

Appendix H

Peak Hour Queuing Analysis Worksheets

Existing AM
 1: Convoy Street & SR-52 WB Off-Ramp

05/15/2017



Lane Group	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	503	507	133	307	187
v/c Ratio	0.86	0.86	0.21	0.51	0.75
Control Delay	38.9	39.1	3.8	32.1	49.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	39.1	3.8	32.1	49.5
Queue Length 50th (ft)	233	235	0	169	76
Queue Length 95th (ft)	314	177	25	m220	#194
Internal Link Dist (ft)		513		461	169
Turn Bay Length (ft)	230		230		
Base Capacity (vph)	691	695	729	608	250
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.73	0.18	0.50	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Existing AM
2: Convoy Street & SR-52 EB Off-Ramp

05/15/2017



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	72	431	329	294	1108
v/c Ratio	0.34	0.89	0.78	0.48	0.84
Control Delay	35.5	30.4	45.1	7.0	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	30.4	45.1	7.0	18.5
Queue Length 50th (ft)	33	44	155	0	323
Queue Length 95th (ft)	70	#187	#294	57	325
Internal Link Dist (ft)	526		287		461
Turn Bay Length (ft)		110			
Base Capacity (vph)	271	528	422	607	1511
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.82	0.78	0.48	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
 3: Kearny Villa Road & SR-52 WB On-Off Ramps

05/15/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	213	493	113	387	527
v/c Ratio	0.58	0.90	0.62	0.16	0.28
Control Delay	43.8	38.2	64.5	8.1	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	38.2	64.5	8.1	16.7
Queue Length 50th (ft)	135	160	86	74	104
Queue Length 95th (ft)	188	273	143	96	176
Internal Link Dist (ft)	281			727	320
Turn Bay Length (ft)		45	95		
Base Capacity (vph)	440	599	326	2484	1906
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.48	0.82	0.35	0.16	0.28

Intersection Summary



Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	132	692	1	395	93	64	943
v/c Ratio	0.71	0.80	0.01	0.17	0.09	0.47	0.41
Control Delay	67.1	31.6	59.0	6.0	2.5	57.3	8.4
Queue Delay	0.0	5.8	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	37.4	59.0	6.0	2.5	57.3	8.4
Queue Length 50th (ft)	91	168	1	55	0	42	152
Queue Length 95th (ft)	38	213	m2	96	18	m55	191
Internal Link Dist (ft)	393			336			727
Turn Bay Length (ft)		200			100	280	
Base Capacity (vph)	305	864	140	2264	1069	230	2298
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	124	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.94	0.01	0.17	0.09	0.28	0.41

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing AM
6: Convoy Street & Copley Park Place

05/15/2017

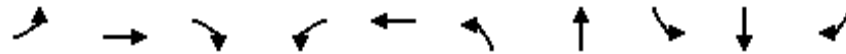


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	119	12	100	444	995	505
v/c Ratio	0.24	0.02	0.21	0.22	0.67	0.23
Control Delay	22.0	7.6	22.9	3.4	12.5	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	7.6	22.9	3.4	12.5	0.9
Queue Length 50th (ft)	16	0	13	18	107	4
Queue Length 95th (ft)	35	7	29	33	133	13
Internal Link Dist (ft)	2085			450	287	
Turn Bay Length (ft)	190		90			180
Base Capacity (vph)	2008	613	471	2540	2027	2731
Starvation Cap Reductn	0	0	0	0	36	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.02	0.21	0.17	0.50	0.18

Intersection Summary

Existing AM
7: Ruffin Road & Kearny Villa Road/Waxie Way

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	105	107	88	8	4	24	450	97	1258	372
v/c Ratio	0.56	0.55	0.30	0.10	0.01	0.25	0.21	0.41	0.53	0.34
Control Delay	56.6	56.2	5.2	52.5	0.0	55.3	9.9	57.9	11.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4
Total Delay	56.6	56.2	5.2	52.5	0.0	55.3	9.9	57.9	11.8	5.9
Queue Length 50th (ft)	74	76	0	6	0	17	54	36	146	31
Queue Length 95th (ft)	91	118	2	12	0	28	105	m52	372	m95
Internal Link Dist (ft)		134			201		730		336	
Turn Bay Length (ft)	190			100		170		180		140
Base Capacity (vph)	444	455	507	148	553	170	2146	330	2370	1107
Starvation Cap Reductn	0	0	0	0	0	0	0	0	533	314
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.24	0.17	0.05	0.01	0.14	0.21	0.29	0.68	0.47

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing AM
8: Ruffin Road & Chesapeake Drive

05/15/2017

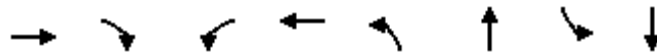


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	64	56	64	77	316	168	963
v/c Ratio	0.29	0.15	0.19	0.15	0.28	0.20	0.44	0.48
Control Delay	22.3	0.8	20.9	0.8	24.3	11.1	21.9	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	0.8	20.9	0.8	24.3	11.1	21.9	10.0
Queue Length 50th (ft)	21	0	14	0	20	30	43	106
Queue Length 95th (ft)	52	0	39	0	46	61	77	171
Internal Link Dist (ft)	494		479			638		730
Turn Bay Length (ft)		60		65	90		90	
Base Capacity (vph)	671	766	697	766	296	1835	530	2145
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.08	0.08	0.08	0.26	0.17	0.32	0.45

Intersection Summary

Existing AM
9: Convoy Street & Convoy Court

05/15/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	72	40	52	92	524	84	703
v/c Ratio	0.48	0.17	0.24	0.27	0.46	0.39	0.44	0.53
Control Delay	33.5	4.1	32.0	17.1	36.9	15.3	37.1	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	4.1	32.0	17.1	36.9	15.3	37.1	17.1
Queue Length 50th (ft)	44	0	15	5	35	75	32	109
Queue Length 95th (ft)	31	10	40	16	77	130	#76	163
Internal Link Dist (ft)	470			240		650		450
Turn Bay Length (ft)			100		70		100	
Base Capacity (vph)	951	426	883	842	205	1348	193	1341
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.17	0.05	0.06	0.45	0.39	0.44	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
11: Ruffin Road & Hazard Way

05/15/2017



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	48	8	99	414	16	844
v/c Ratio	0.19	0.17	0.02	0.26	0.17	0.09	0.44
Control Delay	22.4	10.8	0.0	24.0	6.5	24.0	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	10.8	0.0	24.0	6.5	24.0	10.9
Queue Length 50th (ft)	13	1	0	13	18	4	82
Queue Length 95th (ft)	32	0	0	34	61	6	192
Internal Link Dist (ft)		542	131		934		638
Turn Bay Length (ft)	100			120		130	
Base Capacity (vph)	991	908	746	384	2467	194	1916
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.05	0.01	0.26	0.17	0.08	0.44

Intersection Summary

Existing AM
 13: I-805 NB Off-Ramp & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBT	EBR	NBR
Lane Group Flow (vph)	1216	239	664
v/c Ratio	0.61	0.29	0.75
Control Delay	11.9	2.9	18.2
Queue Delay	0.0	0.0	0.0
Total Delay	11.9	2.9	18.2
Queue Length 50th (ft)	81	0	76
Queue Length 95th (ft)	142	32	106
Internal Link Dist (ft)	1579		
Turn Bay Length (ft)			
Base Capacity (vph)	1991	822	1194
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.61	0.29	0.56
Intersection Summary			

Existing AM
14: Shawline Street & Clairemont Mesa Blvd

05/15/2017



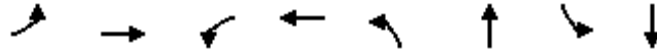
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	591	773	355	143	1163	104	141	269	47	44	227
v/c Ratio	0.84	0.36	0.39	0.67	0.65	0.15	0.59	0.53	0.40	0.35	0.57
Control Delay	53.9	20.8	4.3	63.3	34.3	14.9	51.6	38.2	59.0	56.7	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	20.8	4.3	63.3	34.3	14.9	51.6	38.2	59.0	56.7	12.5
Queue Length 50th (ft)	205	114	0	107	178	4	106	83	32	30	0
Queue Length 95th (ft)	262	190	62	152	#419	51	146	92	44	55	33
Internal Link Dist (ft)		736			1332			775		637	
Turn Bay Length (ft)	345		610	280		160	230				70
Base Capacity (vph)	739	2176	921	371	1785	683	484	980	141	149	431
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.36	0.39	0.39	0.65	0.15	0.29	0.27	0.33	0.30	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
 15: Ruffner Street & Clairemont Mesa Blvd

05/15/2017



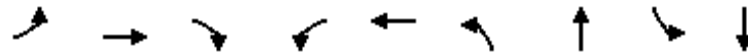
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	70	594	75	1161	82	160	33	112
v/c Ratio	0.47	0.20	0.51	0.40	0.48	0.57	0.25	0.38
Control Delay	39.8	4.1	70.4	5.5	49.0	42.4	41.4	24.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	4.1	70.4	5.5	49.0	42.4	41.4	24.3
Queue Length 50th (ft)	49	23	57	68	56	93	22	39
Queue Length 95th (ft)	53	25	m69	82	81	125	33	70
Internal Link Dist (ft)		1332		1767		357		1114
Turn Bay Length (ft)	230		180		65		65	
Base Capacity (vph)	436	2912	355	2906	444	684	341	681
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.20	0.21	0.40	0.18	0.23	0.10	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing AM
16: Convoy Street & Clairemont Mesa Blvd

05/15/2017

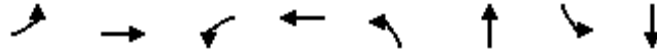


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	121	663	124	279	1249	209	521	240	396
v/c Ratio	0.36	0.39	0.18	0.68	0.65	0.66	0.67	0.69	0.48
Control Delay	43.6	22.4	5.0	58.5	25.3	58.6	39.3	58.6	33.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.6	22.4	5.0	58.5	25.3	58.6	39.3	58.6	33.2
Queue Length 50th (ft)	42	132	12	95	204	74	162	85	111
Queue Length 95th (ft)	69	119	29	101	202	101	160	78	141
Internal Link Dist (ft)		1767			1271		1271		650
Turn Bay Length (ft)	200		120	245		270		240	
Base Capacity (vph)	555	1708	671	533	1909	328	975	360	1011
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.39	0.18	0.52	0.65	0.64	0.53	0.67	0.39

Intersection Summary

Existing AM
17: Mercury Street & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	47	637	136	1650	52	116	60	60
v/c Ratio	0.36	0.22	0.66	0.49	0.43	0.49	0.66	0.32
Control Delay	73.6	15.6	71.0	2.7	57.3	19.3	79.5	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.6	15.6	71.0	2.7	57.3	19.3	79.5	23.2
Queue Length 50th (ft)	34	106	84	32	36	11	42	11
Queue Length 95th (ft)	m59	120	147	54	49	6	66	14
Internal Link Dist (ft)		1271		914		1367		453
Turn Bay Length (ft)	160		345		80		50	
Base Capacity (vph)	234	2938	500	3388	493	661	374	639
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.22	0.27	0.49	0.11	0.18	0.16	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing AM
 18: Industrial Park Driveway & Clairemont Mesa Blvd

05/15/2017



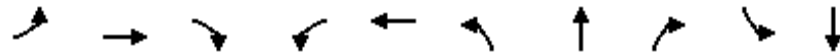
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	44	681	32	1898	12	56
v/c Ratio	0.38	0.22	0.12	0.55	0.07	0.31
Control Delay	53.2	16.8	35.8	13.5	30.8	35.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.2	16.8	35.8	13.5	30.8	35.0
Queue Length 50th (ft)	33	15	20	156	6	27
Queue Length 95th (ft)	68	168	m20	338	3	24
Internal Link Dist (ft)		914		534	132	915
Turn Bay Length (ft)	200		150			
Base Capacity (vph)	259	3140	371	3425	530	471
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.22	0.09	0.55	0.02	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing AM
 19: Kearny Mesa Road & Clairemont Mesa Blvd

05/15/2017



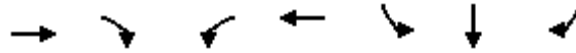
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	36	622	48	260	2019	26	40	40	116	52
v/c Ratio	0.33	0.34	0.07	0.26	0.65	0.26	0.24	0.06	0.46	0.14
Control Delay	44.0	15.1	1.4	34.2	18.6	55.6	17.5	0.2	54.4	14.5
Queue Delay	0.0	0.2	0.0	0.8	2.9	0.0	0.0	0.1	0.0	0.0
Total Delay	44.0	15.3	1.4	35.0	21.5	55.6	17.5	0.3	54.4	14.5
Queue Length 50th (ft)	25	143	9	63	342	18	3	0	41	2
Queue Length 95th (ft)	19	10	0	m87	#695	25	22	0	65	4
Internal Link Dist (ft)		534			162		133			386
Turn Bay Length (ft)	170			120		90		135	90	
Base Capacity (vph)	173	1831	708	1013	3112	218	426	626	380	816
Starvation Cap Reductn	0	0	0	484	950	0	0	0	0	0
Spillback Cap Reductn	0	533	0	0	0	0	9	214	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.48	0.07	0.49	0.93	0.12	0.10	0.10	0.31	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	624	183	241	1887	358	362	504
v/c Ratio	0.41	0.21	0.64	0.89	0.82	0.82	0.65
Control Delay	33.1	18.0	49.6	23.3	53.3	53.8	34.3
Queue Delay	3.5	1.1	0.0	46.3	0.0	0.0	44.9
Total Delay	36.6	19.1	49.6	69.6	53.3	53.8	79.3
Queue Length 50th (ft)	196	69	87	462	243	246	150
Queue Length 95th (ft)	220	134	m127	#831	334	277	165
Internal Link Dist (ft)	162			912		121	
Turn Bay Length (ft)							
Base Capacity (vph)	1526	853	539	2109	502	504	883
Starvation Cap Reductn	787	464	0	0	0	0	0
Spillback Cap Reductn	0	0	0	464	0	0	414
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.47	0.45	1.15	0.71	0.72	1.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

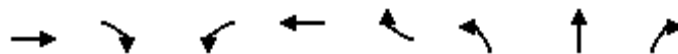
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Existing AM

21: SR-163 NB Off-Ramp/SR-163 NB On-Ramp & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1066	349	1	1151	284	571	576	839
v/c Ratio	0.60	0.42	0.01	0.49	0.31	0.85	0.86	0.60
Control Delay	19.0	6.3	66.0	13.3	3.0	42.7	43.2	20.2
Queue Delay	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0
Total Delay	19.0	6.3	66.0	13.4	3.2	42.7	43.2	20.2
Queue Length 50th (ft)	147	48	0	104	10	369	373	211
Queue Length 95th (ft)	150	79	m1	131	27	492	90	222
Internal Link Dist (ft)	912			331			245	
Turn Bay Length (ft)		440			220	525		545
Base Capacity (vph)	1779	824	94	2329	906	764	766	1405
Starvation Cap Reductn	0	0	0	252	190	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.42	0.01	0.55	0.40	0.75	0.75	0.60

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing AM
22: Kearny Villa Road & Clairemont Mesa Blvd

05/15/2017



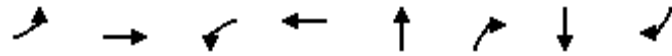
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	141	930	644	53	984	56	279	80	83	33	65	149
v/c Ratio	0.44	0.41	0.58	0.43	0.45	0.07	0.64	0.18	0.17	0.31	0.25	0.42
Control Delay	48.5	19.6	4.8	56.4	19.5	2.5	54.0	33.7	0.7	56.6	40.5	7.6
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	19.6	5.0	56.4	19.5	2.5	54.0	33.7	0.7	56.6	40.5	7.6
Queue Length 50th (ft)	54	111	40	39	120	0	96	49	0	23	44	0
Queue Length 95th (ft)	77	274	220	70	261	20	#181	71	0	54	63	37
Internal Link Dist (ft)		331			1063			924			254	
Turn Bay Length (ft)	275		185	200		100	200			140		340
Base Capacity (vph)	586	2250	1102	161	2191	781	434	636	639	154	655	654
Starvation Cap Reductn	0	0	84	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.41	0.63	0.33	0.45	0.07	0.64	0.13	0.13	0.21	0.10	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
 23: Complex Street & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	88	896	68	665	52	32	36	52
v/c Ratio	0.55	0.27	0.49	0.21	0.22	0.09	0.15	0.15
Control Delay	56.0	12.7	54.0	21.6	35.4	0.5	33.3	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	12.7	54.0	21.6	35.4	0.5	33.3	0.9
Queue Length 50th (ft)	52	120	44	53	36	0	25	0
Queue Length 95th (ft)	55	278	84	203	37	0	22	0
Internal Link Dist (ft)		1063		1058	351		550	
Turn Bay Length (ft)	175		135					80
Base Capacity (vph)	532	3278	291	3172	466	597	491	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.27	0.23	0.21	0.11	0.05	0.07	0.09

Intersection Summary

Existing AM
 24: Overland Avenue & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	325	582	142	595	96	86	124	24	32	60
v/c Ratio	0.62	0.23	0.51	0.27	0.13	0.55	0.17	0.25	0.11	0.18
Control Delay	71.9	6.6	51.6	30.6	14.7	60.8	16.9	55.3	35.0	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.9	6.6	51.6	30.6	14.7	60.8	16.9	55.3	35.0	1.8
Queue Length 50th (ft)	125	12	47	108	12	59	22	17	22	0
Queue Length 95th (ft)	139	40	64	130	m26	75	26	28	39	0
Internal Link Dist (ft)		1058		1244			749		447	
Turn Bay Length (ft)	230		240		115	250		200		
Base Capacity (vph)	525	2573	324	2339	788	220	1054	222	553	537
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.23	0.44	0.25	0.12	0.39	0.12	0.11	0.06	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing AM
25: Ruffin Road & Farnham Street

05/15/2017



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	44	28	92	32	350	559	61	657
v/c Ratio	0.13	0.06	0.25	0.07	0.55	0.31	0.27	0.56
Control Delay	16.7	0.3	18.1	0.3	26.9	11.9	27.6	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	0.3	18.1	0.3	26.9	11.9	27.6	16.9
Queue Length 50th (ft)	10	0	22	0	43	49	15	68
Queue Length 95th (ft)	17	0	38	0	#102	154	54	193
Internal Link Dist (ft)	628		657			431		934
Turn Bay Length (ft)				70	130		130	
Base Capacity (vph)	975	1099	1087	1098	673	1797	274	1634
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.03	0.08	0.03	0.52	0.31	0.22	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
26: Ruffin Road & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	294	469	311	1278	131	300	80	135	410	136
v/c Ratio	0.77	0.24	0.79	0.66	0.51	0.36	0.18	0.52	0.48	0.29
Control Delay	61.1	23.2	61.6	28.5	55.7	34.8	3.3	55.8	36.5	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	23.2	61.6	28.5	55.7	34.8	3.3	55.8	36.5	6.5
Queue Length 50th (ft)	111	38	97	272	46	84	0	47	118	0
Queue Length 95th (ft)	#169	107	#180	298	75	91	19	72	164	31
Internal Link Dist (ft)		1244		1710		907			431	
Turn Bay Length (ft)	250		285		230			175		100
Base Capacity (vph)	394	1953	409	1946	302	1067	547	305	1084	561
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.24	0.76	0.66	0.43	0.28	0.15	0.44	0.38	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
 27: Murphy Canyon Road & Clairemont Mesa Blvd

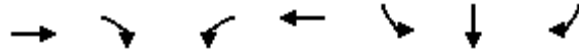
05/15/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	511	124	380	2024	84	100
v/c Ratio	0.26	0.17	0.74	0.54	0.36	0.17
Control Delay	26.1	10.8	47.2	7.0	44.5	0.6
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	26.1	10.8	47.2	7.4	44.5	0.6
Queue Length 50th (ft)	119	12	240	135	57	0
Queue Length 95th (ft)	106	8	#491	346	71	0
Internal Link Dist (ft)	1710			495		690
Turn Bay Length (ft)		90	250		260	
Base Capacity (vph)	1931	744	511	3782	547	785
Starvation Cap Reductn	0	0	0	994	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.17	0.74	0.73	0.15	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	237	215	425	1684	155	479	472
v/c Ratio	0.18	0.17	0.69	0.75	0.50	1.52	1.24
Control Delay	14.1	2.2	35.4	7.8	43.2	277.1	154.3
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	14.1	2.2	35.4	8.5	43.2	277.1	154.3
Queue Length 50th (ft)	35	0	98	92	76	~376	~278
Queue Length 95th (ft)	45	18	m106	38	#172	#292	#481
Internal Link Dist (ft)	495			323		372	
Turn Bay Length (ft)		280	100		260		350
Base Capacity (vph)	1342	1300	1085	2575	312	315	381
Starvation Cap Reductn	0	0	0	476	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.17	0.39	0.80	0.50	1.52	1.24

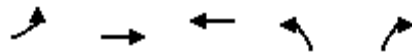
Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Existing AM

29: I-15 NB Off-Ramp/I-15 NB & SR-52 EB On-Ramps & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	108	324	1153	1178	389
v/c Ratio	0.48	0.19	0.85	0.93	0.47
Control Delay	46.3	13.8	29.9	39.3	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	13.8	29.9	39.3	4.1
Queue Length 50th (ft)	29	51	271	282	0
Queue Length 95th (ft)	m46	m56	#371	314	4
Internal Link Dist (ft)		323	590		
Turn Bay Length (ft)	150			350	290
Base Capacity (vph)	227	1727	1355	1283	835
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.48	0.19	0.85	0.92	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Existing AM
30: Convoy Street & Ronson Road

05/15/2017



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	136	189	76	620	68	515
v/c Ratio	0.33	0.44	0.27	0.42	0.25	0.36
Control Delay	9.8	11.3	24.3	13.4	25.0	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	11.3	24.3	13.4	25.0	13.7
Queue Length 50th (ft)	11	18	16	57	14	47
Queue Length 95th (ft)	39	56	62	174	68	131
Internal Link Dist (ft)	1059	723		734		1271
Turn Bay Length (ft)			100		70	
Base Capacity (vph)	1194	1211	414	1943	334	1883
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.16	0.18	0.32	0.20	0.27

Intersection Summary

Existing AM
31: Kearny Villa Road & Lightwave Avenue

05/15/2017



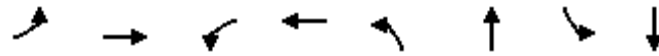
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	96	152	295	196	390	462
v/c Ratio	0.24	0.16	0.34	0.30	0.63	0.20
Control Delay	23.6	2.4	16.4	5.0	22.3	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	2.4	16.4	5.0	22.3	3.1
Queue Length 50th (ft)	12	0	37	14	85	18
Queue Length 95th (ft)	30	26	62	33	#233	34
Internal Link Dist (ft)	289		601			425
Turn Bay Length (ft)	280			240	250	
Base Capacity (vph)	1567	945	1729	1167	621	3178
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.16	0.17	0.17	0.63	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
32: Overland Avenue & Lightwave Avenue

05/15/2017



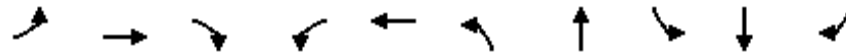
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	124	45	291	20	76	131	221
v/c Ratio	0.43	0.09	0.23	0.36	0.10	0.11	0.44	0.21
Control Delay	34.9	14.2	30.6	11.4	29.8	16.6	32.4	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.9	14.2	30.6	11.4	29.8	16.6	32.4	8.6
Queue Length 50th (ft)	26	10	11	20	5	7	33	10
Queue Length 95th (ft)	#141	37	47	49	25	26	#166	36
Internal Link Dist (ft)		334		235		446		749
Turn Bay Length (ft)	250		250		250		250	
Base Capacity (vph)	231	2215	203	2066	203	2025	296	2122
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.06	0.22	0.14	0.10	0.04	0.44	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
33: Ruffin Road & Lightwave Avenue/Ruffin Court

05/15/2017

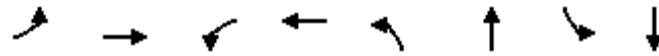


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	48	40	84	32	140	144	335	177	542	188
v/c Ratio	0.15	0.10	0.15	0.18	0.38	0.34	0.43	0.55	0.53	0.25
Control Delay	32.5	20.5	1.4	34.1	11.1	31.2	23.4	32.5	21.0	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	20.5	1.4	34.1	11.1	31.2	23.4	32.5	21.0	3.6
Queue Length 50th (ft)	7	9	0	9	10	21	45	49	72	0
Queue Length 95th (ft)	23	29	0	36	29	73	132	162	190	18
Internal Link Dist (ft)		217			406		1179		907	
Turn Bay Length (ft)	190			60		300		260		260
Base Capacity (vph)	337	1160	576	204	1111	503	1362	532	1942	756
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.03	0.15	0.16	0.13	0.29	0.25	0.33	0.28	0.25

Intersection Summary

Existing AM
34: Convoy Street & Engineer Road

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	64	12	152	60	606	60	409
v/c Ratio	0.10	0.13	0.03	0.29	0.10	0.40	0.11	0.28
Control Delay	13.7	8.4	13.2	8.6	7.7	12.3	7.8	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.7	8.4	13.2	8.6	7.7	12.3	7.8	11.0
Queue Length 50th (ft)	4	3	1	8	5	30	5	17
Queue Length 95th (ft)	16	16	12	46	33	170	33	106
Internal Link Dist (ft)		153		521		669		734
Turn Bay Length (ft)	50		50		70		140	
Base Capacity (vph)	1005	1407	1093	1404	620	2252	557	2188
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.05	0.01	0.11	0.10	0.27	0.11	0.19

Intersection Summary

Existing AM
 35: Kearny Villa Road & Spectrum Center Blvd

05/15/2017



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	184	103	398	446	215	313
v/c Ratio	0.31	0.29	0.37	0.56	0.40	0.16
Control Delay	18.5	7.7	12.1	6.9	20.4	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	7.7	12.1	6.9	20.4	4.3
Queue Length 50th (ft)	18	0	36	38	21	13
Queue Length 95th (ft)	54	32	65	50	57	30
Internal Link Dist (ft)	494		618			601
Turn Bay Length (ft)	140			130	300	
Base Capacity (vph)	2174	1040	2308	1389	585	3132
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.10	0.17	0.32	0.37	0.10

Intersection Summary

Existing AM
36: Overland Avenue & Spectrum Center Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	44	112	148	280	16	109	64	76	28
v/c Ratio	0.21	0.09	0.45	0.16	0.08	0.15	0.29	0.14	0.05
Control Delay	30.1	17.5	29.4	11.7	29.5	12.0	30.6	15.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	17.5	29.4	11.7	29.5	12.0	30.6	15.5	0.2
Queue Length 50th (ft)	11	12	37	20	4	7	17	14	0
Queue Length 95th (ft)	33	40	#155	76	19	9	53	45	0
Internal Link Dist (ft)		269		264		237		523	
Turn Bay Length (ft)	260		240		185		230		230
Base Capacity (vph)	227	1948	422	2275	227	2094	248	1197	1070
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.06	0.35	0.12	0.07	0.05	0.26	0.06	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
37: Ruffin Road & Spectrum Center Blvd

05/15/2017



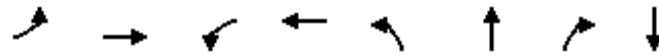
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	32	4	136	12	4	425	569	16	493	168
v/c Ratio	0.05	0.01	0.29	0.03	0.01	0.57	0.27	0.09	0.48	0.29
Control Delay	19.8	20.0	3.4	27.0	0.0	28.3	10.7	32.0	19.0	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	20.0	3.4	27.0	0.0	28.3	10.7	32.0	19.0	5.1
Queue Length 50th (ft)	3	1	0	2	0	48	29	4	53	0
Queue Length 95th (ft)	14	3	4	13	0	#255	177	23	176	40
Internal Link Dist (ft)		409		120			1002		1179	
Turn Bay Length (ft)	540		255		15	285		120		285
Base Capacity (vph)	2220	1205	1074	723	743	742	2394	201	2178	1044
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.00	0.13	0.02	0.01	0.57	0.24	0.08	0.23	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
38: Mercury Street & Engineer Road

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	28	72	112	68	147	611	219	346
v/c Ratio	0.08	0.15	0.31	0.14	0.25	0.57	0.22	0.33
Control Delay	11.2	6.4	14.1	8.0	10.7	13.9	2.7	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	6.4	14.1	8.0	10.7	13.9	2.7	9.5
Queue Length 50th (ft)	4	4	18	6	15	80	0	36
Queue Length 95th (ft)	17	16	37	9	84	#392	24	88
Internal Link Dist (ft)		170		374		590		1394
Turn Bay Length (ft)	95		110					
Base Capacity (vph)	1032	1303	1027	1364	678	1232	1096	1214
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.06	0.11	0.05	0.22	0.50	0.20	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
39: Kearny Villa Road & Tech Way

05/15/2017



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	128	16	983	454	84	522
v/c Ratio	0.19	0.05	0.65	0.40	0.34	0.28
Control Delay	16.9	8.6	15.0	2.0	28.2	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	8.6	15.0	2.0	28.2	6.3
Queue Length 50th (ft)	15	0	102	10	20	22
Queue Length 95th (ft)	30	4	230	19	61	92
Internal Link Dist (ft)	476		748			618
Turn Bay Length (ft)	220			110	310	
Base Capacity (vph)	2262	1033	2096	1422	269	2691
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.02	0.47	0.32	0.31	0.19

Intersection Summary

Existing AM
 40: Mercury Street & SR-163 SB On-Off Ramps

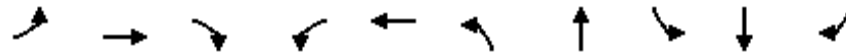
05/15/2017



Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1185	821	36	175	273
v/c Ratio	0.87	0.72	0.07	1.15	0.16
Control Delay	27.9	26.6	6.8	157.1	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	26.7	6.8	157.1	12.2
Queue Length 50th (ft)	227	178	0	~102	37
Queue Length 95th (ft)	347	261	5	#190	46
Internal Link Dist (ft)	381	369			590
Turn Bay Length (ft)	245			50	
Base Capacity (vph)	1702	1832	836	152	2365
Starvation Cap Reductn	0	75	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.70	0.47	0.04	1.15	0.12

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	562	419	400	16	16	32	638	48	386	72
v/c Ratio	0.46	0.70	0.51	0.02	0.03	0.27	0.52	0.14	0.26	0.14
Control Delay	33.3	38.8	6.4	39.9	28.6	70.6	41.2	57.6	34.5	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	38.8	6.4	39.9	28.6	70.6	41.2	57.6	34.5	6.0
Queue Length 50th (ft)	153	225	0	5	5	22	146	30	76	0
Queue Length 95th (ft)	307	#535	91	14	25	39	230	86	132	0
Internal Link Dist (ft)		187			219		530		748	
Turn Bay Length (ft)	245		245	115		95		95		215
Base Capacity (vph)	2006	946	1025	1950	971	121	2105	336	2721	896
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.44	0.39	0.01	0.02	0.26	0.30	0.14	0.14	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM

42: I-805 SB On-Off Ramps/I-805 SB Off-Ramp & Balboa Avenue

05/15/2017



Lane Group	WBT	WBR	SBR
Lane Group Flow (vph)	1834	164	364
v/c Ratio	0.65	0.18	0.62
Control Delay	8.5	1.8	19.0
Queue Delay	0.0	0.0	0.0
Total Delay	8.5	1.8	19.0
Queue Length 50th (ft)	98	0	42
Queue Length 95th (ft)	169	18	73
Internal Link Dist (ft)	1065		
Turn Bay Length (ft)			
Base Capacity (vph)	3111	1007	1208
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.59	0.16	0.30
Intersection Summary			

Existing AM
43: I-805 NB Off-Ramp & Balboa Avenue

05/15/2017



Lane Group	EBT	EBR	NBR
Lane Group Flow (vph)	2152	523	364
v/c Ratio	0.76	0.46	0.62
Control Delay	10.7	2.2	21.2
Queue Delay	0.0	0.0	0.0
Total Delay	10.7	2.2	21.2
Queue Length 50th (ft)	151	0	50
Queue Length 95th (ft)	208	25	80
Internal Link Dist (ft)	1065		
Turn Bay Length (ft)			550
Base Capacity (vph)	2846	1137	998
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.76	0.46	0.36
Intersection Summary			

Existing AM
45: Convoy Street & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	265	1631	180	88	948	168	362	424	52	156	96
v/c Ratio	0.73	0.66	0.16	0.41	0.40	0.21	0.79	0.53	0.29	0.33	0.30
Control Delay	64.2	25.4	5.0	59.6	23.5	6.7	63.0	40.0	58.4	47.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	25.4	5.0	59.6	23.5	6.7	63.0	40.0	58.4	47.1	4.1
Queue Length 50th (ft)	103	309	17	34	164	9	140	152	20	61	0
Queue Length 95th (ft)	131	#522	58	31	282	62	191	144	25	75	0
Internal Link Dist (ft)		565			1735			554		1118	
Turn Bay Length (ft)	200		100	220		150	370		180		100
Base Capacity (vph)	387	2454	1147	288	2355	813	517	1200	346	1023	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.66	0.16	0.31	0.40	0.21	0.70	0.35	0.15	0.15	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
46: Mercury Street & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	88	1533	183	989	796	48	72	506	164	395	302
v/c Ratio	0.51	0.76	0.68	0.44	0.76	0.35	0.12	0.98	0.90	0.47	0.56
Control Delay	53.1	28.5	53.1	21.2	11.5	50.9	31.7	60.3	89.5	10.1	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	53.1	28.5	53.1	21.2	11.5	50.9	31.7	60.3	89.5	10.1	14.7
Queue Length 50th (ft)	47	250	96	127	51	25	18	~253	91	24	69
Queue Length 95th (ft)	119	#454	#212	293	173	60	30	326	#238	60	91
Internal Link Dist (ft)		1735		456			540			369	
Turn Bay Length (ft)	180		320		145	155			155		
Base Capacity (vph)	271	2028	271	2251	1051	292	1720	516	182	1435	616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	16
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.76	0.68	0.44	0.76	0.16	0.04	0.98	0.90	0.28	0.50

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
49: Kearny Villa Road & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	249	755	176	96	668	140	329	737	356	55	96	804
v/c Ratio	0.97	0.91	0.36	0.86	0.58	0.30	1.04	0.43	0.41	0.53	0.07	1.12
Control Delay	113.3	68.3	11.6	118.5	50.3	8.4	115.1	15.3	6.6	82.3	27.9	101.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	113.3	68.3	11.6	118.5	50.3	8.4	115.1	15.3	6.6	82.3	27.9	102.0
Queue Length 50th (ft)	118	353	17	88	199	0	~323	156	40	49	28	~724
Queue Length 95th (ft)	#150	#463	64	#158	244	41	#427	116	92	73	49	#979
Internal Link Dist (ft)		315			1214			532			530	
Turn Bay Length (ft)	290		230	150		300	380		250	260		
Base Capacity (vph)	256	843	493	111	1174	467	317	1718	865	126	1348	718
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	23
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.90	0.36	0.86	0.57	0.30	1.04	0.43	0.41	0.44	0.07	1.16

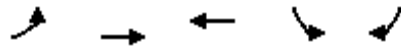
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
50: Balboa Avenue & Pennisi Driveway

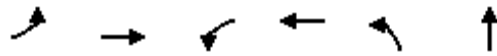
05/15/2017



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	48	1369	977	8	8
v/c Ratio	0.20	0.43	0.34	0.03	0.04
Control Delay	18.6	1.8	4.2	17.2	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	1.8	4.2	17.2	12.0
Queue Length 50th (ft)	8	0	0	1	0
Queue Length 95th (ft)	36	115	125	9	3
Internal Link Dist (ft)		1214	2558	177	
Turn Bay Length (ft)	400				
Base Capacity (vph)	255	3172	2890	1326	1188
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.43	0.34	0.01	0.01
Intersection Summary					

Existing AM
51: Ponderosa Avenue & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	16	1220	205	1073	44	44
v/c Ratio	0.11	0.71	0.62	0.40	0.25	0.12
Control Delay	31.5	15.4	34.1	4.6	31.5	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	15.4	34.1	4.6	31.5	0.7
Queue Length 50th (ft)	6	189	73	57	16	0
Queue Length 95th (ft)	18	273	92	167	35	0
Internal Link Dist (ft)		2558		1392		317
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	150	1911	363	2699	811	846
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.64	0.56	0.40	0.05	0.05

Intersection Summary

Existing AM
52: Ruffin Road & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	125	796	532	1166	638	189	284	88	135	243	92
v/c Ratio	0.61	0.96dr	0.80	0.52	0.35	0.55	0.47	0.23	0.63	0.50	0.25
Control Delay	55.4	32.0	40.5	22.4	2.7	50.3	40.0	3.3	61.2	44.2	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	32.0	40.5	22.4	2.7	50.3	40.0	3.3	61.2	44.2	1.7
Queue Length 50th (ft)	76	121	297	191	12	59	85	0	43	75	0
Queue Length 95th (ft)	135	180	#570	286	27	82	131	0	#92	125	0
Internal Link Dist (ft)		1392		761			1005			1002	
Turn Bay Length (ft)	185		330		410	310		200	230		140
Base Capacity (vph)	317	1604	663	2590	1817	445	1433	712	215	1211	646
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.50	0.80	0.45	0.35	0.42	0.20	0.12	0.63	0.20	0.14

Intersection Summary

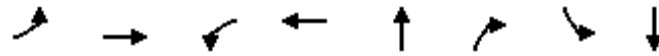
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Existing AM
53: Viewridge Avenue & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	132	414	432	2753	28	108	117	48
v/c Ratio	0.62	0.20	0.89	0.76	0.14	0.36	0.64	0.19
Control Delay	53.5	19.2	54.3	17.3	38.3	11.1	56.2	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	19.2	54.3	17.3	38.3	11.1	56.2	18.5
Queue Length 50th (ft)	77	54	248	326	15	0	68	6
Queue Length 95th (ft)	123	87	289	500	35	9	83	7
Internal Link Dist (ft)		761		1959	276			167
Turn Bay Length (ft)	130		100			100	60	
Base Capacity (vph)	339	2033	862	3654	682	750	599	739
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.20	0.50	0.75	0.04	0.14	0.20	0.06

Intersection Summary

Existing AM
54: Balboa Avenue & I-15 SB Off-Ramp

05/15/2017



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1	254	485	734	143	1161
v/c Ratio	0.00	0.10	0.73	0.82	0.29	1.01
Control Delay	15.0	4.1	55.2	11.9	51.1	47.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	4.1	55.2	11.9	51.1	47.8
Queue Length 50th (ft)	0	24	198	0	55	~1006
Queue Length 95th (ft)	4	25	259	91	88	#1230
Internal Link Dist (ft)		1959	1454		408	
Turn Bay Length (ft)					650	
Base Capacity (vph)	945	2680	767	917	489	1149
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.09	0.63	0.80	0.29	1.01

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
57: Convoy Street & Armour Street

05/15/2017



Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	22	22	92	4	992	96	641
v/c Ratio	0.16	0.09	0.09	0.24	0.03	0.55	0.53	0.25
Control Delay	32.5	22.6	22.6	4.0	33.5	16.0	43.3	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	22.6	22.6	4.0	33.5	16.0	43.3	9.7
Queue Length 50th (ft)	6	5	5	0	1	46	22	0
Queue Length 95th (ft)	11	22	14	9	7	#424	#102	221
Internal Link Dist (ft)	46		1704			950		554
Turn Bay Length (ft)		100		100	65		65	
Base Capacity (vph)	917	925	935	389	340	1817	181	2597
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.02	0.02	0.24	0.01	0.55	0.53	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
58: Mercury Street & Armour Street

05/15/2017



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	211	526	424	13	199	104	76	300
v/c Ratio	0.70	0.76	0.60	0.06	0.34	0.31	0.58	0.34
Control Delay	53.1	36.9	19.7	46.6	40.1	10.2	67.7	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	36.9	19.7	46.6	40.1	10.2	67.7	31.9
Queue Length 50th (ft)	119	261	114	7	58	0	45	71
Queue Length 95th (ft)	191	410	276	22	105	46	#136	153
Internal Link Dist (ft)	1704	163			478			540
Turn Bay Length (ft)			120	115		90	240	
Base Capacity (vph)	736	806	804	236	1213	597	132	980
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.65	0.53	0.06	0.16	0.17	0.58	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
59: Kearny Villa Road & SR-163 On-Off Ramps

05/15/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	919	16	620	564	371
v/c Ratio	0.89	0.03	0.94	0.27	0.62
Control Delay	44.9	22.0	56.0	10.8	43.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	22.0	56.0	10.8	43.3
Queue Length 50th (ft)	272	6	364	87	115
Queue Length 95th (ft)	358	20	#588	91	157
Internal Link Dist (ft)	194			736	532
Turn Bay Length (ft)		20	200		
Base Capacity (vph)	1194	553	657	2336	871
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.77	0.03	0.94	0.24	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
60: Ruffin Road & Ridgehaven Court

05/15/2017



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	3	127	20	617	56	1134
v/c Ratio	0.03	0.01	0.36	0.08	0.30	0.11	0.56
Control Delay	12.1	0.0	12.7	10.0	7.5	9.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	0.0	12.7	10.0	7.5	9.1	11.3
Queue Length 50th (ft)	2	0	16	2	30	5	72
Queue Length 95th (ft)	10	0	37	12	125	33	#343
Internal Link Dist (ft)	61		516		1267		1005
Turn Bay Length (ft)		40		100		100	
Base Capacity (vph)	1010	1075	1013	265	2151	513	2102
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.00	0.13	0.08	0.29	0.11	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
61: Convoy Street & Othello Avenue

05/15/2017



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	145	88	939	56	721
v/c Ratio	0.35	0.35	0.23	0.50	0.28	0.41
Control Delay	16.8	9.6	25.2	13.8	28.1	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	9.6	25.2	13.8	28.1	12.7
Queue Length 50th (ft)	23	11	10	55	13	70
Queue Length 95th (ft)	50	21	28	#322	55	200
Internal Link Dist (ft)	272	355		1406		950
Turn Bay Length (ft)			170		140	
Base Capacity (vph)	993	1061	400	1937	210	1887
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.14	0.22	0.48	0.27	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
62: Ruffin Road & Sky Park Court

05/15/2017



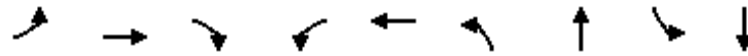
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	24	4	233	616	4	979
v/c Ratio	0.11	0.05	0.01	0.43	0.24	0.02	0.65
Control Delay	15.9	1.9	0.0	24.2	7.1	25.2	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	1.9	0.0	24.2	7.1	25.2	13.6
Queue Length 50th (ft)	5	0	0	17	0	1	43
Queue Length 95th (ft)	24	4	0	71	163	10	#258
Internal Link Dist (ft)	962		65		3271		1267
Turn Bay Length (ft)		90		140		250	
Base Capacity (vph)	1075	452	1163	556	2615	221	1753
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.05	0.00	0.42	0.24	0.02	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
63: Convoy Street & Ostrow Street/Kearny Mesa Road

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	28	64	371	128	172	1049	40	587
v/c Ratio	0.22	0.11	0.16	0.67	0.27	0.64	0.72	0.29	0.58
Control Delay	39.4	27.1	0.8	37.7	20.1	45.2	23.1	41.9	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	27.1	0.8	37.7	20.1	45.2	23.1	41.9	24.1
Queue Length 50th (ft)	13	12	0	78	35	71	190	17	99
Queue Length 95th (ft)	27	24	0	#190	57	#174	#486	51	205
Internal Link Dist (ft)		304			255		817		1406
Turn Bay Length (ft)	70		70	160		200		225	
Base Capacity (vph)	164	892	863	573	1004	276	1470	142	1256
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.03	0.07	0.65	0.13	0.62	0.71	0.28	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
64: Convoy Street & Aero Drive

05/15/2017



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	4	370	356	335	931	503	466
v/c Ratio	0.04	0.87	0.84	0.54	0.67	0.86	0.22
Control Delay	46.5	60.0	50.6	6.9	28.1	60.3	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	60.0	50.6	6.9	28.1	60.3	11.9
Queue Length 50th (ft)	3	252	215	0	232	175	67
Queue Length 95th (ft)	14	#412	262	40	#400	208	122
Internal Link Dist (ft)	61		778		233		817
Turn Bay Length (ft)		250				390	
Base Capacity (vph)	173	463	456	651	1384	607	2101
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.80	0.78	0.51	0.67	0.83	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
65: Kearny Villa Road & Aero Drive

05/15/2017



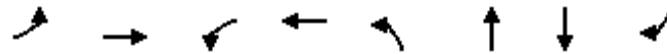
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	268	589	332	1386	321	366	618	278	317
v/c Ratio	0.90	0.51	0.41	0.98	0.76	0.62	0.87	0.86	0.63
Control Delay	85.0	36.2	42.7	52.5	66.5	52.8	39.7	82.2	49.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	36.2	42.7	52.5	66.5	52.8	39.7	82.2	49.4
Queue Length 50th (ft)	213	191	113	516	129	148	372	115	111
Queue Length 95th (ft)	#303	307	156	#657	203	141	476	#187	124
Internal Link Dist (ft)		778		703		2079			3331
Turn Bay Length (ft)	200		315		460		200	250	
Base Capacity (vph)	297	1157	988	1417	556	1071	787	324	839
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.51	0.34	0.98	0.58	0.34	0.79	0.86	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
66: Aero Court & Aero Drive

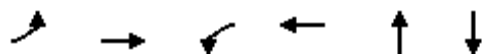
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	30	1475	159	1629	176	68	19	36
v/c Ratio	0.26	0.90	0.76	0.78	0.64	0.15	0.08	0.11
Control Delay	42.1	27.8	59.9	17.8	37.6	0.8	23.5	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	27.8	59.9	17.8	37.6	0.8	23.5	1.0
Queue Length 50th (ft)	13	285	71	202	75	0	7	0
Queue Length 95th (ft)	25	#421	#150	#567	98	0	23	0
Internal Link Dist (ft)		703		1146		323	255	
Turn Bay Length (ft)	220		135					80
Base Capacity (vph)	122	1638	208	2099	558	722	533	684
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.90	0.76	0.78	0.32	0.09	0.04	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	110	1229	77	1445	353	28
v/c Ratio	0.75	0.75	0.58	0.94	0.88	0.05
Control Delay	72.0	23.1	57.7	36.6	51.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	23.1	57.7	36.6	51.7	0.2
Queue Length 50th (ft)	60	292	41	391	173	0
Queue Length 95th (ft)	#126	282	71	#495	168	0
Internal Link Dist (ft)		1146		542	413	271
Turn Bay Length (ft)	120		110			
Base Capacity (vph)	148	1639	142	1541	489	613
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.75	0.54	0.94	0.72	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
68: Broadstone Driveway & Aero Drive

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT
Lane Group Flow (vph)	3	752	16	20	1460	68
v/c Ratio	0.02	0.28	0.01	0.13	0.56	0.21
Control Delay	29.3	6.7	0.0	30.7	10.4	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	6.7	0.0	30.7	10.4	4.8
Queue Length 50th (ft)	1	30	0	7	80	0
Queue Length 95th (ft)	10	187	0	17	#463	17
Internal Link Dist (ft)		542			624	353
Turn Bay Length (ft)	100		50	145		
Base Capacity (vph)	161	2655	1198	161	2630	930
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.28	0.01	0.12	0.56	0.07

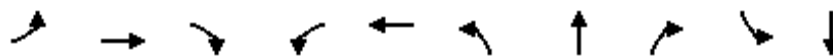
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM

69: Sandrock Road/John J Montgomery Drive & Aero Drive

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	72	538	164	169	796	332	340	265	21	32
v/c Ratio	0.48	0.57	0.32	0.78	0.65	0.71	0.71	0.49	0.10	0.15
Control Delay	54.0	29.3	12.0	65.4	28.3	37.9	38.1	15.7	35.1	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	29.3	12.0	65.4	28.3	37.9	38.1	15.7	35.1	23.9
Queue Length 50th (ft)	35	116	16	83	176	151	155	41	10	8
Queue Length 95th (ft)	68	228	85	#242	339	#349	267	115	28	14
Internal Link Dist (ft)		624			3132		1220			231
Turn Bay Length (ft)	145		100	200		115		95		
Base Capacity (vph)	151	1368	681	217	1490	671	680	714	782	763
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.39	0.24	0.78	0.53	0.49	0.50	0.37	0.03	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



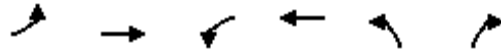
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	614	128	265	622	551	687
v/c Ratio	0.62	0.13	0.62	0.38	0.43	0.88
Control Delay	25.0	2.3	39.6	13.1	18.0	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	2.3	39.6	13.1	18.0	25.4
Queue Length 50th (ft)	127	9	58	94	83	136
Queue Length 95th (ft)	169	14	#108	113	153	#440
Internal Link Dist (ft)	3132			2211	695	
Turn Bay Length (ft)		70	225		70	
Base Capacity (vph)	1901	1162	446	2546	1610	905
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.11	0.59	0.24	0.34	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
71: W Canyon Avenue & Aero Drive

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	8	1366	117	912	194	104
v/c Ratio	0.10	0.60	0.46	0.34	0.49	0.26
Control Delay	52.4	12.3	37.2	12.7	48.9	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	12.3	37.2	12.7	48.9	9.2
Queue Length 50th (ft)	6	228	39	261	68	0
Queue Length 95th (ft)	22	443	75	131	69	13
Internal Link Dist (ft)		2211		959		
Turn Bay Length (ft)	200		330		240	
Base Capacity (vph)	251	2291	486	2667	607	567
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.60	0.24	0.34	0.32	0.18

Intersection Summary

Existing AM
72: Daley Center Drive/Ruffin Road & Aero Drive

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	742	813	431	776	703	16	52	68	95	97	100
v/c Ratio	0.65	0.36	0.72	0.76	0.82	0.12	0.19	0.13	0.49	0.52	0.30
Control Delay	38.8	17.3	54.7	29.3	15.1	48.7	48.8	2.8	53.9	55.1	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	17.3	54.7	29.3	15.1	48.7	48.8	2.8	53.9	55.1	2.5
Queue Length 50th (ft)	164	110	148	167	24	11	18	0	67	68	0
Queue Length 95th (ft)	#297	132	220	144	78	27	35	16	117	110	0
Internal Link Dist (ft)		959		795			512			3271	
Turn Bay Length (ft)	400		250			175		280	115		
Base Capacity (vph)	1133	2229	895	1380	967	185	366	636	244	239	373
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.36	0.48	0.56	0.73	0.09	0.14	0.11	0.39	0.41	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing AM
73: Murphy Canyon Road & Aero Drive

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	209	794	627	1442	44	261	173	188	109	191
v/c Ratio	0.61	0.49	0.63	0.63	0.05	0.53	0.65	0.23	0.33	0.76
Control Delay	58.6	32.3	44.2	18.5	0.2	47.1	55.5	4.6	47.9	42.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.6	32.3	44.2	18.5	0.2	47.1	55.5	4.6	47.9	42.2
Queue Length 50th (ft)	81	57	232	198	0	89	117	13	37	62
Queue Length 95th (ft)	91	172	229	282	m0	123	113	38	55	97
Internal Link Dist (ft)		795		479			755			213
Turn Bay Length (ft)	245		245		245	150		145	235	
Base Capacity (vph)	416	1632	988	2283	808	1101	597	833	446	301
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.49	0.63	0.63	0.05	0.24	0.29	0.23	0.24	0.63

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1	591	378	265	1263	36	926
v/c Ratio	0.00	0.27	0.20	0.76	0.51	0.32	0.81
Control Delay	31.0	6.8	0.9	63.6	11.0	56.5	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	6.8	0.9	63.6	11.0	56.5	32.9
Queue Length 50th (ft)	1	56	0	197	122	25	288
Queue Length 95th (ft)	m1	72	0	m273	212	57	321
Internal Link Dist (ft)		479			685	402	
Turn Bay Length (ft)				550			245
Base Capacity (vph)	573	2210	1912	495	2473	650	1140
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.27	0.20	0.54	0.51	0.06	0.81

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing AM
75: I-15 NB On-Off Ramp & Aero Drive

05/15/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	253	494	104	453	1273	224
v/c Ratio	0.23	0.58	0.60	0.29	0.84	0.28
Control Delay	17.2	8.8	61.2	20.2	33.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	8.8	61.2	20.2	33.1	5.2
Queue Length 50th (ft)	36	0	71	103	397	19
Queue Length 95th (ft)	73	239	99	112	325	40
Internal Link Dist (ft)	685			698	430	
Turn Bay Length (ft)		170	170			170
Base Capacity (vph)	1121	845	254	1550	1728	884
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.58	0.41	0.29	0.74	0.25

Intersection Summary

Existing AM
76: Daley Center Drive & Granite Ridge Drive

05/15/2017

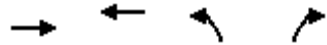


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	37	35	12	24	112	56	484
v/c Ratio	0.11	0.11	0.03	0.08	0.04	0.18	0.19
Control Delay	15.0	10.4	0.2	16.4	6.7	15.9	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	10.4	0.2	16.4	6.7	15.9	1.9
Queue Length 50th (ft)	3	1	0	2	0	5	0
Queue Length 95th (ft)	20	9	0	18	17	31	24
Internal Link Dist (ft)		261	40		50		512
Turn Bay Length (ft)				230		125	
Base Capacity (vph)	1550	1393	1571	331	2797	391	2336
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.03	0.01	0.07	0.04	0.14	0.21

Intersection Summary

Existing AM
79: SR-163 NB Off-Ramp & Mesa College Drive

05/15/2017



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	605	983	697	317
v/c Ratio	0.40	0.64	0.63	0.52
Control Delay	9.7	12.3	15.8	8.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.7	12.3	15.8	8.3
Queue Length 50th (ft)	48	90	69	18
Queue Length 95th (ft)	96	185	131	71
Internal Link Dist (ft)	246	332	369	
Turn Bay Length (ft)			410	410
Base Capacity (vph)	2695	2695	1908	900
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.36	0.37	0.35
Intersection Summary				

Existing AM

80: Mesa College Drive/Kearny Villa Road & Berger Avenue

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	24	1018	76	1496	176
v/c Ratio	0.16	0.46	0.38	0.64	0.73
Control Delay	54.0	8.4	59.2	15.3	62.5
Queue Delay	0.0	0.0	0.0	0.7	0.0
Total Delay	54.0	8.4	59.2	16.0	62.5
Queue Length 50th (ft)	18	131	29	377	121
Queue Length 95th (ft)	38	174	53	528	101
Internal Link Dist (ft)		360		542	110
Turn Bay Length (ft)	50		330		
Base Capacity (vph)	196	2218	809	2344	381
Starvation Cap Reductn	0	0	0	470	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.46	0.09	0.80	0.46

Intersection Summary

Existing AM
81: I-805 NB Off-Ramp & Kearny Villa Road

05/15/2017



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	482	1	422	1122	522
v/c Ratio	0.56	0.01	0.30	0.81	0.52
Control Delay	23.2	28.0	13.1	20.9	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	28.0	13.1	20.9	6.6
Queue Length 50th (ft)	78	0	50	164	50
Queue Length 95th (ft)	135	5	93	264	95
Internal Link Dist (ft)	542		2079	761	
Turn Bay Length (ft)				1000	40
Base Capacity (vph)	1771	161	2269	1789	1002
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.01	0.19	0.63	0.52

Intersection Summary

Existing AM
82: Murphy Canyon Road & Stonecrest Blvd

05/15/2017



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	64	185	8	297
v/c Ratio	0.17	0.39	0.01	0.30
Control Delay	11.2	5.4	4.3	5.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.2	5.4	4.3	5.1
Queue Length 50th (ft)	6	0	1	18
Queue Length 95th (ft)	28	29	2	31
Internal Link Dist (ft)	346		1376	683
Turn Bay Length (ft)	150			
Base Capacity (vph)	1630	1472	1562	1703
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.04	0.13	0.01	0.17
Intersection Summary				

Existing Mid-day
 1: Convoy Street & SR-52 WB Off-Ramp

05/15/2017



Lane Group	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	308	312	144	535	301
v/c Ratio	0.88	0.89	0.32	0.69	0.86
Control Delay	60.6	61.8	7.4	38.0	57.9
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	60.6	61.8	7.4	38.1	57.9
Queue Length 50th (ft)	170	173	0	281	150
Queue Length 95th (ft)	#322	63	33	m281	#300
Internal Link Dist (ft)		513		461	169
Turn Bay Length (ft)	230		230		
Base Capacity (vph)	379	380	469	808	368
Starvation Cap Reductn	0	0	0	8	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.81	0.82	0.31	0.67	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Existing Mid-day
2: Convoy Street & SR-52 EB Off-Ramp

05/15/2017



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	96	548	614	550	911
v/c Ratio	0.45	0.89	1.05	0.62	0.83
Control Delay	43.2	23.8	83.8	6.0	15.4
Queue Delay	0.1	0.0	17.4	0.1	0.0
Total Delay	43.3	23.8	101.1	6.1	15.4
Queue Length 50th (ft)	51	31	~418	0	87
Queue Length 95th (ft)	44	#212	#682	91	23
Internal Link Dist (ft)	526		287		461
Turn Bay Length (ft)		110			
Base Capacity (vph)	234	632	582	889	1396
Starvation Cap Reductn	0	0	40	29	0
Spillback Cap Reductn	6	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.87	1.13	0.64	0.65

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing Mid-day
6: Convoy Street & Copley Park Place

05/15/2017

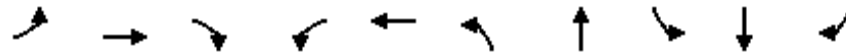


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	349	68	64	854	980	323
v/c Ratio	0.63	0.18	0.28	0.36	0.48	0.17
Control Delay	43.7	12.4	47.3	5.6	11.3	1.6
Queue Delay	0.0	0.0	0.0	0.0	1.0	0.0
Total Delay	43.7	12.4	47.3	5.6	12.3	1.6
Queue Length 50th (ft)	110	12	20	76	150	0
Queue Length 95th (ft)	128	18	39	160	273	20
Internal Link Dist (ft)	2085			450	287	
Turn Bay Length (ft)	190		90			180
Base Capacity (vph)	1136	463	398	2384	2042	1870
Starvation Cap Reductn	0	0	0	0	735	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.15	0.16	0.36	0.75	0.17

Intersection Summary

Existing Mid-day
7: Ruffin Road & Kearny Villa Road/Waxie Way

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	86	86	64	16	44	52	519	13	454	217
v/c Ratio	0.40	0.39	0.21	0.16	0.37	0.42	0.24	0.08	0.22	0.22
Control Delay	46.9	46.7	1.5	51.7	40.4	58.6	11.5	51.2	14.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	46.7	1.5	51.7	40.4	58.6	11.5	51.2	14.9	3.5
Queue Length 50th (ft)	61	61	0	11	17	36	60	4	76	0
Queue Length 95th (ft)	88	43	0	25	17	70	157	10	155	36
Internal Link Dist (ft)		134			201		730		336	
Turn Bay Length (ft)	190			100		170		180		140
Base Capacity (vph)	447	452	509	148	163	171	2163	330	2051	997
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.19	0.13	0.11	0.27	0.30	0.24	0.04	0.22	0.22

Intersection Summary

Existing Mid-day
8: Ruffin Road & Chesapeake Drive

05/15/2017

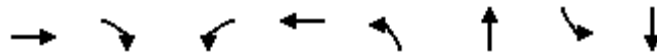


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	96	104	68	112	33	493	78	600
v/c Ratio	0.28	0.24	0.19	0.25	0.11	0.32	0.23	0.30
Control Delay	17.1	5.8	15.9	5.7	20.6	11.6	20.0	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	5.8	15.9	5.7	20.6	11.6	20.0	7.9
Queue Length 50th (ft)	19	0	13	0	7	45	16	28
Queue Length 95th (ft)	44	26	44	18	33	98	55	115
Internal Link Dist (ft)	494		479			638		730
Turn Bay Length (ft)		60		60	90		90	
Base Capacity (vph)	806	897	852	915	377	2207	427	2444
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.12	0.08	0.12	0.09	0.22	0.18	0.25

Intersection Summary

Existing Mid-day
 9: Convoy Street & Convoy Court

05/15/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	220	153	92	120	88	828	85	878
v/c Ratio	0.81	0.30	0.50	0.47	0.51	0.56	0.55	0.65
Control Delay	59.9	3.7	46.1	17.5	48.0	20.9	54.6	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.9	3.7	46.1	17.5	48.0	20.9	54.6	24.4
Queue Length 50th (ft)	120	0	51	13	48	186	46	198
Queue Length 95th (ft)	144	17	74	40	85	264	#83	#354
Internal Link Dist (ft)	470			240		650		450
Turn Bay Length (ft)			100		70		100	
Base Capacity (vph)	299	631	296	352	316	1483	156	1355
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.24	0.31	0.34	0.28	0.56	0.54	0.65

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Existing Mid-day
11: Ruffin Road & Hazard Way

05/15/2017



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	56	116	36	72	458	17	591
v/c Ratio	0.18	0.31	0.09	0.18	0.24	0.08	0.35
Control Delay	22.8	9.6	0.4	24.0	9.0	25.3	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	9.6	0.4	24.0	9.0	25.3	12.5
Queue Length 50th (ft)	12	2	0	8	21	4	54
Queue Length 95th (ft)	46	0	0	24	96	10	131
Internal Link Dist (ft)		542	131		934		638
Turn Bay Length (ft)	100			120		130	
Base Capacity (vph)	1121	1054	819	425	2088	219	1972
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.11	0.04	0.17	0.22	0.08	0.30

Intersection Summary

Existing Mid-day
 13: I-805 NB Off-Ramp & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBT	EBR	NBR
Lane Group Flow (vph)	1494	839	443
v/c Ratio	0.58	0.67	0.68
Control Delay	9.1	3.9	22.6
Queue Delay	0.0	0.0	0.0
Total Delay	9.1	3.9	22.6
Queue Length 50th (ft)	97	0	65
Queue Length 95th (ft)	168	46	108
Internal Link Dist (ft)	1579		
Turn Bay Length (ft)			
Base Capacity (vph)	2594	1245	915
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.58	0.67	0.48
Intersection Summary			

Existing Mid-day
14: Shawline Street & Clairemont Mesa Blvd

05/15/2017



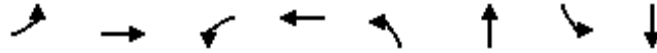
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	421	918	517	232	753	80	492	296	127	128	287
v/c Ratio	0.61	0.75	0.66	0.90	0.76	0.19	0.85	0.26	0.68	0.65	0.54
Control Delay	51.7	47.4	7.2	73.2	41.9	5.1	57.4	21.5	73.1	70.3	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	47.4	7.2	73.2	41.9	5.1	57.4	21.5	73.1	70.3	11.2
Queue Length 50th (ft)	167	261	0	195	236	8	388	56	105	105	6
Queue Length 95th (ft)	199	273	60	178	238	18	#662	27	163	156	51
Internal Link Dist (ft)		736			1332			775		637	
Turn Bay Length (ft)	345		610	280		160	230				70
Base Capacity (vph)	698	1467	844	273	1267	503	577	1152	240	254	604
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.63	0.61	0.85	0.59	0.16	0.85	0.26	0.53	0.50	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing Mid-day
15: Ruffner Street & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	156	1062	140	1027	221	338	155	332
v/c Ratio	0.72	0.78	0.42	0.61	0.70	0.47	0.50	0.47
Control Delay	83.7	19.0	36.5	23.0	48.0	29.9	37.9	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	19.0	36.5	23.0	48.0	29.9	37.9	29.0
Queue Length 50th (ft)	105	77	66	140	154	190	97	181
Queue Length 95th (ft)	131	86	m106	218	#230	269	173	268
Internal Link Dist (ft)		1332		1767		357		1114
Turn Bay Length (ft)	230		180		65		65	
Base Capacity (vph)	423	1689	355	1680	314	715	310	708
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.63	0.39	0.61	0.70	0.47	0.50	0.47

Intersection Summary

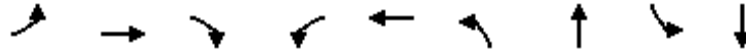
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Existing Mid-day
 16: Convoy Street & Clairemont Mesa Blvd

05/15/2017

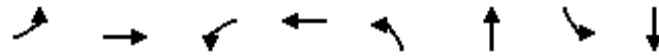


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	178	669	155	324	918	264	531	269	725
v/c Ratio	0.41	0.41	0.24	0.74	0.54	0.70	0.58	0.75	0.82
Control Delay	36.8	23.5	3.8	53.6	26.2	65.7	38.0	69.4	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	23.5	3.8	53.6	26.2	65.7	38.0	69.4	52.2
Queue Length 50th (ft)	49	95	5	140	232	112	179	114	296
Queue Length 95th (ft)	88	104	19	158	255	144	216	126	292
Internal Link Dist (ft)		1767			1271		1271		650
Turn Bay Length (ft)	200		120	245		270		240	
Base Capacity (vph)	444	1628	643	557	1705	491	1118	393	1012
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.41	0.24	0.58	0.54	0.54	0.47	0.68	0.72

Intersection Summary

Existing Mid-day
17: Mercury Street & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	936	245	1115	127	207	84	56
v/c Ratio	0.69	0.38	0.78	0.39	0.55	0.50	0.71	0.18
Control Delay	79.2	15.4	50.8	4.8	55.6	13.4	78.0	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	15.4	50.8	4.8	55.6	13.4	78.0	23.6
Queue Length 50th (ft)	118	113	202	44	104	27	71	21
Queue Length 95th (ft)	m106	84	143	68	142	26	114	34
Internal Link Dist (ft)		1271		914		1367		453
Turn Bay Length (ft)	160		345		80		50	
Base Capacity (vph)	261	2449	352	2845	479	681	246	630
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.38	0.70	0.39	0.27	0.30	0.34	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing Mid-day
 18: Industrial Park Driveway & Clairemont Mesa Blvd

05/15/2017

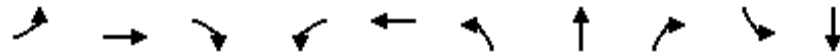


Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	76	1213	135	1545	92	197
v/c Ratio	0.56	0.45	0.70	0.51	0.33	0.73
Control Delay	81.6	9.3	87.3	8.0	20.9	58.4
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	81.6	9.3	87.3	8.0	20.9	58.4
Queue Length 50th (ft)	64	83	106	271	25	142
Queue Length 95th (ft)	104	145	161	91	70	96
Internal Link Dist (ft)		914		534	132	915
Turn Bay Length (ft)	200		150			
Base Capacity (vph)	287	2725	262	3004	437	451
Starvation Cap Reductn	0	0	0	243	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.45	0.52	0.56	0.21	0.44

Intersection Summary

Existing Mid-day
 19: Kearny Mesa Road & Clairemont Mesa Blvd

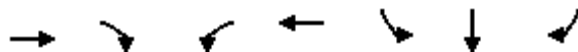
05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	66	1338	52	173	1374	44	126	123	168	64
v/c Ratio	0.53	0.52	0.06	0.76	0.47	0.42	0.57	0.28	0.59	0.18
Control Delay	71.8	15.6	0.3	75.3	15.8	70.5	22.3	11.0	66.0	20.7
Queue Delay	0.0	0.0	0.0	41.8	5.9	0.0	0.0	0.0	0.0	0.0
Total Delay	71.8	15.6	0.3	117.1	21.7	70.5	22.3	11.0	66.0	20.7
Queue Length 50th (ft)	57	164	0	141	193	36	13	17	71	8
Queue Length 95th (ft)	86	178	0	#223	391	62	10	55	96	3
Internal Link Dist (ft)		534			162		133			386
Turn Bay Length (ft)	170			120		90		135	90	
Base Capacity (vph)	175	2596	936	236	2956	147	354	452	533	775
Starvation Cap Reductn	0	0	0	69	1516	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.52	0.06	1.04	0.95	0.30	0.36	0.27	0.32	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1265	462	538	1107	178	176	454
v/c Ratio	0.76	0.48	0.81	0.45	0.68	0.67	0.74
Control Delay	28.4	7.5	61.4	5.3	60.3	59.6	32.6
Queue Delay	49.4	2.7	0.0	0.0	0.0	0.0	0.0
Total Delay	77.8	10.2	61.4	5.3	60.3	59.6	32.6
Queue Length 50th (ft)	395	47	213	100	137	136	102
Queue Length 95th (ft)	#660	155	234	192	187	122	123
Internal Link Dist (ft)	162			912		121	
Turn Bay Length (ft)							
Base Capacity (vph)	1670	971	1009	2482	418	421	852
Starvation Cap Reductn	688	381	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.29	0.78	0.53	0.45	0.43	0.42	0.53

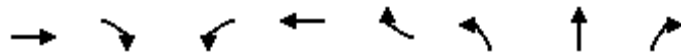
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing Mid-day

21: SR-163 NB Off-Ramp/SR-163 NB On-Ramp & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1229	455	1	1289	376	197	198	422
v/c Ratio	0.40	0.39	0.01	0.37	0.30	0.75	0.75	0.60
Control Delay	5.7	1.4	55.0	6.2	1.3	64.9	64.7	38.7
Queue Delay	0.0	0.0	0.0	0.5	0.6	0.0	0.0	0.0
Total Delay	5.7	1.4	55.0	6.7	1.9	64.9	64.7	38.7
Queue Length 50th (ft)	66	15	1	110	0	155	155	148
Queue Length 95th (ft)	23	0	7	173	27	225	130	187
Internal Link Dist (ft)	912			331			245	
Turn Bay Length (ft)		440			220	525		545
Base Capacity (vph)	3037	1176	151	3511	1250	560	564	824
Starvation Cap Reductn	0	0	0	1592	535	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.39	0.01	0.67	0.53	0.35	0.35	0.51

Intersection Summary

Existing Mid-day
 22: Kearny Villa Road & Clairemont Mesa Blvd

05/15/2017



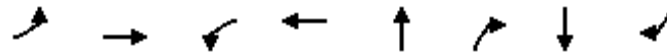
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	238	1106	310	124	1041	96	327	108	160	103	169	269
v/c Ratio	0.67	0.55	0.37	0.47	0.46	0.12	0.78	0.32	0.39	0.68	0.63	0.59
Control Delay	65.6	29.5	6.4	57.2	27.0	9.3	68.4	48.1	9.1	79.9	62.6	10.9
Queue Delay	0.0	1.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.6	30.6	6.9	57.2	27.0	9.3	68.4	48.1	9.1	79.9	62.6	10.9
Queue Length 50th (ft)	101	253	22	86	242	7	138	80	0	85	136	0
Queue Length 95th (ft)	110	323	75	119	288	26	#207	104	49	#150	124	76
Internal Link Dist (ft)		331			1063			924			254	
Turn Bay Length (ft)	275		185	200		100	200			140		340
Base Capacity (vph)	649	2002	840	263	2276	795	439	561	583	168	510	628
Starvation Cap Reductn	0	614	232	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.80	0.51	0.47	0.46	0.12	0.74	0.19	0.27	0.61	0.33	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Existing Mid-day
 23: Complex Street & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	100	1097	96	957	120	112	84	64
v/c Ratio	0.62	0.34	0.62	0.30	0.66	0.34	0.53	0.21
Control Delay	72.8	5.7	61.0	10.2	67.0	9.7	59.9	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.8	5.7	61.0	10.2	67.0	9.7	59.9	4.1
Queue Length 50th (ft)	90	54	75	106	99	0	68	0
Queue Length 95th (ft)	m143	93	m127	115	53	17	60	4
Internal Link Dist (ft)		1063		1058	351		550	
Turn Bay Length (ft)	175		135					80
Base Capacity (vph)	518	3187	246	3194	365	543	321	527
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.34	0.39	0.30	0.33	0.21	0.26	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing Mid-day
 24: Overland Avenue & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	306	1033	123	827	104	197	216	133	44	241
v/c Ratio	0.77	0.54	0.51	0.48	0.17	0.77	0.23	0.70	0.09	0.43
Control Delay	69.4	43.3	54.4	48.4	22.0	72.9	14.6	74.0	38.9	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.4	43.3	54.4	48.4	22.0	72.9	14.6	74.0	38.9	7.6
Queue Length 50th (ft)	119	261	44	253	16	162	26	110	28	0
Queue Length 95th (ft)	178	267	54	292	80	166	42	136	48	30
Internal Link Dist (ft)		1058		1244			402		447	
Turn Bay Length (ft)	230		240		115	250		200		
Base Capacity (vph)	451	1904	557	1830	629	306	950	281	466	557
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.54	0.22	0.45	0.17	0.64	0.23	0.47	0.09	0.43

Intersection Summary

Existing Mid-day
25: Ruffin Road & Farnham Street

05/15/2017



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	60	128	36	64	444	30	732
v/c Ratio	0.21	0.11	0.31	0.07	0.17	0.25	0.15	0.44
Control Delay	15.4	1.9	16.5	0.2	29.6	12.7	32.0	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.4	1.9	16.5	0.2	29.6	12.7	32.0	15.8
Queue Length 50th (ft)	18	0	30	0	7	22	7	74
Queue Length 95th (ft)	37	5	59	0	21	117	21	191
Internal Link Dist (ft)	628		657			431		934
Turn Bay Length (ft)				70	130		130	
Base Capacity (vph)	913	1111	979	1122	412	1994	212	2063
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.05	0.13	0.03	0.16	0.22	0.14	0.35

Intersection Summary

Existing Mid-day
 26: Ruffin Road & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	301	783	181	740	241	213	200	297	362	240
v/c Ratio	0.73	0.32	0.61	0.32	0.68	0.46	0.52	0.72	0.68	0.56
Control Delay	88.0	8.2	69.7	16.9	65.7	54.9	11.6	65.2	58.7	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.0	8.2	69.7	16.9	65.7	54.9	11.6	65.2	58.7	12.0
Queue Length 50th (ft)	138	37	78	101	102	88	0	126	153	7
Queue Length 95th (ft)	143	49	113	124	134	125	26	169	160	58
Internal Link Dist (ft)		1244		1710		907			431	
Turn Bay Length (ft)	250		285		230			175		100
Base Capacity (vph)	536	2484	414	2297	625	914	557	575	873	559
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.32	0.44	0.32	0.39	0.23	0.36	0.52	0.41	0.43

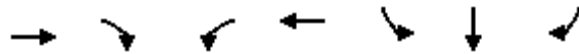
Intersection Summary

Existing Mid-day
 27: Murphy Canyon Road & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	914	159	165	747	166	241
v/c Ratio	0.33	0.17	0.74	0.20	0.61	0.40
Control Delay	17.0	9.7	73.0	4.8	59.8	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	9.7	73.0	4.8	59.8	1.9
Queue Length 50th (ft)	140	26	136	54	132	0
Queue Length 95th (ft)	163	51	198	91	180	0
Internal Link Dist (ft)	1710			495		690
Turn Bay Length (ft)		90	250		260	
Base Capacity (vph)	2794	961	419	3747	556	794
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.17	0.39	0.20	0.30	0.30
Intersection Summary						



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	618	526	213	645	118	159	159
v/c Ratio	0.43	0.35	0.46	0.29	0.54	0.47	0.46
Control Delay	13.2	2.0	23.1	5.3	35.3	9.7	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.2	2.0	23.1	5.3	35.3	9.7	9.4
Queue Length 50th (ft)	78	0	43	74	42	0	0
Queue Length 95th (ft)	106	25	58	95	#107	47	37
Internal Link Dist (ft)	495			323		372	
Turn Bay Length (ft)		180	100		260		350
Base Capacity (vph)	1486	1529	589	2319	230	343	350
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.34	0.36	0.28	0.51	0.46	0.45

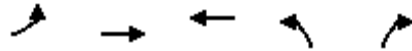
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing Mid-day

29: I-15 NB Off-Ramp/I-15 NB & SR-52 EB On-Ramps & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	298	415	578	455	169
v/c Ratio	0.58	0.19	0.43	0.65	0.37
Control Delay	31.0	5.8	14.3	26.1	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	5.8	14.3	26.1	6.2
Queue Length 50th (ft)	57	17	71	78	0
Queue Length 95th (ft)	88	40	118	102	39
Internal Link Dist (ft)		323	590		
Turn Bay Length (ft)	150			350	290
Base Capacity (vph)	519	2287	1569	719	465
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.18	0.37	0.63	0.36

Intersection Summary

Existing Mid-day
30: Convoy Street & Ronson Road

05/15/2017



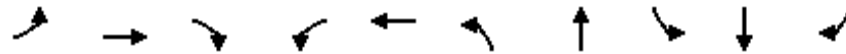
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	295	264	100	1020	100	990
v/c Ratio	0.85	0.85	0.62	0.60	0.62	0.57
Control Delay	53.3	55.4	61.6	15.7	60.6	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	55.4	61.6	15.7	60.6	18.6
Queue Length 50th (ft)	158	138	52	275	62	230
Queue Length 95th (ft)	177	203	#119	67	95	274
Internal Link Dist (ft)	1059	723		734		1271
Turn Bay Length (ft)			100		70	
Base Capacity (vph)	378	336	179	1778	179	1820
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.79	0.56	0.57	0.56	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing Mid-day
 33: Ruffin Road & Lightwave Avenue/Ruffin Court

05/15/2017

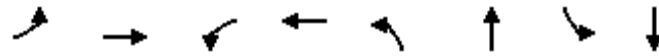


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	112	76	96	28	269	136	562	161	452	120
v/c Ratio	0.41	0.12	0.16	0.21	0.51	0.44	0.66	0.62	0.36	0.19
Control Delay	45.6	19.6	0.5	45.6	17.8	45.0	33.1	47.4	23.5	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	19.6	0.5	45.6	17.8	45.0	33.1	47.4	23.5	4.7
Queue Length 50th (ft)	34	24	0	16	70	40	161	91	112	0
Queue Length 95th (ft)	56	48	0	39	105	66	215	143	157	32
Internal Link Dist (ft)		217			406		1179		907	
Turn Bay Length (ft)	190			60		300		260		260
Base Capacity (vph)	289	965	875	154	891	340	1143	362	1555	756
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.08	0.11	0.18	0.30	0.40	0.49	0.44	0.29	0.16

Intersection Summary

Existing Mid-day
34: Convoy Street & Engineer Road

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	172	72	144	96	975	92	966
v/c Ratio	0.49	0.59	0.58	0.48	0.22	0.46	0.22	0.45
Control Delay	47.9	34.5	55.7	25.0	5.9	11.0	10.1	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	34.5	55.7	25.0	5.9	11.0	10.1	17.8
Queue Length 50th (ft)	44	74	45	47	11	130	24	203
Queue Length 95th (ft)	62	77	59	55	37	282	m59	302
Internal Link Dist (ft)		153		521		669		734
Turn Bay Length (ft)	50		50		70		140	
Base Capacity (vph)	325	582	275	586	456	2125	428	2163
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.30	0.26	0.25	0.21	0.46	0.21	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing Mid-day
37: Ruffin Road & Spectrum Center Blvd

05/15/2017



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	89	8	224	16	24	183	562	8	753	84
v/c Ratio	0.12	0.02	0.44	0.05	0.07	0.45	0.35	0.06	0.70	0.15
Control Delay	24.3	24.3	6.9	37.5	0.3	38.8	16.2	42.6	27.5	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	24.3	6.9	37.5	0.3	38.8	16.2	42.6	27.5	2.7
Queue Length 50th (ft)	17	3	0	6	0	36	70	3	144	0
Queue Length 95th (ft)	29	6	39	16	0	84	194	14	271	14
Internal Link Dist (ft)		409		120			1002		1179	
Turn Bay Length (ft)	540		255		15	285		120		285
Base Capacity (vph)	1667	904	857	541	564	500	1913	151	1709	822
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01	0.26	0.03	0.04	0.37	0.29	0.05	0.44	0.10

Intersection Summary

Existing Mid-day
 42: Balboa Avenue & I-805 SB Ramps

05/15/2017



Lane Group	WBT	WBR	SBR
Lane Group Flow (vph)	1798	424	477
v/c Ratio	0.70	0.43	0.75
Control Delay	9.1	2.3	21.6
Queue Delay	0.0	0.0	0.0
Total Delay	9.1	2.3	21.6
Queue Length 50th (ft)	97	0	46
Queue Length 95th (ft)	137	28	#104
Internal Link Dist (ft)	1065		
Turn Bay Length (ft)		475	
Base Capacity (vph)	2691	1020	708
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.67	0.42	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Existing Mid-day
43: I-805 NB Ramps & Balboa Avenue

05/15/2017



Lane Group	EBT	EBR	NBR
Lane Group Flow (vph)	1616	430	629
v/c Ratio	0.73	0.45	0.78
Control Delay	11.6	2.7	21.6
Queue Delay	0.0	0.0	0.0
Total Delay	11.6	2.7	21.6
Queue Length 50th (ft)	111	0	72
Queue Length 95th (ft)	156	34	#146
Internal Link Dist (ft)	1065		
Turn Bay Length (ft)			550
Base Capacity (vph)	2349	985	892
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.69	0.44	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing Mid-day
45: Convoy Street & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	395	852	287	149	901	164	387	705	215	485	314
v/c Ratio	0.77	0.44	0.32	0.58	0.54	0.26	0.79	0.74	0.65	0.60	0.61
Control Delay	63.2	28.9	10.9	66.8	37.2	7.5	65.4	47.6	65.9	49.0	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	28.9	10.9	66.8	37.2	7.5	65.4	47.6	65.9	49.0	20.7
Queue Length 50th (ft)	167	189	85	63	226	7	163	277	91	193	73
Queue Length 95th (ft)	214	232	130	93	283	61	213	369	111	265	184
Internal Link Dist (ft)		565			1735			554		1118	
Turn Bay Length (ft)	200		100	220		150	370		180		100
Base Capacity (vph)	535	1970	935	319	1825	674	564	958	570	807	519
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.43	0.31	0.47	0.49	0.24	0.69	0.74	0.38	0.60	0.61

Intersection Summary

Existing Mid-day
49: Kearny Villa Road & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	249	680	176	64	1416	176	230	340	152	68	136	671
v/c Ratio	0.93	0.62	0.29	0.55	0.98	0.31	1.06	0.26	0.23	0.55	0.12	1.03
Control Delay	90.5	36.0	5.8	67.3	58.4	6.0	123.3	17.1	4.7	65.4	25.9	68.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.5	36.0	5.8	67.3	58.4	6.0	123.3	17.1	4.7	65.4	25.9	68.4
Queue Length 50th (ft)	91	223	0	44	362	0	~178	64	0	47	34	~404
Queue Length 95th (ft)	#154	255	51	86	269	20	#273	78	18	78	57	#633
Internal Link Dist (ft)		315			1214			532			530	
Turn Bay Length (ft)	290		230	150		300	380		250	260		
Base Capacity (vph)	268	1098	609	131	1446	576	218	1331	657	146	1177	654
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.62	0.29	0.49	0.98	0.31	1.06	0.26	0.23	0.47	0.12	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

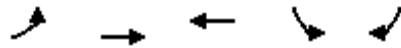
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Existing Mid-day
50: Balboa Avenue & Pennisi Driveway

05/15/2017



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	16	1010	1227	16	44
v/c Ratio	0.08	0.39	0.47	0.05	0.14
Control Delay	26.5	6.0	9.6	17.1	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	6.0	9.6	17.1	7.3
Queue Length 50th (ft)	4	48	62	4	0
Queue Length 95th (ft)	20	188	306	9	12
Internal Link Dist (ft)		1214	2558	177	
Turn Bay Length (ft)	400				
Base Capacity (vph)	219	2910	2559	1141	1021
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.35	0.48	0.01	0.04

Intersection Summary

Existing Mid-day
51: Ponderosa Avenue & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	28	1052	83	971	76	107
v/c Ratio	0.15	0.58	0.40	0.41	0.23	0.24
Control Delay	28.7	15.3	33.8	9.2	19.5	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	15.3	33.8	9.2	19.5	1.4
Queue Length 50th (ft)	7	116	22	53	20	0
Queue Length 95th (ft)	23	#291	58	247	36	2
Internal Link Dist (ft)		2558		1392		317
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	201	1975	217	2278	1089	1033
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.53	0.38	0.43	0.07	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing Mid-day
52: Ruffin Road & Balboa Avenue

05/15/2017



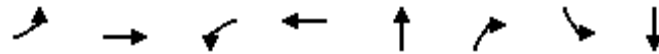
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	181	844	208	473	228	248	378	175	247	408	201
v/c Ratio	0.70	0.70	0.68	0.35	0.19	0.57	0.48	0.36	0.68	0.57	0.42
Control Delay	52.9	27.7	47.0	25.0	2.5	40.6	30.3	6.9	48.9	33.8	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	27.7	47.0	25.0	2.5	40.6	30.3	6.9	48.9	33.8	7.8
Queue Length 50th (ft)	87	122	97	69	0	60	86	0	62	96	0
Queue Length 95th (ft)	#174	180	#180	110	15	115	148	34	#154	174	23
Internal Link Dist (ft)		1392		761			529			1002	
Turn Bay Length (ft)	185		330		410	310		200	230		140
Base Capacity (vph)	257	1917	322	2182	1222	603	1776	881	361	1545	795
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.44	0.65	0.22	0.19	0.41	0.21	0.20	0.68	0.26	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing Mid-day
53: Viewridge Avenue & Balboa Avenue

05/15/2017



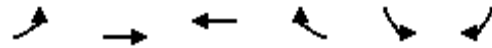
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	92	1012	167	992	44	231	228	96
v/c Ratio	0.44	0.70	0.78	0.46	0.10	0.37	0.58	0.18
Control Delay	36.5	22.7	57.5	17.0	14.4	4.1	23.2	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	22.7	57.5	17.0	14.4	4.1	23.2	5.0
Queue Length 50th (ft)	27	98	52	67	11	0	64	2
Queue Length 95th (ft)	67	208	#218	143	18	9	87	10
Internal Link Dist (ft)		761		1959	276			167
Turn Bay Length (ft)	130		100			100	60	
Base Capacity (vph)	230	1910	214	2471	1155	1247	1019	1213
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.53	0.78	0.40	0.04	0.19	0.22	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing Mid-day
54: Balboa Avenue & I-15 SB Off-Ramp

05/15/2017



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1	747	378	365	136	263
v/c Ratio	0.00	0.37	0.34	0.35	0.33	0.34
Control Delay	19.0	5.2	11.5	1.5	21.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	5.2	11.5	1.5	21.3	3.6
Queue Length 50th (ft)	0	40	35	0	14	0
Queue Length 95th (ft)	4	46	50	18	43	33
Internal Link Dist (ft)		1959	1454		408	
Turn Bay Length (ft)					650	175
Base Capacity (vph)	265	3096	2228	1417	409	779
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.24	0.17	0.26	0.33	0.34

Intersection Summary

Existing Mid-day
57: Convoy Street & Armour Street

05/15/2017



Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	58	58	156	8	1331	176	1101
v/c Ratio	0.22	0.32	0.32	0.30	0.09	0.79	0.63	0.48
Control Delay	37.3	42.5	42.4	5.0	47.0	28.8	52.1	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	42.5	42.4	5.0	47.0	28.8	52.1	15.9
Queue Length 50th (ft)	22	37	37	0	5	355	104	135
Queue Length 95th (ft)	10	52	34	24	14	#845	#237	#632
Internal Link Dist (ft)	46		1704			950		554
Turn Bay Length (ft)		100		100	65		65	
Base Capacity (vph)	470	438	442	526	152	1688	281	2312
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.13	0.13	0.30	0.05	0.79	0.63	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing Mid-day
60: Ruffin Road & Ridgehaven Court

05/15/2017



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	20	212	20	835	76	813
v/c Ratio	0.08	0.05	0.49	0.07	0.55	0.28	0.54
Control Delay	10.7	1.6	11.3	10.2	11.0	13.2	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.7	1.6	11.3	10.2	11.0	13.2	11.1
Queue Length 50th (ft)	4	0	19	2	50	8	48
Queue Length 95th (ft)	13	1	21	12	188	41	188
Internal Link Dist (ft)	61		516		1267		414
Turn Bay Length (ft)		40		100		100	
Base Capacity (vph)	1062	1205	1149	407	2178	394	2167
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.02	0.18	0.05	0.38	0.19	0.38

Intersection Summary

Existing Mid-day
61: Convoy Street & Othello Avenue

05/15/2017



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	228	260	96	1100	180	1020
v/c Ratio	0.78	0.64	0.37	0.81	0.72	0.61
Control Delay	39.7	22.1	36.1	25.2	48.4	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	22.1	36.1	25.2	48.4	16.2
Queue Length 50th (ft)	80	61	19	192	69	149
Queue Length 95th (ft)	96	64	36	#416	#199	303
Internal Link Dist (ft)	272	355		334		950
Turn Bay Length (ft)			170		140	
Base Capacity (vph)	542	691	268	1396	260	1667
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.38	0.36	0.79	0.69	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing Mid-day
62: Ruffin Road & Sky Park Court

05/15/2017

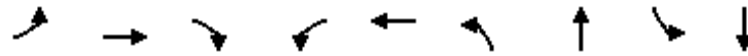


Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	157	64	16	88	505	4	635
v/c Ratio	0.47	0.11	0.04	0.21	0.26	0.02	0.43
Control Delay	20.2	3.0	0.1	24.5	9.7	25.7	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	3.0	0.1	24.5	9.7	25.7	14.0
Queue Length 50th (ft)	35	0	0	10	31	1	63
Queue Length 95th (ft)	88	11	0	39	122	9	155
Internal Link Dist (ft)	962		65		3271		1267
Turn Bay Length (ft)		90		140		250	
Base Capacity (vph)	862	584	982	444	1950	208	1834
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.11	0.02	0.20	0.26	0.02	0.35

Intersection Summary

Existing Mid-day
63: Convoy Street & Ostrow Street/Kearny Mesa Road

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	81	92	421	124	179	981	184	566
v/c Ratio	0.57	0.40	0.29	0.75	0.34	0.74	0.79	0.62	0.42
Control Delay	55.0	44.6	2.2	48.8	26.1	62.8	25.7	50.8	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	44.6	2.2	48.8	26.1	62.8	25.7	50.8	24.8
Queue Length 50th (ft)	62	50	0	132	50	113	138	108	131
Queue Length 95th (ft)	93	64	0	178	75	m#193	#424	#202	227
Internal Link Dist (ft)		304			255		817		1014
Turn Bay Length (ft)	70		70	160		200		225	
Base Capacity (vph)	247	445	499	676	537	250	1247	297	1338
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.18	0.18	0.62	0.23	0.72	0.79	0.62	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Existing Mid-day
64: Convoy Street & Aero Drive

05/15/2017



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	76	260	292	290	847	553	554
v/c Ratio	0.46	0.75	0.59	0.54	0.75	0.78	0.27
Control Delay	44.6	50.6	11.9	7.7	37.2	45.1	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	50.6	11.9	7.7	37.2	45.1	14.6
Queue Length 50th (ft)	40	163	25	0	243	184	99
Queue Length 95th (ft)	65	231	98	50	#532	123	121
Internal Link Dist (ft)	61		778		233		817
Turn Bay Length (ft)		250				390	
Base Capacity (vph)	214	438	565	606	1129	1057	2069
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.59	0.52	0.48	0.75	0.52	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing Mid-day
72: Daley Center Drive/Ruffin Road & Aero Drive

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	248	747	281	657	398	80	156	175	330	334	191
v/c Ratio	0.71	0.58	0.98	0.79	0.58	0.37	0.37	0.36	0.68	0.70	0.33
Control Delay	55.7	32.5	95.6	41.6	7.2	46.2	42.6	17.4	38.0	38.7	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	32.5	95.6	41.6	7.2	46.2	42.6	17.4	38.0	38.7	5.6
Queue Length 50th (ft)	79	143	~100	197	0	47	48	40	188	191	0
Queue Length 95th (ft)	110	199	#161	292	46	57	60	67	295	300	48
Internal Link Dist (ft)		959		795			512			3271	
Turn Bay Length (ft)	400		250			175		280	115		
Base Capacity (vph)	365	1516	286	978	733	349	686	487	627	621	702
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.49	0.98	0.67	0.54	0.23	0.23	0.36	0.53	0.54	0.27

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
 1: Convoy Street & SR-52 WB Off-Ramp

05/15/2017



Lane Group	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	277	281	36	469	203
v/c Ratio	0.83	0.84	0.10	0.51	0.76
Control Delay	61.9	62.8	1.9	27.6	58.9
Queue Delay	0.0	0.0	0.0	1.2	0.0
Total Delay	61.9	62.8	1.9	28.8	58.9
Queue Length 50th (ft)	198	202	0	349	128
Queue Length 95th (ft)	275	64	0	216	157
Internal Link Dist (ft)		513		461	169
Turn Bay Length (ft)	230		230		
Base Capacity (vph)	456	458	481	938	314
Starvation Cap Reductn	0	0	0	261	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	0.61	0.07	0.69	0.65

Intersection Summary

Existing PM
2: Convoy Street & SR-52 EB Off-Ramp

05/15/2017



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	245	851	698	641	799
v/c Ratio	0.91	1.09	0.98	0.64	0.87
Control Delay	85.0	72.6	60.1	4.8	43.2
Queue Delay	2.3	0.0	40.2	0.9	0.0
Total Delay	87.2	72.6	100.3	5.8	43.2
Queue Length 50th (ft)	175	~264	480	0	316
Queue Length 95th (ft)	#340	#517	#664	71	355
Internal Link Dist (ft)	526		287		461
Turn Bay Length (ft)		110			
Base Capacity (vph)	269	779	714	1008	1085
Starvation Cap Reductn	0	0	173	151	0
Spillback Cap Reductn	5	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.93	1.09	1.29	0.75	0.74

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
 3: Ruffin Road & SR-52 WB On-Off Ramps

05/15/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	80	112	442	850	1285
v/c Ratio	0.58	0.50	0.84	0.30	0.78
Control Delay	65.2	16.6	42.5	0.1	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	65.2	16.6	42.5	0.1	30.1
Queue Length 50th (ft)	56	0	181	0	391
Queue Length 95th (ft)	90	32	m116	m0	461
Internal Link Dist (ft)	281			727	320
Turn Bay Length (ft)		45	95		
Base Capacity (vph)	400	444	545	2868	1655
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.25	0.81	0.30	0.78

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	156	296	1	1149	421	591	855
v/c Ratio	0.74	0.36	0.01	0.95	0.65	0.88	0.36
Control Delay	66.6	5.1	46.0	51.5	22.4	26.6	6.4
Queue Delay	0.0	0.0	0.0	15.1	0.6	0.0	0.1
Total Delay	66.6	5.1	46.0	66.6	23.0	26.6	6.5
Queue Length 50th (ft)	108	0	1	429	170	161	158
Queue Length 95th (ft)	122	15	m1	#502	60	64	120
Internal Link Dist (ft)	393			336			727
Turn Bay Length (ft)		200			100	280	
Base Capacity (vph)	323	826	85	1204	648	672	2389
Starvation Cap Reductn	0	0	0	85	54	0	0
Spillback Cap Reductn	0	34	0	0	0	0	403
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.37	0.01	1.03	0.71	0.88	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
6: Convoy Street & Copley Park Place

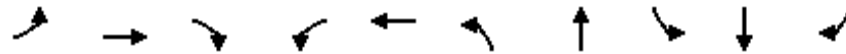
05/15/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	511	80	69	827	1211	327
v/c Ratio	0.76	0.16	0.30	0.35	0.61	0.14
Control Delay	45.4	18.5	42.1	6.5	14.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	2.8	0.0
Total Delay	45.4	18.5	42.1	6.5	17.5	0.3
Queue Length 50th (ft)	160	28	21	108	238	0
Queue Length 95th (ft)	201	49	28	148	373	3
Internal Link Dist (ft)	2085			450	287	
Turn Bay Length (ft)	190		90			180
Base Capacity (vph)	1136	576	398	2354	1997	2560
Starvation Cap Reductn	0	0	0	0	643	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.14	0.17	0.35	0.89	0.13
Intersection Summary						

Existing PM
7: Ruffin Road & Kearny Villa Road/Waxie Way

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	147	149	52	32	124	48	1086	16	940	261
v/c Ratio	0.57	0.58	0.15	0.25	0.69	0.40	0.53	0.10	0.51	0.29
Control Delay	50.6	50.7	0.9	52.3	44.7	58.2	17.3	46.1	20.3	9.0
Queue Delay	0.1	0.1	0.0	0.0	5.9	0.0	0.3	0.0	0.3	0.0
Total Delay	50.7	50.9	0.9	52.3	50.7	58.2	17.6	46.1	20.6	9.0
Queue Length 50th (ft)	104	106	0	22	41	33	195	5	305	43
Queue Length 95th (ft)	147	98	0	38	60	38	346	6	413	135
Internal Link Dist (ft)		134			201		730		336	
Turn Bay Length (ft)	190			100		170		180		140
Base Capacity (vph)	444	447	507	153	204	170	2054	330	1856	901
Starvation Cap Reductn	0	0	0	0	0	0	0	0	348	0
Spillback Cap Reductn	35	35	0	0	42	0	400	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.36	0.10	0.21	0.77	0.28	0.66	0.05	0.62	0.29

Intersection Summary

Existing PM
8: Ruffin Road & Chesapeake Drive

05/15/2017

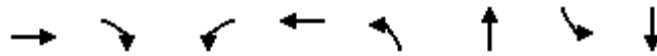


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	79	85	152	182	24	924	64	1064
v/c Ratio	0.29	0.20	0.49	0.37	0.13	0.56	0.28	0.54
Control Delay	21.1	5.1	24.7	6.1	28.1	13.1	27.7	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	5.1	24.7	6.1	28.1	13.1	27.7	9.6
Queue Length 50th (ft)	21	0	43	0	7	116	19	78
Queue Length 95th (ft)	51	12	87	40	23	206	46	231
Internal Link Dist (ft)	494		479			638		730
Turn Bay Length (ft)		60		65	90		90	
Base Capacity (vph)	462	647	517	696	186	1920	244	2202
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.13	0.29	0.26	0.13	0.48	0.26	0.48

Intersection Summary

Existing PM
9: Convoy Street & Convoy Court

05/15/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	231	168	137	159	72	618	60	1048
v/c Ratio	0.72	0.31	0.64	0.50	0.49	0.42	0.44	0.77
Control Delay	50.7	3.3	54.5	14.8	53.9	23.1	71.9	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	3.3	54.5	14.8	53.9	23.1	71.9	22.9
Queue Length 50th (ft)	141	0	84	12	45	137	39	295
Queue Length 95th (ft)	158	15	107	9	67	252	m61	#572
Internal Link Dist (ft)	470			240		650		450
Turn Bay Length (ft)			100		70		100	
Base Capacity (vph)	482	569	497	554	179	1467	174	1361
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.30	0.28	0.29	0.40	0.42	0.34	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
11: Ruffin Road & Hazard Way

05/15/2017



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	208	88	28	43	911	12	1192
v/c Ratio	0.60	0.13	0.09	0.16	0.48	0.09	0.68
Control Delay	32.9	0.4	0.6	36.3	12.8	37.8	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	0.4	0.6	36.3	12.8	37.8	19.9
Queue Length 50th (ft)	74	0	0	8	67	4	170
Queue Length 95th (ft)	135	0	0	21	297	11	#493
Internal Link Dist (ft)		542	131		934		638
Turn Bay Length (ft)	100			120		130	
Base Capacity (vph)	716	900	560	272	1895	143	1761
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.10	0.05	0.16	0.48	0.08	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
 13: I-805 NB Off-Ramp & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBT	EBR	NBR
Lane Group Flow (vph)	1419	195	828
v/c Ratio	0.73	0.25	0.84
Control Delay	14.7	3.0	22.2
Queue Delay	0.0	0.0	0.0
Total Delay	14.7	3.0	22.2
Queue Length 50th (ft)	121	0	106
Queue Length 95th (ft)	172	23	#172
Internal Link Dist (ft)	1579		
Turn Bay Length (ft)			
Base Capacity (vph)	1950	765	1133
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.73	0.25	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Existing PM
14: Shawline Street & Clairemont Mesa Blvd

05/15/2017



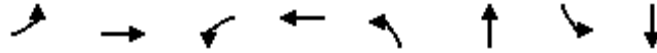
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	393	958	473	253	1994	56	300	508	131	96	572
v/c Ratio	0.79	0.56	0.56	0.88	1.11	0.09	0.88	0.74	0.66	0.46	0.76
Control Delay	67.3	37.2	5.8	68.5	97.3	5.9	78.2	52.9	72.5	62.0	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	37.2	5.8	68.5	97.3	5.9	78.2	52.9	72.5	62.0	15.6
Queue Length 50th (ft)	173	264	0	222	-792	7	272	207	111	79	32
Queue Length 95th (ft)	222	320	88	m251	#815	m18	#391	219	154	123	74
Internal Link Dist (ft)		736			1332			775		637	
Turn Bay Length (ft)	345		610	280		160	230				70
Base Capacity (vph)	612	1712	843	316	1796	647	366	738	259	273	826
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.56	0.56	0.80	1.11	0.09	0.82	0.69	0.51	0.35	0.69

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
15: Ruffner Street & Clairemont Mesa Blvd

05/15/2017



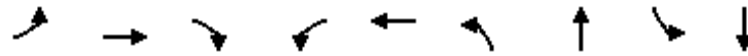
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	106	1073	89	1217	152	276	204	376
v/c Ratio	0.65	0.44	0.61	0.51	1.16	0.52	0.99	0.73
Control Delay	61.6	17.8	69.0	46.1	170.4	27.9	106.4	47.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.6	17.8	69.0	46.1	170.4	27.9	106.4	47.6
Queue Length 50th (ft)	62	282	83	388	-144	124	170	260
Queue Length 95th (ft)	m93	356	m109	424	#268	172	#217	293
Internal Link Dist (ft)		1332		1767		357		1114
Turn Bay Length (ft)	230		180		65		65	
Base Capacity (vph)	538	2416	224	2400	153	605	241	592
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.44	0.40	0.51	0.99	0.46	0.85	0.64

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
16: Convoy Street & Clairemont Mesa Blvd

05/15/2017



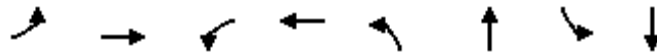
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	175	1083	299	257	1073	264	444	523	915
v/c Ratio	0.38	0.73	0.51	0.70	0.76	0.70	0.38	1.49	0.82
Control Delay	43.1	32.9	10.6	65.5	56.6	68.2	26.4	277.4	48.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.1	32.9	10.6	65.5	56.6	68.2	26.4	277.4	48.4
Queue Length 50th (ft)	78	338	32	121	361	117	117	~326	383
Queue Length 95th (ft)	m94	#435	m75	150	380	145	156	#427	442
Internal Link Dist (ft)		1767			1271		1271		650
Turn Bay Length (ft)	200		120	245		270		240	
Base Capacity (vph)	461	1484	591	584	1408	706	1280	350	1120
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.73	0.51	0.44	0.76	0.37	0.35	1.49	0.82

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
17: Mercury Street & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	92	1582	141	1208	112	308	108	52
v/c Ratio	0.62	0.58	0.71	0.41	0.43	0.57	1.59	0.15
Control Delay	66.4	17.6	84.9	12.5	50.3	10.1	360.1	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	17.6	84.9	12.5	50.3	10.1	360.1	17.8
Queue Length 50th (ft)	86	204	130	88	87	14	~134	12
Queue Length 95th (ft)	m85	m173	183	206	95	51	#117	27
Internal Link Dist (ft)		1271		914		1367		453
Turn Bay Length (ft)	160		345		80		50	
Base Capacity (vph)	394	2722	394	2927	394	668	103	510
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.58	0.36	0.41	0.28	0.46	1.05	0.10

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
 18: Industrial Park Driveway & Clairemont Mesa Blvd

05/15/2017



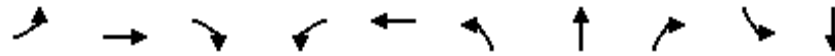
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	89	1825	116	1385	56	281
v/c Ratio	0.61	0.64	0.67	0.47	0.21	0.84
Control Delay	71.6	31.8	68.7	11.6	28.0	54.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.6	31.8	68.7	11.7	28.0	54.8
Queue Length 50th (ft)	80	350	103	131	24	161
Queue Length 95th (ft)	m106	m521	102	166	4	82
Internal Link Dist (ft)		914		534	132	915
Turn Bay Length (ft)	200		150			
Base Capacity (vph)	199	2848	272	2969	494	520
Starvation Cap Reductn	0	0	0	259	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.64	0.43	0.51	0.11	0.54

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
 19: Kearny Mesa Road & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	54	2044	24	120	1336	45	189	184	172	76
v/c Ratio	0.49	0.70	0.02	0.49	0.44	0.44	0.68	0.52	0.61	0.21
Control Delay	91.8	10.3	0.1	63.6	14.5	73.8	21.7	12.4	68.5	19.4
Queue Delay	0.0	2.2	0.0	0.0	0.4	0.0	0.6	0.1	0.0	0.0
Total Delay	91.8	12.5	0.1	63.6	14.9	73.8	22.4	12.5	68.5	19.4
Queue Length 50th (ft)	50	83	0	52	190	39	10	24	76	8
Queue Length 95th (ft)	50	#762	m0	71	338	55	0	43	109	12
Internal Link Dist (ft)		534			162		133			386
Turn Bay Length (ft)	170			120				135	90	
Base Capacity (vph)	167	2930	1022	427	3063	309	432	427	742	770
Starvation Cap Reductn	0	0	0	0	1018	0	0	0	0	0
Spillback Cap Reductn	0	709	0	0	0	0	70	22	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.92	0.02	0.28	0.65	0.15	0.52	0.45	0.23	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

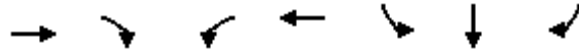
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Existing PM

20: SR-163 SB On-Ramp/SR-163 SB Off-Ramp & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1862	588	709	1000	303	299	541
v/c Ratio	1.13	0.59	1.30	0.41	0.91	0.89	0.68
Control Delay	97.6	8.6	197.0	5.2	83.8	80.9	25.6
Queue Delay	0.5	2.6	0.0	0.1	0.0	0.0	0.3
Total Delay	98.1	11.2	197.0	5.3	83.8	80.9	25.9
Queue Length 50th (ft)	~1022	221	~416	76	273	268	107
Queue Length 95th (ft)	#1155	11	#482	106	#445	211	118
Internal Link Dist (ft)	162			912		121	
Turn Bay Length (ft)			220				
Base Capacity (vph)	1645	996	544	2417	347	349	818
Starvation Cap Reductn	218	281	0	0	0	0	0
Spillback Cap Reductn	0	0	0	464	0	0	41
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.30	0.82	1.30	0.51	0.87	0.86	0.70

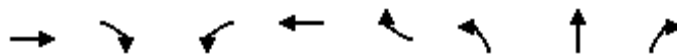
Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM

21: SR-163 NB Off-Ramp/SR-163 NB On-Ramp & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1851	768	1	1394	924	148	149	274
v/c Ratio	0.55	0.60	0.02	0.37	0.65	0.72	0.72	0.48
Control Delay	8.1	2.2	82.0	4.9	7.3	76.0	76.0	44.6
Queue Delay	0.1	0.3	0.0	0.5	5.0	0.0	0.0	0.0
Total Delay	8.3	2.5	82.0	5.4	12.3	76.0	76.0	44.6
Queue Length 50th (ft)	155	62	1	121	125	133	134	108
Queue Length 95th (ft)	m147	m33	m1	m145	m187	188	67	148
Internal Link Dist (ft)	912			331			245	
Turn Bay Length (ft)					220	525		548
Base Capacity (vph)	3358	1289	135	3797	1419	560	564	679
Starvation Cap Reductn	0	117	0	1774	420	0	0	0
Spillback Cap Reductn	489	0	0	0	0	0	0	2
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.66	0.01	0.69	0.92	0.26	0.26	0.40

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
 22: Kearny Villa Road & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	223	1543	425	124	1580	60	548	124	112	80	187	354
v/c Ratio	0.34	0.79	0.53	0.59	0.95	0.10	0.95	0.28	0.23	0.58	0.66	0.66
Control Delay	42.4	33.1	10.5	56.3	45.6	0.7	81.8	44.2	5.4	76.3	65.0	11.0
Queue Delay	0.0	1.7	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	34.8	11.1	56.3	45.6	0.7	81.8	44.2	5.4	76.3	65.0	11.0
Queue Length 50th (ft)	80	368	76	80	519	1	~267	91	0	69	157	0
Queue Length 95th (ft)	97	504	162	125	#631	0	#369	112	28	121	218	34
Internal Link Dist (ft)		331			1063			924			254	
Turn Bay Length (ft)	275		185	200		100	200			140		340
Base Capacity (vph)	706	1952	798	210	1666	598	579	518	530	283	534	700
Starvation Cap Reductn	0	243	131	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.90	0.64	0.59	0.95	0.10	0.95	0.24	0.21	0.28	0.35	0.51

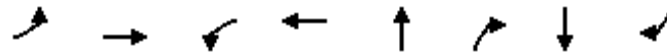
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Existing PM
23: Complex Street & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	60	1332	85	1126	133	88	108	84
v/c Ratio	0.24	0.47	0.60	0.40	0.58	0.22	0.51	0.22
Control Delay	77.4	40.6	69.3	19.4	56.4	7.2	53.3	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.4	40.6	69.3	19.4	56.4	7.2	53.3	6.7
Queue Length 50th (ft)	46	376	76	261	96	0	77	0
Queue Length 95th (ft)	m61	419	54	327	158	20	33	4
Internal Link Dist (ft)		1063		1058	351		550	
Turn Bay Length (ft)	175		135					80
Base Capacity (vph)	377	2821	237	2792	379	590	353	579
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.47	0.36	0.40	0.35	0.15	0.31	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
24: Overland Avenue & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	134	1263	64	606	20	168	144	120	103	260
v/c Ratio	0.55	0.47	0.36	0.24	0.02	0.77	0.23	0.69	0.37	0.58
Control Delay	53.2	33.3	79.1	29.5	1.5	79.4	15.0	78.1	51.9	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.2	33.3	79.1	29.5	1.5	79.4	15.0	78.1	51.9	9.8
Queue Length 50th (ft)	58	330	30	136	0	143	18	103	89	0
Queue Length 95th (ft)	96	449	m45	182	m1	173	17	159	76	50
Internal Link Dist (ft)		1058		1244			749		447	
Turn Bay Length (ft)	230		240		115	250		200		
Base Capacity (vph)	290	2712	297	2597	854	228	961	211	525	620
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.47	0.22	0.23	0.02	0.74	0.15	0.57	0.20	0.42

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
25: Ruffin Road & Farnham Street

05/15/2017



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	237	204	100	37	559	17	1445
v/c Ratio	0.31	0.50	0.61	0.22	0.14	0.28	0.12	0.79
Control Delay	26.4	14.3	32.7	6.4	37.0	9.2	38.9	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	14.3	32.7	6.4	37.0	9.2	38.9	19.6
Queue Length 50th (ft)	30	38	87	0	8	45	7	257
Queue Length 95th (ft)	52	50	79	21	17	137	19	425
Internal Link Dist (ft)	628		657			431		934
Turn Bay Length (ft)				70	130		130	
Base Capacity (vph)	531	862	718	845	290	2350	149	2207
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.27	0.28	0.12	0.13	0.24	0.11	0.65

Intersection Summary

Existing PM
26: Ruffin Road & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	228	1241	184	522	295	526	308	515	793	175
v/c Ratio	0.70	0.65	0.63	0.28	0.78	0.73	0.62	0.87	0.83	0.37
Control Delay	90.3	24.2	70.0	24.2	73.4	56.0	18.4	69.9	54.1	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay	90.3	24.2	70.0	24.2	73.4	56.0	18.4	69.9	54.5	20.1
Queue Length 50th (ft)	109	178	82	96	130	230	60	226	345	58
Queue Length 95th (ft)	153	208	111	114	163	262	120	#295	395	77
Internal Link Dist (ft)		1244		1710		907			431	
Turn Bay Length (ft)	250		285		230			175		100
Base Capacity (vph)	389	1919	399	1869	405	880	556	635	1129	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	79	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.65	0.46	0.28	0.73	0.60	0.55	0.81	0.76	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
27: Murphy Canyon Road & Clairemont Mesa Blvd

05/15/2017



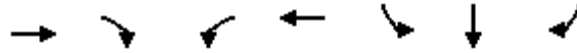
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	12	1811	144	321	730	120	684
v/c Ratio	0.17	0.89	0.19	0.86	0.23	0.29	0.98
Control Delay	52.7	40.4	16.2	72.8	10.6	43.5	49.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	40.4	16.2	72.8	10.6	43.5	49.1
Queue Length 50th (ft)	10	367	20	273	83	85	271
Queue Length 95th (ft)	m16	#674	m78	331	133	133	#537
Internal Link Dist (ft)		1710			495		690
Turn Bay Length (ft)	150		90	250			
Base Capacity (vph)	141	2040	741	469	3143	445	715
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.89	0.19	0.68	0.23	0.27	0.96

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1274	888	144	553	484	492	312
v/c Ratio	0.77	0.55	0.43	0.25	1.59	1.65	0.59
Control Delay	20.1	7.3	36.3	8.9	310.0	335.2	9.1
Queue Delay	2.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	7.3	36.3	8.9	310.0	335.2	9.1
Queue Length 50th (ft)	244	63	39	84	-387	-420	0
Queue Length 95th (ft)	350	125	61	80	#576	#598	72
Internal Link Dist (ft)	495			323		372	
Turn Bay Length (ft)		180	100		260		350
Base Capacity (vph)	1664	1622	441	2277	304	298	527
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	273	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.55	0.33	0.24	1.59	1.65	0.59

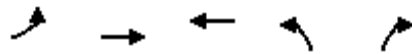
Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM

29: I-15 NB Off-Ramp/I-15 NB & SR-52 EB On-Ramps & Clairemont Mesa Blvd

05/15/2017



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	679	1568	545	286	314
v/c Ratio	0.84	0.72	0.48	0.36	0.70
Control Delay	28.9	11.8	19.6	30.0	30.9
Queue Delay	0.0	0.9	0.0	0.0	0.0
Total Delay	28.9	12.7	19.6	30.0	30.9
Queue Length 50th (ft)	139	386	103	60	88
Queue Length 95th (ft)	m140	m17	119	88	#289
Internal Link Dist (ft)		323	590		
Turn Bay Length (ft)	150			350	290
Base Capacity (vph)	871	2587	1468	785	448
Starvation Cap Reductn	0	665	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.78	0.82	0.37	0.36	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
30: Convoy Street & Ronson Road

05/15/2017



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	273	281	76	733	104	1209
v/c Ratio	0.66	0.86	0.54	0.45	0.67	0.70
Control Delay	35.3	57.3	62.1	19.6	64.8	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	57.3	62.1	19.6	64.8	21.5
Queue Length 50th (ft)	120	144	48	207	64	333
Queue Length 95th (ft)	224	#211	84	205	109	383
Internal Link Dist (ft)	1059	723		734		1271
Turn Bay Length (ft)			100		70	
Base Capacity (vph)	423	334	169	1687	172	1795
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.84	0.45	0.43	0.60	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
31: Kearny Villa Road & Lightwave Avenue

05/15/2017

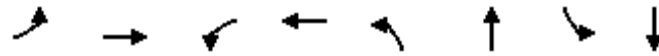


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	192	363	419	160	231	640
v/c Ratio	0.36	0.42	0.40	0.20	0.57	0.29
Control Delay	21.1	5.9	14.4	1.6	24.1	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	5.9	14.4	1.6	24.1	4.3
Queue Length 50th (ft)	22	20	45	0	50	31
Queue Length 95th (ft)	55	73	80	12	113	56
Internal Link Dist (ft)	289		601			425
Turn Bay Length (ft)	280			240	250	
Base Capacity (vph)	1770	940	1980	1313	500	3176
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.39	0.21	0.12	0.46	0.20

Intersection Summary

Existing PM
32: Overland Avenue & Lightwave Avenue

05/15/2017



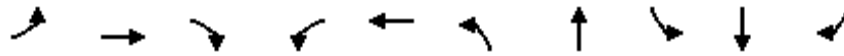
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	107	175	28	327	52	193	221	245
v/c Ratio	0.61	0.14	0.17	0.42	0.27	0.28	0.84	0.20
Control Delay	45.9	13.0	30.7	10.6	30.3	17.6	56.6	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	13.0	30.7	10.6	30.3	17.6	56.6	11.5
Queue Length 50th (ft)	29	14	7	18	13	21	59	14
Queue Length 95th (ft)	#157	55	22	58	54	54	#294	44
Internal Link Dist (ft)		334		235		446		749
Turn Bay Length (ft)	250		250		250		250	
Base Capacity (vph)	176	1885	176	1819	234	1760	262	1796
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.09	0.16	0.18	0.22	0.11	0.84	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
33: Ruffin Road & Lightwave Avenue/Ruffin Court

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	176	96	189	48	265	192	740	132	1101	104
v/c Ratio	0.67	0.28	0.40	0.34	0.61	0.68	0.58	0.61	0.79	0.12
Control Delay	50.1	27.7	12.1	42.3	13.4	49.6	23.3	46.5	26.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	27.7	12.1	42.3	13.4	49.6	23.3	46.5	26.6	3.4
Queue Length 50th (ft)	40	40	33	20	25	43	135	55	213	0
Queue Length 95th (ft)	#108	77	70	55	53	#115	264	#151	#504	15
Internal Link Dist (ft)		217			406		1179		907	
Turn Bay Length (ft)	190			60		300		260		260
Base Capacity (vph)	263	813	474	167	861	281	1276	252	1390	841
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.12	0.40	0.29	0.31	0.68	0.58	0.52	0.79	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
34: Convoy Street & Engineer Road

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	60	172	77	128	64	710	109	1146
v/c Ratio	0.37	0.55	0.60	0.41	0.18	0.34	0.20	0.52
Control Delay	41.5	27.3	56.2	17.4	6.1	10.1	7.5	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	27.3	56.2	17.4	6.1	10.1	7.5	18.1
Queue Length 50th (ft)	36	59	48	26	7	87	3	321
Queue Length 95th (ft)	50	86	50	22	24	203	m71	463
Internal Link Dist (ft)		153		521		669		734
Turn Bay Length (ft)	50		50		70		140	
Base Capacity (vph)	296	502	232	503	413	2082	615	2210
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.34	0.33	0.25	0.15	0.34	0.18	0.52

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
 35: Kearny Villa Road & Spectrum Center Blvd

05/15/2017



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	528	193	515	261	200	771
v/c Ratio	0.58	0.35	0.50	0.28	0.44	0.42
Control Delay	19.0	5.0	16.9	3.2	27.5	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	5.0	16.9	3.2	27.5	9.0
Queue Length 50th (ft)	63	0	59	17	25	56
Queue Length 95th (ft)	94	30	115	24	#87	133
Internal Link Dist (ft)	494		618			601
Turn Bay Length (ft)	140			130	300	
Base Capacity (vph)	1865	935	2029	1317	473	2825
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.21	0.25	0.20	0.42	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Existing PM
 36: Overland Avenue & Spectrum Center Blvd

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	72	330	43	175	20	143	132	44	36
v/c Ratio	0.36	0.27	0.21	0.16	0.11	0.21	0.48	0.08	0.07
Control Delay	34.0	11.8	29.7	14.2	29.9	8.0	34.1	14.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	11.8	29.7	14.2	29.9	8.0	34.1	14.3	0.2
Queue Length 50th (ft)	18	20	11	16	5	4	33	7	0
Queue Length 95th (ft)	#86	71	42	46	19	23	#172	37	0
Internal Link Dist (ft)		269		264		237		523	
Turn Bay Length (ft)	260		240		185		230		230
Base Capacity (vph)	206	1920	237	1996	206	1822	275	1141	1004
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.17	0.18	0.09	0.10	0.08	0.48	0.04	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Existing PM
37: Ruffin Road & Spectrum Center Blvd

05/15/2017



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	136	4	449	52	16	173	720	16	1494	44
v/c Ratio	0.20	0.01	0.87	0.30	0.07	0.76	0.38	0.19	0.92	0.05
Control Delay	36.3	34.0	35.8	54.3	0.5	73.5	17.4	58.8	39.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	34.0	35.8	54.3	0.5	73.5	17.4	58.8	39.2	0.1
Queue Length 50th (ft)	41	2	141	36	0	64	144	11	540	0
Queue Length 95th (ft)	61	6	234	43	0	#100	252	22	#782	0
Internal Link Dist (ft)		409		120			1002		1179	
Turn Bay Length (ft)	540				15	285		120		285
Base Capacity (vph)	942	511	613	301	353	227	1920	90	1618	801
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.01	0.73	0.17	0.05	0.76	0.38	0.18	0.92	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
38: Mercury Street & Engineer Road

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	40	272	305	72	92	310	112	8	501
v/c Ratio	0.08	0.35	0.69	0.10	0.44	0.45	0.18	0.02	0.74
Control Delay	9.7	4.2	21.3	7.7	21.0	14.9	4.0	11.8	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	4.2	21.3	7.7	21.0	14.9	4.0	11.8	21.4
Queue Length 50th (ft)	6	8	61	8	17	58	0	1	106
Queue Length 95th (ft)	19	48	126	17	52	122	27	5	262
Internal Link Dist (ft)		170		374		590			1394
Turn Bay Length (ft)	95		110					80	
Base Capacity (vph)	913	1177	762	1233	336	1096	955	586	1084
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.23	0.40	0.06	0.27	0.28	0.12	0.01	0.46

Intersection Summary

Existing PM
39: Kearny Villa Road & Tech Way

05/15/2017



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	513	48	651	124	20	1140
v/c Ratio	0.52	0.10	0.41	0.10	0.10	0.68
Control Delay	15.9	5.6	10.9	0.5	25.0	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	5.6	10.9	0.5	25.0	12.0
Queue Length 50th (ft)	50	0	43	0	4	93
Queue Length 95th (ft)	99	8	150	4	18	232
Internal Link Dist (ft)	476		748			618
Turn Bay Length (ft)	220			110	310	
Base Capacity (vph)	2267	1043	2102	1404	218	2823
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.05	0.31	0.09	0.09	0.40

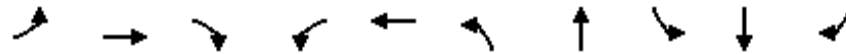
Intersection Summary

Existing PM
 40: Mercury Street & SR-163 SB On-Off Ramps

05/15/2017



Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	678	392	88	411	746
v/c Ratio	0.78	0.55	0.23	0.67	0.34
Control Delay	32.9	31.2	8.4	28.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	31.2	8.4	28.7	8.2
Queue Length 50th (ft)	146	86	0	155	79
Queue Length 95th (ft)	219	143	35	274	138
Internal Link Dist (ft)	381	369			590
Turn Bay Length (ft)	245			50	
Base Capacity (vph)	1636	1776	838	622	3239
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.22	0.11	0.66	0.23
Intersection Summary					



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	225	156	152	156	192	254	458	8	1231	219
v/c Ratio	0.35	0.39	0.38	0.24	0.55	1.61	0.21	0.03	0.74	0.35
Control Delay	39.4	11.8	9.1	37.9	44.4	334.6	23.4	50.6	36.0	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	11.8	9.1	37.9	44.4	334.6	23.4	50.6	36.0	13.2
Queue Length 50th (ft)	62	8	0	42	104	~210	50	4	220	28
Queue Length 95th (ft)	129	13	32	80	178	#548	141	18	#547	69
Internal Link Dist (ft)		187			219		530		748	
Turn Bay Length (ft)	245		445	115		95		95		215
Base Capacity (vph)	1479	730	724	1479	781	158	2190	248	2003	718
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.21	0.21	0.11	0.25	1.61	0.21	0.03	0.61	0.31

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM

42: I-805 SB On-Off Ramps/I-805 SB Off-Ramp & Balboa Avenue

05/15/2017



Lane Group	WBT	WBR	SBR
Lane Group Flow (vph)	2693	561	492
v/c Ratio	0.88	0.49	0.77
Control Delay	15.8	2.4	28.8
Queue Delay	0.0	0.0	0.0
Total Delay	15.8	2.4	28.8
Queue Length 50th (ft)	261	0	86
Queue Length 95th (ft)	#491	36	123
Internal Link Dist (ft)	1065		
Turn Bay Length (ft)			
Base Capacity (vph)	3065	1153	870
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.88	0.49	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Existing PM
 43: I-805 NB Off-Ramp & Balboa Avenue

05/15/2017



Lane Group	EBT	EBR	NBR
Lane Group Flow (vph)	1794	408	472
v/c Ratio	0.72	0.41	0.66
Control Delay	11.2	2.4	19.0
Queue Delay	0.0	0.0	0.0
Total Delay	11.2	2.4	19.0
Queue Length 50th (ft)	120	0	59
Queue Length 95th (ft)	210	30	101
Internal Link Dist (ft)	1065		
Turn Bay Length (ft)	550		
Base Capacity (vph)	2654	1043	1106
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.68	0.39	0.43
Intersection Summary			

Existing PM
45: Convoy Street & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	426	939	356	164	1473	112	554	520	373	802	385
v/c Ratio	0.94	0.55	0.38	0.62	0.98	0.20	0.89	0.50	0.80	0.90	0.77
Control Delay	89.2	38.4	15.6	72.8	67.7	5.9	73.0	39.2	71.4	64.5	39.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.2	38.4	15.6	72.8	67.7	5.9	73.0	39.2	71.4	64.5	39.4
Queue Length 50th (ft)	201	256	145	75	-520	0	253	186	171	374	201
Queue Length 95th (ft)	#302	311	223	106	#617	34	#334	252	223	#486	333
Internal Link Dist (ft)		565			1735			554		1118	
Turn Bay Length (ft)	200		100	220		150	370		180		100
Base Capacity (vph)	456	1694	946	321	1501	552	664	1030	554	901	506
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.55	0.38	0.51	0.98	0.20	0.83	0.50	0.67	0.89	0.76

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
46: Mercury Street & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	76	1587	279	1090	299	104	108	614	380	628	277
v/c Ratio	0.57	0.93	1.01	0.52	0.40	0.65	0.21	1.13	1.05	0.72	0.51
Control Delay	75.4	50.5	110.1	30.7	13.5	76.4	46.5	115.0	110.7	44.8	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Total Delay	75.4	50.5	110.1	30.7	13.5	76.4	46.5	115.0	110.7	44.9	22.5
Queue Length 50th (ft)	58	426	221	224	57	80	41	~543	~316	241	120
Queue Length 95th (ft)	120	#740	#522	393	154	163	67	#687	#631	321	180
Internal Link Dist (ft)		1735		456			540			369	
Turn Bay Length (ft)	180		320		145	155			155		
Base Capacity (vph)	191	1714	276	2083	751	229	1212	541	361	1365	585
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	113	38
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.93	1.01	0.52	0.40	0.45	0.09	1.13	1.05	0.50	0.51

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
49: Kearny Villa Road & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	223	724	501	108	1298	305	160	350	195	165	559	676
v/c Ratio	1.15	0.66	0.74	1.08	0.81	0.44	0.98	0.29	0.32	1.22	0.46	1.07
Control Delay	154.3	33.1	21.0	160.4	35.9	5.1	112.1	11.6	5.8	189.2	27.4	81.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	154.3	33.1	21.0	160.4	35.9	5.1	112.1	11.6	5.8	189.2	27.4	81.2
Queue Length 50th (ft)	~87	207	127	~78	274	0	104	40	5	~130	146	~411
Queue Length 95th (ft)	#101	255	171	#182	331	58	#196	73	20	#186	185	#634
Internal Link Dist (ft)		315			1214			532			530	
Turn Bay Length (ft)	290		230	150		300	380		250	260		
Base Capacity (vph)	194	1128	686	100	1652	713	164	1206	619	135	1203	633
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.64	0.73	1.08	0.79	0.43	0.98	0.29	0.32	1.22	0.46	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

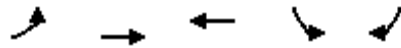
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Existing PM
50: Balboa Avenue & Pennisi Driveway

05/15/2017



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	12	1089	1441	32	76
v/c Ratio	0.07	0.43	0.57	0.16	0.31
Control Delay	23.0	4.1	6.8	22.9	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.0	4.1	6.8	22.9	10.3
Queue Length 50th (ft)	3	57	85	9	0
Queue Length 95th (ft)	18	96	262	30	16
Internal Link Dist (ft)		1214	2558	177	
Turn Bay Length (ft)	400				
Base Capacity (vph)	191	2948	2535	1000	927
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.37	0.57	0.03	0.08
Intersection Summary					

Existing PM
51: Ponderosa Avenue & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	24	1475	108	1017	112	112
v/c Ratio	0.18	0.77	0.61	0.43	0.50	0.34
Control Delay	34.8	15.8	48.0	7.2	36.0	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	15.8	48.0	7.2	36.0	6.2
Queue Length 50th (ft)	10	233	45	67	45	0
Queue Length 95th (ft)	15	361	77	187	66	27
Internal Link Dist (ft)		2558		1392		317
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	143	1981	179	2377	718	728
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.74	0.60	0.43	0.16	0.15

Intersection Summary

Existing PM
52: Ruffin Road & Balboa Avenue

05/15/2017



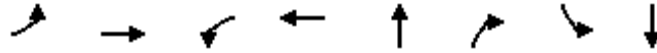
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	72	1453	80	559	191	486	439	513	641	747	216
v/c Ratio	0.84	1.03	0.90	0.38	0.13	0.82	0.41	0.94	1.01	0.66	0.36
Control Delay	117.8	72.7	128.8	35.8	2.3	60.5	34.9	58.8	87.9	39.8	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.8	72.7	128.8	35.8	2.3	60.5	34.9	58.8	87.9	39.8	12.9
Queue Length 50th (ft)	59	-461	66	133	0	196	144	326	-286	270	38
Queue Length 95th (ft)	#124	#560	#157	169	13	249	193	#538	#406	354	83
Internal Link Dist (ft)		1392		761			1005			1002	
Turn Bay Length (ft)	185		330		410	310		200	230		140
Base Capacity (vph)	86	1416	89	1483	1451	720	1159	582	635	1135	600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	1.03	0.90	0.38	0.13	0.68	0.38	0.88	1.01	0.66	0.36

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
53: Viewridge Avenue & Balboa Avenue

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	76	2131	64	795	44	545	530	183
v/c Ratio	0.54	1.04	0.61	0.32	0.07	0.75	0.97	0.25
Control Delay	65.9	64.2	78.8	24.0	23.2	28.7	69.0	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	64.2	78.8	24.0	23.2	28.7	69.0	7.4
Queue Length 50th (ft)	58	-665	49	116	21	263	404	19
Queue Length 95th (ft)	86	#761	78	152	16	349	#545	50
Internal Link Dist (ft)		761		1959	276			167
Turn Bay Length (ft)	130		100			100	60	
Base Capacity (vph)	271	2057	114	2519	668	731	544	746
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	1.04	0.56	0.32	0.07	0.75	0.97	0.25

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
54: Balboa Avenue & I-15 SB Off-Ramp

05/15/2017



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1	1699	215	401	56	103
v/c Ratio	0.01	0.90	0.15	0.46	0.06	0.14
Control Delay	30.0	21.5	12.9	3.5	20.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	21.5	12.9	3.5	20.0	3.8
Queue Length 50th (ft)	0	302	28	0	9	0
Queue Length 95th (ft)	5	#430	46	46	20	7
Internal Link Dist (ft)		1959	1454		408	
Turn Bay Length (ft)					650	
Base Capacity (vph)	131	1986	1535	899	905	715
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.86	0.14	0.45	0.06	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
57: Convoy Street & Armour Street

05/15/2017



Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	42	42	123	20	1177	127	1149
v/c Ratio	0.32	0.24	0.24	0.29	0.15	0.65	0.66	0.54
Control Delay	36.5	41.1	41.0	6.0	45.1	24.2	60.9	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	41.1	41.0	6.0	45.1	24.2	60.9	19.0
Queue Length 50th (ft)	33	27	27	0	12	258	77	145
Queue Length 95th (ft)	42	45	33	34	23	#729	#178	#716
Internal Link Dist (ft)	46		1704			950		554
Turn Bay Length (ft)		100		100	65		65	
Base Capacity (vph)	472	438	443	424	152	1814	196	2139
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.10	0.09	0.29	0.13	0.65	0.65	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
58: Mercury Street & Armour Street

05/15/2017



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	336	474	301	60	376	135	299	783
v/c Ratio	0.84	0.90	0.54	0.32	0.43	0.30	2.27	0.89
Control Delay	67.3	66.2	27.0	64.4	43.4	14.6	617.3	59.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	66.2	27.0	64.4	43.4	14.6	617.3	59.9
Queue Length 50th (ft)	281	394	126	50	142	21	-429	348
Queue Length 95th (ft)	354	405	234	56	211	82	#563	#500
Internal Link Dist (ft)	1704	163			478			540
Turn Bay Length (ft)			120	115		90	240	
Base Capacity (vph)	583	576	595	185	1007	514	132	883
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.82	0.51	0.32	0.37	0.26	2.27	0.89

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
 59: Kearny Villa Road & SR-163 On-Off Ramps

05/15/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	293	48	519	317	1175
v/c Ratio	0.59	0.20	0.87	0.12	0.88
Control Delay	49.1	27.8	52.1	4.7	42.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	27.8	52.1	4.7	42.9
Queue Length 50th (ft)	103	17	333	23	395
Queue Length 95th (ft)	128	42	#596	61	#613
Internal Link Dist (ft)	194			736	532
Turn Bay Length (ft)		20	200		
Base Capacity (vph)	1043	489	606	2666	1328
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.10	0.86	0.12	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Existing PM
60: Ruffin Road & Ridgehaven Court

05/15/2017



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	143	16	337	16	1843	95	1237
v/c Ratio	0.70	0.04	1.10	0.07	0.83	1.10	0.54
Control Delay	65.6	10.7	120.9	7.2	18.0	153.7	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.6	10.7	120.9	7.2	18.0	153.7	10.7
Queue Length 50th (ft)	112	0	~286	4	522	~90	242
Queue Length 95th (ft)	136	4	#358	7	617	#128	293
Internal Link Dist (ft)	61		516		1267		1005
Turn Bay Length (ft)		40		100		100	
Base Capacity (vph)	205	367	306	238	2233	86	2300
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.04	1.10	0.07	0.83	1.10	0.54

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
61: Convoy Street & Othello Avenue

05/15/2017



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	192	200	100	936	100	1366
v/c Ratio	0.63	0.64	0.35	0.56	0.52	0.80
Control Delay	27.9	26.8	34.4	15.8	40.4	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	26.8	34.4	15.8	40.4	20.8
Queue Length 50th (ft)	57	54	18	127	36	210
Queue Length 95th (ft)	79	89	47	277	#103	#527
Internal Link Dist (ft)	272	355		1406		950
Turn Bay Length (ft)			170		140	
Base Capacity (vph)	669	662	292	1664	217	1704
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.30	0.34	0.56	0.46	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
62: Ruffin Road & Sky Park Court

05/15/2017



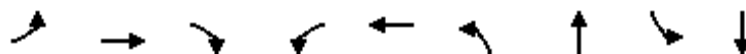
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	378	188	24	40	570	4	1196
v/c Ratio	0.88	0.29	0.04	0.16	0.35	0.03	0.93
Control Delay	46.2	9.9	0.2	34.1	13.1	33.0	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	9.9	0.2	34.1	13.1	33.0	36.2
Queue Length 50th (ft)	154	36	0	9	77	2	276
Queue Length 95th (ft)	49	59	0	20	148	3	#421
Internal Link Dist (ft)	962		65		3271		1267
Turn Bay Length (ft)		90		140		250	
Base Capacity (vph)	508	662	633	263	1621	128	1294
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.28	0.04	0.15	0.35	0.03	0.92

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
63: Convoy Street & Ostrow Street/Kearny Mesa Road

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	84	96	155	744	80	108	988	64	1150
v/c Ratio	0.52	0.44	0.47	1.10	0.22	0.62	0.67	0.48	0.86
Control Delay	54.2	45.6	9.3	104.0	24.1	58.2	26.9	56.0	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	45.6	9.3	104.0	24.1	58.2	26.9	56.0	37.1
Queue Length 50th (ft)	52	60	0	~278	31	67	247	40	335
Queue Length 95th (ft)	77	75	18	#394	52	79	#474	67	#644
Internal Link Dist (ft)		304			255		817		1406
Turn Bay Length (ft)	70		70	160		200		225	
Base Capacity (vph)	247	445	501	676	543	215	1480	162	1339
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.22	0.31	1.10	0.15	0.50	0.67	0.40	0.86

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
64: Convoy Street & Aero Drive

05/15/2017



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	136	251	245	230	958	921	1025
v/c Ratio	0.84	0.80	0.76	0.49	0.88	1.04	0.48
Control Delay	88.4	64.6	51.4	8.6	46.8	83.4	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.4	64.6	51.4	8.6	46.8	83.4	15.0
Queue Length 50th (ft)	98	195	160	0	340	~395	224
Queue Length 95th (ft)	113	283	106	67	#520	#523	303
Internal Link Dist (ft)	61		778		233		817
Turn Bay Length (ft)		250				390	
Base Capacity (vph)	169	393	392	528	1087	889	2132
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.64	0.63	0.44	0.88	1.04	0.48

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
65: Kearny Villa Road & Aero Drive

05/15/2017



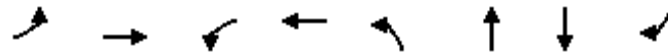
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	176	1172	333	913	220	324	455	895	577
v/c Ratio	0.83	1.01	1.01	0.81	0.68	0.60	0.95	1.09	0.55
Control Delay	84.0	69.1	108.6	41.1	66.8	53.0	66.1	102.3	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.0	69.1	108.6	41.1	66.8	53.0	66.1	102.3	34.2
Queue Length 50th (ft)	136	472	137	303	87	129	~300	~398	182
Queue Length 95th (ft)	#283	#813	#275	408	140	145	426	#654	245
Internal Link Dist (ft)		778		703		2079			3331
Turn Bay Length (ft)	200		315		460		200	250	
Base Capacity (vph)	219	1160	329	1129	420	1090	477	824	1468
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	1.01	1.01	0.81	0.52	0.30	0.95	1.09	0.39

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
66: Aero Court & Aero Drive

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	52	2313	79	1057	169	76	36	64
v/c Ratio	0.51	1.02	0.80	0.44	0.82	0.24	0.19	0.23
Control Delay	83.4	46.9	113.2	11.2	86.3	6.1	53.2	13.1
Queue Delay	0.0	31.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.4	78.5	113.2	11.2	86.3	6.1	53.2	13.1
Queue Length 50th (ft)	47	~1184	73	216	152	0	29	0
Queue Length 95th (ft)	65	#1430	85	327	218	27	17	16
Internal Link Dist (ft)		703		1146		323	255	
Turn Bay Length (ft)	220		135					80
Base Capacity (vph)	128	2266	100	2382	296	419	298	393
Starvation Cap Reductn	0	215	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	1.13	0.79	0.44	0.57	0.18	0.12	0.16

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
67: Afton Road/Glenn H Curtiss Road & Aero Drive

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	51	2202	65	936	183	169
v/c Ratio	0.50	1.04	0.77	0.42	0.96	0.44
Control Delay	80.2	55.5	113.7	13.3	107.2	25.2
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0
Total Delay	80.2	55.5	113.7	13.7	107.2	25.2
Queue Length 50th (ft)	46	~1156	60	223	157	58
Queue Length 95th (ft)	68	#1289	#108	269	119	91
Internal Link Dist (ft)		1146		542	413	271
Turn Bay Length (ft)	120		110			
Base Capacity (vph)	126	2117	85	2215	212	419
Starvation Cap Reductn	0	0	0	715	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	1.04	0.76	0.62	0.86	0.40

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
68: Broadstone Driveway & Aero Drive

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT
Lane Group Flow (vph)	24	1752	84	52	898	60
v/c Ratio	0.18	0.70	0.07	0.40	0.33	0.22
Control Delay	37.6	13.7	3.4	44.5	6.2	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	13.7	3.4	44.5	6.2	6.0
Queue Length 50th (ft)	9	244	1	21	38	0
Queue Length 95th (ft)	39	#742	14	44	230	19
Internal Link Dist (ft)		542			624	353
Turn Bay Length (ft)	100		50	145		
Base Capacity (vph)	142	2504	1164	132	2742	733
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.70	0.07	0.39	0.33	0.08

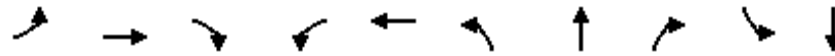
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM

69: Sandrock Road/John J Montgomery Drive & Aero Drive

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	91	859	887	408	704	173	174	140	104	140
v/c Ratio	0.60	0.85	1.31	0.87	0.43	0.71	0.70	0.43	0.49	0.61
Control Delay	71.2	49.4	171.6	63.5	24.1	65.3	65.0	15.8	56.7	53.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.2	49.4	171.6	63.5	24.1	65.3	65.0	15.8	56.7	53.7
Queue Length 50th (ft)	66	311	~667	287	170	130	130	13	74	86
Queue Length 95th (ft)	121	#597	#1161	#517	322	242	226	77	81	119
Internal Link Dist (ft)		624			3132		1220			231
Turn Bay Length (ft)	145		100	200		115		95		
Base Capacity (vph)	224	1011	679	467	1654	401	404	463	467	475
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.85	1.31	0.87	0.43	0.43	0.43	0.30	0.22	0.29

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



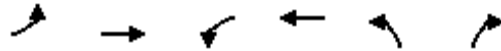
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	706	565	855	720	163	239
v/c Ratio	0.73	0.79	0.74	0.31	0.27	0.51
Control Delay	29.5	21.3	29.1	6.1	27.4	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	21.3	29.1	6.1	27.4	8.0
Queue Length 50th (ft)	145	170	159	53	31	0
Queue Length 95th (ft)	245	256	#413	135	67	55
Internal Link Dist (ft)	3132			2211	695	
Turn Bay Length (ft)		70	225		70	
Base Capacity (vph)	1663	1030	1193	2995	1304	742
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.55	0.72	0.24	0.13	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Existing PM
71: W Canyon Avenue & Aero Drive

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	5	1115	238	1470	211	100
v/c Ratio	0.07	0.49	0.68	0.54	0.53	0.25
Control Delay	62.2	12.9	52.3	12.8	57.6	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	12.9	52.3	12.8	57.6	9.7
Queue Length 50th (ft)	4	203	85	408	89	0
Queue Length 95th (ft)	18	387	131	441	111	3
Internal Link Dist (ft)		2211		959		
Turn Bay Length (ft)	200		330		240	
Base Capacity (vph)	198	2355	400	2757	551	523
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.47	0.59	0.53	0.38	0.19

Intersection Summary

Existing PM
72: Daley Center Drive/Ruffin Road & Aero Drive

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	124	825	168	723	132	73	68	216	505	524	495
v/c Ratio	0.53	0.60	0.55	0.70	0.24	0.47	0.22	0.61	0.80	0.84	0.63
Control Delay	70.4	32.0	41.7	39.8	9.9	65.9	56.1	34.6	47.8	50.8	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.4	32.0	41.7	39.8	9.9	65.9	56.1	34.6	47.8	50.8	15.4
Queue Length 50th (ft)	53	224	47	330	30	59	28	99	383	405	110
Queue Length 95th (ft)	88	147	m62	m341	m37	94	52	161	#576	#574	255
Internal Link Dist (ft)		959		795			512			3271	
Turn Bay Length (ft)	400		250			175		280	115		
Base Capacity (vph)	282	1472	388	1122	598	183	360	391	629	625	783
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.56	0.43	0.64	0.22	0.40	0.19	0.55	0.80	0.84	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
73: Murphy Canyon Road & Aero Drive

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	133	1783	635	575	32	284	92	539	441	520
v/c Ratio	0.54	0.88	0.79	0.23	0.04	0.88	0.52	0.85	0.77	1.69
Control Delay	56.8	51.6	52.5	31.9	1.1	84.8	67.4	44.9	62.0	355.5
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.1	54.6	0.0
Total Delay	56.8	52.0	52.5	31.9	1.1	84.8	67.4	45.0	116.6	355.5
Queue Length 50th (ft)	54	374	278	141	0	123	75	348	185	-629
Queue Length 95th (ft)	m75	424	343	165	0	#194	91	354	245	#852
Internal Link Dist (ft)		795		479			755			213
Turn Bay Length (ft)	245		245		245	150		145	235	
Base Capacity (vph)	557	2032	926	2505	852	324	176	688	571	308
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	41	0	0	0	0	0	6	205	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.90	0.69	0.23	0.04	0.88	0.52	0.79	1.20	1.69

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
74: I-15 SB On-Ramp/I-15 SB Off-Ramp & Aero Drive

05/15/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1	1471	1052	331	1004	32	248
v/c Ratio	0.01	0.80	0.56	0.57	0.25	0.34	0.57
Control Delay	95.0	30.5	9.1	59.2	1.2	68.1	20.4
Queue Delay	0.0	48.2	0.4	0.0	0.0	0.0	0.0
Total Delay	95.0	78.7	9.5	59.2	1.2	68.1	20.4
Queue Length 50th (ft)	1	608	216	236	23	27	28
Queue Length 95th (ft)	m1	583	253	328	30	16	62
Internal Link Dist (ft)		479			685	402	
Turn Bay Length (ft)							245
Base Capacity (vph)	147	1877	1909	581	4050	417	551
Starvation Cap Reductn	0	597	385	0	0	0	0
Spillback Cap Reductn	0	383	0	0	0	14	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	1.15	0.69	0.57	0.25	0.08	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Existing PM
75: I-15 NB On-Off Ramp & Aero Drive

05/15/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	376	1199	72	505	802	498
v/c Ratio	0.20	0.92	0.55	0.23	0.81	0.63
Control Delay	3.9	33.1	72.9	11.7	49.5	8.0
Queue Delay	0.0	46.3	0.0	0.0	0.0	0.0
Total Delay	3.9	79.4	72.9	11.7	49.5	8.0
Queue Length 50th (ft)	17	1014	60	91	324	21
Queue Length 95th (ft)	71	908	79	142	315	75
Internal Link Dist (ft)	685			698	430	
Turn Bay Length (ft)		170	170			170
Base Capacity (vph)	1890	1297	215	2214	1595	983
Starvation Cap Reductn	0	383	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	1.31	0.33	0.23	0.50	0.51

Intersection Summary

Existing PM
76: Daley Center Drive & Granite Ridge Drive

05/15/2017

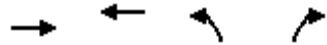


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	169	159	87	20	152	12	739
v/c Ratio	0.51	0.37	0.18	0.08	0.10	0.05	0.50
Control Delay	18.1	8.4	6.1	19.5	9.1	19.2	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	8.4	6.1	19.5	9.1	19.2	8.0
Queue Length 50th (ft)	22	7	2	3	7	2	28
Queue Length 95th (ft)	84	56	0	13	25	8	118
Internal Link Dist (ft)		261	40		50		512
Turn Bay Length (ft)				230		125	
Base Capacity (vph)	969	1072	1237	277	2124	326	2078
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.15	0.07	0.07	0.07	0.04	0.36

Intersection Summary

Existing PM
79: SR-163 NB Off-Ramp & Mesa College Drive

05/15/2017



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	563	978	484	222
v/c Ratio	0.35	0.61	0.52	0.41
Control Delay	7.5	9.9	13.8	5.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.5	9.9	13.8	5.2
Queue Length 50th (ft)	33	68	38	0
Queue Length 95th (ft)	66	142	91	41
Internal Link Dist (ft)	246	332	369	
Turn Bay Length (ft)			410	410
Base Capacity (vph)	3125	3125	1983	921
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.31	0.24	0.24
Intersection Summary				

Existing PM

80: Mesa College Drive/Kearny Villa Road & Berger Avenue

05/15/2017



Lane Group	EBL	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	40	968	319	1163	301
v/c Ratio	0.27	0.58	0.72	0.56	0.81
Control Delay	56.6	19.9	59.3	18.3	61.7
Queue Delay	0.0	0.0	0.0	0.4	0.0
Total Delay	56.6	19.9	59.3	18.6	61.7
Queue Length 50th (ft)	30	210	123	296	226
Queue Length 95th (ft)	36	325	145	393	241
Internal Link Dist (ft)		360		542	110
Turn Bay Length (ft)	50		330		
Base Capacity (vph)	196	1658	809	2112	421
Starvation Cap Reductn	0	0	0	418	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.58	0.39	0.69	0.71

Intersection Summary

Existing PM
81: I-805 NB Off-Ramp & Kearny Villa Road

05/15/2017



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	436	1	863	580	264
v/c Ratio	0.42	0.01	0.52	0.60	0.36
Control Delay	16.7	26.0	11.1	17.8	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	26.0	11.1	17.8	4.1
Queue Length 50th (ft)	47	0	69	68	10
Queue Length 95th (ft)	120	5	202	110	45
Internal Link Dist (ft)	542		2079	761	
Turn Bay Length (ft)				1000	40
Base Capacity (vph)	2161	194	2761	2139	738
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.01	0.31	0.27	0.36

Intersection Summary

Existing PM
82: Murphy Canyon Road & Stonecrest Blvd

05/15/2017



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	96	423	36	824
v/c Ratio	0.21	0.77	0.04	0.83
Control Delay	15.7	20.6	7.5	20.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.7	20.6	7.5	20.9
Queue Length 50th (ft)	24	70	4	170
Queue Length 95th (ft)	38	114	18	#497
Internal Link Dist (ft)	346		1376	683
Turn Bay Length (ft)	150			
Base Capacity (vph)	899	891	1018	1123
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	0.47	0.04	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.