		1.00	0.95	1.00	0.88	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	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.85	1.00	0.85	1.00	0.99
Flt Protected	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1493		1850	1505	1770	3539	1396	1770	3509	
Flt Permitted	0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1863	1493		1850	1505	1770	3539	1396	1770	3509	
Volume (vph)	280	71	134	8	52	438	51	1029	3	152	1887	90
Peak-hour factor, PHF	0.98	0.98	0.98	0.93	0.93	0.93	0.91	0.91	0.91	0.79	0.79	0.79
Adj. Flow (vph)	286	72	137	9	56	471	56	1131	3	192	2389	114
RTOR Reduction (vph)	0	0	119	0	0	213	0	0	1	0	2	0
Lane Group Flow (vph)	286	72	18	0	65	258	56	1131	2	192	2501	0
Confl. Peds. (#/hr)	20			20			20			20		20
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	21.0	21.0	21.0		25.0	25.0	4.0	76.5	76.5	21.5	94.0	
Effective Green, g (s)	21.0	21.0	21.0		25.0	25.0	4.0	76.5	76.5	21.5	94.0	
Actuated g/C Ratio	0.13	0.13	0.13		0.16	0.16	0.02	0.48	0.48	0.13	0.59	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	232	245	196		289	235	44	1692	667	238	2062	
v/s Ratio Prot	c0.16	0.04			0.04		c0.03	0.32		0.11	c0.71	
v/s Ratio Perm			0.01			c0.17			0.00			
v/c Ratio	1.23	0.29	0.09		0.22	1.10	1.27	0.67	0.00	0.81	1.21	
Uniform Delay, d1	69.5	62.8	61.1		59.0	67.5	78.0	32.0	21.8	67.2	33.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	136.3	0.7	0.2		0.4	87.9	226.3	2.1	0.0	17.8	100.5	
Delay (s)	205.8	63.5	61.3		59.4	155.4	304.3	34.1	21.8	85.0	133.5	
Level of Service	F	E	E		E	F	F	C	C	F	F	
Approach Delay (s)		145.1			143.7			46.8			130.1	
Approach LOS		F			F			D			F	
Intersection Summary												
HCM Average Control Delay			112.9			HCM Level of Service		F				
HCM Volume to Capacity ratio			1.20									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)		16.0				
Intersection Capacity Utilization			90.6%			ICU Level of Service		E				
Analysis Period (min)			15									

c Critical Lane Group
























CVN Homeport at NBC
23: Tulagi Rd & Silver Strand Blvd

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00		0.95	1.00		0.95
Frpb, ped/bikes	1.00		1.00	0.94		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	0.99		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	1764		3539	1492		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	1764		3539	1492		3539
Volume (vph)	268	12	1051	46	0	2000
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.95	0.95
Adj. Flow (vph)	308	14	1084	47	0	2105
RTOR Reduction (vph)	2	0	0	16	0	0
Lane Group Flow (vph)	320	0	1084	31	0	2105
Confl. Peds. (#/hr)	20	20		20	20	
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	13.2		40.4	40.4		40.4
Effective Green, g (s)	13.2		40.4	40.4		40.4
Actuated g/C Ratio	0.21		0.66	0.66		0.66
Clearance Time (s)	4.0		4.0	4.0		4.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	378		2321	979		2321
v/s Ratio Prot	c0.18		0.31			c0.59
v/s Ratio Perm				0.02		
v/c Ratio	0.85		0.47	0.03		0.91
Uniform Delay, d1	23.2		5.3	3.7		9.0
Progression Factor	1.00		1.00	1.00		1.00
Incremental Delay, d2	15.8		0.1	0.0		5.6
Delay (s)	39.0		5.4	3.7		14.6
Level of Service	D		A	A		B
Approach Delay (s)	39.0		5.3			14.6
Approach LOS	D		A			B
Intersection Summary						
HCM Average Control Delay	13.9		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.89					
Actuated Cycle Length (s)	61.6		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	77.6%		ICU Level of Service		D	
Analysis Period (min)	15					
c Critical Lane Group						

CVN Homeport at NBC
24: Logan Ave & Cesar E Chavez Pkwy

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.95	1.00	1.00	0.92	1.00	0.99	
Flpb, ped/bikes	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1717	1820		1593	1676	1360	1770	3539	1462	1770	3430	
Flt Permitted	0.68	1.00		0.09	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1238	1820		149	1676	1360	1770	3539	1462	1770	3430	
Volume (vph)	91	306	41	51	91	50	22	372	599	125	385	61
Peak-hour factor, PHF	0.25	0.25	0.25	0.81	0.81	0.81	0.98	0.98	0.98	0.93	0.93	0.93
Adj. Flow (vph)	364	1224	164	63	112	62	22	380	611	134	414	66
RTOR Reduction (vph)	0	6	0	0	0	32	0	0	23	0	13	0
Lane Group Flow (vph)	364	1382	0	63	112	30	22	380	588	134	467	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Parking (#/hr)				0	0	0						
Turn Type	Perm			Perm			Prot		Perm	Prot		
Protected Phases	4			8			5	2		1	6	
Permitted Phases	4			8			8		2			
Actuated Green, G (s)	45.0	45.0		45.0	45.0	45.0	2.0	30.4	30.4	5.0	33.4	
Effective Green, g (s)	45.0	45.0		45.0	45.0	45.0	2.0	30.4	30.4	5.0	33.4	
Actuated g/C Ratio	0.49	0.49		0.49	0.49	0.49	0.02	0.33	0.33	0.05	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	603	886		73	816	662	38	1164	481	96	1240	
v/s Ratio Prot		c0.76			0.07		0.01	0.11		c0.08	c0.14	
v/s Ratio Perm	0.29			0.42		0.02			c0.40			
v/c Ratio	0.60	1.56		0.86	0.14	0.05	0.58	0.33	1.22	1.40	0.38	
Uniform Delay, d1	17.2	23.7		21.0	13.0	12.4	44.8	23.3	31.0	43.7	21.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.7	257.6		60.7	0.1	0.0	19.6	0.2	117.8	229.5	0.2	
Delay (s)	18.9	281.3		81.7	13.1	12.5	64.4	23.5	148.8	273.2	22.0	
Level of Service	B	F		F	B	B	E	C	F	F	C	
Approach Delay (s)		226.8			31.2			99.9			76.8	
Approach LOS		F			C			F			E	
Intersection Summary												
HCM Average Control Delay	153.0			HCM Level of Service					F			
HCM Volume to Capacity ratio	1.47											
Actuated Cycle Length (s)	92.4			Sum of lost time (s)					16.0			
Intersection Capacity Utilization	74.8%			ICU Level of Service					D			
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
25: National Ave & SR-75 Off-Ramp

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Sign Control	Free	Free			Stop	
Grade	0%	0%	0%		0%	
Volume (veh/h)	0	154	116	0	121	159
Peak Hour Factor	0.93	0.93	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	0	166	127	0	134	177
Pedestrians		20	20		20	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type					TWLTL	
Median storage (veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	147				333	167
vC1, stage 1 conf vol					147	
vC2, stage 2 conf vol					186	
vCu, unblocked vol	147				333	167
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				80	79
cM capacity (veh/h)	1410				679	848
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	166	127	134	177		
Volume Left	0	0	134	0		
Volume Right	0	0	0	177		
cSH	1700	1700	679	848		
Volume to Capacity	0.10	0.07	0.20	0.21		
Queue Length 95th (ft)	0	0	18	20		
Control Delay (s)	0.0	0.0	11.6	10.4		
Lane LOS			B	B		
Approach Delay (s)	0.0	0.0	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay			5.6			
Intersection Capacity Utilization			28.8%		ICU Level of Service	A
Analysis Period (min)			15			

CVN Homeport at NBC
26: Glorietta Blvd & Tenth St

2030 3 CVNs Staggered
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.25	0.25	0.25	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20			20			40	40	40	40	40	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20			20			40	40	40	40	40	40
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1570			1570			909	824	997	909	824	997
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	0	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			23.1%		ICU Level of Service					A		
Analysis Period (min)			15									

APPENDIX J

- Pedestrian and Bicycle Count Data

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-002
LOCATION: Third St and Orange Ave
DATE: 9/18/2007 DAY: Tuesday
CITY: Coronado

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	3	0	4	3	
7:15 AM	5	2	8	0	
7:30 AM	2	1	9	1	
7:45 AM	7	0	10	1	
8:00 AM	3	0	2	1	
8:15 AM	2	0	6	2	
8:30 AM	5	1	6	0	
8:45 AM	8	1	2	0	
TOTALS	35	5	47	8	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	2	0	0	0	
7:15 AM	0	0	1	0	
7:30 AM	0	0	3	3	
7:45 AM	1	0	7	0	
8:00 AM	1	0	4	0	
8:15 AM	3	0	4	0	
8:30 AM	0	2	0	0	
8:45 AM	1	0	0	0	
TOTALS	8	2	19	3	

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-009
LOCATION: Third St and F Ave
DATE: 9/18/2007 DAY: Tuesday
CITY: Coronado

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	0	0	
7:15 AM	1	0	2	0	
7:30 AM	3	0	5	3	
7:45 AM	0	0	25	0	
8:00 AM	0	1	0	0	
8:15 AM	4	3	0	0	
8:30 AM	1	0	0	0	
8:45 AM	0	1	0	0	
TOTALS	9	5	32	3	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	0	0	
7:15 AM	0	0	5	0	
7:30 AM	0	0	20	0	
7:45 AM	0	0	4	0	
8:00 AM	4	0	5	0	
8:15 AM	3	2	5	0	
8:30 AM	0	0	1	0	
8:45 AM	0	0	0	0	
TOTALS	7	2	40	0	

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	2	3	7	1	
2:15 PM	4	1	6	8	
2:30 PM	2	0	12	1	
2:45 PM	10	3	8	3	
3:00 PM	24	0	8	3	
3:15 PM	7	2	5	1	
3:30 PM	5	0	7	1	
3:45 PM	6	0	6	1	
TOTALS	60	9	59	19	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	2	1	4	1	
2:15 PM	4	0	1	1	
2:30 PM	4	0	1	1	
2:45 PM	0	0	1	0	
3:00 PM	1	0	1	0	
3:15 PM	2	0	1	0	
3:30 PM	3	1	5	0	
3:45 PM	1	0	0	1	
TOTALS	17	2	14	4	

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	0	0	0	0	
2:15 PM	2	0	0	0	
2:30 PM	3	1	0	0	
2:45 PM	3	7	1	1	
3:00 PM	15	4	0	2	
3:15 PM	0	1	2	0	
3:30 PM	0	3	1	2	
3:45 PM	2	0	1	0	
TOTALS	25	16	5	5	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	1	0	2	0	
2:15 PM	8	0	1	0	
2:30 PM	4	0	1	0	
2:45 PM	3	0	0	1	
3:00 PM	7	7	1	5	
3:15 PM	1	0	1	1	
3:30 PM	0	0	0	0	
3:45 PM	0	0	0	1	
TOTALS	24	7	6	8	

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-007
LOCATION: Third St and H Ave
DATE: 9/18/2007 DAY: Tuesday
CITY: Coronado

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	0	0	0
7:15 AM	1	2	0	0	0
7:30 AM	0	0	1	0	0
7:45 AM	0	0	1	0	0
8:00 AM	2	0	8	0	0
8:15 AM	0	0	0	0	0
8:30 AM	5	1	0	0	0
8:45 AM	3	0	0	0	0
TOTALS	11	3	10		0

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	2	0	0
7:45 AM	1	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	0	0
8:30 AM	0	1	0	0	0
8:45 AM	0	0	1	0	0
TOTALS	1	2	3		0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-001
LOCATION: Third St at Alameda Blvd
DATE: 9/18/2007 DAY: Tuesday
CITY: Coronado

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	0
7:30 AM	0	0	0	2	0
7:45 AM	0	0	0	1	0
8:00 AM	0	1	0	2	0
8:15 AM	0	3	1	1	0
8:30 AM	0	0	0	0	0
8:45 AM	1	1	0	0	0
TOTALS	1	5	1		7

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	0
7:45 AM	0	0	2	0	0
8:00 AM	1	0	0	0	0
8:15 AM	1	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	2	0	0
TOTALS	4	0	4		0

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:30 PM	13	1	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	3	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	1	0	0	0	0
TOTALS	17	1	0		0

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	0	0	0	0	0
2:15 PM	0	0	2	0	0
2:30 PM	11	0	0	0	0
2:45 PM	0	1	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	1	0	0
3:30 PM	1	0	0	0	0
3:45 PM	0	0	0	0	0
TOTALS	12	1	3		0

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	1	2	0	2	0
2:15 PM	0	1	0	0	0
2:30 PM	0	3	0	0	0
2:45 PM	0	2	0	2	0
3:00 PM	0	2	0	1	0
3:15 PM	0	0	0	0	0
3:30 PM	0	1	0	1	0
3:45 PM	0	2	1	0	0
TOTALS	1	13	1		7

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	0	0	1	0	0
2:15 PM	0	0	1	0	0
2:30 PM	2	0	0	0	0
2:45 PM	1	0	1	0	0
3:00 PM	2	0	2	0	0
3:15 PM	0	0	2	0	0
3:30 PM	2	0	0	0	0
3:45 PM	0	0	0	0	0
TOTALS	7	0	7		0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-003
LOCATION: Fourth St and Alameda Blvd
DATE: 9/18/2007 DAY: Tuesday
CITY: Coronado

PEDESTRIANS						
TIME	NORTH	EAST	SOUTH	WEST		
7:00 AM	0	0	0	5		
7:15 AM	0	0	0	10		
7:30 AM	0	0	1	3		
7:45 AM	0	1	0	6		
8:00 AM	0	2	1	4		
8:15 AM	0	1	0	2		
8:30 AM	0	2	0	3		
8:45 AM	0	0	2	5		
TOTALS	0	6	4	38		

BIKES						
TIME	NORTH	EAST	SOUTH	WEST		
7:00 AM	2	0	0	0		
7:15 AM	0	2	0	1		
7:30 AM	1	4	0	0		
7:45 AM	1	2	3	0		
8:00 AM	2	2	0	0		
8:15 AM	1	1	0	0		
8:30 AM	1	0	1	0		
8:45 AM	0	0	1	1		
TOTALS	8	11	5	2		

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-008
LOCATION: Fourth St and F Ave
DATE: 9/18/2007 DAY: Tuesday
CITY: Coronado

PEDESTRIANS						
TIME	NORTH	EAST	SOUTH	WEST		
7:00 AM	0	0	1	0		
7:15 AM	0	0	0	0		
7:30 AM	0	0	1	1		
7:45 AM	0	4	0	12		
8:00 AM	2	0	1	32		
8:15 AM	2	0	2	6		
8:30 AM	3	1	1	3		
8:45 AM	1	0	1	1		
TOTALS	8	5	7	55		

BIKES						
TIME	NORTH	EAST	SOUTH	WEST		
7:00 AM	0	0	0	0		
7:15 AM	0	0	0	0		
7:30 AM	0	0	1	0		
7:45 AM	0	3	10	0		
8:00 AM	0	0	12	0		
8:15 AM	5	0	9	0		
8:30 AM	1	1	6	0		
8:45 AM	0	0	2	0		
TOTALS	6	4	40	0		

PEDESTRIANS						
TIME	NORTH	EAST	SOUTH	WEST		
2:00 PM	0	2	0	1		
2:15 PM	0	0	1	2		
2:30 PM	0	2	2	8		
2:45 PM	0	0	1	6		
3:00 PM	0	0	0	3		
3:15 PM	0	0	0	2		
3:30 PM	1	1	1	5		
3:45 PM	0	0	0	6		
TOTALS	1	5	5	33		

BIKES						
TIME	NORTH	EAST	SOUTH	WEST		
2:00 PM	0	1	1	0		
2:15 PM	1	0	0	0		
2:30 PM	2	3	0	0		
2:45 PM	2	1	1	0		
3:00 PM	3	0	2	1		
3:15 PM	0	2	0	0		
3:30 PM	2	0	0	0		
3:45 PM	0	2	0	0		
TOTALS	10	9	4	1		

PEDESTRIANS						
TIME	NORTH	EAST	SOUTH	WEST		
2:00 PM	0	0	0	0		
2:15 PM	0	1	3	1		
2:30 PM	5	0	8	2		
2:45 PM	15	1	1	0		
3:00 PM	6	1	1	0		
3:15 PM	33	0	1	0		
3:30 PM	8	0	4	1		
3:45 PM	2	2	0	0		
TOTALS	69	5	18	4		

BIKES						
TIME	NORTH	EAST	SOUTH	WEST		
2:00 PM	0	0	2	0		
2:15 PM	2	0	4	0		
2:30 PM	7	1	0	0		
2:45 PM	13	0	1	0		
3:00 PM	4	0	2	0		
3:15 PM	21	2	2	0		
3:30 PM	5	0	1	0		
3:45 PM	0	0	0	0		
TOTALS	52	3	12	0		

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-006
LOCATION: Fourth St and G Ave
DATE: 9/18/2007 DAY: Tuesday
CITY: Coronado

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	0	0	
7:15 AM	1	1	0	0	
7:30 AM	2	2	1	1	
7:45 AM	1	1	10	2	
8:00 AM	4	5	11	3	
8:15 AM	4	3	8	0	
8:30 AM	0	1	2	0	
8:45 AM	0	0	0	0	
TOTALS	12	13	32	6	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	0	0	
7:15 AM	0	0	0	0	
7:30 AM	0	4	1	0	
7:45 AM	1	1	10	0	
8:00 AM	1	2	4	0	
8:15 AM	1	1	12	1	
8:30 AM	0	1	1	0	
8:45 AM	0	0	0	0	
TOTALS	3	9	28	1	

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-004
LOCATION: Fourth St and Orange Ave
DATE: 9/18/2007 DAY: Tuesday
CITY: Coronado

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	2	0	0	
7:15 AM	4	1	7	0	
7:30 AM	3	0	12	2	
7:45 AM	5	0	3	4	
8:00 AM	0	2	10	1	
8:15 AM	2	1	6	1	
8:30 AM	0	0	2	0	
8:45 AM	0	0	6	0	
TOTALS	14	6	46	8	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	1	0	1	
7:15 AM	0	0	0	0	
7:30 AM	0	1	0	0	
7:45 AM	0	3	13	0	
8:00 AM	1	1	8	0	
8:15 AM	2	0	4	0	
8:30 AM	0	2	2	0	
8:45 AM	0	0	1	0	
TOTALS	3	8	28	1	

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	0	4	5	1
2:15 PM	3	7	3	8
2:30 PM	0	1	0	6
2:45 PM	0	1	0	2
3:00 PM	8	1	2	5
3:15 PM	0	0	1	1
3:30 PM	1	1	1	2
3:45 PM	0	2	3	2
TOTALS	12	17	15	27

BIKES

TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	0	0	0	0
2:15 PM	1	0	1	7
2:30 PM	0	2	2	0
2:45 PM	0	0	2	1
3:00 PM	7	1	1	8
3:15 PM	0	0	1	1
3:30 PM	0	0	2	1
3:45 PM	0	0	1	1
TOTALS	8	3	10	19

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	7	1	5	0
2:15 PM	9	1	6	0
2:30 PM	3	1	4	2
2:45 PM	3	2	6	0
3:00 PM	7	3	12	1
3:15 PM	3	7	7	6
3:30 PM	7	3	5	1
3:45 PM	5	2	7	0
TOTALS	44	20	52	10

BIKES

TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	3	0	3	1
2:15 PM	1	0	2	0
2:30 PM	4	0	2	0
2:45 PM	4	0	6	1
3:00 PM	2	0	2	0
3:15 PM	1	0	3	0
3:30 PM	0	0	1	0
3:45 PM	1	0	6	1
TOTALS	16	0	25	3

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-005
LOCATION: Sixth St and Orange Ave
DATE: 9/18/2007 DAY: Tuesday
CITY: Coronado

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	2	2	6	6	6
7:45 AM	2	2	5	10	10
8:00 AM	0	6	2	1	1
8:15 AM	2	4	5	13	13
8:30 AM	1	0	6	5	5
8:45 AM	3	0	8	5	5
TOTALS	10	14	32	40	40

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	2	0	1	25	25
7:45 AM	0	3	9	24	24
8:00 AM	0	5	2	1	1
8:15 AM	2	3	0	9	9
8:30 AM	1	2	1	4	4
8:45 AM	0	2	0	0	0
TOTALS	5	15	13	63	63

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-010
LOCATION: Seventh St. and Orange Ave
DATE: 9/18/2007 DAY: Tuesday
CITY: Coronado

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	4	16	5	7	7
7:45 AM	8	3	6	9	9
8:00 AM	1	2	7	1	1
8:15 AM	2	5	6	9	9
8:30 AM	11	4	7	5	5
8:45 AM	5	9	1	3	3
TOTALS	31	39	32	34	34

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	10	6	7	1	1
7:45 AM	1	3	5	9	9
8:00 AM	11	3	7	5	5
8:15 AM	9	4	15	7	7
8:30 AM	2	1	4	6	6
8:45 AM	11	7	11	8	8
TOTALS	44	24	49	36	36

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	10	15	6	5	5
2:15 PM	2	10	0	0	0
2:30 PM	3	15	5	2	2
2:45 PM	4	4	6	9	9
3:00 PM	1	20	5	3	3
3:15 PM	6	20	4	3	3
3:30 PM	3	16	4	9	9
3:45 PM	7	23	2	7	7
TOTALS	36	123	32	38	38

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	3	10	5	6	6
2:15 PM	0	15	0	0	0
2:30 PM	1	6	0	0	0
2:45 PM	1	6	1	0	0
3:00 PM	4	30	4	3	3
3:15 PM	0	9	4	0	0
3:30 PM	0	3	2	4	4
3:45 PM	1	7	5	5	5
TOTALS	10	86	21	18	18

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	9	2	1	3	3
2:15 PM	11	36	8	2	2
2:30 PM	3	6	7	0	0
2:45 PM	4	19	2	12	12
3:00 PM	2	6	4	1	1
3:15 PM	1	5	6	2	2
3:30 PM	1	2	4	5	5
3:45 PM	4	2	8	4	4
TOTALS	35	78	40	29	29

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	5	2	1	3	3
2:15 PM	12	28	5	10	10
2:30 PM	1	10	3	4	4
2:45 PM	2	18	4	22	22
3:00 PM	1	10	2	5	5
3:15 PM	0	3	1	2	2
3:30 PM	2	3	1	5	5
3:45 PM	3	4	7	1	1
TOTALS	26	78	24	52	52

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-002
LOCATION: 3rd St. and Orange Ave
DATE: 9/20/2007 DAY: Thursday
CITY: Coronado

PEDESTRIANS				
TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	4	7	1	1
7:15 AM	2	5	0	4
7:30 AM	6	11	1	1
7:45 AM	1	3	2	1
8:00 AM	4	8	0	3
8:15 AM	0	3	3	0
8:30 AM	1	2	0	0
8:45 AM	1	5	5	4
TOTALS	19	44	12	14

BIKES				
TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	1	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	1	3
7:45 AM	0	0	3	1
8:00 AM	1	0	3	0
8:15 AM	1	0	1	0
8:30 AM	1	0	0	0
8:45 AM	0	0	2	0
TOTALS	4	0	10	4

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-009
LOCATION: Third & F st
DATE: 09/20/2007 DAY: Thursday
CITY: Coronado

PEDESTRIANS				
TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	0	1	3	2
7:15 AM	0	0	3	0
7:30 AM	6	1	0	9
7:45 AM	3	0	1	7
8:00 AM	3	0	0	3
8:15 AM	0	0	1	0
8:30 AM	2	0	0	0
8:45 AM	1	0	0	0
TOTALS	15	2	8	21

BIKES				
TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	0	0	0	1
7:15 AM	0	0	0	0
7:30 AM	0	4	6	7
7:45 AM	0	0	12	5
8:00 AM	0	0	6	0
8:15 AM	0	0	0	0
8:30 AM	1	0	0	0
8:45 AM	0	0	0	0
TOTALS	1	4	24	13

PEDESTRIANS				
TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	0	0	1	4
2:15 PM	3	9	5	5
2:30 PM	0	4	6	2
2:45 PM	3	4	0	8
3:00 PM	2	11	2	13
3:15 PM	3	8	1	10
3:30 PM	7	8	1	11
3:45 PM	1	2	0	8
TOTALS	19	46	16	61

BIKES				
TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	0	0	1	1
2:15 PM	1	0	0	0
2:30 PM	1	1	1	0
2:45 PM	0	0	2	1
3:00 PM	2	2	4	0
3:15 PM	1	1	3	0
3:30 PM	0	0	1	1
3:45 PM	1	0	0	0
TOTALS	6	4	12	3

PEDESTRIANS				
TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	2	4	1	3
2:15 PM	1	2	1	1
2:30 PM	0	0	0	0
2:45 PM	2	2	0	0
3:00 PM	5	4	0	0
3:15 PM	0	1	1	1
3:30 PM	0	1	0	5
3:45 PM	0	0	2	0
TOTALS	10	14	5	10

BIKES				
TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	2	1	2	3
2:15 PM	2	0	2	1
2:30 PM	8	0	1	0
2:45 PM	6	2	0	0
3:00 PM	9	5	0	11
3:15 PM	8	1	0	0
3:30 PM	1	0	0	3
3:45 PM	1	0	2	0
TOTALS	37	9	7	18

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-007
LOCATION: Third & H St.
DATE: 09/20/2007
CITY: Coronado

DAY: Thursday

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	0	0	1	1
7:15 AM	3	0	0	0
7:30 AM	1	1	2	0
7:45 AM	0	0	3	0
8:00 AM	0	0	2	1
8:15 AM	1	3	0	0
8:30 AM	3	0	1	0
8:45 AM	4	0	0	0
TOTALS	12	4	9	2

BIKES

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	0	1	0	1
7:15 AM	0	1	0	0
7:30 AM	1	0	1	0
7:45 AM	0	0	1	1
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	1	1	0	0
8:45 AM	0	0	0	0
TOTALS	2	3	2	2

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	5	1	1	0
2:15 PM	2	0	0	0
2:30 PM	7	2	3	7
2:45 PM	3	3	0	0
3:00 PM	10	0	0	7
3:15 PM	2	0	0	0
3:30 PM	5	0	0	0
3:45 PM	3	1	0	2
TOTALS	37	7	4	16

BIKES

TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	2	0	1	2
2:15 PM	0	0	0	1
2:30 PM	2	1	3	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	1	1
3:45 PM	1	1	1	0
TOTALS	5	2	6	4

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-001
LOCATION: THIRD ST. AND ALAMEDA BLVD.
DATE: 09/20/2007
CITY: CORONADO

DAY: Thursday

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	0	0	0	0
7:15 AM	0	1	0	1
7:30 AM	0	0	0	1
7:45 AM	0	1	0	2
8:00 AM	0	1	0	1
8:15 AM	0	2	0	0
8:30 AM	0	3	0	4
8:45 AM	0	1	0	3
TOTALS	0	9	0	12

BIKES

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	3	0	1	0
8:00 AM	0	0	1	0
8:15 AM	0	0	1	0
8:30 AM	4	0	1	0
8:45 AM	0	0	1	0
TOTALS	7	0	4	0

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	0	0	0	2
2:15 PM	0	0	0	2
2:30 PM	0	0	0	2
2:45 PM	1	0	0	0
3:00 PM	0	1	0	1
3:15 PM	0	0	0	1
3:30 PM	0	0	0	0
3:45 PM	0	0	0	1
TOTALS	1	1	0	9

BIKES

TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	2	0	0
2:45 PM	1	0	0	0
3:00 PM	0	0	1	0
3:15 PM	0	0	1	0
3:30 PM	0	0	0	0
3:45 PM	2	0	0	0
TOTALS	0	0	0	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-003
LOCATION: FOURTH ST. AND ALAMEDA BLVD.
DATE: 09/20/2007
CITY: CORONADO

DAY: Thursday

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	0	0	0	8
7:15 AM	0	2	0	6
7:30 AM	0	0	1	5
7:45 AM	0	1	0	2
8:00 AM	0	3	1	3
8:15 AM	0	1	0	0
8:30 AM	1	3	0	0
8:45 AM	1	2	0	1
TOTALS	2	12	2	25

BIKES

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	1	0	0	0
7:15 AM	0	0	0	0
7:30 AM	1	3	0	1
7:45 AM	1	1	1	0
8:00 AM	1	0	0	1
8:15 AM	2	1	1	0
8:30 AM	3	0	0	0
8:45 AM	0	1	1	0
TOTALS	9	6	3	2

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	1	1	0	1
2:15 PM	0	0	0	4
2:30 PM	0	0	0	1
2:45 PM	0	0	1	13
3:00 PM	0	1	2	3
3:15 PM	0	0	0	6
3:30 PM	0	0	0	4
3:45 PM	2	0	0	5
TOTALS	3	2	3	37

BIKES

TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	0	1	0	0
2:15 PM	0	0	0	0
2:30 PM	2	1	0	0
2:45 PM	1	0	0	0
3:00 PM	0	0	0	2
3:15 PM	0	0	3	0
3:30 PM	0	0	1	0
3:45 PM	1	1	0	0
TOTALS	4	3	4	2

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-008
LOCATION: 4th St. and F Av.
DATE: 09/20/2007
CITY: Coronado

DAY: Thursday

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	0	0	0	1
7:15 AM	0	0	0	0
7:30 AM	4	3	1	14
7:45 AM	7	1	4	20
8:00 AM	0	0	1	3
8:15 AM	2	0	2	3
8:30 AM	2	0	0	0
8:45 AM	0	0	0	0
TOTALS	15	4	8	41

BIKES

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	0	0	1	0
7:15 AM	0	0	0	0
7:30 AM	0	0	16	0
7:45 AM	0	0	2	0
8:00 AM	0	0	20	0
8:15 AM	0	0	7	0
8:30 AM	1	0	0	0
8:45 AM	0	0	0	0
TOTALS	1	0	46	0

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	3	3	1	1
2:15 PM	4	5	3	1
2:30 PM	22	0	3	3
2:45 PM	0	0	4	0
3:00 PM	32	0	3	7
3:15 PM	8	0	1	5
3:30 PM	2	2	1	1
3:45 PM	0	2	0	2
TOTALS	71	12	16	20

BIKES

TIME	NORTH	EAST	SOUTH	WEST
2:00 PM	1	0	1	0
2:15 PM	2	0	2	0
2:30 PM	7	0	0	0
2:45 PM	5	2	3	1
3:00 PM	27	3	0	1
3:15 PM	9	0	0	1
3:30 PM	1	0	0	1
3:45 PM	1	0	1	0
TOTALS	53	5	7	4

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-006
LOCATION: Fourth & G St
DATE: 09/20/2007
CITY: Coronado

DAY: Thursday

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	2	2	1	
7:15 AM	0	1	0	0	
7:30 AM	1	2	5	5	
7:45 AM	0	8	14	3	
8:00 AM	1	1	11	1	
8:15 AM	6	3	1	1	
8:30 AM	0	1	0	0	
8:45 AM	0	1	0	1	
TOTALS	8	19	33	12	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	0	0	
7:15 AM	0	0	1	0	
7:30 AM	1	5	8	0	
7:45 AM	0	1	15	3	
8:00 AM	2	1	7	3	
8:15 AM	2	0	4	2	
8:30 AM	0	1	1	0	
8:45 AM	0	0	1	0	
TOTALS	5	8	37	8	

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-004
LOCATION: Orange & 4th
DATE: 09/20/2007
CITY: Coronado

DAY: Thursday

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	2	0	3	0	
7:15 AM	2	0	6	0	
7:30 AM	1	0	5	1	
7:45 AM	0	1	8	1	
8:00 AM	3	2	6	1	
8:15 AM	1	3	4	0	
8:30 AM	1	1	0	0	
8:45 AM	4	0	1	0	
TOTALS	14	7	33	3	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	0	1	0	
7:15 AM	2	0	2	0	
7:30 AM	0	0	0	1	
7:45 AM	0	0	0	8	
8:00 AM	2	1	5	0	
8:15 AM	1	1	2	0	
8:30 AM	1	0	0	0	
8:45 AM	1	0	0	1	
TOTALS	7	2	18	2	

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	1	0	1	2	
2:15 PM	0	0	0	0	
2:30 PM	4	1	1	3	
2:45 PM	6	3	0	7	
3:00 PM	1	4	0	7	
3:15 PM	2	0	1	4	
3:30 PM	1	2	0	2	
3:45 PM	2	1	0	3	
TOTALS	17	11	3	28	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	1	1	0	0	
2:15 PM	0	0	0	0	
2:30 PM	0	0	0	4	
2:45 PM	1	1	0	1	
3:00 PM	5	3	2	5	
3:15 PM	2	1	2	1	
3:30 PM	0	0	0	0	
3:45 PM	0	0	0	1	
TOTALS	9	6	4	12	

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	0	0	2	0	
2:15 PM	1	0	4	0	
2:30 PM	1	0	5	0	
2:45 PM	8	0	0	1	
3:00 PM	1	0	1	0	
3:15 PM	3	2	3	0	
3:30 PM	1	1	3	0	
3:45 PM	0	0	8	0	
TOTALS	15	3	26	1	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	0	1	1	0	
2:15 PM	0	1	3	0	
2:30 PM	1	0	1	0	
2:45 PM	1	0	0	1	
3:00 PM	0	0	2	2	
3:15 PM	0	0	0	1	
3:30 PM	0	0	0	0	
3:45 PM	0	0	2	0	
TOTALS	2	2	9	4	

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-005
LOCATION: Orange & 6th
DATE: 09/20/2007
CITY: Coronado

DAY: Thursday

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	10	1	6	4	
7:15 AM	2	3	2	5	
7:30 AM	0	4	2	9	
7:45 AM	1	1	7	16	
8:00 AM	2	3	6	10	
8:15 AM	2	5	1	1	
8:30 AM	4	2	4	4	
8:45 AM	1	0	5	1	
TOTALS	22	19	33	50	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	1	1	0	3	
7:15 AM	0	0	0	4	
7:30 AM	0	4	0	18	
7:45 AM	0	2	2	18	
8:00 AM	0	3	10	10	
8:15 AM	1	5	4	2	
8:30 AM	2	0	1	1	
8:45 AM	1	0	0	2	
TOTALS	5	15	17	58	

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #: 07-4176-010
LOCATION: Orange & 7th
DATE: 09/20/2007
CITY: Coronado

DAY: Thursday

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	2	1	0	6	
7:15 AM	3	2	2	7	
7:30 AM	4	2	3	23	
7:45 AM	6	3	3	19	
8:00 AM	3	4	3	4	
8:15 AM	3	0	3	1	
8:30 AM	4	5	2	2	
8:45 AM	4	2	3	1	
TOTALS	29	19	19	63	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
7:00 AM	0	1	1	7	
7:15 AM	1	3	9	5	
7:30 AM	0	5	6	21	
7:45 AM	0	3	1	25	
8:00 AM	0	4	5	1	
8:15 AM	4	4	2	3	
8:30 AM	1	1	3	1	
8:45 AM	3	1	1	1	
TOTALS	9	22	28	64	

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	3	1	8	6	
2:15 PM	6	3	6	4	
2:30 PM	5	23	8	1	
2:45 PM	4	5	4	10	
3:00 PM	4	22	10	1	
3:15 PM	7	23	11	5	
3:30 PM	1	1	7	8	
3:45 PM	10	14	8	2	
TOTALS	40	92	62	37	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	0	0	2	4	
2:15 PM	2	6	0	0	
2:30 PM	2	12	2	0	
2:45 PM	1	3	2	2	
3:00 PM	5	54	1	3	
3:15 PM	0	18	2	0	
3:30 PM	0	2	2	5	
3:45 PM	0	1	0	2	
TOTALS	10	96	11	16	

PEDESTRIANS					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	4	2	4	3	
2:15 PM	4	2	5	3	
2:30 PM	0	15	2	3	
2:45 PM	7	24	13	4	
3:00 PM	5	5	6	26	
3:15 PM	9	7	5	4	
3:30 PM	2	1	55	3	
3:45 PM	3	2	1	3	
TOTALS	34	58	91	49	

BIKES					
TIME	NORTH	EAST	SOUTH	WEST	
2:00 PM	1	0	2	3	
2:15 PM	0	0	3	2	
2:30 PM	2	11	9	0	
2:45 PM	4	6	0	6	
3:00 PM	9	24	3	4	
3:15 PM	3	3	2	2	
3:30 PM	3	0	0	0	
3:45 PM	4	1	3	1	
TOTALS	26	45	22	18	

APPENDIX K

- Cumulative Project List

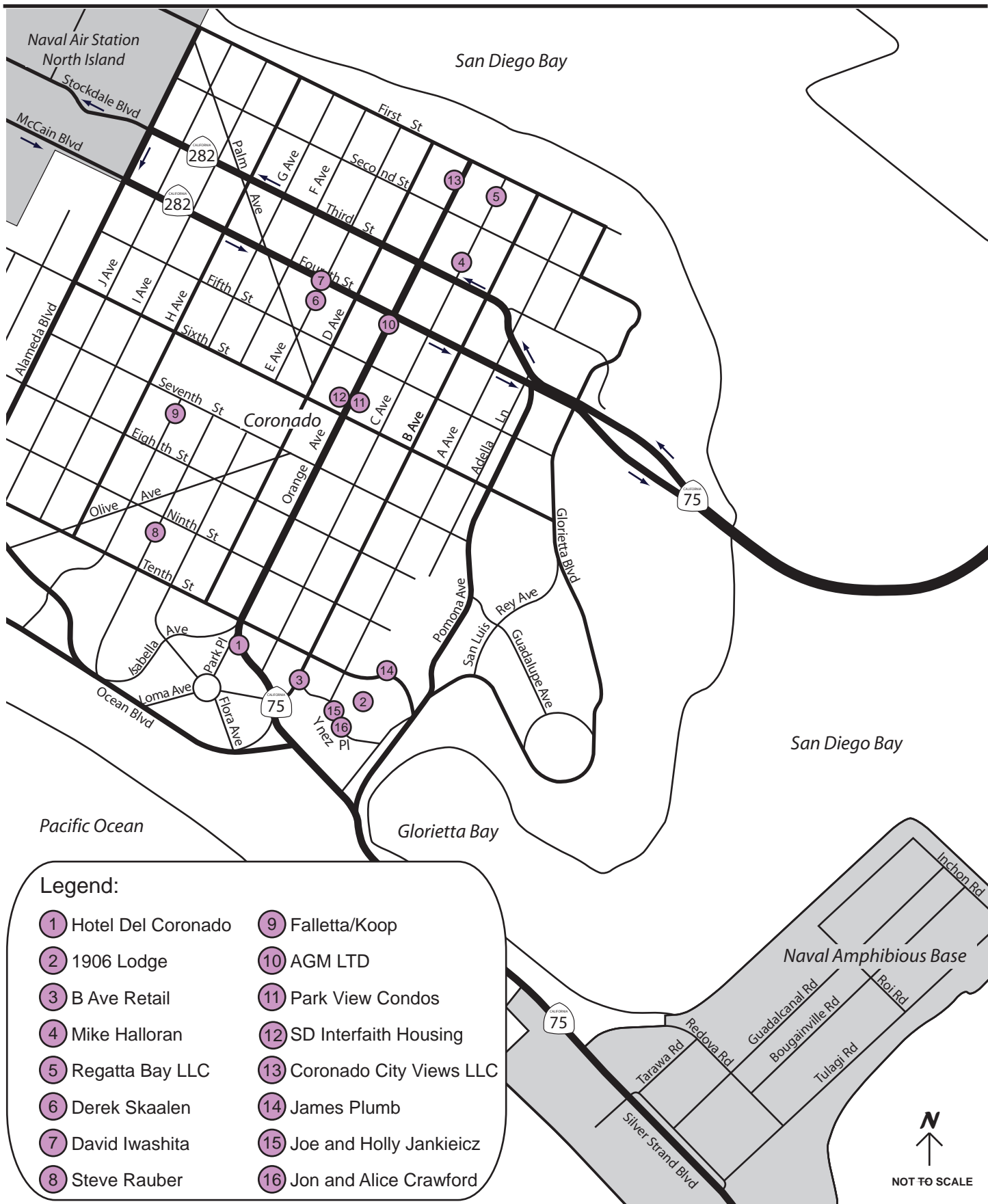


FIGURE G-1

Cumulative Project Locations

TABLE G-1
TRIP GENERATION SUMMARY OF CUMULATIVE PROJECTS

Project Name or Owner	Address within City of Coronado	Land Use	Units ¹	Trip Rate ²	Daily Trips	AM Peak-Hour			PM Peak-Hour			Total	Out	In	Total
						% of ADT ²			% of ADT ²						
						In:Out Ratio ²	In	Out	In:Out Ratio ²	In	Out				
DRIVEWAY TRIPS ³															
Proposed															
Hotel Del Coronado	1050 Orange Ave	Hotel (w/convention facilities/restaurant)	176	oc	1,760		6.00 : 4.00	63	43	106	8%	6.00 : 4.00	84	57	141
1906 Lodge	1060 Adella Ave	Resort Hotel	17	oc	136		6.00 : 4.00	4	3	7	7%	4.00 : 6.00	4	6	10
B Ave Retail	1033 B Ave	Specialty Retail/Strip Commercial	22	ksf	880		6.00 : 4.00	16	10	26	9%	5.00 : 5.00	40	39	79
Mike Halloran	266 C Ave	Condominium	2	du	16		2.00 : 8.00	0	1	1	10%	7.00 : 3.00	1	1	2
Regatta Bay LLC	120 - 140 C Ave	Condominium	16	du	128		2.00 : 8.00	2	8	10	10%	7.00 : 3.00	9	4	13
		Specialty Retail/Strip Commercial	11	ksf	440		6.00 : 4.00	8	5	13	9%	5.00 : 5.00	20	20	40
		Tradesman	2.9	ksf	116		6.00 : 4.00	2	1	3	9%	5.00 : 5.00	5	5	10
		Subtotal			684			12	15	27			34	29	63
		Condominium	2	du	16		2.00 : 8.00	0	1	1	10%	7.00 : 3.00	1	1	2
Derek Skaalen	457 E Ave	Condominium	4	du	32		2.00 : 8.00	1	2	3	10%	7.00 : 3.00	2	1	3
Steve Rauber	935 F Ave	Condominium	4	du	32		2.00 : 8.00	1	2	3	10%	7.00 : 3.00	2	1	3
Falletta/Koop	717-723 G Ave	Condominium	4	du	32		2.00 : 8.00	1	2	3	10%	7.00 : 3.00	2	1	3
AGM LTD	411 Orange Ave	Condominium	4	du	32		2.00 : 8.00	1	2	3	10%	7.00 : 3.00	2	1	3
Park View Condos	575 Orange Ave	Condominium	8	du	64		2.00 : 8.00	1	4	5	10%	7.00 : 3.00	4	2	6
SD Interfaith Housing	578 Orange Ave	Retirement Community	30	du	120		4.00 : 6.00	2	4	6	7%	6.00 : 4.00	5	3	8
Coronado City Views LLC	131-145 Orange Ave	Condominium	11	du	88		2.00 : 8.00	1	6	7	10%	7.00 : 3.00	6	3	9
		Specialty Retail/Strip Commercial	6.9	ksf	276		6.00 : 4.00	5	3	8	9%	5.00 : 5.00	12	13	25
		Tradesman	1.6	ksf	64		6.00 : 4.00	1	1	2	9%	5.00 : 5.00	3	3	6
		Subtotal			428			7	10	17			21	19	40
		Single Family Detached	3	du	30		3.00 : 7.00	1	1	2	10%	7.00 : 3.00	2	1	3
Joe and Holly Jankieicz	1500 Ynez Pl	Condominium	3	du	24		2.00 : 8.00	0	2	2	10%	7.00 : 3.00	2	0	2
Jon and Alice Crawford	1510 Ynez Pl	Single Family Detached	2	du	20		3.00 : 7.00	0	2	2	10%	7.00 : 3.00	1	1	2
NET CUMULATIVE PROJECTS TRIP GENERATION =					4,306			110	103	213			207	163	370

Note:

Cumulative Project information provided by the City of Coronado.

1. oc = occupied room; du = dwelling unit; ksf = one thousand square feet.

2. Trip rates referenced from the Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, SANDAG, April 2002.

3. Driveway trips are the total number of trips generated by a site.

K:\PTC\09521901\Excel\baseline study\219011\CP01.xls\Approved Projects

CVN SEIS Traffic Study

1	Quay Rd First St Alameda Blvd	2	Stockdale Blvd Third St Alameda Blvd	3	McCain Blvd Fourth St Alameda Blvd	4	Alameda Blvd Ocean Blvd Alameda Blvd (6%)
5	Residential Dwy First St D Ave 3%	6	D Ave Third St	7	D Ave Fourth St D Ave	8	D Ave Sixth St D Ave
9	Orange Ave First St Orange Ave 3% Orange Ave (3%) Orange Ave (2%)	10	Orange Ave Third St Orange Ave 5% Third St 35% Third St (5%)	11	Orange Ave Fourth St Orange Ave 40% Fourth St (5%) (35%)	12	Orange Ave Fifth St Orange Ave 40% Fifth St (40%)
13	Orange Ave Sixth St Orange Ave ### Sixth St (40%)						



Legend

X% / (Y%) = IN / OUT PERCENT DISTRIBUTION

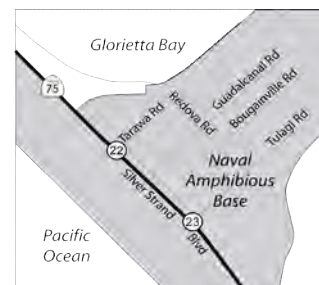


NOT TO SCALE

Figure G-2

Hotel Del Trip Distribution - Study Intersections

14	Orange Ave ⇄ 40%	Eighth St (40%) ⇄	15	Orange Ave ⇄ 40%	Tenth St (40%) ⇄	16	Third St Pomona Ave 35% ⇄	17	Orange Ave R.H. Dana Pl 35% ⇄	22% Adella Ave (35%) ⇄ (35%) ⇄ (22%) ⇄
18	Pomona Ave 35% ⇄	Fourth St	19	Pomona Blvd 35% ⇄ (35%) ⇄	Glorietta Blvd	20	Orange Ave Silver Strand Blvd 35% ⇄ Pomona Ave	21	Glorietta Blvd (35%) ⇄ Glorietta Blvd	35% ⇄ Fourth St
22	Silver Strand Blvd ⇄ (22%)	Tarawa Rd 22% ⇄	23	Silver Strand Blvd ⇄ (22%)	Tulagi Rd 22% ⇄	24	Logan Ave Cesar E Chavez Pkwy Logan Ave/SB SR-75 On-Ramp	25	NB SR-75 Off-Ramp	National Ave



NOT TO SCALE

Hotel Del Trip Distribution - Study Intersections (cont.)

CVN SEIS Traffic Study

1	Quay Rd First St Alameda Blvd	2	Alameda Blvd Stockdale Blvd Third St	3	Alameda Blvd McCain Blvd Fourth St	4	Alameda Blvd 2 / 3 1 / 2 Ocean Blvd
5	Residential Dwy 1 / 1 D Ave First St	6	D Ave Third St	7	D Ave Fourth St	8	D Ave Sixth St
9	1 / 1 Orange Ave First St	10	2 / 2 Orange Ave 11 / 15 Third St 1 / 1	11	13 / 17 Orange Ave Fourth St 1 / 1 8 / 10	12	13 / 17 Orange Ave Fifth St 9 / 12
13	13 / 17 Orange Ave Sixth St 9 / 12						



Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



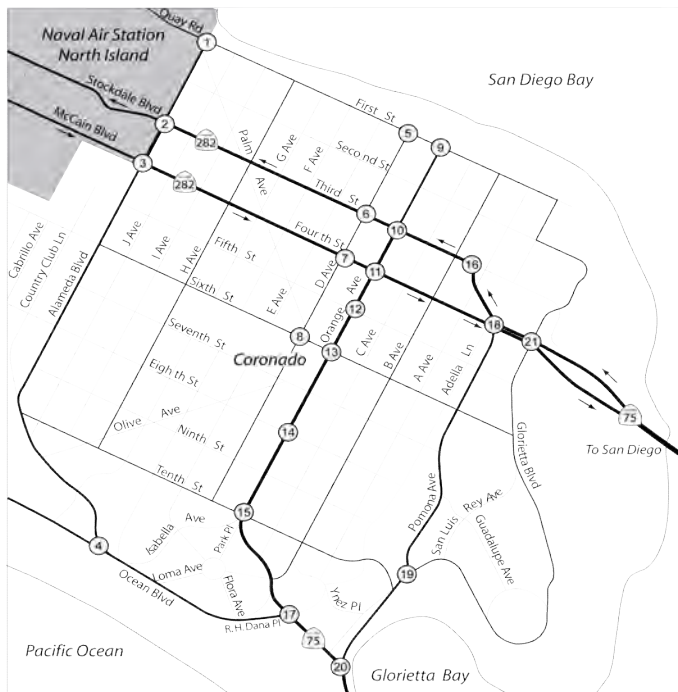
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Figure G-3

Hotel Del Trip Assignment - Study Intersections

CVN SEIS Traffic Study

14	Orange Ave 13 / 17 ⇄	Eighth St ⇄ 9 / 12	15	Orange Ave 13 / 17 ⇄	Tenth St ⇄ 9 / 12	16	Third St ⇄ 11 / 15	17	Orange Ave ⇄ 7 / 9	Adella Ave ⇄ 8 / 10 8 / 10 5 / 6
18	Pomona Ave ⇄ 11 / 15	Fourth St ⇄	19	Pomona Blvd 11 / 15 ⇄ 8 / 10	Glorietta Blvd ⇄	20	Orange Ave ⇄ 11 / 15	21	Glorietta Blvd ⇄ 11 / 15	Fourth St ⇄
22	Silver Strand Blvd ⇄ 5 / 6	Tarawa Rd ⇄ 7 / 9	23	Silver Strand Blvd ⇄ 5 / 6	Tulagi Rd ⇄ 7 / 9	24	Cesar E Chavez Pkwy ⇄ Logan Ave	25	NB SR-75 Off-Ramp ⇄	National Ave ⇄



Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

Figure G-3.1

Hotel Del Trip Assignment - Study Intersections (cont.)

CVN SEIS Traffic Study

1	Quay Rd First St Alameda Blvd	2	Stockdale Blvd Third St Alameda Blvd	3	McCain Blvd Fourth St Alameda Blvd	4	Alameda Blvd Ocean Blvd Alameda Blvd 1% (1%)
5	Residential Dwy First St D Ave 5% 5%	6	D Ave Third St D Ave 5%	7	D Ave Fourth St D Ave 5%	8	D Ave Sixth St D Ave 5%
9	Orange Ave First St Orange Ave 5% 5% 5%	10	Orange Ave Third St Orange Ave 5% 85% 30% 60%	11	Orange Ave Fourth St Orange Ave 55% 5%	12	Orange Ave Fifth St Orange Ave 5% 50% 50% / (40%)
13	Orange Ave Sixth St Orange Ave 5% 5% 5%						

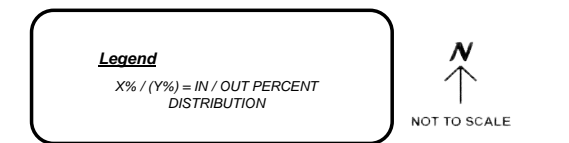
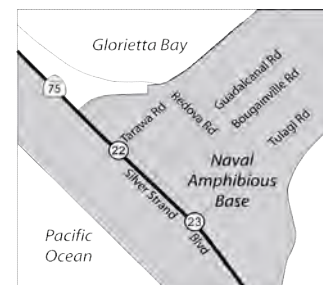
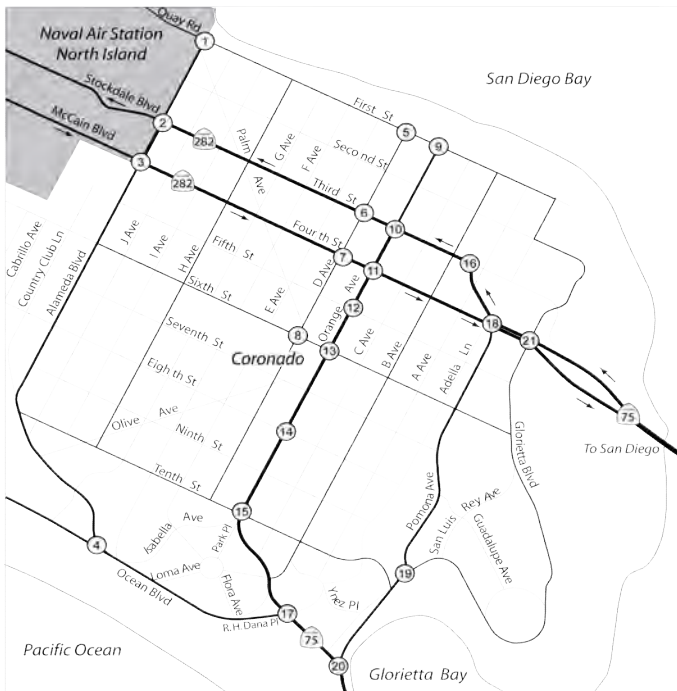


Figure G-4

New Retail Trip Distribution - Study Intersections

CVN SEIS Traffic Study

14	Orange Ave ↔ (5%) ↔ (35%) ↔ (5%) ↔ 5% ↔ 35%	↔ 5% ↔ 35%	15	Orange Ave ↔ (5%) ↔ (25%) ↔ (5%) ↔ 5% ↔ 25%	↔ 5% ↔ 25%	16	Third St Pomona Ave ↔ 30%	17	Orange Ave ↔ (5%) ↔ (20%) ↔ 5% ↔ 20%	↔ 5% ↔ 20%
18	Pomona Ave ↔ 30% (30%) ↔	↔ 30% ↔ 30%	19	Pomona Blvd ↔ 30% (30%) ↔	↔ 30% ↔ 30%	20	Orange Ave ↔ (20%) Silver Strand Blvd ↔ 20%	21	Glorietta Blvd ↔ 30% (30%) ↔	↔ 30% ↔ 30%
22	Silver Strand Blvd ↔ (20%) ↔ 20%	↔ (20%) ↔ 20%	23	Silver Strand Blvd ↔ (20%) ↔ 20%	↔ (20%) ↔ 20%	24	Cesar E Chavez Pkwy Logan Ave ↔ 20%	25	NB SR-75 Off-Ramp National Ave ↔ 20%	↔ 20%



Legend

X% / (Y%) = IN / OUT PERCENT DISTRIBUTION



Figure G-4.1

New Retail Trip Distribution - Study Intersections (cont.)

CVN SEIS Traffic Study

1	Quay Rd	First St	Alameda Blvd
2	Stockdale Blvd	Third St	Alameda Blvd
3	McCain Blvd	Fourth St	Alameda Blvd
4			Ocean Blvd
5	Residential Dwy	1 / 1 First St	D Ave
6	D Ave	1 / 1 Third St	
7	D Ave	Fourth St	
8	D Ave	1 / 1 Sixth St	
9		1 / 1 First St	Orange Ave
10	1 / 1 Orange Ave	3 / 8 Third St	6 / 17
11	7 / 13 4 / 7 Orange Ave	Fourth St	6 / 15
12	1 / 1 7 / 12 Orange Ave	Fifth St	10 / 24
13	1 / 1 6 / 11 Orange Ave	Sixth St	5 / 13



Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

Figure G-5

New Retail Trip Assignment - Study Intersections

CVN SEIS Traffic Study

14	Orange Ave 1 / 1 5 / 8 1 / 1 1 / 1 1 / 1 1 / 1 4 / 10 Eighth St	15	Orange Ave 1 / 1 3 / 6 1 / 1 1 / 1 1 / 1 3 / 7 Tenth St	16	Third St Pomona Ave 3 / 8 3 / 8	17	Orange Ave 1 / 1 3 / 5 1 / 1 1 / 1 1 / 1 2 / 6 Adella Ave
18	Pomona Ave 3 / 8 4 / 7 Fourth St	19	Pomona Blvd Glorietta Blvd	20	Orange Ave Silver Strand Blvd 3 / 5 2 / 6 Pomona Ave	21	Glorietta Blvd 3 / 8 4 / 7 Fourth St
22	Silver Strand Blvd 3 / 5 2 / 6 Tarawa Rd	23	Silver Strand Blvd 3 / 5 2 / 6 Tulagi Rd	24	Cesar E Chavez Pkwy Logan Ave Logan Ave/SB SR-75 On-Ramp	25	NB SR-75 Off-Ramp National Ave



Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



Figure G-5.1

New Retail Trip Assignment - Study Intersections (cont.)

APPENDIX L

- LOS Worksheets and Potential Improvements

CVN Homeport at NBC
1: First St & Alameda Blvd

2015 3 CVNs Staggered Improved (T-SBL)
Timing Plan: AM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0
Lane Util. Factor				1.00	1.00	1.00
Frpb, ped/bikes				1.00	1.00	0.97
Flpb, ped/bikes				1.00	1.00	1.00
Frt				1.00	1.00	0.85
Flt Protected				1.00	0.95	1.00
Satd. Flow (prot)				1862	1593	1383
Flt Permitted				1.00	0.95	1.00
Satd. Flow (perm)				1862	1593	1383
Volume (vph)	0	0	5	674	516	5
Peak-hour factor, PHF	0.78	0.78	0.73	0.73	0.84	0.84
Adj. Flow (vph)	0	0	7	923	614	6
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	930	614	6
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)					0	0
Turn Type	custom			custom		
Protected Phases				1 2!	2!	1
Permitted Phases				1		2
Actuated Green, G (s)				37.6	20.3	29.6
Effective Green, g (s)				37.6	20.3	29.6
Actuated g/C Ratio				1.00	0.54	0.79
Clearance Time (s)					4.0	4.0
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)				1862	860	1383
v/s Ratio Prot					c0.39	0.00
v/s Ratio Perm				0.50		0.00
v/c Ratio				0.50	0.71	0.00
Uniform Delay, d1				0.0	6.5	0.9
Progression Factor				1.00	1.00	1.00
Incremental Delay, d2				0.2	2.8	0.0
Delay (s)				0.2	9.3	0.9
Level of Service				A	A	A
Approach Delay (s)	0.0			0.2	9.2	
Approach LOS	A			A	A	
Intersection Summary						
HCM Average Control Delay			3.8		HCM Level of Service	A
HCM Volume to Capacity ratio			0.63			
Actuated Cycle Length (s)			37.6		Sum of lost time (s)	4.0
Intersection Capacity Utilization			74.7%		ICU Level of Service	D
Analysis Period (min)			15			
! Phase conflict between lane groups.						
c Critical Lane Group						

CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2015 3 CVNs Staggered Improved (T-SBL)
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frpb, ped/bikes												
Flpb, ped/bikes												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Volume (vph)	11	561	101	0	0	0	0	161	80	42	58	0
Peak-hour factor, PHF	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73
Adj. Flow (vph)	12	638	115	0	0	0	0	199	99	58	79	0
RTOR Reduction (vph)	0	0	72	0	0	0	0	50	0	0	0	0
Lane Group Flow (vph)	0	650	43	0	0	0	0	248	0	58	79	0
Confl. Peds. (#/hr)		20	20				20	20		20	20	20
Turn Type	Perm			Perm			Perm					
Protected Phases												
Permitted Phases												
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)												
Approach LOS												
Intersection Summary												
HCM Average Control Delay			6.6									
HCM Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			27.7									
Intersection Capacity Utilization			94.5%									
Analysis Period (min)			15									
c Critical Lane Group												

CVN Homeport at NBC
9: First St & Orange Ave

2015 3 CVNs Staggered Improved (T-SBL)
Timing Plan: AM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	0.99	1.00	0.98	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)	1676	1388	1571	1676	1556	1364
Flt Permitted	1.00	1.00	0.74	1.00	0.95	1.00
Satd. Flow (perm)	1676	1388	1227	1676	1556	1364
Volume (vph)	18	93	82	261	424	26
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	24	124	92	293	530	32
RTOR Reduction (vph)	0	89	0	0	0	16
Lane Group Flow (vph)	24	35	92	293	530	16
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		Perm		custom	
Protected Phases	4		8		8	
Permitted Phases	4		8		2 2	
Actuated Green, G (s)	10.4	10.4	10.4	10.4	18.8	18.8
Effective Green, g (s)	10.4	10.4	10.4	10.4	18.8	18.8
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.51	0.51
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	469	388	343	469	786	689
v/s Ratio Prot	0.01			c0.17		
v/s Ratio Perm		0.02	0.08		c0.34	0.01
v/c Ratio	0.05	0.09	0.27	0.62	0.67	0.02
Uniform Delay, d1	9.8	9.9	10.4	11.7	6.9	4.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	0.1	0.4	2.6	2.3	0.0
Delay (s)	9.8	10.0	10.9	14.3	9.2	4.6
Level of Service	A	B	B	B	A	A
Approach Delay (s)	10.0			13.5	8.9	
Approach LOS	A			B	A	
Intersection Summary						
HCM Average Control Delay			10.7		HCM Level of Service	B
HCM Volume to Capacity ratio			0.66			
Actuated Cycle Length (s)			37.2		Sum of lost time (s)	8.0
Intersection Capacity Utilization			43.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

CVN Homeport at NBC
10: Third St & Orange Ave

2015 3 CVNs Staggered Improved (T-SBL)
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖↗	↖↗↘			↖↗			↖↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.97	0.91		1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00		1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Frt				1.00	0.98		1.00	1.00			0.99	
Flt Protected				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)				3433	4981		1770	3539			3478	
Flt Permitted				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (perm)				3433	4981		1770	3539			3478	
Volume (vph)	0	0	0	1766	3114	361	183	163	0	0	276	24
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	1859	3278	380	210	187	0	0	310	27
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	0	0	1859	3648	0	210	187	0	0	333	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Split			Prot					
Protected Phases				8			5			2		
Permitted Phases				8			5			2		
Actuated Green, G (s)				105.0			17.0			37.0		
Effective Green, g (s)				105.0			17.0			37.0		
Actuated g/C Ratio				0.70			0.11			0.25		
Clearance Time (s)				4.0			4.0			4.0		
Vehicle Extension (s)				3.0			3.0			3.0		
Lane Grp Cap (vph)				2403			3487			201		
v/s Ratio Prot				0.54			c0.73			c0.12		
v/s Ratio Perm							0.05			0.05		
v/c Ratio				0.77			1.05			1.04		
Uniform Delay, d1				14.7			22.5			66.5		
Progression Factor				1.00			1.00			1.00		
Incremental Delay, d2				1.6			29.2			75.7		
Delay (s)				16.3			51.7			142.2		
Level of Service				B			D			F		
Approach Delay (s)	0.0			39.8			96.5			89.3		
Approach LOS	A			D			F			F		
Intersection Summary												
HCM Average Control Delay	46.0			HCM Level of Service					D			
HCM Volume to Capacity ratio	1.03											
Actuated Cycle Length (s)	150.0			Sum of lost time (s)					12.0			
Intersection Capacity Utilization	103.7%			ICU Level of Service					G			
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
11: Fourth St & Orange Ave


2015 3 CVNs Staggered Improved (T-SBL)
Timing Plan: AM PEAK-HOUR

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations	↑↑↑	↑↑	↑					↑↑	↑	↑↑↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.91	1.00						0.91	0.91	0.94	0.95	
Frpb, ped/bikes	1.00	0.97						0.99	0.96	1.00	1.00	
Flpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.85						0.96	0.85	1.00	1.00	
Flt Protected	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	5081	1539						3233	1387	4990	3539	
Flt Permitted	1.00	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	5081	1539						3233	1387	4990	3539	
Volume (vph)	12	729	93	0	0	0	0	351	302	533	1583	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	14	848	108	0	0	0	0	390	336	561	1666	0
RTOR Reduction (vph)	0	0	26	0	0	0	0	12	12	0	0	0
Lane Group Flow (vph)	0	862	82	0	0	0	0	507	195	561	1666	0
Confl. Peds. (#/hr)	20		20	20		20	20			20	20	20
Turn Type	Split	Perm						Perm		Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		19.6	19.6					17.4	17.4	20.1	41.5	
Effective Green, g (s)		19.6	19.6					17.4	17.4	20.1	41.5	
Actuated g/C Ratio		0.28	0.28					0.25	0.25	0.29	0.60	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		1441	437					814	349	1452	2125	
v/s Ratio Prot		c0.17						0.16		0.11	c0.47	
v/s Ratio Perm			0.05						0.14			
v/c Ratio		0.60	0.19					0.62	0.56	0.39	0.78	
Uniform Delay, d1		21.4	18.7					22.9	22.5	19.6	10.4	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.7	0.2					1.5	1.9	0.2	2.0	
Delay (s)		22.0	18.9					24.4	24.4	19.7	12.4	
Level of Service		C	B					C	C	B	B	
Approach Delay (s)		21.7			0.0			24.4			14.2	
Approach LOS		C			A			C			B	
Intersection Summary												
HCM Average Control Delay		18.0		HCM Level of Service				B				
HCM Volume to Capacity ratio		0.72										
Actuated Cycle Length (s)		69.1		Sum of lost time (s)				8.0				
Intersection Capacity Utilization		103.7%		ICU Level of Service				G				
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
11: Fourth St & Orange Ave

2015 3 CVNs Staggered IMP NBR
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑	↑	↑↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.91	1.00					0.91	0.91	0.97	0.95	
Frpb, ped/bikes		1.00	0.97					1.00	0.98	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	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5081	1544					3390	1415	3433	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5081	1544					3390	1415	3433	3539	
Volume (vph)	12	729	93	0	0	0	0	351	302	533	1583	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	14	848	108	0	0	0	0	390	336	561	1666	0
RTOR Reduction (vph)	0	0	6	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	862	102	0	0	0	0	390	336	561	1666	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Free		Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4						Free			
Actuated Green, G (s)		16.8	16.8					11.5	55.4	15.1	30.6	
Effective Green, g (s)		16.8	16.8					11.5	55.4	15.1	30.6	
Actuated g/C Ratio		0.30	0.30					0.21	1.00	0.27	0.55	
Clearance Time (s)		4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		1541	468					704	1415	936	1955	
v/s Ratio Prot		c0.17						0.12		0.16	c0.47	
v/s Ratio Perm			0.07						0.24			
v/c Ratio		0.56	0.22					0.55	0.24	0.60	0.85	
Uniform Delay, d1		16.2	14.4					19.7	0.0	17.5	10.5	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.4	0.2					0.9	0.4	1.0	3.8	
Delay (s)		16.6	14.6					20.6	0.4	18.6	14.3	
Level of Service		B	B					C	A	B	B	
Approach Delay (s)		16.4			0.0			11.3			15.4	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM Average Control Delay		14.9		HCM Level of Service				B				
HCM Volume to Capacity ratio		0.75										
Actuated Cycle Length (s)		55.4		Sum of lost time (s)				8.0				
Intersection Capacity Utilization		112.4%		ICU Level of Service				H				
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
10: Third St & Orange Ave

2015 3 CVNs Staggered IMP GS
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		4.0	4.0		4.0		4.0	
Lane Util. Factor				0.97		1.00	1.00	0.95			0.95	
Frpb, ped/bikes				1.00		0.97	1.00	1.00			1.00	
Flpb, ped/bikes				1.00		1.00	1.00	1.00			1.00	
Frt				1.00		0.85	1.00	1.00			0.99	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				3433		1532	1770	3539			3484	
Flt Permitted				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (perm)				3433		1532	1770	3539			3484	
Volume (vph)	0	0	0	1766	0	361	183	163	0	0	276	24
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	1859	0	380	210	187	0	0	310	27
RTOR Reduction (vph)	0	0	0	0	0	160	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	1859	0	220	210	187	0	0	329	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Prot		custom	Prot					
Protected Phases				8			5	2			6	
Permitted Phases						8						
Actuated Green, G (s)				50.1		50.1	11.0	28.4			13.4	
Effective Green, g (s)				50.1		50.1	11.0	28.4			13.4	
Actuated g/C Ratio				0.58		0.58	0.13	0.33			0.15	
Clearance Time (s)				4.0		4.0	4.0	4.0			4.0	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				1988		887	225	1162			540	
v/s Ratio Prot				c0.54			c0.12	0.05			c0.09	
v/s Ratio Perm						0.14						
v/c Ratio				0.94		0.25	0.93	0.16			0.61	
Uniform Delay, d1				16.7		8.9	37.4	20.6			34.1	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				8.9		0.1	41.6	0.1			2.0	
Delay (s)				25.6		9.1	79.0	20.7			36.1	
Level of Service				C		A	E	C			D	
Approach Delay (s)		0.0			22.8			51.5			36.1	
Approach LOS		A			C			D			D	
Intersection Summary												
HCM Average Control Delay		28.1			HCM Level of Service				C			
HCM Volume to Capacity ratio		0.88										
Actuated Cycle Length (s)		86.5			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		89.7%			ICU Level of Service			E				
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
11: Fourth St & Orange Ave












2015 3 CVNs Staggered IMP GS
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		4.0					4.0	4.0
Lane Util. Factor				1.00		1.00		1.00	0.88	0.97	0.95	
Frpb, ped/bikes				1.00		0.98		1.00	0.97	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	0.85	1.00	1.00	
Flt Protected				0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)				1770		1547		1863	2707	3433	3539	
Flt Permitted				0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)				1770		1547		1863	2707	3433	3539	
Volume (vph)	12	0	93	0	0	0	0	351	302	533	1583	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	14	0	108	0	0	0	0	390	336	561	1666	0
RTOR Reduction (vph)	0	0	8	0	0	0	0	0	231	0	0	0
Lane Group Flow (vph)	14	0	100	0	0	0	0	390	105	561	1666	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Prot		custom				Perm	Prot	
Protected Phases				4				2			1	6
Permitted Phases						4				2		
Actuated Green, G (s)				6.6		6.6		14.1	14.1	12.6	30.7	
Effective Green, g (s)				6.6		6.6		14.1	14.1	12.6	30.7	
Actuated g/C Ratio				0.15		0.15		0.31	0.31	0.28	0.68	
Clearance Time (s)				4.0		4.0		4.0	4.0	4.0	4.0	
Vehicle Extension (s)				3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)				258		225		580	843	955	2398	
v/s Ratio Prot				0.01				0.21		0.16	c0.47	
v/s Ratio Perm						c0.06			0.04			
v/c Ratio				0.05		0.45		0.67	0.12	0.59	0.69	
Uniform Delay, d1				16.7		17.7		13.6	11.2	14.1	4.4	
Progression Factor				1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2				0.1		1.4		3.1	0.1	0.9	0.9	
Delay (s)				16.8		19.1		16.7	11.2	15.0	5.3	
Level of Service				B		B		B	B	B	A	
Approach Delay (s)		18.8			0.0			14.2			7.8	
Approach LOS		B			A			B			A	
Intersection Summary												
HCM Average Control Delay		9.7			HCM Level of Service				A			
HCM Volume to Capacity ratio		0.65										
Actuated Cycle Length (s)		45.3			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		89.7%			ICU Level of Service			E				
Analysis Period (min)		15										

c Critical Lane Group





















CVN Homeport at NBC
1: First St & Alameda Blvd

2015 3 CVNs Staggered Improved (T-SBL)
Timing Plan: PM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.95		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		0.98	0.95	
Satd. Flow (prot)	1863	1506		1828	1593	
Flt Permitted	1.00	1.00		0.66	0.95	
Satd. Flow (perm)	1863	1506		1236	1593	
Volume (vph)	860	573	39	71	54	0
Peak-hour factor, PHF	0.89	0.89	0.84	0.84	0.86	0.86
Adj. Flow (vph)	966	644	46	85	63	0
RTOR Reduction (vph)	0	228	0	0	0	0
Lane Group Flow (vph)	966	416	0	131	63	0
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)					0	0
Turn Type	Perm		Perm	Perm		
Protected Phases	4			8	2	
Permitted Phases	4		8	2		
Actuated Green, G (s)	30.1	30.1		30.1	8.5	
Effective Green, g (s)	30.1	30.1		30.1	8.5	
Actuated g/C Ratio	0.65	0.65		0.65	0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1203	973		798	291	
v/s Ratio Prot	c0.52			c0.04		
v/s Ratio Perm			0.28	0.11		
v/c Ratio	0.80	0.43		0.16	0.22	
Uniform Delay, d1	6.1	4.0		3.3	16.2	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.0	0.3		0.1	0.4	
Delay (s)	10.0	4.3		3.4	16.6	
Level of Service	B	A		A	B	
Approach Delay (s)	7.8			3.4	16.6	
Approach LOS	A			A	B	
Intersection Summary						
HCM Average Control Delay			7.7	HCM Level of Service		A
HCM Volume to Capacity ratio			0.67			
Actuated Cycle Length (s)			46.6	Sum of lost time (s)		8.0
Intersection Capacity Utilization			60.1%	ICU Level of Service		B
Analysis Period (min)			15			
c Critical Lane Group						













CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2015 3 CVNs Staggered Improved (T-SBL)
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor		0.91	1.00					1.00		1.00	1.00	
Frpb, ped/bikes		1.00	0.92					0.98		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.94		1.00	1.00	
Flt Protected		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		5083	1457					1706		1770	1863	
Flt Permitted		1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		5083	1457					1706		1770	1863	
Volume (vph)	14	2253	566	0	0	0	0	85	75	407	293	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	15	2449	615	0	0	0	0	100	88	447	322	0
RTOR Reduction (vph)	0	0	263	0	0	0	0	25	0	0	0	0
Lane Group Flow (vph)	0	2464	352	0	0	0	0	163	0	447	322	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm		Perm							Split		
Protected Phases			4						2	6		6
Permitted Phases	4			4								
Actuated Green, G (s)		47.0	47.0						13.2	25.0	25.0	
Effective Green, g (s)		47.0	47.0						13.2	25.0	25.0	
Actuated g/C Ratio		0.48	0.48						0.14	0.26	0.26	
Clearance Time (s)		4.0	4.0						4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0						3.0	3.0	3.0	
Lane Grp Cap (vph)		2458	705						232	455	479	
v/s Ratio Prot									c0.10	c0.25	0.17	
v/s Ratio Perm		0.48	0.24									
v/c Ratio		1.00	0.50						0.70	0.98	0.67	
Uniform Delay, d1		25.1	17.1						40.1	35.9	32.4	
Progression Factor		1.00	1.00						1.00	1.00	1.00	
Incremental Delay, d2		18.7	0.6						9.2	37.4	3.7	
Delay (s)		43.8	17.6						49.4	73.3	36.1	
Level of Service		D	B						D	E	D	
Approach Delay (s)		38.6		0.0					49.4		57.7	
Approach LOS		D		A					D		E	
Intersection Summary												
HCM Average Control Delay		42.7		HCM Level of Service					D			
HCM Volume to Capacity ratio		0.95										
Actuated Cycle Length (s)		97.2		Sum of lost time (s)					12.0			
Intersection Capacity Utilization		88.0%		ICU Level of Service					E			
Analysis Period (min)		15										
c Critical Lane Group												

CVN Homeport at NBC
9: First St & Orange Ave

2015 3 CVNs Staggered Improved (T-SBL)
Timing Plan: PM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	0.99	1.00	0.98	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)	1676	1389	1579	1676	1556	1365
Flt Permitted	1.00	1.00	0.56	1.00	0.95	1.00
Satd. Flow (perm)	1676	1389	936	1676	1556	1365
Volume (vph)	251	752	255	187	171	154
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	326	977	315	231	209	188
RTOR Reduction (vph)	0	432	0	0	0	146
Lane Group Flow (vph)	326	545	315	231	209	42
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		Perm		custom	
Protected Phases	4		8			
Permitted Phases	4		8		2 2	
Actuated Green, G (s)	20.3	20.3	20.3	20.3	8.1	8.1
Effective Green, g (s)	20.3	20.3	20.3	20.3	8.1	8.1
Actuated g/C Ratio	0.56	0.56	0.56	0.56	0.22	0.22
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	935	775	522	935	346	304
v/s Ratio Prot	0.19			0.14		
v/s Ratio Perm		c0.39	0.34		c0.13	0.03
v/c Ratio	0.35	0.70	0.60	0.25	0.60	0.14
Uniform Delay, d1	4.4	5.9	5.4	4.1	12.7	11.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	2.9	2.0	0.1	3.0	0.2
Delay (s)	4.6	8.8	7.3	4.3	15.7	11.6
Level of Service	A	A	A	A	B	B
Approach Delay (s)	7.7			6.0	13.7	
Approach LOS	A			A	B	
Intersection Summary						
HCM Average Control Delay			8.4	HCM Level of Service		A
HCM Volume to Capacity ratio			0.67			
Actuated Cycle Length (s)			36.4	Sum of lost time (s)		8.0
Intersection Capacity Utilization			69.3%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						












CVN Homeport at NBC
10: Third St & Orange Ave

2015 3 CVNs Staggered Improved (T-SBL)
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶↶	↶↶↶		↶	↶↶			↶↶	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.97	0.91		1.00	0.95			0.95	
Flrb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00	
Frt				1.00	0.98		1.00	1.00			1.00	
Flt Protected				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)				3433	4954		1770	3539			3529	
Flt Permitted				0.95	1.00		0.95	1.00			1.00	
Satd. Flow (perm)				3433	4954		1770	3539			3529	
Volume (vph)	0	0	0	1259	947	162	99	287	0	0	975	15
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	1311	986	169	104	302	0	0	1108	17
RTOR Reduction (vph)	0	0	0	0	36	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	1311	1119	0	104	302	0	0	1123	0
Confl. Peds. (#/hr)	20		20			20			20	20		20
Turn Type				Split		Prot						
Protected Phases				8		8		5		2		6
Permitted Phases												
Actuated Green, G (s)				26.0		26.0		4.0		30.6		22.6
Effective Green, g (s)				26.0		26.0		4.0		30.6		22.6
Actuated g/C Ratio				0.40		0.40		0.06		0.47		0.35
Clearance Time (s)				4.0		4.0		4.0		4.0		4.0
Vehicle Extension (s)				3.0		3.0		3.0		3.0		3.0
Lane Grp Cap (vph)				1382		1994		110		1676		1235
v/s Ratio Prot				c0.38		0.23		c0.06		0.09		c0.32
v/s Ratio Perm												
v/c Ratio				0.95		0.56		0.95		0.18		0.91
Uniform Delay, d1				18.7		14.9		30.2		9.8		20.0
Progression Factor				1.00		1.00		1.00		1.00		1.00
Incremental Delay, d2				13.7		0.4		68.0		0.1		9.9
Delay (s)				32.3		15.3		98.2		9.8		29.9
Level of Service				C		B		F		A		C
Approach Delay (s)				0.0		24.3		32.5		29.9		
Approach LOS	A					C		C		C		
Intersection Summary												
HCM Average Control Delay				26.7		HCM Level of Service				C		
HCM Volume to Capacity ratio				0.93								
Actuated Cycle Length (s)				64.6		Sum of lost time (s)				12.0		
Intersection Capacity Utilization	140.1%					ICU Level of Service				H		
Analysis Period (min)	15											
c Critical Lane Group												

CVN Homeport at NBC
11: Fourth St & Orange Ave

2015 3 CVNs Staggered Improved (T-SBL)
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑	↑	↑↑↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.91	1.00					0.91	0.91	0.94	0.95	
Frpb, ped/bikes		1.00	0.95					0.97	0.93	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					0.93	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5083	1505					3059	1339	4990	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5083	1505					3059	1339	4990	3539	
Volume (vph)	26	2935	177	0	0	0	0	376	620	1068	1159	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	3225	195	0	0	0	0	409	674	1161	1260	0
RTOR Reduction (vph)	0	0	9	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3254	186	0	0	0	0	746	337	1161	1260	0
Confl. Peds. (#/hr)	20		20	20		20	20			20	20	20
Turn Type	Split	Perm						Perm		Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		83.0	83.0					36.0	36.0	29.0	69.0	
Effective Green, g (s)		83.0	83.0					36.0	36.0	29.0	69.0	
Actuated g/C Ratio		0.52	0.52					0.22	0.22	0.18	0.43	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		2637	781					688	301	904	1526	
v/s Ratio Prot		c0.64						0.24		c0.23	0.36	
v/s Ratio Perm			0.12						c0.25			
v/c Ratio		1.23	0.24					1.08	1.12	1.28	0.83	
Uniform Delay, d1		38.5	21.1					62.0	62.0	65.5	40.2	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		108.8	0.2					59.4	88.0	136.4	3.8	
Delay (s)		147.3	21.3					121.4	150.0	201.9	44.0	
Level of Service		F	C					F	F	F	D	
Approach Delay (s)		140.2		0.0				130.3		119.7		
Approach LOS		F		A				F		F		
Intersection Summary												
HCM Average Control Delay	131.5		HCM Level of Service					F				
HCM Volume to Capacity ratio	1.22											
Actuated Cycle Length (s)	160.0		Sum of lost time (s)					12.0				
Intersection Capacity Utilization	140.1%		ICU Level of Service					H				
Analysis Period (min)	15											
c Critical Lane Group												

c Critical Lane Group

CVN Homeport at NBC
11: Fourth St & Orange Ave

2015 3 CVNs Staggered IMP NBR
Timing Plan: PM PEAK-HOUR

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑	↑	↘↘	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.91	1.00					0.91	0.91	0.97	0.95	
Frpb, ped/bikes		1.00	0.95					1.00	0.98	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	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5083	1505					3390	1415	3433	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5083	1505					3390	1415	3433	3539	
Volume (vph)	26	2935	177	0	0	0	0	376	620	1068	1159	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	3225	195	0	0	0	0	409	674	1161	1260	0
RTOR Reduction (vph)	0	0	8	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3254	188	0	0	0	0	409	674	1161	1260	0
Confl. Peds. (#/hr)	20		20	20		20	20			20	20	20
Turn Type	Split	Perm						Free		Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4					Free				
Actuated Green, G (s)		85.0	85.0					19.0	160.0	44.0	67.0	
Effective Green, g (s)		85.0	85.0					19.0	160.0	44.0	67.0	
Actuated g/C Ratio		0.53	0.53					0.12	1.00	0.28	0.42	
Clearance Time (s)		4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		2700	800					403	1415	944	1482	
v/s Ratio Prot		c0.64						c0.12		c0.34	0.36	
v/s Ratio Perm			0.12						0.48			
v/c Ratio		1.21	0.23					1.01	0.48	1.23	0.85	
Uniform Delay, d1		37.5	20.1					70.5	0.0	58.0	42.0	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		96.1	0.2					48.6	1.2	112.8	4.9	
Delay (s)		133.6	20.2					119.1	1.2	170.8	46.9	
Level of Service		F	C					F	A	F	D	
Approach Delay (s)		127.2			0.0			45.7			106.3	
Approach LOS		F			A			D			F	
Intersection Summary												
HCM Average Control Delay		107.2			HCM Level of Service				F			
HCM Volume to Capacity ratio		1.19										
Actuated Cycle Length (s)		160.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		130.1%			ICU Level of Service			H				
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
10: Third St & Orange Ave

2015 3 CVNs Staggered IMP GS
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		4.0	4.0		4.0		4.0	
Lane Util. Factor				0.97		1.00	1.00	0.95			0.95	
Frpb, ped/bikes				1.00		0.97	1.00	1.00			1.00	
Flpb, ped/bikes				1.00		1.00	1.00	1.00			1.00	
Frt				1.00		0.85	1.00	1.00			1.00	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				3433		1537	1770	3539			3529	
Flt Permitted				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (perm)				3433		1537	1770	3539			3529	
Volume (vph)	0	0	0	1259	0	162	99	287	0	0	975	15
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	1311	0	169	104	302	0	0	1108	17
RTOR Reduction (vph)	0	0	0	0	0	98	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	1311	0	71	104	302	0	0	1124	0
Confl. Peds. (#/hr)	20		20	20		20		20	20		20	20
Turn Type				Prot		custom		Prot				
Protected Phases				8			5	2			6	
Permitted Phases						8						
Actuated Green, G (s)				31.0		31.0	4.4	34.9			26.5	
Effective Green, g (s)				31.0		31.0	4.4	34.9			26.5	
Actuated g/C Ratio				0.42		0.42	0.06	0.47			0.36	
Clearance Time (s)				4.0		4.0	4.0	4.0			4.0	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				1440		645	105	1671			1265	
v/s Ratio Prot				c0.38			c0.06	0.09			c0.32	
v/s Ratio Perm						0.05						
v/c Ratio				0.91		0.11	0.99	0.18			0.89	
Uniform Delay, d1				20.1		13.1	34.7	11.3			22.3	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				8.9		0.1	84.6	0.1			7.9	
Delay (s)				29.1		13.1	119.3	11.3			30.2	
Level of Service				C		B	F	B			C	
Approach Delay (s)		0.0			27.2			39.0			30.2	
Approach LOS		A			C			D			C	
Intersection Summary												
HCM Average Control Delay		29.9			HCM Level of Service			C				
HCM Volume to Capacity ratio		0.91										
Actuated Cycle Length (s)		73.9			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		97.0%			ICU Level of Service			F				
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
11: Fourth St & Orange Ave

2015 3 CVNs Staggered IMP GS
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		4.0					4.0	4.0
Lane Util. Factor				1.00		1.00		1.00	0.88	0.97	0.95	
Frpb, ped/bikes				1.00		0.97		1.00	0.96	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	0.85	1.00	1.00	
Flt Protected				0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)				1770		1536		1863	2674	3433	3539	
Flt Permitted				0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)				1770		1536		1863	2674	3433	3539	
Volume (vph)	26	0	177	0	0	0	0	376	620	1068	1159	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	0	195	0	0	0	0	409	674	1161	1260	0
RTOR Reduction (vph)	0	0	57	0	0	0	0	0	494	0	0	0
Lane Group Flow (vph)	29	0	138	0	0	0	0	409	180	1161	1260	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20	20	20
Turn Type				Prot		custom			Perm		Prot	
Protected Phases				4				2			1	6
Permitted Phases						4			2			
Actuated Green, G (s)	14.4		14.4					20.6	20.6	30.0	54.6	
Effective Green, g (s)	14.4		14.4					20.6	20.6	30.0	54.6	
Actuated g/C Ratio	0.19		0.19					0.27	0.27	0.39	0.71	
Clearance Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	331		287					498	715	1338	2509	
v/s Ratio Prot	0.02							c0.22		c0.34	0.36	
v/s Ratio Perm			c0.09						0.07			
v/c Ratio	0.09		0.48					0.82	0.25	0.87	0.50	
Uniform Delay, d1	25.9		28.0					26.5	22.2	21.7	5.1	
Progression Factor	1.00		1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1		1.3					10.5	0.2	6.2	0.2	
Delay (s)	26.0		29.2					36.9	22.3	27.9	5.2	
Level of Service	C		C					D	C	C	A	
Approach Delay (s)		28.8			0.0			27.9			16.1	
Approach LOS		C			A			C			B	
Intersection Summary												
HCM Average Control Delay		20.3			HCM Level of Service			C				
HCM Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		77.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		97.0%			ICU Level of Service			F				
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
1: First St & Alameda Blvd

2030 3 CVNs Staggered Improved (T-SBL)
Timing Plan: AM PEAK-HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0
Lane Util. Factor				1.00	1.00	1.00
Frpb, ped/bikes				1.00	1.00	0.97
Flpb, ped/bikes				1.00	1.00	1.00
Frt				1.00	1.00	0.85
Flt Protected				1.00	0.95	1.00
Satd. Flow (prot)				1862	1593	1383
Flt Permitted				1.00	0.95	1.00
Satd. Flow (perm)				1862	1593	1383
Volume (vph)	0	0	5	681	537	5
Peak-hour factor, PHF	0.78	0.78	0.73	0.73	0.84	0.84
Adj. Flow (vph)	0	0	7	933	639	6
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	940	639	6
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)					0	0
Turn Type	custom			custom		
Protected Phases				1 2!	2!	1
Permitted Phases				1		2
Actuated Green, G (s)				38.0	20.5	30.0
Effective Green, g (s)				38.0	20.5	30.0
Actuated g/C Ratio				1.00	0.54	0.79
Clearance Time (s)					4.0	4.0
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)				1862	859	1383
v/s Ratio Prot					c0.40	0.00
v/s Ratio Perm				0.50		0.00
v/c Ratio				0.50	0.74	0.00
Uniform Delay, d1				0.0	6.7	0.8
Progression Factor				1.00	1.00	1.00
Incremental Delay, d2				0.2	3.5	0.0
Delay (s)				0.2	10.3	0.8
Level of Service				A	B	A
Approach Delay (s)	0.0			0.2	10.2	
Approach LOS	A			A	B	
Intersection Summary						
HCM Average Control Delay			4.3		HCM Level of Service	A
HCM Volume to Capacity ratio			0.65			
Actuated Cycle Length (s)			38.0		Sum of lost time (s)	4.0
Intersection Capacity Utilization			76.2%		ICU Level of Service	D
Analysis Period (min)			15			
! Phase conflict between lane groups.						
c Critical Lane Group						













CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2030 3 CVNs Staggered Improved (T-SBL)
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frpb, ped/bikes												
Flpb, ped/bikes												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Volume (vph)	14	569	107	0	0	0	0	163	85	43	61	0
Peak-hour factor, PHF	0.88	0.88	0.88	0.25	0.25	0.25	0.81	0.81	0.81	0.73	0.73	0.73
Adj. Flow (vph)	16	647	122	0	0	0	0	201	105	59	84	0
RTOR Reduction (vph)	0	0	76	0	0	0	0	52	0	0	0	0
Lane Group Flow (vph)	0	663	46	0	0	0	0	254	0	59	84	0
Confl. Peds. (#/hr)		20	20					20	20			20
Turn Type	Perm			Perm			Perm					
Protected Phases												
Permitted Phases												
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)												
Approach LOS												
Intersection Summary												
HCM Average Control Delay			6.6									
HCM Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			28.0									
Intersection Capacity Utilization			96.2%									
Analysis Period (min)			15									
c Critical Lane Group												

CVN Homeport at NBC
9: First St & Orange Ave

2030 3 CVNs Staggered Improved (T-SBL)
Timing Plan: AM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	0.99	1.00	0.98	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)	1676	1388	1571	1676	1555	1363
Flt Permitted	1.00	1.00	0.74	1.00	0.95	1.00
Satd. Flow (perm)	1676	1388	1222	1676	1555	1363
Volume (vph)	21	94	87	269	438	25
Peak-hour factor, PHF	0.75	0.75	0.89	0.89	0.80	0.80
Adj. Flow (vph)	28	125	98	302	548	31
RTOR Reduction (vph)	0	90	0	0	0	15
Lane Group Flow (vph)	28	35	98	302	548	16
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		Perm	custom		
Protected Phases	4		8			
Permitted Phases	4		8		2 2	
Actuated Green, G (s)	10.6	10.6	10.6	10.6	19.6	19.6
Effective Green, g (s)	10.6	10.6	10.6	10.6	19.6	19.6
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.51	0.51
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	465	385	339	465	798	699
v/s Ratio Prot	0.02			c0.18		
v/s Ratio Perm		0.02	0.08		c0.35	0.01
v/c Ratio	0.06	0.09	0.29	0.65	0.69	0.02
Uniform Delay, d1	10.1	10.2	10.8	12.2	7.0	4.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.1	0.5	3.1	2.5	0.0
Delay (s)	10.2	10.3	11.3	15.3	9.5	4.6
Level of Service	B	B	B	B	A	A
Approach Delay (s)	10.3			14.3	9.2	
Approach LOS	B			B	A	
Intersection Summary						
HCM Average Control Delay	11.2		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.67					
Actuated Cycle Length (s)	38.2		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	45.1%		ICU Level of Service		A	
Analysis Period (min)	15					
c Critical Lane Group						

























CVN Homeport at NBC
10: Third St & Orange Ave

2030 3 CVNs Staggered Improved (T-SBL)
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations				↖↖	↖↖↖			↖↖			↖↖		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0		
Lane Util. Factor				0.97	0.91		1.00	0.95			0.95		
Frpb, ped/bikes				1.00	0.99		1.00	1.00			0.99		
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Frt				1.00	0.98		1.00	1.00			0.99		
Flt Protected				0.95	1.00		0.95	1.00			1.00		
Satd. Flow (prot)				3433	4981		1770	3539			3477		
Flt Permitted				0.95	1.00		0.95	1.00			1.00		
Satd. Flow (perm)				3433	4981		1770	3539			3477		
Volume (vph)	0	0	0	1877	3248	375	186	170	0	0	286	25	
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89	
Adj. Flow (vph)	0	0	0	1976	3419	395	214	195	0	0	321	28	
RTOR Reduction (vph)	0	0	0	0	9	0	0	0	0	0	4	0	
Lane Group Flow (vph)	0	0	0	1976	3805	0	214	195	0	0	345	0	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20	
Turn Type				Split		Prot							
Protected Phases				8		8		5		2		6	
Permitted Phases													
Actuated Green, G (s)				113.0		113.0		18.0		39.0		17.0	
Effective Green, g (s)				113.0		113.0		18.0		39.0		17.0	
Actuated g/C Ratio				0.71		0.71		0.11		0.24		0.11	
Clearance Time (s)				4.0		4.0		4.0		4.0		4.0	
Vehicle Extension (s)				3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)				2425		3518		199		863		369	
v/s Ratio Prot				0.58		c0.76		c0.12		0.06		c0.10	
v/s Ratio Perm													
v/c Ratio				0.81		1.08		1.08		0.23		0.93	
Uniform Delay, d1				16.3		23.5		71.0		48.4		70.9	
Progression Factor				1.00		1.00		1.00		1.00		1.00	
Incremental Delay, d2				2.2		42.6		85.3		0.1		30.3	
Delay (s)				18.5		66.1		156.3		48.6		101.2	
Level of Service				B		E		F		D		F	
Approach Delay (s)	0.0			49.8				104.9				101.2	
Approach LOS	A			D				F				F	
Intersection Summary													
HCM Average Control Delay	56.0			HCM Level of Service				E					
HCM Volume to Capacity ratio	1.06												
Actuated Cycle Length (s)	160.0			Sum of lost time (s)				12.0					
Intersection Capacity Utilization	107.6%			ICU Level of Service				G					
Analysis Period (min)	15												
c Critical Lane Group													

CVN Homeport at NBC
11: Fourth St & Orange Ave
































2030 3 CVNs Staggered Improved (T-SBL)
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						 		  	 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.91	1.00					0.91	0.91	0.94	0.95	
Frpb, ped/bikes		1.00	0.97					0.99	0.97	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					0.96	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5081	1542					3235	1392	4990	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5081	1542					3235	1392	4990	3539	
Volume (vph)	13	764	96	0	0	0	0	360	322	575	1654	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	15	888	112	0	0	0	0	400	358	605	1741	0
RTOR Reduction (vph)	0	0	8	0	0	0	0	19	19	0	0	0
Lane Group Flow (vph)	0	903	104	0	0	0	0	515	205	605	1741	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm						Perm		Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		17.8	17.8					14.9	14.9	15.4	34.3	
Effective Green, g (s)		17.8	17.8					14.9	14.9	15.4	34.3	
Actuated g/C Ratio		0.30	0.30					0.25	0.25	0.26	0.57	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		1505	457					802	345	1279	2020	
v/s Ratio Prot		c0.18						0.16		0.12	c0.49	
v/s Ratio Perm			0.07						0.15			
v/c Ratio		0.60	0.23					0.64	0.59	0.47	0.86	
Uniform Delay, d1		18.1	16.0					20.2	19.9	18.9	10.9	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.7	0.3					1.8	2.7	0.3	4.1	
Delay (s)		18.8	16.2					22.0	22.7	19.2	14.9	
Level of Service		B	B					C	C	B	B	
Approach Delay (s)		18.5			0.0			22.2			16.0	
Approach LOS		B			A			C			B	
Intersection Summary												
HCM Average Control Delay		17.8		HCM Level of Service				B				
HCM Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		60.1		Sum of lost time (s)				8.0				
Intersection Capacity Utilization		107.6%		ICU Level of Service				G				
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
11: Fourth St & Orange Ave

2030 3 CVNs Staggered IMP NBR
Timing Plan: AM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						  	  	  	  	  
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.91	1.00					0.91	0.91	0.97	0.95	
Frpb, ped/bikes		1.00	0.97					1.00	0.98	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	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5081	1542					3390	1415	3433	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5081	1542					3390	1415	3433	3539	
Volume (vph)	13	764	96	0	0	0	0	360	322	575	1654	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	15	888	112	0	0	0	0	400	358	605	1741	0
RTOR Reduction (vph)	0	0	8	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	903	104	0	0	0	0	400	358	605	1741	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	Perm					Free			Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4						Free			
Actuated Green, G (s)		17.8	17.8					12.2	60.1	18.1	34.3	
Effective Green, g (s)		17.8	17.8					12.2	60.1	18.1	34.3	
Actuated g/C Ratio		0.30	0.30					0.20	1.00	0.30	0.57	
Clearance Time (s)		4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		1505	457					688	1415	1034	2020	
v/s Ratio Prot		c0.18						0.12		0.18	c0.49	
v/s Ratio Perm			0.07						0.25			
v/c Ratio		0.60	0.23					0.58	0.25	0.59	0.86	
Uniform Delay, d1		18.1	16.0					21.6	0.0	17.8	10.9	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.7	0.3					1.3	0.4	0.9	4.1	
Delay (s)		18.8	16.2					22.9	0.4	18.7	14.9	
Level of Service		B	B					C	A	B	B	
Approach Delay (s)		18.5			0.0			12.3			15.9	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM Average Control Delay		15.9		HCM Level of Service				B				
HCM Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		60.1		Sum of lost time (s)				8.0				
Intersection Capacity Utilization		116.9%		ICU Level of Service				H				
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
10: Third St & Orange Ave

2030 3 CVNs Staggered IMP GS
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		4.0	4.0		4.0		4.0	
Lane Util. Factor				0.97		1.00	1.00	0.95			0.95	
Flpb, ped/bikes				1.00		0.97	1.00	1.00			1.00	
Flpb, ped/bikes				1.00		1.00	1.00	1.00			1.00	
Frt				1.00		0.85	1.00	1.00			0.99	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				3433		1532	1770	3539			3484	
Flt Permitted				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (perm)				3433		1532	1770	3539			3484	
Volume (vph)	0	0	0	1877	0	375	186	170	0	0	286	25
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	1976	0	395	214	195	0	0	321	28
RTOR Reduction (vph)	0	0	0	0	0	164	0	0	0	0	8	0
Lane Group Flow (vph)	0	0	0	1976	0	231	214	195	0	0	341	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Prot		custom	Prot					
Protected Phases				8			5	2			6	
Permitted Phases						8						
Actuated Green, G (s)				51.0		51.0	11.0	28.5			13.5	
Effective Green, g (s)				51.0		51.0	11.0	28.5			13.5	
Actuated g/C Ratio				0.58		0.58	0.13	0.33			0.15	
Clearance Time (s)				4.0		4.0	4.0	4.0			4.0	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				2001		893	223	1153			538	
v/s Ratio Prot				c0.58			c0.12	0.06			c0.10	
v/s Ratio Perm						0.15						
v/c Ratio				0.99		0.26	0.96	0.17			0.63	
Uniform Delay, d1				17.9		9.0	38.0	21.1			34.7	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				17.1		0.2	48.3	0.1			2.4	
Delay (s)				35.0		9.1	86.3	21.1			37.1	
Level of Service				C		A	F	C			D	
Approach Delay (s)		0.0			30.7			55.2			37.1	
Approach LOS		A			C			E			D	
Intersection Summary												
HCM Average Control Delay		34.6										
HCM Volume to Capacity ratio		0.92										
Actuated Cycle Length (s)		87.5										
Intersection Capacity Utilization		93.5%										
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
11: Fourth St & Orange Ave












2030 3 CVNs Staggered IMP GS
Timing Plan: AM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		4.0					4.0	
Lane Util. Factor				1.00		1.00					0.97	
Flpb, ped/bikes				1.00		0.98					1.00	
Flpb, ped/bikes				1.00		1.00					1.00	
Frt				1.00		0.85					1.00	
Flt Protected				0.95		1.00					0.95	
Satd. Flow (prot)				1770		1546					1863	
Flt Permitted				0.95		1.00					1.00	
Satd. Flow (perm)				1770		1546					1863	
Volume (vph)	13	0	96	0	0	0	0	360	322	575	1654	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.25	0.25	0.25	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	15	0	112	0	0	0	0	400	358	605	1741	0
RTOR Reduction (vph)	0	0	9	0	0	0	0	0	244	0	0	0
Lane Group Flow (vph)	15	0	103	0	0	0	0	400	114	605	1741	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type				Prot		custom				Perm	Prot	
Protected Phases				4						2	1	6
Permitted Phases						4					2	
Actuated Green, G (s)				6.6		6.6				15.2	15.2	14.1
Effective Green, g (s)				6.6		6.6				15.2	15.2	14.1
Actuated g/C Ratio				0.14		0.14				0.32	0.32	0.29
Clearance Time (s)				4.0		4.0				4.0	4.0	4.0
Vehicle Extension (s)				3.0		3.0				3.0	3.0	3.0
Lane Grp Cap (vph)				244		213				591	858	1011
v/s Ratio Prot				0.01						0.21	0.18	c0.49
v/s Ratio Perm						c0.07					0.04	
v/c Ratio				0.06		0.48				0.68	0.13	0.60
Uniform Delay, d1				18.0		19.1				14.2	11.7	14.5
Progression Factor				1.00		1.00				1.00	1.00	1.00
Incremental Delay, d2				0.1		1.7				3.1	0.1	1.0
Delay (s)				18.1		20.8				17.3	11.7	15.4
Level of Service				B		C				B	B	A
Approach Delay (s)		20.5								14.7		7.9
Approach LOS		C								B		A
Intersection Summary												
HCM Average Control Delay		10.0										
HCM Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		47.9										
Intersection Capacity Utilization		93.5%										
Analysis Period (min)		15										

c Critical Lane Group




















CVN Homeport at NBC
1: First St & Alameda Blvd

2030 3 CVNs Staggered Improved (T-SBL)
Timing Plan: PM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.95		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		0.98	0.95	
Satd. Flow (prot)	1863	1506		1827	1593	
Flt Permitted	1.00	1.00		0.65	0.95	
Satd. Flow (perm)	1863	1506		1204	1593	
Volume (vph)	870	597	40	72	56	0
Peak-hour factor, PHF	0.89	0.89	0.84	0.84	0.86	0.86
Adj. Flow (vph)	978	671	48	86	65	0
RTOR Reduction (vph)	0	235	0	0	0	0
Lane Group Flow (vph)	978	436	0	134	65	0
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)					0	0
Turn Type	Perm		Perm	Perm		
Protected Phases	4			8	2	
Permitted Phases	4		8	2		
Actuated Green, G (s)	30.7	30.7		30.7	8.5	
Effective Green, g (s)	30.7	30.7		30.7	8.5	
Actuated g/C Ratio	0.65	0.65		0.65	0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1212	980		783	287	
v/s Ratio Prot	c0.53			c0.04		
v/s Ratio Perm	0.29			0.11		
v/c Ratio	0.81	0.45		0.17	0.23	
Uniform Delay, d1	6.1	4.1		3.2	16.5	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.0	0.3		0.1	0.4	
Delay (s)	10.1	4.4		3.3	16.9	
Level of Service	B	A		A	B	
Approach Delay (s)	7.8			3.3	16.9	
Approach LOS	A			A	B	
Intersection Summary						
HCM Average Control Delay	7.8		HCM Level of Service		A	
HCM Volume to Capacity ratio	0.68					
Actuated Cycle Length (s)	47.2		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	60.7%		ICU Level of Service		B	
Analysis Period (min)	15					
c Critical Lane Group						













CVN Homeport at NBC
3: Fourth St & Alameda Blvd

2030 3 CVNs Staggered Improved (T-SBL)
Timing Plan: PM PEAK-HOUR

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		  											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0		
Lane Util. Factor		0.91	1.00					1.00		1.00	1.00		
Frpb, ped/bikes		1.00	0.91					0.98		1.00	1.00		
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00		
Frt		1.00	0.85					0.94		1.00	1.00		
Flt Protected		1.00	1.00					1.00		0.95	1.00		
Satd. Flow (prot)		5083	1447					1704		1770	1863		
Flt Permitted		1.00	1.00					1.00		0.95	1.00		
Satd. Flow (perm)		5083	1447					1704		1770	1863		
Volume (vph)	14	2280	595	0	0	0	0	90	78	415	310	0	
Peak-hour factor, PHF	0.92	0.92	0.92	0.25	0.25	0.25	0.85	0.85	0.85	0.91	0.91	0.91	
Adj. Flow (vph)	15	2478	647	0	0	0	0	106	92	456	341	0	
RTOR Reduction (vph)	0	0	250	0	0	0	0	25	0	0	0	0	
Lane Group Flow (vph)	0	2493	397	0	0	0	0	173	0	456	341	0	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20	
Turn Type	Perm		Perm							Split			
Protected Phases	4							2		6		6	
Permitted Phases	4		4										
Actuated Green, G (s)	53.0		53.0							14.6		28.0	28.0
Effective Green, g (s)	53.0		53.0							14.6		28.0	28.0
Actuated g/C Ratio	0.49		0.49							0.14		0.26	0.26
Clearance Time (s)	4.0		4.0							4.0		4.0	4.0
Vehicle Extension (s)	3.0		3.0							3.0		3.0	3.0
Lane Grp Cap (vph)	2504		713							231		461	485
v/s Ratio Prot										c0.10		c0.26	0.18
v/s Ratio Perm	0.49		0.27										
v/c Ratio	1.00		0.56							0.75		0.99	0.70
Uniform Delay, d1	27.2		19.1							44.7		39.6	36.0
Progression Factor	1.00		1.00							1.00		1.00	1.00
Incremental Delay, d2	16.8		0.9							12.5		38.6	4.6
Delay (s)	44.0		20.0							57.2		78.3	40.6
Level of Service	D		C							E		E	D
Approach Delay (s)	39.1				0.0					57.2		62.2	
Approach LOS	D				A					E		E	
Intersection Summary													
HCM Average Control Delay	44.4		HCM Level of Service					D					
HCM Volume to Capacity ratio	0.96												
Actuated Cycle Length (s)	107.6		Sum of lost time (s)					12.0					
Intersection Capacity Utilization	89.2%		ICU Level of Service					E					
Analysis Period (min)	15												
c Critical Lane Group													

CVN Homeport at NBC
9: First St & Orange Ave

2030 3 CVNs Staggered Improved (T-SBL)
Timing Plan: PM PEAK-HOUR

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	0.99	1.00	0.98	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)	1676	1388	1578	1676	1554	1363
Flt Permitted	1.00	1.00	0.56	1.00	0.95	1.00
Satd. Flow (perm)	1676	1388	925	1676	1554	1363
Volume (vph)	261	780	268	194	179	161
Peak-hour factor, PHF	0.77	0.77	0.81	0.81	0.82	0.82
Adj. Flow (vph)	339	1013	331	240	218	196
RTOR Reduction (vph)	0	435	0	0	0	152
Lane Group Flow (vph)	339	578	331	240	218	44
Confl. Peds. (#/hr)		20	20		20	20
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Perm		Perm	custom		
Protected Phases	4		8			
Permitted Phases	4		8	2		2
Actuated Green, G (s)	22.2	22.2	22.2	22.2	8.7	8.7
Effective Green, g (s)	22.2	22.2	22.2	22.2	8.7	8.7
Actuated g/C Ratio	0.57	0.57	0.57	0.57	0.22	0.22
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	956	792	528	956	348	305
v/s Ratio Prot	0.20			0.14		
v/s Ratio Perm		c0.42	0.36		c0.14	0.03
v/c Ratio	0.35	0.73	0.63	0.25	0.63	0.14
Uniform Delay, d1	4.5	6.1	5.6	4.2	13.6	12.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	3.4	2.3	0.1	3.5	0.2
Delay (s)	4.7	9.5	7.9	4.3	17.1	12.3
Level of Service	A	A	A	A	B	B
Approach Delay (s)	8.3			6.4	14.9	
Approach LOS	A			A	B	
Intersection Summary						
HCM Average Control Delay			9.0		HCM Level of Service	A
HCM Volume to Capacity ratio			0.70			
Actuated Cycle Length (s)			38.9		Sum of lost time (s)	8.0
Intersection Capacity Utilization			71.7%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						




















CVN Homeport at NBC
10: Third St & Orange Ave

2030 3 CVNs Staggered Improved (T-SBL)
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations				↖↗	↖↗↘			↗	↖↗		↖↗		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0		
Lane Util. Factor				0.97	0.91		1.00	0.95			0.95		
Frpb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Flpb, ped/bikes				1.00	1.00		1.00	1.00			1.00		
Frt				1.00	0.98		1.00	1.00			1.00		
Flt Protected				0.95	1.00		0.95	1.00			1.00		
Satd. Flow (prot)				3433	4952		1770	3539			3529		
Flt Permitted				0.95	1.00		0.95	1.00			1.00		
Satd. Flow (perm)				3433	4952		1770	3539			3529		
Volume (vph)	0	0	0	1344	994	174	102	299	0	0	1008	16	
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88	
Adj. Flow (vph)	0	0	0	1400	1035	181	107	315	0	0	1145	18	
RTOR Reduction (vph)	0	0	0	0	38	0	0	0	0	0	2	0	
Lane Group Flow (vph)	0	0	0	1400	1178	0	107	315	0	0	1161	0	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20	
Turn Type				Split		Prot							
Protected Phases				8		8		5		2		6	
Permitted Phases													
Actuated Green, G (s)				27.0		27.0		4.0		30.0		22.0	
Effective Green, g (s)				27.0		27.0		4.0		30.0		22.0	
Actuated g/C Ratio				0.42		0.42		0.06		0.46		0.34	
Clearance Time (s)				4.0		4.0		4.0		4.0		4.0	
Vehicle Extension (s)				3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)				1426		2057		109		1633		1194	
v/s Ratio Prot				c0.41		0.24		c0.06		0.09		c0.33	
v/s Ratio Perm													
v/c Ratio				0.98		0.57		0.98		0.19		0.97	
Uniform Delay, d1				18.8		14.6		30.5		10.3		21.2	
Progression Factor				1.00		1.00		1.00		1.00		1.00	
Incremental Delay, d2				19.5		0.4		80.0		0.1		19.6	
Delay (s)				38.2		15.0		110.5		10.4		40.8	
Level of Service				D		B		F		B		D	
Approach Delay (s)	0.0			27.4				35.8				40.8	
Approach LOS	A			C				D				D	
Intersection Summary													
HCM Average Control Delay	32.0			HCM Level of Service					C				
HCM Volume to Capacity ratio	0.98												
Actuated Cycle Length (s)	65.0			Sum of lost time (s)					12.0				
Intersection Capacity Utilization	147.4%			ICU Level of Service					H				
Analysis Period (min)	15												
c Critical Lane Group													

CVN Homeport at NBC
11: Fourth St & Orange Ave
































2030 3 CVNs Staggered Improved (T-SBL)
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						 				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.91	1.00					0.91	0.91	0.94	0.95	
Frpb, ped/bikes		1.00	0.95					0.97	0.93	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					0.93	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5083	1505					3055	1339	4990	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5083	1505					3055	1339	4990	3539	
Volume (vph)	27	3049	180	0	0	0	0	390	661	1139	1207	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	3351	198	0	0	0	0	424	718	1238	1312	0
RTOR Reduction (vph)	0	0	7	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3381	191	0	0	0	0	783	359	1238	1312	0
Confl. Peds. (#/hr)	20		20	20		20	20			20	20	20
Turn Type	Split	Perm						Perm		Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)		83.0	83.0					35.0	35.0	30.0	69.0	
Effective Green, g (s)		83.0	83.0					35.0	35.0	30.0	69.0	
Actuated g/C Ratio		0.52	0.52					0.22	0.22	0.19	0.43	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		2637	781					668	293	936	1526	
v/s Ratio Prot		c0.67						0.26		c0.25	0.37	
v/s Ratio Perm			0.13						c0.27			
v/c Ratio		1.28	0.24					1.17	1.23	1.32	0.86	
Uniform Delay, d1		38.5	21.2					62.5	62.5	65.0	41.1	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		130.0	0.2					92.8	127.9	152.7	5.1	
Delay (s)		168.5	21.4					155.3	190.4	217.7	46.2	
Level of Service		F	C					F	F	F	D	
Approach Delay (s)		160.4		0.0				166.3			129.5	
Approach LOS		F		A					F		F	
Intersection Summary												
HCM Average Control Delay	150.5		HCM Level of Service					F				
HCM Volume to Capacity ratio	1.28											
Actuated Cycle Length (s)	160.0		Sum of lost time (s)					12.0				
Intersection Capacity Utilization	147.4%		ICU Level of Service					H				
Analysis Period (min)	15											
c Critical Lane Group												

c Critical Lane Group

CVN Homeport at NBC
11: Fourth St & Orange Ave

2030 3 CVNs Staggered IMP NBR
Timing Plan: PM PEAK-HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						  	  	  	  	  
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		0.91	1.00					0.91	0.91	0.97	0.95	
Frpb, ped/bikes		1.00	0.95					1.00	0.98	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	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5083	1508					3390	1415	3433	3539	
Flt Permitted		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5083	1508					3390	1415	3433	3539	
Volume (vph)	27	3049	180	0	0	0	0	390	661	1139	1207	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	3351	198	0	0	0	0	424	718	1238	1312	0
RTOR Reduction (vph)	0	0	6	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3381	192	0	0	0	0	424	718	1238	1312	0
Confl. Peds. (#/hr)	20		20	20		20	20			20	20	20
Turn Type	Split	Perm					Free			Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4					Free				
Actuated Green, G (s)		79.0	79.0					18.0	150.0	41.0	63.0	
Effective Green, g (s)		79.0	79.0					18.0	150.0	41.0	63.0	
Actuated g/C Ratio		0.53	0.53					0.12	1.00	0.27	0.42	
Clearance Time (s)		4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		2677	794					407	1415	938	1486	
v/s Ratio Prot		c0.67						c0.13		c0.36	0.37	
v/s Ratio Perm			0.13						0.51			
v/c Ratio		1.26	0.24					1.04	0.51	1.32	0.88	
Uniform Delay, d1		35.5	19.3					66.0	0.0	54.5	40.1	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		121.5	0.2					55.9	1.3	151.4	6.6	
Delay (s)		157.0	19.4					121.9	1.3	205.9	46.7	
Level of Service		F	B					F	A	F	D	
Approach Delay (s)		149.4			0.0			46.1			124.0	
Approach LOS		F			A			D			F	
Intersection Summary												
HCM Average Control Delay			124.2		HCM Level of Service					F		
HCM Volume to Capacity ratio			1.25									
Actuated Cycle Length (s)			150.0		Sum of lost time (s)				12.0			
Intersection Capacity Utilization			136.3%		ICU Level of Service				H			
Analysis Period (min)			15									

c Critical Lane Group

CVN Homeport at NBC
10: Third St & Orange Ave

2030 3 CVNs Staggered IMP GS
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		4.0	4.0		4.0		4.0	
Lane Util. Factor				0.97		1.00	1.00	0.95			0.95	
Frpb, ped/bikes				1.00		0.97	1.00	1.00			1.00	
Flpb, ped/bikes				1.00		1.00	1.00	1.00			1.00	
Frt				1.00		0.85	1.00	1.00			1.00	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				3433		1535	1770	3539			3529	
Flt Permitted				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (perm)				3433		1535	1770	3539			3529	
Volume (vph)	0	0	0	1344	0	174	102	299	0	0	1008	16
Peak-hour factor, PHF	0.25	0.25	0.25	0.96	0.96	0.96	0.95	0.95	0.95	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	1400	0	181	107	315	0	0	1145	18
RTOR Reduction (vph)	0	0	0	0	0	104	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	1400	0	77	107	315	0	0	1162	0
Confl. Peds. (#/hr)	20		20	20		20		20	20		20	20
Turn Type				Prot		custom		Prot				
Protected Phases				8			5	2			6	
Permitted Phases						8						
Actuated Green, G (s)				34.0		34.0	5.0	37.5			28.5	
Effective Green, g (s)				34.0		34.0	5.0	37.5			28.5	
Actuated g/C Ratio				0.43		0.43	0.06	0.47			0.36	
Clearance Time (s)				4.0		4.0	4.0	4.0			4.0	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				1468		656	111	1669			1265	
v/s Ratio Prot				c0.41			c0.06	0.09			c0.33	
v/s Ratio Perm						0.05						
v/c Ratio				0.95		0.12	0.96	0.19			0.92	
Uniform Delay, d1				22.0		13.7	37.2	12.2			24.4	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				13.9		0.1	73.4	0.1			10.6	
Delay (s)				35.9		13.8	110.6	12.2			35.0	
Level of Service				D		B	F	B			D	
Approach Delay (s)		0.0			33.4			37.2			35.0	
Approach LOS		A			C			D			D	
Intersection Summary												
HCM Average Control Delay		34.5										
HCM Volume to Capacity ratio		0.94										
Actuated Cycle Length (s)		79.5						12.0				
Intersection Capacity Utilization		101.8%										
Analysis Period (min)		15										

c Critical Lane Group

CVN Homeport at NBC
11: Fourth St & Orange Ave

2030 3 CVNs Staggered IMP GS
Timing Plan: PM PEAK-HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		4.0					4.0	4.0
Lane Util. Factor				1.00		1.00				1.00	0.88	0.97
Frpb, ped/bikes				1.00		0.97				1.00	0.96	1.00
Flpb, ped/bikes				1.00		1.00				1.00	1.00	1.00
Frt				1.00		0.85				1.00	0.85	1.00
Flt Protected				0.95		1.00				1.00	1.00	0.95
Satd. Flow (prot)				1770		1534				1863	2671	3433
Flt Permitted				0.95		1.00				1.00	1.00	0.95
Satd. Flow (perm)				1770		1534				1863	2671	3433
Volume (vph)	27	0	180	0	0	0	0	390	661	1139	1207	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	0	198	0	0	0	0	424	718	1238	1312	0
RTOR Reduction (vph)	0	0	51	0	0	0	0	0	529	0	0	0
Lane Group Flow (vph)	30	0	147	0	0	0	0	424	189	1238	1312	0
Confl. Peds. (#/hr)	20		20			20	20		20		20	20
Turn Type				Prot		custom				Perm	Prot	
Protected Phases				4						2	1	6
Permitted Phases						4					2	
Actuated Green, G (s)				14.9		14.9				21.2	21.2	32.4
Effective Green, g (s)				14.9		14.9				21.2	21.2	32.4
Actuated g/C Ratio				0.19		0.19				0.26	0.26	0.40
Clearance Time (s)				4.0		4.0				4.0	4.0	4.0
Vehicle Extension (s)				3.0		3.0				3.0	3.0	3.0
Lane Grp Cap (vph)				328		284				491	703	2532
v/s Ratio Prot				0.02						c0.23	c0.36	0.37
v/s Ratio Perm						c0.10					0.07	
v/c Ratio				0.09		0.52				0.86	0.27	0.90
Uniform Delay, d1				27.2		29.6				28.3	23.5	22.5
Progression Factor				1.00		1.00				1.00	1.00	1.00
Incremental Delay, d2				0.1		1.6				14.6	0.2	7.9
Delay (s)				27.3		31.1				42.8	23.7	30.4
Level of Service				C		C				D	C	A
Approach Delay (s)		30.6			0.0					30.8		17.5
Approach LOS		C			A					C		B
Intersection Summary												
HCM Average Control Delay		22.1										
HCM Volume to Capacity ratio		0.80										
Actuated Cycle Length (s)		80.5								12.0		
Intersection Capacity Utilization		101.8%										
Analysis Period (min)		15										

c Critical Lane Group