Lilac Hills Ranch
Traffic Impact Study

Prepared for

ACCRETIVE INVESTMENT, INC.
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REVISED FINAL APPENDICES
MAY 16, 2014

Prepared by

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Appendix A

Roundabout Peer Review by Reid Middleton

Pedestrians at Lilac Hills Ranch Roundabouts
February 20, 2014

The proposed Lilac Hills Ranch roundabout intersections are located at the northwest and northeast corners of the development and are referred to as Intersection 1 and 2 respectively in the Reid Middleton *Lilac Hills Intersection Analysis* (dated October 22, 2013). Both intersections are surrounded by single-family detached units. See Figures 1 and 2.

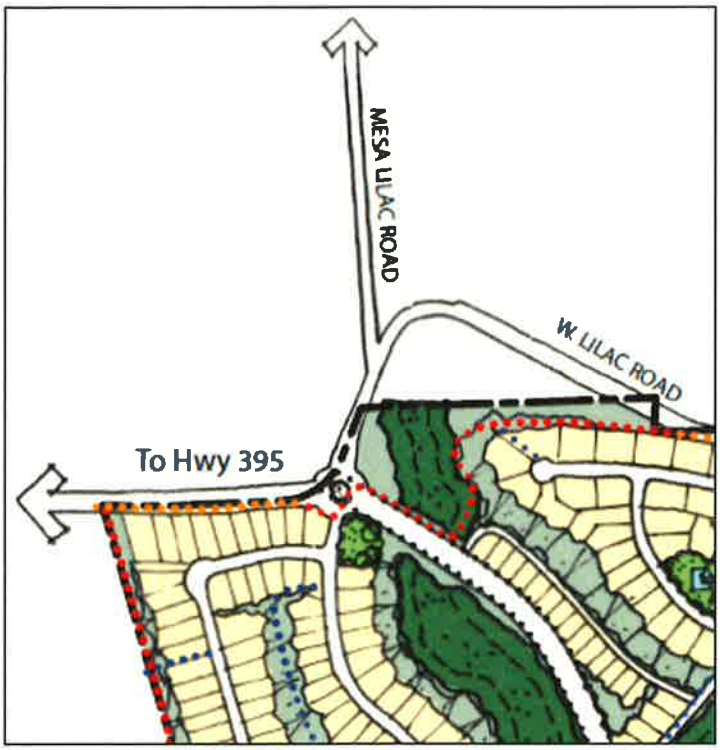

Figure 1. Roundabout Intersection 1

The new community is a mixed use pedestrian oriented sustainable community within an unincorporated area of San Diego County. The development design will result in a high internal capture rate generating little pedestrian traffic entering and exiting the community via roundabout intersections 1 and 2. However, both roundabout intersections are located adjacent to multi-use and feeder trails and these trails will generate recreational pedestrian traffic.

Intersection capacity analysis is conducted for the AM and PM peak hours when motor vehicle traffic is the greatest. The PM peak hour is typically the higher of the two. The majority of the recreational pedestrian traffic will occur following the PM peak hour; after the users have commuted home and then participate in their evening run, walk, etc.



Figure 2. Roundabout Intersection 2

It is a challenge to forecast recreational pedestrian traffic due to the lack of documentation on trail usage and demand. What little data that is available is related to pedestrian trips between home and work, shopping, or school but not recreational. For this analysis 50 pedestrians are added at each pedestrian crossing during the PM peak hour. This value is much higher than expected.

The Reid Middleton *Lilac Hills Intersection Analysis* (dated October 22, 2013) showed the greatest delay for roundabout Intersections 1 and 2 occurred during the PM peak hour with Road 3. The overall intersection average delays were 5.5 and 6.8 seconds/vehicle (sec/veh) respectively. The very low delays indicated many gaps in the traffic and a large reserve capacity.

The analysis software dictates that approaching and exiting motor vehicle traffic will yield to all pedestrian traffic. Because both roundabouts are operating well below capacity and many gaps exist in the approaching traffic, the added pedestrians have no measurable impact on roundabout performance. The overall intersection average delays remain at 5.5 and 6.8 sec/veh. Movement summaries are attached.

MOVEMENT SUMMARY

Site: 2030 PM PH 4-Leg w Road 3 RMG w Peds

Intersection #1, 4-Leg, Reid Middleton Geometry (RMG)
2030 PM Peak Hour
With Road 3 - Base + Project - With Pedestrians

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	26	2.0	0.041	15.5	LOS B	0.2	5.1	0.66	0.77	23.7
8	T	1	2.0	0.041	7.3	LOS A	0.2	5.1	0.66	0.59	24.7
18	R	1	2.0	0.041	8.7	LOS A	0.2	5.1	0.66	0.64	24.4
Approach		28	2.0	0.041	14.9	LOS B	0.2	5.1	0.66	0.76	23.8
East: WB Approach											
1L	L	1	2.0	0.406	9.5	LOS A	2.1	52.8	0.40	0.91	25.3
6T	T	464	2.0	0.406	4.5	LOS A	2.1	52.8	0.40	0.46	27.5
6R	R	1	2.0	0.406	4.6	LOS A	2.1	52.8	0.40	0.52	26.7
Approach		466	2.0	0.406	4.5	LOS A	2.1	52.8	0.40	0.46	27.5
North: SB Approach											
7	L	1	2.0	0.103	9.9	LOS A	0.4	10.3	0.44	0.79	24.9
4	T	1	2.0	0.103	3.6	LOS A	0.4	10.3	0.44	0.43	26.5
14	R	98	2.0	0.103	6.3	LOS A	0.4	10.3	0.44	0.59	26.8
Approach		100	2.0	0.103	6.3	LOS A	0.4	10.3	0.44	0.59	26.8
West: EB Approach											
5	L	196	2.0	0.749	10.4	LOS B	7.0	177.1	0.07	0.89	29.6
2	T	722	2.0	0.749	4.3	LOS A	7.0	177.1	0.07	0.36	34.1
12	R	45	2.0	0.749	5.7	LOS A	7.0	177.1	0.07	0.51	33.0
Approach		962	2.0	0.749	5.6	LOS A	7.0	177.1	0.07	0.47	32.9
All Vehicles		1557	2.0	0.749	5.5	LOS A	7.0	177.1	0.20	0.48	30.4

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2030 PM PH w Road 3 RMG w Peds

Intersection #2, Reid Middleton Geometry (RMG)
2030 PM Peak Hour
With Road 3 - With Pedestrians

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	37	2.0	0.048	10.4	LOS B	0.2	5.2	0.48	0.70	24.4
8	T	1	2.0	0.048	7.4	LOS A	0.2	5.2	0.48	0.55	31.3
18	R	5	2.0	0.048	6.7	LOS A	0.2	5.2	0.48	0.56	26.4
Approach		43	2.0	0.048	9.9	LOS A	0.2	5.2	0.48	0.68	24.8
East: WB Approach											
1L	L	8	2.0	0.251	10.5	LOS B	1.4	34.6	0.16	0.88	29.6
6T	T	247	2.0	0.251	4.4	LOS A	1.4	34.6	0.16	0.37	33.5
6R	R	98	2.0	0.251	6.8	LOS A	1.4	34.6	0.16	0.53	32.9
Approach		352	2.0	0.251	5.2	LOS A	1.4	34.6	0.16	0.43	33.2
North: SB Approach											
7	L	196	2.0	0.209	13.5	LOS B	0.8	21.2	0.38	0.73	29.0
4	T	1	2.0	0.209	6.7	LOS A	0.8	21.2	0.38	0.52	31.9
14	R	1	2.0	0.209	7.9	LOS A	0.8	21.2	0.38	0.59	31.5
Approach		198	2.0	0.209	13.4	LOS B	0.8	21.2	0.38	0.73	29.0
West: EB Approach											
5	L	1	2.0	0.341	13.0	LOS B	1.7	42.7	0.38	0.87	29.9
2	T	328	2.0	0.341	4.3	LOS A	1.7	42.7	0.38	0.44	27.6
12	R	51	2.0	0.341	4.5	LOS A	1.7	42.7	0.38	0.50	26.7
Approach		380	2.0	0.341	4.4	LOS A	1.7	42.7	0.38	0.45	27.5
All Vehicles		974	2.0	0.341	6.8	LOS A	1.7	42.7	0.30	0.51	29.4

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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W Lilac Rd Roundabouts
San Diego County
Accretive Investments, Inc.

Roundabout Peer Review
Exhibit of Findings
October 2013

ReidMiddleton
1953 – 2013

Roundabout Exhibit of Findings

W Lilac Rd Roundabouts
San Diego County

The engineering material and data contained in this report were prepared under the supervision and direction of the undersigned, whose seal as a registered professional engineer is affixed below.



10-25-13

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Review Comments/Design Notes

Project Title:	W Lilac Rd Roundabouts	Design Phase (%):	Conceptual
Owner:	Accretive Investments, Inc.	Date:	October 25, 2013

Topic/ Reference	Comment
Introduction/ Initial Design Assumptions	Reid Middleton (RM) was contracted by Accretive Investments, Inc. to provide a peer review of two single lane roundabouts on W Lilac Rd. The conceptual roundabouts had been prepared by Landmark Consulting. RM was given the following assumptions for the design: - The design vehicle for these roundabouts is a WB-50. - Roundabout 1 (RB 1): The approach speeds from the existing west leg (W Lilac Rd) and from the proposed east leg (IOD) are 40mph. The speeds from the existing north leg (W Lilac Rd), proposed south leg (Residential Rd), and proposed southeast leg (Main St) are 30mph. - Roundabout 2 (RB 2): The approach speeds from the existing north leg (W Lilac Rd) and existing east leg (W Lilac Rd) are 40mph. The speeds from the proposed west leg (Main St) and proposed south leg (Residential Rd) are 30 mph. RM reviewed the roundabout traffic analysis, horizontal geometrics, and preliminary grading of the proposed roundabouts. To achieve a safe and efficient design, a roundabout needs proper deflection, good speed control and natural drive paths. In reviewing the layout of these roundabout designs, it was determined that the horizontal geometrics would not adequately achieve these goals (Figures 1-2). RM provided several alternative new layouts that address the concerns of the initial layouts and will provide the desired user behavior at these intersections (Figures 3-6). A comparison of the initial and RM proposed layouts can be seen in Figure 7-8. In addition, Appendix B contains all the corresponding back-up calculations for the horizontal geometrics of the RM conceptual roundabouts. To calculate the fastest paths in the initial and RM designed roundabouts, the method developed by the Ada County Highway District was used. The method was created to be objective, repeatable, conform to the current FHWA Roundabout Guide and to reflect anticipated driver behavior and vehicle performance. A copy of this method can be seen in Appendix D. The design vehicle (WB-50) movements were calculated with a tire clearance of 18in to the outside curb, 6in to mountable curbs, and 0in to truck aprons. Due to the conservative nature of Autoturn™, this distance will ensure trucks can negotiate the roundabout comfortably. RM will be available to answer any questions that might arise from the specifics of these layouts.

Topic/ Reference	Comment
Intersection 1 Traffic Analysis (Appendix A)	The all-way-stop-control does not accommodate the volumes at this intersection. The traffic signal and roundabout both provide good intersection performance; however, the roundabout provides greater reserve capacity for future growth (lower v/c ratios). The roundabout also provides a safer intersection where a diverse mix of users can successfully share the public right-of-way in a calm and aesthetic environment. The roundabout allows greater flexibility to accommodate a revised road configuration such as the addition of the IOD (or replacing W Lilac Rd with the IOD. Traffic analysis for a five leg roundabout (that incorporates both W Lilac Rd and IOD) show this configuration would work well with the traffic volumes. For full intersection analysis see Appendix A.
Intersection 2 Traffic Analysis (Appendix A)	The all-way-stop-control, the traffic signal and the roundabout all accommodate the traffic volumes at Intersection 2. Like Intersection 1, the roundabout provides greater reserve capacity for future growth (lower v/c ratios), and provides the other benefits listed above. For full intersection analysis see Appendix A.
Intersection Safety	Roundabouts offers safety features that traffic signals do not. The strength of a roundabout is entry speed reduction and speed consistency through the intersection. A well-designed roundabout minimizes differential speeds to reduce collision rates and severity of collisions between conflicting vehicles. According to NCHRP Report 572, a roundabout has a 76% reduction in severe injury collisions compared to traffic signals. The roundabout geometry removes the most severe collisions. Head on, right angle, and T-bone collisions do not occur at a roundabout; the geometry does not facilitate these types of collisions. The slow motor vehicle speeds through the intersection establishes a safer condition for pedestrians and bicycles users as well. At Intersection 1, a roundabout alternative will provide additional safety benefits due to the roadway configuration. The existing curvature of W Lilac Rd does not lend itself to the construction of a safe traffic signal. However, a roundabout uses this existing curvature to its advantage by slowing and directing vehicles to properly enter the intersection. Traffic signals do not always operate safely and efficiently under skewed roadway conditions. The intersect angle of proposed and existing alignments at Intersection 1 create this skewed condition, especially if the IOD alignment is constructed. Roundabouts on the other hand, can create order from alignments that intersect at skewed angles which results in added safety benefits. The roundabout will also offer added safety benefits at Intersection 2 where the roadway alignments also intersect at skewed angles. At this intersection, the higher approach speeds of W Lilac Rd (40mph) and roadway alignments make the roundabout a much safer alternative over the all-way-stop-control and traffic signal control.
Peer Review RB 1	A four-leg conceptual roundabout with the existing W Lilac Rd configuration was reviewed. The following item nos. 1-13 correspond to the triangular callouts on Figure 1.

Topic/ Reference	Comment
Item 1 (Figure 1)	The geometry for the approach from Main St does not slow vehicles as they enter the roundabout. Vehicles can enter the roundabout at a speed greater than 40mph while the conflicting traffic would be traveling approximately 15mph. Speeds this fast negate the innate safety benefits associated with single lane roundabouts. There will be an increase in failure to yield, increasing the potential for collisions. In addition, these potential collisions will result in severe damage due to the high speed differentials. A speed differential 6-7mph in conflicting paths is recommended at this location. In addition, entering speeds should be approximately 20-22mph.
Item 2 (Figure 1)	The geometry for the approach from Main St does nothing to slow vehicles down prior to the crosswalk location. The safety of pedestrian, bicycles, and equestrian users are dependent on slow vehicle speeds, controlled by the geometry of the roundabout. In addition, the commuter bicyclists will want to merge with vehicle traffic to negotiate the roundabout which is easier and safer when speeds are kept around 20-22mph.
Item 3 (Figure 1)	The geometry for the approaches from W Lilac Rd (both the west and north leg) do not slow vehicles sufficiently. Vehicles can enter the roundabout at 25mph while an entering speed of 20-22mph is more appropriate for a roundabout. See Item 2.
Item 4 (Figure 1)	The exit onto Main St, Residential St and W Lilac Rd (west leg) is not a natural path. Vehicles will need to brake to negotiate the exit safely, contrary to driver expectation. In addition, the splitter island does not guide circulating vehicles out of the roundabout in a path that is natural (see cyan line). The radius of this splitter island stripe should be tangent with the central truck apron curb. The potential for curb strikes on these exits is high and the capacity will be decreased with this type of design.
Item 5 (Figure 1)	Pavement marking arrows in circulating lane for a single lane roundabout are not recommended.
Item 6 (Figure 1)	The splitter island is too short on the Residential St. A minimum splitter island length of 50ft is recommended for this location. In addition, the pedestrian refuge is compromised on this leg. The pedestrian refuge island is an important safety feature at this location due to the trail connection and pedestrian connectivity.
Item 7 (Figure 1)	The bicycle crossing on W Lilac Rd (west leg) is located too far from the roundabout to get any safety benefits associated with vehicles slowing to negotiate the intersection. Ideally these crossings should be located one car length from the circulating roadway of the roundabout.
Item 8 (Figure 1)	The design vehicle (WB-50) does not seem to be accommodated on the exit to the Residential St and to Main St (see green lines depicting the tire tracks). A design vehicle should be able to negotiate the roundabout without having to put the tractor tires onto the truck apron (which is reserved for the trailer part of the truck). It is recommended that a WB-50 be able to negotiate this roundabout to ensure construction vehicles for the development will have adequate access.

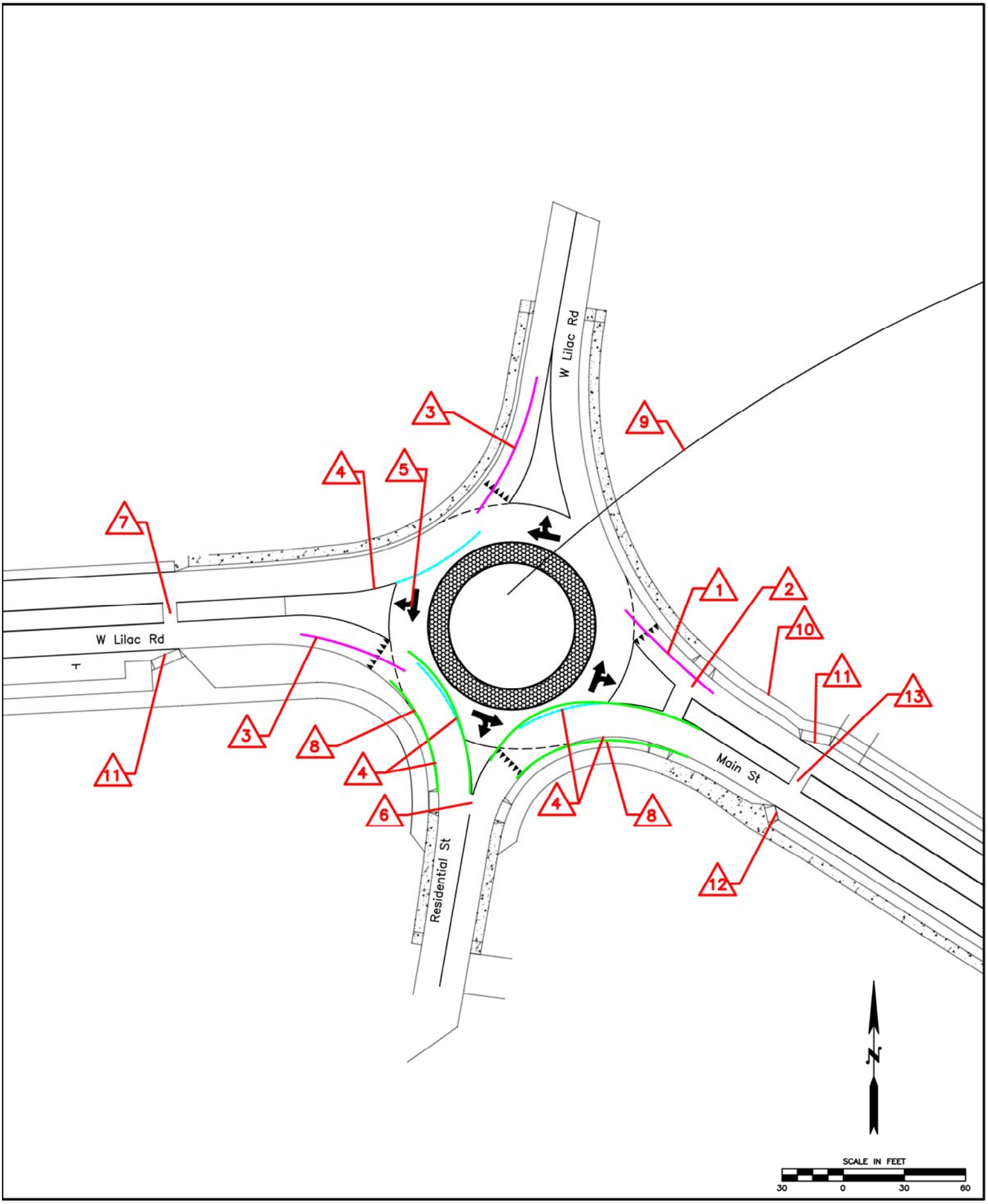
Topic/ Reference	Comment
Item 9 (Figure 1)	It is not clear how this roundabout would accommodate the proposed IOD without major shifts in central island location or other approach alignments.
Item 10 (Figure 1)	The minimum recommended multiuse trail is 8ft. On Main St from the bike ramp to the pedestrian crosswalk, a minimum width of 8ft should be maintained.
Item 11 (Figure 1)	The bike ramp to the multiuse trail from W Lilac Rd and Main St is too wide. This may be mistaken as a driveway and entice vehicle traffic. In addition, RM does not recommend bicycle ramps oriented this way as less experienced bicyclists will swerve into travel lane to line themselves up with the ramp. See Appendix E for more explanation on Bicycle Treatment Facilities.
Item 12 (Figure 1)	The bicycle ramp exiting onto Main St is angled in a way that inexperienced bicyclists will be guided into the vehicle traffic. See Appendix E for more explanation on Bicycle Facilities.
Item 13 (Figure 1)	This location is not recommended as a bicycle crossing (see Item 7).
Peer Review RB 2	The conceptual layout of RB 2 was in the development stages of design. Therefore, the roundabout details were not reviewed, including the design of bicycle and pedestrian facilities. The following item nos. 14-21 correspond to the triangular callouts on Figure 2.
Item 14 (Figure 2)	The taper rate for the splitter island on the Residential St is abrupt for an approach speed of 30mph.
Item 15 (Figure 2)	The geometry for the approach from W Lilac Rd (north leg) does not slow vehicles sufficiently as they enter the roundabout. Vehicles can enter the roundabout at 25mph while an entering speed of 20-22mph is more appropriate for a roundabout. This will ensure the safety benefits and capacity predicted for this single lane roundabout are achieved.
Item 16 (Figure 2)	The geometry for the approach from Main St and the Residential St does nothing to slow vehicles down prior to the crosswalk location, which causes safety concerns.

Topic/ Reference	Comment
Item 17 (Figure 2)	The pedestrian refuge island on the Residential St may not meet current standards for a minimum distance of 6.0ft. This refuge does not provide adequate protection.
Item 18 (Figure 2)	The splitter islands are too short on W Lilac Rd (both the north and east legs). A minimum splitter island length is 50ft, however due to the higher speeds on this approach a longer splitter island is desirable (100-150ft).
Item 19 (Figure 2)	The right turn from westbound W Lilac Rd is an unnatural path. Drivers will straighten this path out (see difference between outside curb lines and the blue line). The straightened path creates a faster right turn that is appropriate at this location. In addition, the unused space is inefficient and will collect debris.
Item 20 (Figure 2)	All of the exits from this roundabout are designed with an unnatural path, however, it is more pronounced on the W Lilac Rd (north and east legs). Vehicles will need to brake to negotiate these exits safely, contrary to driver expectation. In addition, the splitter island does not guide circulating vehicles out of the roundabout in a path that is natural (see cyan line). The radius of this splitter island stripe should be tangent with the central truck apron curb. The potential for curb strikes on these exits is high and the capacity will be decreased with this type of design.
Item 21 (Figure 2)	The design vehicle (WB-50) does not seem to be accommodated on the exit to the Residential St and to Main St (see green lines depicting the tire tracks). A design vehicle should be able to negotiate the roundabout without having to put the tractor tires onto the truck apron (which is reserved for the trailer part of the truck). It is recommended that a WB-50 be able to negotiate this roundabout to ensure construction vehicles for the development will have adequate access.
RM Design RB 1 RB 1 (Alt A) RB 1 (Alt B)	RM designed a conceptual roundabout that addresses the above concerns of the first intersection. This layout, RB 1, is designed to accommodate the existing W Lilac Rd (north leg). The following item nos. 22-25 correspond to the circular callouts on Figure 3. The roundabout is versatile so that with minor modifications, it will accommodate the proposed IOD alignment rather than the existing W Lilac Rd (north leg). The location of the central island and three legs are the same in this roundabout, RB 1 (Alt A) as in RB 1. An accurate representation of the roundabout impacts, regardless of which alignment is built for that fourth leg, can be determined and quantified for the majority of the intersection. Item no. 26 corresponds to the circular callouts on Figure 4. Finally, in an effort to provide for both the W Lilac Rd (north leg) and proposed IOD alignment, a five-leg roundabout, RB 1 (Alt B) was designed. The following item nos. 27-29 correspond to the circular callouts on Figure 5. Appendix B contains all the corresponding back-up calculations for the horizontal geometrics of these RM conceptual roundabouts such as fastest paths, truck turning movements and sight distance requirements.

Topic/ Reference	Comment
Item 22 (Figure 3)	Bike ramps are detailed based on RM recommended design. The reasoning behind this type of design can be found in Appendix E.
Item 23 (Figure 3)	Pedestrian refuge islands were designed with equestrian users in mind – the width is a minimum of 10ft.
Item 24 (Figure 3)	Multiuse trail and landscaping buffer widths can be adjusted. (Multiuse trail minimum width is 8ft with 10ft being desirable).
Item 25 (Figure 3)	This type of ramp was used to indicate that all multiuse path users except bicyclists should use this pedestrian crossing and subsequent multiuse paths. The bike path continues around the north side of the roundabout and "bike only" pavement markings could be used. For bicycle users, the path around the north of the roundabout was designed to limit crosswalk exposure for those traveling from Main St to westbound W Lilac Rd (only one crossing versus three if they traverse using the southern multiuse path).
Item 26 (Figure 4)	Entry curvature on Main St and exit curvature on W Lilac Rd changed slightly to accommodate the proposed IOD alignment. All other curb locations remain the same as RB 1.
Item 27 (Figure 5)	The splitter island length is influenced by the approach speed. When the approach speed is 30mph a minimum splitter island length of 50ft is acceptable. At higher speeds, the splitter island length increases.
Item 28 (Figure 5)	This type of ramp was used to indicate that all multiuse path users should use this pedestrian crossing and subsequent multiuse paths. Bicyclists are encouraged to use the southern multiuse path system as this route does not substantially increase their crosswalk exposure.

Topic/ Reference	Comment
Item 29 (Figure 5)	This roundabout provides an excellent way of designing for the existing W Lilac Rd, but leaving options open for future IOD alignment development. Residents that live along W Lilac Rd will not have to be inconvenienced with a road closure, and they will not have a negative impact on the roundabout safety or operations. The IOD leg can be built at a later time with no impact to existing roundabout operations.
RM Design RB 2	RM designed a conceptual roundabout, RB 2 that addresses the above concerns of the second intersection. The following item nos. 30-31 correspond to the circular callouts on Figure 6. Appendix B contains all the corresponding back-up calculations for the horizontal geometrics of these RM conceptual roundabouts such as fastest paths, truck turning movements and sight distance requirements.
Item 30 (Figure 6)	Pedestrian facilities and corresponding crosswalk locations can be adjusted as needed based on proposed routes.
Item 31 (Figure 6)	Taking out the reverse curves on the W Lilac Rd exit (north leg) allows for a more natural vehicle path as cars exit the roundabout.

Topic/ Reference	Comment
Grading (Appendix C)	Because design speeds (and fastest paths speeds) are controlled at roundabouts, there is flexibility in constructing roundabouts at topographically challenging sites. It appears the following grading guidelines are achievable in both RB 2 and RB 2 (See Appendix C): • Design the central island profile with vertical curve values equal to circulating speeds (15mph) • Design the central island profile with a maximum grade of 4% • Use an approximate 2% cross slope (1.5% to 2.5%) for circulating lane, approach lanes and exit lanes • Design outside curb profiles based on elevations of central island profile with appropriate cross slopes. Vertical curve values will be based on the design speed of the roundabout (20mph) • Tie into existing/proposed curb alignments at the leading edge of the splitter islands using vertical curve values consistent with approach speeds • Detail spot elevations based on vertical curve grading and check that all of the above guidelines are incorporated (*not included in Appendix C – detailed in final design*) • Check that positive drainage is achieved (*not included in Appendix C – detailed in final design*) • Check that all ADA grading requirements are met at pedestrian refuge islands (*not included in Appendix C – detailed in final design*) The initial finished grade at the location of RB 1 will need to be modified to incorporate roundabout grading principles. The initial finished grade at the location of RB 2 will only need slight adjustments to accommodate roundabout grading principles. These profiles can be finessed as final design continues to optimize grading. Based on preliminary roundabout grading, it appears that roundabouts can be constructed at these two locations without compromising the operations or safety of the intersections.
Conclusion	Through the use of curbs, truck aprons, sidewalks, and landscaping, the roundabout is a great way to balance the varying needs of heavy vehicles, commuter vehicles, local traffic, bicyclists, pedestrians and equestrian users. These roundabouts will create an environment where this diverse mix of users can successfully share the public right-of-way. The roundabouts will accommodate the predicted traffic with slightly less overall intersection delay than the traffic signal and with added safety benefits. The geometric flexibility of roundabouts can incorporate either the existing W Lilac Rd, the proposed IOD alignment, or both with improved safety and capacity over a traffic signal. Well-designed, single-lane roundabouts will operate more safely and efficiently at the two intersection locations on W Lilac Rd than the other options and are the recommended alternative.



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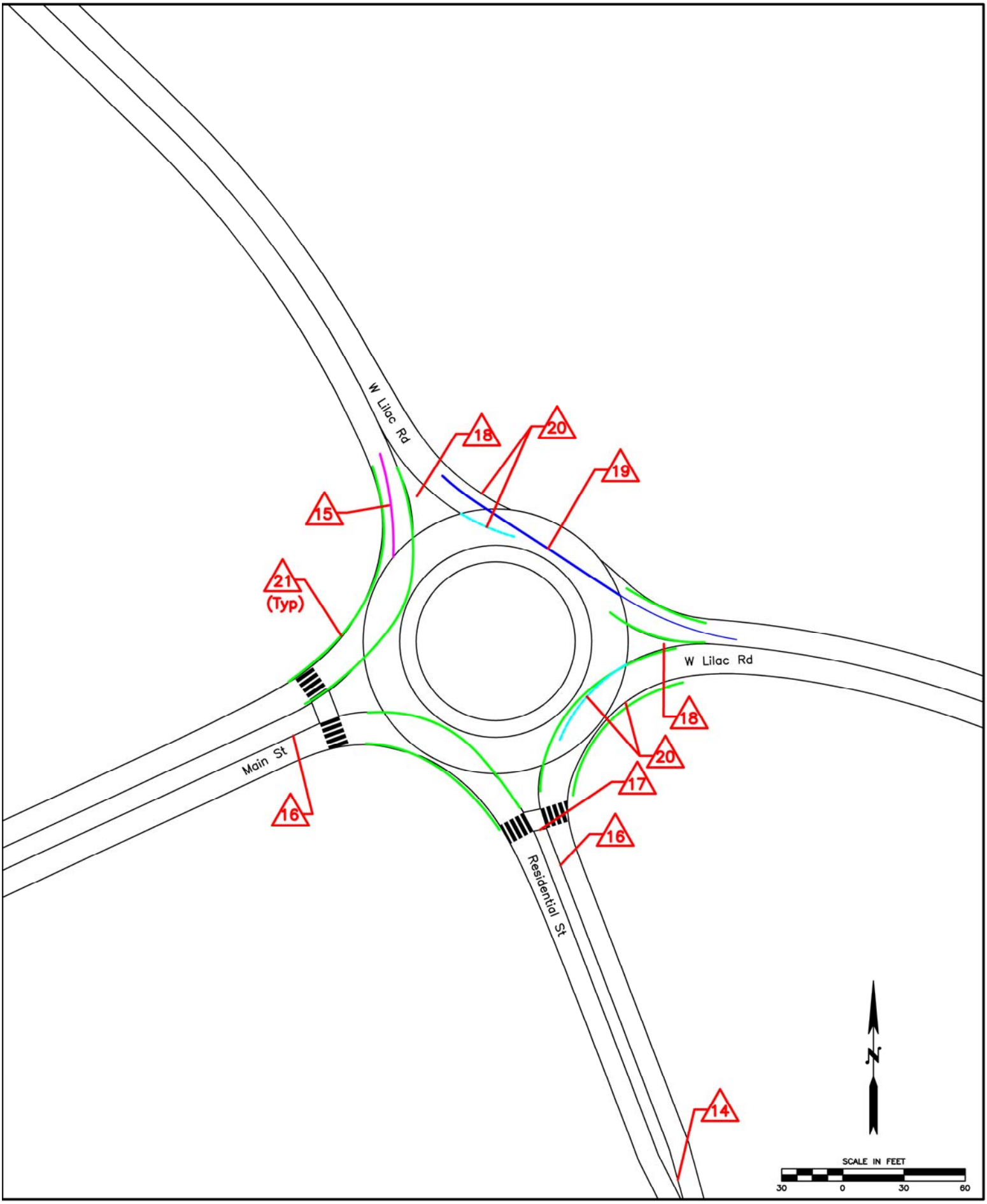
Peer Review of Roundabout 1

W Lilac Rd Roundabouts

Figure 1

October 2013



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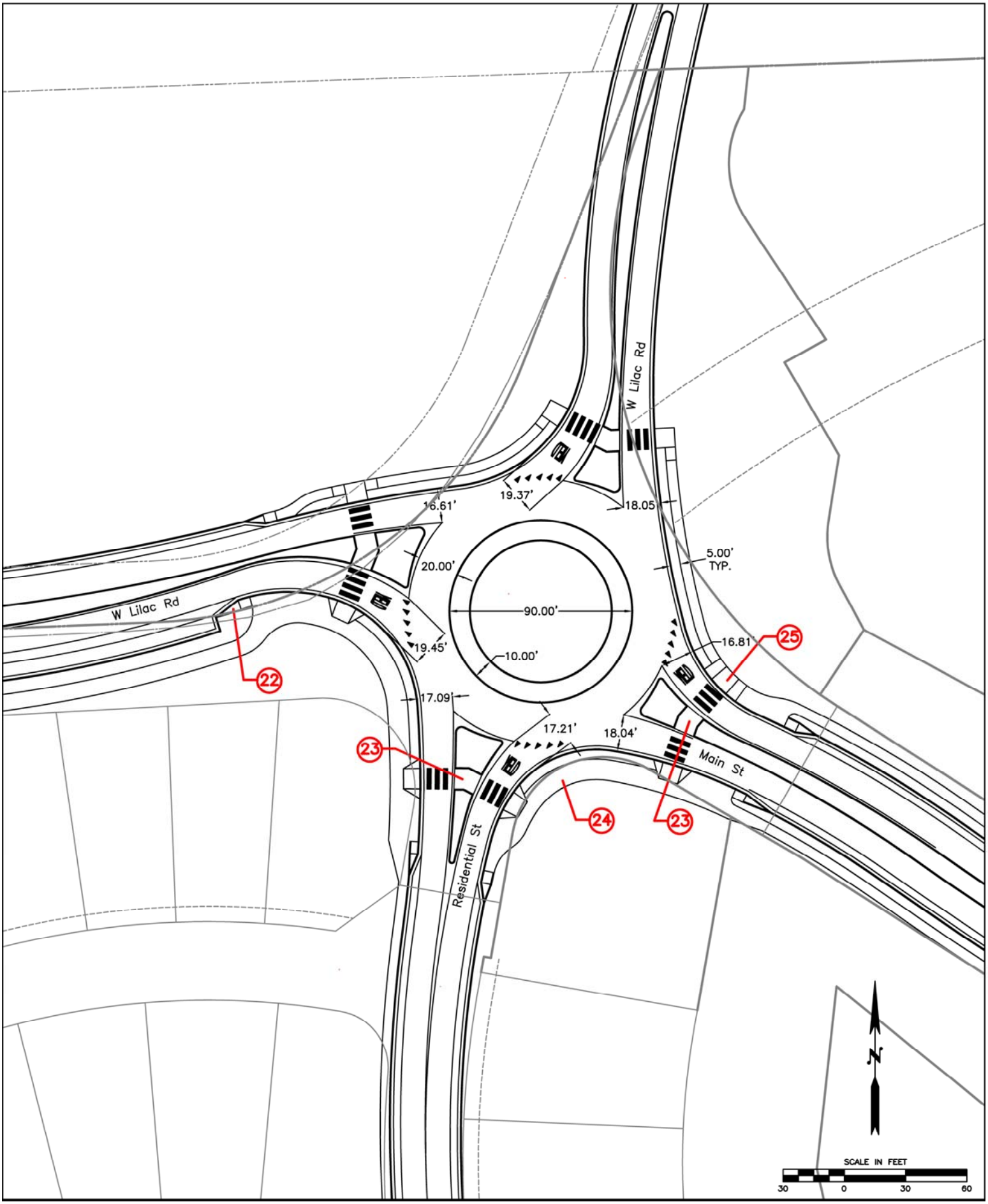
Peer Review of Roundabout 2

W Lilac Rd Roundabouts

Figure 2

October 2013



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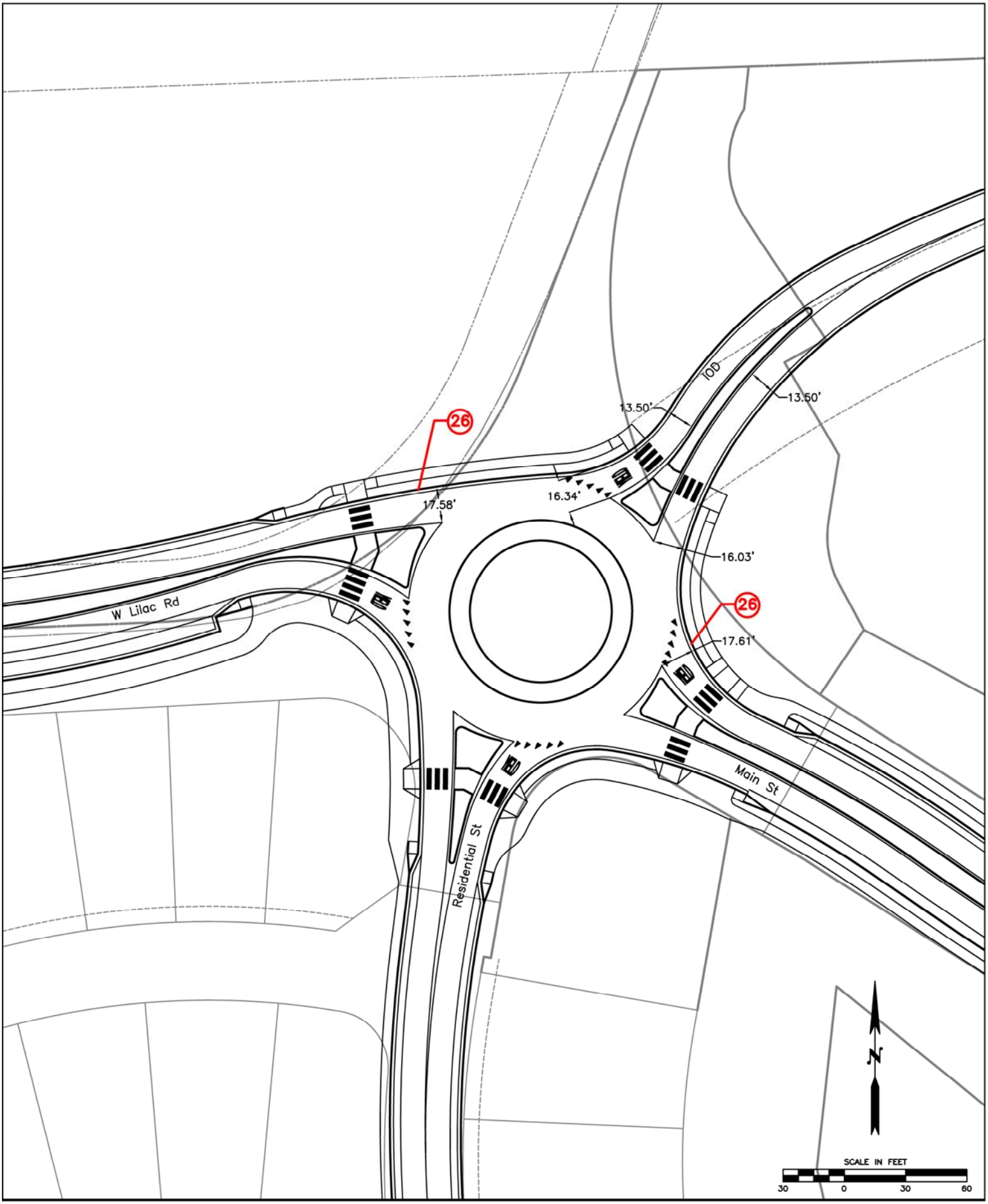
Reid Middleton RB 1 - LAYOUT

Figure 3

W Lilac Rd Roundabouts

October 2013



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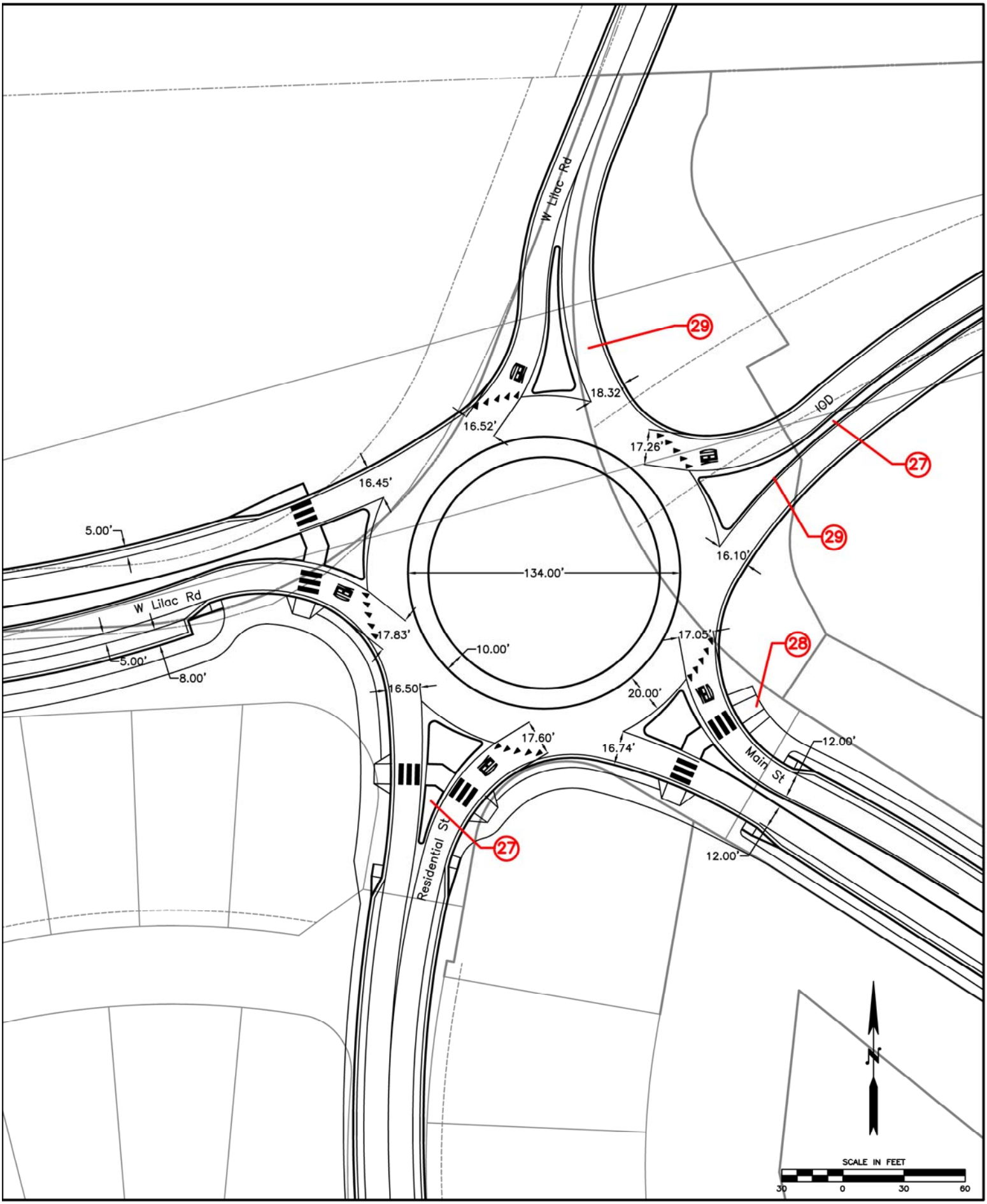
Reid Middleton RB 1 (Alt A) - LAYOUT

Figure 4

W Lilac Rd Roundabouts

October 2013



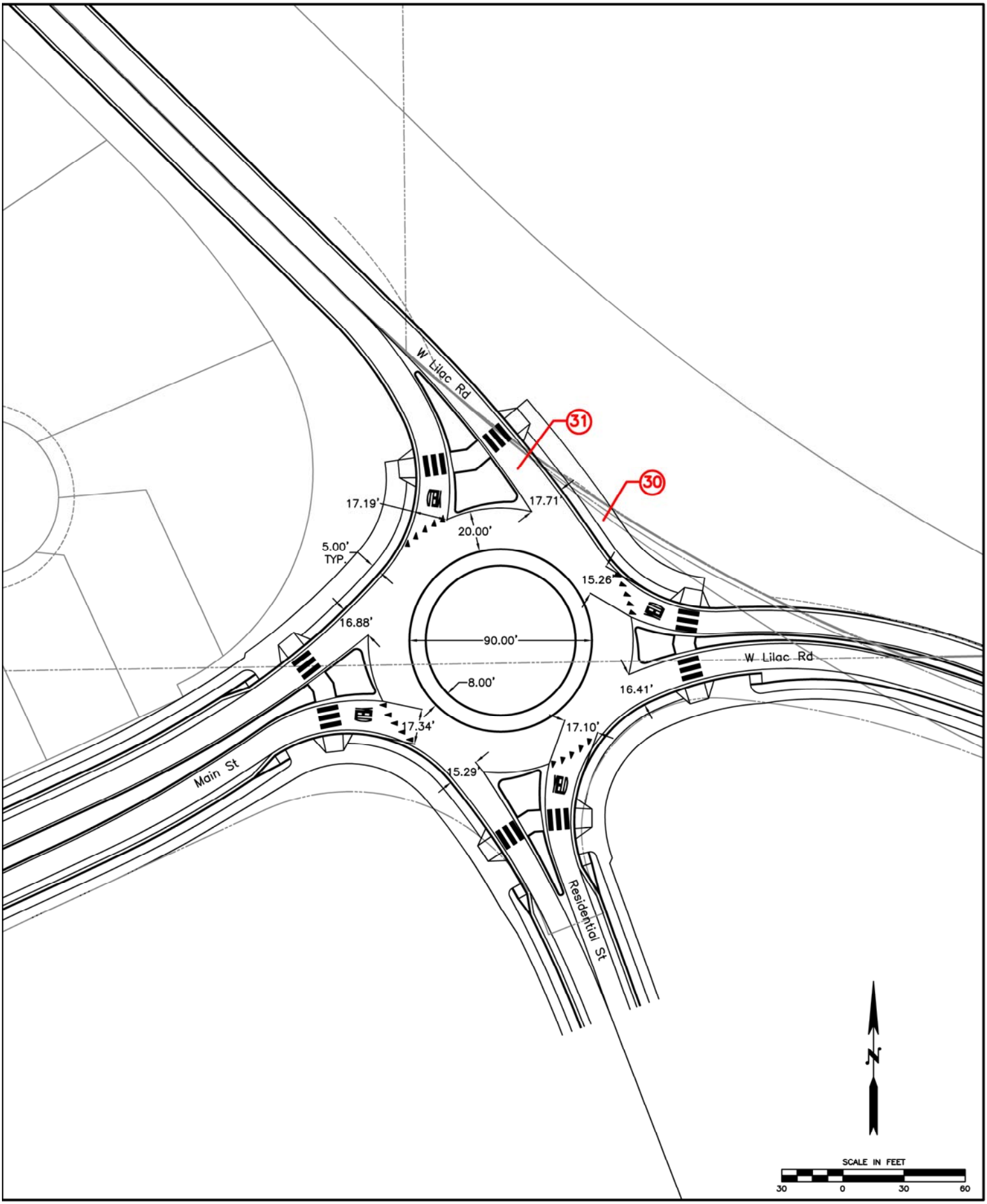
Reid Middleton
728 134th Street SW Suite 200
Everett, Washington 98204
Phone 425 741-3800

Reid Middleton RB 1 (Alt B) - LAYOUT

Figure 5

W Lilac Rd Roundabouts

October 2013



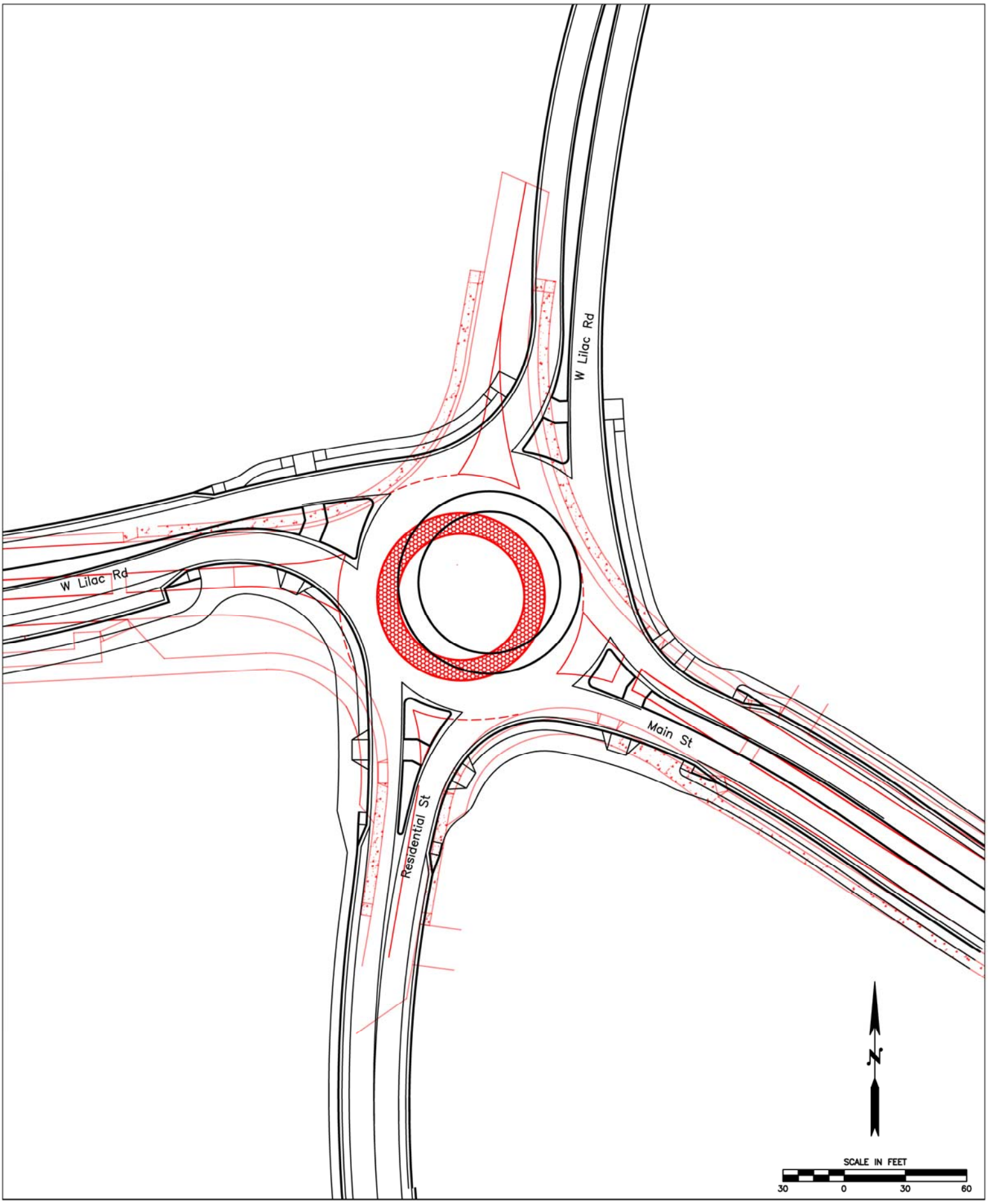
Reid Middleton
728 134th Street SW Suite 200
Everett, Washington 98204
Ph: 425 741-3800

Reid Middleton RB 2 - LAYOUT

Figure 6

W Lilac Rd Roundabouts

October 2013



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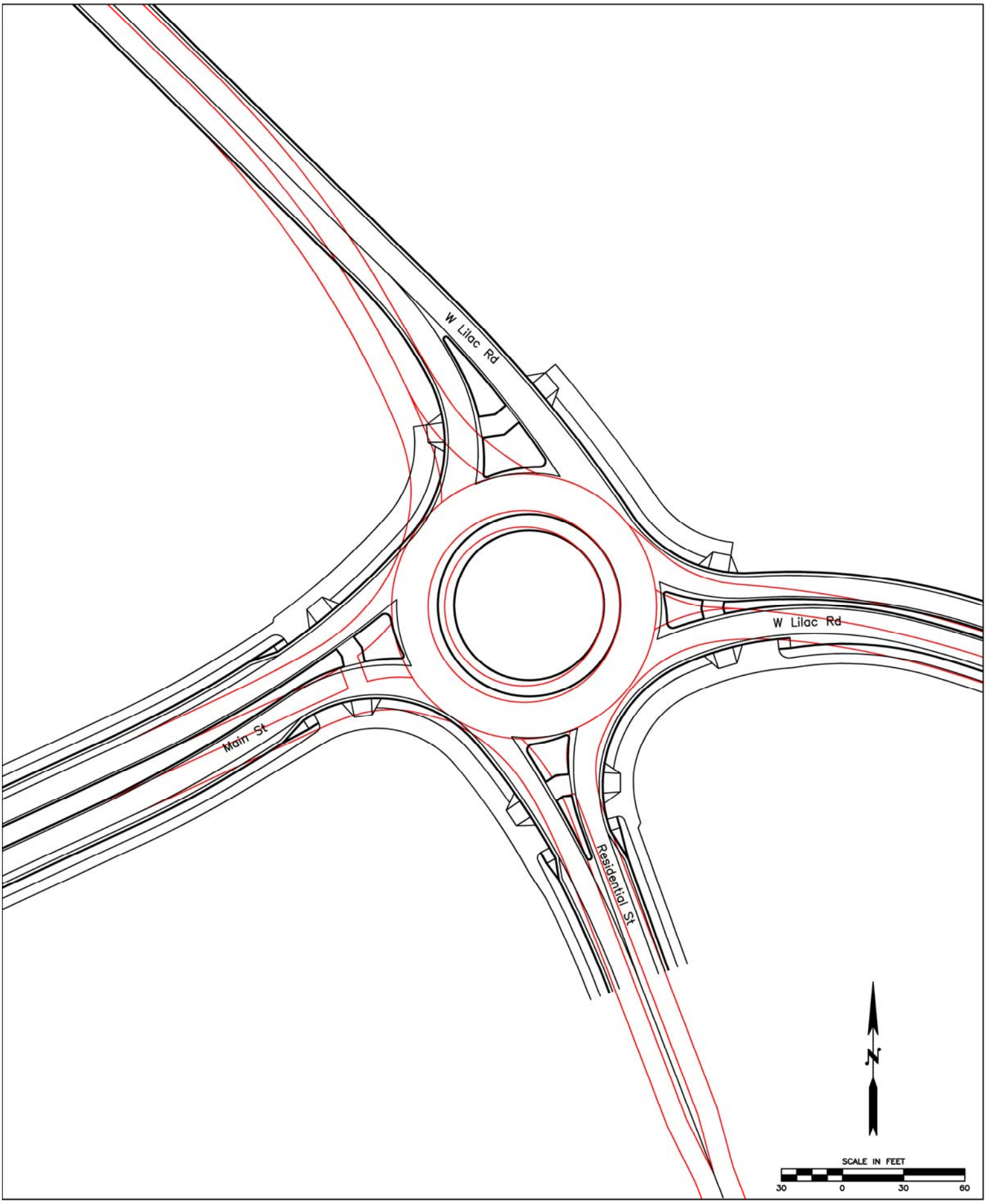
Roundabout 1 Proposed Designs - COMPARISON

Figure 7

W Lilac Rd Roundabouts

October 2013



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Roundabout 2 Proposed Designs - COMPARISON

Figure 8

W Lilac Rd Roundabouts

October 2013

APPENDIX A
(TRAFFIC ANALYSIS)

Lilac Hills Intersection Analysis
October 22, 2013

This report summarizes the operational analysis of two intersections located at the west (Intersection 1) and east end (Intersection 2) of the Lilac Hills Ranch. Each intersection is analyzed for three types of intersection control.

1. All-Way Stop-Control (AWSC)
2. Traffic Signal
3. Roundabout

Analysis is conducted for the AM and PM peak hours at each intersection for two conditions: with and without Road 3. AWSC and traffic signal analysis is conducted with Synchro, Version 8.0; roundabout analysis is conducted using SIDRA, Version 5.1 with an Environmental Factor of 1.1. Roundabout analysis is conducted with Reid Middleton conceptual layout geometry. Tables 1 and 2 summarize 2030 AM and PM peak hour volumes provided by Landmark Consulting.

Table 1. Intersection 1 - 2030 Peak Hour Traffic Volumes

Time & Approach	Left	Through	Right
AM Peak Hour Without Road 3			
NB Approach	52	0	2
SB Approach	0	0	70
EB Approach	60	296	18
WB Approach	1	506	0
Intersection Total		1,005	
PM Peak Hour Without Road 3			
NB Approach	24	0	1
SB Approach	0	0	70
EB Approach	80	529	41
WB Approach	1	342	0
Intersection Total		1,088	
AM Peak Hour With Road 3			
NB Approach	52	0	2
SB Approach	0	0	140
EB Approach	90	341	18
WB Approach	1	626	0
Intersection Total		1,270	
PM Peak Hour With Road 3			
NB Approach	24	0	1
SB Approach	0	0	90
EB Approach	180	664	41
WB Approach	1	427	0
Intersection Total		1,428	

Table 2. Intersection 2 - 2030 Peak Hour Traffic Volumes

Time & Approach	Left	Through	Right
AM Peak Hour Without Road 3			
NB Approach	59	0	9
SB Approach	60	0	0
EB Approach	0	140	32
WB Approach	5	121	70
Intersection Total		496	
PM Peak Hour Without Road 3			
NB Approach	34	0	5
SB Approach	80	0	0
EB Approach	0	167	47
WB Approach	7	142	70
Intersection Total		552	
AM Peak Hour With Road 3			
NB Approach	59	0	9
SB Approach	90	0	0
EB Approach	0	185	0
WB Approach	5	241	140
Intersection Total		761	
PM Peak Hour With Road 3			
NB Approach	34	0	5
SB Approach	180	0	0
EB Approach	0	302	47
WB Approach	7	227	90
Intersection Total		892	

Table 3 summarize the Level of Service thresholds for AWSC, roundabout, and traffic signal control.

Table 3. AWSC and Roundabout LOS Criteria

Level of Service	AWSC & Roundabout Intersection Average Delay Per Vehicle (sec/veh)	Traffic Signal Intersection Average Delay Per Vehicle (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Intersection 1

Analysis showed the need for left-turn lanes on the eastbound and westbound approaches to Intersection 1 for the traffic signal control. Traffic signal analysis is conducted with a 60 second cycle and permitted left turns.

Intersection 1 AWSC fails with Road 3. The traffic signal and roundabout provide good intersection performance but the roundabout provides greater reserve capacity for future growth (lower v/c ratios), traffic calming, and a safer intersection.

Table 4. Intersection 1, 2030 AM Peak Hour Operational Analysis, Without Road 3

Performance Measure	Northbound Approach	Southbound Approach	Eastbound Approach		Westbound Approach		Int Delay
All-Way Stop-Control	Left/Thru/Right	Left/Thru/Right	Left	Thru/Rt	Left	Thru/Rt	
v/c Ratio	0.11	0.13	0.11	0.52	0.00	0.83	
Mvmt Delay, sec/veh	--	--	8.6 – A	13.2 – B	7.7 – A	28.2 – D	
App Delay, sec/veh	10.4 – B	9.7 – A	12.4 – B		28.2 – D		20.1 – C
95% Queue, feet [1]	--	--	--	--	--	--	
Traffic Signal	Left/Thru/Right	Left/Thru/Right	Left	Thru/Rt	Left	Thru/Rt	
v/c Ratio	0.20	0.18	0.19	0.38	0.00	0.61	
Mvmt Delay, sec/veh	--	--	5.8 – A	6.0 – A	4.0 - A	8.9 - A	
App Delay, sec/veh	12.7 – B	5.4 – A	6.0 – A		8.9 - A		7.8 – A
95% Queue, feet	32	22	18	64	1	119	
Roundabout	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right		Left/Thru/Right		
v/c Ratio	0.06	0.09	0.31		0.43		
Mvmt Delay, sec/veh	--	--	--		--		
App Delay, sec/veh	11.4 – B	6.8 - A	5.3 – A		4.0 – A		5.1 - A
95% Queue, feet	6	9	31		60		

Int = Intersection; Mvmt = Movement; App = Approach
[1] HCM does not provide 95% queue lengths for AWSC Intersections

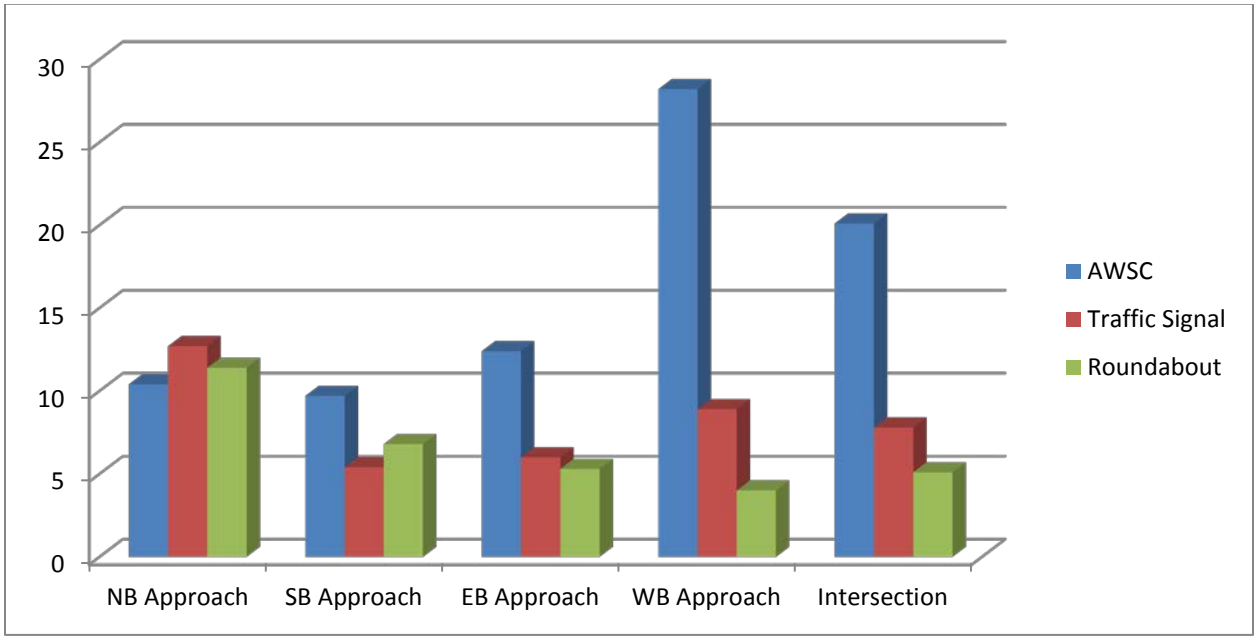

Figure 1. Intersection 1, 2030 AM Peak Hour Average Delay (sec/veh), Without Road 3

Table 5. Intersection 1, 2030 PM Peak Hour Operational Analysis, Without Road 3

Performance Measure	Northbound Approach	Southbound Approach	Eastbound Approach		Westbound Approach		Int Delay
All-Way Stop-Control	Left/Thru/Right	Left/Thru/Right	Left	Thru/Rt	Left	Thru/Rt	
v/c Ratio	0.05	0.13	0.14	0.89	0.00	0.58	
Mvmt Delay, sec/veh	--	--	8.5 – A	34.8 - D	7.9 – A	14.7 – B	
App Delay, sec/veh	10.1 – B	9.7 – A	31.6 – D		14.7 – B		24.3 – C
95% Queue, feet [1]	--	--	--	--	--	--	
Traffic Signal	Left/Thru/Right	Left/Thru/Right	Left	Thru/Rt	Left	Thru/Rt	
v/c Ratio	0.10	0.20	0.16	0.63	0.00	0.38	
Mvmt Delay, sec/veh	--	--	3.4 – A	8.2 – A	3.0 - A	5.3 - A	
App Delay, sec/veh	13.9 – B	6.4 – A	7.7 – A		5.3 - A		7.0 – A
95% Queue, feet	21	25	18	120	1	62	
Roundabout	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right		Left/Thru/Right		
v/c Ratio	0.03	0.07	0.55		0.29		
Mvmt Delay, sec/veh	--	--	--		--		
App Delay, sec/veh	12.6 – B	5.9 - A	5.1 – A		3.9 - A		5.0 - A
95% Queue, feet	4	7	76		34		

Int = Intersection; Mvmt = Movement; App = Approach

[1] HCM does not provide 95% queue lengths for AWSC Intersections

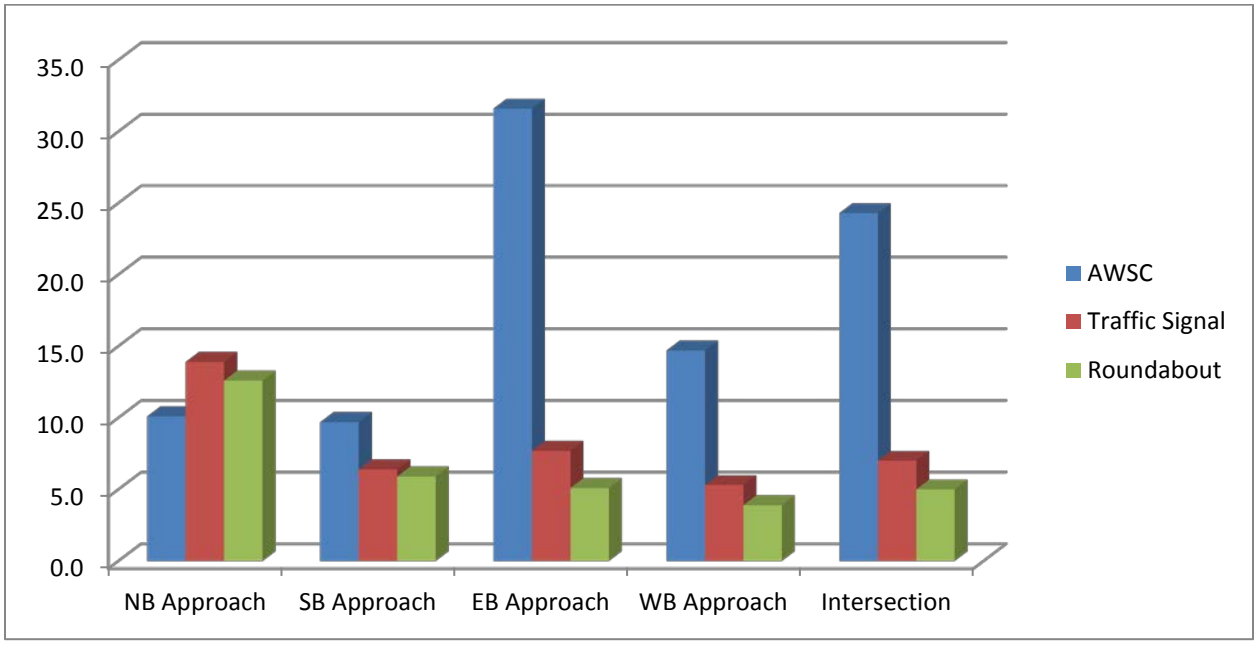

Figure 2. Intersection 1, 2030 PM Peak Hour Average Delay (sec/veh), Without Road 3

Table 6. Intersection 1, 2030 AM Peak Hour Operational Analysis, With Road 3

Performance Measure	Northbound Approach	Southbound Approach	Eastbound Approach		Westbound Approach		Int Delay
All-Way Stop-Control	Left/Thru/Right	Left/Thru/Right	Left	Thru/Rt	Left	Thru/Rt	
v/c Ratio	0.12	0.27	0.18	0.65	0.0	1.12	
Mvmt Delay, sec/veh	--	--	9.7 – A	18.1 – C	8.3 - A	97.5 – F	
App Delay, sec/veh	11.3 – B	11.6 – B	16.4 – C		97.4 – F		55.6 – F
95% Queue, feet [1]	--	--	--	--	--	--	
Traffic Signal	Left/Thru/Right	Left/Thru/Right	Left	Thru/Rt	Left	Thru/Rt	
v/c Ratio	0.18	0.33	0.35	0.39	0.00	0.68	
Mvmt Delay, sec/veh	--	--	8.3 – A	5.7 – A	4.0 – A	9.8 – A	
App Delay, sec/veh	14.8 – B	6.0 – A	6.2 – A		9.8 – A		8.3 – A
95% Queue, feet	38	36	31	77	1	168	
Roundabout	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right		Left/Thru/Right		
v/c Ratio	0.06	0.19	0.37		0.54		
Mvmt Delay, sec/veh	--	--	--		--		
App Delay, sec/veh	11.8 - B	7.9 – A	5.5 – A		4.3 – A		5.5 – A
95% Queue, feet	6	24	43		88		

Int = Intersection; Mvmt = Movement; App = Approach
[1] HCM does not provide 95% queue lengths for AWSC Intersections

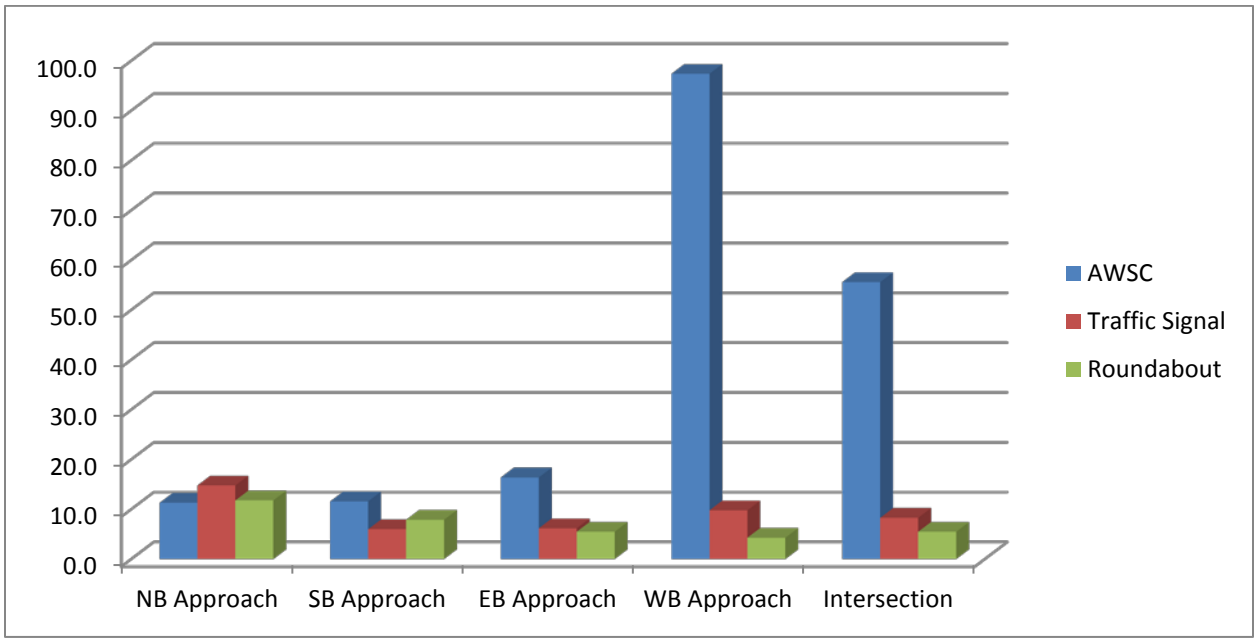

Figure 3. Intersection 1, 2030 AM Peak Hour Average Delay (sec/veh), With Road 3

Table 7. Intersection 1, 2030 PM Peak Hour Operational Analysis, With Road 3

Performance Measure	Northbound Approach	Southbound Approach	Eastbound Approach		Westbound Approach		Int Delay
All-Way Stop-Control	Left/Thru/Right	Left/Thru/Right	Left	Thru/Rt	Left	Thru/Rt	
v/c Ratio	0.05	0.17	0.33	1.16	0.00	0.76	
Mvmt Delay, sec/veh	--	--	10.7 - B	107.1 – F	8.2 – A	24.2 – C	
App Delay, sec/veh	10.6 – B	10.5 – B	87.5 – F		24.2 – C		62.2 – F
95% Queue, feet [1]	--	--	--	--	--	--	
Traffic Signal	Left/Thru/Right	Left/Thru/Right	Left	Thru/Rt	Left	Thru/Rt	
v/c Ratio	0.12	0.27	0.38	0.70	0.00	0.42	
Mvmt Delay, sec/veh	--	--	6.0 – A	8.8 – A	3.0 – A	5.1 – A	
App Delay, sec/veh	17.6 – B	7.6 – A	8.2 – A		5.1 – A		7.4 – A
95% Queue, feet	24	32	43	172	1	81	
Roundabout	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right		Left/Thru/Right		
v/c Ratio	0.04	0.10	0.74		0.40		
Mvmt Delay, sec/veh	--	--	--		--		
App Delay, sec/veh	14.9 – C	6.3 – A	5.6 – A		4.5 – A		5.5 – A
95% Queue, feet	5	10	177		53		

Int = Intersection; Mvmt = Movement; App = Approach
[1] HCM does not provide 95% queue lengths for AWSC Intersections

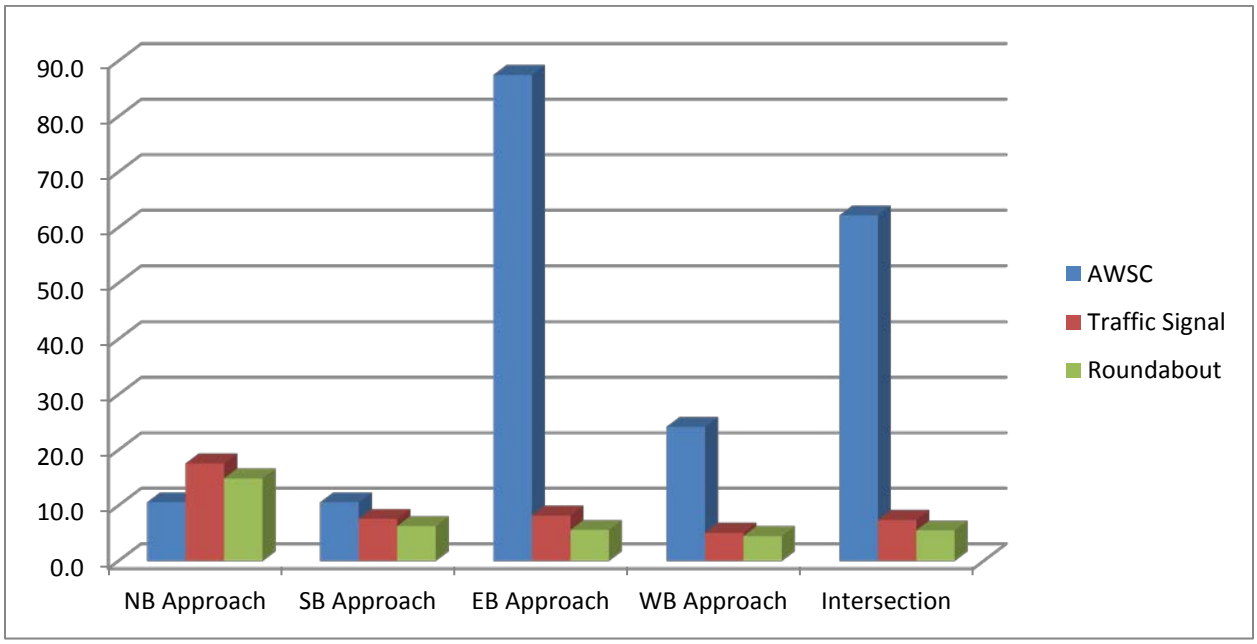

Figure 4. Intersection 1, 2030 PM Peak Hour Average Delay (sec/veh), With Road 3

Intersection 2

Analysis for Intersection 2 is conducted with single-lane approaches on all legs. Traffic signal analysis is conducted with a 60 second cycle and permitted left turns.

Intersections 2 accommodates AM and PM peak hour traffic for all the intersection controls with and without Road 3. The roundabout provides greater reserve capacity for future growth (lower v/c ratios), traffic calming, and a safer intersection.

Table 8. Intersection 2, 2030 AM Peak Hour Operational Analysis, Without Road 3

Performance Measure	Northbound Approach	Southbound Approach	Eastbound Approach	Westbound Approach	Int Delay
All-Way Stop-Control	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	
v/c Ratio	0.10	0.10	0.23	0.26	
Mvmt Delay, sec/veh	--	--	--	--	
App Delay, sec/veh	8.6 – A	8.7 – A	8.8 – A	8.8 – A	8.7 – A
95% Queue, feet [1]	--	--	--	--	
Traffic Signal	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	
v/c Ratio	0.12	0.11	0.31	0.35	
Mvmt Delay, sec/veh	--	--	--	--	
App Delay, sec/veh	6.1 - A	6.6 - A	6.2 – A	5.7 - A	6.1 – A
95% Queue, feet	17	16	29	29	
Roundabout	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	
v/c Ratio	0.07	0.06	0.15	0.11	
Mvmt Delay, sec/veh	--	--	--	--	
App Delay, sec/veh	8.6 – A	12.6 – B	3.7 – A	4.8 – A	6.1 – A
95% Queue, feet	6	5	15	12	

Int = Intersection; Mvmt = Movement; App = Approach
[1] HCM does not provide 95% queue lengths for AWSC Intersections

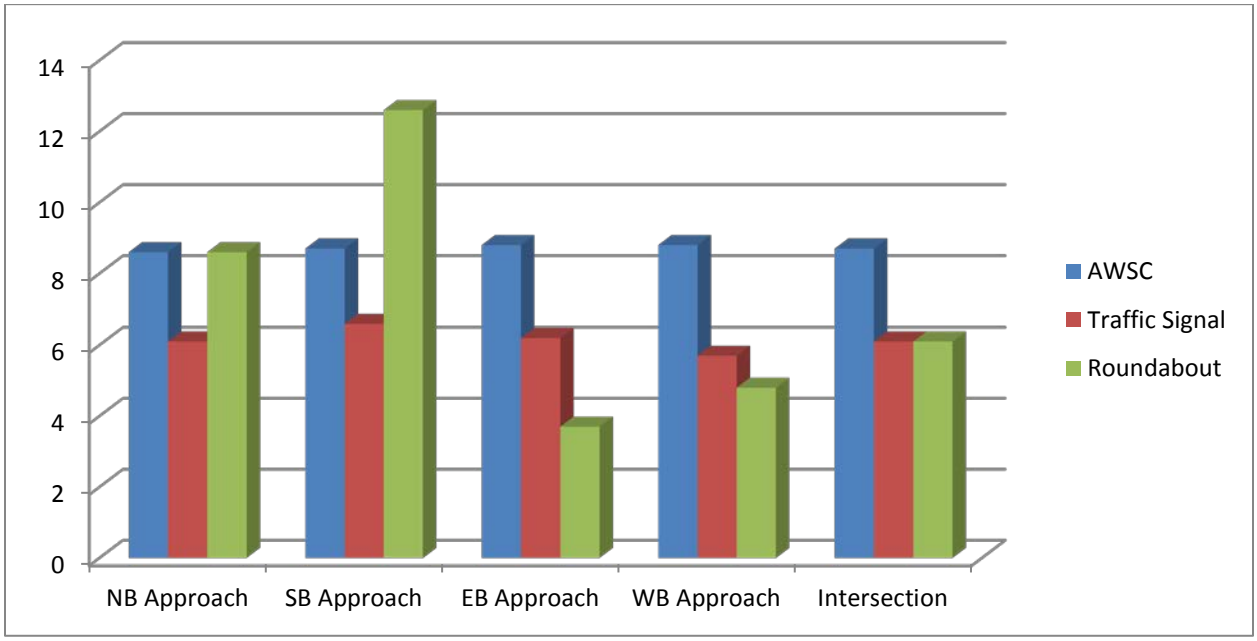

Figure 5. Intersection 2, 2030 AM Peak Hour Average Delay (sec/veh), Without Road 3

Table 9. Intersection 2, 2030 PM Peak Hour Operational Analysis, Without Road 3

Performance Measure	Northbound Approach	Southbound Approach	Eastbound Approach	Westbound Approach	Int Delay
All-Way Stop-Control	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	
v/c Ratio	0.06	0.13	0.29	0.29	
Mvmt Delay, sec/veh	--	--	--	--	
App Delay, sec/veh	8.6 – A	9.0 – A	9.2 – A	9.1 – A	9.1 – A
95% Queue, feet [1]	--	--	-- --	-- --	
Traffic Signal	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	
v/c Ratio	0.07	0.15	0.36	0.37	
Mvmt Delay, sec/veh	--	--	--	--	
App Delay, sec/veh	6.1 – A	7.2 – A	6.7 – A	6.3 – A	6.5 – A
95% Queue, feet	12	22	39	37	
Roundabout	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	
v/c Ratio	0.04	0.09	0.19	0.17	
Mvmt Delay, sec/veh	--	--	--	--	
App Delay, sec/veh	8.8 – A	12.8 – B	3.8 – A	5.4 – A	6.1 – A
95% Queue, feet	4	8	20	21	

Int = Intersection; Mvmt = Movement; App = Approach

[1] HCM does not provide 95% queue lengths for AWSC Intersections

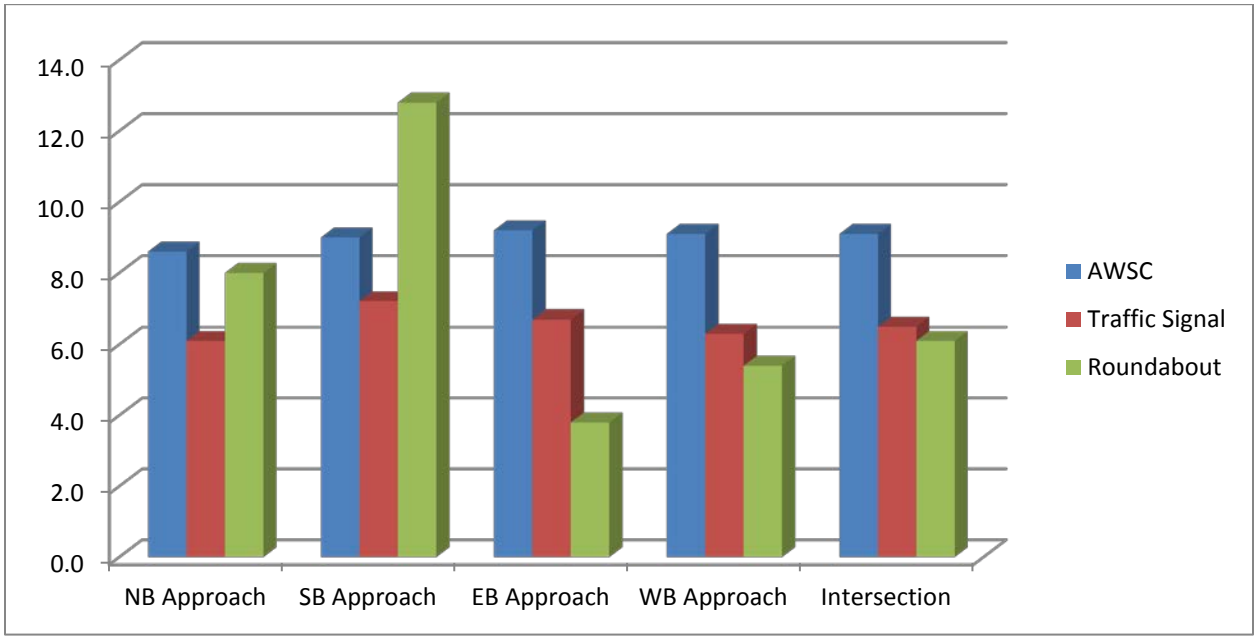

Figure 6. Intersection 2, 2030 PM Peak Hour Average Delay (sec/veh), Without Road 3

Table 10. Intersection 2, 2030 AM Peak Hour Operational Analysis, With Road 3

Performance Measure	Northbound Approach	Southbound Approach	Eastbound Approach	Westbound Approach	Int Delay
All-Way Stop-Control	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	
v/c Ratio	0.12	0.16	0.32	0.53	
Mvmt Delay, sec/veh	--	--	--	--	
App Delay, sec/veh	9.6 – A	9.9 – A	10.2 – B	12.6 – B	11.3 – B
95% Queue, feet [1]	--	--	--	--	
Traffic Signal	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	
v/c Ratio	0.20	0.28	0.31	0.55	
Mvmt Delay, sec/veh	--	--	--	--	
App Delay, sec/veh	9.1 – A	10.9 – B	6.3 – A	8.3 – A	8.1 – A
95% Queue, feet	28	38	48	84	
Roundabout	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	
v/c Ratio	0.07	0.10	0.17	0.31	
Mvmt Delay, sec/veh	--	--	--	--	
App Delay, sec/veh	8.9 – A	13.2 – B	3.8 – A	5.5 – A	6.4 – A
95% Queue, feet	7	10	18	44	

Int = Intersection; Mvmt = Movement; App = Approach
[1] HCM does not provide 95% queue lengths for AWSC Intersections

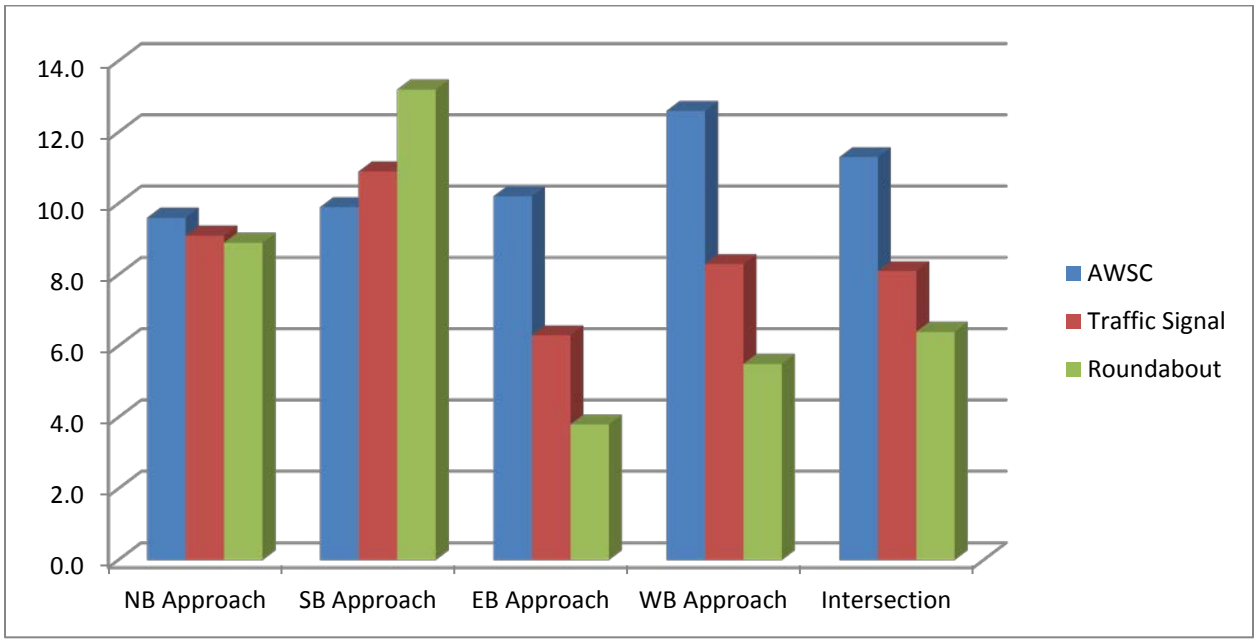

Figure 7. Intersection 2, 2030 AM Peak Hour Average Delay (sec/veh), With Road 3

Table 11. Intersection 2, 2030 PM Peak Hour Operational Analysis, With Road 3

Performance Measure	Northbound Approach	Southbound Approach	Eastbound Approach	Westbound Approach	Int Delay
All-Way Stop-Control	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	
v/c Ratio	0.08	0.33	0.54	0.50	
Mvmt Delay, sec/veh	--	--	--	--	
App Delay, sec/veh	9.9 – A	12.1 – B	14.1 – B	13.1 - B	13.1 - B
95% Queue, feet [1]	--	--	--	--	
Traffic Signal	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	
v/c Ratio	0.09	0.45	0.53	0.49	
Mvmt Delay, sec/veh	--	--	--	--	
App Delay, sec/veh	8.0 – A	12.7 – B	10.4 – B	9.3 – A	10.3 – B
95% Queue, feet	20	76	113	98	
Roundabout	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	Left/Thru/Right	
v/c Ratio	0.05	0.21	0.34	0.25	
Mvmt Delay, sec/veh	--	--	--	--	
App Delay, sec/veh	9.9 – A	13.4 – B	4.4 - A	5.2 – A	6.8 – A
95% Queue, feet	5	21	43	35	

Int = Intersection; Mvmt = Movement; App = Approach
[1] HCM does not provide 95% queue lengths for AWSC Intersections

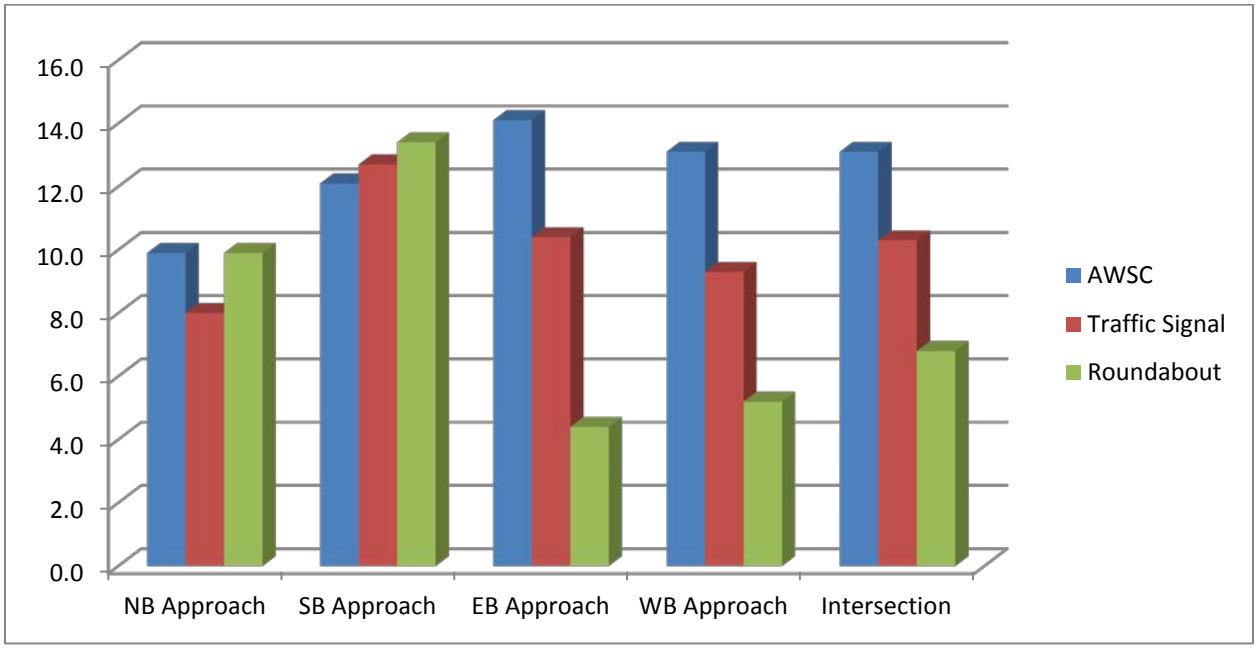

Figure 8. Intersection 2, 2030 PM Peak Hour Average Delay (sec/veh), With Road 3

Intersection 1 a with Five Leg Roundabout

Intersection 1 was also analyzed with a five-leg roundabout that would provide access to approximately 12 single-unit homes on the north leg. The five-leg roundabout accommodates the 2030 peak hour volumes with low delays, short 95th percentile queues, and reserve capacity for future growth. The five-leg roundabout provides access to the single-unit homes on the north leg, traffic calming, and a safer intersection. See Table 12 and Figure 9.

Table 12. Intersection 1, 2030 with a Five Leg Roundabout

Performance Measure	NB Approach	SB Approach	EB Approach	NWB Approach	SWB Approach	Int Delay
AM PH without Road 3	Lt/Thru/Rt	Lt/Thru/Rt	Lt/Thru/Rt	Lt/Thru/Rt	Lt/Thru/Rt	
v/c Ratio	0.06	0.01	0.30	0.44	0.09	
Mvmt Delay, sec/veh	--	--	--	--	--	
App Delay, sec/veh	11.2 – B	8.3 – A	5.2 – A	11.6 – B	6.6 – A	8.8 – A
95% Queue, feet [1]	5	1	34	61	10	
PM PH without Road 3	Lt/Thru/Rt	Lt/Thru/Rt	Lt/Thru/Rt	Lt/Thru/Rt	Lt/Thru/Rt	
v/c Ratio	0.03	0.01	0.52	0.30	0.08	
Mvmt Delay, sec/veh	--	--	--	--	--	
App Delay, sec/veh	12.2 – B	7.2 – A	4.9 – A	11.5 – B	5.6 – A	7.2 – A
95% Queue, feet	4	1	80	34	8	
AM PH with Road 3	Lt/Thru/Rt	Lt/Thru/Rt	Lt/Thru/Rt	Lt/Thru/Rt	Lt/Thru/Rt	
v/c Ratio	0.06	0.02	0.36	0.56	0.20	
Mvmt Delay, sec/veh	--	--	--	--	--	
App Delay, sec/veh	11.6 – B	9.5 – A	5.4 – A	11.9 – B	7.6 – A	9.2 – A
95% Queue, feet	6	2	45	89	27	
PM PH with Road 3	Lt/Thru/Rt	Lt/Thru/Rt	Lt/Thru/Rt	Lt/Thru/Rt	Lt/Thru/Rt	
v/c Ratio	0.04	0.01	0.70	0.40	0.10	
Mvmt Delay, sec/veh	--	--	--	--	--	
App Delay, sec/veh	14.4 – B	7.6 – A	5.5 – A	12.1 – B	6.0 – A	7.7 – A
95% Queue, feet	5	1	189	51	12	

NB = Northbound; SB = Southbound; EB = Eastbound; NWB = Northwest bound; SWB = Southwest bound
PH = Peak Hour; Int = Intersection; Mvmt = Movement; App = Approach

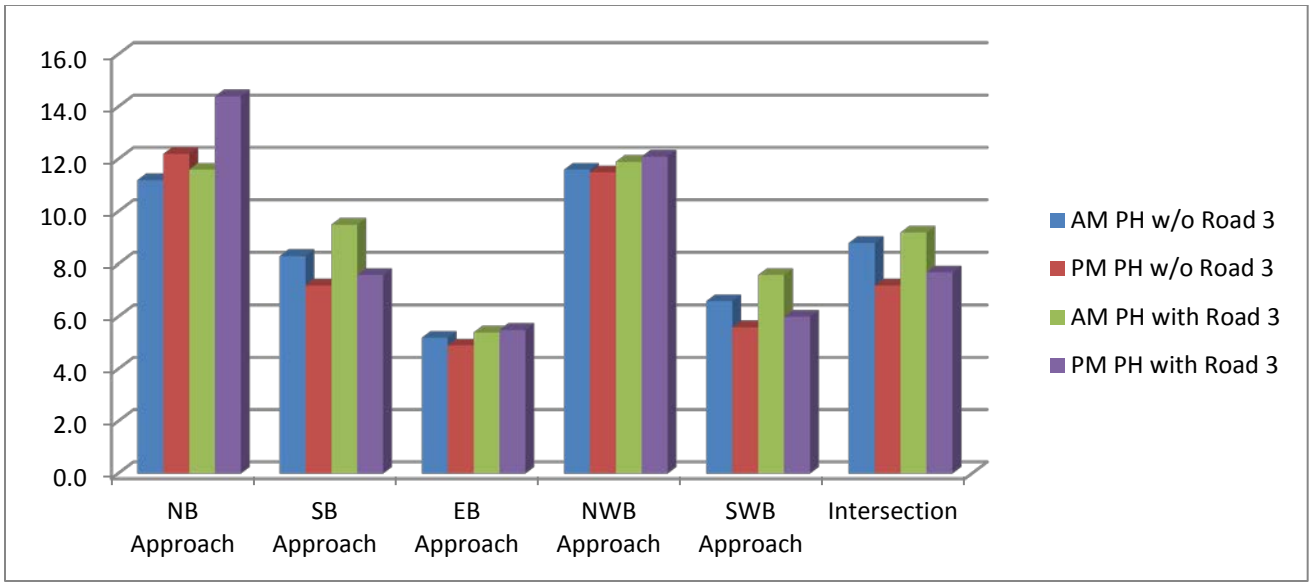

Figure 9. Intersection 1, 2030 with a Five-Leg Roundabout

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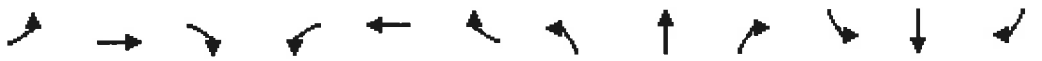
Intersection 1

All-Way Stop Control Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	60	296	18	1	506	1	52	1	2	1	1	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	322	20	1	550	1	57	1	2	1	1	76

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	65	341	1	551	60	78
Volume Left (vph)	65	0	1	0	57	1
Volume Right (vph)	0	20	0	1	2	76
Hadj (s)	0.53	-0.01	0.53	0.03	0.20	-0.55
Departure Headway (s)	6.1	5.5	5.9	5.4	6.6	5.8
Degree Utilization, x	0.11	0.52	0.00	0.83	0.11	0.13
Capacity (veh/h)	566	637	585	651	493	550
Control Delay (s)	8.6	13.2	7.7	28.2	10.4	9.7
Approach Delay (s)	12.4		28.2		10.4	9.7
Approach LOS	B		D		B	A

Intersection Summary			
Delay	20.1		
HCM Level of Service	C		
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	80	529	41	1	342	1	24	1	1	1	1	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	575	45	1	372	1	26	1	1	1	1	76

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	87	620	1	373	28	78
Volume Left (vph)	**87**	**0**	**1**	**0**	**26**	**1**
Volume Right (vph)	0	45	0	1	1	76
Hadj (s)	**0.53**	**-0.02**	**0.53**	**0.03**	**0.20**	**-0.55**
Departure Headway (s)	5.8	5.2	6.1	5.6	6.8	5.9
Degree Utilization, x	**0.14**	**0.89**	**0.00**	**0.58**	**0.05**	**0.13**
Capacity (veh/h)	614	685	574	631	489	562
Control Delay (s)	**8.5**	**34.8**	**7.9**	**14.7**	**10.1**	**9.7**
Approach Delay (s)	31.6		14.7		10.1	9.7
Approach LOS	D		B		B	A

Intersection Summary				
Delay	24.3			
HCM Level of Service	C			
Intersection Capacity Utilization	51.8%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	90	341	18	1	626	1	52	1	2	1	1	140
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	98	371	20	1	680	1	57	1	2	1	1	152

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	98	390	1	682	60	154
Volume Left (vph)	98	0	1	0	57	1
Volume Right (vph)	0	20	0	1	2	152
Hadj (s)	0.53	0.00	0.53	0.03	0.20	-0.56
Departure Headway (s)	6.5	6.0	6.4	5.9	7.3	6.3
Degree Utilization, x	0.18	0.65	0.00	1.12	0.12	0.27
Capacity (veh/h)	536	585	541	617	453	539
Control Delay (s)	9.7	18.1	8.3	97.5	11.3	11.6
Approach Delay (s)	16.4		97.4		11.3	11.6
Approach LOS	C		F		B	B

Intersection Summary				
Delay	55.6			
HCM Level of Service	F			
Intersection Capacity Utilization	63.4%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	180	664	41	1	427	1	24	0	1	1	1	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	196	722	45	1	464	1	26	0	1	1	1	98

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	196	766	1	465	27	100
Volume Left (vph)	196	0	1	0	26	1
Volume Right (vph)	0	45	0	1	1	98
Hadj (s)	0.53	-0.01	0.53	0.03	0.20	-0.55
Departure Headway (s)	6.0	5.4	6.4	5.9	7.2	6.2
Degree Utilization, x	0.33	1.16	0.00	0.76	0.05	0.17
Capacity (veh/h)	582	666	548	597	459	541
Control Delay (s)	10.7	107.1	8.2	24.2	10.6	10.5
Approach Delay (s)	87.5		24.2		10.6	10.5
Approach LOS	F		C		B	B

Intersection Summary				
Delay	62.2			
HCM Level of Service	F			
Intersection Capacity Utilization	58.8%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection 1

Traffic Signal Analysis

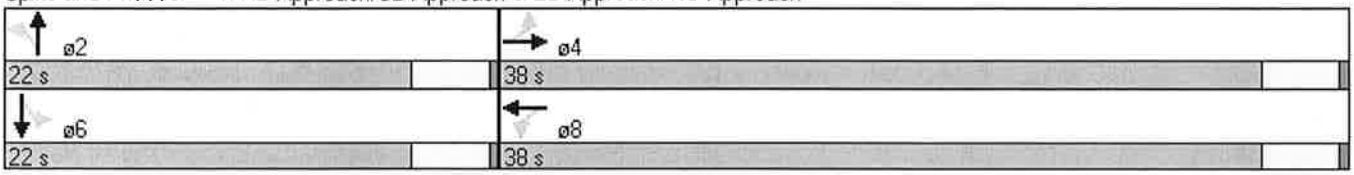
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	296	18	1	506	1	52	1	2	1	1	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1846	0	1770	1863	0	0	1770	0	0	1615	0
Flt Permitted	0.374			0.555				0.688			0.996	
Satd. Flow (perm)	697	1846	0	1034	1863	0	0	1275	0	0	1610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9						2			76	
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		378			388			430			422	
Travel Time (s)		10.3			8.8			9.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	342	0	1	551	0	0	60	0	0	78	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	38.0	38.0		38.0	38.0		22.0	22.0		22.0	22.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Act Effct Green (s)	14.5	14.5		14.5	14.5			7.2			7.2	
Actuated g/C Ratio	0.48	0.48		0.48	0.48			0.24			0.24	
v/c Ratio	0.19	0.38		0.00	0.61			0.20			0.18	
Control Delay	5.8	6.0		4.0	8.9			12.7			5.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.8	6.0		4.0	8.9			12.7			5.4	
LOS	A	A		A	A			B			A	
Approach Delay		6.0			8.9			12.7			5.4	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	4	25		0	47			7			0	
Queue Length 95th (ft)	18	64		1	119			32			22	
Internal Link Dist (ft)		298			308			350			342	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	672	1781		997	1797			801			1039	
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	0.10	0.19		0.00	0.31			0.07			0.08	

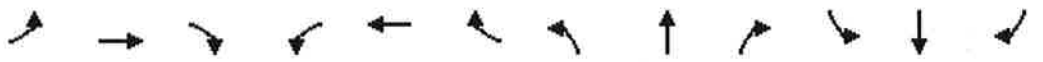
Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 30.1
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 7.8 Intersection LOS: A
Intersection Capacity Utilization 49.7% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: NB Approach/SB Approach & EB Approach/WB Approach





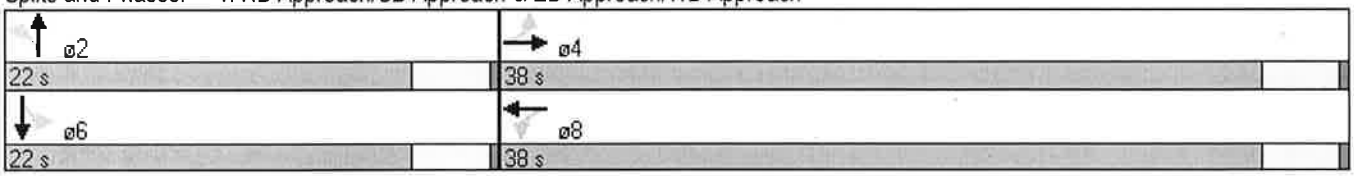
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	529	41	1	342	1	24	1	1	1	1	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1842	0	1770	1863	0	0	1772	0	0	1615	0
Flt Permitted	0.540			0.337				0.716			0.997	
Satd. Flow (perm)	1006	1842	0	628	1863	0	0	1327	0	0	1612	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11						1			76	
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		378			388			430			422	
Travel Time (s)		10.3			8.8			9.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	620	0	1	373	0	0	28	0	0	78	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	38.0	38.0		38.0	38.0		22.0	22.0		22.0	22.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Act Effct Green (s)	16.7	16.7		16.7	16.7			6.5			6.5	
Actuated g/C Ratio	0.53	0.53		0.53	0.53			0.21			0.21	
v/c Ratio	0.16	0.63		0.00	0.38			0.10			0.20	
Control Delay	4.3	8.2		3.0	5.3			13.9			6.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.3	8.2		3.0	5.3			13.9			6.4	
LOS	A	A		A	A			B			A	
Approach Delay		7.7			5.3			13.9			6.4	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	5	51		0	26			3			0	
Queue Length 95th (ft)	18	120		1	62			21			25	
Internal Link Dist (ft)		298			308			350			342	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	953	1746		595	1765			796			997	
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	0.09	0.36		0.00	0.21			0.04			0.08	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 31.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 51.8% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: NB Approach/SB Approach & EB Approach/WB Approach



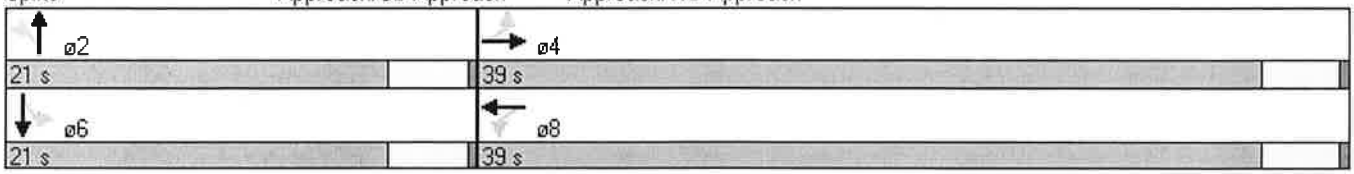
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	341	18	1	626	1	52	1	2	1	1	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1848	0	1770	1863	0	0	1770	0	0	1615	0
Flt Permitted	0.285			0.521				0.819			0.998	
Satd. Flow (perm)	531	1848	0	970	1863	0	0	1518	0	0	1612	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8						2			152	
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		378			388			430			422	
Travel Time (s)		10.3			8.8			9.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	391	0	1	681	0	0	60	0	0	154	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	39.0	39.0		39.0	39.0		21.0	21.0		21.0	21.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Act Effct Green (s)	18.5	18.5		18.5	18.5			7.6			7.6	
Actuated g/C Ratio	0.53	0.53		0.53	0.53			0.22			0.22	
v/c Ratio	0.35	0.39		0.00	0.68			0.18			0.33	
Control Delay	8.3	5.7		4.0	9.8			14.8			6.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	8.3	5.7		4.0	9.8			14.8			6.0	
LOS	A	A		A	A			B			A	
Approach Delay		6.2			9.8			14.8			6.0	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	8	30		0	67			8			0	
Queue Length 95th (ft)	31	77		1	168			38			36	
Internal Link Dist (ft)		298			308			350			342	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	489	1702		893	1715			797			917	
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	0.20	0.23		0.00	0.40			0.08			0.17	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 34.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 8.3 Intersection LOS: A
Intersection Capacity Utilization 63.4% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: NB Approach/SB Approach & EB Approach/WB Approach



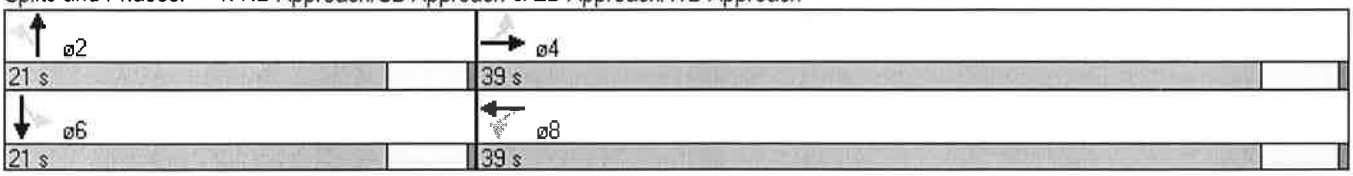
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	664	41	1	427	1	24	0	1	1	1	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1846	0	1770	1863	0	0	1768	0	0	1617	0
Flt Permitted	0.471			0.259				0.693			0.997	
Satd. Flow (perm)	877	1846	0	482	1863	0	0	1284	0	0	1612	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9						1			98	
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		378			388			430			422	
Travel Time (s)		10.3			8.8			9.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	767	0	1	465	0	0	27	0	0	100	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	39.0	39.0		39.0	39.0		21.0	21.0		21.0	21.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Act Effct Green (s)	22.4	22.4		22.4	22.4			6.7			6.7	
Actuated g/C Ratio	0.60	0.60		0.60	0.60			0.18			0.18	
v/c Ratio	0.38	0.70		0.00	0.42			0.12			0.27	
Control Delay	6.0	8.8		3.0	5.1			17.6			7.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	6.0	8.8		3.0	5.1			17.6			7.6	
LOS	A	A		A	A			B			A	
Approach Delay		8.2			5.1			17.6			7.6	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	14	73		0	35			5			0	
Queue Length 95th (ft)	43	172		1	81			24			32	
Internal Link Dist (ft)		298			308			350			342	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	780	1643		429	1656			617			825	
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	0.25	0.47		0.00	0.28			0.04			0.12	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 37.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 7.4 Intersection LOS: A
Intersection Capacity Utilization 58.8% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: NB Approach/SB Approach & EB Approach/WB Approach



Intersection 1

Roundabout Analysis

MOVEMENT SUMMARY

Site: 2030 AM PH 4-Leg w/o Road 3 RMG

Intersection #1, 4-Leg, Reid Middleton Geometry (RMG)
2030 AM Peak Hour
Without Road 3 - Base + Project

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	57	2.0	0.060	11.8	LOS B	0.2	5.7	0.39	0.70	25.1
8	T	1	2.0	0.060	3.6	LOS A	0.2	5.7	0.39	0.38	26.4
18	R	2	2.0	0.060	4.9	LOS A	0.2	5.7	0.39	0.47	26.1
Approach		60	2.0	0.060	11.4	LOS B	0.2	5.7	0.39	0.68	25.1
East: WB Approach											
1L	L	1	2.0	0.429	9.0	LOS A	2.4	60.1	0.31	0.91	25.4
6T	T	550	2.0	0.429	4.0	LOS A	2.4	60.1	0.31	0.40	27.8
6R	R	1	2.0	0.429	4.1	LOS A	2.4	60.1	0.31	0.47	26.9
Approach		552	2.0	0.429	4.0	LOS A	2.4	60.1	0.31	0.40	27.8
North: SB Approach											
7	L	1	2.0	0.085	10.4	LOS B	0.3	8.9	0.49	0.80	24.6
4	T	1	2.0	0.085	4.2	LOS A	0.3	8.9	0.49	0.48	26.3
14	R	76	2.0	0.085	6.8	LOS A	0.3	8.9	0.49	0.62	26.7
Approach		78	2.0	0.085	6.8	LOS A	0.3	8.9	0.49	0.62	26.6
West: EB Approach											
5	L	65	2.0	0.314	10.3	LOS B	1.2	31.4	0.03	0.94	29.6
2	T	322	2.0	0.314	4.3	LOS A	1.2	31.4	0.03	0.37	34.3
12	R	20	2.0	0.314	5.6	LOS A	1.2	31.4	0.03	0.53	33.2
Approach		407	2.0	0.314	5.3	LOS A	1.2	31.4	0.03	0.47	33.4
All Vehicles		1097	2.0	0.429	5.1	LOS A	2.4	60.1	0.22	0.46	29.3

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2030 PM PH 4-Leg w/o Road 3 RMG

Intersection #1, 4-Leg, Reid Middleton Geometry (RMG)
2030 PM Peak Hour
Without Road 3 - Base + Project

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	26	2.0	0.033	13.2	LOS B	0.1	3.6	0.52	0.72	24.7
8	T	1	2.0	0.033	5.0	LOS A	0.1	3.6	0.52	0.48	25.8
18	R	1	2.0	0.033	6.3	LOS A	0.1	3.6	0.52	0.55	25.6
Approach		28	2.0	0.033	12.6	LOS B	0.1	3.6	0.52	0.71	24.7
East: WB Approach											
1L	L	1	2.0	0.294	8.9	LOS A	1.4	34.4	0.25	0.93	25.3
6T	T	372	2.0	0.294	3.9	LOS A	1.4	34.4	0.25	0.39	28.1
6R	R	1	2.0	0.294	4.0	LOS A	1.4	34.4	0.25	0.46	27.0
Approach		374	2.0	0.294	3.9	LOS A	1.4	34.4	0.25	0.39	28.0
North: SB Approach											
7	L	1	2.0	0.074	9.5	LOS A	0.3	6.6	0.36	0.78	25.0
4	T	1	2.0	0.074	3.3	LOS A	0.3	6.6	0.36	0.37	26.8
14	R	76	2.0	0.074	5.9	LOS A	0.3	6.6	0.36	0.55	27.0
Approach		78	2.0	0.074	5.9	LOS A	0.3	6.6	0.36	0.55	27.0
West: EB Approach											
5	L	87	2.0	0.546	10.3	LOS B	3.0	75.9	0.04	0.94	29.6
2	T	575	2.0	0.546	4.3	LOS A	3.0	75.9	0.04	0.37	34.2
12	R	45	2.0	0.546	5.6	LOS A	3.0	75.9	0.04	0.53	33.1
Approach		707	2.0	0.546	5.1	LOS A	3.0	75.9	0.04	0.45	33.5
All Vehicles		1187	2.0	0.546	5.0	LOS A	3.0	75.9	0.14	0.44	30.7

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2030 AM PH 4-Leg w Road 3 RMG

Intersection #1, 4-Leg, Reid Middleton Geometry (RMG)
2030 AM Peak Hour
With Road 3 - Base + Project

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	57	2.0	0.063	12.2	LOS B	0.2	6.2	0.43	0.71	25.0
8	T	1	2.0	0.063	3.9	LOS A	0.2	6.2	0.43	0.42	26.2
18	R	2	2.0	0.063	5.3	LOS A	0.2	6.2	0.43	0.50	26.0
Approach		60	2.0	0.063	11.8	LOS B	0.2	6.2	0.43	0.70	25.1
East: WB Approach											
1L	L	1	2.0	0.542	9.3	LOS A	3.5	87.9	0.40	0.89	25.4
6T	T	680	2.0	0.542	4.3	LOS A	3.5	87.9	0.40	0.44	27.5
6R	R	1	2.0	0.542	4.4	LOS A	3.5	87.9	0.40	0.49	26.6
Approach		683	2.0	0.542	4.3	LOS A	3.5	87.9	0.40	0.44	27.5
North: SB Approach											
7	L	1	2.0	0.191	11.5	LOS B	0.9	23.9	0.62	0.86	24.2
4	T	1	2.0	0.191	5.3	LOS A	0.9	23.9	0.62	0.61	25.7
14	R	152	2.0	0.191	7.9	LOS A	0.9	23.9	0.62	0.73	26.3
Approach		154	2.0	0.191	7.9	LOS A	0.9	23.9	0.62	0.73	26.3
West: EB Approach											
5	L	98	2.0	0.377	10.3	LOS B	1.7	42.6	0.03	0.92	29.6
2	T	371	2.0	0.377	4.3	LOS A	1.7	42.6	0.03	0.36	34.3
12	R	20	2.0	0.377	5.6	LOS A	1.7	42.6	0.03	0.52	33.1
Approach		488	2.0	0.377	5.5	LOS A	1.7	42.6	0.03	0.48	33.1
All Vehicles		1385	2.0	0.542	5.5	LOS A	3.5	87.9	0.30	0.50	28.9

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2030 PM PH 4-Leg w Road 3 RMG

Intersection #1, 4-Leg, Reid Middleton Geometry (RMG)
2030 PM Peak Hour
With Road 3 - Base + Project

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	26	2.0	0.041	15.5	LOS B	0.2	5.1	0.66	0.77	23.7
8	T	1	2.0	0.041	7.3	LOS A	0.2	5.1	0.66	0.59	24.7
18	R	1	2.0	0.041	8.7	LOS A	0.2	5.1	0.66	0.64	24.4
Approach		28	2.0	0.041	14.9	LOS B	0.2	5.1	0.66	0.76	23.8
East: WB Approach											
1L	L	1	2.0	0.403	9.5	LOS A	2.1	52.8	0.40	0.91	25.3
6T	T	464	2.0	0.403	4.5	LOS A	2.1	52.8	0.40	0.46	27.5
6R	R	1	2.0	0.403	4.6	LOS A	2.1	52.8	0.40	0.52	26.7
Approach		466	2.0	0.403	4.5	LOS A	2.1	52.8	0.40	0.46	27.5
North: SB Approach											
7	L	1	2.0	0.102	9.9	LOS A	0.4	10.3	0.44	0.79	24.9
4	T	1	2.0	0.102	3.6	LOS A	0.4	10.3	0.44	0.43	26.5
14	R	98	2.0	0.102	6.3	LOS A	0.4	10.3	0.44	0.59	26.8
Approach		100	2.0	0.102	6.3	LOS A	0.4	10.3	0.44	0.59	26.8
West: EB Approach											
5	L	196	2.0	0.744	10.4	LOS B	7.0	177.1	0.07	0.89	29.6
2	T	722	2.0	0.744	4.3	LOS A	7.0	177.1	0.07	0.36	34.1
12	R	45	2.0	0.744	5.7	LOS A	7.0	177.1	0.07	0.51	33.0
Approach		962	2.0	0.744	5.6	LOS A	7.0	177.1	0.07	0.47	32.9
All Vehicles		1557	2.0	0.744	5.5	LOS A	7.0	177.1	0.20	0.48	30.4

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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Intersection 2

All-Way Stop Control Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	140	32	5	121	70	59	1	9	60	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	152	35	5	132	76	64	1	10	65	1	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	188	213	75	67
Volume Left (vph)	1	5	64	65
Volume Right (vph)	35	76	10	1
Hadj (s)	-0.08	-0.18	0.13	0.22
Departure Headway (s)	4.4	4.3	5.0	5.1
Degree Utilization, x	0.23	0.26	0.10	0.10
Capacity (veh/h)	778	794	655	638
Control Delay (s)	8.8	8.8	8.6	8.7
Approach Delay (s)	8.8	8.8	8.6	8.7
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.7		
HCM Level of Service	A		
Intersection Capacity Utilization	24.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	167	47	7	142	70	34	1	5	80	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	182	51	8	154	76	37	1	5	87	1	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	234	238	43	89
Volume Left (vph)	1	8	37	87
Volume Right (vph)	51	76	5	1
Hadj (s)	-0.10	-0.15	0.13	0.22
Departure Headway (s)	4.4	4.4	5.2	5.3
Degree Utilization, x	0.29	0.29	0.06	0.13
Capacity (veh/h)	782	785	618	621
Control Delay (s)	9.2	9.1	8.6	9.0
Approach Delay (s)	9.2	9.1	8.6	9.0
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.1			
HCM Level of Service	A			
Intersection Capacity Utilization	28.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	185	32	5	241	140	59	1	9	90	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	201	35	5	262	152	64	1	10	98	1	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	237	420	75	100
Volume Left (vph)	1	5	64	98
Volume Right (vph)	35	152	10	1
Hadj (s)	-0.05	-0.18	0.13	0.22
Departure Headway (s)	4.9	4.6	5.8	5.8
Degree Utilization, x	0.32	0.53	0.12	0.16
Capacity (veh/h)	693	762	538	546
Control Delay (s)	10.2	12.6	9.6	9.9
Approach Delay (s)	10.2	12.6	9.6	9.9
Approach LOS	B	B	A	A

Intersection Summary			
Delay	11.3		
HCM Level of Service	B		
Intersection Capacity Utilization	37.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	302	47	7	227	90	34	1	5	180	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	328	51	8	247	98	37	1	5	196	1	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	380	352	43	198
Volume Left (vph)	1	8	37	196
Volume Right (vph)	51	98	5	1
Hadj (s)	-0.05	-0.13	0.13	0.23
Departure Headway (s)	5.1	5.1	6.4	6.1
Degree Utilization, x	0.54	0.50	0.08	0.33
Capacity (veh/h)	668	672	463	534
Control Delay (s)	14.1	13.1	9.9	12.1
Approach Delay (s)	14.1	13.1	9.9	12.1
Approach LOS	B	B	A	B

Intersection Summary			
Delay	13.1		
HCM Level of Service	B		
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection 2

Traffic Signal Analysis

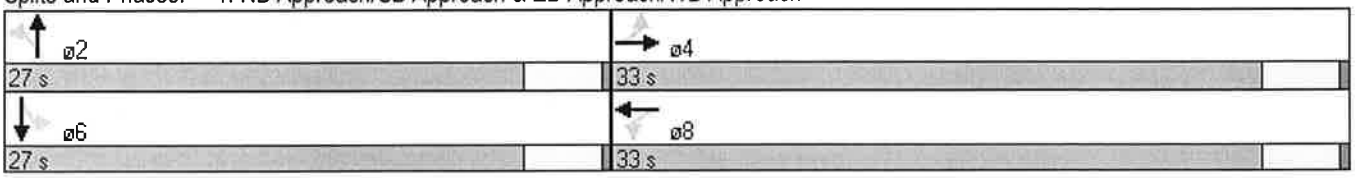


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	1	140	32	5	121	70	59	1	9	60	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1816	0	0	1772	0	0	1754	0	0	1774	0
Flt Permitted		0.997			0.989			0.762			0.734	
Satd. Flow (perm)	0	1811	0	0	1754	0	0	1394	0	0	1365	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			64			10			1	
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		378			388			430			422	
Travel Time (s)		10.3			8.8			9.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	0	213	0	0	75	0	0	67	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	33.0	33.0		33.0	33.0		27.0	27.0		27.0	27.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		7.5			7.4			10.1			10.1	
Actuated g/C Ratio		0.33			0.32			0.44			0.44	
v/c Ratio		0.31			0.35			0.12			0.11	
Control Delay		6.2			5.7			6.1			6.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.2			5.7			6.1			6.6	
LOS		A			A			A			A	
Approach Delay		6.2			5.7			6.1			6.6	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		10			10			4			4	
Queue Length 95th (ft)		29			29			17			16	
Internal Link Dist (ft)		298			308			350			342	
Turn Bay Length (ft)												
Base Capacity (vph)		1811			1754			1353			1324	
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		0.10			0.12			0.06			0.05	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 23
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 6.1 Intersection LOS: A
Intersection Capacity Utilization 24.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: NB Approach/SB Approach & EB Approach/WB Approach

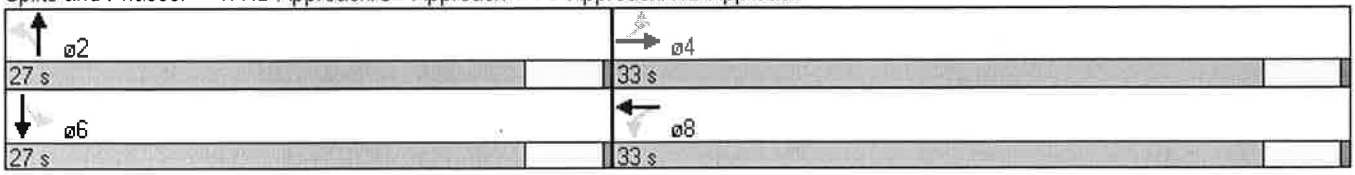


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	1	167	47	7	142	70	34	1	5	80	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1809	0	0	1779	0	0	1758	0	0	1772	0
Flt Permitted		0.998			0.982			0.775			0.731	
Satd. Flow (perm)	0	1805	0	0	1751	0	0	1421	0	0	1359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			54			5			1	
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		378			388			430			422	
Travel Time (s)		10.3			8.8			9.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	234	0	0	238	0	0	43	0	0	89	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	33.0	33.0		33.0	33.0		27.0	27.0		27.0	27.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		8.0			8.0			10.2			10.2	
Actuated g/C Ratio		0.35			0.35			0.45			0.45	
v/c Ratio		0.36			0.37			0.07			0.15	
Control Delay		6.7			6.3			6.1			7.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.7			6.3			6.1			7.2	
LOS		A			A			A			A	
Approach Delay		6.7			6.3			6.1			7.2	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		14			13			3			6	
Queue Length 95th (ft)		39			37			12			22	
Internal Link Dist (ft)		298			308			350			342	
Turn Bay Length (ft)												
Base Capacity (vph)		1805			1751			1353			1294	
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		0.13			0.14			0.03			0.07	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 22.8
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 6.5 Intersection LOS: A
Intersection Capacity Utilization 28.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: NB Approach/SB Approach & EB Approach/WB Approach

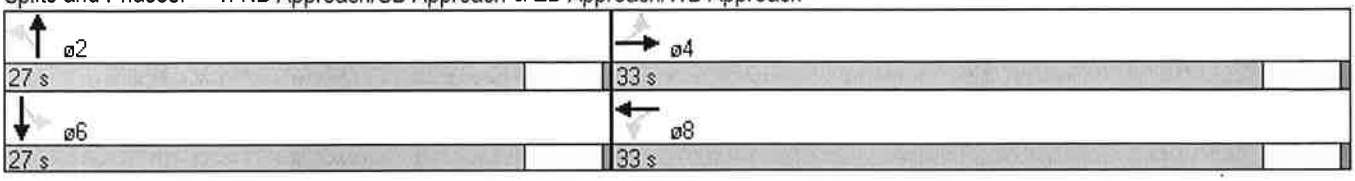


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	1	185	32	5	241	140	59	1	9	90	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1825	0	0	1770	0	0	1754	0	0	1773	0
Flt Permitted		0.998			0.996			0.710			0.676	
Satd. Flow (perm)	0	1822	0	0	1764	0	0	1299	0	0	1258	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			66			10			1	
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		378			388			430			422	
Travel Time (s)		10.3			8.8			9.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	237	0	0	419	0	0	75	0	0	100	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	33.0	33.0		33.0	33.0		27.0	27.0		27.0	27.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		11.2			11.2			7.8			7.8	
Actuated g/C Ratio		0.41			0.41			0.28			0.28	
v/c Ratio		0.31			0.55			0.20			0.28	
Control Delay		6.3			8.3			9.1			10.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.3			8.3			9.1			10.9	
LOS		A			A			A			B	
Approach Delay		6.3			8.3			9.1			10.9	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		16			29			6			9	
Queue Length 95th (ft)		48			84			28			38	
Internal Link Dist (ft)		298			308			350			342	
Turn Bay Length (ft)												
Base Capacity (vph)		1730			1677			1108			1072	
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		0.14			0.25			0.07			0.09	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 27.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 8.1 Intersection LOS: A
Intersection Capacity Utilization 37.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: NB Approach/SB Approach & EB Approach/WB Approach

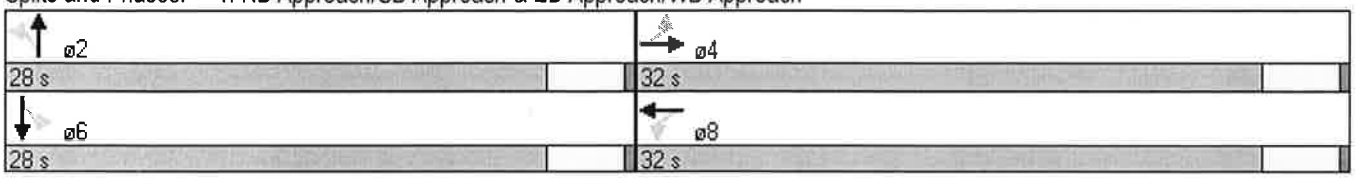


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	1	302	47	7	227	90	34	1	5	180	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1829	0	0	1792	0	0	1758	0	0	1773	0
Flt Permitted		0.999			0.989			0.730			0.697	
Satd. Flow (perm)	0	1827	0	0	1774	0	0	1338	0	0	1297	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			43			5			1	
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		378			388			430			422	
Travel Time (s)		10.3			8.8			9.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	380	0	0	353	0	0	43	0	0	198	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	32.0	32.0		32.0	32.0		28.0	28.0		28.0	28.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		12.1			12.1			10.5			10.5	
Actuated g/C Ratio		0.39			0.39			0.34			0.34	
v/c Ratio		0.53			0.49			0.09			0.45	
Control Delay		10.4			9.3			8.0			12.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.4			9.3			8.0			12.7	
LOS		B			A			A			B	
Approach Delay		10.4			9.3			8.0			12.7	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		37			31			4			21	
Queue Length 95th (ft)		113			98			20			76	
Internal Link Dist (ft)		298			308			350			342	
Turn Bay Length (ft)												
Base Capacity (vph)		1608			1565			1070			1036	
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		0.24			0.23			0.04			0.19	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 31.1
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 10.3 Intersection LOS: B
Intersection Capacity Utilization 40.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: NB Approach/SB Approach & EB Approach/WB Approach



Intersection 2

Roundabout Analysis

MOVEMENT SUMMARY

Site: 2030 AM PH w/o Road 3 RMG

Intersection #2, Reid Middleton Geometry (RMG)
2030 AM Peak Hour
Without Road 3

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	64	2.0	0.067	9.1	LOS A	0.2	6.3	0.29	0.64	24.7
8	T	1	3.0	0.067	6.1	LOS A	0.2	6.3	0.29	0.44	32.5
18	R	10	2.0	0.067	5.5	LOS A	0.2	6.3	0.29	0.46	27.1
Approach		75	2.0	0.067	8.6	LOS A	0.2	6.3	0.29	0.62	25.1
East: WB Approach											
1L	L	5	2.0	0.109	10.6	LOS B	0.5	12.3	0.18	0.90	29.6
6T	T	132	2.0	0.109	4.6	LOS A	0.5	12.3	0.18	0.39	33.4
6R	R	1	3.0	0.109	6.8	LOS A	0.5	12.3	0.18	0.55	32.8
Approach		138	2.0	0.109	4.8	LOS A	0.5	12.3	0.18	0.42	33.2
North: SB Approach											
7	L	65	3.0	0.059	12.8	LOS B	0.2	5.3	0.27	0.68	29.3
4	T	1	3.0	0.059	6.0	LOS A	0.2	5.3	0.27	0.43	32.7
14	R	1	3.0	0.059	7.1	LOS A	0.2	5.3	0.27	0.50	32.2
Approach		67	3.0	0.059	12.6	LOS B	0.2	5.3	0.27	0.68	29.4
West: EB Approach											
5	L	1	3.0	0.153	12.4	LOS B	0.6	15.2	0.17	0.88	30.0
2	T	152	2.0	0.153	3.7	LOS A	0.6	15.2	0.17	0.35	28.3
12	R	35	2.0	0.153	3.8	LOS A	0.6	15.2	0.17	0.43	27.2
Approach		188	2.0	0.153	3.7	LOS A	0.6	15.2	0.17	0.37	28.1
All Vehicles		468	2.2	0.153	6.1	LOS A	0.6	15.2	0.21	0.47	29.0

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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SIDRA INTERSECTION

MOVEMENT SUMMARY

Site: 2030 PM PH w/o Road 3 RMG

Intersection #2, Reid Middleton Geometry (RMG)
2030 PM Peak Hour
Without Road 3

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	37	2.0	0.040	9.3	LOS A	0.1	3.8	0.32	0.65	24.7
8	T	1	2.0	0.040	6.2	LOS A	0.1	3.8	0.32	0.45	32.3
18	R	5	2.0	0.040	5.6	LOS A	0.1	3.8	0.32	0.47	27.0
Approach		43	2.0	0.040	8.8	LOS A	0.1	3.8	0.32	0.62	25.1
East: WB Approach											
1L	L	8	2.0	0.172	10.5	LOS B	0.8	21.0	0.14	0.88	29.6
6T	T	154	2.0	0.172	4.4	LOS A	0.8	21.0	0.14	0.37	33.6
6R	R	76	2.0	0.172	6.8	LOS A	0.8	21.0	0.14	0.53	33.0
Approach		238	2.0	0.172	5.4	LOS A	0.8	21.0	0.14	0.44	33.2
North: SB Approach											
7	L	87	2.0	0.088	13.0	LOS B	0.3	7.9	0.28	0.69	29.2
4	T	1	2.0	0.088	6.1	LOS A	0.3	7.9	0.28	0.44	32.6
14	R	1	2.0	0.088	7.4	LOS A	0.3	7.9	0.28	0.52	32.0
Approach		89	2.0	0.088	12.8	LOS B	0.3	7.9	0.28	0.69	29.3
West: EB Approach											
5	L	1	2.0	0.193	12.5	LOS B	0.8	20.1	0.21	0.87	30.0
2	T	182	2.0	0.193	3.8	LOS A	0.8	20.1	0.21	0.37	28.2
12	R	51	2.0	0.193	3.9	LOS A	0.8	20.1	0.21	0.44	27.1
Approach		234	2.0	0.193	3.8	LOS A	0.8	20.1	0.21	0.39	28.0
All Vehicles		604	2.0	0.193	6.1	LOS A	0.8	21.0	0.20	0.47	29.7

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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SIDRA INTERSECTION

MOVEMENT SUMMARY

Site: 2030 AM PH w Road 3 RMG

Intersection #2, Reid Middleton Geometry (RMG)
2030 AM Peak Hour
With Road 3

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	64	2.0	0.070	9.5	LOS A	0.3	6.9	0.35	0.66	24.6
8	T	1	2.0	0.070	6.4	LOS A	0.3	6.9	0.35	0.48	32.2
18	R	10	2.0	0.070	5.8	LOS A	0.3	6.9	0.35	0.50	26.9
Approach		75	2.0	0.070	8.9	LOS A	0.3	6.9	0.35	0.64	25.0
East: WB Approach											
1L	L	5	2.0	0.310	10.6	LOS B	1.7	44.1	0.22	0.85	29.5
6T	T	262	2.0	0.310	4.6	LOS A	1.7	44.1	0.22	0.39	33.1
6R	R	152	2.0	0.310	6.9	LOS A	1.7	44.1	0.22	0.54	32.7
Approach		420	2.0	0.310	5.5	LOS A	1.7	44.1	0.22	0.45	32.9
North: SB Approach											
7	L	98	2.0	0.097	13.4	LOS B	0.4	9.5	0.37	0.71	29.0
4	T	1	2.0	0.097	6.5	LOS A	0.4	9.5	0.37	0.49	32.0
14	R	1	2.0	0.097	7.8	LOS A	0.4	9.5	0.37	0.57	31.6
Approach		100	2.0	0.097	13.2	LOS B	0.4	9.5	0.37	0.71	29.1
West: EB Approach											
5	L	1	2.0	0.169	12.5	LOS B	0.7	17.7	0.22	0.89	30.0
2	T	201	2.0	0.169	3.8	LOS A	0.7	17.7	0.22	0.38	28.2
12	R	1	2.0	0.169	3.9	LOS A	0.7	17.7	0.22	0.46	27.1
Approach		203	2.0	0.169	3.8	LOS A	0.7	17.7	0.22	0.38	28.2
All Vehicles		798	2.0	0.310	6.4	LOS A	1.7	44.1	0.25	0.48	30.1

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2030 PM PH w Road 3 RMG

Intersection #2, Reid Middleton Geometry (RMG)
2030 PM Peak Hour
With Road 3

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	37	2.0	0.047	10.4	LOS B	0.2	5.2	0.48	0.70	24.4
8	T	1	2.0	0.047	7.4	LOS A	0.2	5.2	0.48	0.55	31.3
18	R	5	2.0	0.047	6.7	LOS A	0.2	5.2	0.48	0.56	26.4
Approach		43	2.0	0.047	9.9	LOS A	0.2	5.2	0.48	0.68	24.8
East: WB Approach											
1L	L	8	2.0	0.249	10.5	LOS B	1.4	34.6	0.16	0.88	29.6
6T	T	247	2.0	0.249	4.4	LOS A	1.4	34.6	0.16	0.37	33.5
6R	R	98	2.0	0.249	6.8	LOS A	1.4	34.6	0.16	0.53	32.9
Approach		352	2.0	0.249	5.2	LOS A	1.4	34.6	0.16	0.43	33.2
North: SB Approach											
7	L	196	2.0	0.208	13.5	LOS B	0.8	21.2	0.38	0.73	29.0
4	T	1	2.0	0.208	6.7	LOS A	0.8	21.2	0.38	0.52	31.9
14	R	1	2.0	0.208	7.9	LOS A	0.8	21.2	0.38	0.59	31.5
Approach		198	2.0	0.208	13.4	LOS B	0.8	21.2	0.38	0.73	29.0
West: EB Approach											
5	L	1	2.0	0.339	13.0	LOS B	1.7	42.7	0.38	0.87	29.9
2	T	328	2.0	0.339	4.3	LOS A	1.7	42.7	0.38	0.44	27.6
12	R	51	2.0	0.339	4.5	LOS A	1.7	42.7	0.38	0.50	26.7
Approach		380	2.0	0.339	4.4	LOS A	1.7	42.7	0.38	0.45	27.5
All Vehicles		974	2.0	0.339	6.8	LOS A	1.7	42.7	0.30	0.51	29.4

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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Intersection 1

Five-Leg Roundabout Analysis

MOVEMENT SUMMARY

Site: 2030 AM PH 5-Leg w/o Road 3 RMG

Intersection #1, 5-Leg, Reid Middleton Geometry (RMG)
2030 AM Peak Hour
Without Road 3 - Base + Project

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	57	2.0	0.055	11.7	LOS B	0.2	5.3	0.37	0.68	25.4
8	T	1	2.0	0.055	1.9	LOS A	0.2	5.3	0.37	0.28	27.0
18	R	3	2.0	0.055	6.9	LOS A	0.2	5.3	0.37	0.51	32.0
Approach		61	2.0	0.055	11.2	LOS B	0.2	5.3	0.37	0.66	25.6
South East: NWB Approach											
3X	L	551	2.0	0.441	11.6	LOS B	2.4	61.0	0.31	0.65	29.8
18X	R	2	2.0	0.441	5.4	LOS A	2.4	61.0	0.31	0.42	32.7
Approach		553	2.0	0.441	11.6	LOS B	2.4	61.0	0.31	0.65	29.8
North East: SWB Approach											
1X	L	2	2.0	0.086	14.0	LOS B	0.4	10.3	0.54	0.91	30.0
16X	R	77	2.0	0.086	6.4	LOS A	0.4	10.3	0.54	0.57	32.5
Approach		79	2.0	0.086	6.6	LOS A	0.4	10.3	0.54	0.58	32.4
North: SB Approach											
7	L	2	2.0	0.009	14.9	LOS B	0.0	1.1	0.58	0.73	29.1
4	T	1	2.0	0.009	3.3	LOS A	0.0	1.1	0.58	0.39	26.2
14	R	4	2.0	0.009	6.3	LOS A	0.0	1.1	0.58	0.51	26.7
Approach		8	2.0	0.009	8.3	LOS A	0.0	1.1	0.58	0.55	27.3
West: EB Approach											
5	L	67	2.0	0.296	11.0	LOS B	1.3	33.7	0.05	0.92	30.8
12	R	341	2.0	0.296	4.0	LOS A	1.3	33.7	0.05	0.33	35.4
Approach		409	2.0	0.296	5.2	LOS A	1.3	33.7	0.05	0.43	34.5
All Vehicles		1110	2.0	0.441	8.8	LOS A	2.4	61.0	0.24	0.56	31.2

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2030 PM PH 5-Leg w/o Road 3 RMG

Intersection #1, 5-Leg, Reid Middleton Geometry (RMG)
2030 PM Peak Hour
Without Road 3 - Base + Project

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	26	2.0	0.032	13.0	LOS B	0.1	3.5	0.52	0.71	25.1
8	T	1	2.0	0.032	3.2	LOS A	0.1	3.5	0.52	0.40	26.1
18	R	2	2.0	0.032	7.8	LOS A	0.1	3.5	0.52	0.56	31.3
Approach		29	2.0	0.032	12.2	LOS B	0.1	3.5	0.52	0.69	25.5
South East: NWB Approach											
3X	L	373	2.0	0.298	11.5	LOS B	1.3	34.1	0.26	0.65	30.0
18X	R	2	2.0	0.298	5.3	LOS A	1.3	34.1	0.26	0.40	33.1
Approach		375	2.0	0.298	11.5	LOS B	1.3	34.1	0.26	0.65	30.0
North East: SWB Approach											
1X	L	2	2.0	0.075	13.0	LOS B	0.3	7.9	0.42	0.91	30.4
16X	R	77	2.0	0.075	5.4	LOS A	0.3	7.9	0.42	0.48	33.2
Approach		79	2.0	0.075	5.6	LOS A	0.3	7.9	0.42	0.49	33.1
North: SB Approach											
7	L	2	2.0	0.007	13.8	LOS B	0.0	0.8	0.45	0.73	29.6
4	T	1	2.0	0.007	2.2	LOS A	0.0	0.8	0.45	0.29	26.8
14	R	4	2.0	0.007	5.2	LOS A	0.0	0.8	0.45	0.45	27.2
Approach		8	2.0	0.007	7.2	LOS A	0.0	0.8	0.45	0.51	27.8
West: EB Approach											
5	L	96	2.0	0.518	10.9	LOS B	3.2	80.0	0.06	0.92	30.7
12	R	620	2.0	0.518	4.0	LOS A	3.2	80.0	0.06	0.33	35.3
Approach		715	2.0	0.518	4.9	LOS A	3.2	80.0	0.06	0.41	34.6
All Vehicles		1207	2.0	0.518	7.2	LOS A	3.2	80.0	0.16	0.50	32.5

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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SIDRA INTERSECTION

MOVEMENT SUMMARY

Site: 2030 AM PH 5-Leg w Road 3 RMG

Intersection #1, 5-Leg, Reid Middleton Geometry (RMG)
2030 AM Peak Hour
With Road 3 - Base + Project

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	57	2.0	0.058	12.0	LOS B	0.2	5.8	0.42	0.69	25.3
8	T	1	2.0	0.058	2.2	LOS A	0.2	5.8	0.42	0.32	26.7
18	R	3	2.0	0.058	7.2	LOS A	0.2	5.8	0.42	0.54	31.8
Approach		61	2.0	0.058	11.6	LOS B	0.2	5.8	0.42	0.68	25.5
South East: NWB Approach											
3X	L	682	2.0	0.556	12.0	LOS B	3.5	89.4	0.41	0.67	29.5
18X	R	2	2.0	0.556	5.7	LOS A	3.5	89.4	0.41	0.47	32.1
Approach		684	2.0	0.556	11.9	LOS B	3.5	89.4	0.41	0.66	29.5
North East: SWB Approach											
1X	L	2	2.0	0.193	15.1	LOS B	1.1	26.9	0.67	0.94	29.6
16X	R	153	2.0	0.193	7.5	LOS A	1.1	26.9	0.67	0.67	31.8
Approach		155	2.0	0.193	7.6	LOS A	1.1	26.9	0.67	0.67	31.8
North: SB Approach											
7	L	2	2.0	0.015	16.7	LOS B	0.1	2.2	0.71	0.75	28.2
4	T	1	2.0	0.015	5.1	LOS A	0.1	2.2	0.71	0.51	25.5
14	R	8	2.0	0.015	8.1	LOS A	0.1	2.2	0.71	0.60	26.3
Approach		11	2.0	0.015	9.5	LOS A	0.1	2.2	0.71	0.62	26.6
West: EB Approach											
5	L	100	2.0	0.355	11.0	LOS B	1.8	44.7	0.05	0.90	30.8
12	R	390	2.0	0.355	4.0	LOS A	1.8	44.7	0.05	0.33	35.4
Approach		490	2.0	0.355	5.4	LOS A	1.8	44.7	0.05	0.44	34.3
All Vehicles		1401	2.0	0.556	9.2	LOS A	3.5	89.4	0.32	0.59	31.0

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: 2030 PM PH 5-Leg w Road 3 RMG

Intersection #1, 5-Leg, Reid Middleton Geometry (RMG)
2030 PM Peak Hour
With Road 3 - Base + Project

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: NB Approach											
3	L	26	2.0	0.039	15.2	LOS B	0.2	5.1	0.67	0.75	24.2
8	T	1	2.0	0.039	5.4	LOS A	0.2	5.1	0.67	0.53	25.3
18	R	2	2.0	0.039	10.0	LOS A	0.2	5.1	0.67	0.65	30.2
Approach		29	2.0	0.039	14.4	LOS B	0.2	5.1	0.67	0.74	24.6
South East: NWB Approach											
3X	L	465	2.0	0.395	12.1	LOS B	2.0	50.7	0.39	0.69	29.6
18X	R	2	2.0	0.395	5.9	LOS A	2.0	50.7	0.39	0.49	32.2
Approach		467	2.0	0.395	12.1	LOS B	2.0	50.7	0.39	0.69	29.6
North East: SWB Approach											
1X	L	2	2.0	0.103	13.4	LOS B	0.5	12.0	0.50	0.91	30.3
16X	R	99	2.0	0.103	5.8	LOS A	0.5	12.0	0.50	0.52	32.8
Approach		101	2.0	0.103	6.0	LOS A	0.5	12.0	0.50	0.53	32.7
North: SB Approach											
7	L	2	2.0	0.008	14.2	LOS B	0.0	0.9	0.51	0.73	29.4
4	T	1	2.0	0.008	2.6	LOS A	0.0	0.9	0.51	0.34	26.5
14	R	4	2.0	0.008	5.6	LOS A	0.0	0.9	0.51	0.48	26.9
Approach		8	2.0	0.008	7.6	LOS A	0.0	0.9	0.51	0.53	27.6
West: EB Approach											
5	L	204	2.0	0.704	11.0	LOS B	7.4	189.0	0.11	0.86	30.7
12	R	766	2.0	0.704	4.1	LOS A	7.4	189.0	0.11	0.32	35.0
Approach		971	2.0	0.704	5.5	LOS A	7.4	189.0	0.11	0.43	33.9
All Vehicles		1576	2.0	0.704	7.7	LOS A	7.4	189.0	0.23	0.52	32.1

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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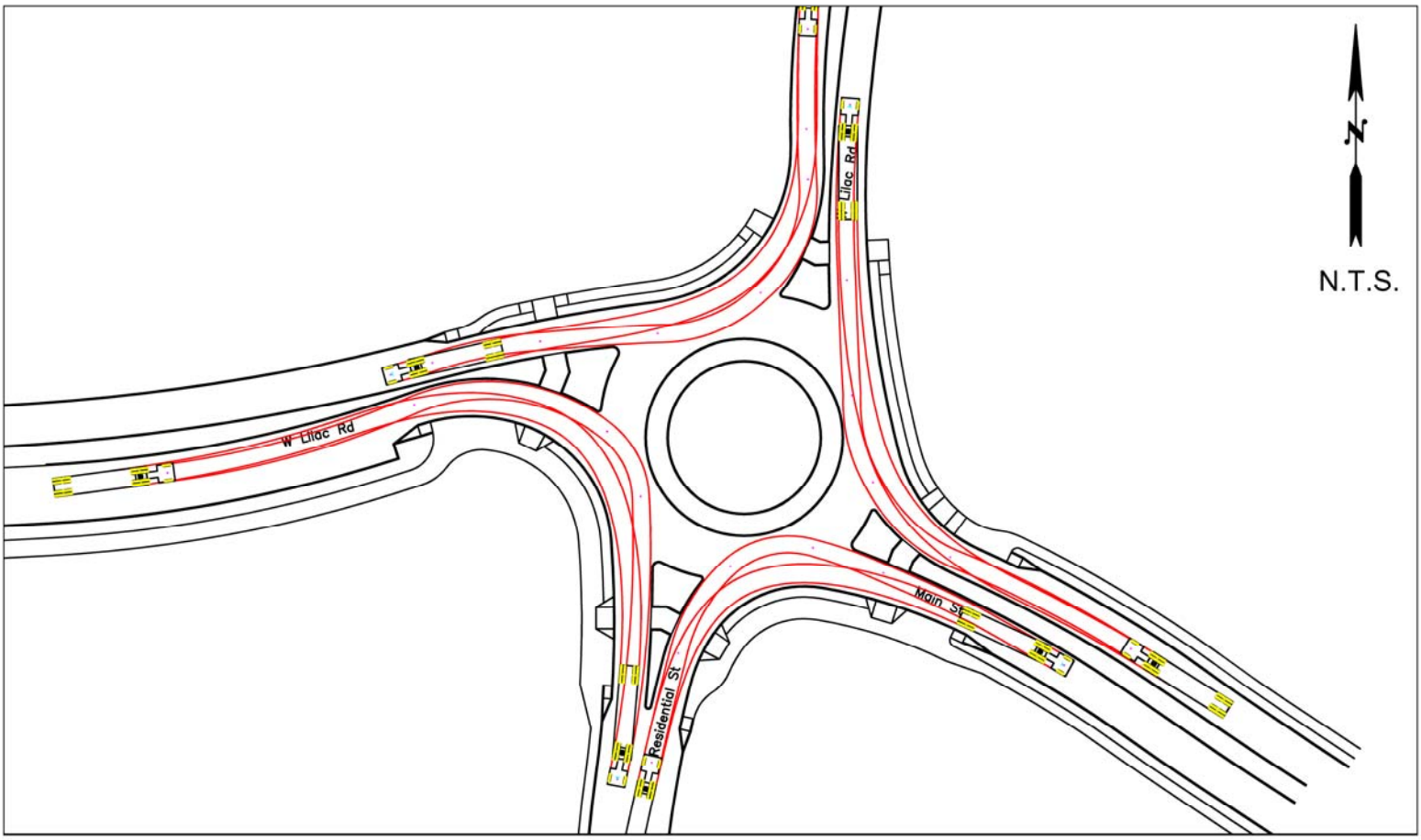
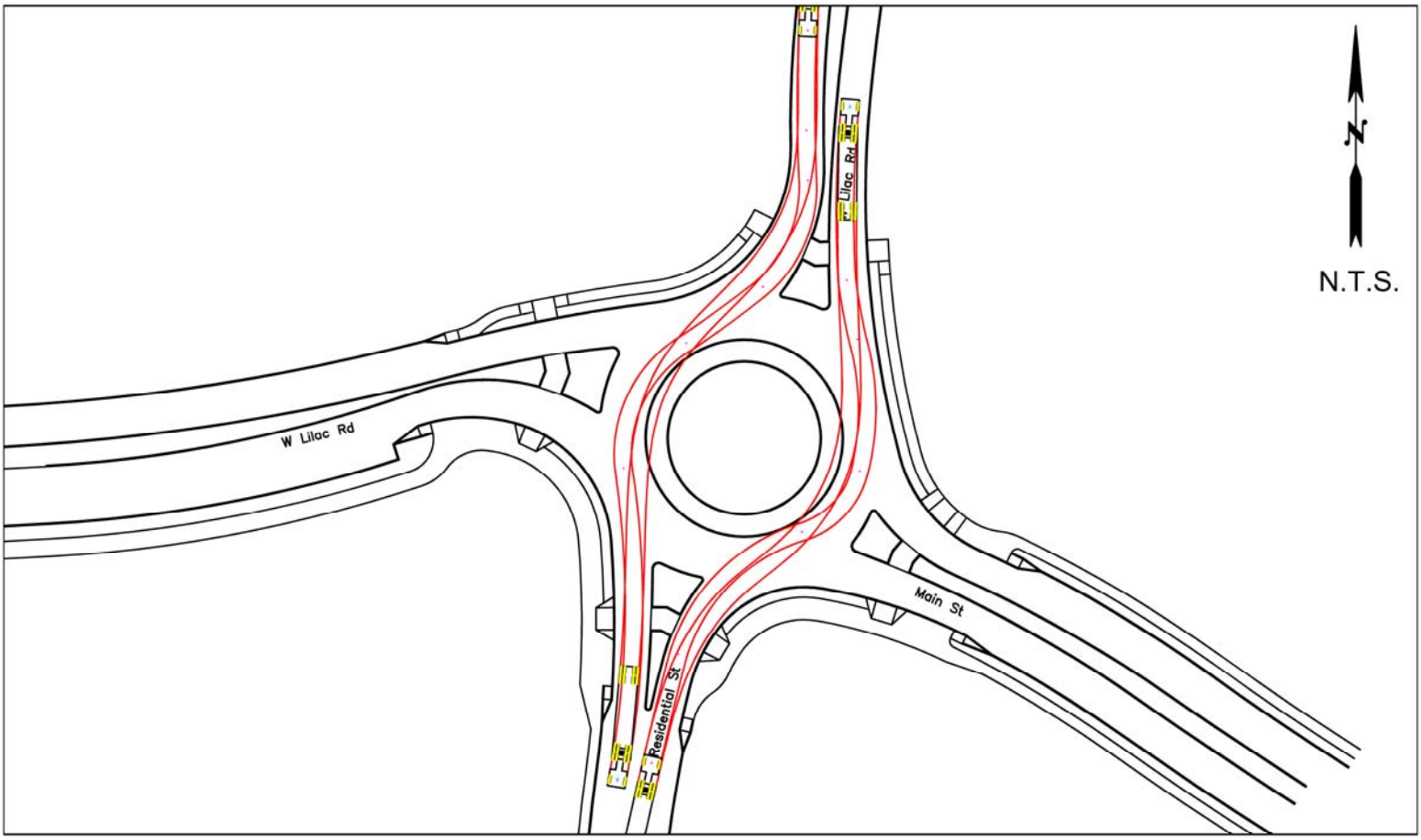


WB-50 Turning Movements



WB-50 Turning Movements

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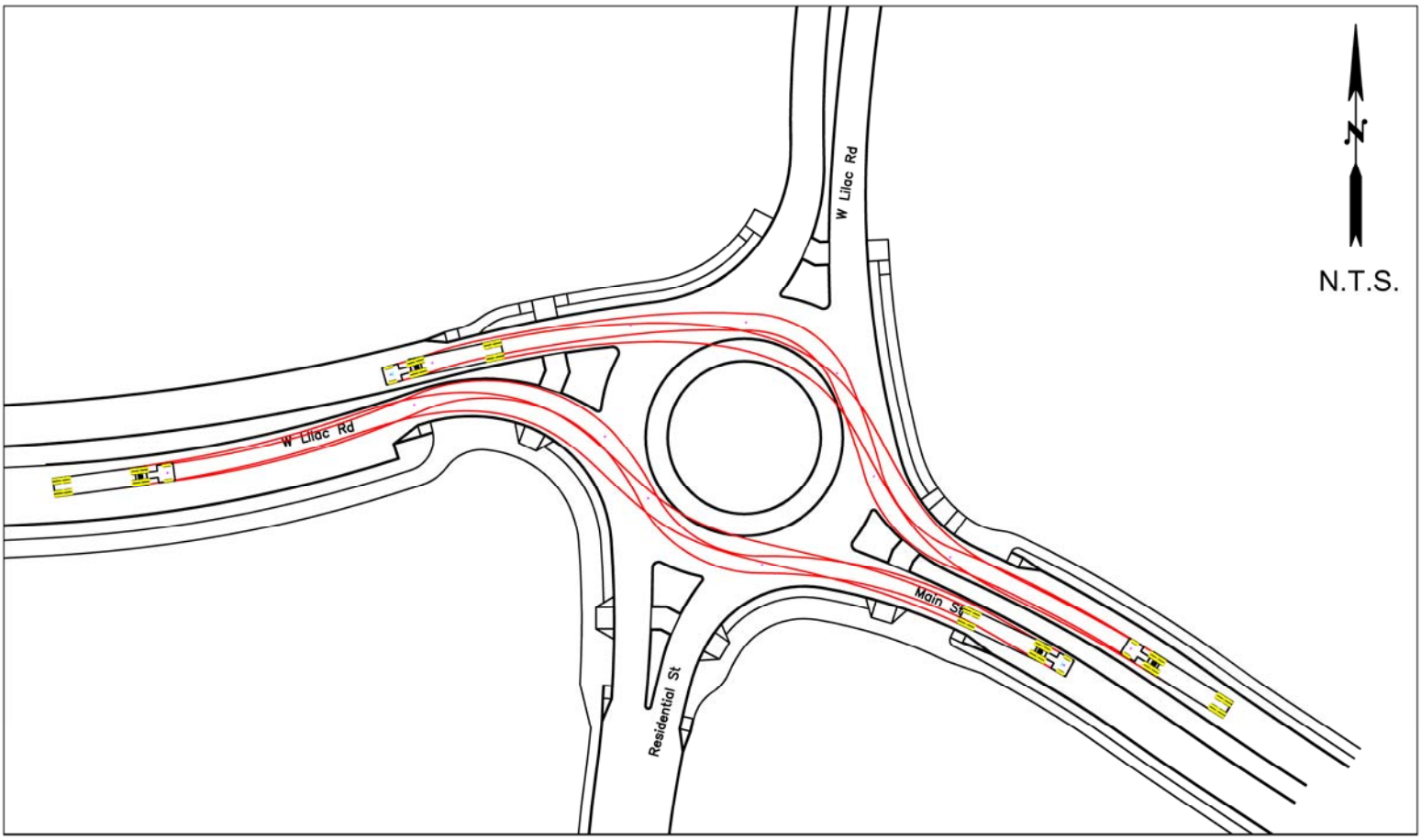
Reid Middleton RB 1 - TRUCK TURNING

Figure B-1

W Lilac Rd Roundabouts

October 2013



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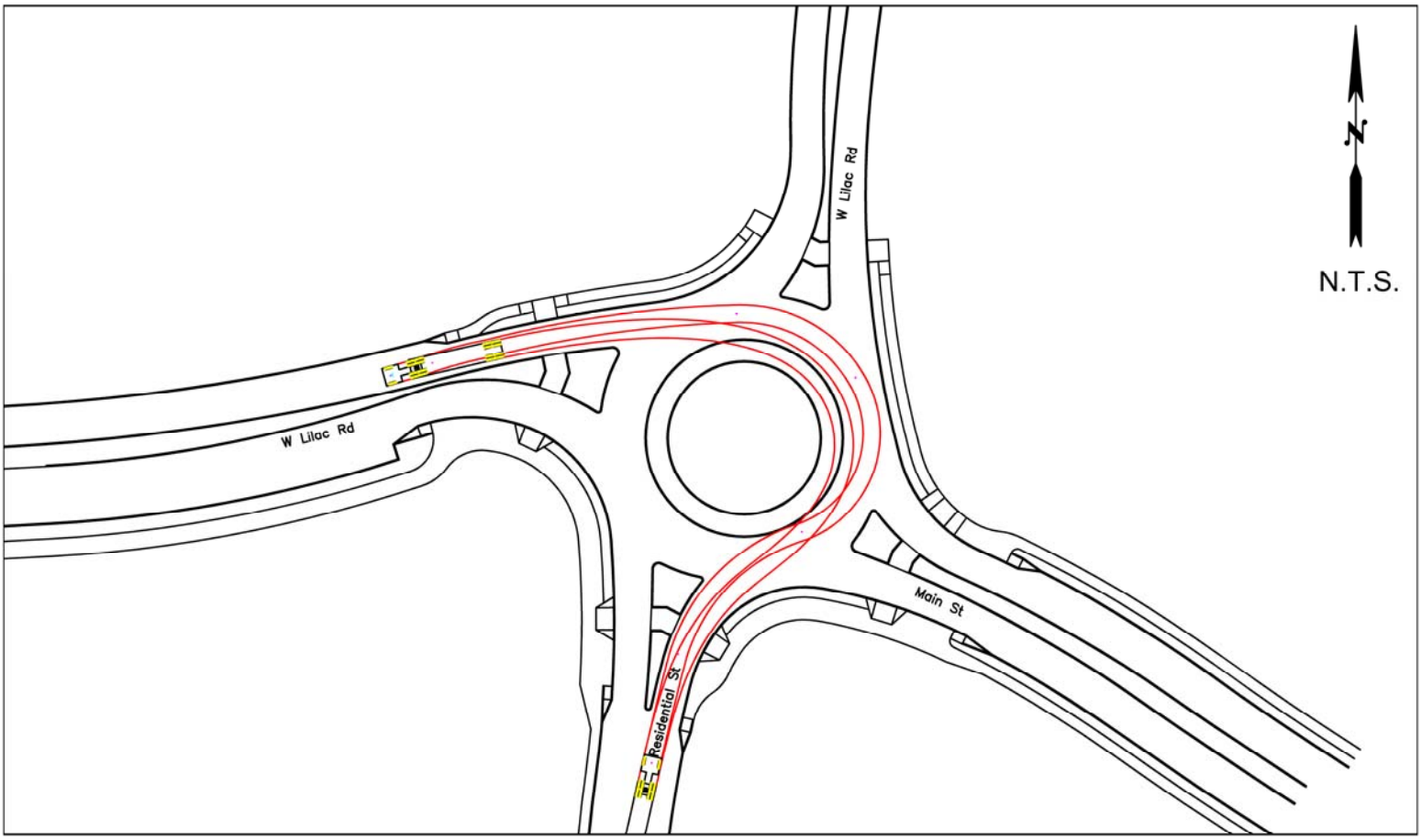

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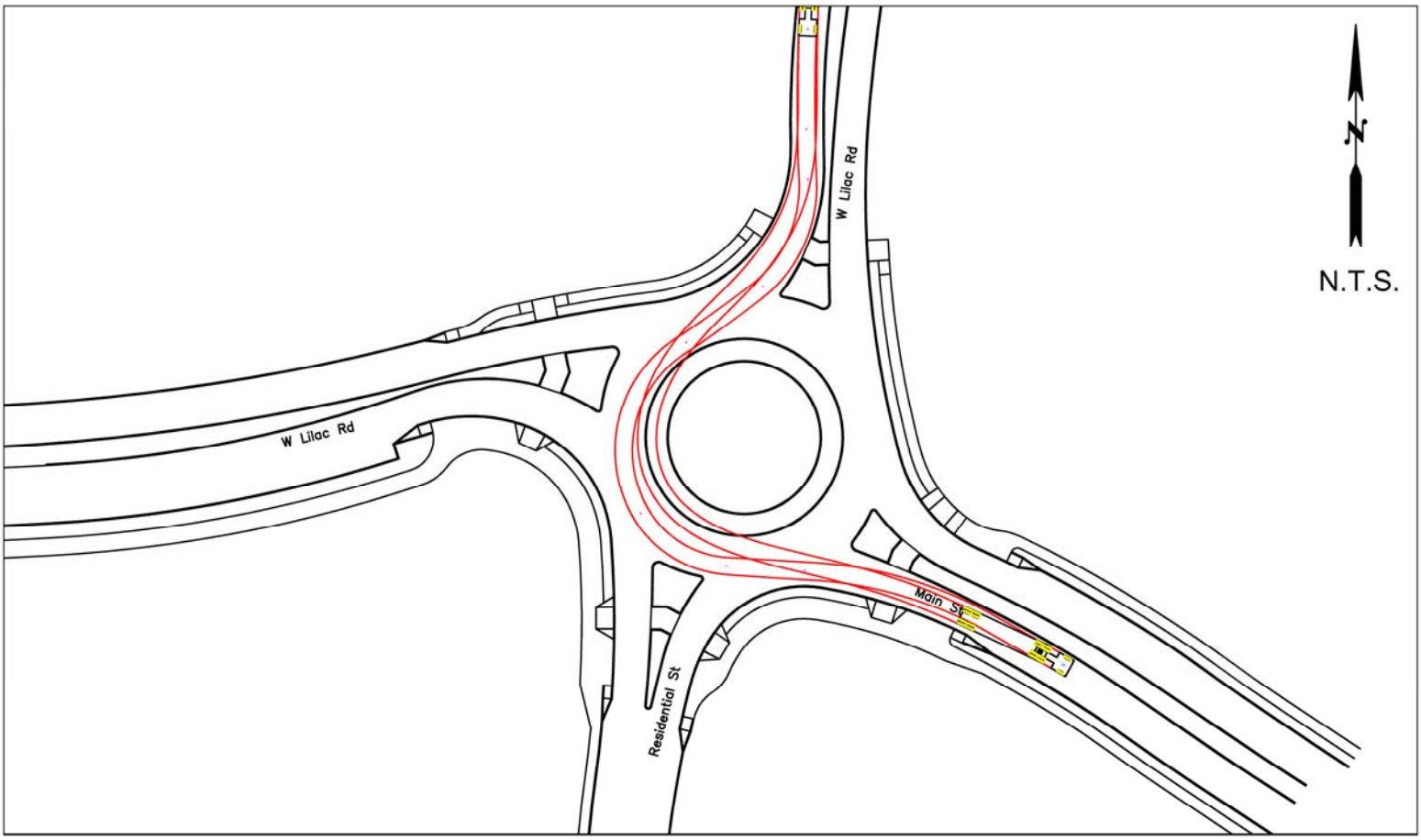
Reid Middleton RB 1 - TRUCK TURNING

W Lilac Rd Roundabouts

Figure B-2

October 2013



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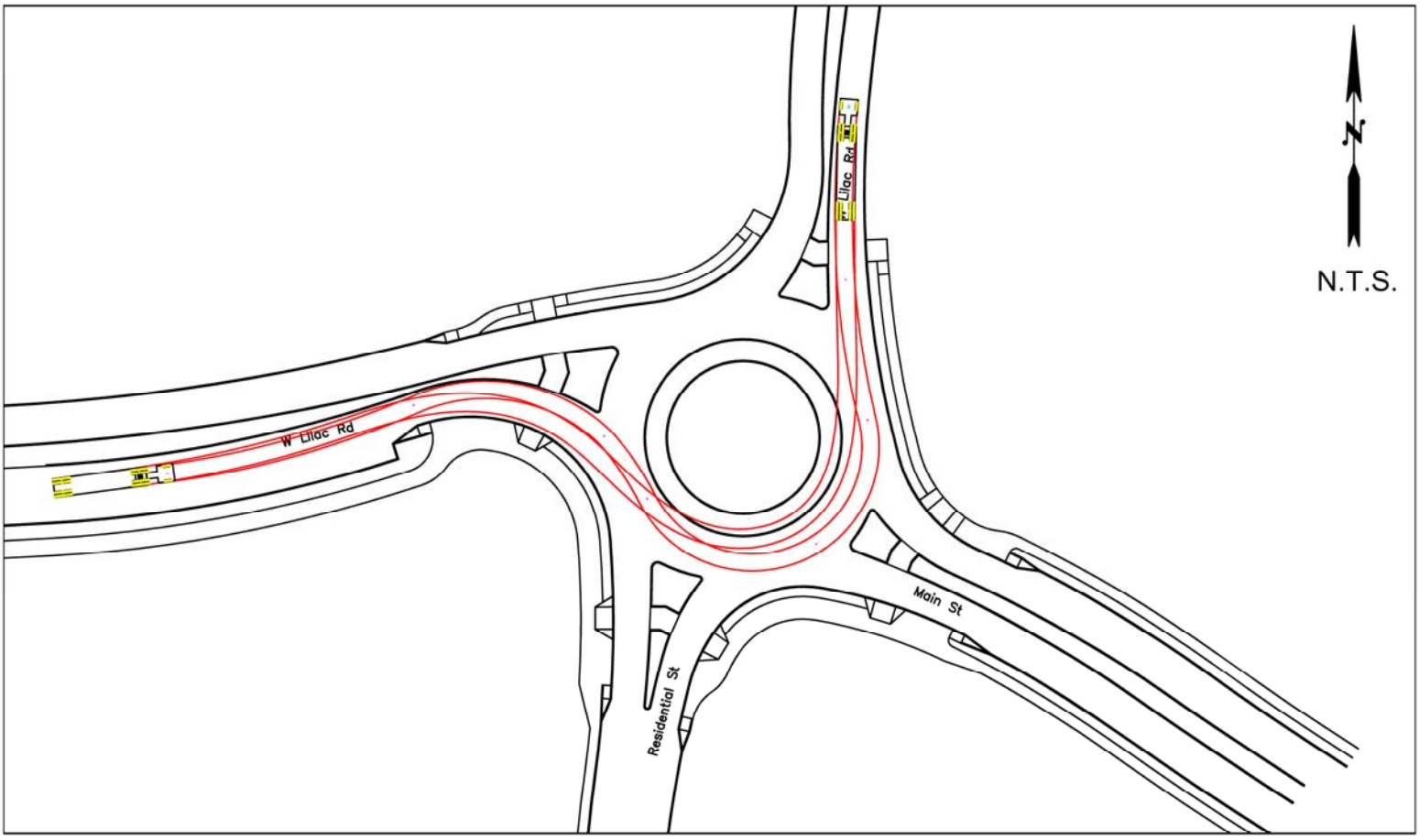

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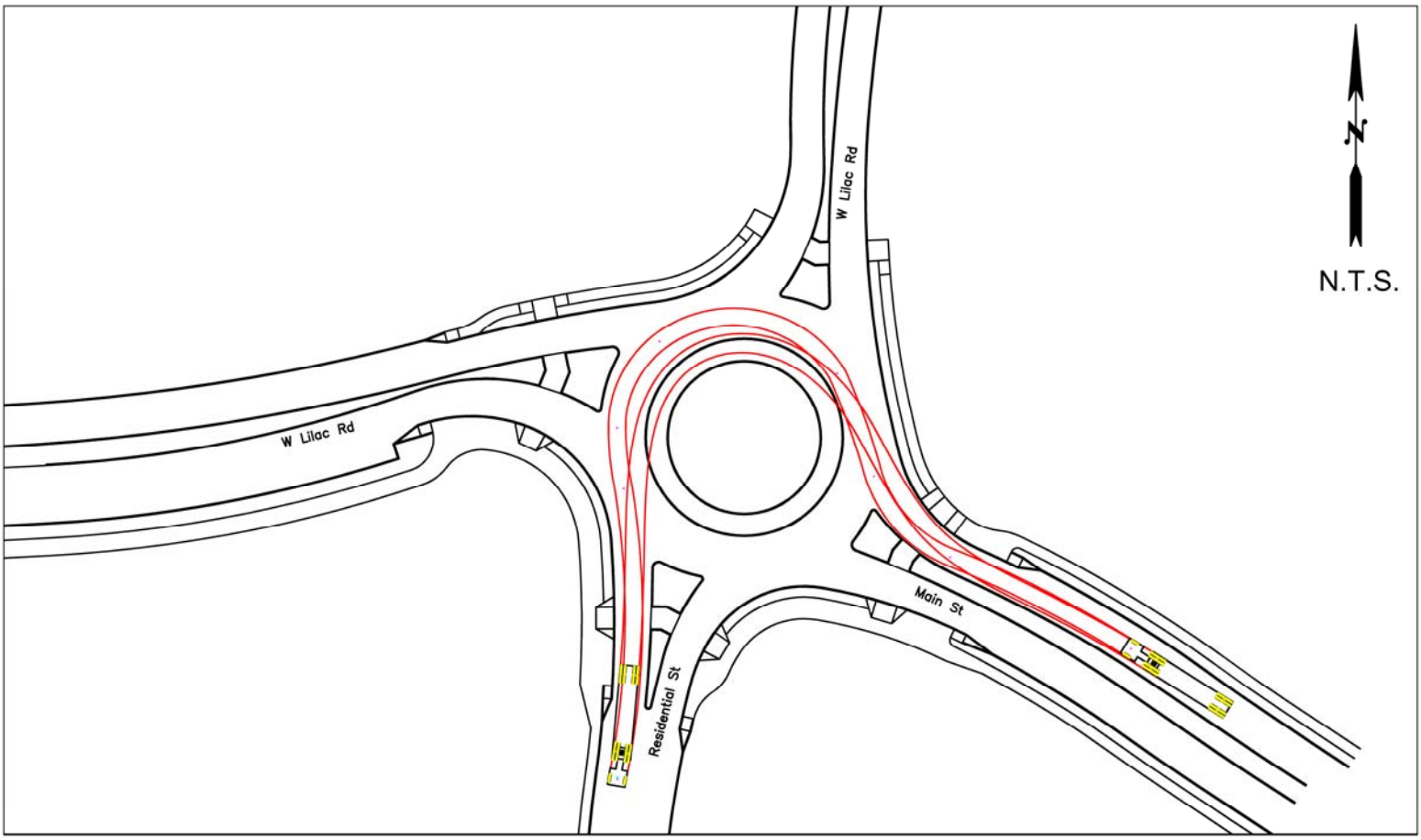
Reid Middleton RB 1 - TRUCK TURNING

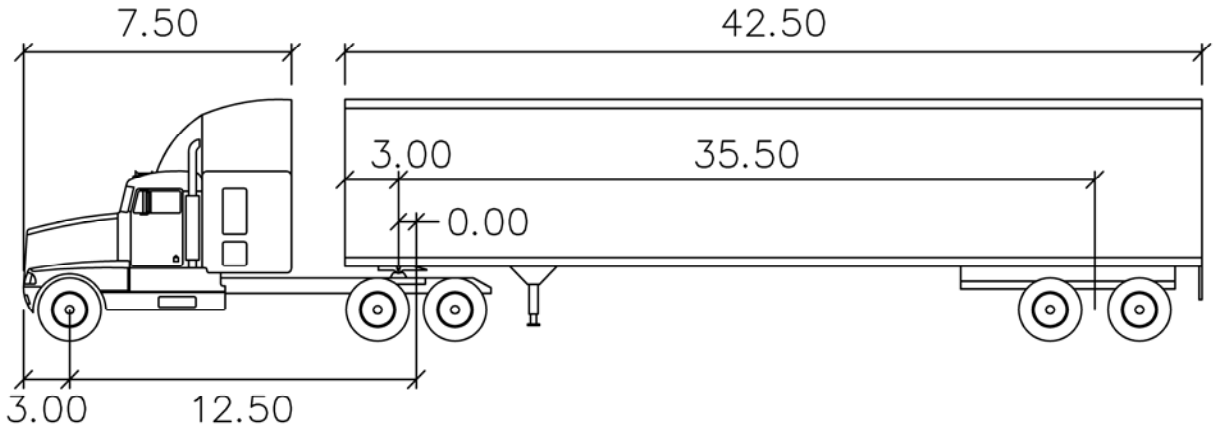
W Lilac Rd Roundabouts

Figure B-3

October 2013



WB-50 Turning Movements



WB−50 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

WB-50 Truck Profile

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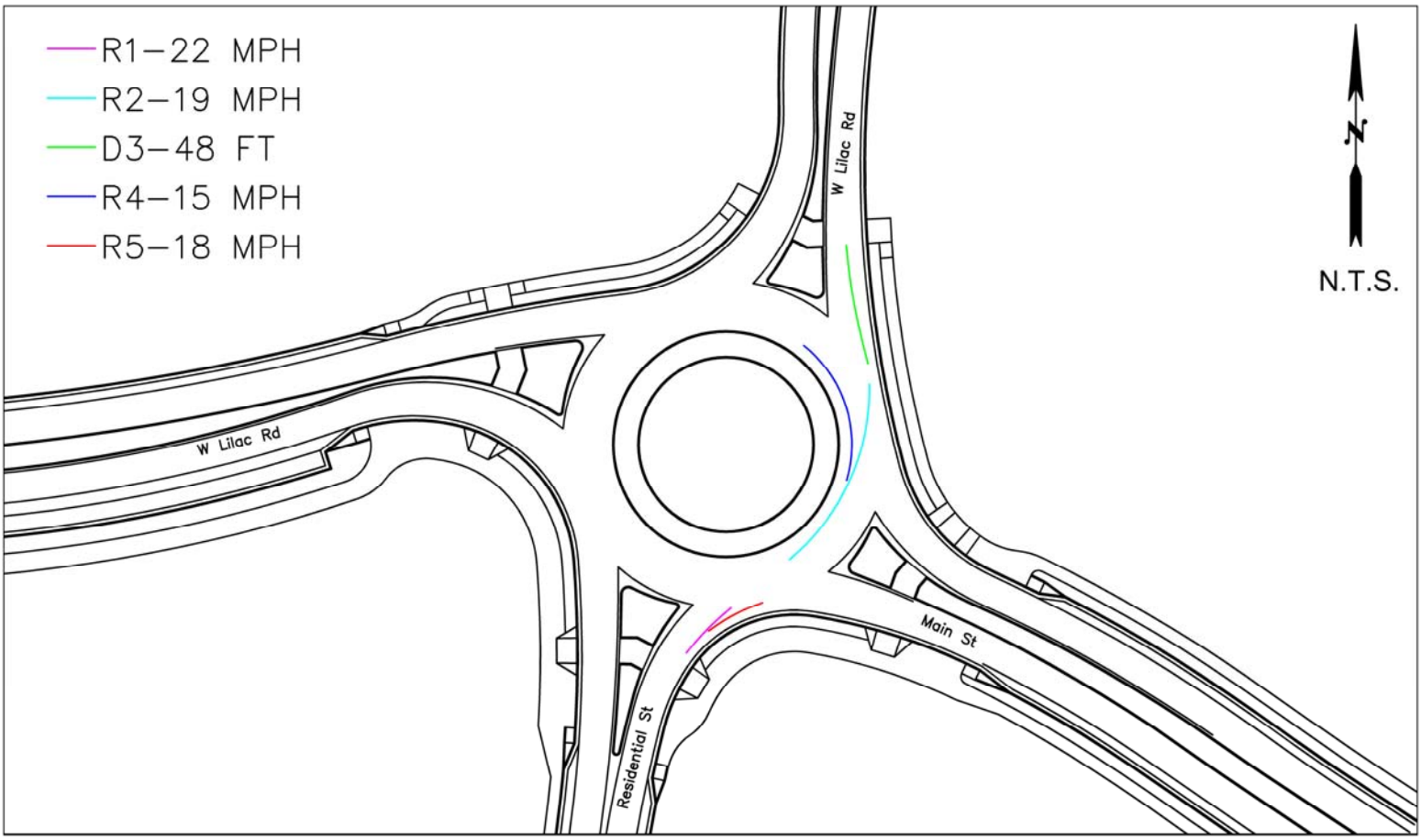
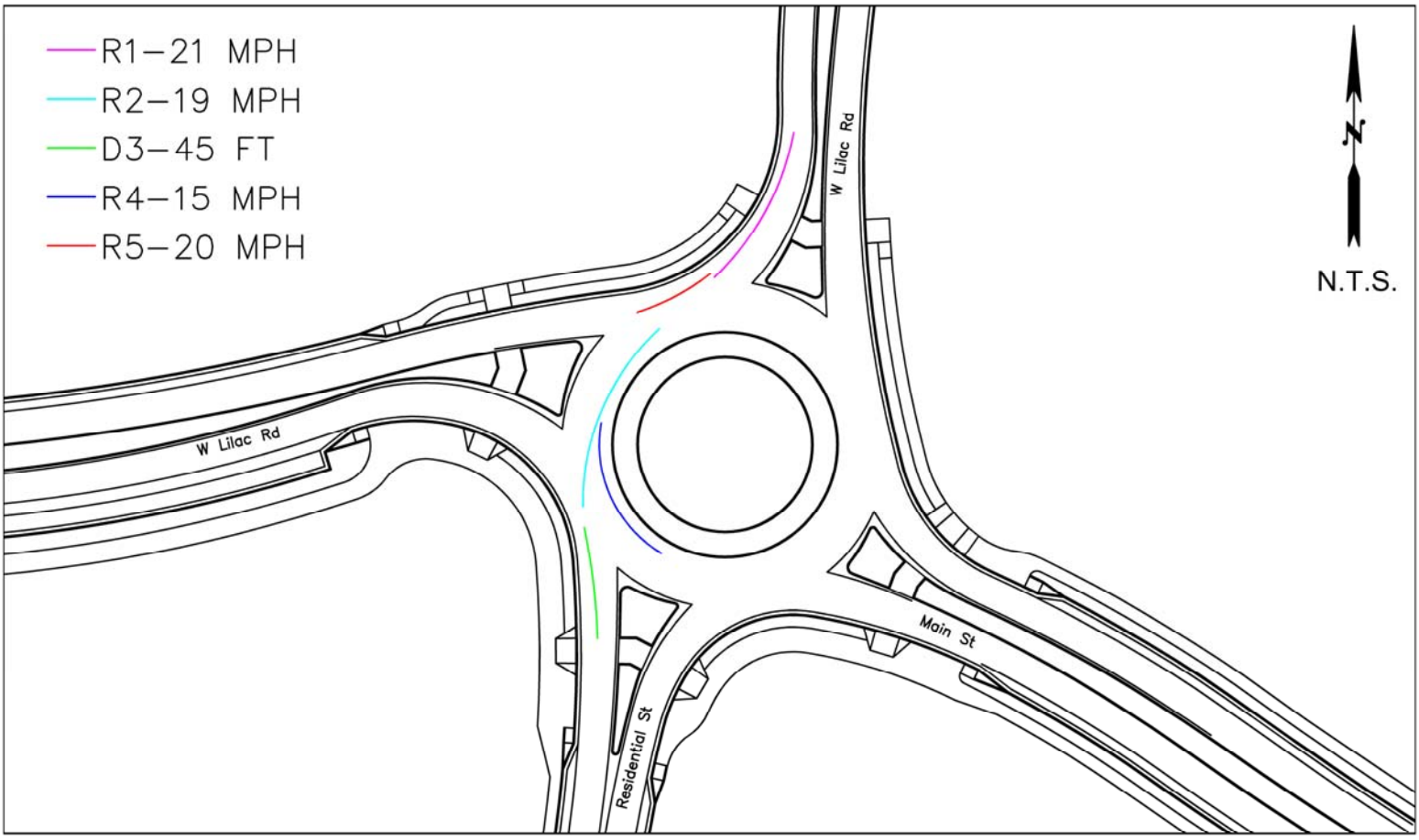


Northbound



Southbound

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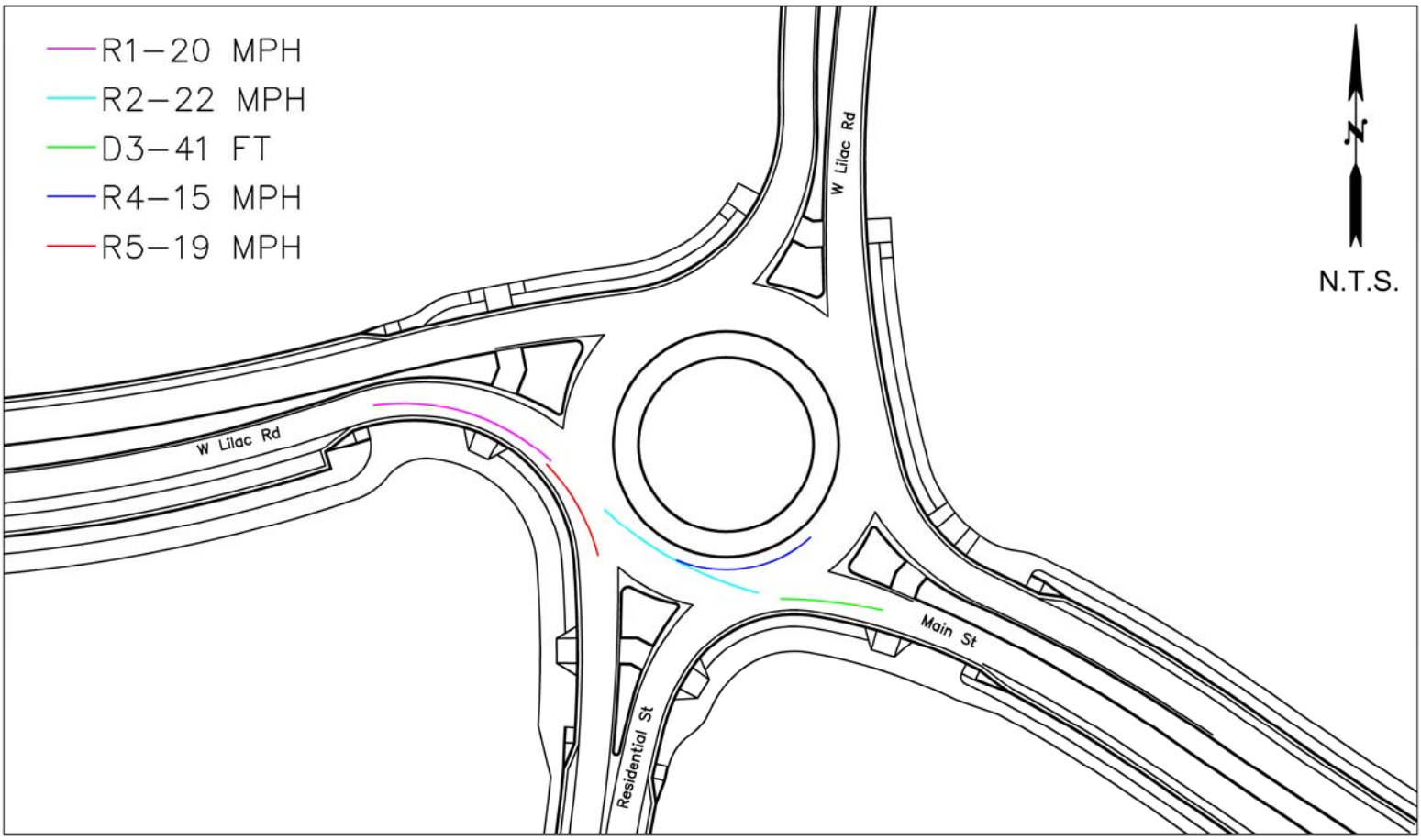
Reid Middleton RB 1 - SPEED CURVES

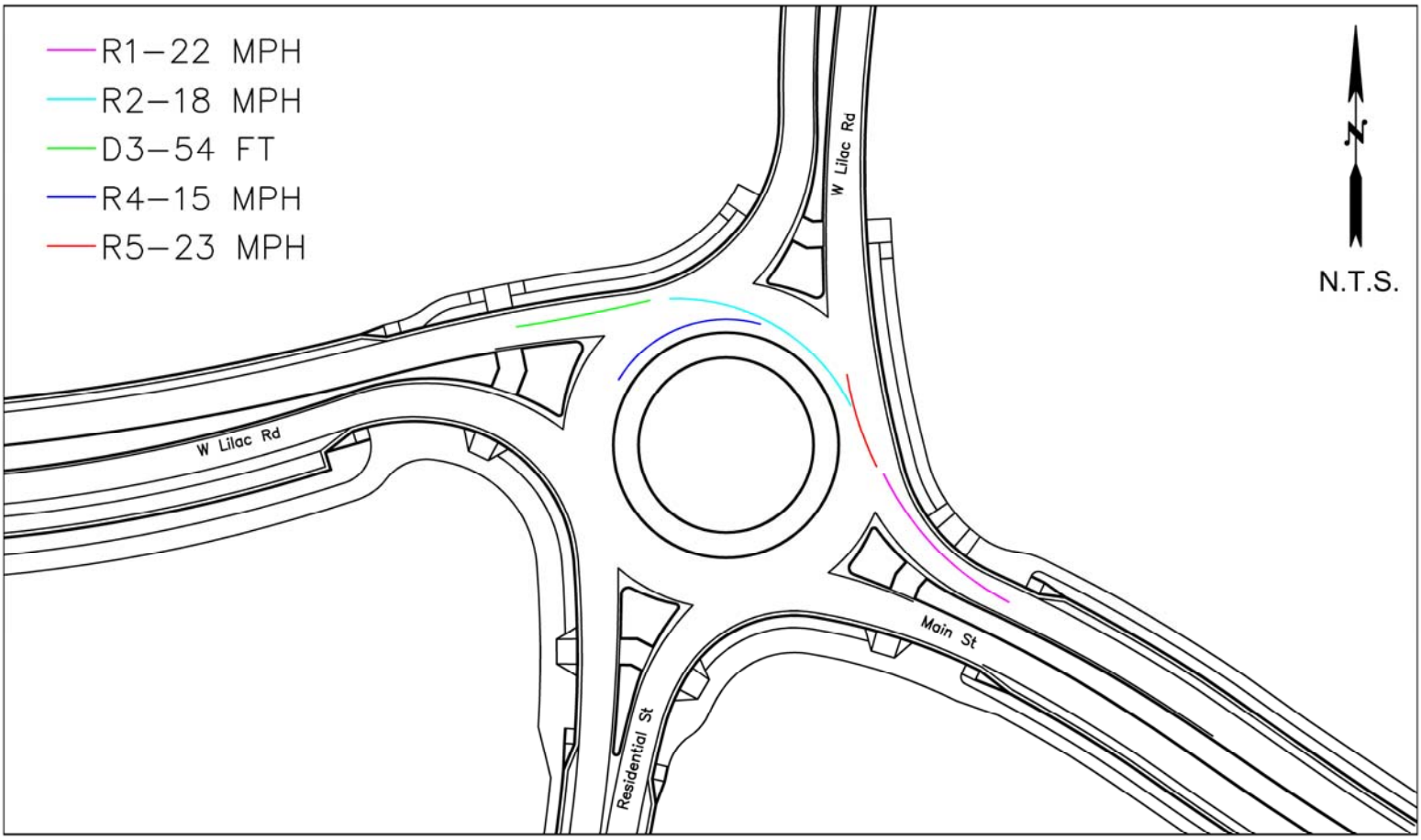
W Lilac Rd Roundabouts

Figure B-5

October 2013



Eastbound



Westbound

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Reid Middleton RB 1 - SPEED CURVES

W Lilac Rd Roundabouts

Figure B-6

October 2013

Reid Middleton RB 1 - Speed Calculations

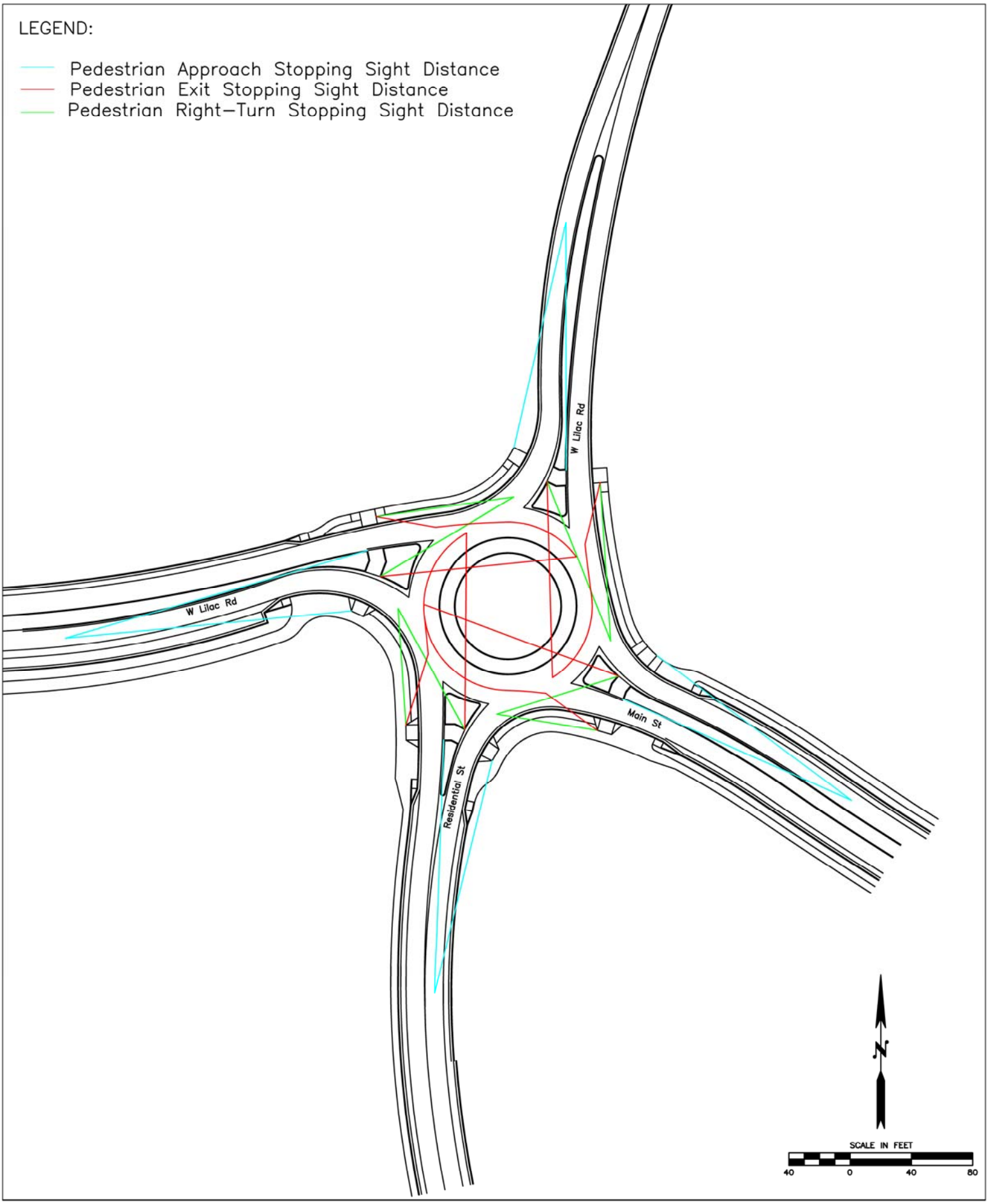
W Lilac Rd Roundabouts
October 2013

	Northbound		Southbound		Eastbound		Westbound	
	Radius (ft)	Speed (mph)	Radius (ft)	Speed (mph)	Radius (ft)	Speed (mph)	Radius (ft)	Speed (mph)
R1	112	22	106	21	87	20	114	22
R2	88	18	94	19	140	22	78	18
R3*	-	27	-	27	-	28	-	28
R4	50	15	50	15	50	15	50	15
R5	74	18	92	20	81	19	125	23

* R3 speed = lesser of [speed-radius table value] or [R2+Acceleration*Distance to Crosswalk)
+2% superelevation assumed for R1, R3, and R5 movements
-2% superelevation assumed for R2 and R4 movements

Calculated R3 Speed from Acceleration and Distance to Crosswalk
FHWA Acceleration 6.9 ft/sec^2 NCHRP Report 572

	Beginning Speed R2 (MPH)	R2 Speed in FT/SEC	Distance from R2 to Crosswalk (ft)	Approx. Travel Time (sec)	Speed Increase (mph)	Exiting Speed (mph)
Northbound	18	26	48	1.8	9	27
Southbound	19	28	45	1.6	8	27
Eastbound	22	32	41	1.3	6	28
Westbound	18	26	54	2.1	10	28



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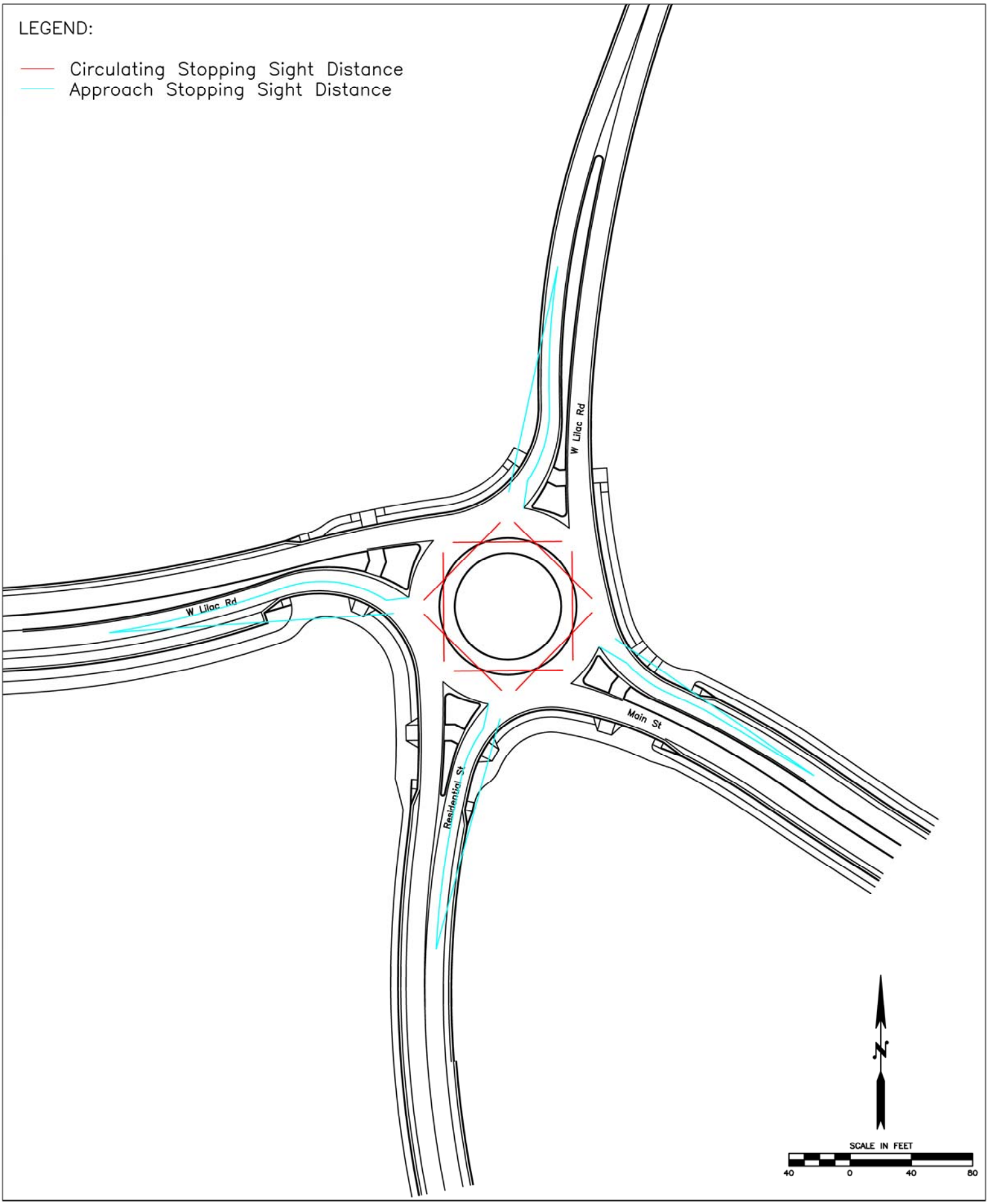
Reid Middleton RB 1 - Pedestrian Stopping Sight Distance

Figure B-8

W Lilac Rd Roundabouts

October 2013



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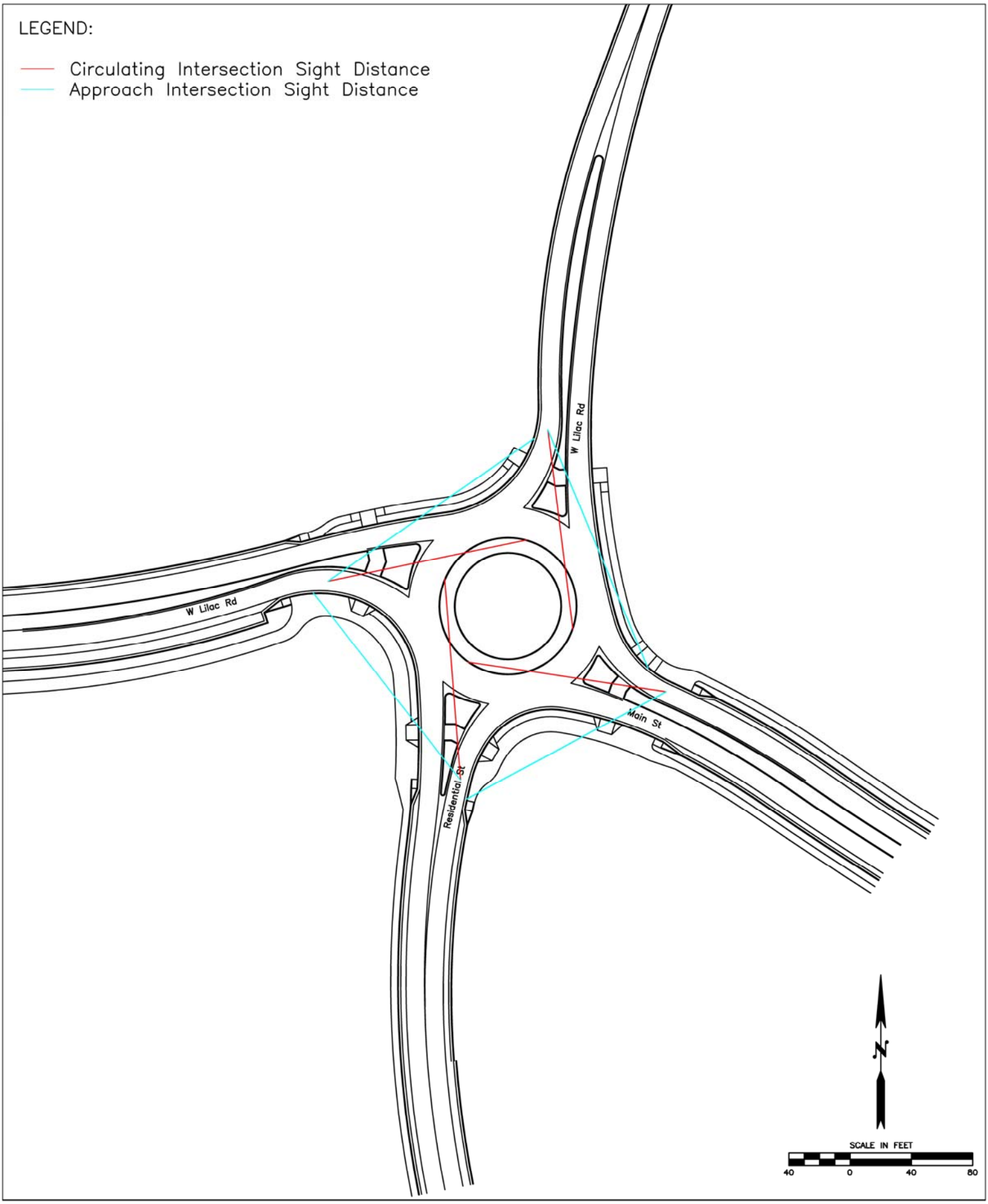
Reid Middleton RB 1 - Traffic Stopping Sight Distance

Figure B-9

W Lilac Rd Roundabouts

October 2013



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Reid Middleton RB 1 - Intersection Sight Distance

Figure B-10

W Lilac Rd Roundabouts

October 2013

Reid Middleton RB 1 - Sight Distance Calculations

W Lilac Rd Roundabouts
October 2013

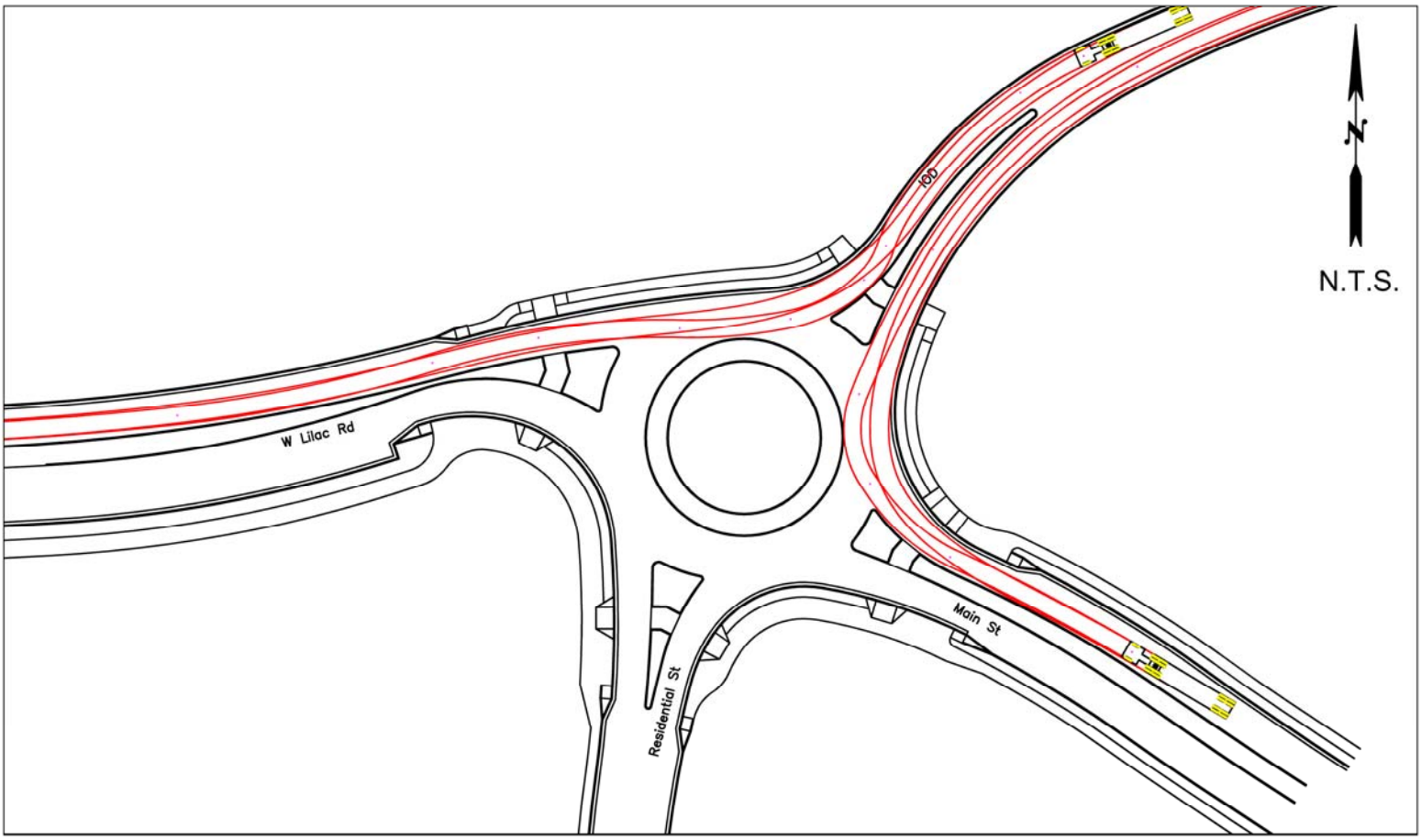
Stopping Sight Distance d= 1.468*2.5*V+1.087*V^2/11.2

	Posted Speed Limit (mph)	R1 Speed (mph)	Average Approach Speed (mph)	Approach Stopping Sight Distance (ft)	R2 Speed (mph)	R3 Speed (mph)	Average Exit Speed (mph)	Exit Stopping Sight Distance (ft)
Northbound	30	22	26	**161**	19	27	23	**136**
Southbound	30	21	26	**157**	19	27	23	**136**
Eastbound	40	20	30	**197**	22	28	25	**152**
Westbound	30	22	26	**161**	18	28	23	**136**

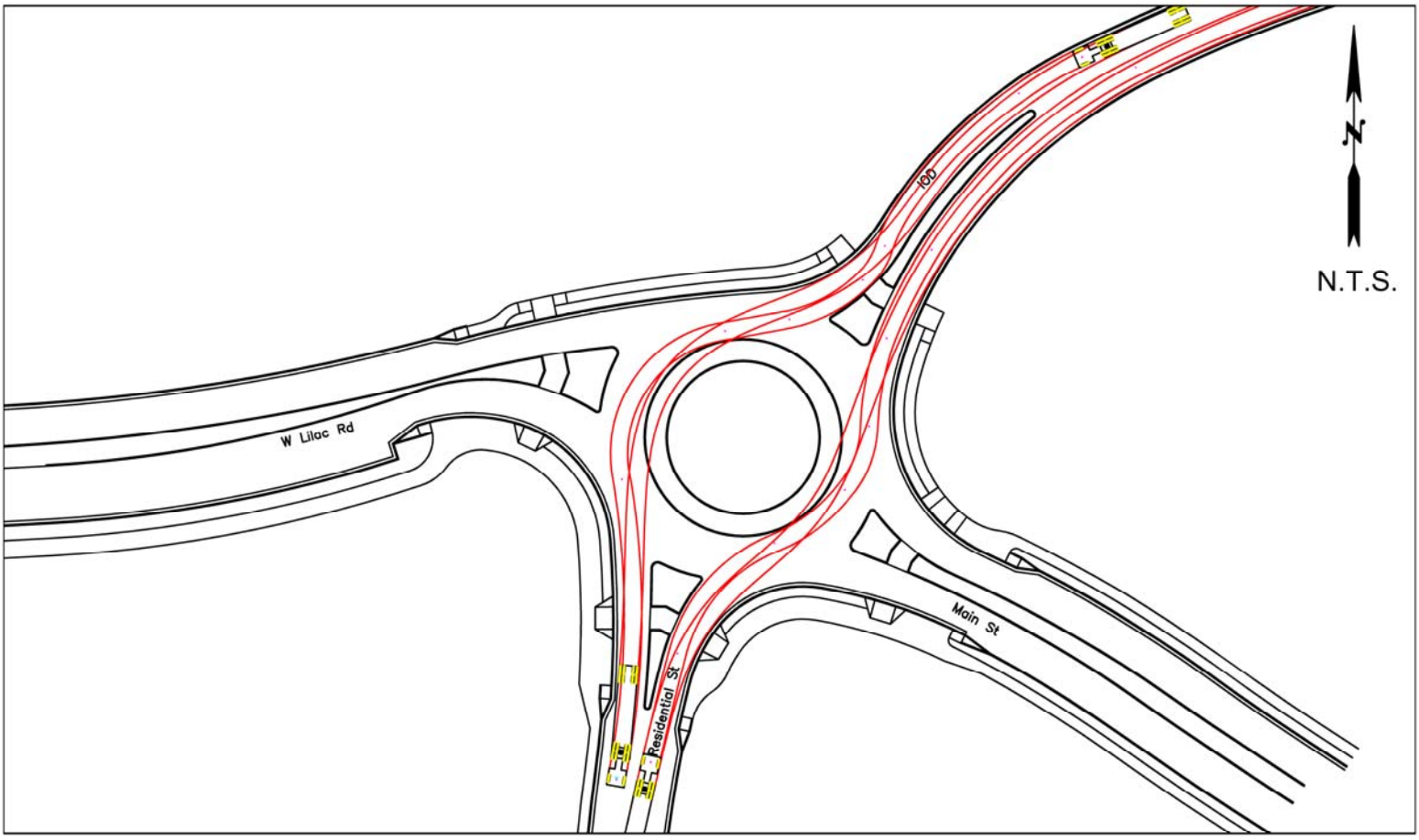
	Circulating Speed (mph)	Circulating Stopping Sight Distance (ft)
Circulating	15	**77**

Intersection Sight Distance S= 1.468*V*5.0

	Adjacent R1 Speed (mph)	Adjacent R2 Speed (mph)	Average Adjacent Entering Speed (mph)	Circulating Stream Speed (mph)	S1 - Entering Intersection Sight Distance (ft)	S2 - Circulating Intersection Sight Distance (ft)
Northbound	20	22	21	15	**154**	**110**
Southbound	22	18	20	15	**147**	**110**
Eastbound	21	19	20	15	**147**	**110**
Westbound	22	19	21	15	**150**	**110**



WB-50 Turning Movements



WB-50 Turning Movements

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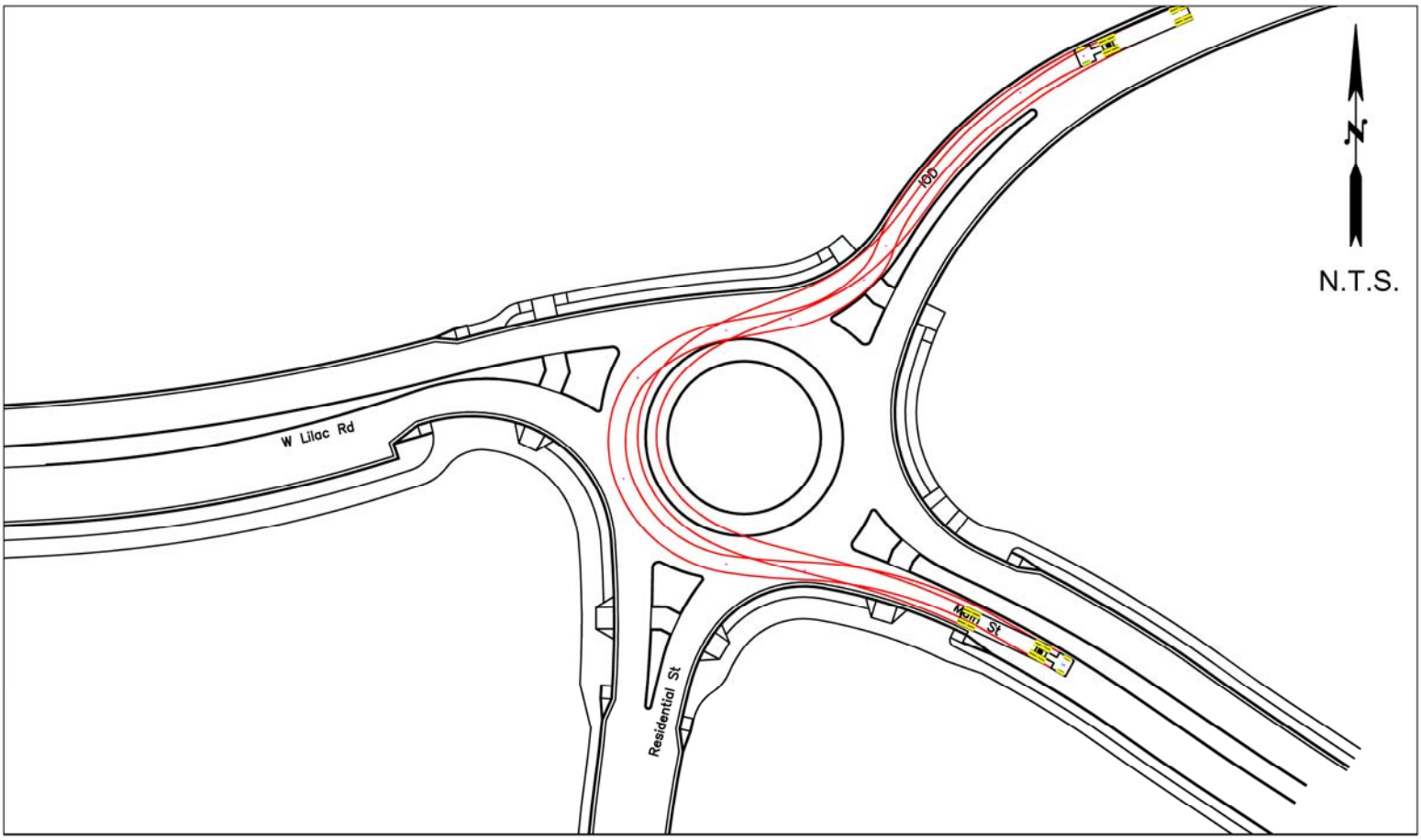
Reid Middleton RB 1 (Alt A) - TRUCK TURNING

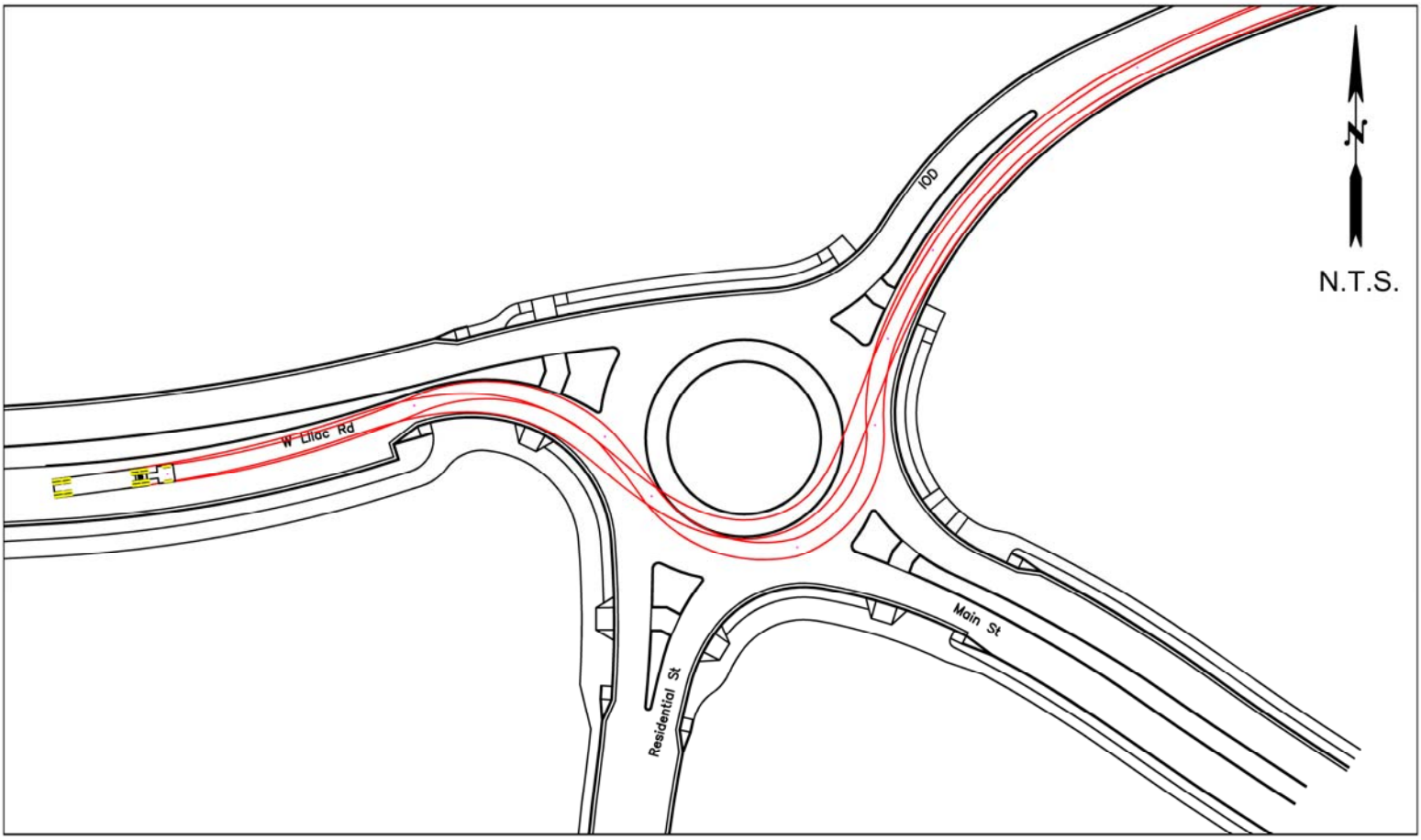
W Lilac Rd Roundabouts

Figure B-12

October 2013



WB-50 Turning Movements



WB-50 Turning Movements

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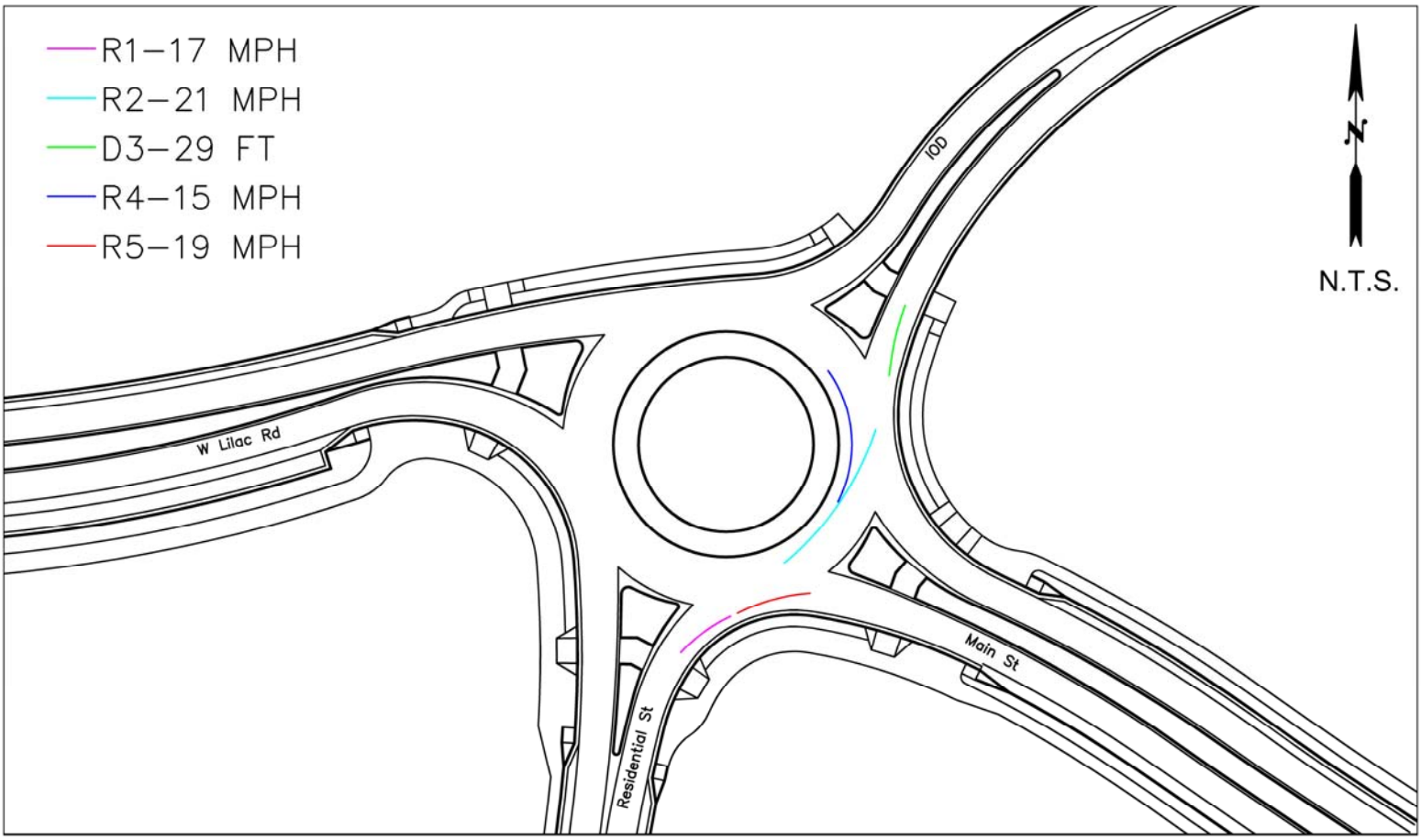
Reid Middleton RB 1 (Alt A) - TRUCK TURNING

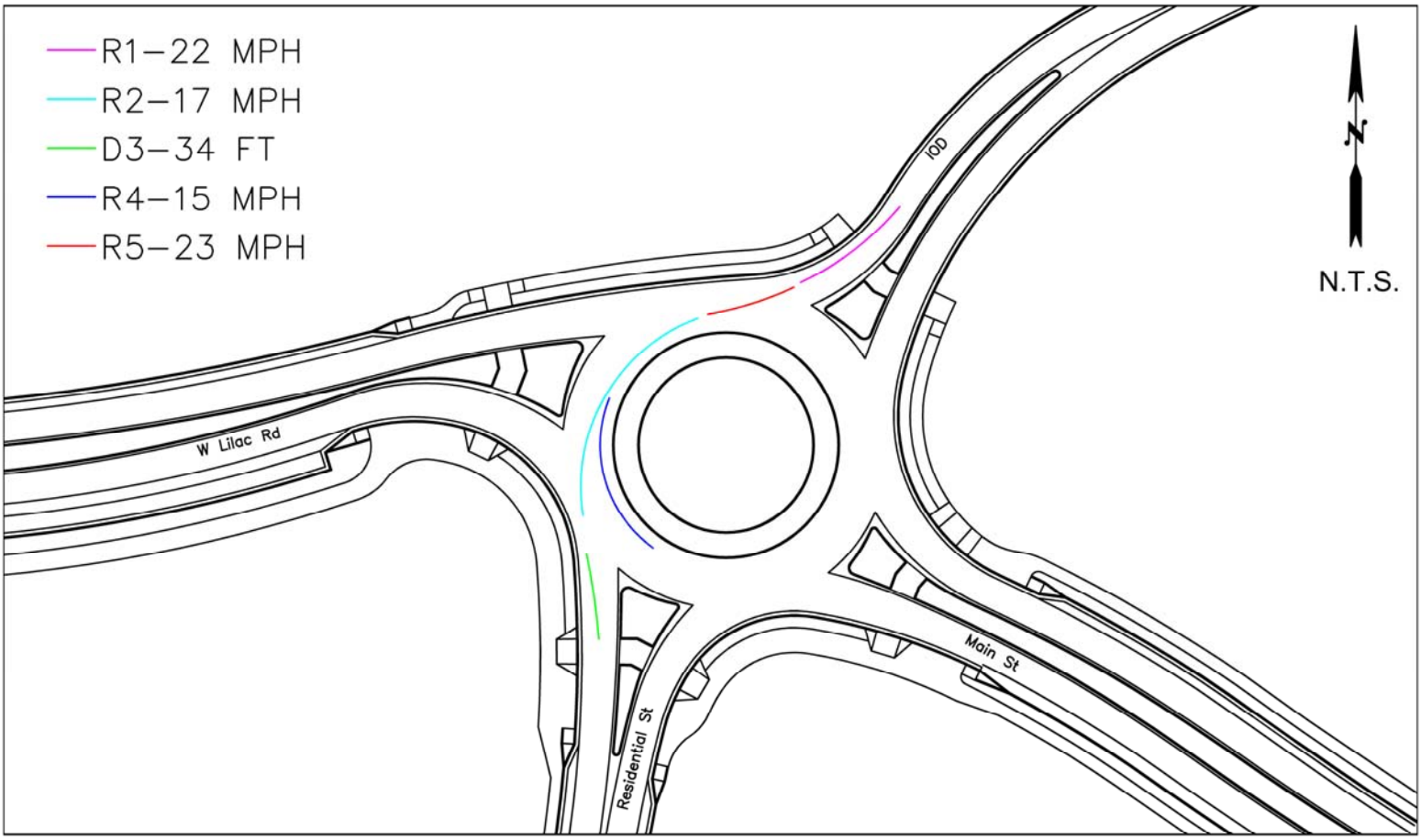
W Lilac Rd Roundabouts

Figure B-13

October 2013



Northbound



Southbound

Reid Middleton
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Everett, Washington 98204
Ph: 425 741-3800

Reid Middleton RB 1 (Alt A) - SPEED CURVES

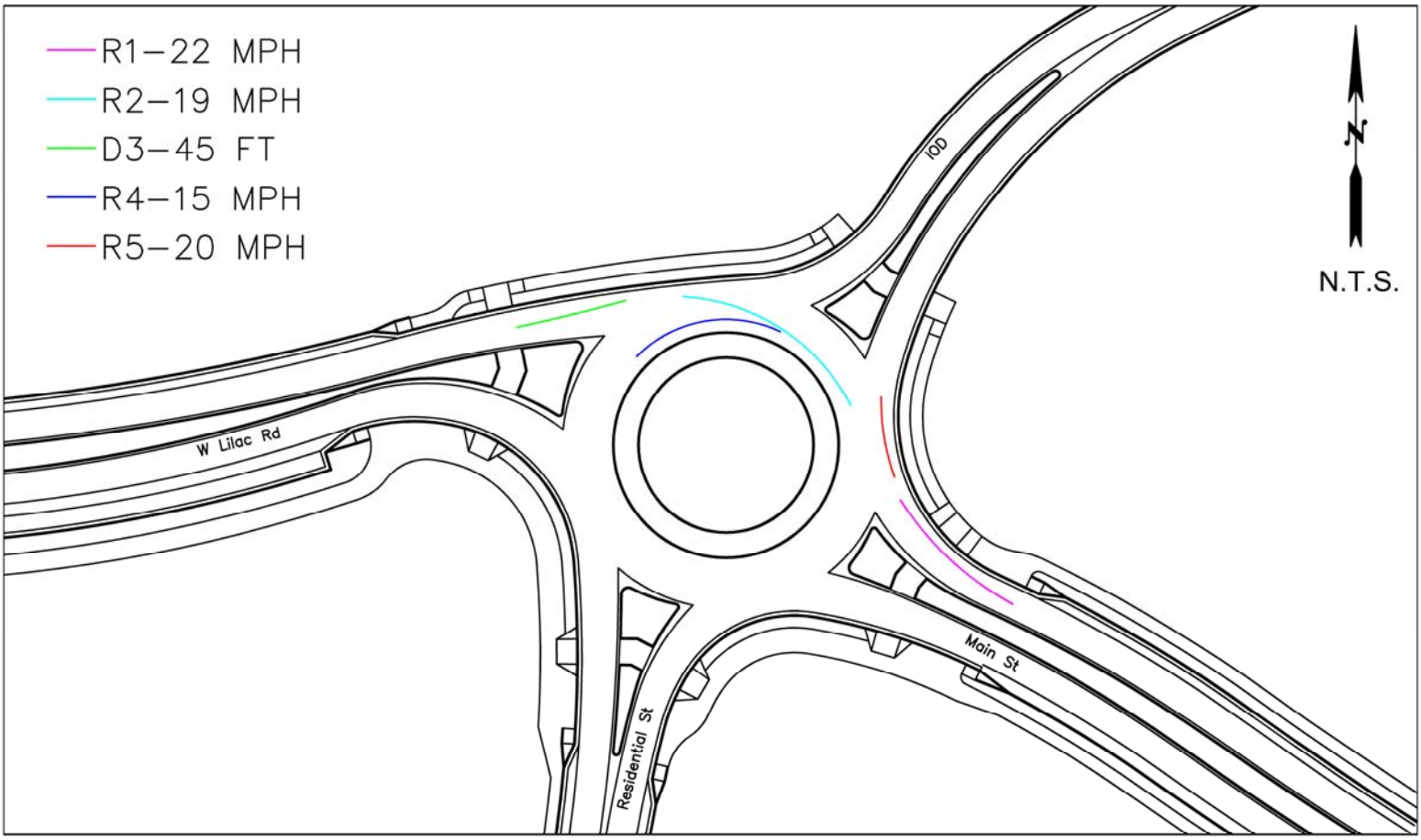
Figure B-14

W Lilac Rd Roundabouts

October 2013

See Figure B–6 for Eastbound Speed Curves

Eastbound



Westbound

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Everett, Washington 98204
Ph: 425 741-3800

Reid Middleton RB 1 (Alt A) - SPEED CURVES

Figure B-15

W Lilac Rd Roundabouts

October 2013

Reid Middleton RB 1 (Alt A) - Speed Calculations

W Lilac Rd Roundabouts
October 2013

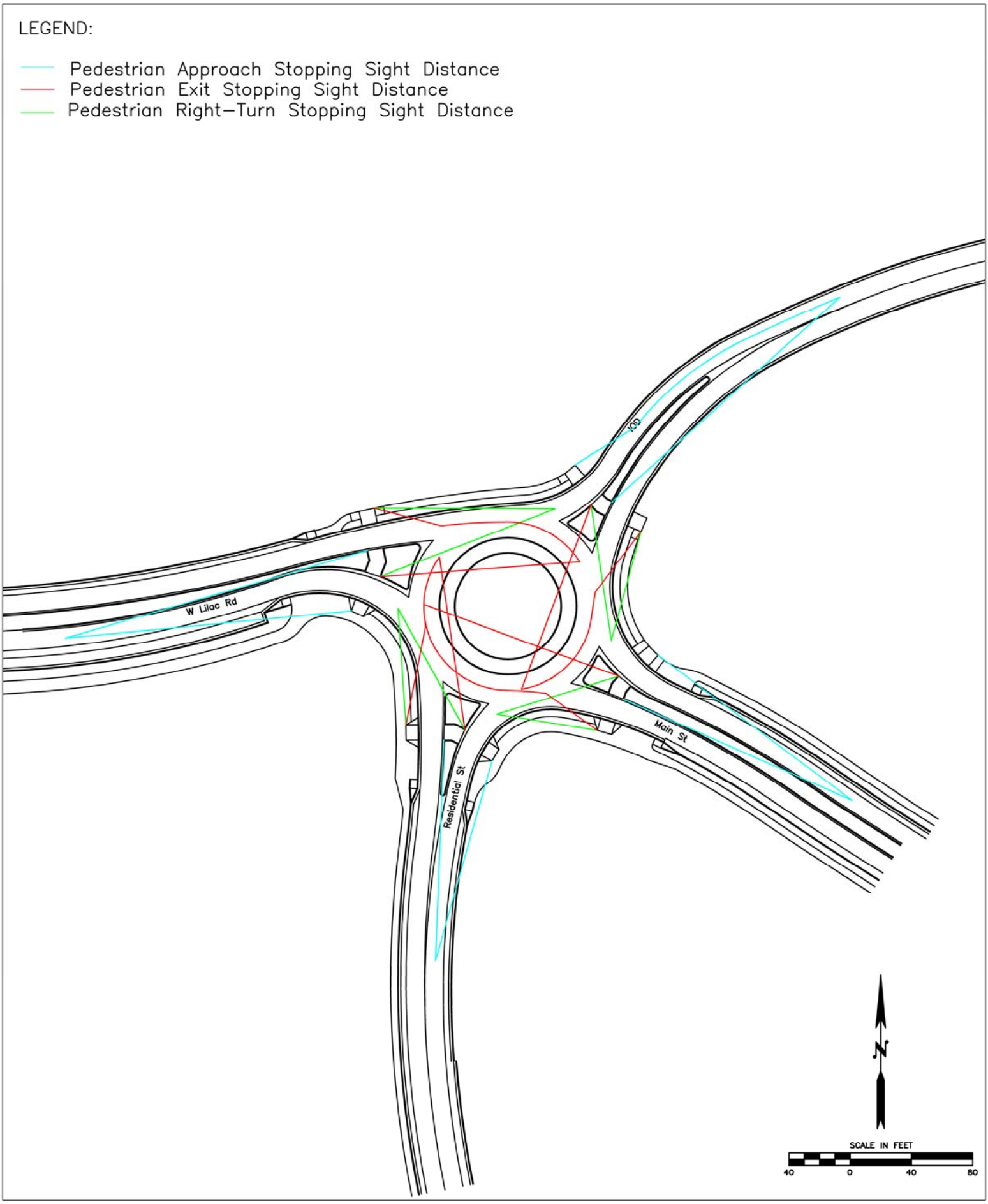
Copied from Roundabout 1

	Northbound		Southbound		Eastbound		Westbound	
	Radius (ft)	Speed (mph)	Radius (ft)	Speed (mph)	Radius (ft)	Speed (mph)	Radius (ft)	Speed (mph)
R1	64	17	115	22	88	20	123	22
R2	116	21	71	17	140	22	80	19
R3*	-	25	-	23	-	28	-	28
R4	50	15	50	15	50	15	50	15
R5	75	19	127	23	81	19	90	20

* R3 speed = lesser of [speed-radius table value] or [R2+Acceleration*Distance to Crosswalk)
+2% superelevation assumed for R1, R3, and R5 movements
-2% superelevation assumed for R2 and R4 movements

Calculated R3 Speed from Acceleration and Distance to Crosswalk
FHWA Acceleration 6.9 ft/sec^2 NCHRP Report 572

	Beginning Speed R2 (MPH)	R2 Speed in FT/SEC	Distance from R2 to Crosswalk (ft)	Approx. Travel Time (sec)	Speed Increase (mph)	Exiting Speed (mph)
Northbound	21	31	29	0.9	4	25
Southbound	17	25	34	1.4	6	23
Eastbound	22	32	41	1.3	6	28
Westbound	19	28	45	1.6	8	27



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Everett, Washington 98204
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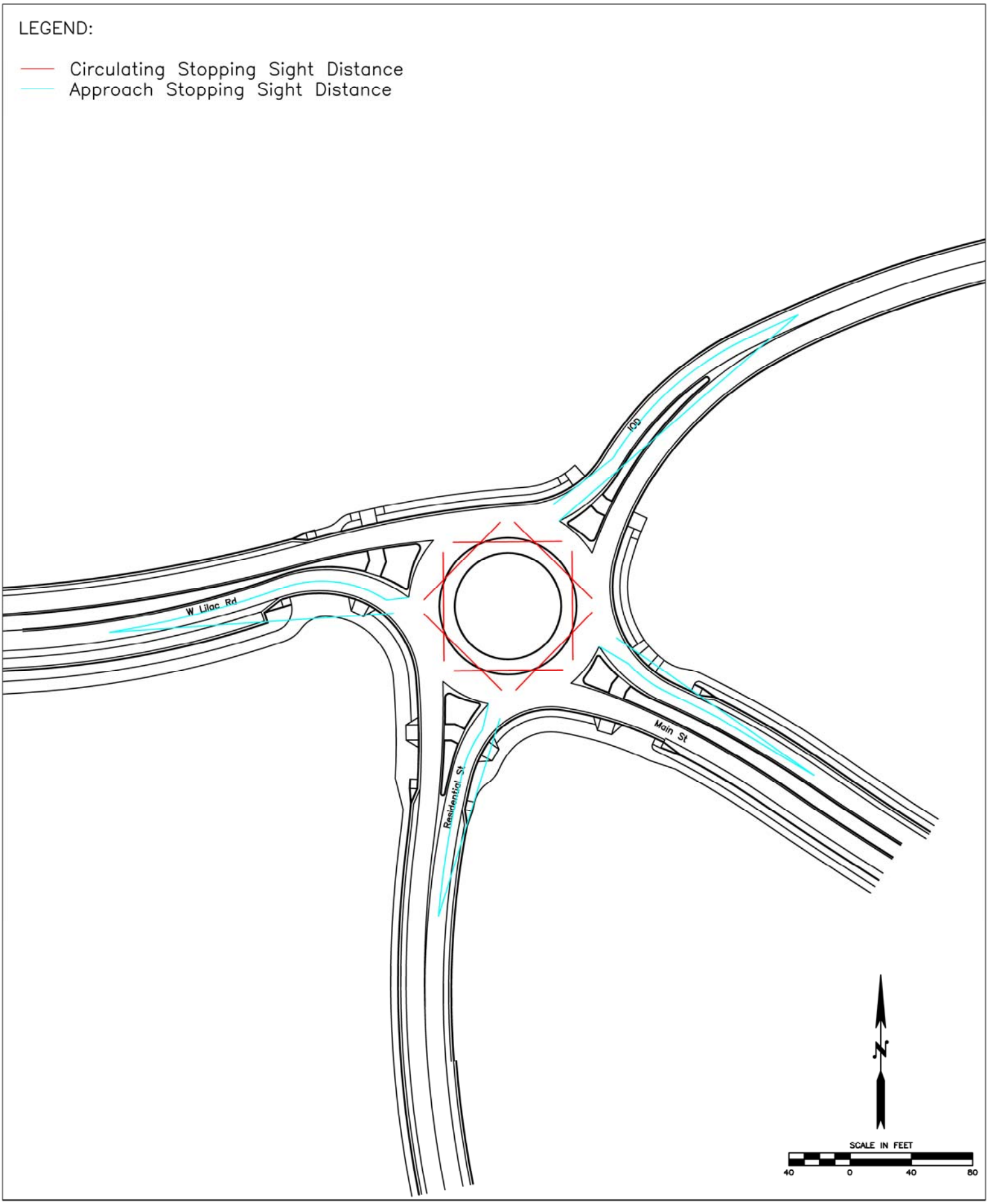
Reid Middleton RB 1 (Alt A) - Pedestrian Stopping Sight Distance

Figure B-17

W Lilac Rd Roundabouts

October 2013



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Everett, Washington 98204
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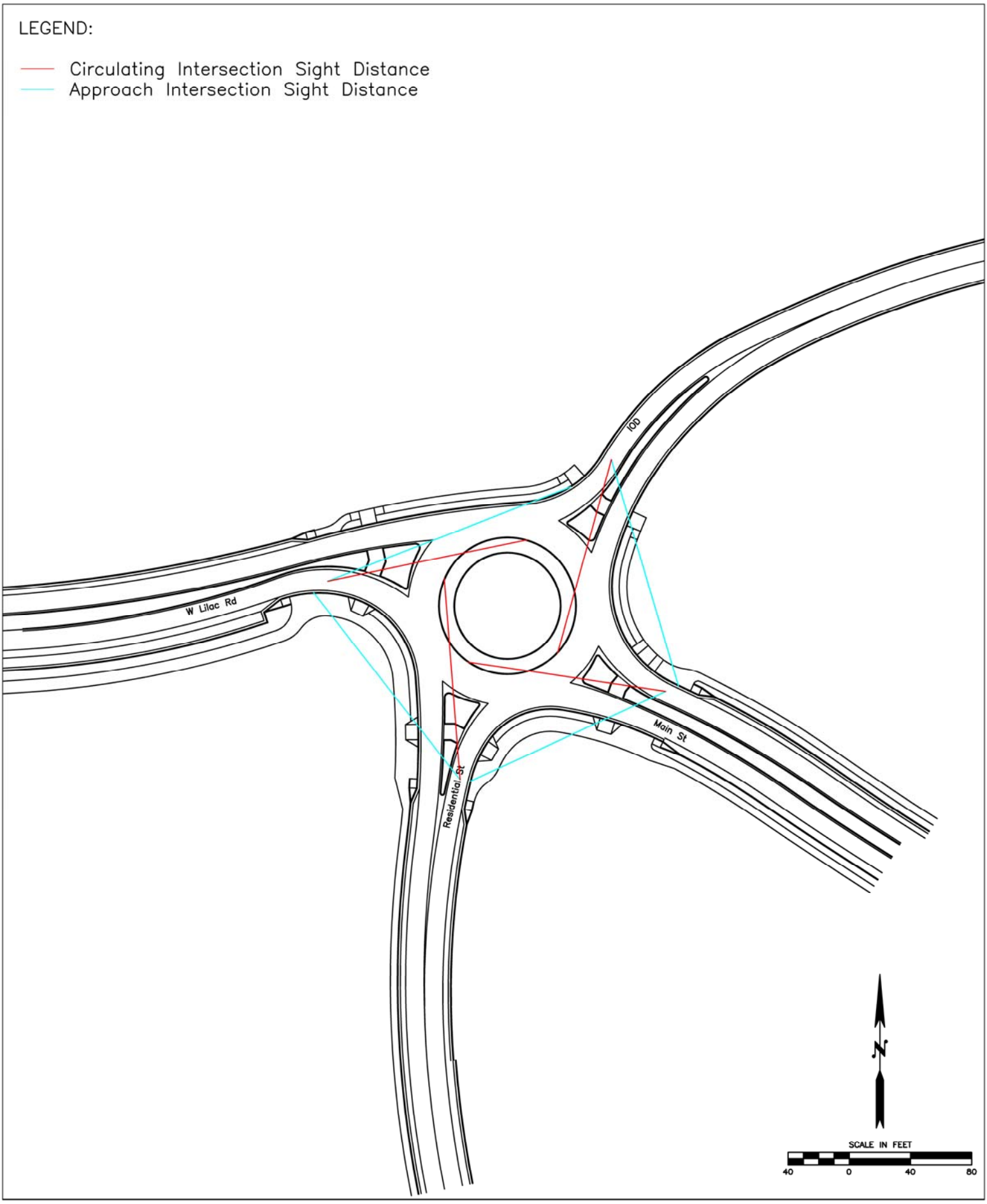
Reid Middleton RB 1 (Alt A) - Traffic Stopping Sight Distance

Figure B-18

W Lilac Rd Roundabouts

October 2013



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Reid Middleton RB 1 (Alt A) - Intersection Sight Distance

Figure B-19

W Lilac Rd Roundabouts

October 2013

Reid Middleton RB 1 (Alt A) - Sight Distance Calculations

W Lilac Rd Roundabouts
October 2013

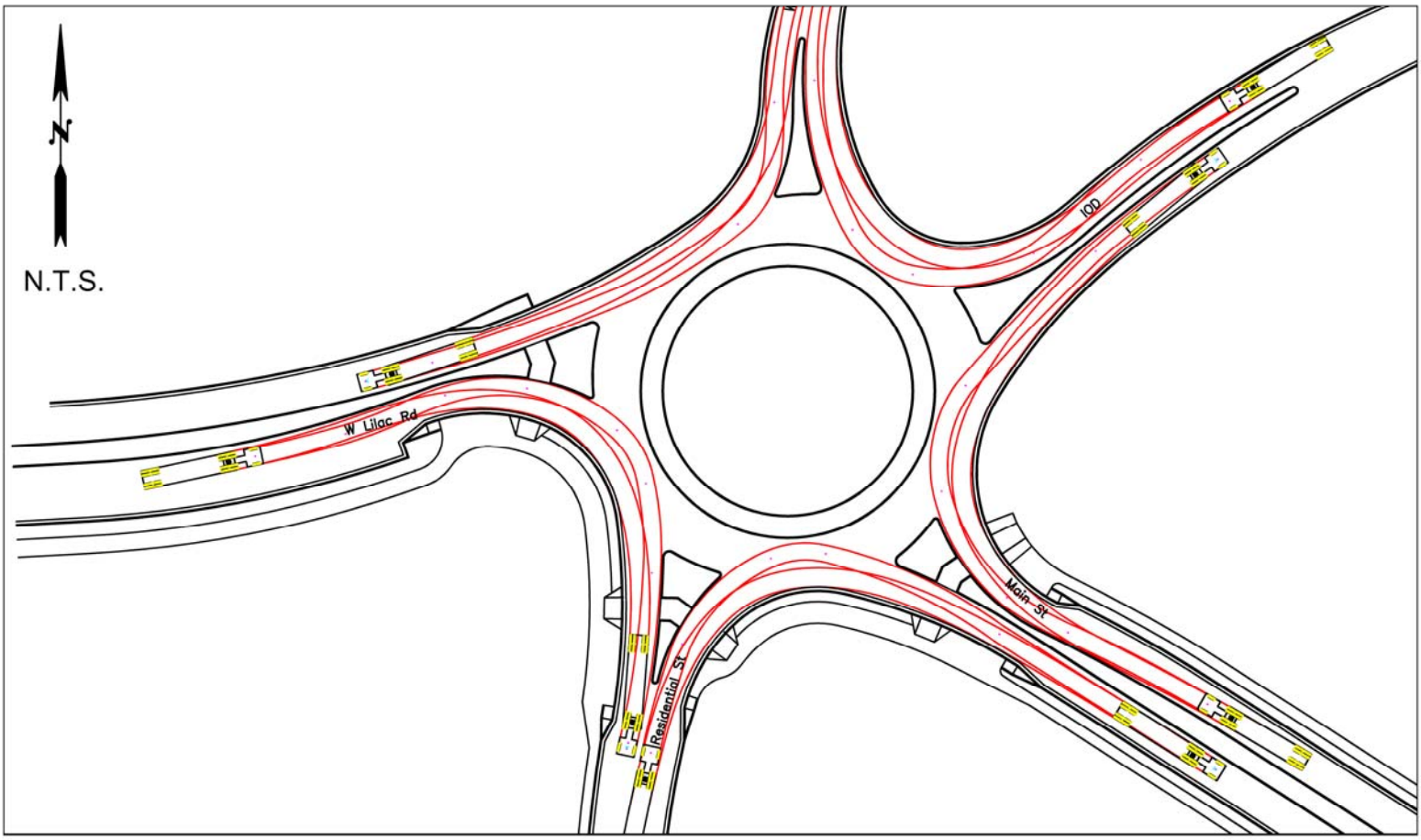
Stopping Sight Distance d= 1.468*2.5*V+1.087*V^2/11.2 **Copied from Roundabout 1**

	Posted Speed Limit (mph)	R1 Speed (mph)	Average Approach Speed (mph)	Approach Stopping Sight Distance (ft)	R2 Speed (mph)	R3 Speed (mph)	Average Exit Speed (mph)	Exit Stopping Sight Distance (ft)
Northbound	30	17	24	**140**	21	25	23	**136**
Southbound	40	22	31	**207**	17	23	20	**112**
Eastbound	40	20	30	**197**	22	28	25	**152**
Westbound	30	22	26	**161**	19	28	24	**140**

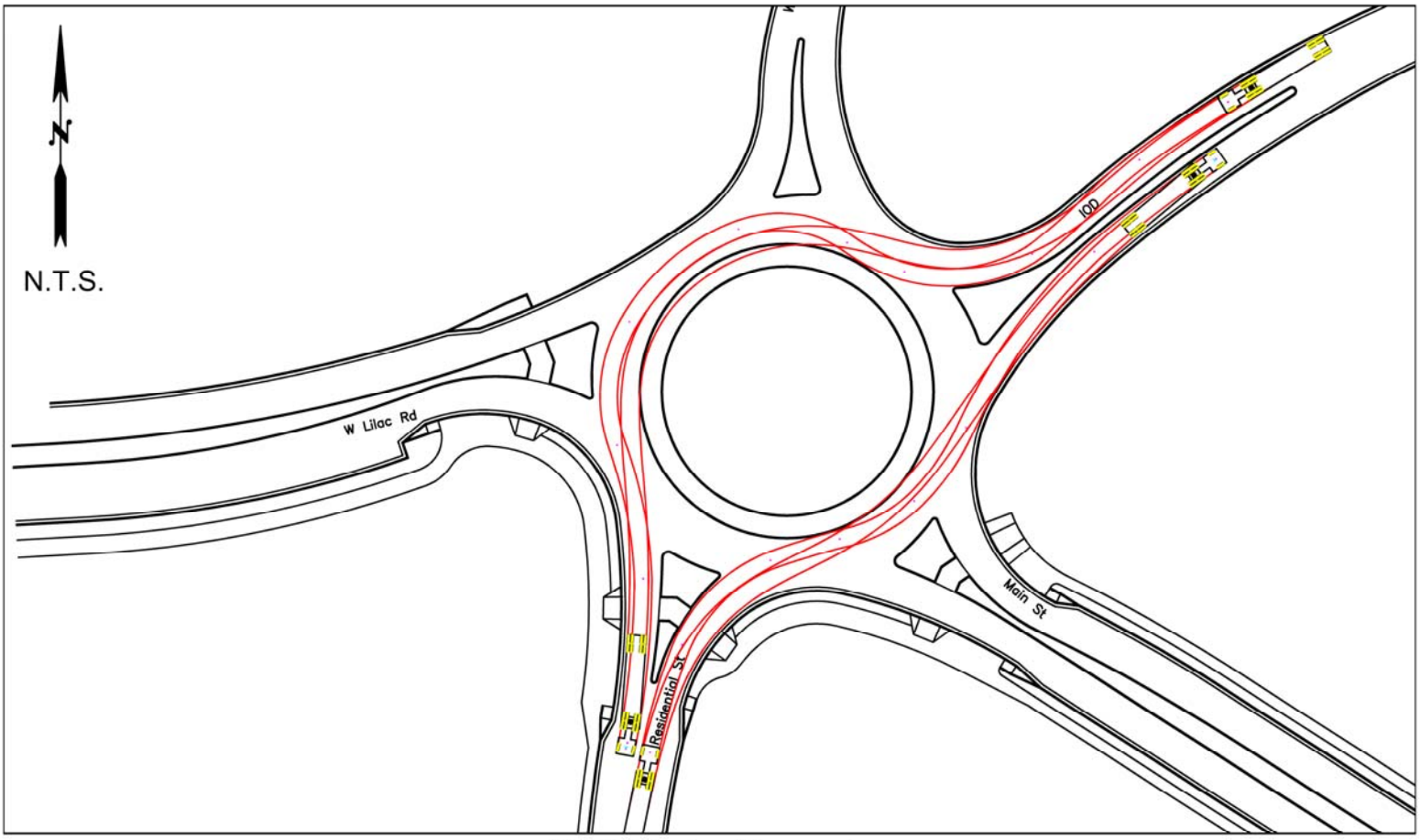
	Circulating Speed (mph)	Circulating Stopping Sight Distance (ft)
Circulating	15	**77**

Intersection Sight Distance S= 1.468*V*5.0

	Adjacent R1 Speed (mph)	Adjacent R2 Speed (mph)	Average Adjacent Entering Speed (mph)	Circulating Stream Speed (mph)	S1 - Entering Intersection Sight Distance (ft)	S2 - Circulating Intersection Sight Distance (ft)
Northbound	20	22	21	15	**154**	**110**
Southbound	22	19	21	15	**150**	**110**
Eastbound	22	17	20	15	**143**	**110**
Westbound	17	21	19	15	**139**	**110**



WB-50 Turning Movements



WB-50 Turning Movements

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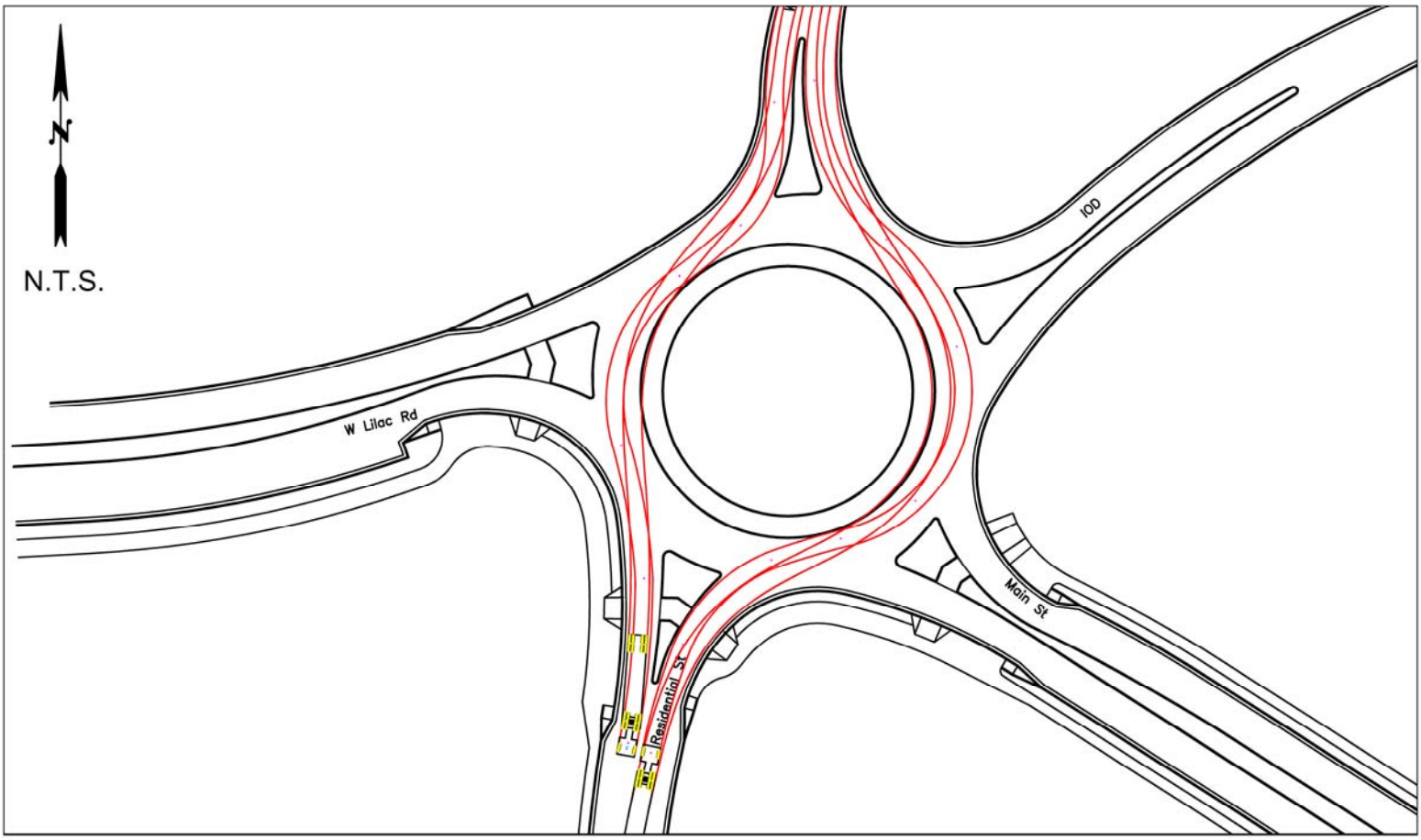
Reid Middleton RB 1 (Alt B) - TRUCK TURNING

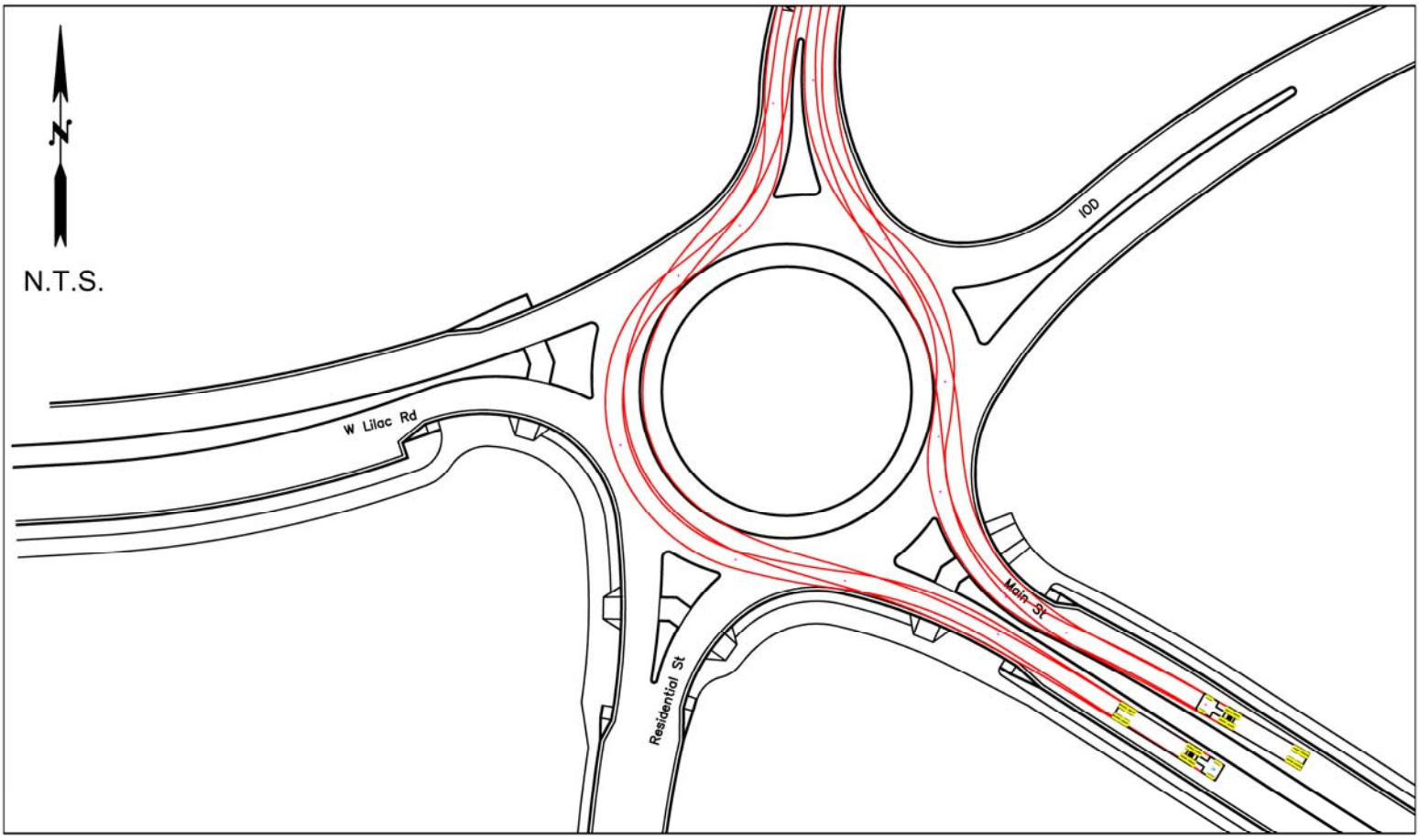
Figure B-21

W Lilac Rd Roundabouts

October 2013



WB-50 Turning Movements



WB-50 Turning Movements

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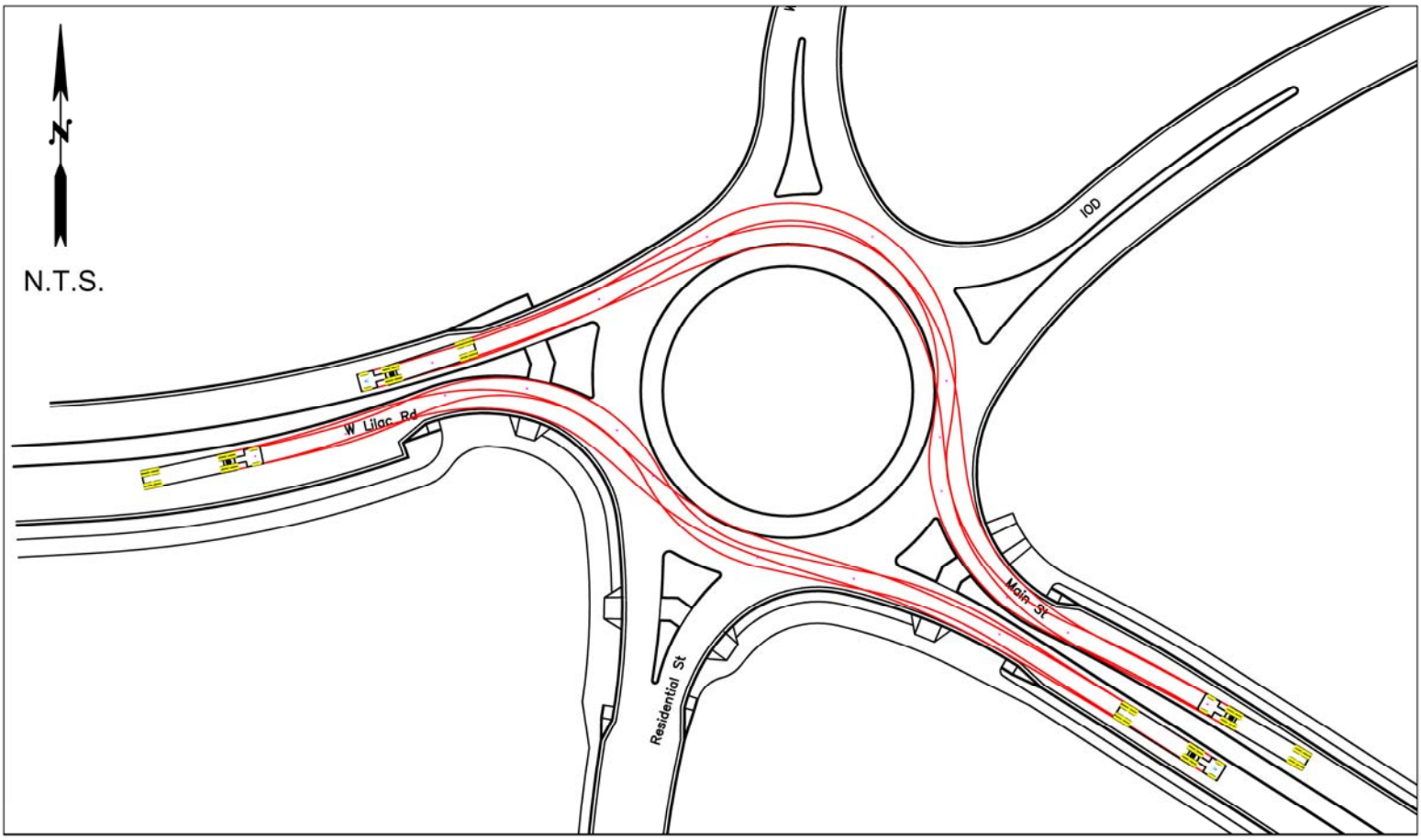
Reid Middleton RB 1 (Alt B) - TRUCK TURNING

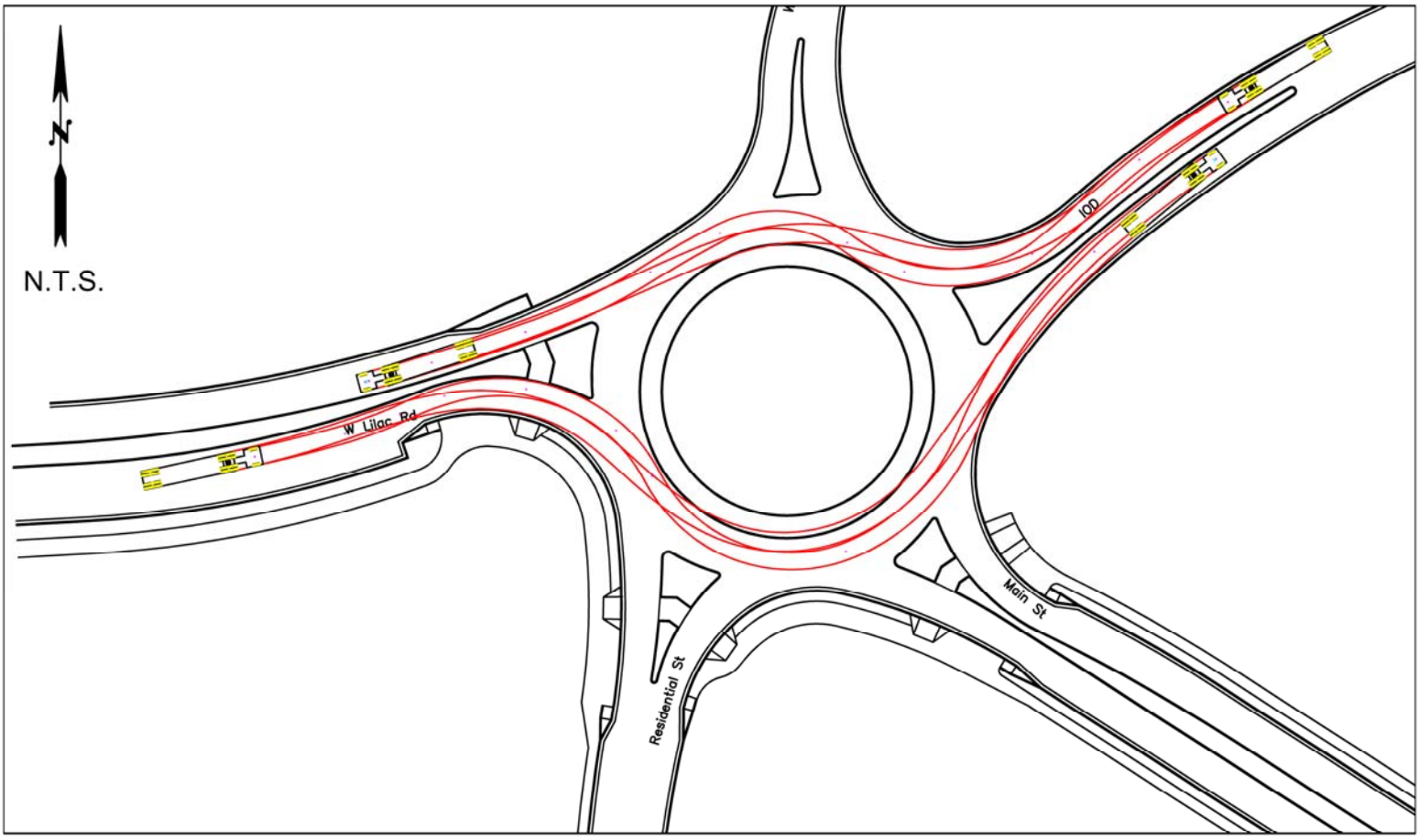
Figure B-22

W Lilac Rd Roundabouts

October 2013



WB-50 Turning Movements



WB-50 Turning Movements

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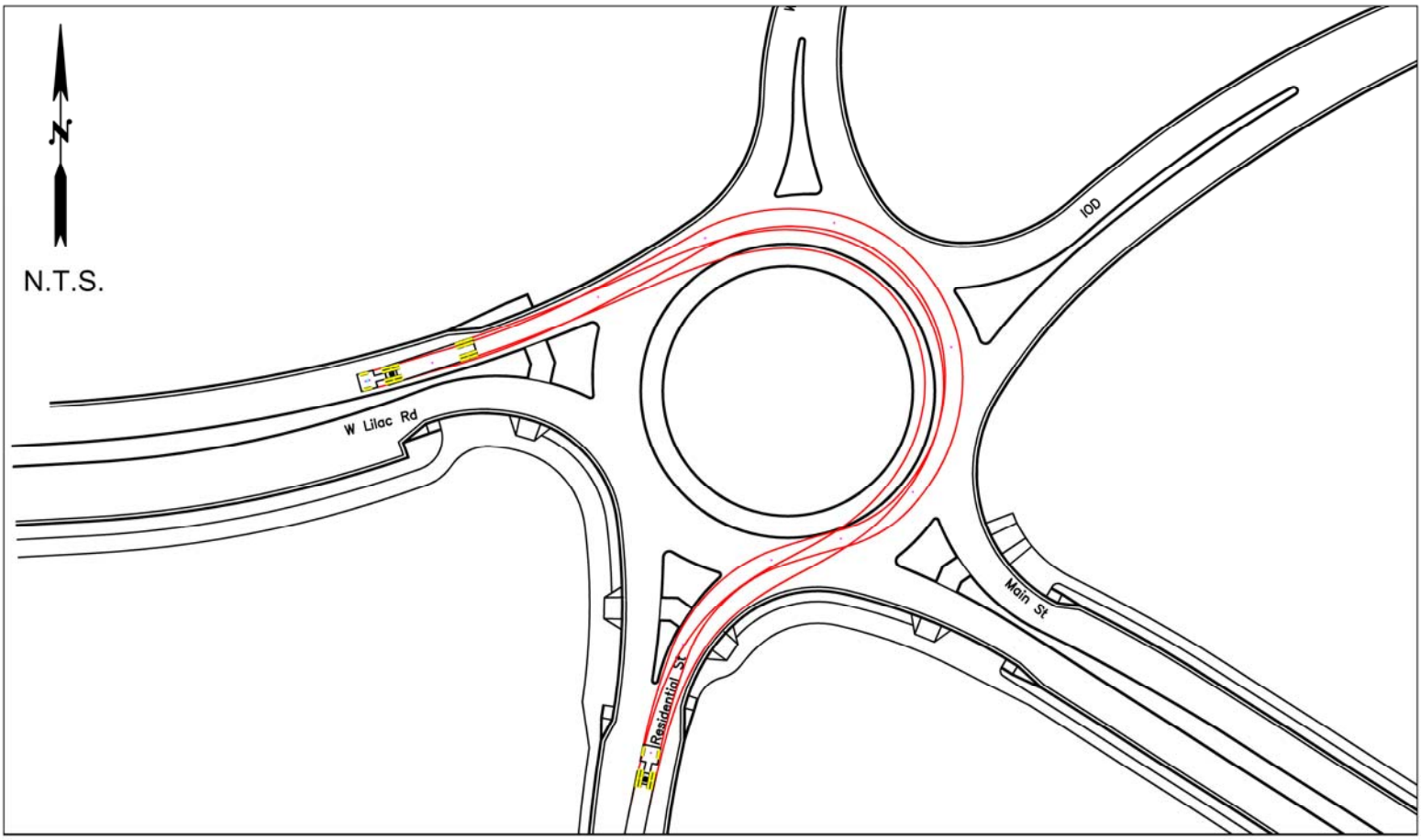
Reid Middleton RB 1 (Alt B) - TRUCK TURNING

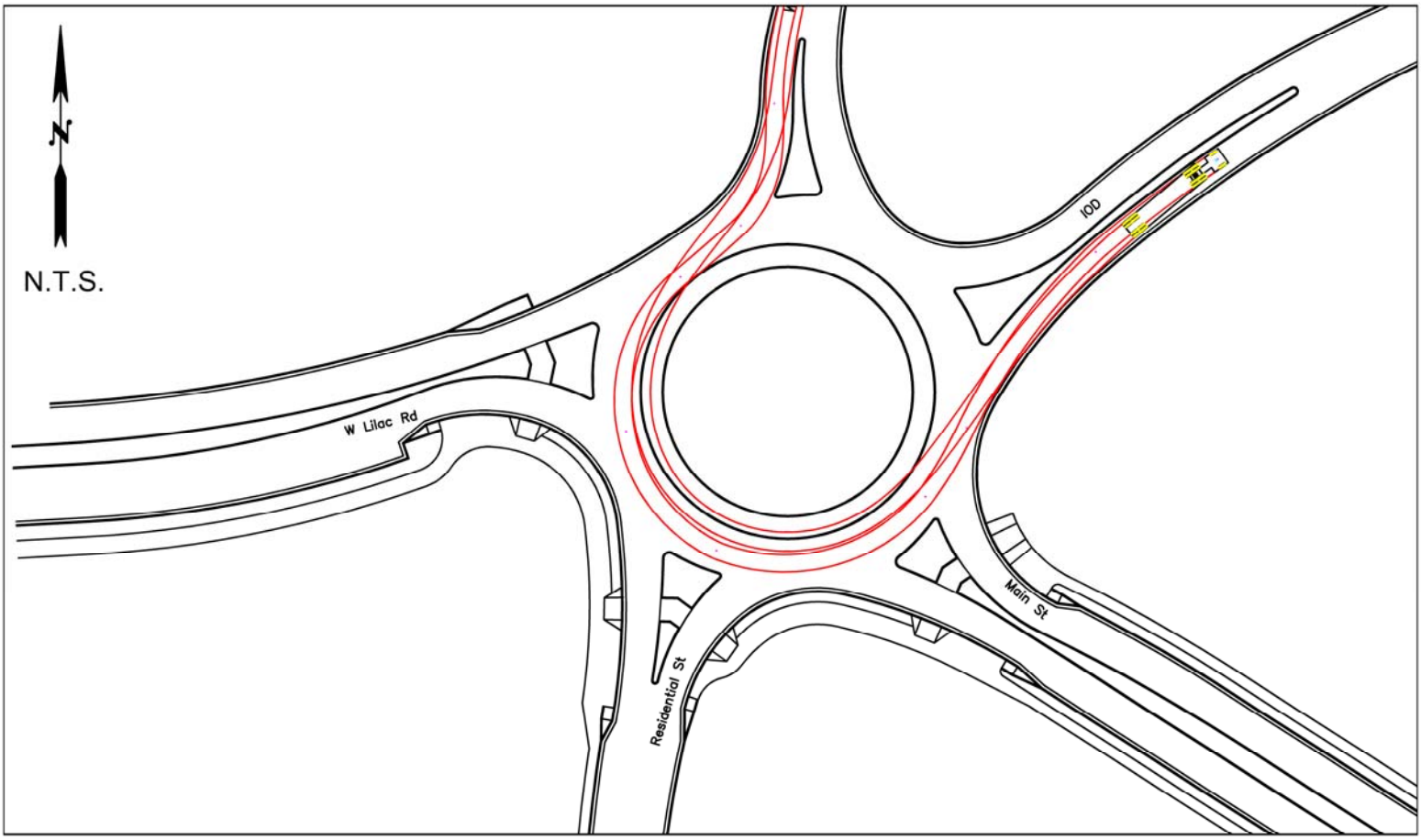
Figure B-23

W Lilac Rd Roundabouts

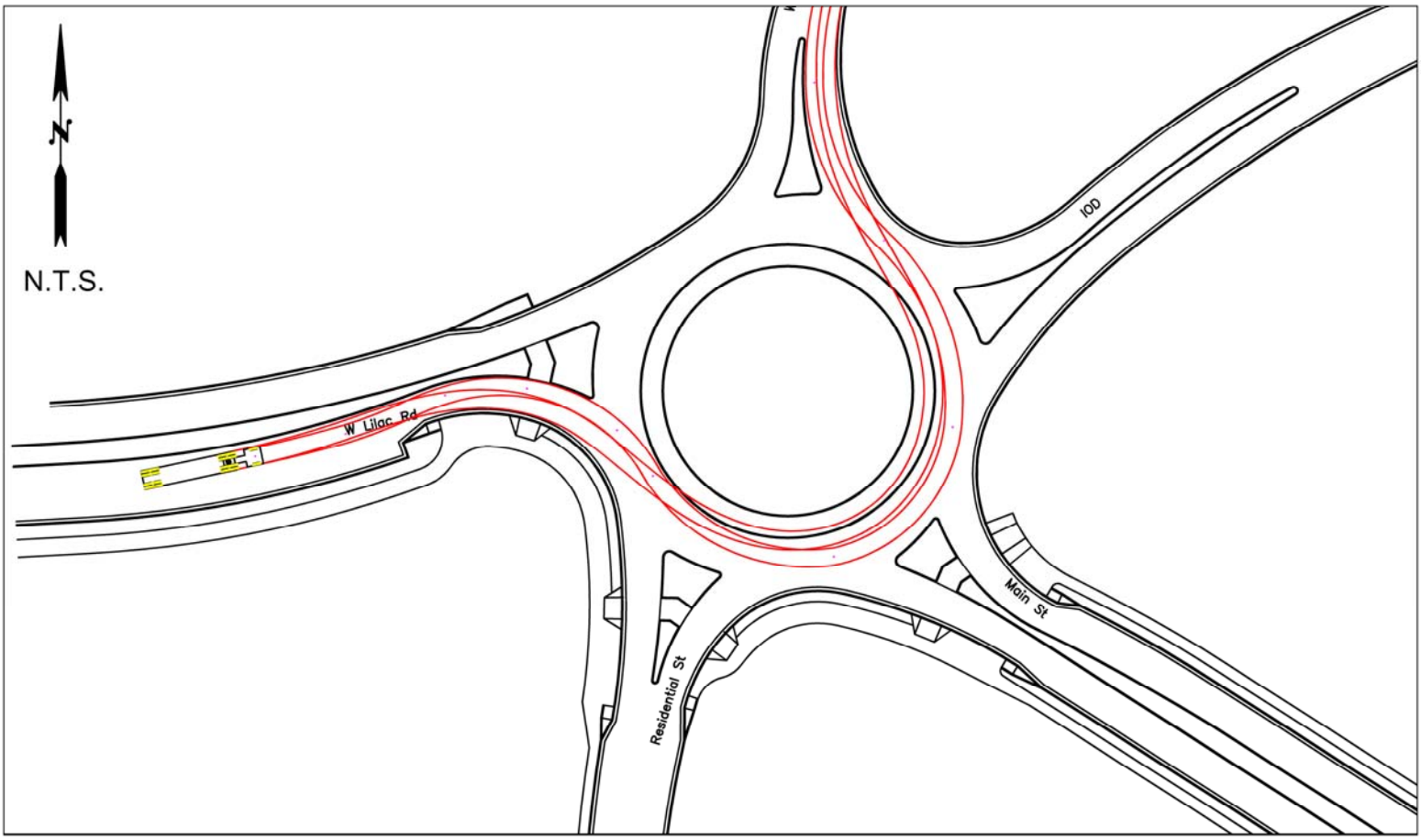
October 2013



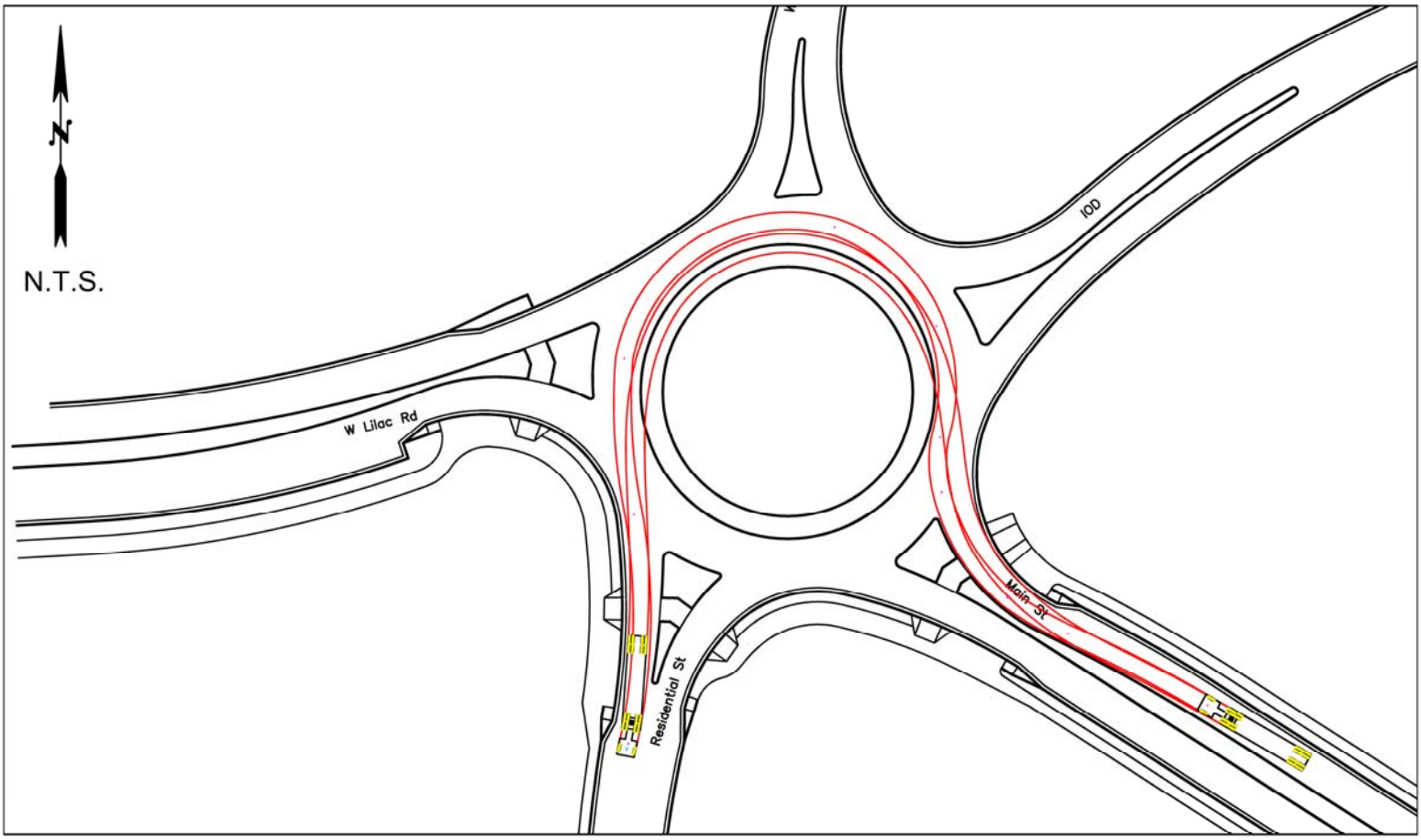
WB-50 Turning Movements



WB-50 Turning Movements



WB-50 Turning Movements



WB-50 Turning Movements

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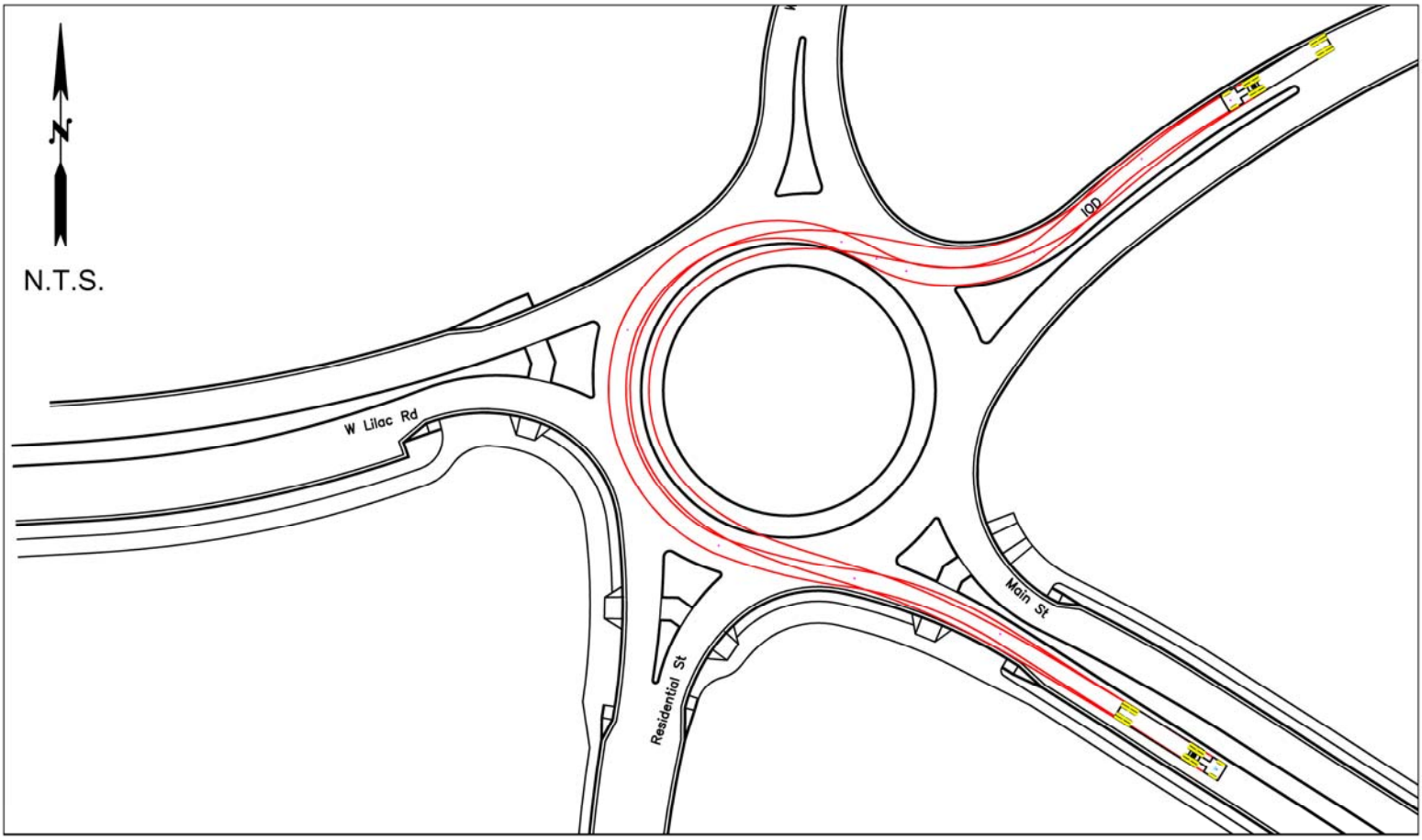
Reid Middleton RB 1 (Alt B) - TRUCK TURNING

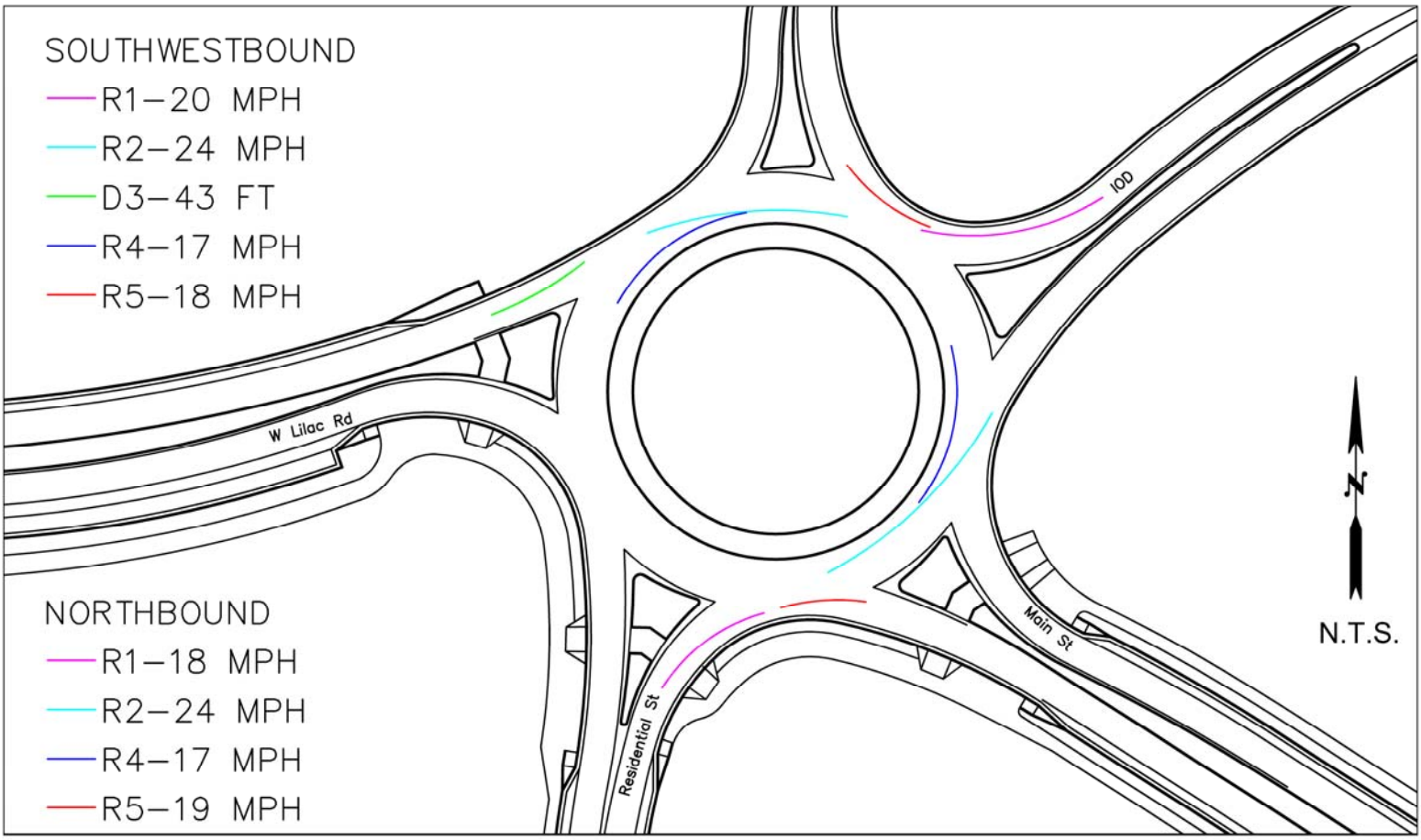
Figure B-25

W Lilac Rd Roundabouts

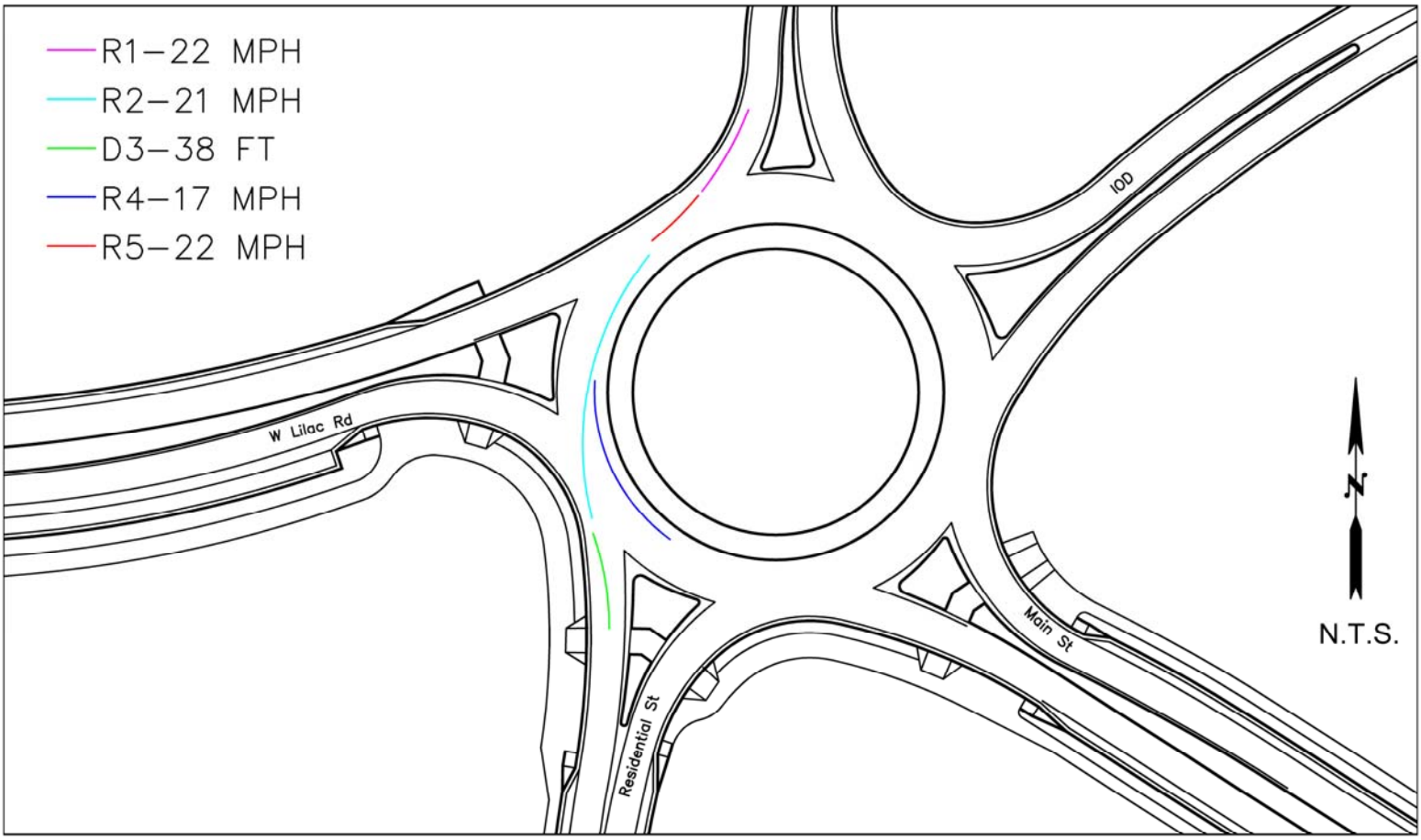
October 2013



WB-50 Turning Movements



Northbound and Southwestbound



Southbound

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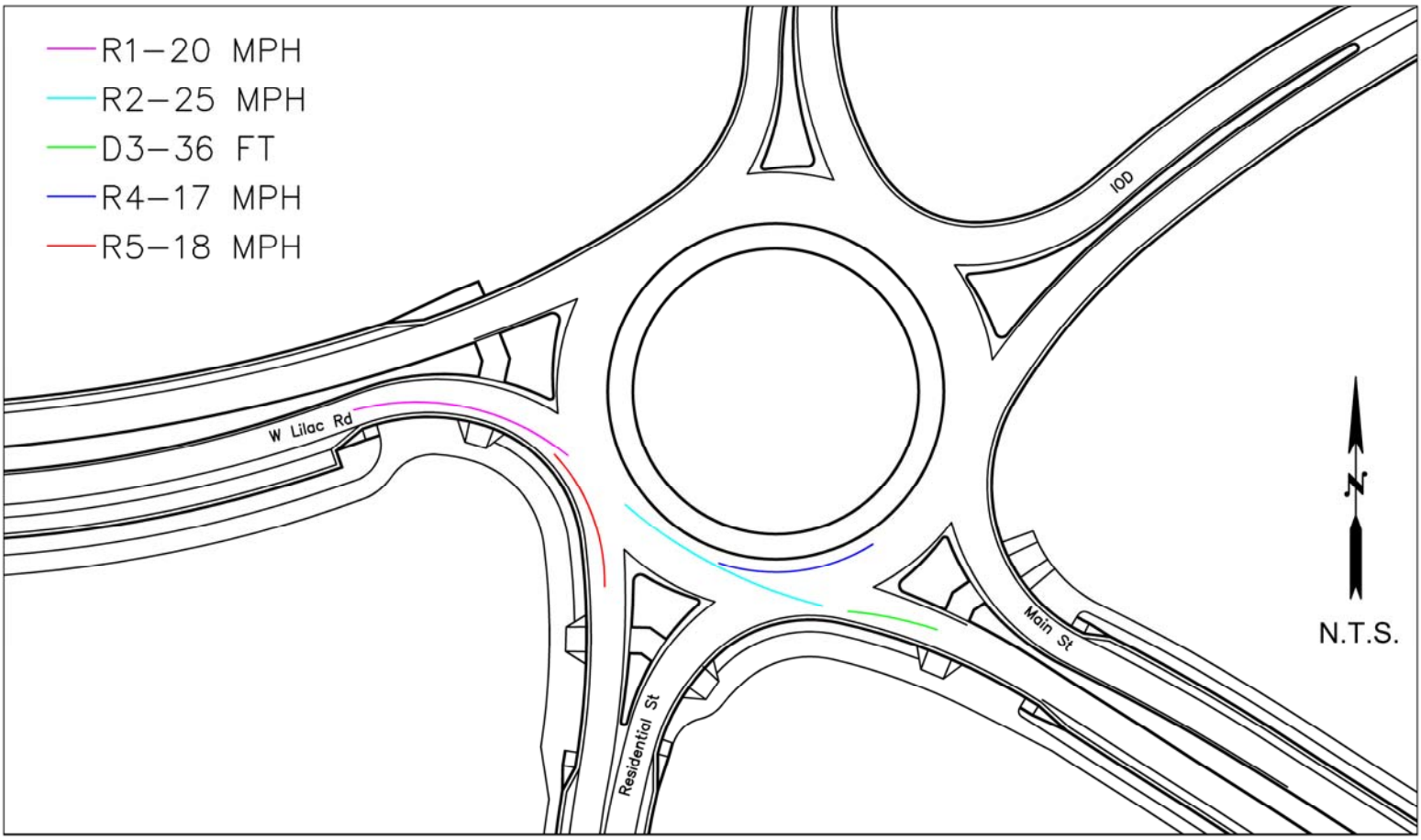
Reid Middleton RB 1 (Alt B) - SPEED CURVES

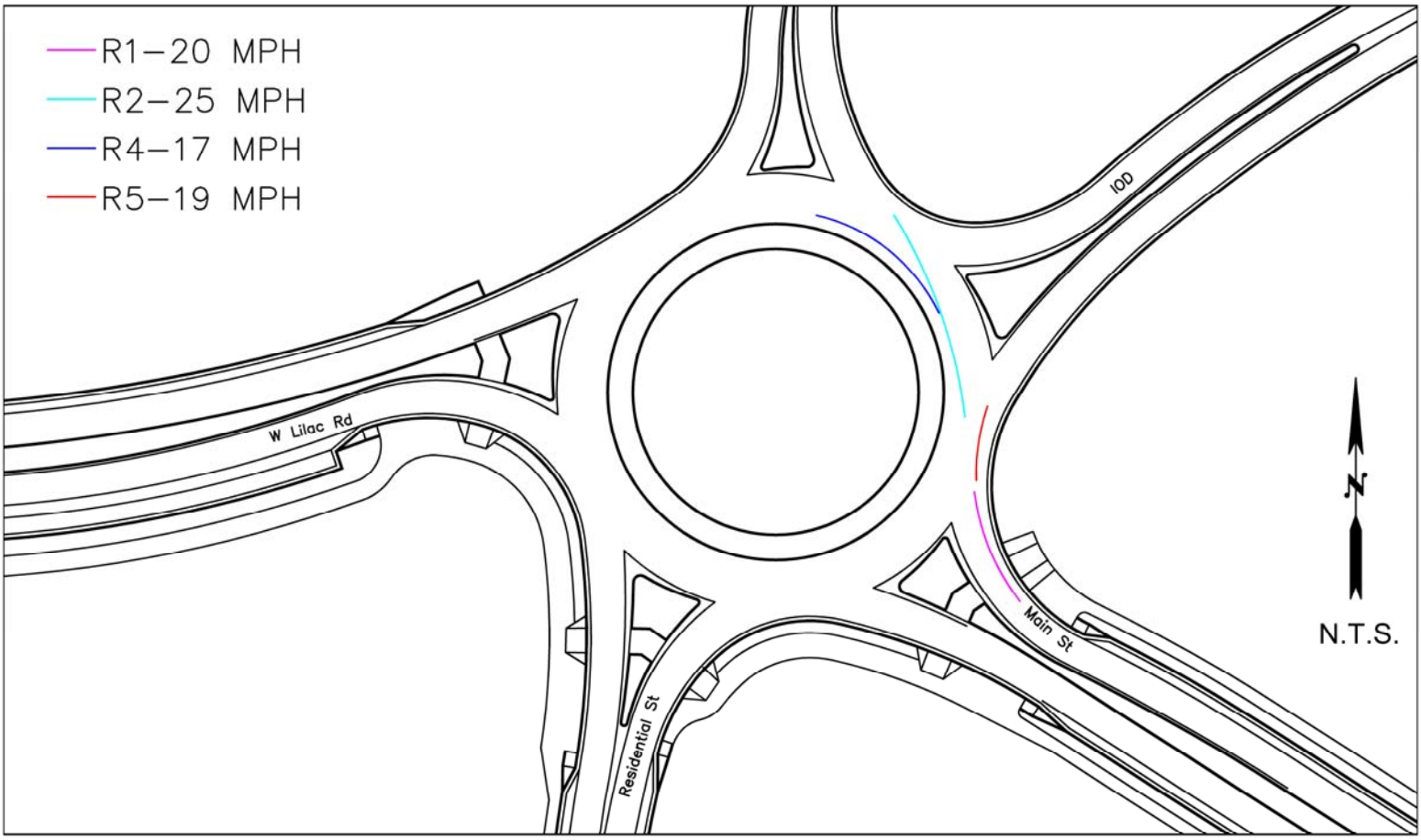
Figure B-27

W Lilac Rd Roundabouts

October 2013



Eastbound



Westbound

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Reid Middleton RB 1 (Alt B) - SPEED CURVES

Figure B-28

W Lilac Rd Roundabouts

October 2013

Reid Middleton RB 1 (Alt B) - Speed Calculations

W Lilac Rd Roundabouts

October 2013

	Northbound		Southbound		Eastbound		Westbound		Southwestbound	
	Radius (ft)	Speed (mph)	Radius (ft)	Speed (mph)	Radius (ft)	Speed (mph)	Radius (ft)	Speed (mph)	Radius (ft)	Speed (mph)
R1	71	18	120	22	96	20	89	20	96	20
R2	166	24	120	21	189	25	195	25	153	24
R3*	N/A	-	-	27	-	30	N/A	-	-	30
R4	72	17	72	17	72	17	72	17	72	17
R5	83	19	121	22	74	18	83	19	72	18

* R3 speed = lesser of [speed-radius table value] or [R2+Acceleration*Distance to Crosswalk)

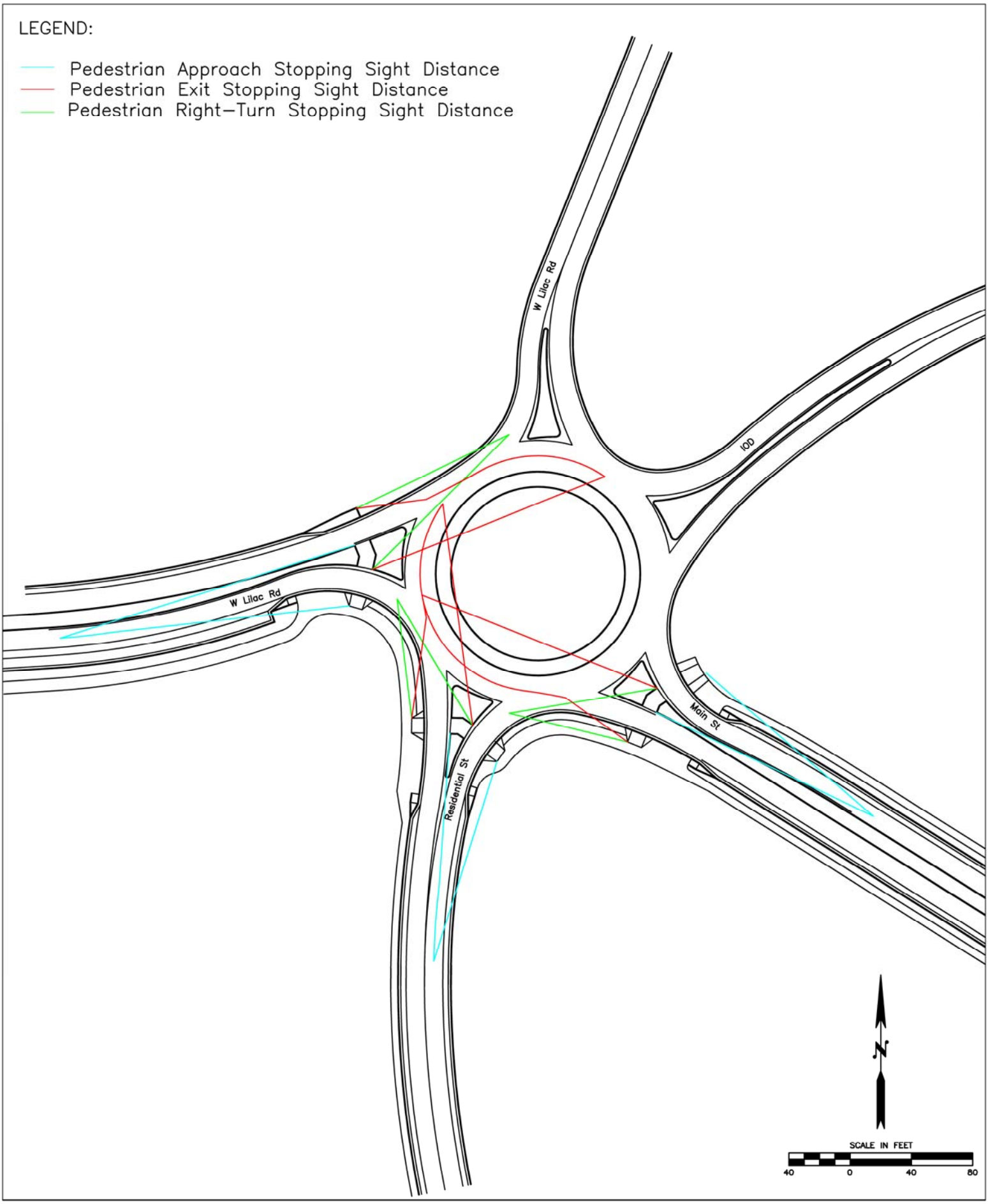
+2% superelevation assumed for R1, R3, and R5 movements

-2% superelevation assumed for R2 and R4 movements

Calculated R3 Speed from Acceleration and Distance to Crosswalk

FHWA Acceleration 6.9 ft/sec^2 NCHRP Report 572

	Beginning Speed R2 (MPH)	R2 Speed in FT/SEC	Distance from R2 to Crosswalk (ft)	Approx. Travel Time (sec)	Speed Increase (mph)	Exiting Speed (mph)
Northbound	24	35	N/A	-	-	-
Southbound	21	31	38	1.2	6	27
Eastbound	25	37	36	1.0	5	30
Westbound	25	37	N/A	-	-	-
Southwestbound	24	35	43	1.2	6	30



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Everett, Washington 98204
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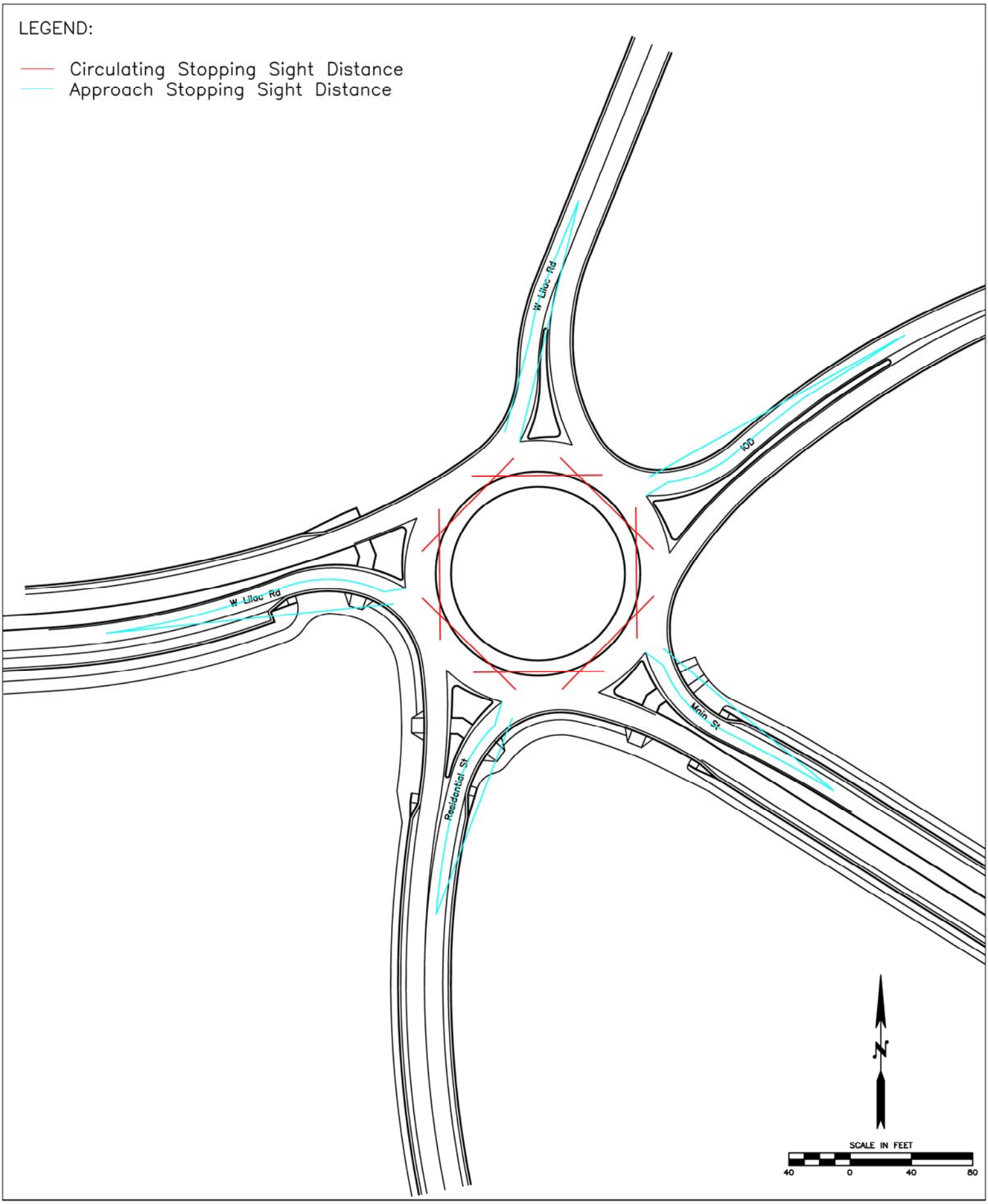
Reid Middleton RB 1 (Alt B) - Pedestrian Stopping Sight Distance

Figure B-30

W Lilac Rd Roundabouts

October 2013



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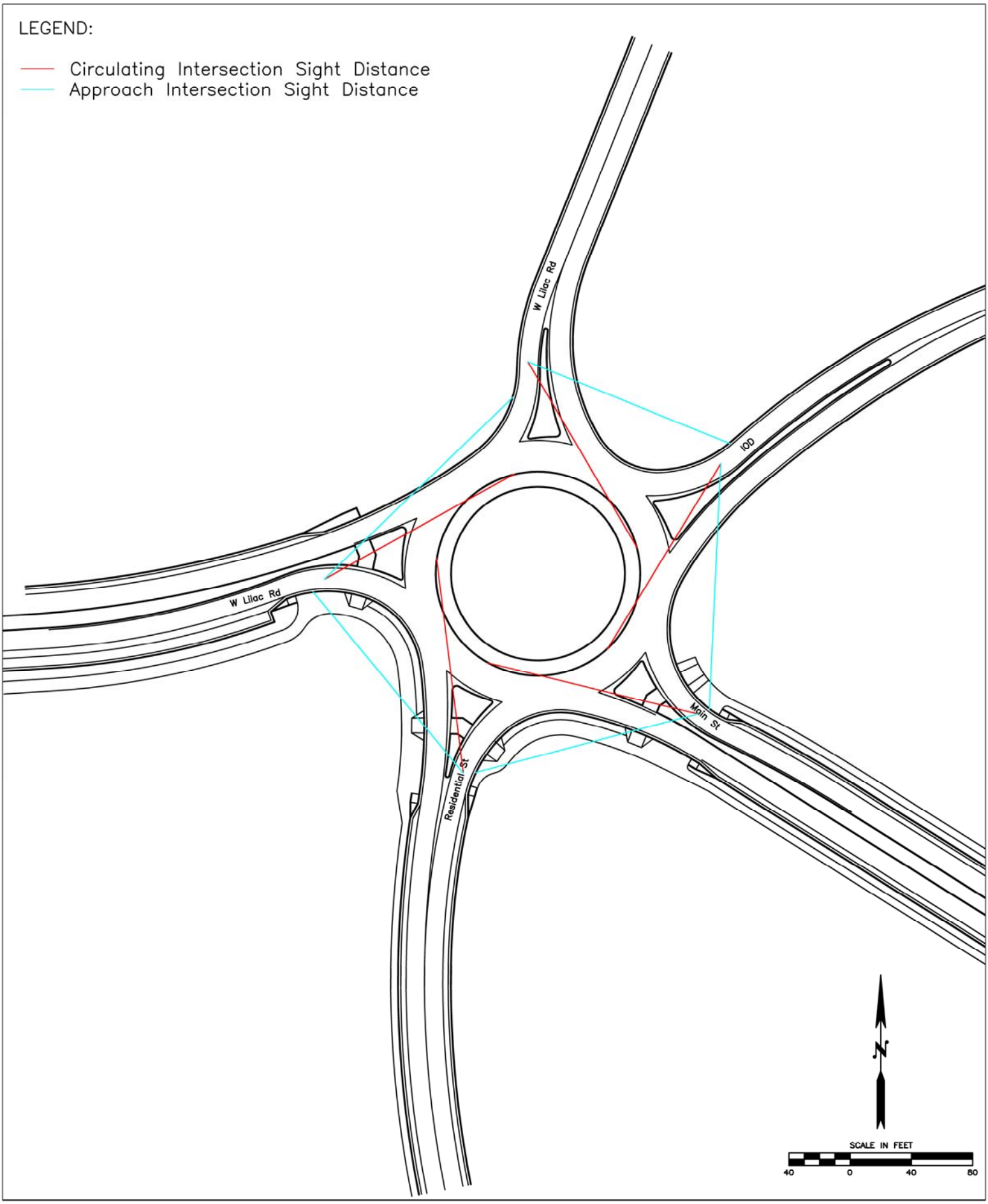
Reid Middleton RB 1 (Alt B) - Traffic Stopping Sight Distance

Figure B-31

W Lilac Rd Roundabouts

October 2013



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Reid Middleton RB 1 (Alt B) - Intersection Sight Distance

Figure B-32

W Lilac Rd Roundabouts

October 2013

Reid Middleton RB 1 (Alt B) - Sight Distance Calculations

W Lilac Rd Roundabouts
October 2013

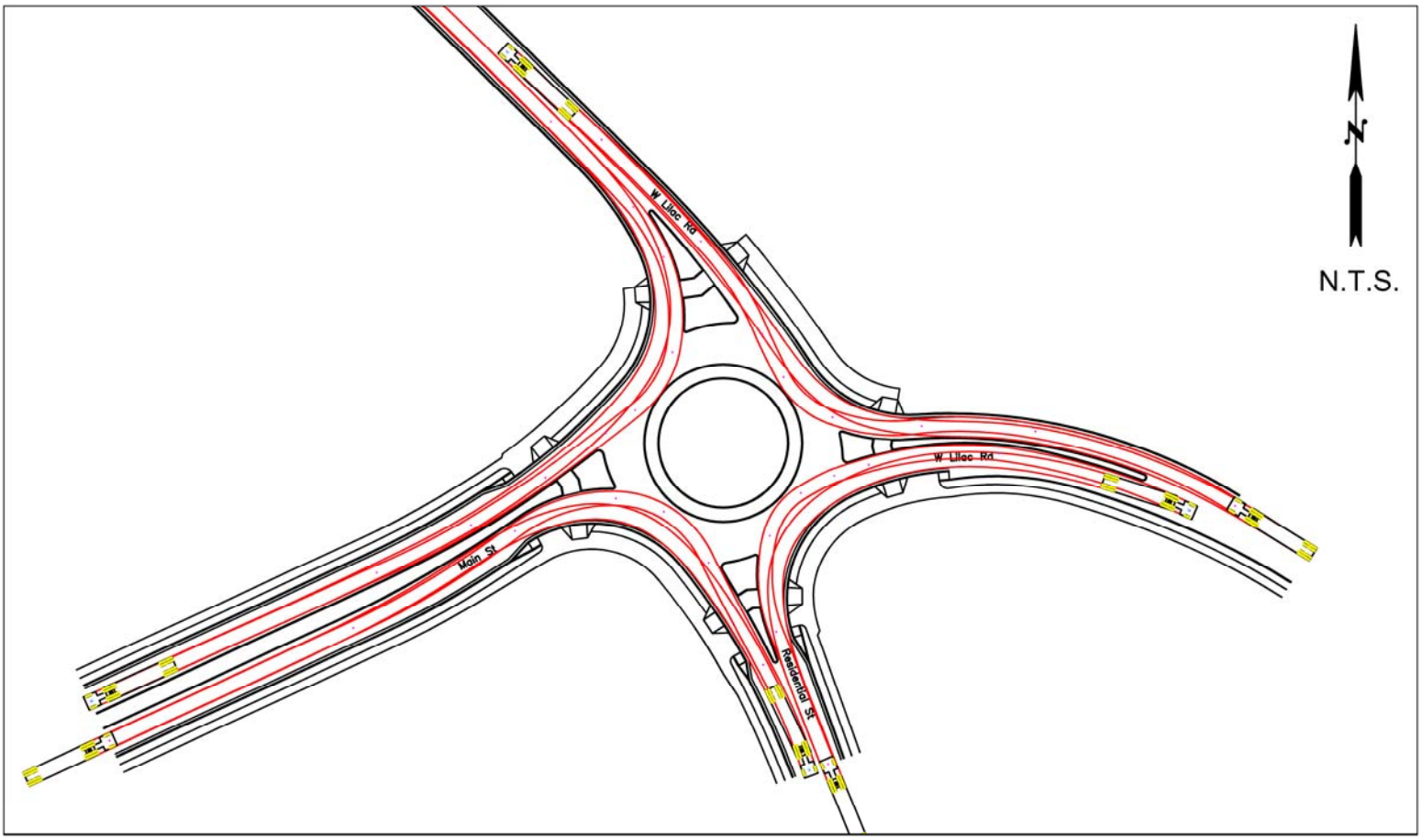
Stopping Sight Distance d= 1.468*2.5*V+1.087*V^2/11.2

	Posted Speed Limit (mph)	R1 Speed (mph)	Average Approach Speed (mph)	Approach Stopping Sight Distance (ft)	R2 Speed (mph)	R3 Speed (mph)	Average Exit Speed (mph)	Exit Stopping Sight Distance (ft)
Northbound	30	18	24	**144**	24	N/A	N/A	**N/A**
Southbound	30	22	26	**161**	21	27	24	**144**
Eastbound	40	20	30	**197**	25	30	28	**174**
Westbound	30	20	25	**152**	25	N/A	N/A	**N/A**
Southwestbound	40	20	30	**197**	24	30	27	**170**

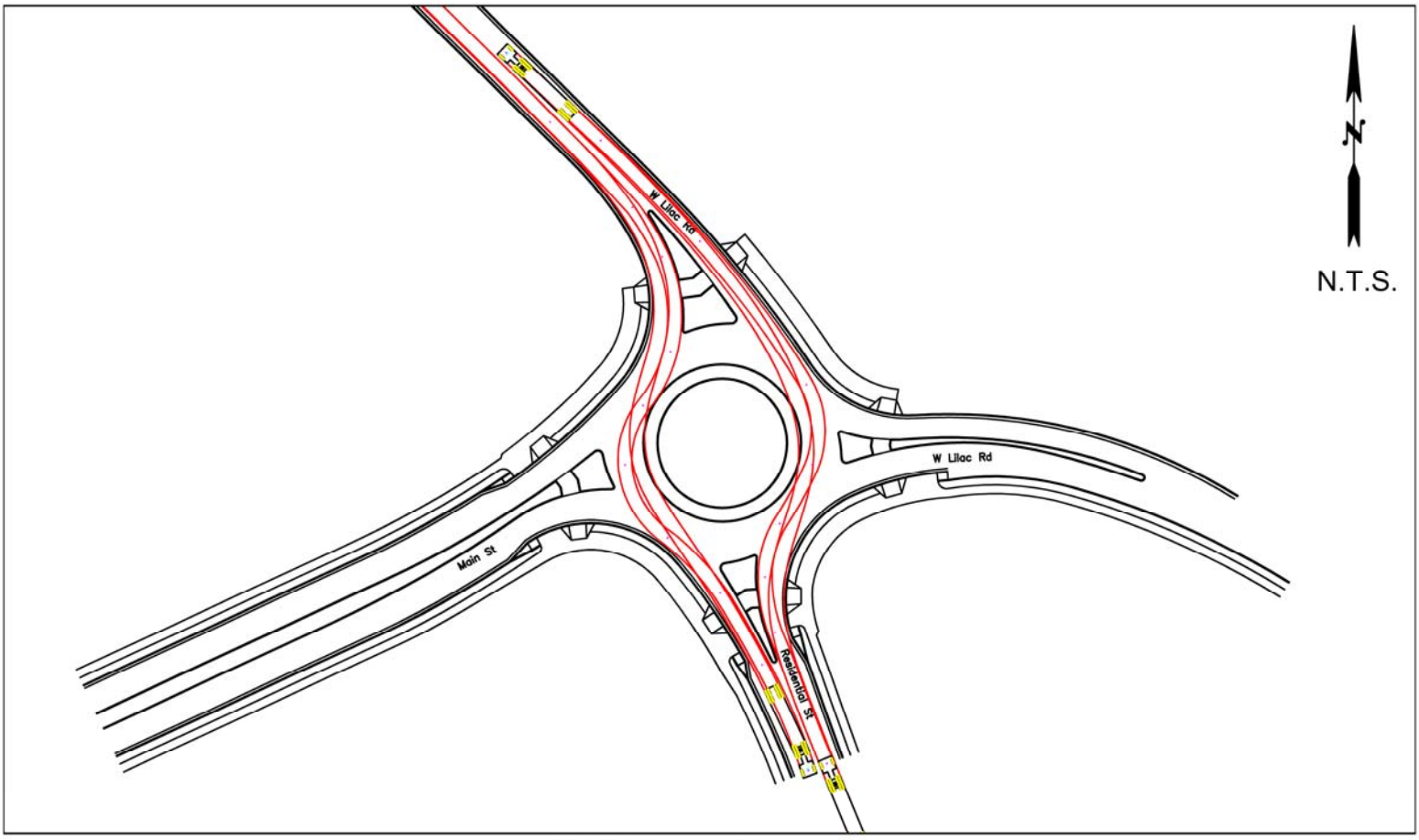
	Circulating Speed (mph)	Circulating Stopping Sight Distance (ft)
Circulating	17	**90**

Intersection Sight Distance S= 1.468*V*5.0

	Adjacent R1 Speed (mph)	Adjacent R2 Speed (mph)	Average Adjacent Entering Speed (mph)	Circulating Stream Speed (mph)	S1 - Entering Intersection Sight Distance (ft)	S2 - Circulating Intersection Sight Distance (ft)
Northbound	20	25	23	17	**165**	**125**
Southbound	20	24	22	17	**161**	**125**
Eastbound	22	21	22	17	**158**	**125**
Westbound	18	24	21	17	**154**	**125**
Southwestbound	20	25	23	17	**165**	**125**



WB-50 Turning Movements



WB-50 Turning Movements

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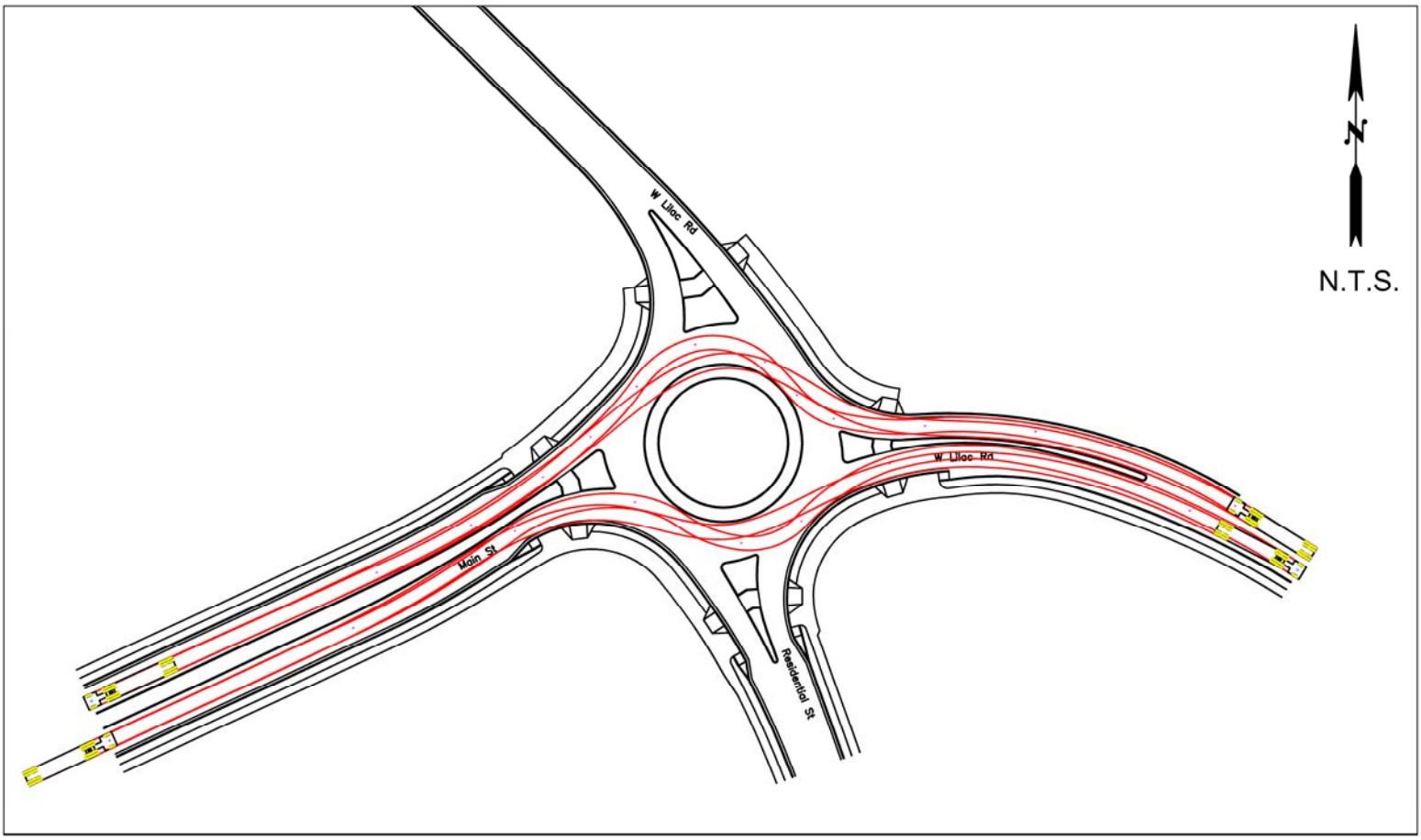
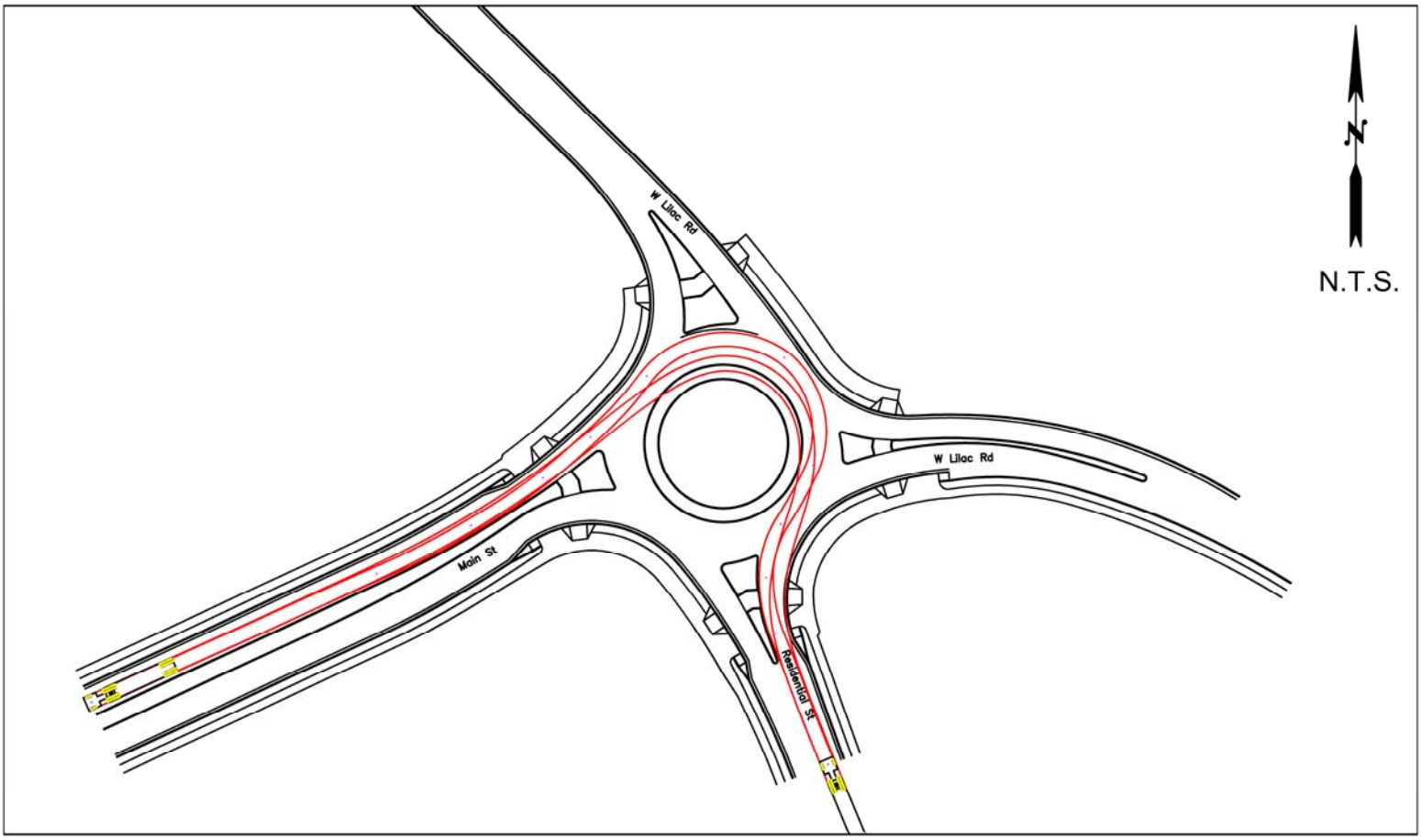


WB-50 Turning Movements



WB-50 Turning Movements

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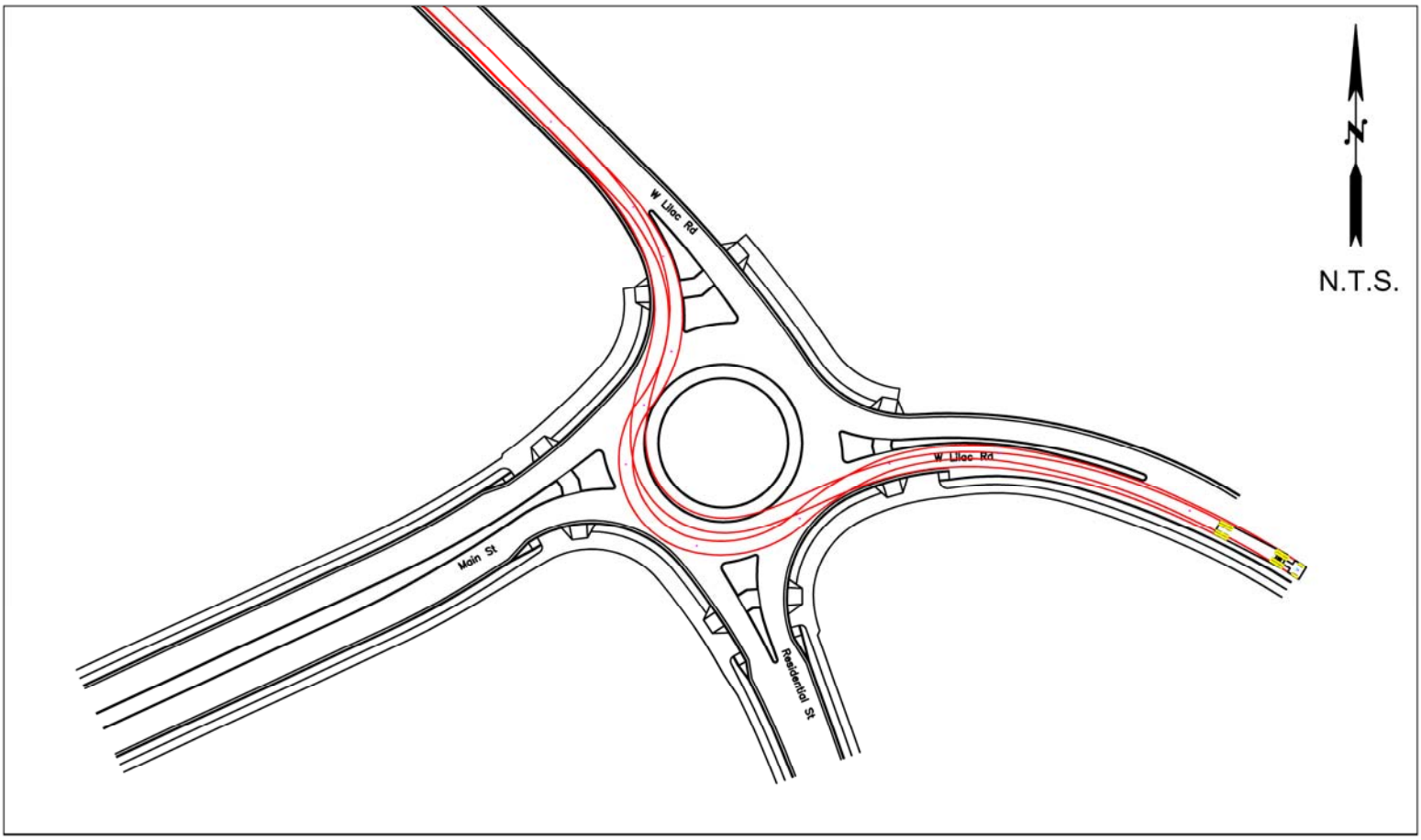
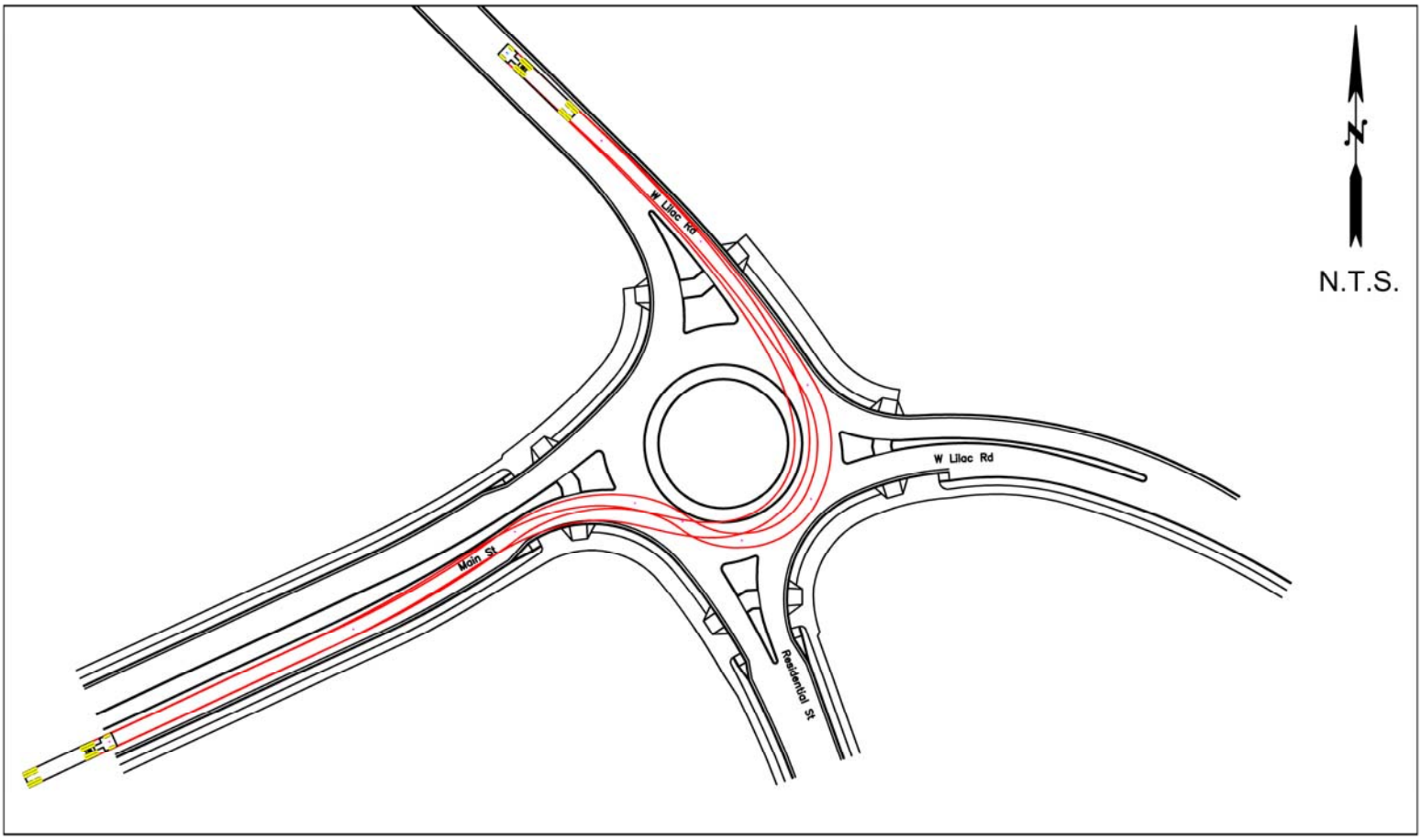


WB-50 Turning Movements



WB-50 Turning Movements

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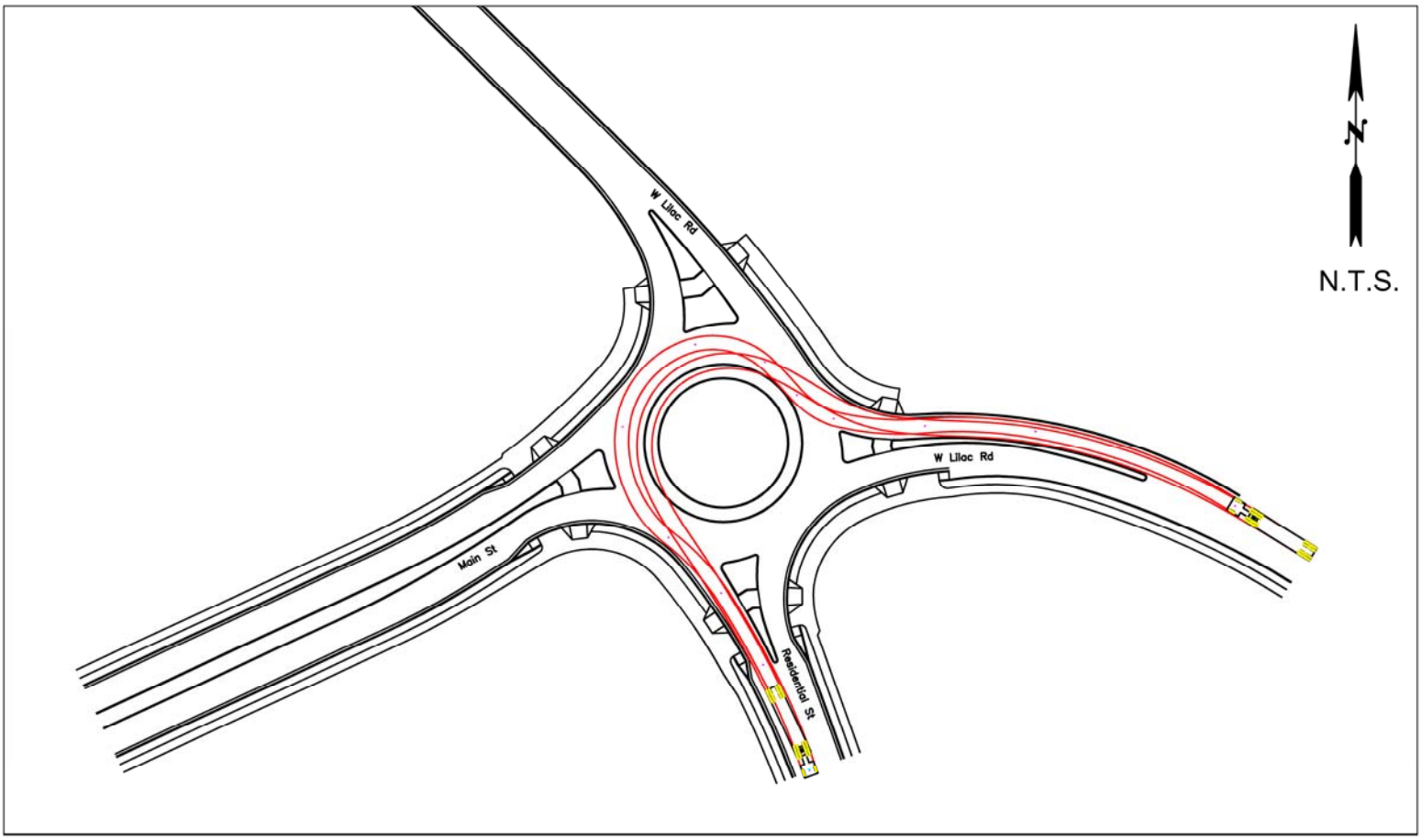
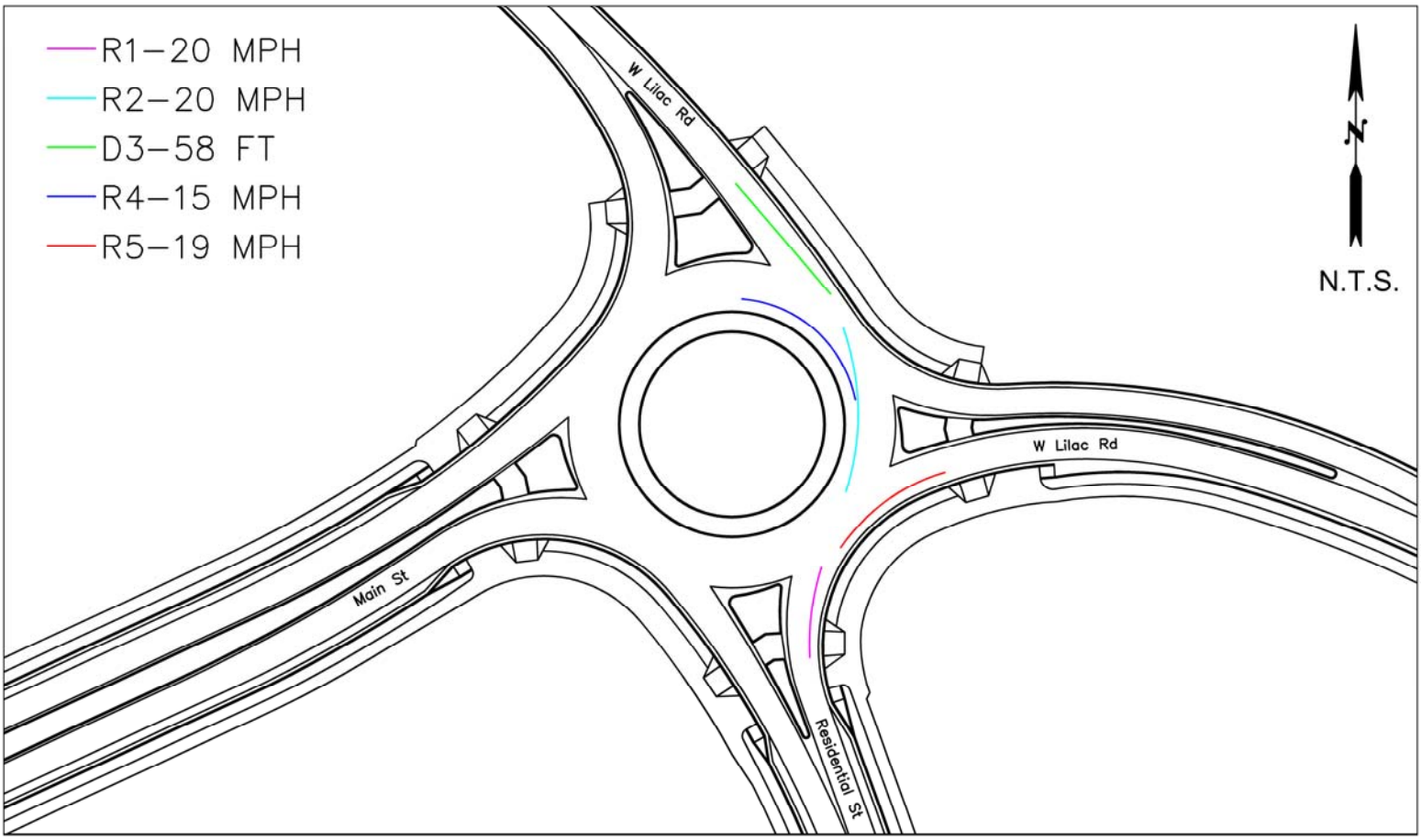
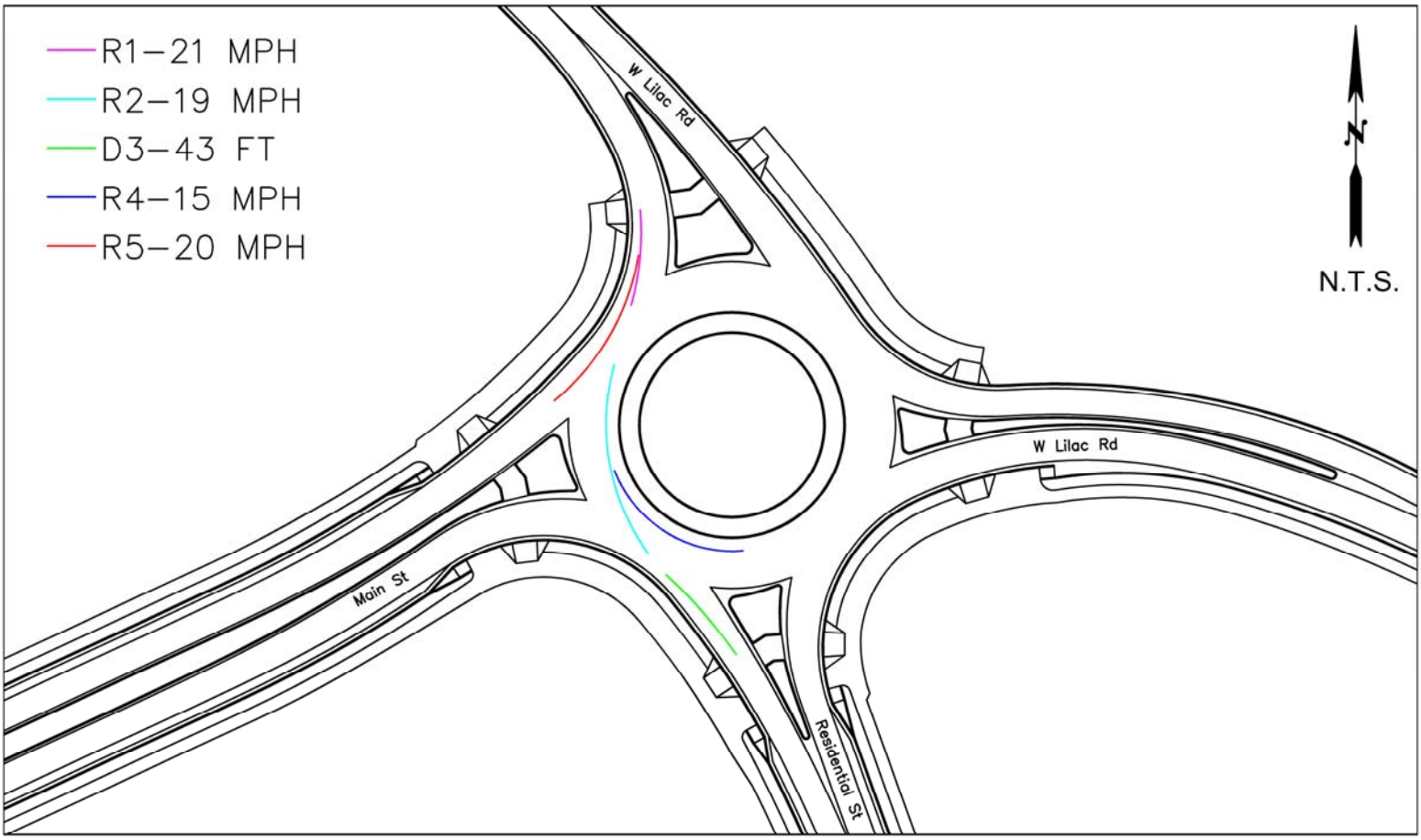


WB-50 Turning Movements



Northbound



Southbound

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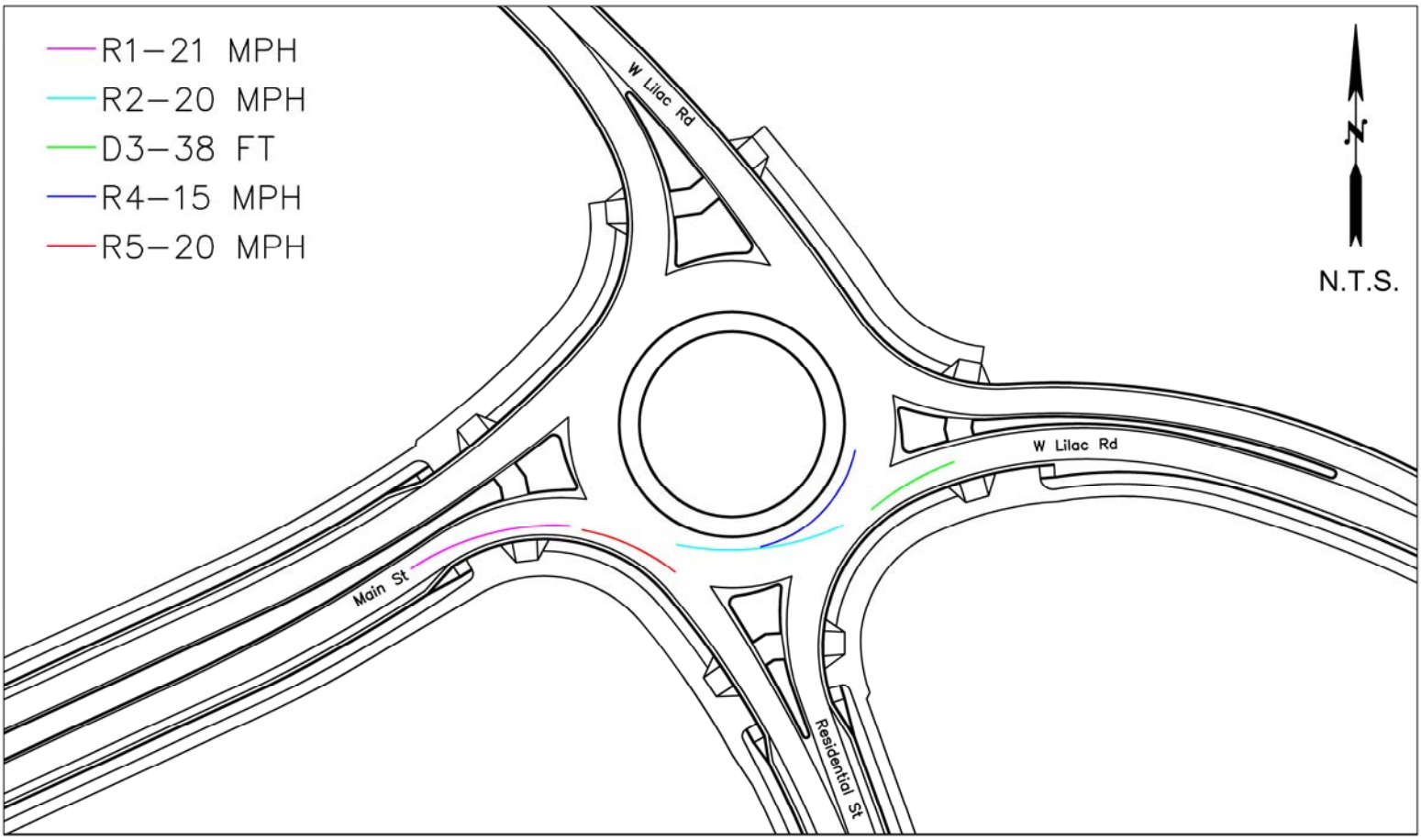
Reid Middleton RB 2 - SPEED CURVES

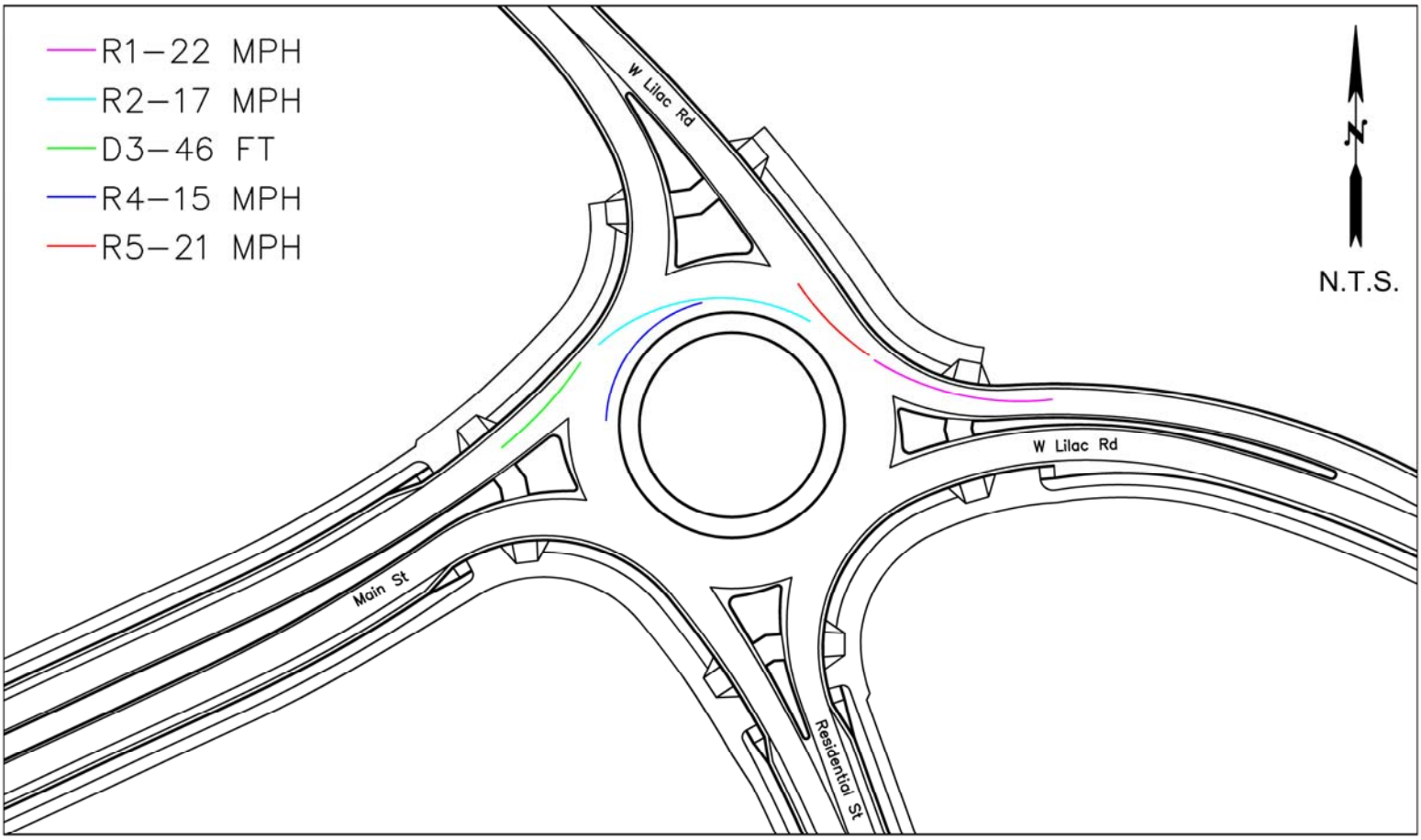
W Lilac Rd Roundabouts

Figure B-38

October 2013



Eastbound



Westbound

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Everett, Washington 98204
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Reid Middleton RB 2 - SPEED CURVES

W Lilac Rd Roundabouts

Figure B-39

October 2013

Reid Middleton RB 2 - Speed Calculations

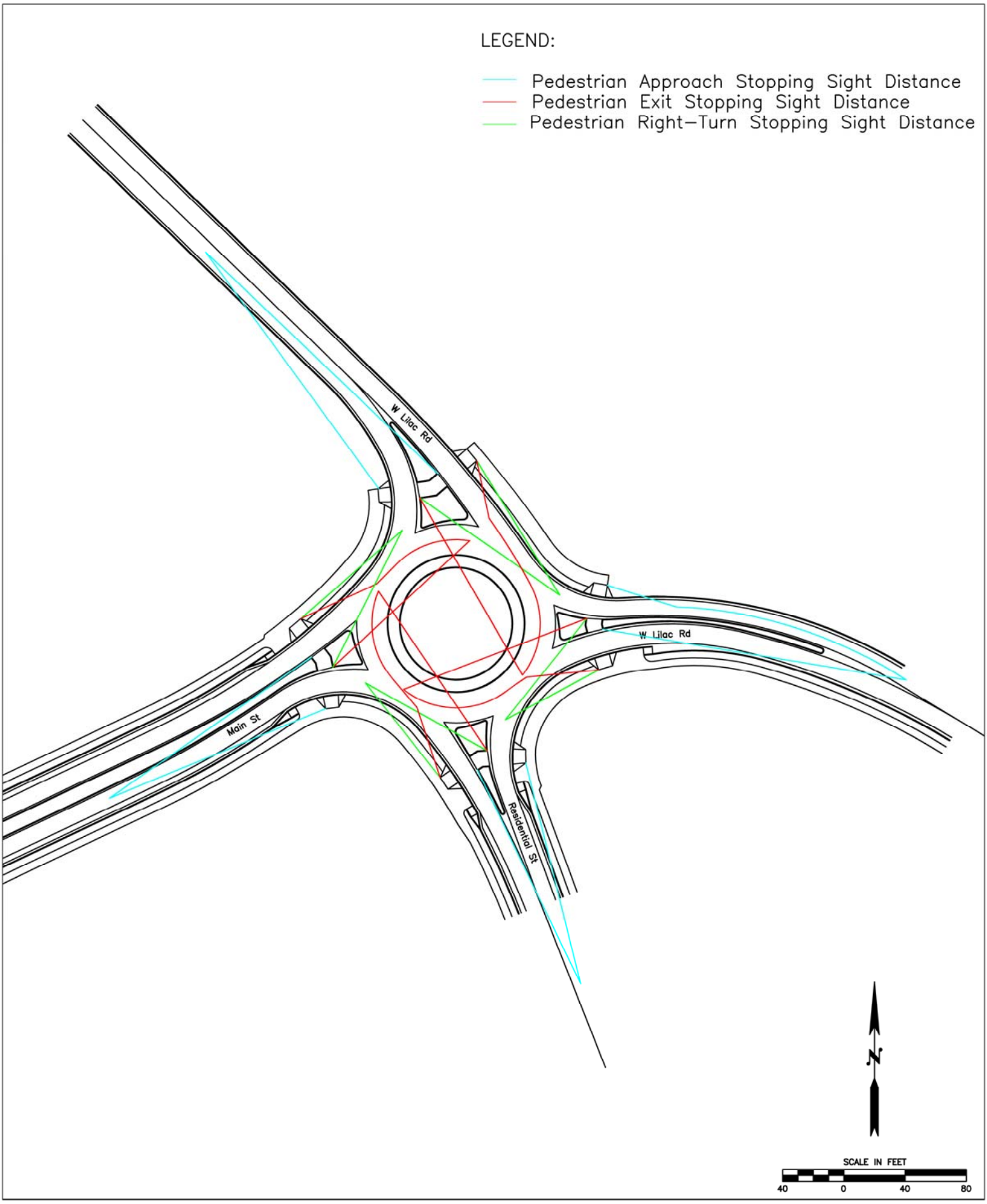
W Lilac Rd Roundabouts
October 2013

	Northbound		Southbound		Eastbound		Westbound	
	Radius (ft)	Speed (mph)	Radius (ft)	Speed (mph)	Radius (ft)	Speed (mph)	Radius (ft)	Speed (mph)
R1	98	20	104	21	102	21	111	22
R2	101	20	88	19	105	20	73	17
R3*	-	29	-	26	-	26	-	26
R4	50	15	50	15	50	15	50	15
R5	78	19	94	20	86	20	106	21

* R3 speed = lesser of [speed-radius table value] or [R2+Acceleration*Distance to Crosswalk)
+2% superelevation assumed for R1, R3, and R5 movements
-2% superelevation assumed for R2 and R4 movements

Calculated R3 Speed from Acceleration and Distance to Crosswalk
FHWA Acceleration 6.9 ft/sec^2 NCHRP Report 572

	Beginning Speed R2 (MPH)	R2 Speed in FT/SEC	Distance from R2 to Crosswalk (ft)	Approx. Travel Time (sec)	Speed Increase (mph)	Exiting Speed (mph)
Northbound	20	29	58	2.0	9	29
Southbound	19	28	43	1.6	7	26
Eastbound	20	29	38	1.3	6	26
Westbound	17	25	46	1.9	9	26



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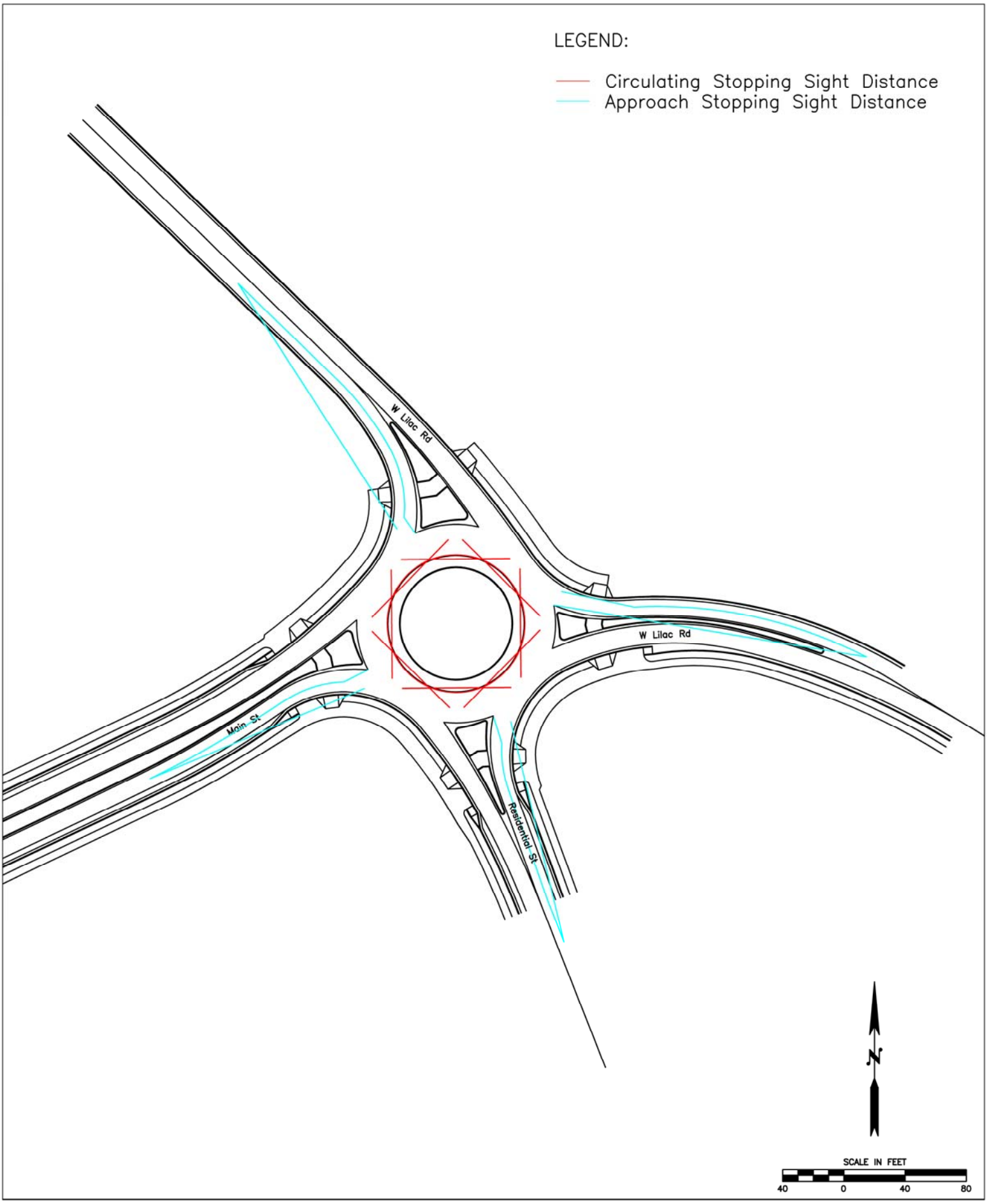
Reid Middleton RB 2 - Pedestrian Stopping Sight Distance

Figure B-41

W Lilac Rd Roundabouts

October 2013



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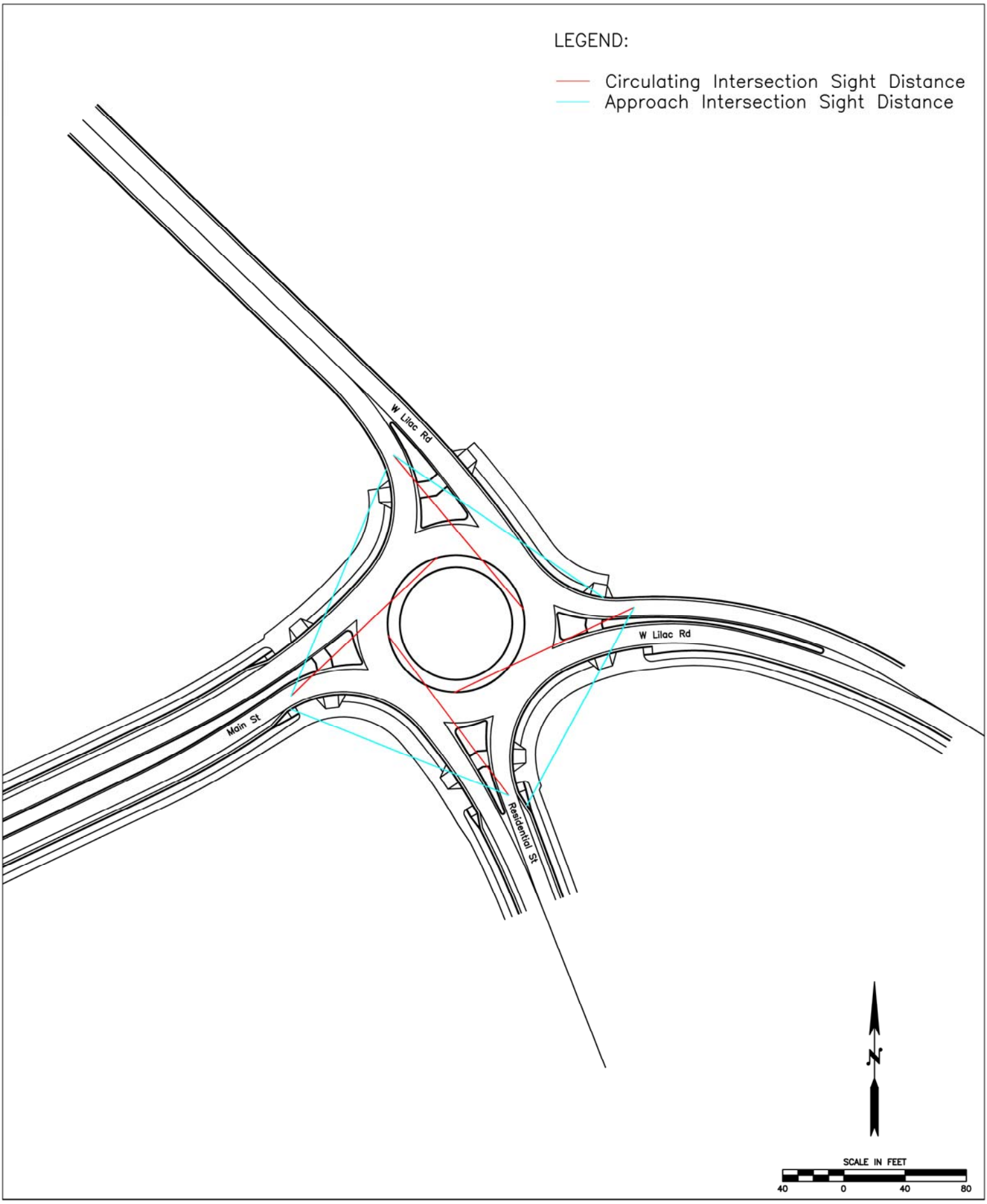
Reid Middleton RB 2 - Traffic Stopping Sight Distance

Figure B-42

W Lilac Rd Roundabouts

October 2013



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Reid Middleton RB 2 - Intersection Sight Distance

Figure B-43

W Lilac Rd Roundabouts

October 2013

Reid Middleton RB 2 - Sight Distance Calculations

W Lilac Rd Roundabouts
October 2013

Stopping Sight Distance d= 1.468*2.5*V+1.087*V^2/11.2

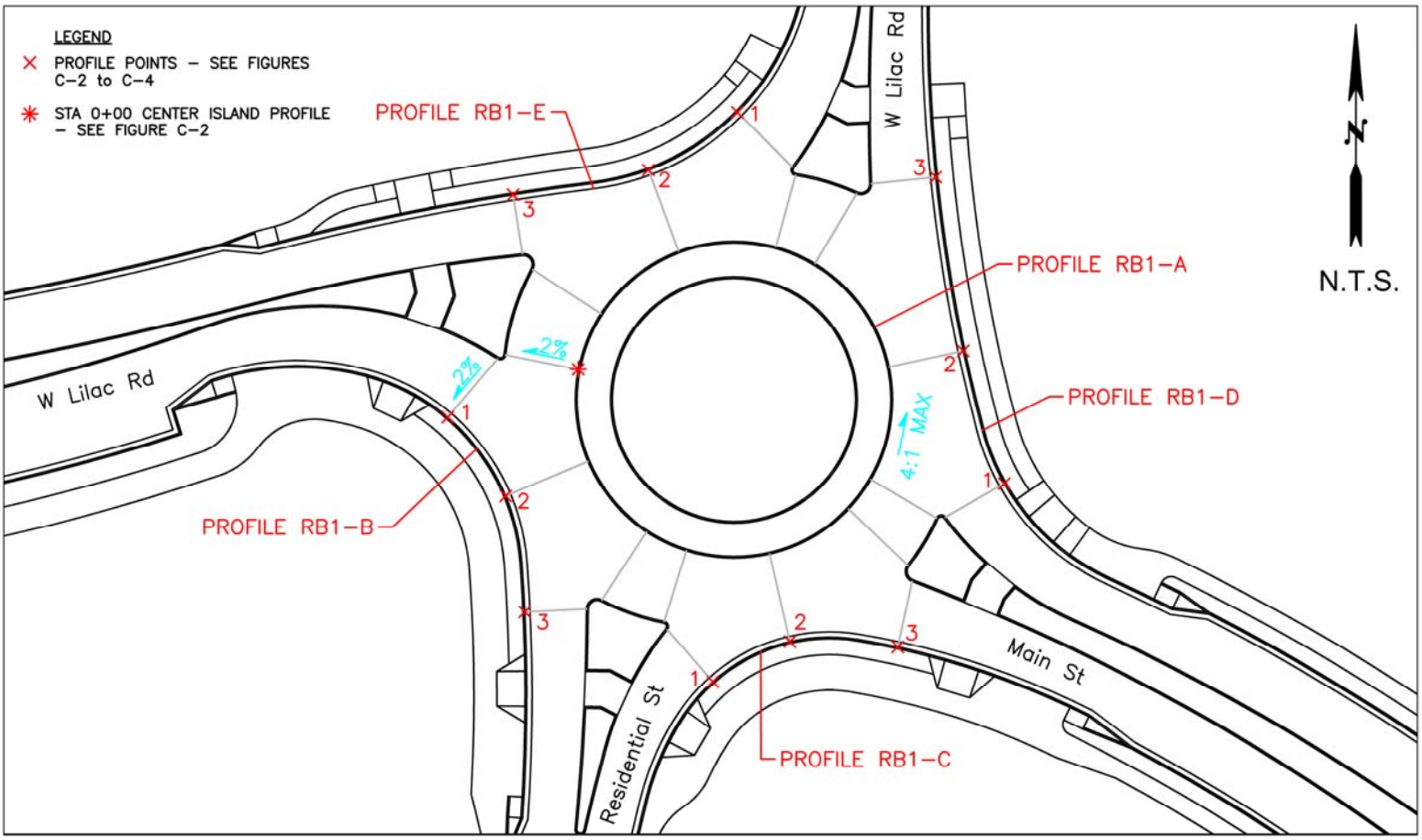
	Posted Speed Limit (mph)	R1 Speed (mph)	Average Approach Speed (mph)	Approach Stopping Sight Distance (ft)	R2 Speed (mph)	R3 Speed (mph)	Average Exit Speed (mph)	Exit Stopping Sight Distance (ft)
Northbound	30	20	25	**152**	20	29	25	**148**
Southbound	40	21	31	**202**	19	26	23	**132**
Eastbound	30	21	26	**157**	20	26	23	**136**
Westbound	40	22	31	**207**	17	26	22	**124**

	Circulating Speed (mph)	Circulating Stopping Sight Distance (ft)
Circulating	15	**77**

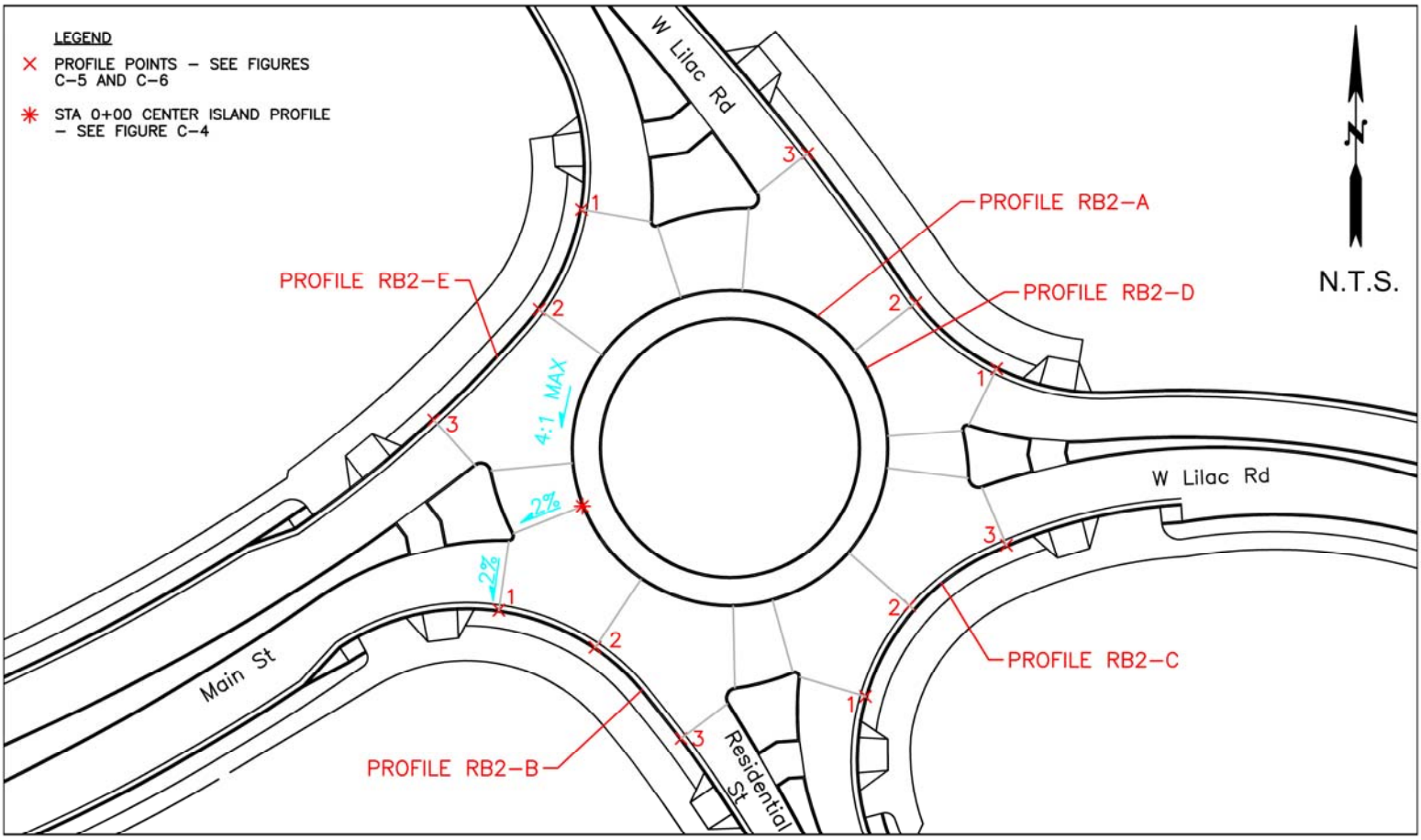
Intersection Sight Distance S= 1.468*V*5.0

	Adjacent R1 Speed (mph)	Adjacent R2 Speed (mph)	Average Adjacent Entering Speed (mph)	Circulating Stream Speed (mph)	S1 - Entering Intersection Sight Distance (ft)	S2 - Circulating Intersection Sight Distance (ft)
Northbound	21	20	21	15	**150**	**110**
Southbound	22	17	20	15	**143**	**110**
Eastbound	21	19	20	15	**147**	**110**
Westbound	20	20	20	15	**147**	**110**

APPENDIX C
(GRADING EXHIBITS)



Roundabout 1



Roundabout 2

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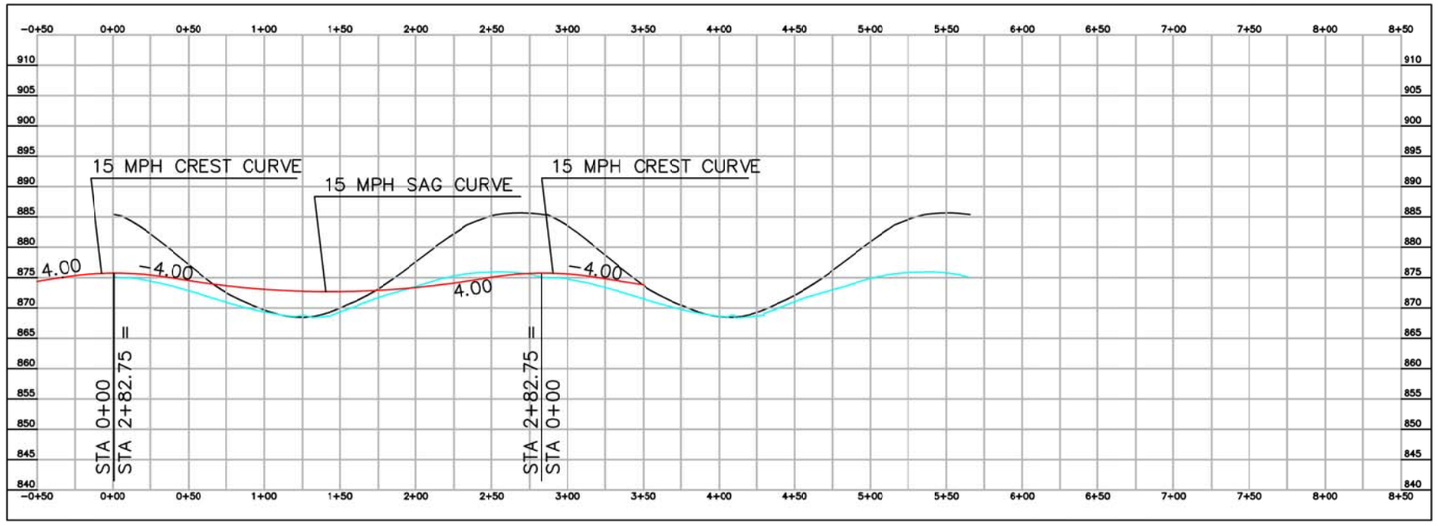
Reid Middleton RB 1 & 2 - GRADING EXHIBITS

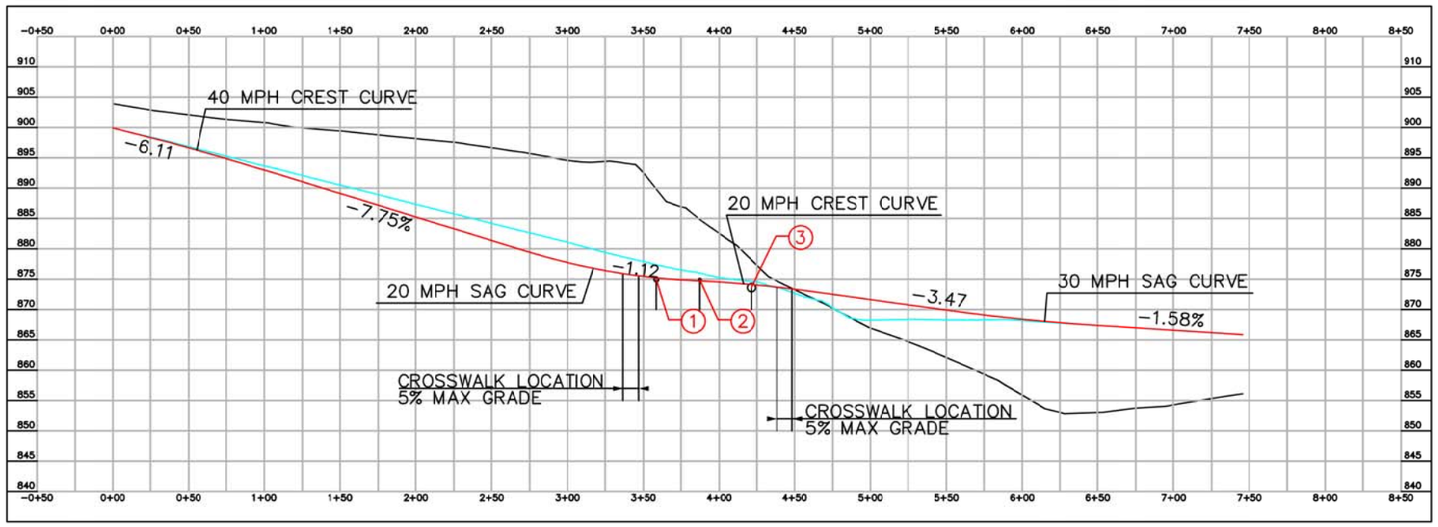
W Lilac Rd Roundabouts

Figure C-1

October 2013



RB1-A



RB1-B

LEGEND

- Existing Ground
- Initial Finished Ground
- Roundabout Profile
- Ⓧ Profile Points - See Figure C-1

HORIZONTAL SCALE IN FEET
50 0 50 100

VERTICAL SCALE IN FEET
12.5 0 12.5 25

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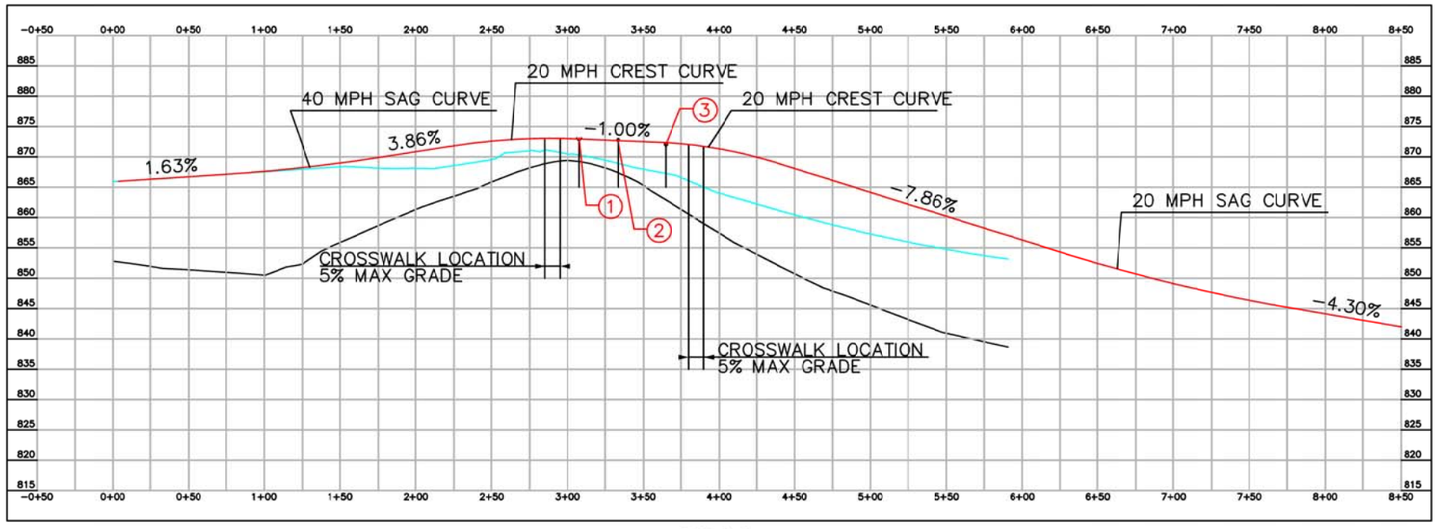
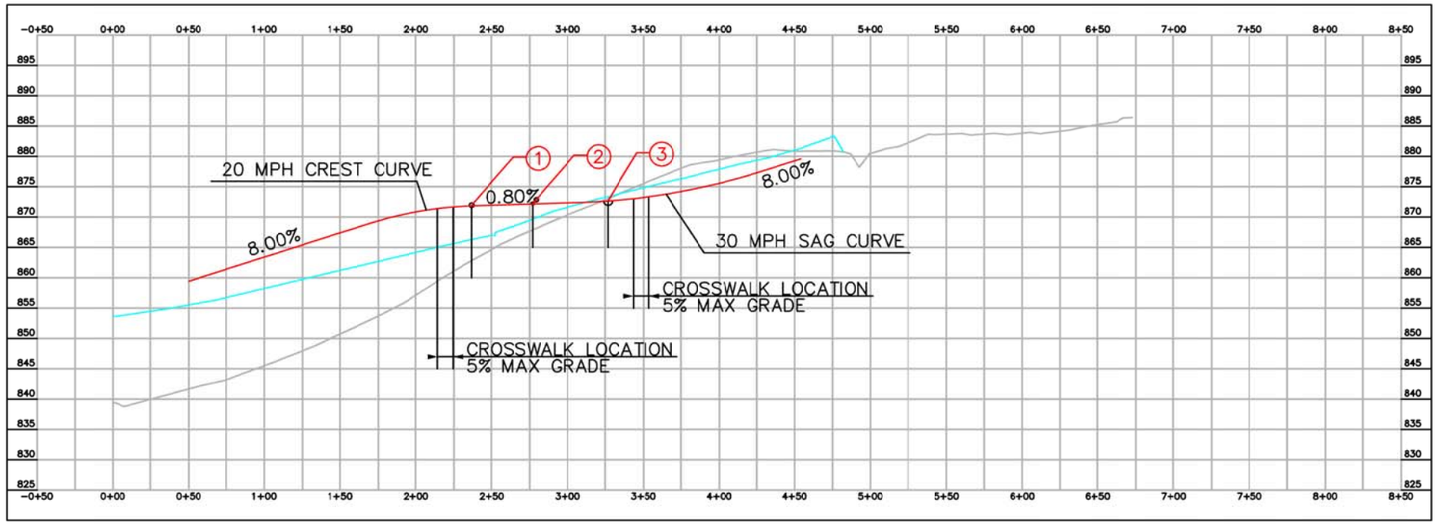


RB1-C



RB1-D

LEGEND

- Existing Ground
- Initial Finished Ground
- Roundabout Profile
- Profile Points - See Figure C-1

HORIZONTAL SCALE IN FEET
50 0 50 100

VERTICAL SCALE IN FEET
12.5 0 12.5 25

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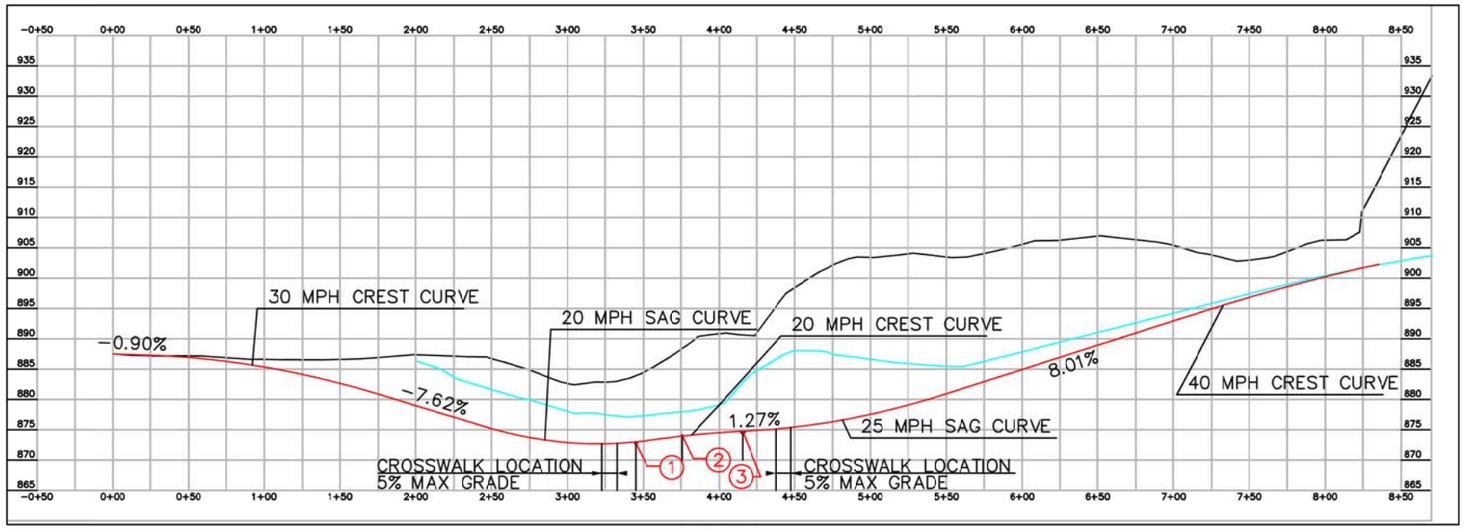
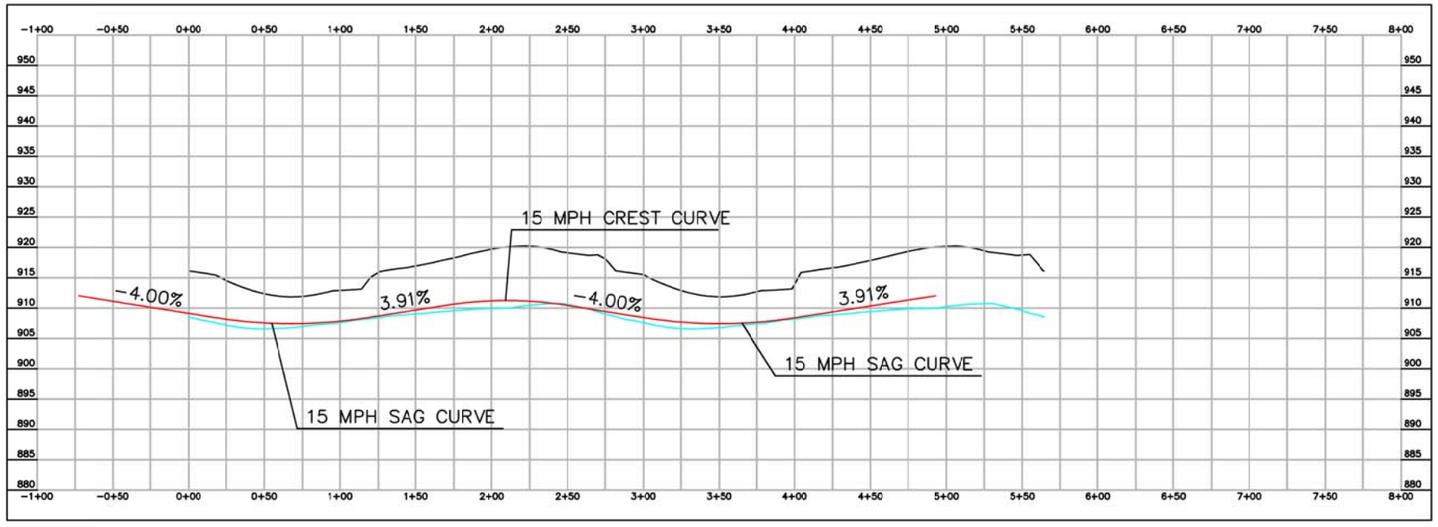


RB1-E



RB2-A

LEGEND

- Existing Ground
- Initial Finished Ground
- Roundabout Profile
- Profile Points - See Figure C-1

HORIZONTAL SCALE IN FEET
50 0 50 100

VERTICAL SCALE IN FEET
12.5 0 12.5 25

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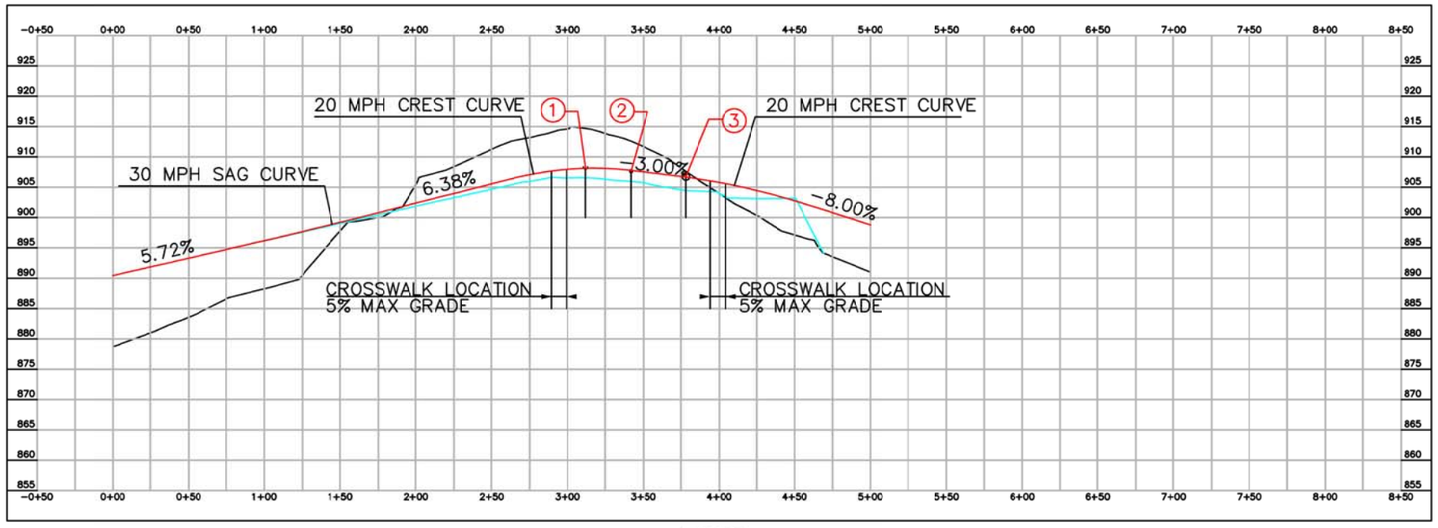
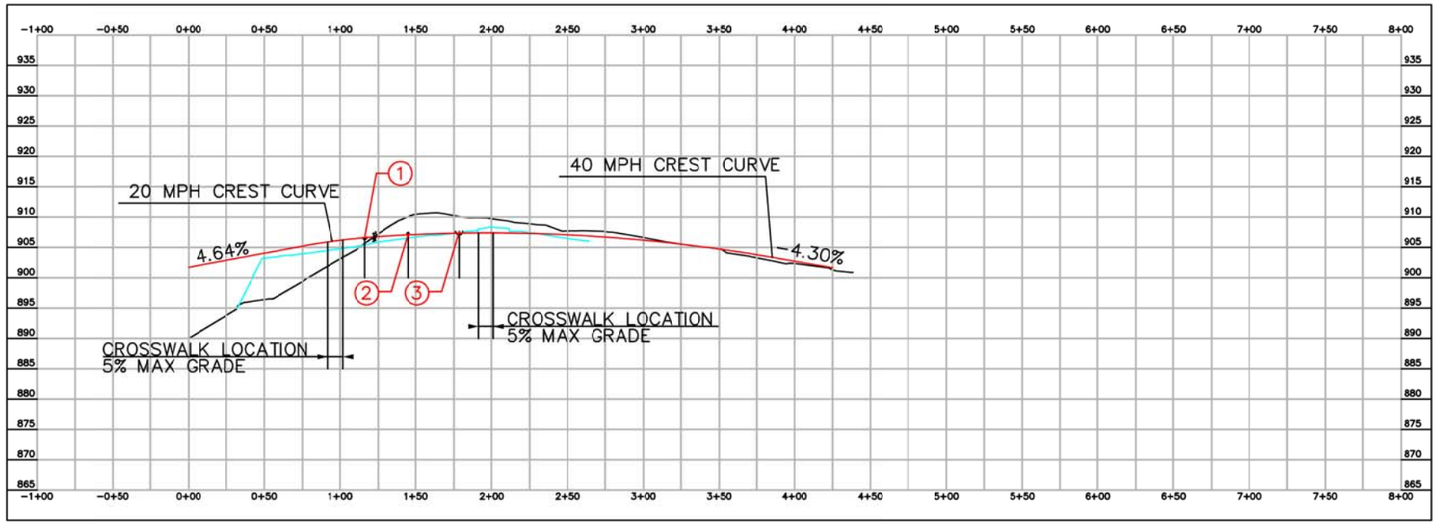


RB2-B



RB2-C

LEGEND

- Existing Ground
- Initial Finished Ground
- Roundabout Profile
- Profile Points - See Figure C-1

HORIZONTAL SCALE IN FEET
50 0 50 100

VERTICAL SCALE IN FEET
12.5 0 12.5 25

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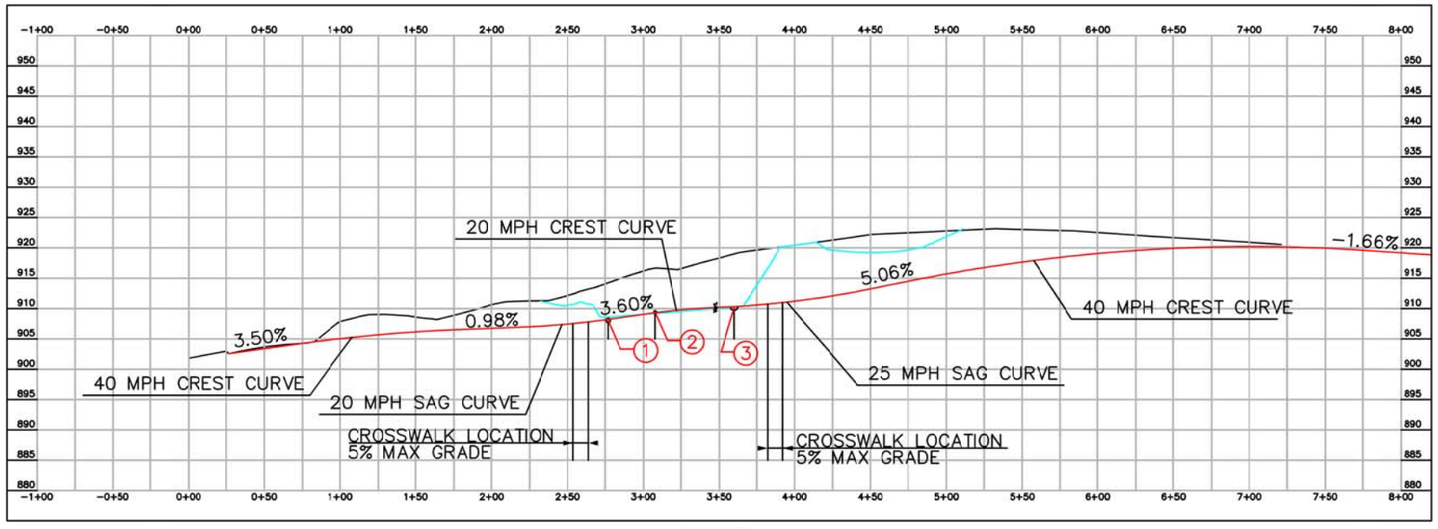
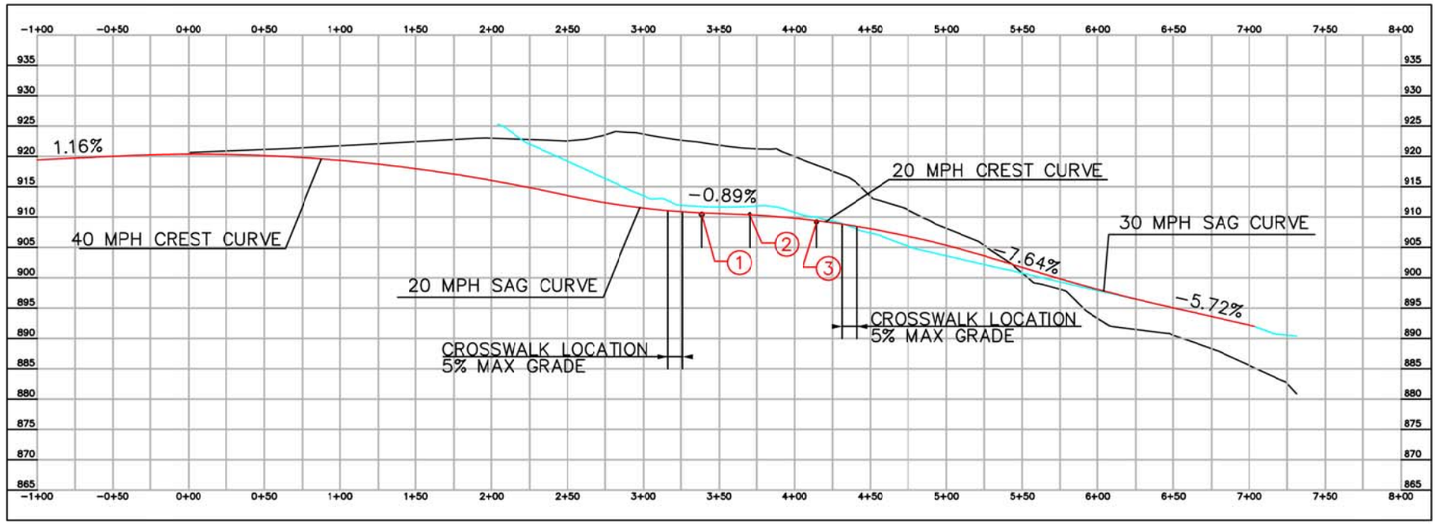


RB2-D



RB2-E

LEGEND

- Existing Ground
- Initial Finished Ground
- Roundabout Profile
- Ⓧ Profile Points - See Figure C-1

HORIZONTAL SCALE IN FEET
50 0 50 100

VERTICAL SCALE IN FEET
12.5 0 12.5 25

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APPENDIX D
(ACHD FASTEST PATH PROCEDURE)

Appendix A
ACHD Fastest Path Procedure

Fastest Path Definition

The fastest path is the path of least travel time made by a passenger vehicle traversing through the roundabout in the absence of other traffic and ignoring all lane markings. A true fastest path is comprised of a series of consecutive spiral curves that are tangent to each other. The speeds of the fastest path are limited by the smallest radius of each spiral, superelevation, and a vehicle's ability to accelerate.

Procedure Objectives

All measured fastest paths and their corresponding speeds are estimates based on engineering practices and judgment. The purpose of the ACHD Fastest Path Procedure is to remove as much guesswork and variability from fastest path measurements as possible and to achieve the following goals:

- Be objective;
- Be repeatable;
- Be consistent with the most current edition of the FHWA Roundabout Guide recommendations; and
- Reflect anticipated driver behavior and vehicle performance.

Procedure Applicability

The ACHD Fastest Path Procedure should be used to estimate the fastest paths of typical roundabouts with one and two entry lanes with either flat or tight exit geometry. In rare cases (e.g., a dog bone shaped roundabout) the Procedure is not anticipated to be applicable and an experienced roundabout designer hand sketch should be used. The ACHD Fastest Path Procedure is performed with a Computer Aided Drafting (CAD) software but should be supplemented with an experienced designer's hand sketch or other tested procedure to confirm the results and identify potential enhancements to the procedure.

*The resulting path from the ACHD Fastest Path Procedure is not intended to trace or resemble the actual fastest path because it is replacing spirals with arcs and tangents. Rather, the results are intended to provide arc radii that match the actual fastest path spiral radii at their tightest points.

Procedure Steps

First, determine whether the subject approach has one or two entry lanes and whether the corresponding exit has flat or tight exit geometry (Procedure A – Exit Type Test). Second, follow the applicable procedure (Procedure #1, #2, or #3) and measure the fastest path radii and/or acceleration distances for the subject approach. Next, determine the roadway's superelevation for each measurement (typically e = +0.02 for right-turns and e = -0.02 for left-turns at roundabouts). Last, calculate an estimated 85th-percentile speed for each movement with the applicable equations (see below).

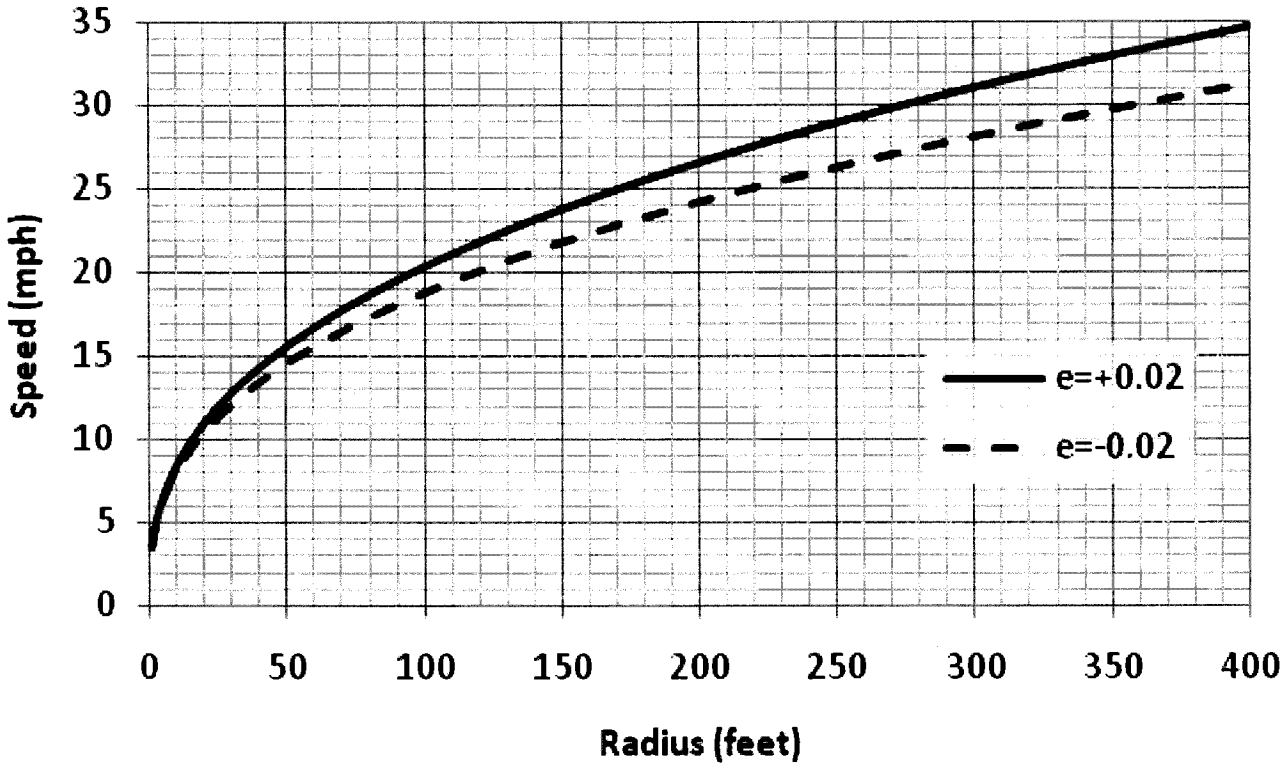
Speed Based on Defining Radius

Below are fitted equations that are used to estimate vehicle speed (V, mph) based on its path radius (R, feet) and superelevation (e). These equations should be used to estimate most or all of the fastest path speeds in a roundabout. Figure A1 plots the speed versus radius equations for supplementary reference.

$$V = 3.4415 \times R^{0.3961}, \text{for } e = +0.02$$

$$V = 3.4614 \times R^{0.3673}, \text{for } e = -0.02$$

Figure A1
Speed-Radius
Relationship



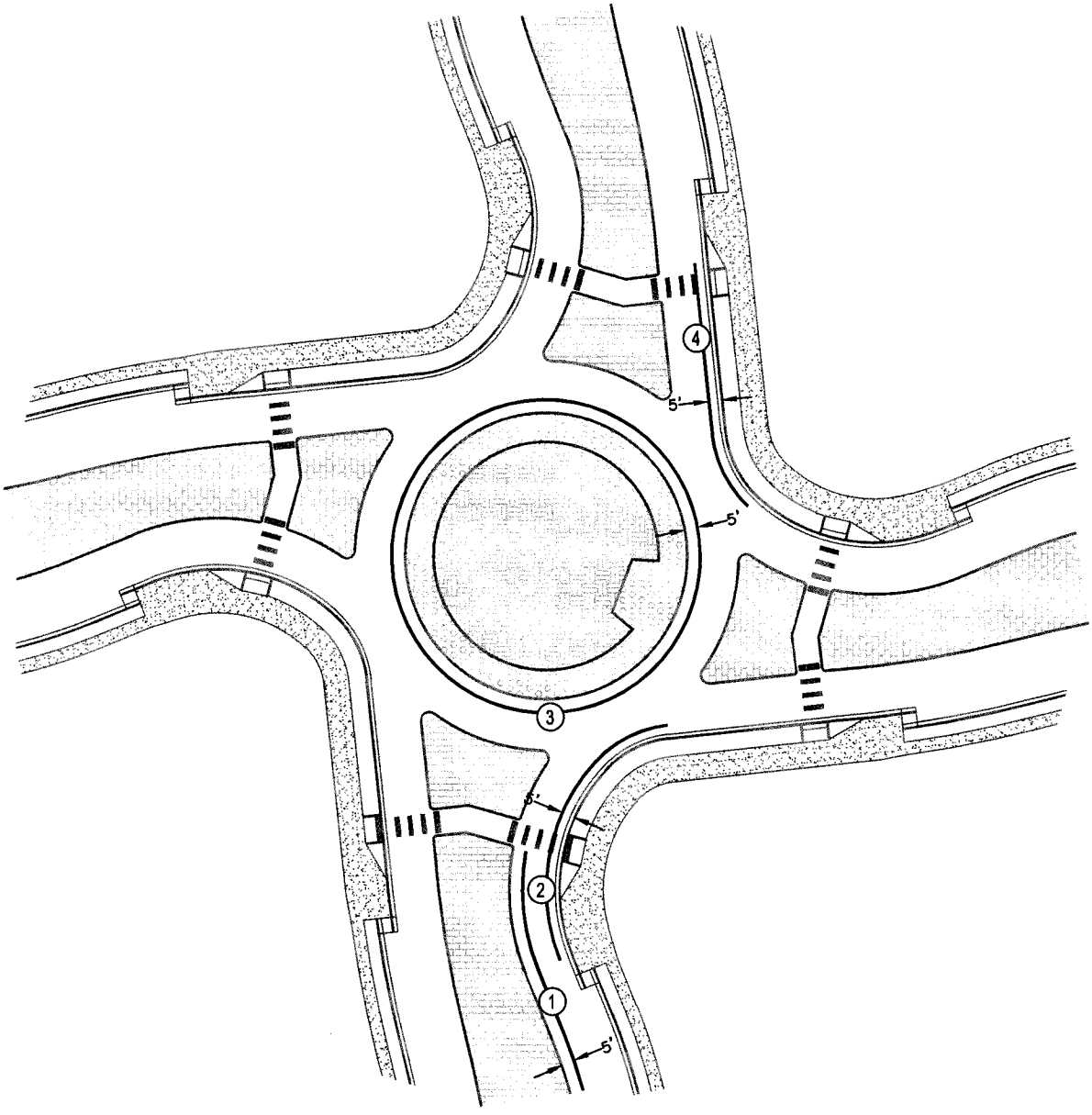
Speed Based on Acceleration Distance

The equation below is used to estimate vehicle speed (V_3, mph) based on the previous movement's speed (V_2, mph) and the distance (D, feet) between the midpoint of the V_2 path and the point of interest along the V_3 path. This equation is typically used to estimate the speed of exiting through movement vehicles in roundabouts with flat exits. Figure A2 plots the speed versus acceleration distance equation for supplementary reference.

$$V_3 = \frac{1}{1.47}\sqrt{(1.47 \times V_2)^2 + 13.8 \times D}$$

ACHD FASTEST PATH PROCEDURE

Procedure #1 – Single Entry Lane With Flat Exit
Revised: November 30, 2010



Fastest Path Layout

Offset Construction Points
Steps 1 to 4

Step (1) – Offset The Inside Approach Curb By 5–Feet Toward The Outside.

Step (2) – Offset The Outside Entry Curb By 5–Feet Toward The Inside.

Step (3) – Offset The Center Island Curb (Outside Of Truck Apron If Present) By 5–Feet Toward The Outside.

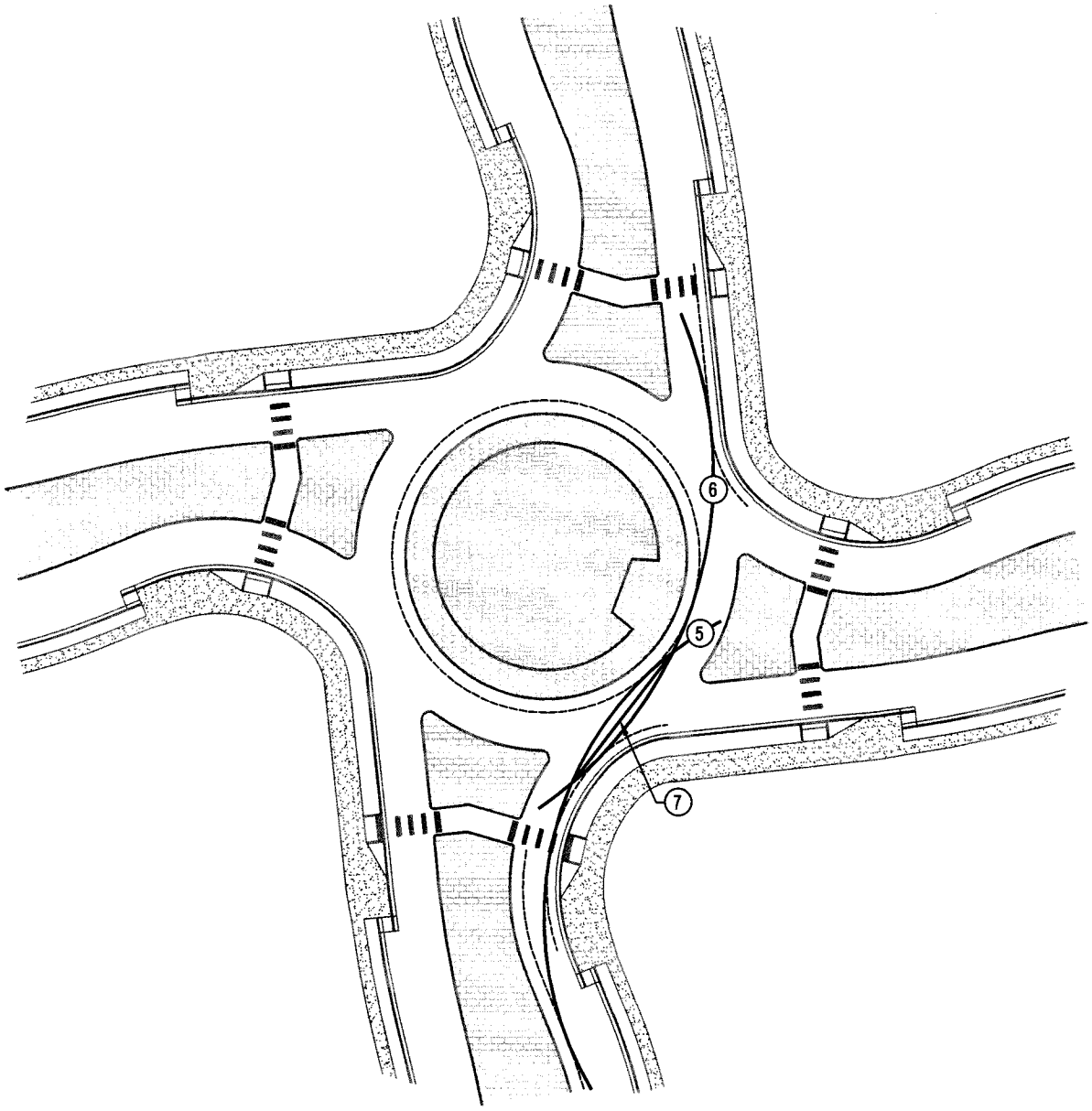
Step (4) – Offset The Outside Departure Curb By 5–Feet Toward The Inside.

Fastest Path Values

R4 = The Radius Of The Circle Drawn In Step (3)

ACHD FASTEST PATH PROCEDURE

Procedure #1 – Single Entry Lane With Flat Exit
Revised: November 30, 2010



Fastest Path Layout

Tangent Construction Lines
Steps 5 to 7

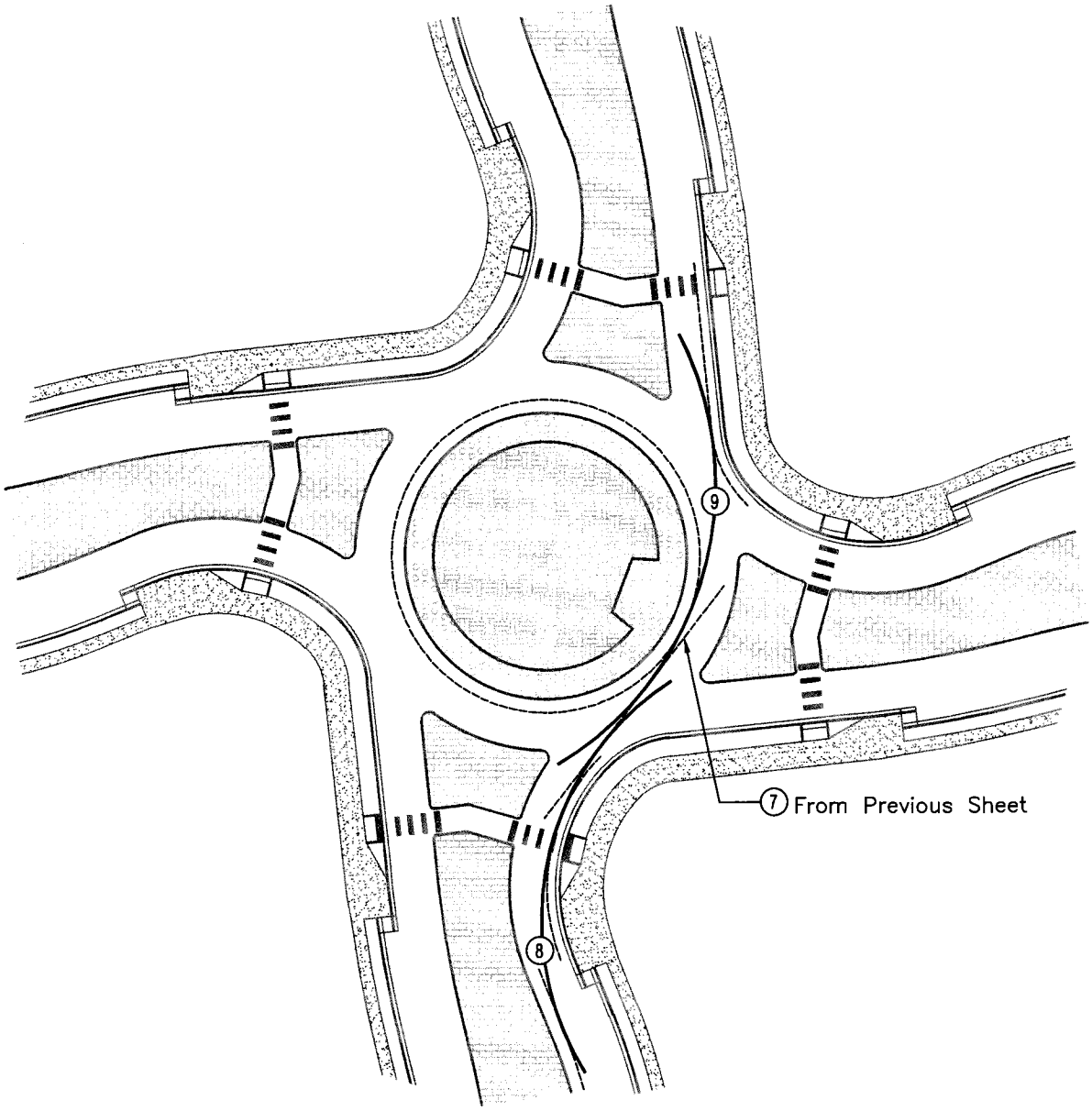
Step (5) – Draw A 3 Point Circle, Tangent To Inside Approach Offset, The Outside Entry Offset, And The Center Island Offset.

Step (6) – Draw A 3 Point Circle, Tangent To Outside Entry Offset, Center Island Offset, And Outside Exit Offset.

Step (7) – Draw A Straight Line Between The Two Points Where The Circles From Step (5) And Step (6) Cross Each Other.

ACHD FASTEST PATH PROCEDURE

Procedure #1 – Single Entry Lane With Flat Exit
Revised: November 30, 2010



Fastest Path Layout

Tangent Construction Circles
Steps 8 to 9

Step (8) – Draw A 3 Point Circle, Tangent To Inside Approach Offset, The Outside Entry Offset, And The Straight Line Drawn In Step (7).

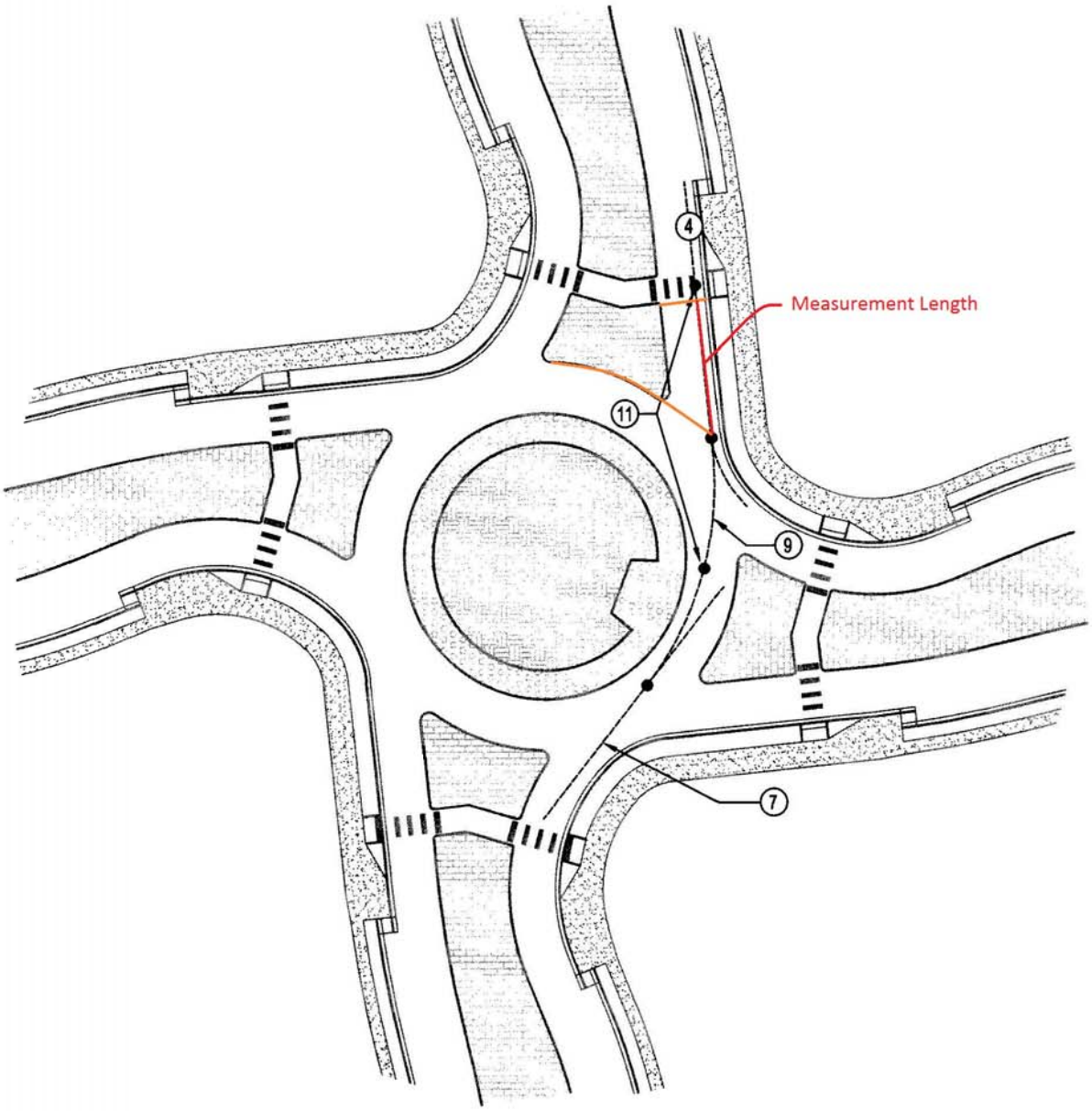
Step (9) – Draw A 3 Point Circle, Tangent To The Straight Line Drawn In Step (7), The Center Island Offset, And The Outside Departure Offset.

Fastest Path Values

R2 = The Radius Of The Circle Drawn In Step (9)

ACHD FASTEST PATH PROCEDURE

Procedure #1 – Single Entry Lane With Flat Exit
Revised: November 30, 2010



Fastest Path Layout

Acceleration Distance
Steps 10 to 11

Step (10) – Trim The Circle Drawn In Step (9) With The Line Drawn In Step (7) And The Outside Departure Offset Drawn In Step (4).

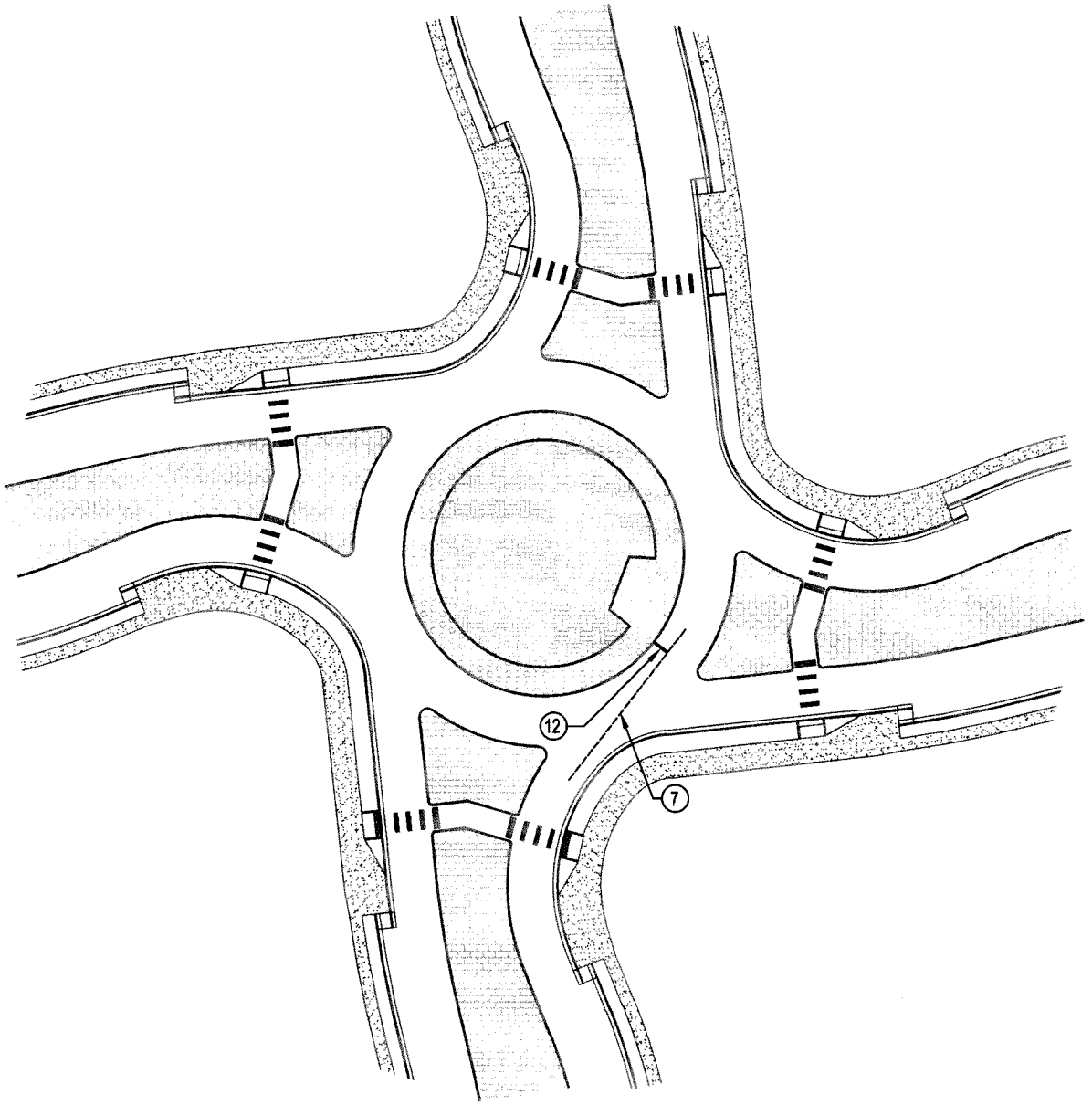
Step (11) – Measure The Distance Traveled Along The Combination Of The Arc Created In Step (10) And The Tangent Outside Departure Offset From ~~The Midpoint Of The Arc Crated In Step (10) To The Midpoint Of The Pedestrian Crosswalk.~~ See Above Figure for Measurement Length

Fastest Path Values

V3 = Calculate Based On Speed Of R2 And Acceleration Over Distance Measured In Step (11).

ACHD FASTEST PATH PROCEDURE

Procedure #1 – Single Entry Lane With Flat Exit
Revised: November 30, 2010



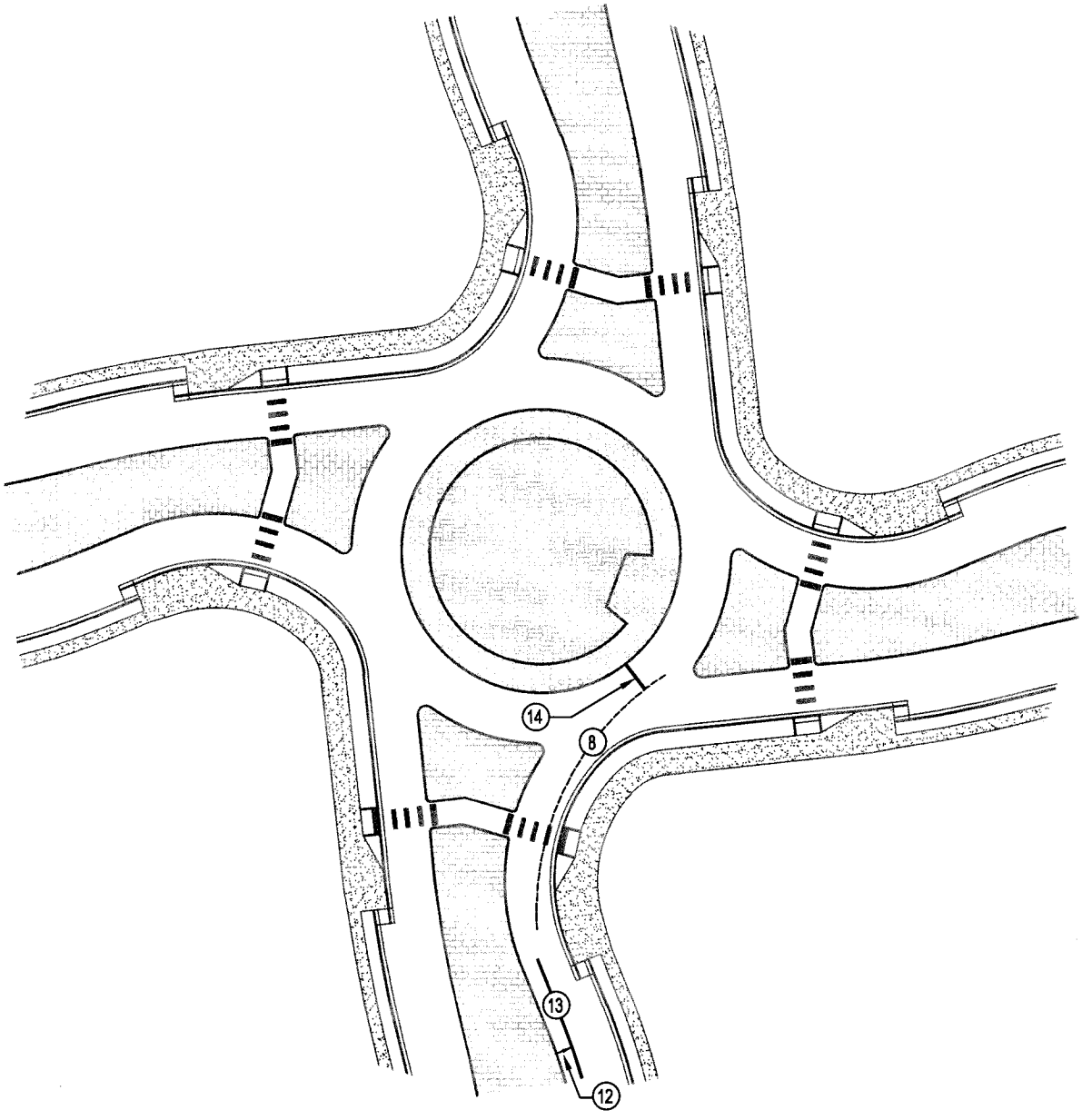
Fastest Path Layout

New Offset Measurement
Step 12

Step (12) – Draw A Straight Line From The Center Of The Roundabout, Perpendicular To The Straight Line Drawn In Step (7), And Measure The Distance Along This Line From The Center Island Curb (Outside Of The Truck Apron Curb If Present) To Line (7).

ACHD FASTEST PATH PROCEDURE

Procedure #1 – Single Entry Lane With Flat Exit
Revised: November 30, 2010



Fastest Path Layout

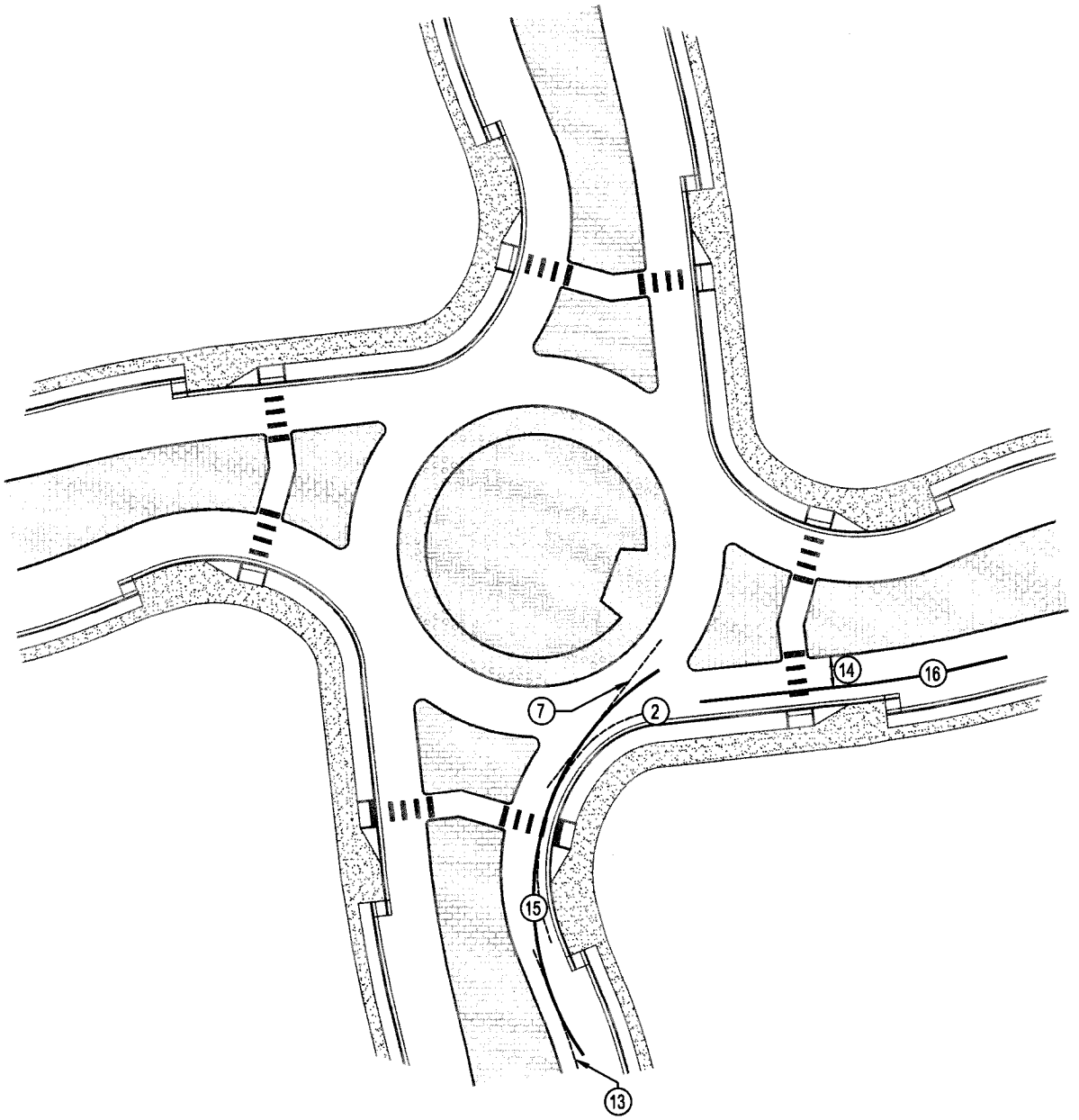
Construction Offset Lines
Steps 13 to 14

Step (13) – Offset The Inside Approach Curb By The Distance Measured In Step (12) Toward The Outside.

Step (14) – Draw A Straight Line From The Center Of The Roundabout, Perpendicular To The Circle Drawn In Step (8), And Measure The Distance Along This Line From The Center Island Curb (Outside Of The Truck Apron Curb If Present) To Circle (8).

ACHD FASTEST PATH PROCEDURE

Procedure #1 – Single Entry Lane With Flat Exit
Revised: November 30, 2010



Fastest Path Layout

Measurement Circle
Steps 15 to 16

Step (15) – Draw A 3 Point Circle, Tangent To The Inside Approach Offset Drawn In Step (13), The Outside Entry Offset Drawn In Step (2), And The Straight Line Drawn In Step (7).

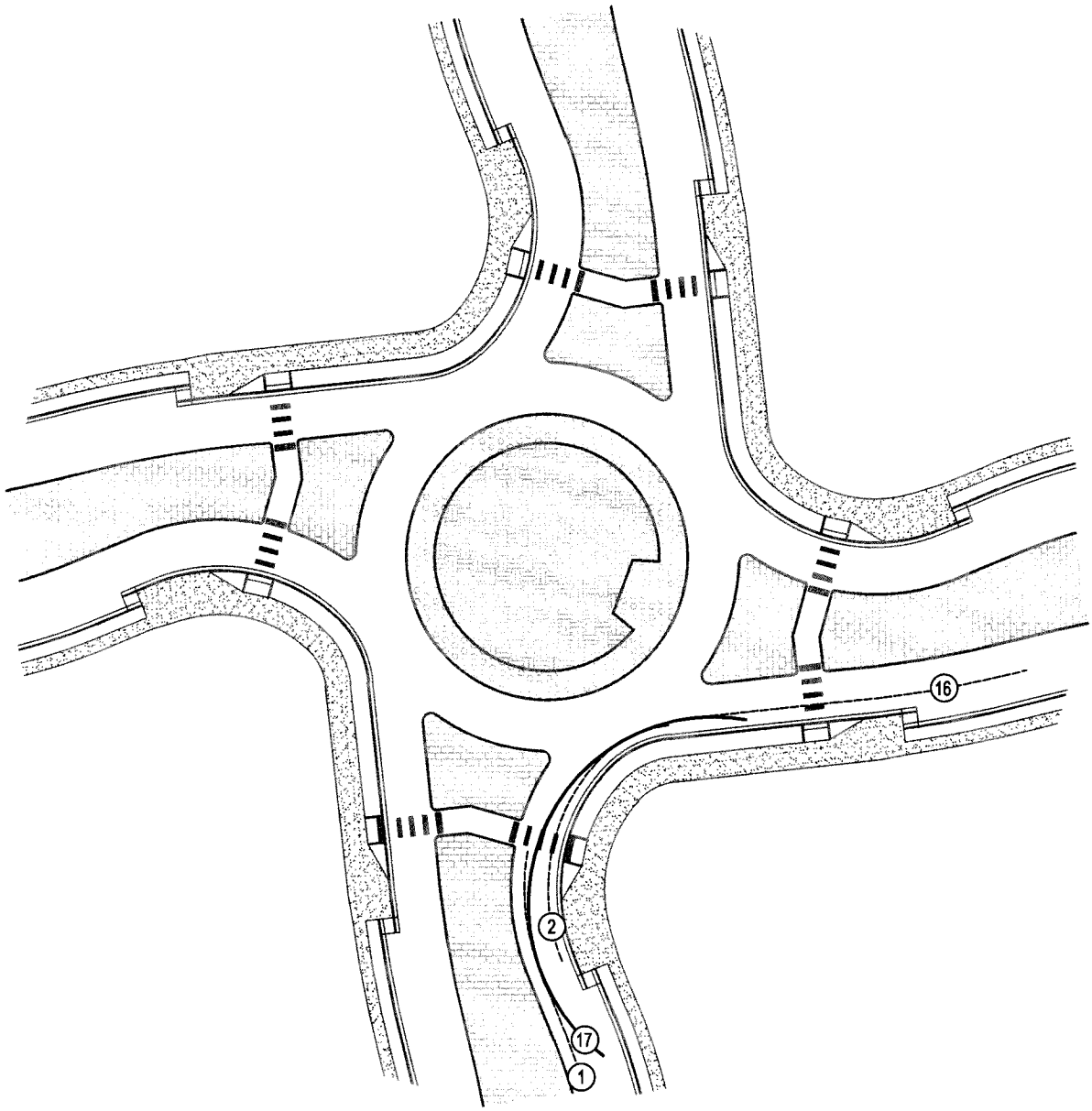
Step (16) – Offset The Inside Right–Turn Departure Curb By The Distance Measured in Step (14) Toward The Outside.

Fastest Path Values

R1 = The Radius Of The Circle Drawn In Step (15)

ACHD FASTEST PATH PROCEDURE

Procedure #1 – Single Entry Lane With Flat Exit
Revised: November 30, 2010



Fastest Path Layout

Right Turn Measurement Circle
Step 17

Step (17) – Draw A 3 Point Circle, Tangent To The Inside Approach Offset Drawn In Step (1), The Outside Entry Offset Drawn In Step (2), And The The Inside Right–Turn Departure Curb Offset Drawn In Step (16).

Fastest Path Values

R5 = The Radius Of The Circle Drawn In Step (17)

APPENDIX E
(BICYCLE FACILITIES)

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Bicycle Design Treatments

Introduction

At roundabouts, the goal of the pedestrian and bicycle facilities are to safely accommodate multi-modal users including commuter bicyclists, recreational bicyclists and pedestrians. The recommendation found on Page 6-74 *of NCHRP 672 - Roundabouts: An Information Guide* shows the following:

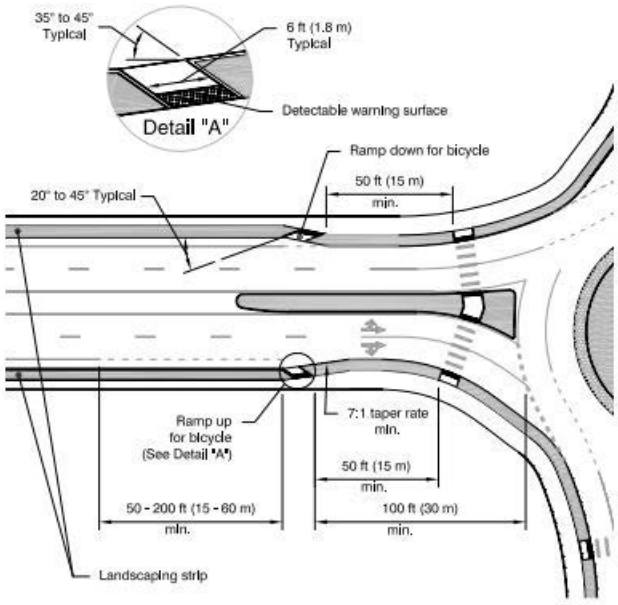


Figure 19: Possible Bicycle Design Treatments

Exhibit 6-67 from NCHRP 672

There are several concerns with this recommended practice that Reid Middleton has observed in the operation of roundabouts over the last 15 years. During that time, Reid Middleton has developed a design for bike ramps that alleviates some of the concerns while still encouraging the correct user behavior at roundabouts.

35° to 45° Angle

The recommendation found on Page 6-73 *of NCHRP 672 - Roundabouts: An Information Guide* states the following:

> *"Bike ramps should not be placed directly in line with the bike lane or otherwise placed in a manner that appears to cyclists that the bike ramp and the sidewalk is*

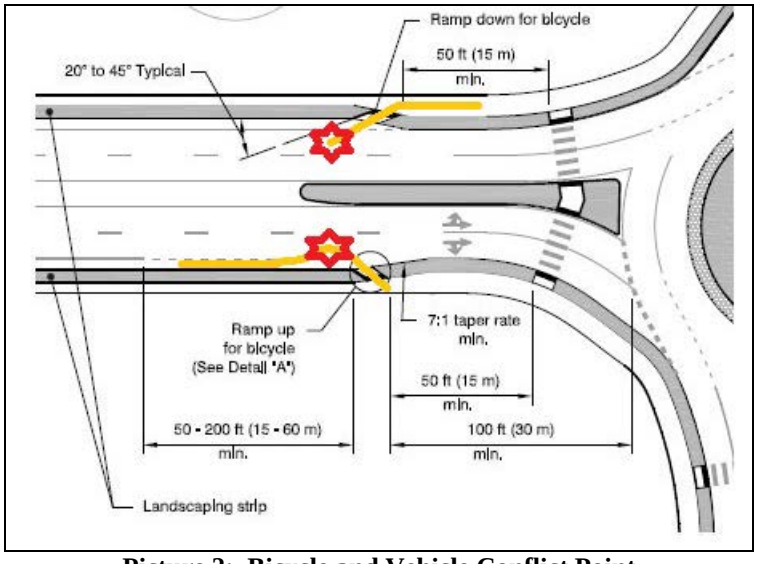
the recommended path of travel through the roundabout. This encourages more sidewalk use by bicyclists, which can have a negative effect on pedestrians at the roundabout and may be less safe for bicyclists as well."

In early roundabout projects, designers provided an angle for the bicycle ramp, see Picture 1, consistent with the approach stated above.



Picture 1: Angled Bike Ramp

After observing this and other roundabouts with similar designs, Reid Middleton no longer recommends this type of angled design. This configuration causes the cyclist to line themselves up with the ramp by swinging wide into the adjacent lane. It is even more pronounced and hazardous on the exit as bicyclists are directed into the travel lane rather than the bike lane, see Picture 2. The unexpected appearance of bicyclists in the travel lane is a key factor in bicycle fatalities at circular intersections.



Picture 2: Bicycle and Vehicle Conflict Point

In an effort to keep inexperienced bicyclists out of the travel lane as they negotiate the bike lane, this type of bike ramp was provided directly in line with the bike ramp as shown in Picture 3. This type of ramp caused minimal confusion for the commuter bicyclist, and kept the recreational bicyclist on an appropriate path. However, the right angles of the curbing collected debris which was difficult to remove with traditional street sweepers. In addition, recreational bicyclists could enter the multi-use trail without any encouragement to check their speed.



Picture 3: Ramp with Minimal Landscaping Buffer

In our designs, the bike ramps are still in line with the bike lane, but with an angled curb. This ensures recreational bicyclists remain on an appropriate path but with an appropriate speed. This bike ramp provides positive reinforcement for commuter bicyclists to claim the travel lane (in line with vehicles) at this location. In addition, the angled curb assists with sweeping and road maintenance. This type of ramp, shown in Picture 4, has been installed in numerous roundabouts with great success.



Picture 4: Angled Bike Ramp

Location of Bike Ramps

Commuter bicyclists would usually rather "claim the vehicle lane" and traverse through a roundabout in line with vehicles. Placement of the bicycle ramp is critical in creating a safe environment for which to do this. If the ramp is placed too far from the intersection, vehicle speeds will not be slow enough for bicyclists to safely merge in line with vehicle traffic. In this case, the bicyclist has the tendency to "hug the edge" which is not a safe way to traverse through the intersection on a bicycle. Placing the ramp closer to the intersection ensures vehicle and bicycle speeds are similar.

Taper Rate of Bicycle Lane

The desired bicycle behavior at roundabouts is to center the bicycle in the vehicle lane, directly in line with vehicles. The effect of providing a gradual taper rate as the bike lane ends, is that bicyclists do not move into the center of the travel way. With a gradual taper, bicyclists tend to stay near the right gutter causing safety concerns as they traverse through the roundabout.

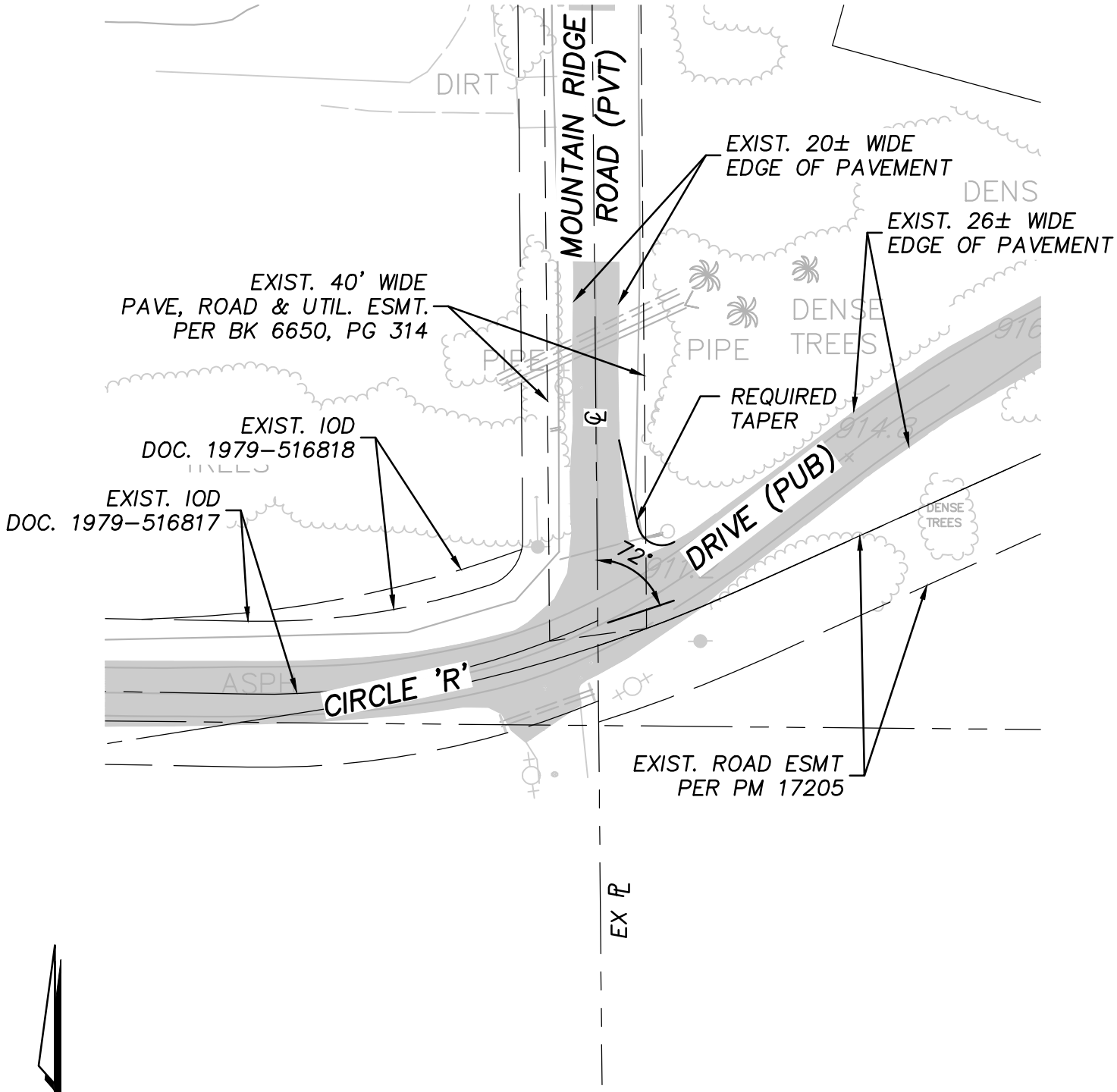
Conclusion

Over the last 15 years, Reid Middleton has observed bicycle treatments at roundabouts and revised our own design practices to achieve desired user behavior. The principles outlined in *NCHRP 672* provide a good starting point for bicycle treatments, but need to be refined for improved safety at specific locations. In locations with a heavy commuter bicycle presence, commuter bicyclists have shown no tendency to favor the multiuse trail over "claiming" the vehicle lane. The concerns of having the bike ramp in line with the bike lane have been mitigated by the angled curb.

Appendix B

Mountain Ridge Road and Circle R. Drive Design Exception #8

ATTACHMENT 1
LILAC HILLS RANCH: TAPER FOR RIGHT TURN MOVEMENT
MODIFICATION TO ROAD STANDARDS



SCALE: 1"= 60'

LANDMARK CONSULTING
Planning Engineering Surveying
9555 Genesee Avenue, Suite 200
San Diego, CA 92121, (858) 587-8070

Appendix C

Travel Time Survey - W. Lilac Road

CHEN RYAN

January 02, 2013

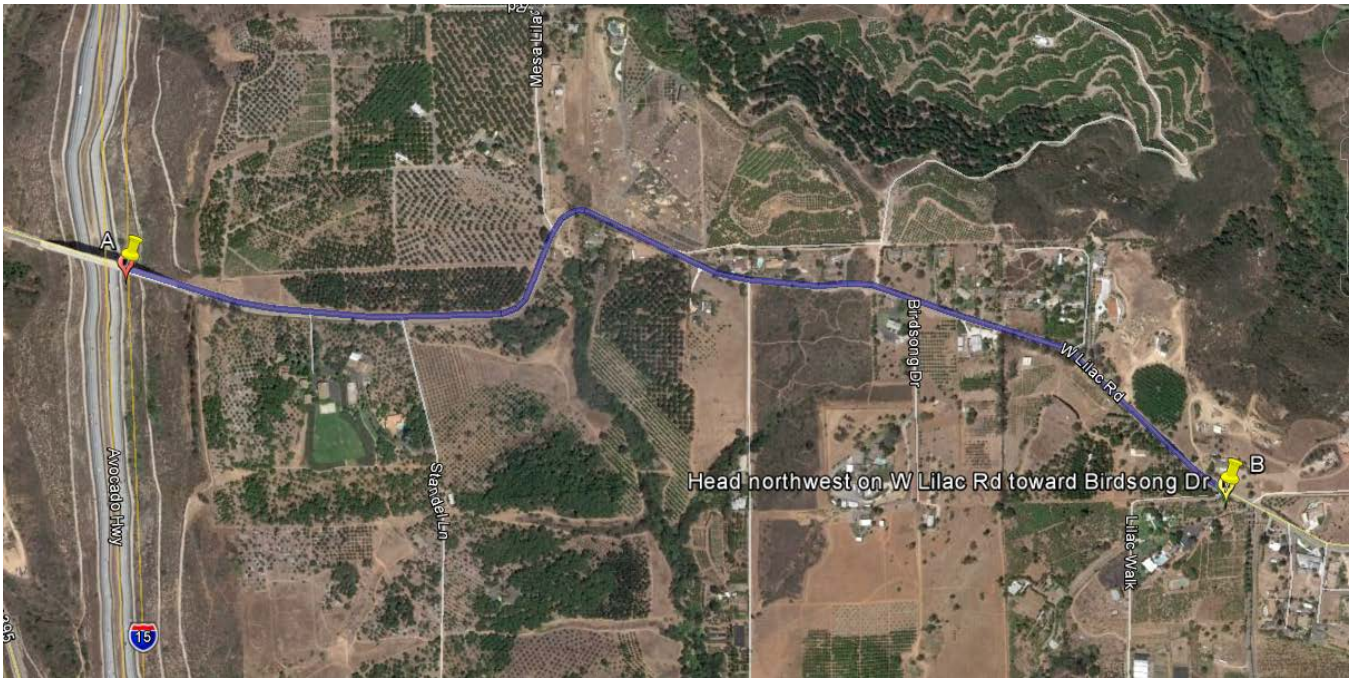
TYPE: Travel Time Survey
Methodology: Floating Car Method
Segment Length: 1.2 Miles
Survey Conducted By: Monique Chen, PE & Phuong Nguyen, PE

TABLE 1
SPEED & TRAVEL TIME SURVEY SUMMARY

Run	Direction	Length (mi)	Travel Time (sec)	Speed (mph)
1	EB	1.2	110.0	39.3
	WB		103.0	41.9
2	EB	1.2	100.5	43.0
	WB		90.1	47.9
3	EB	1.2	109.8	39.3
	WB		121.5	35.6
4	EB	1.2	119.1	36.3
	WB		115.4	37.4
5	EB	1.2	109.0	39.6
	WB		102.0	42.4
6	EB	1.2	99.5	43.4
	WB		101.0	42.8
7	EB	1.2	104.0	41.5
	WB		103.5	41.7
8	EB	1.2	102.5	42.1
	WB		101.1	42.7
Average	EB	1.2	106.8	40.6
	WB		104.7	41.6

Source: Chen Ryan Associates; January 2013

SURVEY LOCATION



Appendix D

Travel Speed Survey - Mountain Ridge Road and Circle R. Drive



Google Earth Pro

feet 3000
meters 900

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	900	875	1,7

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOT
00:00	0	0	1		0		1		12:00	0	0	12		16		28
00:15	0	0	1		0		1		12:15	0	0	8		11		19
00:30	0	0	2		0		2		12:30	0	0	13		18		31
00:45	0	0	0	4	0			4	12:45	0	0	10	43	4	49	14
01:00	0	0	0		0				13:00	0	0	9		12		21
01:15	0	0	2		1		3		13:15	0	0	8		7		15
01:30	0	0	0		1		1		13:30	0	0	20		13		33
01:45	0	0	3	5	1	3	4	8	13:45	0	0	13	50	6	38	19
02:00	0	0	1		0		1		14:00	0	0	16		6		22
02:15	0	0	2		0		2		14:15	0	0	13		16		29
02:30	0	0	0		0				14:30	0	0	12		15		27
02:45	0	0	0	3	0			3	14:45	0	0	10	51	18	55	28
03:00	0	0	1		1		2		15:00	0	0	13		14		27
03:15	0	0	1		2		3		15:15	0	0	25		8		33
03:30	0	0	0		1		1		15:30	0	0	19		13		32
03:45	0	0	0	2	1	5	1	7	15:45	0	0	26	83	18	53	44
04:00	0	0	0		3		3		16:00	0	0	27		19		46
04:15	0	0	1		1		2		16:15	0	0	17		11		28
04:30	0	0	0		2		2		16:30	0	0	21		24		45
04:45	0	0	1	2	5	11	6	13	16:45	0	0	23	88	19	73	42
05:00	0	0	2		10		12		17:00	0	0	23		7		30
05:15	0	0	5		9		14		17:15	0	0	22		5		27
05:30	0	0	10		16		26		17:30	0	0	18		8		26
05:45	0	0	5	22	13	48	18	70	17:45	0	0	22	85	11	31	33
06:00	0	0	6		16		22		18:00	0	0	23		7		30
06:15	0	0	14		20		34		18:15	0	0	30		12		42
06:30	0	0	12		16		28		18:30	0	0	19		9		28
06:45	0	0	13	45	26	78	39	123	18:45	0	0	24	96	6	34	30
07:00	0	0	8		24		32		19:00	0	0	13		5		18
07:15	0	0	10		27		37		19:15	0	0	4		10		14
07:30	0	0	4		26		30		19:30	0	0	18		5		23
07:45	0	0	9	31	22	99	31	130	19:45	0	0	14	49	4	24	18
08:00	0	0	14		26		40		20:00	0	0	13		1		14
08:15	0	0	11		19		30		20:15	0	0	10		3		13
08:30	0	0	7		27		34		20:30	0	0	9		3		12
08:45	0	0	4	36	11	83	15	119	20:45	0	0	12	44	6	13	18
09:00	0	0	7		10		17		21:00	0	0	10		2		12
09:15	0	0	10		7		17		21:15	0	0	9		5		14
09:30	0	0	7		12		19		21:30	0	0	5		2		7
09:45	0	0	3	27	18	47	21	74	21:45	0	0	6	30	1	10	7
10:00	0	0	7		17		24		22:00	0	0	8		1		9
10:15	0	0	5		15		20		22:15	0	0	3		0		3
10:30	0	0	5		9		14		22:30	0	0	3		0		3
10:45	0	0	11	28	17	58	28	86	22:45	0	0	4	18	1	2	5
11:00	0	0	8		13		21		23:00	0	0	7		6		13
11:15	0	0	18		14		32		23:15	0	0	1		0		1
11:30	0	0	8		9		17		23:30	0	0	3		6		9
11:45	0	0	12	46	10	46	22	92	23:45	0	0	1	12	3	15	4
TOTALS				251		478		729	TOTALS				649		397	
SPLIT %				34.4%		65.6%		41.1%	SPLIT %				62.0%		38.0%	

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	900	875	1,7

AM Peak Hour			11:15	06:45	06:45	PM Peak Hour	15:15	16:00
AM Pk Volume			50	103	138	PM Pk Volume	91	73
Pk Hr Factor			0.694	0.954	0.885	Pk Hr Factor	0.843	0.573
7 - 9 Volume	0	0	67	182	249	4 - 6 Volume	0 0	173	104
7 - 9 Peak Hour			07:45	07:15	07:15	4 - 6 Peak Hour		16:30	16:00
7 - 9 Pk Volume	0	0	41	101	138	4 - 6 Pk Volume	0 0	89	73
Pk Hr Factor	0.000	0.000	0.732	0.935	0.863	Pk Hr Factor	0.000 0.000	0.967	0.760

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	903	896	1,7

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOT
00:00	0	0	2		3		5		12:00	0	0	7		13		20
00:15	0	0	0		2		2		12:15	0	0	16		11		27
00:30	0	0	1		0		1		12:30	0	0	11		10		21
00:45	0	0	1	4	1	6	2	10	12:45	0	0	9	43	10	44	19
01:00	0	0	0		0				13:00	0	0	11		9		20
01:15	0	0	0		0				13:15	0	0	11		7		18
01:30	0	0	0		0				13:30	0	0	7		5		12
01:45	0	0	1	1	0		1	1	13:45	0	0	11	40	11	32	22
02:00	0	0	0		0				14:00	0	0	12		6		18
02:15	0	0	1		0		1		14:15	0	0	14		9		23
02:30	0	0	0		1		1		14:30	0	0	16		17		33
02:45	0	0	0	1	0	1		2	14:45	0	0	19	61	17	49	36
03:00	0	0	0		1		1		15:00	0	0	17		11		28
03:15	0	0	0		2		2		15:15	0	0	20		13		33
03:30	0	0	0		2		2		15:30	0	0	16		18		34
03:45	0	0	2	2	1	6	3	8	15:45	0	0	23	76	15	57	38
04:00	0	0	0		2		2		16:00	0	0	32		19		51
04:15	0	0	0		4		4		16:15	0	0	16		20		36
04:30	0	0	1		4		5		16:30	0	0	21		13		34
04:45	0	0	1	2	3	13	4	15	16:45	0	0	16	85	14	66	30
05:00	0	0	5		9		14		17:00	0	0	29		10		39
05:15	0	0	8		10		18		17:15	0	0	29		7		36
05:30	0	0	7		12		19		17:30	0	0	15		11		26
05:45	0	0	4	24	18	49	22	73	17:45	0	0	23	96	5	33	28
06:00	0	0	10		14		24		18:00	0	0	21		4		25
06:15	0	0	12		16		28		18:15	0	0	21		12		33
06:30	0	0	12		21		33		18:30	0	0	23		10		33
06:45	0	0	10	44	23	74	33	118	18:45	0	0	20	85	12	38	32
07:00	0	0	11		28		39		19:00	0	0	22		6		28
07:15	0	0	6		20		26		19:15	0	0	8		8		16
07:30	0	0	9		28		37		19:30	0	0	17		14		31
07:45	0	0	15	41	27	103	42	144	19:45	0	0	17	64	7	35	24
08:00	0	0	6		28		34		20:00	0	0	14		4		18
08:15	0	0	4		22		26		20:15	0	0	5		4		9
08:30	0	0	6		29		35		20:30	0	0	7		2		9
08:45	0	0	8	24	9	88	17	112	20:45	0	0	10	36	6	16	16
09:00	0	0	14		10		24		21:00	0	0	11		2		13
09:15	0	0	7		14		21		21:15	0	0	9		1		10
09:30	0	0	4		15		19		21:30	0	0	15		1		16
09:45	0	0	6	31	12	51	18	82	21:45	0	0	11	46	3	7	14
10:00	0	0	2		11		13		22:00	0	0	5		4		9
10:15	0	0	6		10		16		22:15	0	0	6		2		8
10:30	0	0	6		22		28		22:30	0	0	5		1		6
10:45	0	0	7	21	16	59	23	80	22:45	0	0	5	21	1	8	6
11:00	0	0	10		16		26		23:00	0	0	5		0		5
11:15	0	0	7		15		22		23:15	0	0	1		1		2
11:30	0	0	13		12		25		23:30	0	0	0		0		
11:45	0	0	15	45	16	59	31	104	23:45	0	0	4	10	1	2	5
TOTALS				240		509		749	TOTALS				663		387	
SPLIT %				32.0%		68.0%		41.6%	SPLIT %				63.1%		36.9%	

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	903	896	1,7

AM Peak Hour			11:30	07:45	07:00	PM Peak Hour	17:00	15:30
AM Pk Volume			51	106	144	PM Pk Volume	80	72
Pk Hr Factor			0.583	0.914	0.857	Pk Hr Factor	0.870	0.825
7 - 9 Volume	0	0	65	191	256	4 - 6 Volume	0 0	181	99
7 - 9 Peak Hour			07:00	07:45	07:00	4 - 6 Peak Hour	17:00	16:00
7 - 9 Pk Volume	0	0	41	106	144	4 - 6 Pk Volume	0 0	96	66
Pk Hr Factor	0.000	0.000	0.683	0.914	0.857	Pk Hr Factor	0.000 0.000	0.828	0.825

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	960	928	1,8

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOT
00:00	0	0	0		0				12:00	0	0	11		9		20
00:15	0	0	0		0				12:15	0	0	11		12		23
00:30	0	0	1		0		1		12:30	0	0	7		12		19
00:45	0	0	1	2	1	1	2	3	12:45	0	0	14	43	12	45	26
01:00	0	0	0		2		2		13:00	0	0	16		18		34
01:15	0	0	1		0		1		13:15	0	0	15		18		33
01:30	0	0	3		1		4		13:30	0	0	8		13		21
01:45	0	0	2	6	0	3	2	9	13:45	0	0	19	58	14	63	33
02:00	0	0	1		0		1		14:00	0	0	10		10		20
02:15	0	0	1		0		1		14:15	0	0	14		13		27
02:30	0	0	1		0		1		14:30	0	0	19		13		32
02:45	0	0	1	4	0		1	4	14:45	0	0	15	58	15	51	30
03:00	0	0	0		1		1		15:00	0	0	15		15		30
03:15	0	0	0		1		1		15:15	0	0	13		12		25
03:30	0	0	0		0				15:30	0	0	17		9		26
03:45	0	0	2	2	0	2	2	4	15:45	0	0	25	70	14	50	39
04:00	0	0	0		2		2		16:00	0	0	18		15		33
04:15	0	0	2		1		3		16:15	0	0	24		14		38
04:30	0	0	1		4		5		16:30	0	0	13		19		32
04:45	0	0	0	3	8	15	8	18	16:45	0	0	30	85	13	61	43
05:00	0	0	3		4		7		17:00	0	0	22		17		39
05:15	0	0	1		10		11		17:15	0	0	19		15		34
05:30	0	0	6		20		26		17:30	0	0	29		12		41
05:45	0	0	4	14	8	42	12	56	17:45	0	0	21	91	10	54	31
06:00	0	0	14		13		27		18:00	0	0	26		6		32
06:15	0	0	11		19		30		18:15	0	0	17		5		22
06:30	0	0	17		21		38		18:30	0	0	25		16		41
06:45	0	0	11	53	25	78	36	131	18:45	0	0	24	92	10	37	34
07:00	0	0	10		24		34		19:00	0	0	23		8		31
07:15	0	0	14		25		39		19:15	0	0	18		8		26
07:30	0	0	15		27		42		19:30	0	0	13		6		19
07:45	0	0	10	49	38	114	48	163	19:45	0	0	12	66	5	27	17
08:00	0	0	9		17		26		20:00	0	0	17		7		24
08:15	0	0	6		21		27		20:15	0	0	8		3		11
08:30	0	0	7		21		28		20:30	0	0	9		4		13
08:45	0	0	9	31	11	70	20	101	20:45	0	0	13	47	5	19	18
09:00	0	0	9		8		17		21:00	0	0	8		10		18
09:15	0	0	9		19		28		21:15	0	0	9		5		14
09:30	0	0	8		16		24		21:30	0	0	17		1		18
09:45	0	0	8	34	15	58	23	92	21:45	0	0	6	40	2	18	8
10:00	0	0	14		15		29		22:00	0	0	9		7		16
10:15	0	0	7		13		20		22:15	0	0	6		3		9
10:30	0	0	5		16		21		22:30	0	0	2		2		4
10:45	0	0	10	36	13	57	23	93	22:45	0	0	5	22	0	12	5
11:00	0	0	6		13		19		23:00	0	0	6		1		7
11:15	0	0	11		6		17		23:15	0	0	5		2		7
11:30	0	0	9		13		22		23:30	0	0	4		1		5
11:45	0	0	10	36	13	45	23	81	23:45	0	0	3	18	2	6	5
TOTALS				270		485		755	TOTALS				690		443	
SPLIT %				35.8%		64.2%		40.0%	SPLIT %				60.9%		39.1%	

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	960	928	1,8

AM Peak Hour			06:00	07:00	07:00	PM Peak Hour	16:45	16:30
AM Pk Volume			53	114	163	PM Pk Volume	95	64
Pk Hr Factor			0.779	0.750	0.849	Pk Hr Factor	0.819	0.794
7 - 9 Volume	0	0	80	184	264	4 - 6 Volume	0 0	176	115
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour		16:45	16:30
7 - 9 Pk Volume	0	0	49	114	163	4 - 6 Pk Volume	0 0	100	64
Pk Hr Factor	0.000	0.000	0.817	0.750	0.849	Pk Hr Factor	0.000 0.000	0.833	0.842

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	971	908	1,8

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOT
00:00	0	0	2		0		2		12:00	0	0	10		14		24
00:15	0	0	1		0		1		12:15	0	0	8		9		17
00:30	0	0	0		1		1		12:30	0	0	15		18		33
00:45	0	0	3	6	1	2	4	8	12:45	0	0	12	45	11	52	23
01:00	0	0	3		0		3		13:00	0	0	2		4		6
01:15	0	0	0		0				13:15	0	0	9		3		12
01:30	0	0	1		0		1		13:30	0	0	15		17		32
01:45	0	0	0	4	0			4	13:45	0	0	9	35	5	29	14
02:00	0	0	1		2		3		14:00	0	0	13		7		20
02:15	0	0	0		0				14:15	0	0	16		13		29
02:30	0	0	3		1		4		14:30	0	0	12		17		29
02:45	0	0	0	4	1	4	1	8	14:45	0	0	20	61	16	53	36
03:00	0	0	0		1		1		15:00	0	0	20		20		40
03:15	0	0	0		1		1		15:15	0	0	19		17		36
03:30	0	0	1		1		2		15:30	0	0	19		11		30
03:45	0	0	1	2	0	3	1	5	15:45	0	0	26	84	17	65	43
04:00	0	0	0		0				16:00	0	0	19		15		34
04:15	0	0	0		3		3		16:15	0	0	18		9		27
04:30	0	0	2		2		4		16:30	0	0	21		8		29
04:45	0	0	0	2	6	11	6	13	16:45	0	0	27	85	18	50	45
05:00	0	0	0		6		6		17:00	0	0	16		13		29
05:15	0	0	5		7		12		17:15	0	0	23		12		35
05:30	0	0	5		12		17		17:30	0	0	16		11		27
05:45	0	0	10	20	16	41	26	61	17:45	0	0	22	77	7	43	29
06:00	0	0	12		16		28		18:00	0	0	29		10		39
06:15	0	0	16		15		31		18:15	0	0	28		9		37
06:30	0	0	10		21		31		18:30	0	0	22		13		35
06:45	0	0	13	51	29	81	42	132	18:45	0	0	17	96	6	38	23
07:00	0	0	6		17		23		19:00	0	0	20		12		32
07:15	0	0	13		28		41		19:15	0	0	18		9		27
07:30	0	0	9		25		34		19:30	0	0	11		8		19
07:45	0	0	8	36	31	101	39	137	19:45	0	0	12	61	6	35	18
08:00	0	0	6		14		20		20:00	0	0	17		8		25
08:15	0	0	7		31		38		20:15	0	0	10		3		13
08:30	0	0	11		18		29		20:30	0	0	8		6		14
08:45	0	0	7	31	17	80	24	111	20:45	0	0	10	45	6	23	16
09:00	0	0	15		12		27		21:00	0	0	15		3		18
09:15	0	0	8		15		23		21:15	0	0	12		5		17
09:30	0	0	15		14		29		21:30	0	0	16		3		19
09:45	0	0	13	51	16	57	29	108	21:45	0	0	4	47	3	14	7
10:00	0	0	12		15		27		22:00	0	0	11		10		21
10:15	0	0	9		14		23		22:15	0	0	4		1		5
10:30	0	0	13		11		24		22:30	0	0	5		1		6
10:45	0	0	8	42	19	59	27	101	22:45	0	0	7	27	3	15	10
11:00	0	0	9		12		21		23:00	0	0	2		2		4
11:15	0	0	14		11		25		23:15	0	0	2		2		4
11:30	0	0	9		11		20		23:30	0	0	6		0		6
11:45	0	0	11	43	14	48	25	91	23:45	0	0	6	16	0	4	6
TOTALS				292		487		779	TOTALS				679		421	
SPLIT %				37.5%		62.5%		41.5%	SPLIT %				61.7%		38.3%	

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	971	908	1,8

AM Peak Hour			06:00	07:00	06:45	PM Peak Hour	17:45	14:30
AM Pk Volume			51	101	140	PM Pk Volume	87	70
Pk Hr Factor			0.797	0.815	0.833	Pk Hr Factor	0.777	0.813
7 - 9 Volume	0	0	67	181	248	4 - 6 Volume	0 0	162	93
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour		16:30	16:45
7 - 9 Pk Volume	0	0	36	101	137	4 - 6 Pk Volume	0 0	87	54
Pk Hr Factor	0.000	0.000	0.692	0.815	0.835	Pk Hr Factor	0.000 0.000	0.806	0.750

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	778	732	1,5

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOT
00:00	0	0	6		2		8		12:00	0	0	14		18		32
00:15	0	0	2		1		3		12:15	0	0	8		12		20
00:30	0	0	3		3		6		12:30	0	0	12		8		20
00:45	0	0	2	13	0	6	2	19	12:45	0	0	8	42	11	49	19
01:00	0	0	3		0		3		13:00	0	0	13		9		22
01:15	0	0	0		0				13:15	0	0	12		17		29
01:30	0	0	1		0		1		13:30	0	0	13		10		23
01:45	0	0	1	5	0		1	5	13:45	0	0	12	50	12	48	24
02:00	0	0	2		0		2		14:00	0	0	10		11		21
02:15	0	0	2		0		2		14:15	0	0	21		10		31
02:30	0	0	0		1		1		14:30	0	0	14		9		23
02:45	0	0	0	4	0	1		5	14:45	0	0	14	59	14	44	28
03:00	0	0	0		0				15:00	0	0	14		14		28
03:15	0	0	3		1		4		15:15	0	0	6		8		14
03:30	0	0	0		0				15:30	0	0	19		11		30
03:45	0	0	0	3	1	2	1	5	15:45	0	0	25	64	14	47	39
04:00	0	0	0		1		1		16:00	0	0	16		7		23
04:15	0	0	0		3		3		16:15	0	0	15		11		26
04:30	0	0	1		0		1		16:30	0	0	20		10		30
04:45	0	0	0	1	1	5	1	6	16:45	0	0	15	66	10	38	25
05:00	0	0	1		0		1		17:00	0	0	18		8		26
05:15	0	0	0		1		1		17:15	0	0	9		7		16
05:30	0	0	4		4		8		17:30	0	0	18		10		28
05:45	0	0	5	10	4	9	9	19	17:45	0	0	20	65	7	32	27
06:00	0	0	5		4		9		18:00	0	0	8		13		21
06:15	0	0	4		6		10		18:15	0	0	12		11		23
06:30	0	0	6		8		14		18:30	0	0	15		16		31
06:45	0	0	2	17	14	32	16	49	18:45	0	0	18	53	12	52	30
07:00	0	0	5		10		15		19:00	0	0	13		7		20
07:15	0	0	3		6		9		19:15	0	0	19		14		33
07:30	0	0	4		13		17		19:30	0	0	14		5		19
07:45	0	0	6	18	10	39	16	57	19:45	0	0	17	63	1	27	18
08:00	0	0	3		14		17		20:00	0	0	10		3		13
08:15	0	0	5		9		14		20:15	0	0	16		7		23
08:30	0	0	4		11		15		20:30	0	0	11		8		19
08:45	0	0	7	19	23	57	30	76	20:45	0	0	8	45	5	23	13
09:00	0	0	6		16		22		21:00	0	0	6		2		8
09:15	0	0	9		13		22		21:15	0	0	5		6		11
09:30	0	0	8		15		23		21:30	0	0	8		2		10
09:45	0	0	6	29	9	53	15	82	21:45	0	0	4	23	8	18	12
10:00	0	0	8		13		21		22:00	0	0	5		4		9
10:15	0	0	11		14		25		22:15	0	0	12		7		19
10:30	0	0	6		11		17		22:30	0	0	6		3		9
10:45	0	0	10	35	14	52	24	87	22:45	0	0	8	31	4	18	12
11:00	0	0	12		17		29		23:00	0	0	4		2		6
11:15	0	0	10		9		19		23:15	0	0	7		1		8
11:30	0	0	9		21		30		23:30	0	0	4		1		5
11:45	0	0	15	46	25	72	40	118	23:45	0	0	2	17	4	8	6
TOTALS				200		328		528	TOTALS				578		404	
SPLIT %				37.9%		62.1%		35.0%	SPLIT %				58.9%		41.1%	

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	778	732	1,5

AM Peak Hour			11:45	11:30	11:30	PM Peak Hour	15:45	18:00
AM Pk Volume			49	76	122	PM Pk Volume	68	52
Pk Hr Factor			0.483	0.640	0.638	Pk Hr Factor	0.850	0.766
7 - 9 Volume	0	0	37	96	133	4 - 6 Volume	131	70
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour	16:15	16:15
7 - 9 Pk Volume	0	0	19	57	76	4 - 6 Pk Volume	68	39
Pk Hr Factor	0.000	0.000	0.679	0.620	0.633	Pk Hr Factor	0.850	0.886

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	657	644	1,3

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOT
00:00	0	0	4		0		4		12:00	0	0	10		13		23
00:15	0	0	5		3		8		12:15	0	0	17		12		29
00:30	0	0	2		1		3		12:30	0	0	10		18		28
00:45	0	0	0	11	2	6	2	17	12:45	0	0	13	50	12	55	25
01:00	0	0	2		1		3		13:00	0	0	13		10		23
01:15	0	0	0		0				13:15	0	0	12		16		28
01:30	0	0	2		0		2		13:30	0	0	24		12		36
01:45	0	0	1	5	1	2	2	7	13:45	0	0	14	63	8	46	22
02:00	0	0	2		1		3		14:00	0	0	6		17		23
02:15	0	0	2		2		4		14:15	0	0	18		9		27
02:30	0	0	0		0				14:30	0	0	21		12		33
02:45	0	0	1	5	0	3	1	8	14:45	0	0	9	54	9	47	18
03:00	0	0	0		0				15:00	0	0	11		7		18
03:15	0	0	1		0		1		15:15	0	0	12		6		18
03:30	0	0	4		1		5		15:30	0	0	7		8		15
03:45	0	0	0	5	0	1		6	15:45	0	0	12	42	12	33	24
04:00	0	0	0		0				16:00	0	0	9		8		17
04:15	0	0	0		0				16:15	0	0	8		4		12
04:30	0	0	0		0				16:30	0	0	12		13		25
04:45	0	0	1	1	0		1	1	16:45	0	0	12	41	11	36	23
05:00	0	0	1		0		1		17:00	0	0	15		11		26
05:15	0	0	1		4		5		17:15	0	0	15		15		30
05:30	0	0	1		0		1		17:30	0	0	11		10		21
05:45	0	0	1	4	1	5	2	9	17:45	0	0	8	49	14	50	22
06:00	0	0	3		2		5		18:00	0	0	16		9		25
06:15	0	0	3		3		6		18:15	0	0	13		5		18
06:30	0	0	2		2		4		18:30	0	0	16		3		19
06:45	0	0	1	9	7	14	8	23	18:45	0	0	11	56	10	27	21
07:00	0	0	3		7		10		19:00	0	0	12		8		20
07:15	0	0	1		5		6		19:15	0	0	15		5		20
07:30	0	0	5		7		12		19:30	0	0	13		6		19
07:45	0	0	6	15	14	33	20	48	19:45	0	0	8	48	7	26	15
08:00	0	0	6		7		13		20:00	0	0	6		4		10
08:15	0	0	5		10		15		20:15	0	0	5		4		9
08:30	0	0	2		11		13		20:30	0	0	10		3		13
08:45	0	0	7	20	12	40	19	60	20:45	0	0	5	26	1	12	6
09:00	0	0	3		15		18		21:00	0	0	4		2		6
09:15	0	0	4		13		17		21:15	0	0	6		2		8
09:30	0	0	6		15		21		21:30	0	0	11		4		15
09:45	0	0	13	26	10	53	23	79	21:45	0	0	2	23	1	9	3
10:00	0	0	7		18		25		22:00	0	0	8		2		10
10:15	0	0	10		14		24		22:15	0	0	5		2		7
10:30	0	0	5		19		24		22:30	0	0	3		0		3
10:45	0	0	8	30	22	73	30	103	22:45	0	0	2	18	2	6	4
11:00	0	0	10		13		23		23:00	0	0	4		6		10
11:15	0	0	14		16		30		23:15	0	0	0		1		1
11:30	0	0	6		9		15		23:30	0	0	3		1		4
11:45	0	0	16	46	21	59	37	105	23:45	0	0	3	10	0	8	3
TOTALS				177		289		466	TOTALS				480		355	
SPLIT %				38.0%		62.0%		35.8%	SPLIT %				57.5%		42.5%	

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	657	644	1,3

AM Peak Hour			11:45	10:00	11:45	PM Peak Hour	13:00	12:30
AM Pk Volume			53	73	117	PM Pk Volume	62	56
Pk Hr Factor			0.406	0.830	0.405	Pk Hr Factor	0.646	0.719
7 - 9 Volume	0	0	35	73	108	4 - 6 Volume	90	86
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour	16:30	16:30
7 - 9 Pk Volume	0	0	22	42	61	4 - 6 Pk Volume	54	50
Pk Hr Factor	0.000	0.000	0.917	0.750	0.763	Pk Hr Factor	0.900	0.833

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Tuesday
Date: 9/11/2012

City: Valley Center
Project #: CA12_4314_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	2	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	1	0	0	1	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	1	1	1	0	0	0	0	0	0	3
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2
05:15	0	0	0	0	2	1	2	0	0	0	0	0	0	5
05:30	0	0	1	0	4	5	0	0	0	0	0	0	0	10
05:45	0	0	0	0	1	1	3	0	0	0	0	0	0	5
06:00	0	0	0	1	3	0	2	0	0	0	0	0	0	6
06:15	0	1	1	2	6	4	0	0	0	0	0	0	0	14
06:30	2	0	0	2	3	4	1	0	0	0	0	0	0	12
06:45	0	0	1	1	4	5	1	1	0	0	0	0	0	13
07:00	0	0	0	1	4	2	1	0	0	0	0	0	0	8
07:15	2	1	0	1	4	1	1	0	0	0	0	0	0	10
07:30	0	0	0	1	1	1	1	0	0	0	0	0	0	4
07:45	0	0	0	1	1	5	2	0	0	0	0	0	0	9
08:00	1	0	0	0	3	5	4	1	0	0	0	0	0	14
08:15	0	0	0	1	3	6	1	0	0	0	0	0	0	11
08:30	0	0	2	1	3	1	0	0	0	0	0	0	0	7
08:45	0	0	0	0	3	1	0	0	0	0	0	0	0	4
09:00	0	0	0	1	4	2	0	0	0	0	0	0	0	7
09:15	0	0	0	0	2	6	2	0	0	0	0	0	0	10
09:30	0	0	0	0	2	4	0	1	0	0	0	0	0	7
09:45	0	0	0	0	0	2	1	0	0	0	0	0	0	3
10:00	0	0	0	0	1	4	2	0	0	0	0	0	0	7
10:15	0	0	0	0	1	2	2	0	0	0	0	0	0	5
10:30	0	0	0	1	0	4	0	0	0	0	0	0	0	5
10:45	0	0	0	0	3	3	5	0	0	0	0	0	0	11
11:00	3	0	0	2	1	2	0	0	0	0	0	0	0	8
11:15	0	0	0	1	7	8	1	1	0	0	0	0	0	18
11:30	0	0	3	1	1	1	2	0	0	0	0	0	0	8
11:45	1	0	0	0	6	5	0	0	0	0	0	0	0	12
12:00 PM	0	2	0	1	3	5	1	0	0	0	0	0	0	12
12:15	0	0	0	0	5	1	2	0	0	0	0	0	0	8
12:30	0	1	2	2	2	4	2	0	0	0	0	0	0	13
12:45	1	1	0	1	1	4	2	0	0	0	0	0	0	10
13:00	0	0	0	2	5	2	0	0	0	0	0	0	0	9
13:15	0	0	0	1	1	2	3	1	0	0	0	0	0	8
13:30	1	0	0	0	5	10	3	1	0	0	0	0	0	20
13:45	1	0	0	1	5	4	0	1	1	0	0	0	0	13
14:00	0	0	0	0	7	7	1	1	0	0	0	0	0	16
14:15	2	1	0	0	2	6	2	0	0	0	0	0	0	13
14:30	1	0	0	1	4	4	2	0	0	0	0	0	0	12
14:45	0	0	0	2	3	3	2	0	0	0	0	0	0	10
15:00	1	0	1	0	4	4	2	1	0	0	0	0	0	13
15:15	0	3	4	1	9	6	1	1	0	0	0	0	0	25
15:30	2	0	0	4	6	3	4	0	0	0	0	0	0	19
15:45	1	2	0	2	3	11	5	2	0	0	0	0	0	26
16:00	1	0	0	0	7	15	3	1	0	0	0	0	0	27
16:15	0	0	0	0	4	9	3	1	0	0	0	0	0	17
16:30	1	2	0	0	4	8	5	0	1	0	0	0	0	21
16:45	0	1	1	1	5	10	3	1	1	0	0	0	0	23
17:00	1	1	0	1	3	10	7	0	0	0	0	0	0	23
17:15	1	0	1	0	1	12	5	2	0	0	0	0	0	22
17:30	0	3	1	1	5	6	2	0	0	0	0	0	0	18
17:45	0	0	0	0	3	15	4	0	0	0	0	0	0	22
18:00	0	0	0	1	2	9	8	2	1	0	0	0	0	23
18:15	0	2	2	1	6	12	6	1	0	0	0	0	0	30
18:30	0	0	0	1	4	9	4	1	0	0	0	0	0	19
18:45	0	0	0	0	6	12	6	0	0	0	0	0	0	24
19:00	0	0	0	0	8	1	4	0	0	0	0	0	0	13
19:15	0	0	0	0	1	3	0	0	0	0	0	0	0	4
19:30	0	0	0	1	8	5	2	2	0	0	0	0	0	18
19:45	0	0	0	1	6	4	2	1	0	0	0	0	0	14
20:00	0	1	0	2	5	2	2	1	0	0	0	0	0	13
20:15	0	0	0	0	4	4	2	0	0	0	0	0	0	10
20:30	0	0	0	0	6	1	1	1	0	0	0	0	0	9
20:45	0	0	0	1	4	6	1	0	0	0	0	0	0	12
21:00	0	0	2	2	3	1	1	0	0	1	0	0	0	10
21:15	0	1	0	0	1	4	1	1	0	1	0	0	0	9
21:30	0	0	0	0	2	2	0	1	0	0	0	0	0	5
21:45	0	0	0	0	0	2	2	2	0	0	0	0	0	6
22:00	0	1	0	1	0	1	3	1	0	1	0	0	0	8
22:15	0	0	0	0	1	1	1	0	0	0	0	0	0	3
22:30	0	0	0	1	1	1	0	0	0	0	0	0	0	3
22:45	0	0	0	0	1	1	1	0	1	0	0	0	0	4
23:00	0	0	0	1	1	4	1	0	0	0	0	0	0	7
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	3	0	0	0	0	0	0	0	3
23:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Totals	22	26	22	53	243	339	153	31	3	3				900
% of Totals	3%	3%	2%	6%	27%	38%	17%	3%	1%	0%				100%

AM Volumes	9	3	8	19	78	89	41	4	0	0	0	0	0	251
% AM	1%	0%	1%	2%	9%	10%	5%	0%						28%
AM Peak Hour	06:30	11:45	10:45	06:00	06:15	11:15	10:00	06:00						11:15
Volume	4	3	3	6	17	19	9	1						50
PM Volumes	14	23	14	34	167	250	112	27	5	3	0	0	0	649
% PM	2%	3%	2%	4%	19%	28%	12%	3%	1%	0%				72%
PM Peak Hour	13:30	15:00	14:30	14:45	15:15	17:45	18:00	21:15	16:00	20:30				15:15
Volume	4	5	5	7	25	45	24	5	2	2				97

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	67	7%	93	10%	173	19%	567	63%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	30	36	35	42	45	900
Street A	West Bound	31	37	38	44	50	875

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Tuesday
Date: 9/11/2012

City: Valley Center
Project #: CA12_4314_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	1	1	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00	0	0	0	1	0	1	1	0	0	0	0	0	0	3
04:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:45	0	0	0	1	0	2	1	0	1	0	0	0	0	5
05:00	2	0	0	0	1	3	2	1	1	0	0	0	0	10
05:15	1	0	0	0	2	2	3	1	0	0	0	0	0	9
05:30	0	0	0	0	3	9	1	2	1	0	0	0	0	16
05:45	0	0	0	0	1	6	4	2	0	0	0	0	0	13
06:00	0	0	0	0	4	9	3	0	0	0	0	0	0	16
06:15	0	0	0	0	4	8	4	2	2	0	0	0	0	20
06:30	0	0	0	0	1	9	3	1	2	0	0	0	0	16
06:45	0	0	0	0	4	12	7	3	0	0	0	0	0	26
07:00	0	0	0	0	2	8	10	3	0	1	0	0	0	24
07:15	0	0	2	3	3	8	5	4	0	2	0	0	0	27
07:30	0	0	0	2	7	3	9	3	1	0	1	0	0	26
07:45	0	0	0	0	3	7	9	3	0	0	0	0	0	22
08:00	0	0	2	4	7	7	3	1	0	1	0	0	1	26
08:15	0	0	0	0	3	6	6	3	0	1	0	0	0	19
08:30	0	0	1	2	4	11	4	3	2	0	0	0	0	27
08:45	0	0	0	0	1	8	1	1	0	0	0	0	0	11
09:00	0	0	0	0	3	3	2	1	1	0	0	0	0	10
09:15	1	0	0	0	1	4	1	0	0	0	0	0	0	7
09:30	0	0	2	0	2	1	1	5	0	0	1	0	0	12
09:45	0	0	0	0	2	5	4	3	4	0	0	0	0	18
10:00	0	0	0	2	7	4	3	1	0	0	0	0	0	17
10:15	0	0	0	1	4	7	3	0	0	0	0	0	0	15
10:30	0	0	2	0	2	3	1	0	1	0	0	0	0	9
10:45	0	0	0	0	3	10	3	1	0	0	0	0	0	17
11:00	0	0	0	0	5	6	2	0	0	0	0	0	0	13
11:15	0	0	1	2	2	3	6	0	0	0	0	0	0	14
11:30	0	0	0	1	4	2	0	1	0	1	0	0	0	9
11:45	0	0	0	2	5	1	2	0	0	0	0	0	0	10
12:00 PM	0	1	0	2	5	6	1	1	0	0	0	0	0	16
12:15	0	0	0	3	0	5	3	0	0	0	0	0	0	11
12:30	1	0	3	2	3	3	3	2	0	0	1	0	0	18
12:45	0	0	0	0	2	1	0	1	0	0	0	0	0	4
13:00	0	0	3	2	1	4	1	0	1	0	0	0	0	12
13:15	0	0	0	0	4	2	1	0	0	0	0	0	0	7
13:30	0	0	0	1	8	2	1	1	0	0	0	0	0	13
13:45	0	0	0	0	3	2	1	0	0	0	0	0	0	6
14:00	0	0	0	2	1	1	0	0	1	1	0	0	0	6
14:15	0	0	1	1	2	5	3	1	1	2	0	0	0	16
14:30	0	0	0	1	3	7	4	0	0	0	0	0	0	15
14:45	0	0	0	0	10	6	2	0	0	0	0	0	0	18
15:00	0	0	0	2	5	6	0	0	0	1	0	0	0	14
15:15	0	0	0	0	3	1	4	0	0	0	0	0	0	8
15:30	0	0	0	2	0	5	3	3	0	0	0	0	0	13
15:45	0	0	0	2	9	4	3	0	0	0	0	0	0	18
16:00	0	0	0	3	3	9	2	1	1	0	0	0	0	19
16:15	0	0	0	1	4	4	1	1	0	0	0	0	0	11
16:30	0	0	0	5	7	7	3	2	0	0	0	0	0	24
16:45	0	0	0	0	4	10	2	2	1	0	0	0	0	19
17:00	0	0	0	2	2	3	0	0	0	0	0	0	0	7
17:15	0	0	0	0	2	2	0	1	0	0	0	0	0	5
17:30	0	0	0	1	2	3	1	1	0	0	0	0	0	8
17:45	0	0	0	2	1	4	3	1	0	0	0	0	0	11
18:00	0	0	0	1	2	0	2	1	0	0	0	1	0	7
18:15	0	0	0	0	4	4	4	0	0	0	0	0	0	12
18:30	0	0	0	2	2	0	4	1	0	0	0	0	0	9
18:45	0	0	2	0	0	1	2	1	0	0	0	0	0	6
19:00	0	0	0	2	0	1	2	0	0	0	0	0	0	5
19:15	0	0	0	0	4	4	1	1	0	0	0	0	0	10
19:30	0	0	1	2	1	1	0	0	0	0	0	0	0	5
19:45	0	0	0	0	0	4	0	0	0	0	0	0	0	4
20:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
20:15	0	0	0	0	0	2	1	0	0	0	0	0	0	3
20:30	0	0	0	0	0	2	0	1	0	0	0	0	0	3
20:45	0	0	0	2	1	3	0	0	0	0	0	0	0	6
21:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
21:15	0	0	1	0	0	4	0	0	0	0	0	0	0	5
21:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2
21:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	6	0	0	0	0	0	0	0	6
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	6	0	0	0	0	0	0	0	6
23:45	0	0	0	0	0	3	0	0	0	0	0	0	0	3
Totals	5	1	21	65	193	316	162	68	23	10	3	1	1	875
% of Totals	1%	0%	2%	7%	22%	36%	19%	8%	3%	1%	0%	0%	0%	100%

AM Volumes	4	0	10	21	95	171	105	45	18	6	2	0	1	478
% AM	0%		1%	2%	11%	20%	12%	5%	2%	1%	0%		0%	55%
AM Peak Hour	04:30	11:15	07:15	07:15	07:15	06:00	07:00	06:45	09:00	06:30	06:45		07:15	06:45
Volume	3	1	4	9	20	38	33	13	5	3	1		1	103
PM Volumes	1	1	11	44	98	148	60	23	5	4	1	1	0	397
% PM	0%	0%	1%	5%	11%	17%	7%	3%	1%	0%	0%	0%		45%
PM Peak Hour	12:00	12:00	12:15	15:45	15:45	16:00	17:45	16:00	13:30	13:30	12:00	17:15		16:00
Volume	1	1	6	11	23	30	13	6	2	3	1	1		73

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	182	21%	87	10%	104	12%	502	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	30	36	35	42	45	900
Street A	West Bound	31	37	38	44	50	875

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Tuesday
Date: 9/11/2012

City: Valley Center
Project #: CA12_4314_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	2	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	1	1	0	1	0	0	0	0	0	0	3
01:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	2	1	1	0	0	0	0	0	0	4
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	1	2	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00	0	0	0	1	0	1	1	0	0	0	0	0	0	3
04:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:45	0	0	0	1	0	3	1	0	1	0	0	0	0	6
05:00	2	0	0	0	1	4	3	1	1	0	0	0	0	12
05:15	1	0	0	0	4	3	5	1	0	0	0	0	0	14
05:30	0	0	1	0	7	14	1	2	1	0	0	0	0	26
05:45	0	0	0	0	2	7	7	2	0	0	0	0	0	18
06:00	0	0	0	1	7	9	5	0	0	0	0	0	0	22
06:15	0	1	1	2	10	12	4	2	2	0	0	0	0	34
06:30	2	0	0	2	4	13	4	1	2	0	0	0	0	28
06:45	0	0	1	1	8	17	8	4	0	0	0	0	0	39
07:00	0	0	0	1	6	10	11	3	0	1	0	0	0	32
07:15	2	1	2	4	7	9	6	4	0	2	0	0	0	37
07:30	0	0	0	3	8	4	10	3	1	0	1	0	0	30
07:45	0	0	0	1	4	12	11	3	0	0	0	0	0	31
08:00	1	0	2	4	10	12	7	2	0	1	0	0	1	40
08:15	0	0	0	1	6	12	7	3	0	1	0	0	0	30
08:30	0	0	3	3	7	12	4	3	2	0	0	0	0	34
08:45	0	0	0	0	4	9	1	1	0	0	0	0	0	15
09:00	0	0	0	1	7	5	2	1	1	0	0	0	0	17
09:15	1	0	0	0	3	10	3	0	0	0	0	0	0	17
09:30	0	0	2	0	4	5	1	6	0	0	1	0	0	19
09:45	0	0	0	0	2	7	5	3	4	0	0	0	0	21
10:00	0	0	0	2	8	8	5	1	0	0	0	0	0	24
10:15	0	0	0	1	5	9	5	0	0	0	0	0	0	20
10:30	0	0	2	1	2	7	1	0	1	0	0	0	0	14
10:45	0	0	0	0	6	13	8	1	0	0	0	0	0	28
11:00	3	0	0	2	6	8	2	0	0	0	0	0	0	21
11:15	0	0	1	3	9	11	7	1	0	0	0	0	0	32
11:30	0	0	3	2	5	3	2	1	0	1	0	0	0	17
11:45	1	0	0	2	11	6	2	0	0	0	0	0	0	22
12:00 PM	0	3	0	3	8	11	2	1	0	0	0	0	0	28
12:15	0	0	0	3	5	6	5	0	0	0	0	0	0	19
12:30	1	1	5	4	5	7	5	2	0	0	1	0	0	31
12:45	1	1	0	1	3	5	2	1	0	0	0	0	0	14
13:00	0	0	3	4	6	6	1	0	1	0	0	0	0	21
13:15	0	0	0	1	5	4	4	1	0	0	0	0	0	15
13:30	1	0	0	1	13	12	4	2	0	0	0	0	0	33
13:45	1	0	0	1	8	6	1	1	1	0	0	0	0	19
14:00	0	0	0	2	8	8	1	1	1	1	0	0	0	22
14:15	2	1	1	1	4	11	5	1	1	2	0	0	0	29
14:30	1	0	0	2	7	11	6	0	0	0	0	0	0	27
14:45	0	0	0	2	13	9	4	0	0	0	0	0	0	28
15:00	1	0	1	2	9	10	2	1	0	1	0	0	0	27
15:15	0	3	4	1	12	7	5	1	0	0	0	0	0	33
15:30	2	0	0	6	6	8	7	3	0	0	0	0	0	32
15:45	1	2	0	4	12	15	8	2	0	0	0	0	0	44
16:00	1	0	0	3	10	24	5	2	1	0	0	0	0	46
16:15	0	0	0	1	8	13	4	2	0	0	0	0	0	28
16:30	1	2	0	5	11	15	8	2	1	0	0	0	0	45
16:45	0	1	1	1	9	20	5	3	2	0	0	0	0	42
17:00	1	1	0	3	5	13	7	0	0	0	0	0	0	30
17:15	1	0	1	0	3	14	5	3	0	0	0	0	0	27
17:30	0	3	1	2	7	9	3	1	0	0	0	0	0	26
17:45	0	0	0	2	4	19	7	1	0	0	0	0	0	33
18:00	0	0	0	2	4	9	10	3	1	0	0	1	0	30
18:15	0	2	2	1	10	16	10	1	0	0	0	0	0	42
18:30	0	0	0	3	6	9	8	2	0	0	0	0	0	28
18:45	0	0	2	0	6	13	8	1	0	0	0	0	0	30
19:00	0	0	0	2	8	2	6	0	0	0	0	0	0	18
19:15	0	0	0	0	5	7	1	1	0	0	0	0	0	14
19:30	0	0	1	3	9	6	2	2	0	0	0	0	0	23
19:45	0	0	0	1	6	8	2	1	0	0	0	0	0	18
20:00	0	1	0	2	5	2	3	1	0	0	0	0	0	14
20:15	0	0	0	0	4	6	3	0	0	0	0	0	0	13
20:30	0	0	0	0	6	3	1	2	0	0	0	0	0	12
20:45	0	0	0	3	5	9	1	0	0	0	0	0	0	18
21:00	0	0	2	3	3	2	1	0	0	1	0	0	0	12
21:15	0	1	1	0	1	8	1	1	0	1	0	0	0	14
21:30	0	0	0	0	2	4	0	1	0	0	0	0	0	7
21:45	0	0	0	0	0	3	2	2	0	0	0	0	0	7
22:00	0	1	0	1	0	1	4	1	0	1	0	0	0	9
22:15	0	0	0	0	1	1	1	0	0	0	0	0	0	3
22:30	0	0	0	1	1	1	0	0	0	0	0	0	0	3
22:45	0	0	0	0	1	2	1	0	1	0	0	0	0	5
23:00	0	0	0	1	1	10	1	0	0	0	0	0	0	13
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	9	0	0	0	0	0	0	0	9
23:45	0	0	0	0	0	4	0	0	0	0	0	0	0	4
Totals	28	27	40	118	433	658	318	99	28	13	3	1	1	1775
% of Totals	2%	2%	2%	7%	25%	37%	18%	6%	2%	1%	0%	0%	0%	100%

AM Volumes	13	3	18	40	173	260	140	49	18	6	2	0	1	729
% AM	1%	0%	1%	2%	10%	15%	8%	3%	1%	0%	0%		0%	41%
AM Peak Hour	06:30	11:45	07:45	07:15	11:15	06:15	07:00	06:45	09:00	06:30	06:45		07:15	06:45
Volume	4	4	5	12	33	52	38	14	5	3	1		1	138
PM Volumes	15	24	22	78	260	398	172	50	10	7	1	1	0	1046
% PM	1%	1%	1%	4%	15%	22%	10%	3%	1%	0%	0%	0%		59%
PM Peak Hour	13:30	12:00	12:15	15:15	14:30	16:00	18:00	15:30	16:00	13:30	12:00	17:15		15:45
Volume	4	5	8	14	41	72	36	9	4	3	1	1		163

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	249	14%	180	10%	277	16%	1069	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	31	37	36	43	48	1775

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Wednesday
Date: 9/12/2012

City: Valley Center
Project #: CA12_4314_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	1	3	0	1	0	0	0	0	0	0	5
05:15	0	0	0	0	1	7	0	0	0	0	0	0	0	8
05:30	0	0	0	0	0	4	3	0	0	0	0	0	0	7
05:45	0	0	0	0	0	3	1	0	0	0	0	0	0	4
06:00	0	0	1	3	2	3	1	0	0	0	0	0	0	10
06:15	0	0	0	0	2	8	2	0	0	0	0	0	0	12
06:30	1	0	0	0	8	3	0	0	0	0	0	0	0	12
06:45	0	1	0	0	4	4	1	0	0	0	0	0	0	10
07:00	0	1	0	1	2	3	1	3	0	0	0	0	0	11
07:15	1	0	0	0	1	1	3	0	0	0	0	0	0	6
07:30	0	1	0	1	3	2	1	1	0	0	0	0	0	9
07:45	0	1	1	2	4	2	5	0	0	0	0	0	0	15
08:00	0	0	0	0	1	3	2	0	0	0	0	0	0	6
08:15	0	0	0	0	0	3	1	0	0	0	0	0	0	4
08:30	0	1	0	0	2	3	0	0	0	0	0	0	0	6
08:45	0	2	0	1	3	1	1	0	0	0	0	0	0	8
09:00	0	0	0	2	7	5	0	0	0	0	0	0	0	14
09:15	0	0	0	0	2	5	0	0	0	0	0	0	0	7
09:30	0	0	0	0	3	1	0	0	0	0	0	0	0	4
09:45	0	0	0	1	2	2	1	0	0	0	0	0	0	6
10:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
10:15	0	0	0	0	1	1	4	0	0	0	0	0	0	6
10:30	0	0	0	0	1	5	0	0	0	0	0	0	0	6
10:45	0	0	0	4	2	1	0	0	0	0	0	0	0	7
11:00	0	0	0	2	7	1	0	0	0	0	0	0	0	10
11:15	0	0	0	2	1	4	0	0	0	0	0	0	0	7
11:30	0	0	0	6	5	2	0	0	0	0	0	0	0	13
11:45	0	0	0	2	5	3	0	0	0	0	0	0	0	15
12:00 PM	0	0	0	0	2	3	0	2	0	0	0	0	0	7
12:15	1	1	0	2	4	4	4	0	0	0	0	0	0	16
12:30	1	0	0	0	3	4	2	1	0	0	0	0	0	11
12:45	0	1	0	2	6	0	0	0	0	0	0	0	0	9
13:00	1	1	0	3	4	1	1	0	0	0	0	0	0	11
13:15	0	0	0	1	6	3	1	0	0	0	0	0	0	11
13:30	0	0	0	0	4	3	0	0	0	0	0	0	0	7
13:45	0	1	0	1	7	2	0	0	0	0	0	0	0	11
14:00	0	0	0	0	3	5	3	1	0	0	0	0	0	12
14:15	1	0	0	0	2	7	3	1	0	0	0	0	0	14
14:30	0	1	1	1	5	4	4	0	0	0	0	0	0	16
14:45	7	0	0	1	2	8	1	0	0	0	0	0	0	19
15:00	1	0	0	0	3	10	3	0	0	0	0	0	0	17
15:15	1	3	2	1	2	5	4	2	0	0	0	0	0	20
15:30	2	0	3	2	3	4	2	0	0	0	0	0	0	16
15:45	0	0	0	1	6	12	4	0	0	0	0	0	0	23
16:00	0	3	4	4	3	15	3	0	0	0	0	0	0	32
16:15	0	0	0	0	11	2	1	2	0	0	0	0	0	16
16:30	0	0	0	0	3	13	4	1	0	0	0	0	0	21
16:45	0	1	0	0	6	6	3	0	0	0	0	0	0	16
17:00	0	2	0	2	9	15	1	0	0	0	0	0	0	29
17:15	0	2	0	0	7	10	8	1	1	0	0	0	0	29
17:30	0	0	0	0	5	7	3	0	0	0	0	0	0	15
17:45	0	0	0	1	8	8	3	3	0	0	0	0	0	23
18:00	0	0	0	0	5	14	2	0	0	0	0	0	0	21
18:15	0	0	0	0	2	12	7	0	0	0	0	0	0	21
18:30	1	2	1	0	2	13	4	0	0	0	0	0	0	23
18:45	0	0	0	0	4	7	8	1	0	0	0	0	0	20
19:00	1	0	0	0	9	7	4	1	0	0	0	0	0	22
19:15	0	1	0	0	2	5	0	0	0	0	0	0	0	8
19:30	1	2	0	0	4	6	3	1	0	0	0	0	0	17
19:45	1	1	0	2	5	3	1	3	1	0	0	0	0	17
20:00	0	0	0	0	3	7	3	1	0	0	0	0	0	14
20:15	0	0	0	0	0	3	1	1	0	0	0	0	0	5
20:30	0	0	0	2	0	3	2	0	0	0	0	0	0	7
20:45	0	1	1	1	1	2	4	0	0	0	0	0	0	10
21:00	3	0	0	0	3	3	1	1	0	0	0	0	0	11
21:15	0	0	0	0	2	7	0	0	0	0	0	0	0	9
21:30	0	1	0	0	3	9	2	0	0	0	0	0	0	15
21:45	1	0	0	0	3	2	5	0	0	0	0	0	0	11
22:00	0	0	0	0	1	1	3	0	0	0	0	0	0	5
22:15	0	1	0	2	2	1	0	0	0	0	0	0	0	6
22:30	0	0	0	1	3	1	0	0	0	0	0	0	0	5
22:45	0	1	0	1	3	0	0	0	0	0	0	0	0	5
23:00	0	0	1	0	1	2	0	1	0	0	0	0	0	5
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	1	3	0	0	0	0	0	0	0	4
Totals	26	34	15	61	247	349	141	28	2					903
% of Totals	3%	4%	2%	7%	27%	39%	16%	3%	0%					100%

AM Volumes	3	7	2	30	74	87	33	4	0	0	0	0	0	240
% AM	0%	1%	0%	3%	8%	10%	4%	0%						27%
AM Peak Hour	06:30	06:45	05:15	10:45	11:00	05:30	07:15	06:45						11:30
Volume	2	3	1	14	18	18	11	4						51
PM Volumes	23	27	13	31	173	262	108	24	2	0	0	0	0	663
% PM	3%	3%	1%	3%	19%	29%	12%	3%	0%					73%
PM Peak Hour	14:45	15:15	15:15	15:15	16:15	17:45	18:15	19:30	16:30					17:00
Volume	11	6	9	8	29	47	23	6	1					96

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	65	7%	83	9%	181	20%	574	64%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	30	36	35	41	44	903
Street A	West Bound	30	37	36	44	49	896

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Wednesday
Date: 9/12/2012

City: Valley Center
Project #: CA12_4314_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	1	0	2	0	0	0	0	0	3
00:15	0	0	0	0	0	1	0	1	0	0	0	0	0	2
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:15	0	0	0	2	0	1	0	1	0	0	0	0	0	4
04:30	0	0	0	0	0	3	1	0	0	0	0	0	0	4
04:45	0	0	0	0	0	2	1	0	0	0	0	0	0	3
05:00	0	0	0	0	0	1	4	0	4	0	0	0	0	9
05:15	2	1	0	0	1	1	4	0	0	1	0	0	0	10
05:30	1	0	0	1	4	2	3	0	1	0	0	0	0	12
05:45	0	0	0	1	2	10	2	3	0	0	0	0	0	18
06:00	0	0	0	0	7	5	2	0	0	0	0	0	0	14
06:15	0	0	0	1	3	8	4	0	0	0	0	0	0	16
06:30	2	0	0	0	4	8	5	1	1	0	0	0	0	21
06:45	1	0	1	0	8	6	5	1	1	0	0	0	0	23
07:00	0	0	0	0	5	14	6	3	0	0	0	0	0	28
07:15	0	0	0	1	0	9	7	3	0	0	0	0	0	20
07:30	0	0	0	3	2	14	6	0	3	0	0	0	0	28
07:45	0	1	2	1	3	7	7	4	2	0	0	0	0	27
08:00	0	0	3	2	6	9	3	2	1	0	2	0	0	28
08:15	0	0	0	0	6	10	3	3	0	0	0	0	0	22
08:30	0	0	0	1	12	5	7	2	2	0	0	0	0	29
08:45	0	0	0	1	2	2	1	2	1	0	0	0	0	9
09:00	0	0	0	1	0	4	3	1	0	1	0	0	0	10
09:15	0	0	0	7	2	1	3	1	0	0	0	0	0	14
09:30	0	0	1	0	6	7	1	0	0	0	0	0	0	15
09:45	0	0	0	0	4	6	2	0	0	0	0	0	0	12
10:00	0	1	0	0	6	2	2	0	0	0	0	0	0	11
10:15	0	0	0	0	3	5	1	1	0	0	0	0	0	10
10:30	1	0	0	0	1	14	5	0	1	0	0	0	0	22
10:45	0	0	1	0	7	5	3	0	0	0	0	0	0	16
11:00	2	1	0	2	7	2	2	0	0	0	0	0	0	16
11:15	0	0	0	0	5	9	1	0	0	0	0	0	0	15
11:30	0	0	1	2	1	8	0	0	0	0	0	0	0	12
11:45	1	0	0	1	3	2	9	0	0	1	0	0	0	16
12:00 PM	0	0	0	1	5	3	0	1	2	1	0	0	0	13
12:15	0	0	0	0	4	1	4	2	0	0	0	0	0	11
12:30	1	3	0	0	0	2	3	1	0	0	0	0	0	10
12:45	1	0	0	1	1	2	4	0	1	0	0	0	0	10
13:00	0	0	0	0	2	7	0	0	0	0	0	0	0	9
13:15	1	0	0	2	2	0	2	0	0	0	0	0	0	7
13:30	0	0	0	1	0	0	1	0	3	0	0	0	0	5
13:45	0	0	0	2	2	4	1	1	1	0	0	0	0	11
14:00	0	1	0	1	2	1	1	0	0	0	0	0	0	6
14:15	0	0	0	0	4	2	3	0	0	0	0	0	0	9
14:30	0	0	0	0	3	8	2	4	0	0	0	0	0	17
14:45	0	0	3	0	5	8	1	0	0	0	0	0	0	17
15:00	0	0	0	1	3	5	2	0	0	0	0	0	0	11
15:15	3	0	0	1	4	4	1	0	0	0	0	0	0	13
15:30	4	0	3	1	2	3	5	0	0	0	0	0	0	18
15:45	0	0	0	1	6	6	1	1	0	0	0	0	0	15
16:00	0	0	0	0	6	9	2	0	2	0	0	0	0	19
16:15	0	2	0	1	5	4	5	2	1	0	0	0	0	20
16:30	0	0	0	3	1	6	0	3	0	0	0	0	0	13
16:45	0	0	0	0	7	3	2	1	1	0	0	0	0	14
17:00	0	0	0	2	4	1	0	3	0	0	0	0	0	10
17:15	0	3	0	0	1	2	1	0	0	0	0	0	0	7
17:30	0	0	0	1	2	3	4	1	0	0	0	0	0	11
17:45	0	0	0	0	2	1	2	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:15	1	0	0	0	5	4	2	0	0	0	0	0	0	12
18:30	0	0	0	3	2	0	4	1	0	0	0	0	0	10
18:45	0	0	0	1	4	2	2	3	0	0	0	0	0	12
19:00	0	0	1	2	2	1	0	0	0	0	0	0	0	6
19:15	0	0	0	1	1	6	0	0	0	0	0	0	0	8
19:30	0	2	0	5	1	5	1	0	0	0	0	0	0	14
19:45	0	0	0	3	1	0	3	0	0	0	0	0	0	7
20:00	0	0	0	0	3	0	1	0	0	0	0	0	0	4
20:15	0	0	0	0	4	0	0	0	0	0	0	0	0	4
20:30	0	0	0	0	1	1	0	0	0	0	0	0	0	2
20:45	0	0	0	0	4	1	1	0	0	0	0	0	0	6
21:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
21:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
21:45	0	0	1	0	0	0	0	0	2	0	0	0	0	3
22:00	0	0	0	0	0	3	1	0	0	0	0	0	0	4
22:15	0	0	0	0	2	0	0	0	0	0	0	0	0	2
22:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Totals	20	16	17	64	213	302	169	55	30	5	2			896
% of Totals	2%	2%	2%	7%	24%	34%	19%	6%	3%	0%	0%			100%

AM Volumes	9	5	9	28	110	193	103	31	17	2	2	0	0	509
% AM	1%	1%	1%	3%	12%	22%	11%	3%	2%	0%	0%			57%
AM Peak Hour	04:45	11:45	07:15	08:30	07:45	07:00	07:00	07:45	07:15	04:30	07:15			07:45
Volume	3	4	5	10	27	44	26	11	4	1	2			106
PM Volumes	11	11	8	36	108	109	66	24	13	3	0	0	0	387
% PM	1%	1%	1%	4%	12%	12%	7%	3%	1%	0%				43%
PM Peak Hour	14:45	12:00	14:45	19:00	15:30	14:30	15:30	16:15	12:45	12:00				15:30
Volume	7	3	6	11	19	25	13	9	4	1				72

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	191	21%	76	8%	99	11%	530	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	30	36	35	41	44	903
Street A	West Bound	30	37	36	44	49	896

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Wednesday
Date: 9/12/2012

City: Valley Center
Project #: CA12_4314_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	2	1	2	0	0	0	0	0	5
00:15	0	0	0	0	0	1	0	1	0	0	0	0	0	2
00:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	2	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:45	0	0	0	1	0	2	0	0	0	0	0	0	0	3
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:15	0	0	0	2	0	1	0	1	0	0	0	0	0	4
04:30	0	0	0	1	0	3	1	0	0	0	0	0	0	5
04:45	0	0	0	0	0	3	1	0	0	0	0	0	0	4
05:00	0	0	0	1	3	1	5	0	4	0	0	0	0	14
05:15	2	1	0	0	2	8	4	0	0	1	0	0	0	18
05:30	1	0	0	1	4	6	6	0	1	0	0	0	0	19
05:45	0	0	0	1	2	13	3	3	0	0	0	0	0	22
06:00	0	0	1	3	9	8	3	0	0	0	0	0	0	24
06:15	0	0	0	1	5	16	6	0	0	0	0	0	0	28
06:30	3	0	0	0	12	11	5	1	1	0	0	0	0	33
06:45	1	1	1	0	12	10	6	1	1	0	0	0	0	33
07:00	0	1	0	1	7	17	7	6	0	0	0	0	0	39
07:15	1	0	0	1	1	10	10	3	0	0	0	0	0	26
07:30	0	1	0	4	5	16	7	1	3	0	0	0	0	37
07:45	0	2	3	3	7	9	12	4	2	0	0	0	0	42
08:00	0	0	3	2	7	12	5	2	1	0	2	0	0	34
08:15	0	0	0	0	6	13	4	3	0	0	0	0	0	26
08:30	0	1	0	1	14	8	7	2	2	0	0	0	0	35
08:45	0	2	0	2	5	3	2	2	1	0	0	0	0	17
09:00	0	0	0	3	7	9	3	1	0	1	0	0	0	24
09:15	0	0	0	7	4	6	3	1	0	0	0	0	0	21
09:30	0	0	1	0	9	8	1	0	0	0	0	0	0	19
09:45	0	0	0	1	6	8	3	0	0	0	0	0	0	18
10:00	0	1	0	0	7	3	2	0	0	0	0	0	0	13
10:15	0	0	0	0	4	6	5	1	0	0	0	0	0	16
10:30	1	0	0	0	2	19	5	0	1	0	0	0	0	28
10:45	0	0	1	4	9	6	3	0	0	0	0	0	0	23
11:00	2	1	0	4	14	3	2	0	0	0	0	0	0	26
11:15	0	0	0	2	6	13	1	0	0	0	0	0	0	22
11:30	0	0	1	8	6	10	0	0	0	0	0	0	0	25
11:45	1	1	0	3	8	7	12	0	0	1	0	0	0	31
12:00 PM	0	0	0	1	7	6	0	3	2	1	0	0	0	20
12:15	1	1	0	2	8	5	8	2	0	0	0	0	0	27
12:30	2	3	0	0	3	6	5	2	0	0	0	0	0	21
12:45	1	1	0	3	7	2	4	0	1	0	0	0	0	19
13:00	1	1	0	3	6	8	1	0	0	0	0	0	0	20
13:15	1	0	0	3	8	3	3	0	0	0	0	0	0	18
13:30	0	0	0	1	4	3	1	0	3	0	0	0	0	12
13:45	0	1	0	3	9	6	1	1	1	0	0	0	0	22
14:00	0	1	0	1	5	6	4	1	0	0	0	0	0	18
14:15	1	0	0	0	6	9	6	1	0	0	0	0	0	23
14:30	0	1	1	1	8	12	6	4	0	0	0	0	0	33
14:45	7	0	3	1	7	16	2	0	0	0	0	0	0	36
15:00	1	0	0	1	6	15	5	0	0	0	0	0	0	28
15:15	4	3	2	2	6	9	5	2	0	0	0	0	0	33
15:30	6	0	6	3	5	7	7	0	0	0	0	0	0	34
15:45	0	0	0	2	12	18	5	1	0	0	0	0	0	38
16:00	0	3	4	4	9	24	5	0	2	0	0	0	0	51
16:15	0	2	0	1	16	6	6	4	1	0	0	0	0	36
16:30	0	0	0	3	4	19	4	4	0	0	0	0	0	34
16:45	0	1	0	0	13	9	5	1	1	0	0	0	0	30
17:00	0	2	0	4	13	16	1	3	0	0	0	0	0	39
17:15	0	5	0	0	8	12	9	1	1	0	0	0	0	36
17:30	0	0	0	1	7	10	7	1	0	0	0	0	0	26
17:45	0	0	0	1	10	9	5	3	0	0	0	0	0	28
18:00	0	0	0	0	5	14	6	0	0	0	0	0	0	25
18:15	1	0	0	0	7	16	9	0	0	0	0	0	0	33
18:30	1	2	1	3	4	13	8	1	0	0	0	0	0	33
18:45	0	0	0	1	8	9	10	4	0	0	0	0	0	32
19:00	1	0	1	2	11	8	4	1	0	0	0	0	0	28
19:15	0	1	0	1	3	11	0	0	0	0	0	0	0	16
19:30	1	4	0	5	5	11	4	1	0	0	0	0	0	31
19:45	1	1	0	5	6	3	4	3	1	0	0	0	0	24
20:00	0	0	0	0	6	7	4	1	0	0	0	0	0	18
20:15	0	0	0	0	4	3	1	1	0	0	0	0	0	9
20:30	0	0	0	2	1	4	2	0	0	0	0	0	0	9
20:45	0	1	1	1	5	3	5	0	0	0	0	0	0	16
21:00	3	0	0	1	4	3	1	1	0	0	0	0	0	13
21:15	0	0	0	1	2	7	0	0	0	0	0	0	0	10
21:30	0	1	0	0	3	10	2	0	0	0	0	0	0	16
21:45	1	0	1	0	3	2	5	0	2	0	0	0	0	14
22:00	0	0	0	0	1	4	4	0	0	0	0	0	0	9
22:15	0	1	0	2	4	1	0	0	0	0	0	0	0	8
22:30	0	0	0	1	4	1	0	0	0	0	0	0	0	6
22:45	0	1	0	1	4	0	0	0	0	0	0	0	0	6
23:00	0	0	1	0	1	2	0	1	0	0	0	0	0	5
23:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	2	3	0	0	0	0	0	0	0	5
Totals	46	50	32	125	463	651	310	83	32	5	2			1799
% of Totals	3%	3%	2%	7%	26%	36%	17%	5%	2%	0%	0%			100%

AM Volumes	12	12	11	58	184	280	136	35	17	2	2	0	0	749
% AM	1%	1%	1%	3%	10%	16%	8%	2%	1%	0%	0%			42%
AM Peak Hour	06:30	11:45	07:15	10:45	06:00	06:15	07:00	07:00	07:15	04:30	07:15			07:00
Volume	5	5	6	18	38	54	36	14	4	1	2			144
PM Volumes	34	38	21	67	281	371	174	48	15	3	0	0	0	1056
% PM	2%	2%	1%	4%	16%	21%	10%	3%	1%	0%				58%
PM Peak Hour	14:45	16:30	15:15	19:00	16:15	15:45	18:00	16:15	12:45	12:00				15:30
Volume	18	8	12	13	46	67	33	12	4	1				159

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	256	14%	159	9%	280	16%	1104	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	30	36	36	43	47	1799

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Thursday
Date: 9/13/2012

City: Valley Center
Project #: CA12_4314_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30	0	0	0	0	1	2	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	2	0	0	0	0	0	0	2
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	1	1	0	0	0	0	0	0	3
05:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	1	0	4	1	0	0	0	0	0	0	6
05:45	0	0	0	0	1	2	1	0	0	0	0	0	0	4
06:00	0	0	0	2	5	6	1	0	0	0	0	0	0	14
06:15	0	0	0	1	0	7	1	2	0	0	0	0	0	11
06:30	0	1	1	2	8	3	2	0	0	0	0	0	0	17
06:45	2	0	0	0	4	4	1	0	0	0	0	0	0	11
07:00	0	1	3	3	1	1	0	1	0	0	0	0	0	10
07:15	7	0	2	1	3	0	1	0	0	0	0	0	0	14
07:30	3	1	0	1	5	4	1	0	0	0	0	0	0	15
07:45	0	0	0	2	2	4	2	0	0	0	0	0	0	10
08:00	1	1	0	1	1	3	1	1	0	0	0	0	0	9
08:15	1	0	0	2	1	2	0	0	0	0	0	0	0	6
08:30	3	0	0	2	0	2	0	0	0	0	0	0	0	7
08:45	0	0	1	1	4	3	0	0	0	0	0	0	0	9
09:00	0	0	0	0	6	3	0	0	0	0	0	0	0	9
09:15	1	1	0	0	3	1	3	0	0	0	0	0	0	9
09:30	0	0	0	2	0	2	1	3	0	0	0	0	0	8
09:45	3	1	0	1	1	1	1	0	0	0	0	0	0	8
10:00	3	1	0	0	3	1	2	0	4	0	0	0	0	14
10:15	3	1	0	0	2	1	0	0	0	0	0	0	0	7
10:30	0	0	0	0	4	1	0	0	0	0	0	0	0	5
10:45	0	0	0	1	3	5	1	0	0	0	0	0	0	10
11:00	0	1	0	0	1	2	2	0	0	0	0	0	0	6
11:15	0	0	0	1	5	4	1	0	0	0	0	0	0	11
11:30	0	0	0	0	1	5	3	0	0	0	0	0	0	9
11:45	1	0	0	1	3	4	1	0	0	0	0	0	0	10
12:00 PM	1	0	1	0	5	2	2	0	0	0	0	0	0	11
12:15	0	0	0	1	3	6	1	0	0	0	0	0	0	11
12:30	1	0	0	1	4	0	1	0	0	0	0	0	0	7
12:45	0	2	0	3	3	5	1	0	0	0	0	0	0	14
13:00	0	0	1	1	5	8	1	0	0	0	0	0	0	16
13:15	1	0	0	0	10	2	2	0	0	0	0	0	0	15
13:30	0	0	0	2	2	3	1	0	0	0	0	0	0	8
13:45	0	2	1	2	6	5	1	2	0	0	0	0	0	19
14:00	0	0	0	0	7	3	0	0	0	0	0	0	0	10
14:15	0	2	2	3	2	3	2	0	0	0	0	0	0	14
14:30	0	1	0	1	6	8	3	0	0	0	0	0	0	19
14:45	1	1	0	3	4	4	1	1	0	0	0	0	0	15
15:00	1	1	2	1	2	7	1	0	0	0	0	0	0	15
15:15	0	0	0	0	5	2	6	0	0	0	0	0	0	13
15:30	5	2	1	2	3	1	3	0	0	0	0	0	0	17
15:45	0	1	0	0	6	11	6	1	0	0	0	0	0	25
16:00	0	1	0	0	7	3	6	1	0	0	0	0	0	18
16:15	0	1	0	0	9	8	5	1	0	0	0	0	0	24
16:30	0	1	0	2	0	8	1	1	0	0	0	0	0	13
16:45	0	0	1	0	8	13	8	0	0	0	0	0	0	30
17:00	0	1	0	1	5	10	5	0	0	0	0	0	0	22
17:15	0	0	1	1	5	9	2	1	0	0	0	0	0	19
17:30	0	3	0	4	4	12	5	1	0	0	0	0	0	29
17:45	0	3	0	1	3	9	5	0	0	0	0	0	0	21
18:00	0	0	0	0	9	12	5	0	0	0	0	0	0	26
18:15	0	0	1	0	2	7	7	0	0	0	0	0	0	17
18:30	3	0	1	0	6	9	5	1	0	0	0	0	0	25
18:45	2	0	0	0	4	11	5	2	0	0	0	0	0	24
19:00	0	0	0	0	4	16	2	1	0	0	0	0	0	23
19:15	0	1	1	0	9	5	2	0	0	0	0	0	0	18
19:30	0	2	0	0	3	5	3	0	0	0	0	0	0	13
19:45	0	1	0	0	5	4	2	0	0	0	0	0	0	12
20:00	0	1	0	2	2	8	3	1	0	0	0	0	0	17
20:15	1	0	0	0	1	4	2	0	0	0	0	0	0	8
20:30	0	1	0	0	2	3	3	0	0	0	0	0	0	9
20:45	1	2	0	0	4	5	1	0	0	0	0	0	0	13
21:00	0	0	0	0	4	3	1	0	0	0	0	0	0	8
21:15	0	1	0	1	2	4	0	1	0	0	0	0	0	9
21:30	0	0	1	0	8	3	4	1	0	0	0	0	0	17
21:45	0	0	0	0	2	3	1	0	0	0	0	0	0	6
22:00	0	0	0	0	4	3	1	1	0	0	0	0	0	9
22:15	0	0	1	1	1	2	0	0	1	0	0	0	0	6
22:30	1	0	0	0	0	1	0	0	0	0	0	0	0	2
22:45	0	0	0	0	3	1	1	0	0	0	0	0	0	5
23:00	0	0	0	1	2	1	1	0	1	0	0	0	0	6
23:15	0	0	0	0	1	2	1	0	1	0	0	0	0	5
23:30	0	0	0	0	1	2	1	0	0	0	0	0	0	4
23:45	1	0	0	0	0	2	0	0	0	0	0	0	0	3
Totals	47	40	22	60	267	342	151	24	7					960
% of Totals	5%	4%	2%	6%	28%	36%	16%	3%	1%					100%

AM Volumes	28	9	7	26	74	84	31	7	4	0	0	0	0	270
% AM	3%	1%	1%	3%	8%	9%	3%	1%	0%					28%
AM Peak Hour	06:45	09:15	06:30	07:00	06:00	06:00	09:15	06:15	09:15					06:00
Volume	12	3	6	7	17	20	7	3	4					53
PM Volumes	19	31	15	34	193	258	120	17	3	0	0	0	0	690
% PM	2%	3%	2%	4%	20%	27%	13%	2%	0%					72%
PM Peak Hour	14:45	17:00	14:15	14:15	13:15	16:45	17:30	15:45	22:15					16:45
Volume	7	7	4	8	25	44	22	4	2					100

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	80	8%	101	11%	176	18%	603	63%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	28	36	34	41	44	960
Street A	West Bound	29	37	36	44	49	928

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Thursday
Date: 9/13/2012

City: Valley Center
Project #: CA12_4314_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:30	0	0	0	0	1	2	0	1	0	0	0	0	0	4
04:45	0	0	0	0	3	0	5	0	0	0	0	0	0	8
05:00	0	0	0	0	0	0	4	0	0	0	0	0	0	4
05:15	0	0	0	0	0	3	3	3	1	0	0	0	0	10
05:30	0	0	0	5	1	7	5	2	0	0	0	0	0	20
05:45	0	0	0	0	4	2	0	2	0	0	0	0	0	8
06:00	0	0	0	2	0	6	3	0	2	0	0	0	0	13
06:15	2	0	1	3	3	6	3	1	0	0	0	0	0	19
06:30	0	0	1	1	7	6	3	3	0	0	0	0	0	21
06:45	0	0	0	2	4	5	5	7	0	1	1	0	0	25
07:00	1	0	0	4	2	5	10	2	0	0	0	0	0	24
07:15	0	0	5	0	6	9	4	0	1	0	0	0	0	25
07:30	0	2	0	2	4	13	5	0	1	0	0	0	0	27
07:45	1	0	0	2	5	13	7	6	4	0	0	0	0	38
08:00	0	0	0	5	7	2	0	0	2	0	1	0	0	17
08:15	0	2	2	0	8	1	5	2	1	0	0	0	0	21
08:30	0	0	2	2	5	4	6	1	0	1	0	0	0	21
08:45	1	1	1	1	1	3	0	2	1	0	0	0	0	11
09:00	0	0	0	0	1	4	1	2	0	0	0	0	0	8
09:15	2	0	0	0	4	5	2	3	3	0	0	0	0	19
09:30	0	0	1	1	3	6	3	2	0	0	0	0	0	16
09:45	0	0	0	0	7	5	3	0	0	0	0	0	0	15
10:00	2	0	0	4	5	0	3	0	1	0	0	0	0	15
10:15	1	0	0	3	1	3	3	1	1	0	0	0	0	13
10:30	0	0	0	1	3	2	3	6	1	0	0	0	0	16
10:45	0	0	0	0	2	4	6	1	0	0	0	0	0	13
11:00	0	0	0	1	1	5	3	1	2	0	0	0	0	13
11:15	0	0	0	0	4	1	1	0	0	0	0	0	0	6
11:30	0	0	0	1	6	2	2	2	0	0	0	0	0	13
11:45	0	0	0	1	6	4	1	1	0	0	0	0	0	13
12:00 PM	0	2	0	0	0	3	3	0	1	0	0	0	0	9
12:15	0	0	0	0	7	4	1	0	0	0	0	0	0	12
12:30	0	0	0	2	6	3	1	0	0	0	0	0	0	12
12:45	0	0	0	3	1	6	0	2	0	0	0	0	0	12
13:00	0	0	0	3	4	8	0	3	0	0	0	0	0	18
13:15	1	0	1	4	6	5	1	0	0	0	0	0	0	18
13:30	0	0	2	2	3	3	2	1	0	0	0	0	0	13
13:45	0	0	0	3	5	3	3	0	0	0	0	0	0	14
14:00	0	0	0	0	4	4	1	1	0	0	0	0	0	10
14:15	1	0	2	1	1	1	2	4	0	1	0	0	0	13
14:30	0	0	4	1	1	3	3	1	0	0	0	0	0	13
14:45	0	1	3	0	4	6	0	1	0	0	0	0	0	15
15:00	2	0	0	0	7	4	2	0	0	0	0	0	0	15
15:15	2	0	0	1	0	8	1	0	0	0	0	0	0	12
15:30	0	0	0	0	4	4	0	1	0	0	0	0	0	9
15:45	0	0	0	0	6	4	3	1	0	0	0	0	0	14
16:00	0	0	0	0	6	4	3	1	1	0	0	0	0	15
16:15	0	0	0	0	6	6	0	2	0	0	0	0	0	14
16:30	0	0	1	0	7	5	4	1	0	1	0	0	0	19
16:45	0	0	2	0	3	2	5	1	0	0	0	0	0	13
17:00	0	0	1	0	4	7	5	0	0	0	0	0	0	17
17:15	0	2	0	0	3	6	3	0	1	0	0	0	0	15
17:30	0	0	0	2	4	5	1	0	0	0	0	0	0	12
17:45	2	0	0	1	3	1	2	1	0	0	0	0	0	10
18:00	0	1	0	0	0	3	2	0	0	0	0	0	0	6
18:15	0	0	0	0	0	3	0	0	2	0	0	0	0	5
18:30	0	0	0	5	3	4	1	3	0	0	0	0	0	16
18:45	0	0	0	2	0	5	2	1	0	0	0	0	0	10
19:00	0	0	0	4	2	1	1	0	0	0	0	0	0	8
19:15	0	0	0	3	4	1	0	0	0	0	0	0	0	8
19:30	0	0	0	1	3	2	0	0	0	0	0	0	0	6
19:45	0	0	0	0	3	1	1	0	0	0	0	0	0	5
20:00	0	0	0	3	1	1	2	0	0	0	0	0	0	7
20:15	0	0	0	0	2	1	0	0	0	0	0	0	0	3
20:30	0	0	0	0	1	2	1	0	0	0	0	0	0	4
20:45	0	0	0	0	4	0	0	1	0	0	0	0	0	5
21:00	0	0	1	3	4	0	1	1	0	0	0	0	0	10
21:15	0	0	0	1	2	1	1	0	0	0	0	0	0	5
21:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	1	0	1	0	0	0	0	0	0	0	2
22:00	0	0	0	1	2	0	3	1	0	0	0	0	0	7
22:15	0	0	0	0	1	1	1	0	0	0	0	0	0	3
22:30	0	0	0	0	1	1	0	0	0	0	0	0	0	2
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	2	0	0	0	0	0	0	2
23:30	0	0	0	0	0	0	1	0	0	0	0	0	0	1
23:45	0	0	0	0	0	1	1	0	0	0	0	0	0	2
Totals	18	11	31	91	233	265	168	79	26	4	2			928
% of Totals	2%	1%	3%	10%	25%	29%	18%	9%	3%	0%	0%			100%

AM Volumes	10	5	14	43	104	131	102	51	21	2	2	0	0	485
% AM	1%	1%	2%	5%	11%	14%	11%	5%	2%	0%	0%			52%
AM Peak Hour	09:15	07:30	06:30	05:30	07:45	07:00	07:00	06:15	07:15	06:00	06:00			07:00
Volume	4	4	6	10	25	40	26	13	3	1	1			114
PM Volumes	8	6	17	48	129	134	66	28	5	2	0	0	0	443
% PM	1%	1%	2%	5%	14%	14%	7%	3%	1%	0%				48%
PM Peak Hour	14:30	17:15	14:00	18:30	15:45	12:30	16:30	14:00	17:30	13:30				16:30
Volume	4	3	9	14	25	22	17	7	2	1				64

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	184	20%	108	12%	115	12%	521	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	28	36	34	41	44	960
Street A	West Bound	29	37	36	44	49	928

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Thursday
Date: 9/13/2012

City: Valley Center
Project #: CA12_4314_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	1	0	1	0	0	0	0	0	0	2
01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30	0	0	0	0	1	2	1	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	2	0	0	0	0	0	0	2
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	2	1	0	0	0	0	0	0	3
04:30	0	0	0	0	2	2	0	1	0	0	0	0	0	5
04:45	0	0	0	0	3	0	5	0	0	0	0	0	0	8
05:00	0	0	0	0	1	1	5	0	0	0	0	0	0	7
05:15	0	0	0	1	0	3	3	3	1	0	0	0	0	11
05:30	0	0	0	6	1	11	6	2	0	0	0	0	0	26
05:45	0	0	0	0	5	4	1	2	0	0	0	0	0	12
06:00	0	0	0	4	5	12	4	0	2	0	0	0	0	27
06:15	2	0	1	4	3	13	4	3	0	0	0	0	0	30
06:30	0	1	2	3	15	9	5	3	0	0	0	0	0	38
06:45	2	0	0	2	8	9	6	7	0	1	1	0	0	36
07:00	1	1	3	7	3	6	10	3	0	0	0	0	0	34
07:15	7	0	7	1	9	9	5	0	1	0	0	0	0	39
07:30	3	3	0	3	9	17	6	0	1	0	0	0	0	42
07:45	1	0	0	4	7	17	9	6	4	0	0	0	0	48
08:00	1	1	0	6	8	5	1	1	2	0	1	0	0	26
08:15	1	2	2	2	9	3	5	2	1	0	0	0	0	27
08:30	3	0	2	4	5	6	6	1	0	1	0	0	0	28
08:45	1	1	2	2	5	6	0	2	1	0	0	0	0	20
09:00	0	0	0	0	7	7	1	2	0	0	0	0	0	17
09:15	3	1	0	0	7	6	5	3	3	0	0	0	0	28
09:30	0	0	1	3	3	8	4	5	0	0	0	0	0	24
09:45	3	1	0	1	8	6	4	0	0	0	0	0	0	23
10:00	5	1	0	4	8	1	5	0	5	0	0	0	0	29
10:15	4	1	0	3	3	4	3	1	1	0	0	0	0	20
10:30	0	0	0	1	7	3	3	6	1	0	0	0	0	21
10:45	0	0	0	1	5	9	7	1	0	0	0	0	0	23
11:00	0	1	0	1	2	7	5	1	2	0	0	0	0	19
11:15	0	0	0	1	9	5	2	0	0	0	0	0	0	17
11:30	0	0	0	1	7	7	5	2	0	0	0	0	0	22
11:45	1	0	0	2	9	8	2	1	0	0	0	0	0	23
12:00 PM	1	2	1	0	5	5	5	0	1	0	0	0	0	20
12:15	0	0	0	1	10	10	2	0	0	0	0	0	0	23
12:30	1	0	0	3	10	3	2	0	0	0	0	0	0	19
12:45	0	2	0	6	4	11	1	2	0	0	0	0	0	26
13:00	0	0	1	4	9	16	1	3	0	0	0	0	0	34
13:15	2	0	1	4	16	7	3	0	0	0	0	0	0	33
13:30	0	0	2	4	5	6	3	1	0	0	0	0	0	21
13:45	0	2	1	5	11	8	4	2	0	0	0	0	0	33
14:00	0	0	0	0	11	7	1	1	0	0	0	0	0	20
14:15	1	2	4	4	3	4	4	4	0	1	0	0	0	27
14:30	0	1	4	2	7	11	6	1	0	0	0	0	0	32
14:45	1	2	3	3	8	10	1	2	0	0	0	0	0	30
15:00	3	1	2	1	9	11	3	0	0	0	0	0	0	30
15:15	2	0	0	1	5	10	7	0	0	0	0	0	0	25
15:30	5	2	1	2	7	5	3	1	0	0	0	0	0	26
15:45	0	1	0	0	12	15	9	2	0	0	0	0	0	39
16:00	0	1	0	0	13	7	9	2	1	0	0	0	0	33
16:15	0	1	0	0	15	14	5	3	0	0	0	0	0	38
16:30	0	1	1	2	7	13	5	2	0	1	0	0	0	32
16:45	0	0	3	0	11	15	13	1	0	0	0	0	0	43
17:00	0	1	1	1	9	17	10	0	0	0	0	0	0	39
17:15	0	2	1	1	8	15	5	1	1	0	0	0	0	34
17:30	0	3	0	6	8	17	6	1	0	0	0	0	0	41
17:45	2	3	0	2	6	10	7	1	0	0	0	0	0	31
18:00	0	1	0	0	9	15	7	0	0	0	0	0	0	32
18:15	0	0	1	0	2	10	7	0	2	0	0	0	0	22
18:30	3	0	1	5	9	13	6	4	0	0	0	0	0	41
18:45	2	0	0	2	4	16	7	3	0	0	0	0	0	34
19:00	0	0	0	4	6	17	3	1	0	0	0	0	0	31
19:15	0	1	1	3	13	6	2	0	0	0	0	0	0	26
19:30	0	2	0	1	6	7	3	0	0	0	0	0	0	19
19:45	0	1	0	0	8	5	3	0	0	0	0	0	0	17
20:00	0	1	0	5	3	9	5	1	0	0	0	0	0	24
20:15	1	0	0	0	3	5	2	0	0	0	0	0	0	11
20:30	0	1	0	0	3	5	4	0	0	0	0	0	0	13
20:45	1	2	0	0	8	5	1	1	0	0	0	0	0	18
21:00	0	0	1	3	8	3	2	1	0	0	0	0	0	18
21:15	0	1	0	2	4	5	1	1	0	0	0	0	0	14
21:30	0	0	1	1	8	3	4	1	0	0	0	0	0	18
21:45	0	0	0	1	2	4	1	0	0	0	0	0	0	8
22:00	0	0	0	1	6	3	4	2	0	0	0	0	0	16
22:15	0	0	1	1	2	3	1	0	1	0	0	0	0	9
22:30	1	0	0	0	1	2	0	0	0	0	0	0	0	4
22:45	0	0	0	0	3	1	1	0	0	0	0	0	0	5
23:00	0	0	0	1	3	1	1	0	1	0	0	0	0	7
23:15	0	0	0	0	1	2	3	0	1	0	0	0	0	7
23:30	0	0	0	0	1	2	2	0	0	0	0	0	0	5
23:45	1	0	0	0	0	3	1	0	0	0	0	0	0	5
Totals	65	51	55	151	500	607	319	103	33	4	2			1888
% of Totals	3%	3%	3%	8%	26%	32%	17%	5%	2%	0%	0%			100%

AM Volumes	38	14	21	69	178	215	133	58	25	2	2	0	0	755
% AM	2%	1%	1%	4%	9%	11%	7%	3%	1%	0%	0%			40%
AM Peak Hour	06:45	07:30	06:30	06:15	06:30	07:00	07:00	06:15	07:15	06:00	06:00			07:00
Volume	13	6	12	16	35	49	30	16	9	1	1			163
PM Volumes	27	37	34	82	322	392	186	45	8	2	0	0	0	1133
% PM	1%	2%	2%	4%	17%	21%	10%	2%	0%	0%				60%
PM Peak Hour	14:45	17:00	14:15	12:45	15:30	16:45	16:45	15:45	17:30	13:30				16:45
Volume	11	9	13	18	47	64	34	9	2	1				157

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	264	14%	209	11%	291	15%	1124	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	29	36	35	43	47	1888

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Friday
Date: 9/14/2012

City: Valley Center
Project #: CA12_4314_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	2
00:15	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	1	0	1	1	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	2	1	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	3	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	2	3	0	0	0	0	0	0	0	5
05:30	0	0	0	1	0	2	1	1	0	0	0	0	0	5
05:45	0	0	0	0	2	7	1	0	0	0	0	0	0	10
06:00	0	0	0	1	3	7	1	0	0	0	0	0	0	12
06:15	0	0	0	1	10	3	2	0	0	0	0	0	0	16
06:30	0	2	0	0	2	3	3	0	0	0	0	0	0	10
06:45	3	0	0	1	4	4	1	0	0	0	0	0	0	13
07:00	2	0	1	2	1	0	0	0	0	0	0	0	0	6
07:15	0	2	1	5	3	2	0	0	0	0	0	0	0	13
07:30	0	0	0	0	5	3	0	1	0	0	0	0	0	9
07:45	0	0	0	1	1	4	2	0	0	0	0	0	0	8
08:00	1	0	0	2	1	1	1	0	0	0	0	0	0	6
08:15	0	2	0	0	2	3	0	0	0	0	0	0	0	7
08:30	0	0	0	2	2	3	2	2	0	0	0	0	0	11
08:45	0	0	0	0	3	0	4	0	0	0	0	0	0	7
09:00	0	0	0	7	6	1	1	0	0	0	0	0	0	15
09:15	0	1	0	3	1	2	1	0	0	0	0	0	0	8
09:30	1	0	0	0	8	4	2	0	0	0	0	0	0	15
09:45	1	1	0	1	6	1	3	0	0	0	0	0	0	13
10:00	0	0	0	2	4	3	3	0	0	0	0	0	0	12
10:15	1	0	0	1	4	2	0	1	0	0	0	0	0	9
10:30	0	1	0	1	4	6	1	0	0	0	0	0	0	13
10:45	0	0	0	1	4	2	1	0	0	0	0	0	0	8
11:00	0	1	0	1	1	5	0	1	0	0	0	0	0	9
11:15	0	0	0	1	8	4	1	0	0	0	0	0	0	14
11:30	1	0	0	2	4	1	1	0	0	0	0	0	0	9
11:45	1	0	2	0	3	4	1	0	0	0	0	0	0	11
12:00 PM	0	0	1	0	2	6	1	0	0	0	0	0	0	10
12:15	0	0	0	0	4	2	0	1	1	0	0	0	0	8
12:30	1	0	0	0	4	6	1	3	0	0	0	0	0	15
12:45	0	0	0	3	3	6	0	0	0	0	0	0	0	12
13:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
13:15	0	0	2	2	3	1	1	0	0	0	0	0	0	9
13:30	1	0	2	2	5	3	2	0	0	0	0	0	0	15
13:45	0	1	0	1	3	3	1	0	0	0	0	0	0	9
14:00	0	1	0	1	4	6	1	0	0	0	0	0	0	13
14:15	0	1	2	0	4	3	5	1	0	0	0	0	0	16
14:30	0	1	0	0	5	5	1	0	0	0	0	0	0	12
14:45	0	2	0	1	6	10	1	0	0	0	0	0	0	20
15:00	0	2	0	2	5	6	5	0	0	0	0	0	0	20
15:15	0	0	0	1	7	11	0	0	0	0	0	0	0	19
15:30	1	4	1	3	4	4	2	0	0	0	0	0	0	19
15:45	1	0	0	1	9	13	2	0	0	0	0	0	0	26
16:00	1	0	0	4	5	6	3	0	0	0	0	0	0	19
16:15	1	0	0	1	2	10	4	0	0	0	0	0	0	18
16:30	0	1	0	1	9	8	2	0	0	0	0	0	0	21
16:45	2	0	3	0	6	9	6	0	1	0	0	0	0	27
17:00	2	0	1	0	6	5	2	0	0	0	0	0	0	16
17:15	0	0	0	0	3	14	3	2	1	0	0	0	0	23
17:30	0	1	0	0	4	8	3	0	0	0	0	0	0	16
17:45	0	1	1	1	4	7	7	1	0	0	0	0	0	22
18:00	3	1	0	0	5	10	10	0	0	0	0	0	0	29
18:15	0	2	1	1	7	10	6	1	0	0	0	0	0	28
18:30	0	0	0	0	6	8	8	0	0	0	0	0	0	22
18:45	2	1	1	0	3	7	3	0	0	0	0	0	0	17
19:00	0	1	2	1	2	11	2	1	0	0	0	0	0	20
19:15	0	0	0	6	7	4	1	0	0	0	0	0	0	18
19:30	0	0	0	0	6	3	2	0	0	0	0	0	0	11
19:45	0	1	0	2	4	2	2	1	0	0	0	0	0	12
20:00	0	0	1	6	6	1	2	1	0	0	0	0	0	17
20:15	0	0	0	0	1	6	3	0	0	0	0	0	0	10
20:30	0	1	0	1	2	0	3	1	0	0	0	0	0	8
20:45	1	0	3	1	3	1	1	0	0	0	0	0	0	10
21:00	0	0	2	4	8	0	1	0	0	0	0	0	0	15
21:15	1	0	0	2	3	4	2	0	0	0	0	0	0	12
21:30	0	2	1	1	4	5	3	0	0	0	0	0	0	16
21:45	0	0	0	0	1	3	0	0	0	0	0	0	0	4
22:00	0	0	0	1	1	7	1	1	0	0	0	0	0	11
22:15	0	0	0	0	2	2	0	0	0	0	0	0	0	4
22:30	1	0	0	0	0	2	1	1	0	0	0	0	0	5
22:45	0	0	0	2	2	1	1	1	0	0	0	0	0	7
23:00	1	0	0	0	0	1	0	0	0	0	0	0	0	2
23:15	0	0	0	0	1	1	0	0	0	0	0	0	0	2
23:30	0	0	0	1	3	2	0	0	0	0	0	0	0	6
23:45	0	0	0	0	1	3	2	0	0	0	0	0	0	6
Totals	30	34	30	89	285	333	143	23	3					971
% of Totals	3%	4%	3%	9%	29%	34%	15%	2%	0%					100%

AM Volumes	11	10	6	36	99	87	38	7	0	0	0	0	0	292
% AM	1%	1%	1%	4%	10%	9%	4%	1%						30%
AM Peak Hour	06:15	06:30	11:15	08:30	09:30	05:45	09:15	11:45	11:30					06:00
Volume	5	4	3	12	22	20	9	4	1					51
PM Volumes	19	24	24	53	187	246	107	16	3	0	0	0	0	679
% PM	2%	2%	2%	5%	19%	25%	11%	2%	0%					70%
PM Peak Hour	16:15	14:45	20:45	19:15	15:00	17:15	17:45	12:00	16:30					17:45
Volume	5	8	6	14	25	39	31	4	2					101

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	67	7%	80	8%	162	17%	662	68%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	28	35	34	41	44	971
Street A	West Bound	30	37	37	44	50	908

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Friday
Date: 9/14/2012

City: Valley Center
Project #: CA12_4314_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	2	0	1	0	0	0	3
04:30	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:45	0	0	0	0	0	5	1	0	0	0	0	0	0	6
05:00	0	0	0	0	0	0	2	3	1	0	0	0	0	6
05:15	1	0	0	0	0	5	1	0	0	0	0	0	0	7
05:30	0	0	0	0	1	5	4	0	2	0	0	0	0	12
05:45	0	0	0	0	4	6	4	1	1	0	0	0	0	16
06:00	0	0	0	0	1	9	5	1	0	0	0	0	0	16
06:15	0	0	2	1	4	4	2	2	0	0	0	0	0	15
06:30	0	0	0	0	2	11	3	3	0	2	0	0	0	21
06:45	0	1	4	1	5	9	5	1	2	1	0	0	0	29
07:00	0	0	0	2	0	1	10	4	0	0	0	0	0	17
07:15	0	0	0	2	8	9	3	5	1	0	0	0	0	28
07:30	0	0	0	1	2	13	3	2	4	0	0	0	0	25
07:45	0	0	0	2	8	6	12	3	0	0	0	0	0	31
08:00	0	0	1	1	3	6	2	1	0	0	0	0	0	14
08:15	0	0	0	0	10	12	5	3	0	1	0	0	0	31
08:30	0	0	2	1	3	6	3	2	0	1	0	0	0	18
08:45	0	0	0	0	4	7	3	2	0	0	0	0	1	17
09:00	0	0	0	1	0	3	4	3	0	0	1	0	0	12
09:15	0	0	0	0	2	6	6	1	0	0	0	0	0	15
09:30	0	0	0	0	4	4	2	4	0	0	0	0	0	14
09:45	0	0	0	1	4	6	2	3	0	0	0	0	0	16
10:00	0	0	2	4	3	3	3	0	0	0	0	0	0	15
10:15	0	0	1	0	4	3	6	0	0	0	0	0	0	14
10:30	0	0	0	0	1	2	3	3	2	0	0	0	0	11
10:45	0	0	0	3	2	8	3	3	0	0	0	0	0	19
11:00	0	0	1	1	3	2	3	1	1	0	0	0	0	12
11:15	0	0	1	1	2	2	5	0	0	0	0	0	0	11
11:30	0	0	0	1	3	4	3	0	0	0	0	0	0	11
11:45	0	0	0	0	5	3	6	0	0	0	0	0	0	14
12:00 PM	0	0	0	0	2	9	3	0	0	0	0	0	0	14
12:15	0	0	0	5	1	0	3	0	0	0	0	0	0	9
12:30	1	0	0	1	5	6	4	1	0	0	0	0	0	18
12:45	0	0	0	0	4	5	2	0	0	0	0	0	0	11
13:00	0	0	2	0	2	0	0	0	0	0	0	0	0	4
13:15	0	0	0	0	1	1	0	0	1	0	0	0	0	3
13:30	5	1	0	3	3	4	1	0	0	0	0	0	0	17
13:45	0	0	2	0	0	0	2	0	1	0	0	0	0	5
14:00	0	0	0	0	3	1	2	1	0	0	0	0	0	7
14:15	0	0	0	0	4	6	2	0	1	0	0	0	0	13
14:30	0	0	0	1	7	5	2	0	0	2	0	0	0	17
14:45	0	0	0	4	4	7	0	0	1	0	0	0	0	16
15:00	0	1	0	2	4	4	7	1	1	0	0	0	0	20
15:15	0	0	0	0	2	8	4	3	0	0	0	0	0	17
15:30	0	0	0	0	4	5	2	0	0	0	0	0	0	11
15:45	0	0	0	1	1	8	5	2	0	0	0	0	0	17
16:00	0	0	0	1	5	6	3	0	0	0	0	0	0	15
16:15	0	0	0	0	0	4	2	3	0	0	0	0	0	9
16:30	0	0	0	1	0	3	2	0	0	0	2	0	0	8
16:45	0	0	3	0	5	5	3	1	1	0	0	0	0	18
17:00	0	0	2	0	0	7	3	1	0	0	0	0	0	13
17:15	1	0	0	0	1	9	0	0	1	0	0	0	0	12
17:30	1	0	0	0	3	1	2	0	1	0	3	0	0	11
17:45	0	0	0	0	3	3	1	0	0	0	0	0	0	7
18:00	0	1	0	0	2	2	1	0	4	0	0	0	0	10
18:15	0	3	0	0	4	1	1	0	0	0	0	0	0	9
18:30	0	0	0	2	2	5	3	1	0	0	0	0	0	13
18:45	0	0	0	1	2	0	3	0	0	0	0	0	0	6
19:00	0	0	0	1	5	1	5	0	0	0	0	0	0	12
19:15	0	0	0	2	5	2	0	0	0	0	0	0	0	9
19:30	0	0	2	0	2	3	0	1	0	0	0	0	0	8
19:45	0	0	0	4	2	0	0	0	0	0	0	0	0	6
20:00	0	0	0	1	4	2	1	0	0	0	0	0	0	8
20:15	0	0	0	1	1	1	0	0	0	0	0	0	0	3
20:30	0	0	0	5	0	1	0	0	0	0	0	0	0	6
20:45	3	0	0	2	1	0	0	0	0	0	0	0	0	6
21:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
21:15	0	0	1	2	1	0	1	0	0	0	0	0	0	5
21:30	0	0	1	1	0	0	1	0	0	0	0	0	0	3
21:45	0	0	0	1	1	0	1	0	0	0	0	0	0	3
22:00	0	0	0	4	0	3	0	3	0	0	0	0	0	10
22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	1	0	2	0	0	0	0	0	0	0	3
23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
23:15	0	0	0	0	1	1	0	0	0	0	0	0	0	2
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	12	7	28	73	191	296	187	73	26	8	6		1	908
% of Totals	1%	1%	3%	8%	21%	33%	21%	8%	3%	1%	1%		0%	100%

AM Volumes	1	1	14	25	90	164	119	55	14	6	1	0	1	487
% AM	0%	0%	2%	3%	10%	18%	13%	6%	2%	1%	0%		0%	54%
AM Peak Hour	04:30	06:00	06:00	07:00	07:45	07:30	07:00	07:00	06:45	06:00	08:15		08:00	07:00
Volume	1	1	6	7	24	37	28	14	7	3	1		1	101
PM Volumes	11	6	14	48	101	132	72	18	12	2	5	0	0	421
% PM	1%	1%	2%	5%	11%	15%	8%	2%	1%	0%	1%			46%
PM Peak Hour	12:45	17:30	16:15	19:45	14:15	15:15	15:00	15:00	17:15	13:45	16:45			14:30
Volume	5	4	5	11	19	27	18	6	6	2	3			70

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	181	20%	81	9%	93	10%	553	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	28	35	34	41	44	971
Street A	West Bound	30	37	37	44	50	908

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Friday
Date: 9/14/2012

City: Valley Center
Project #: CA12_4314_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	2
00:15	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:45	0	0	1	0	1	1	0	1	0	0	0	0	0	4
01:00	0	0	0	0	0	2	1	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	2	0	0	1	0	0	0	0	0	0	3
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	1	3	0	0	0	0	0	0	0	4
02:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	2	0	1	0	0	0	3
04:30	0	0	1	0	1	1	1	0	0	0	0	0	0	4
04:45	0	0	0	0	0	5	1	0	0	0	0	0	0	6
05:00	0	0	0	0	0	0	2	3	1	0	0	0	0	6
05:15	1	0	0	0	2	8	1	0	0	0	0	0	0	12
05:30	0	0	0	1	1	7	5	1	2	0	0	0	0	17
05:45	0	0	0	0	6	13	5	1	1	0	0	0	0	26
06:00	0	0	0	1	4	16	6	1	0	0	0	0	0	28
06:15	0	0	2	2	14	7	4	2	0	0	0	0	0	31
06:30	0	2	0	0	4	14	6	3	0	2	0	0	0	31
06:45	3	1	4	2	9	13	6	1	2	1	0	0	0	42
07:00	2	0	1	4	1	1	10	4	0	0	0	0	0	23
07:15	0	2	1	7	11	11	3	5	1	0	0	0	0	41
07:30	0	0	0	1	7	16	3	3	4	0	0	0	0	34
07:45	0	0	0	3	9	10	14	3	0	0	0	0	0	39
08:00	1	0	1	3	4	7	3	1	0	0	0	0	0	20
08:15	0	2	0	0	12	15	5	3	0	1	0	0	0	38
08:30	0	0	2	3	5	9	5	4	0	1	0	0	0	29
08:45	0	0	0	0	7	7	7	2	0	0	0	0	1	24
09:00	0	0	0	8	6	4	5	3	0	0	1	0	0	27
09:15	0	1	0	3	3	8	7	1	0	0	0	0	0	23
09:30	1	0	0	0	12	8	4	4	0	0	0	0	0	29
09:45	1	1	0	2	10	7	5	3	0	0	0	0	0	29
10:00	0	0	2	6	7	6	6	0	0	0	0	0	0	27
10:15	1	0	1	1	8	5	6	1	0	0	0	0	0	23
10:30	0	1	0	1	5	8	4	3	2	0	0	0	0	24
10:45	0	0	0	4	6	10	4	3	0	0	0	0	0	27
11:00	0	1	1	2	4	7	3	2	1	0	0	0	0	21
11:15	0	0	1	2	10	6	6	0	0	0	0	0	0	25
11:30	1	0	0	3	7	5	4	0	0	0	0	0	0	20
11:45	1	0	2	0	8	7	7	0	0	0	0	0	0	25
12:00 PM	0	0	1	0	4	15	4	0	0	0	0	0	0	24
12:15	0	0	0	5	5	2	3	1	1	0	0	0	0	17
12:30	2	0	0	1	9	12	5	4	0	0	0	0	0	33
12:45	0	0	0	3	7	11	2	0	0	0	0	0	0	23
13:00	0	0	2	0	4	0	0	0	0	0	0	0	0	6
13:15	0	0	2	2	4	2	1	0	1	0	0	0	0	12
13:30	6	1	2	5	8	7	3	0	0	0	0	0	0	32
13:45	0	1	2	1	3	3	3	0	1	0	0	0	0	14
14:00	0	1	0	1	7	7	3	1	0	0	0	0	0	20
14:15	0	1	2	0	8	9	7	1	1	0	0	0	0	29
14:30	0	1	0	1	12	10	3	0	0	2	0	0	0	29
14:45	0	2	0	5	10	17	1	0	1	0	0	0	0	36
15:00	0	3	0	4	9	10	12	1	1	0	0	0	0	40
15:15	0	0	0	1	9	19	4	3	0	0	0	0	0	36
15:30	1	4	1	3	8	9	4	0	0	0	0	0	0	30
15:45	1	0	0	2	10	21	7	2	0	0	0	0	0	43
16:00	1	0	0	5	10	12	6	0	0	0	0	0	0	34
16:15	1	0	0	1	2	14	6	3	0	0	0	0	0	27
16:30	0	1	0	2	9	11	4	0	0	0	2	0	0	29
16:45	2	0	6	0	11	14	9	1	2	0	0	0	0	45
17:00	2	0	3	0	6	12	5	1	0	0	0	0	0	29
17:15	1	0	0	0	4	23	3	2	2	0	0	0	0	35
17:30	1	1	0	0	7	9	5	0	1	0	3	0	0	27
17:45	0	1	1	1	7	10	8	1	0	0	0	0	0	29
18:00	3	2	0	0	7	12	11	0	4	0	0	0	0	39
18:15	0	5	1	1	11	11	7	1	0	0	0	0	0	37
18:30	0	0	0	2	8	13	11	1	0	0	0	0	0	35
18:45	2	1	1	1	5	7	6	0	0	0	0	0	0	23
19:00	0	1	2	2	7	12	7	1	0	0	0	0	0	32
19:15	0	0	0	8	12	6	1	0	0	0	0	0	0	27
19:30	0	0	2	0	8	6	2	1	0	0	0	0	0	19
19:45	0	1	0	6	6	2	2	1	0	0	0	0	0	18
20:00	0	0	1	7	10	3	3	1	0	0	0	0	0	25
20:15	0	0	0	1	2	7	3	0	0	0	0	0	0	13
20:30	0	1	0	6	2	1	3	1	0	0	0	0	0	14
20:45	4	0	3	3	4	1	1	0	0	0	0	0	0	16
21:00	0	0	2	4	11	0	1	0	0	0	0	0	0	18
21:15	1	0	1	4	4	4	3	0	0	0	0	0	0	17
21:30	0	2	2	2	4	5	4	0	0	0	0	0	0	19
21:45	0	0	0	1	2	3	1	0	0	0	0	0	0	7
22:00	0	0	0	5	1	10	1	4	0	0	0	0	0	21
22:15	0	0	1	0	2	2	0	0	0	0	0	0	0	5
22:30	1	0	0	1	0	2	1	1	0	0	0	0	0	6
22:45	0	0	0	3	2	3	1	1	0	0	0	0	0	10
23:00	1	0	0	0	1	2	0	0	0	0	0	0	0	4
23:15	0	0	0	0	2	2	0	0	0	0	0	0	0	4
23:30	0	0	0	1	3	2	0	0	0	0	0	0	0	6
23:45	0	0	0	0	1	3	2	0	0	0	0	0	0	6
Totals	42	41	58	162	477	625	330	96	29	8	8		3	1879
% of Totals	2%	2%	3%	9%	25%	33%	18%	5%	2%	0%	0%		0%	100%

AM Volumes	12	11	20	61	189	251	151	62	14	6	1	0	1	779
% AM	1%	1%	1%	3%	10%	13%	8%	3%	1%	0%	0%		0%	41%
AM Peak Hour	06:15	06:30	06:15	07:00	09:30	05:45	07:00	07:00	06:45	06:00	08:15		08:00	06:45
Volume	5	5	7	15	37	50	30	15	7	3	1		1	140
PM Volumes	30	30	38	101	288	378	179	34	15	2	5	0	0	1100
% PM	2%	2%	2%	5%	15%	20%	10%	2%	1%	0%	0%			59%
PM Peak Hour	12:45	14:45	16:15	19:15	14:30	15:15	17:45	15:00	17:15	13:45	16:45			15:00
Volume	6	9	9	21	40	61	37	6	7	2	3			149

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	248	13%	161	9%	255	14%	1215	65%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	29	36	36	43	47	1879

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Saturday
Date: 9/15/2012

City: Valley Center
Project #: CA12_4314_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	4	1	1	0	0	0	0	0	6
00:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
00:30	0	0	0	0	0	0	3	0	0	0	0	0	0	3
00:45	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:00	0	0	1	0	0	1	0	1	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	2	1	0	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	1	1	2	0	0	0	0	0	0	4
05:45	0	0	0	1	1	2	1	0	0	0	0	0	0	5
06:00	0	0	0	1	2	1	1	0	0	0	0	0	0	5
06:15	0	0	0	0	3	0	1	0	0	0	0	0	0	4
06:30	0	0	1	1	3	1	0	0	0	0	0	0	0	6
06:45	0	0	0	0	1	1	0	0	0	0	0	0	0	2
07:00	0	0	0	2	1	1	1	0	0	0	0	0	0	5
07:15	0	0	0	2	0	1	0	0	0	0	0	0	0	3
07:30	0	0	0	3	0	0	1	0	0	0	0	0	0	4
07:45	0	0	0	1	1	3	1	0	0	0	0	0	0	6
08:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
08:15	0	1	0	0	0	1	3	0	0	0	0	0	0	5
08:30	0	0	0	0	1	2	1	0	0	0	0	0	0	4
08:45	1	0	0	3	0	2	0	1	0	0	0	0	0	7
09:00	0	1	0	0	1	3	1	0	0	0	0	0	0	6
09:15	0	0	0	2	3	1	2	1	0	0	0	0	0	9
09:30	0	0	0	1	5	1	1	0	0	0	0	0	0	8
09:45	1	0	0	1	2	2	0	0	0	0	0	0	0	6
10:00	0	0	1	1	4	0	1	1	0	0	0	0	0	8
10:15	0	0	0	1	3	6	1	0	0	0	0	0	0	11
10:30	0	0	3	0	0	1	1	1	0	0	0	0	0	6
10:45	1	0	0	0	3	6	0	0	0	0	0	0	0	10
11:00	1	0	0	0	6	5	0	0	0	0	0	0	0	12
11:15	0	0	0	0	2	7	1	0	0	0	0	0	0	10
11:30	0	1	0	0	1	4	3	0	0	0	0	0	0	9
11:45	0	3	0	1	3	7	1	0	0	0	0	0	0	15
12:00 PM	0	1	0	1	4	5	2	1	0	0	0	0	0	14
12:15	0	0	1	0	5	2	0	0	0	0	0	0	0	8
12:30	0	0	0	0	4	6	2	0	0	0	0	0	0	12
12:45	0	1	0	1	1	4	1	0	0	0	0	0	0	8
13:00	2	0	0	0	2	5	4	0	0	0	0	0	0	13
13:15	0	1	1	0	0	7	2	1	0	0	0	0	0	12
13:30	0	0	0	1	4	4	4	0	0	0	0	0	0	13
13:45	0	1	2	2	1	3	2	1	0	0	0	0	0	12
14:00	0	0	0	0	3	5	1	1	0	0	0	0	0	10
14:15	1	2	0	2	6	3	5	1	1	0	0	0	0	21
14:30	1	0	0	1	7	4	0	1	0	0	0	0	0	14
14:45	0	0	0	2	4	5	2	1	0	0	0	0	0	14
15:00	0	0	1	1	2	10	0	0	0	0	0	0	0	14
15:15	0	0	0	1	2	2	1	0	0	0	0	0	0	6
15:30	0	0	1	0	6	11	1	0	0	0	0	0	0	19
15:45	1	1	0	3	11	8	0	1	0	0	0	0	0	25
16:00	0	3	3	0	7	2	1	0	0	0	0	0	0	16
16:15	2	1	0	2	5	2	3	0	0	0	0	0	0	15
16:30	0	0	0	2	7	8	3	0	0	0	0	0	0	20
16:45	0	1	0	0	7	5	2	0	0	0	0	0	0	15
17:00	0	2	0	3	3	7	1	2	0	0	0	0	0	18
17:15	0	0	0	1	2	3	2	1	0	0	0	0	0	9
17:30	2	3	1	2	7	3	0	0	0	0	0	0	0	18
17:45	0	0	2	2	5	6	2	3	0	0	0	0	0	20
18:00	0	2	3	0	0	2	1	0	0	0	0	0	0	8
18:15	1	1	0	2	1	6	1	0	0	0	0	0	0	12
18:30	0	1	1	5	4	1	2	1	0	0	0	0	0	15
18:45	0	0	0	4	5	7	2	0	0	0	0	0	0	18
19:00	1	0	1	0	4	3	3	1	0	0	0	0	0	13
19:15	1	0	0	3	6	7	2	0	0	0	0	0	0	19
19:30	0	0	0	1	2	7	3	1	0	0	0	0	0	14
19:45	0	0	0	0	7	5	2	3	0	0	0	0	0	17
20:00	0	1	0	0	1	7	1	0	0	0	0	0	0	10
20:15	0	2	0	3	6	2	2	0	1	0	0	0	0	16
20:30	1	0	0	3	2	2	2	0	1	0	0	0	0	11
20:45	0	0	0	2	1	5	0	0	0	0	0	0	0	8
21:00	0	0	1	2	0	3	0	0	0	0	0	0	0	6
21:15	0	0	0	2	1	1	1	0	0	0	0	0	0	5
21:30	0	0	0	1	4	3	0	0	0	0	0	0	0	8
21:45	0	0	0	0	0	3	0	1	0	0	0	0	0	4
22:00	0	0	1	0	1	2	1	0	0	0	0	0	0	5
22:15	1	1	0	1	5	3	1	0	0	0	0	0	0	12
22:30	0	1	0	0	2	1	1	1	0	0	0	0	0	6
22:45	0	0	0	0	1	6	1	0	0	0	0	0	0	8
23:00	2	0	0	0	1	1	0	0	0	0	0	0	0	4
23:15	1	0	0	2	2	1	1	0	0	0	0	0	0	7
23:30	0	0	0	0	1	3	0	0	0	0	0	0	0	4
23:45	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Totals	22	34	25	79	213	272	97	28	3					778
% of Totals	3%	4%	3%	10%	28%	35%	12%	4%	0%					100%

AM Volumes	5	8	6	21	50	69	29	6	0	0	0	0	0	200
% AM	1%	1%	1%	3%	7%	9%	4%	1%						26%
AM Peak Hour	10:15	11:15	09:45	07:00	11:45	11:00	11:15	08:30						11:45
Volume	2	5	4	8	16	23	7	2						49
PM Volumes	17	26	19	58	163	203	68	22	3	0	0	0	0	579
% PM	2%	3%	2%	7%	21%	26%	9%	3%	0%					74%
PM Peak Hour	15:30	16:45	17:15	18:30	15:45	15:00	13:00	17:00	19:45					15:45
Volume	3	6	6	12	30	31	12	6	2					76

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	37	5%	92	12%	131	17%	518	67%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	27	35	34	41	45	778
Street A	West Bound	30	37	37	44	49	732

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Saturday
Date: 9/15/2012

City: Valley Center
Project #: CA12_4314_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	2
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	2	1	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	3	0	0	0	0	0	0	0	0	3
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:30	0	0	0	1	0	3	0	0	0	0	0	0	0	4
05:45	0	0	0	0	0	1	1	2	0	0	0	0	0	4
06:00	0	0	0	0	0	2	2	0	0	0	0	0	0	4
06:15	2	0	0	0	2	2	0	0	0	0	0	0	0	6
06:30	0	0	1	0	1	3	3	0	0	0	0	0	0	8
06:45	0	2	0	0	5	6	1	0	0	0	0	0	0	14
07:00	0	0	0	1	2	4	2	1	0	0	0	0	0	10
07:15	0	0	0	0	2	2	1	1	0	0	0	0	0	6
07:30	0	0	0	1	3	2	6	1	0	0	0	0	0	13
07:45	0	0	0	1	4	2	3	0	0	0	0	0	0	10
08:00	0	0	0	0	1	6	5	1	0	0	1	0	0	14
08:15	0	0	0	0	0	4	4	0	1	0	0	0	0	9
08:30	0	0	0	0	6	3	1	1	0	0	0	0	0	11
08:45	0	1	1	0	5	9	3	2	2	0	0	0	0	23
09:00	0	0	0	3	1	7	4	1	0	0	0	0	0	16
09:15	0	0	2	3	1	5	2	0	0	0	0	0	0	13
09:30	0	0	0	0	4	7	3	1	0	0	0	0	0	15
09:45	0	0	0	0	4	3	1	1	0	0	0	0	0	9
10:00	0	0	0	2	0	8	3	0	0	0	0	0	0	13
10:15	0	0	0	0	4	5	3	0	2	0	0	0	0	14
10:30	0	0	0	2	3	2	3	1	0	0	0	0	0	11
10:45	0	0	0	2	1	3	5	2	1	0	0	0	0	14
11:00	2	0	0	1	4	4	2	2	2	0	0	0	0	17
11:15	0	0	0	0	2	3	3	0	0	0	1	0	0	9
11:30	0	0	0	1	7	4	6	3	0	0	0	0	0	21
11:45	0	0	1	7	4	7	4	2	0	0	0	0	0	25
12:00 PM	0	0	0	0	5	9	4	0	0	0	0	0	0	18
12:15	0	0	0	0	1	8	2	0	0	1	0	0	0	12
12:30	0	0	0	3	2	1	2	0	0	0	0	0	0	8
12:45	0	0	0	0	5	3	2	1	0	0	0	0	0	11
13:00	0	0	0	0	1	4	2	2	0	0	0	0	0	9
13:15	0	0	0	0	8	7	1	1	0	0	0	0	0	17
13:30	0	0	0	0	1	7	0	0	1	1	0	0	0	10
13:45	0	0	0	0	2	9	1	0	0	0	0	0	0	12
14:00	0	0	0	2	2	5	1	0	1	0	0	0	0	11
14:15	0	0	0	2	4	2	2	0	0	0	0	0	0	10
14:30	0	0	0	2	1	2	4	0	0	0	0	0	0	9
14:45	0	0	0	0	2	4	4	2	1	1	0	0	0	14
15:00	0	0	1	1	5	5	2	0	0	0	0	0	0	14
15:15	1	0	0	0	2	3	0	0	2	0	0	0	0	8
15:30	0	0	0	0	6	2	1	0	2	0	0	0	0	11
15:45	2	0	0	0	7	3	1	1	0	0	0	0	0	14
16:00	0	0	0	0	0	0	0	6	0	0	1	0	0	7
16:15	0	0	0	0	1	5	1	4	0	0	0	0	0	11
16:30	0	0	1	0	4	0	2	2	1	0	0	0	0	10
16:45	0	0	0	0	3	3	3	1	0	0	0	0	0	10
17:00	0	0	0	0	3	0	4	0	1	0	0	0	0	8
17:15	0	0	0	0	1	1	2	3	0	0	0	0	0	7
17:30	2	0	0	1	2	3	1	1	0	0	0	0	0	10
17:45	0	0	1	0	0	5	1	0	0	0	0	0	0	7
18:00	0	0	0	2	3	5	2	1	0	0	0	0	0	13
18:15	0	0	0	3	1	3	2	2	0	0	0	0	0	11
18:30	0	1	0	1	10	3	1	0	0	0	0	0	0	16
18:45	0	0	0	3	4	2	3	0	0	0	0	0	0	12
19:00	0	0	0	0	4	3	0	0	0	0	0	0	0	7
19:15	0	0	0	1	4	8	1	0	0	0	0	0	0	14
19:30	0	0	0	2	3	0	0	0	0	0	0	0	0	5
19:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
20:00	0	0	0	2	1	0	0	0	0	0	0	0	0	3
20:15	0	0	0	1	4	1	1	0	0	0	0	0	0	7
20:30	0	0	0	4	2	1	1	0	0	0	0	0	0	8
20:45	0	0	0	2	2	1	0	0	0	0	0	0	0	5
21:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2
21:15	0	0	0	3	1	1	1	0	0	0	0	0	0	6
21:30	0	0	0	2	0	0	0	0	0	0	0	0	0	2
21:45	0	0	0	3	2	0	2	0	0	1	0	0	0	8
22:00	0	0	0	0	1	3	0	0	0	0	0	0	0	4
22:15	0	1	1	3	1	1	0	0	0	0	0	0	0	7
22:30	1	1	0	0	0	0	0	1	0	0	0	0	0	3
22:45	0	0	0	0	3	1	0	0	0	0	0	0	0	4
23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
23:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:45	1	0	0	3	0	0	0	0	0	0	0	0	0	4
Totals	11	6	7	72	192	237	130	50	18	4	3			732
% of Totals	2%	1%	1%	10%	26%	32%	18%	7%	2%	1%	0%			100%

AM Volumes	4	3	5	25	75	110	73	22	9	0	2	0	0	328
% AM	1%	0%	1%	3%	10%	15%	10%	3%	1%	0%	0%			45%
AM Peak Hour	05:30	06:00	08:30	11:45	11:15	08:45	07:30	10:45	10:15	11:30	07:15			11:30
Volume	2	2	3	10	18	28	18	7	3	1	1			76
PM Volumes	7	3	4	47	117	127	57	28	9	4	1	0	0	404
% PM	1%	0%	1%	6%	16%	17%	8%	4%	1%	1%	0%			55%
PM Peak Hour	15:00	21:45	14:15	18:00	18:30	13:15	14:15	15:45	14:45	12:00	15:15			18:00
Volume	3	2	1	9	22	28	12	13	5	1	1			52

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	96	13%	97	13%	70	10%	469	64%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	27	35	34	41	45	778
Street A	West Bound	30	37	37	44	49	732

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Saturday
Date: 9/15/2012

City: Valley Center
Project #: CA12_4314_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	1	4	2	1	0	0	0	0	0	8
00:15	0	1	0	0	2	0	0	0	0	0	0	0	0	3
00:30	0	0	0	0	2	1	3	0	0	0	0	0	0	6
00:45	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:00	0	0	1	0	0	1	0	1	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	3	1	0	0	0	0	0	0	0	4
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	3	0	0	0	0	0	0	0	0	3
04:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:30	0	0	0	1	1	4	2	0	0	0	0	0	0	8
05:45	0	0	0	1	1	3	2	2	0	0	0	0	0	9
06:00	0	0	0	1	2	3	3	0	0	0	0	0	0	9
06:15	2	0	0	0	5	2	1	0	0	0	0	0	0	10
06:30	0	0	2	1	4	4	3	0	0	0	0	0	0	14
06:45	0	2	0	0	6	7	1	0	0	0	0	0	0	16
07:00	0	0	0	3	3	5	3	1	0	0	0	0	0	15
07:15	0	0	0	2	2	3	1	1	0	0	0	0	0	9
07:30	0	0	0	4	3	2	7	1	0	0	0	0	0	17
07:45	0	0	0	2	5	5	4	0	0	0	0	0	0	16
08:00	0	0	0	0	4	6	5	1	0	0	1	0	0	17
08:15	0	1	0	0	0	5	7	0	1	0	0	0	0	14
08:30	0	0	0	0	7	5	2	1	0	0	0	0	0	15
08:45	1	1	1	3	5	11	3	3	2	0	0	0	0	30
09:00	0	1	0	3	2	10	5	1	0	0	0	0	0	22
09:15	0	0	2	5	4	6	4	1	0	0	0	0	0	22
09:30	0	0	0	1	9	8	4	1	0	0	0	0	0	23
09:45	1	0	0	1	6	5	1	1	0	0	0	0	0	15
10:00	0	0	1	3	4	8	4	1	0	0	0	0	0	21
10:15	0	0	0	1	7	11	4	0	2	0	0	0	0	25
10:30	0	0	3	2	3	3	4	2	0	0	0	0	0	17
10:45	1	0	0	2	4	9	5	2	1	0	0	0	0	24
11:00	3	0	0	1	10	9	2	2	2	0	0	0	0	29
11:15	0	0	0	0	4	10	4	0	0	0	1	0	0	19
11:30	0	1	0	1	8	8	9	3	0	0	0	0	0	30
11:45	0	3	1	8	7	14	5	2	0	0	0	0	0	40
12:00 PM	0	1	0	1	9	14	6	1	0	0	0	0	0	32
12:15	0	0	1	0	6	10	2	0	0	1	0	0	0	20
12:30	0	0	0	3	6	7	4	0	0	0	0	0	0	20
12:45	0	1	0	1	6	7	3	1	0	0	0	0	0	19
13:00	2	0	0	0	3	9	6	2	0	0	0	0	0	22
13:15	0	1	1	0	8	14	3	2	0	0	0	0	0	29
13:30	0	0	0	1	5	11	4	0	1	1	0	0	0	23
13:45	0	1	2	2	3	12	3	1	0	0	0	0	0	24
14:00	0	0	0	2	5	10	2	1	1	0	0	0	0	21
14:15	1	2	0	4	10	5	7	1	1	0	0	0	0	31
14:30	1	0	0	3	8	6	4	1	0	0	0	0	0	23
14:45	0	0	0	2	6	9	6	3	1	1	0	0	0	28
15:00	0	0	2	2	7	15	2	0	0	0	0	0	0	28
15:15	1	0	0	1	4	5	1	0	2	0	0	0	0	14
15:30	0	0	1	0	12	13	2	0	2	0	0	0	0	30
15:45	3	1	0	3	18	11	1	2	0	0	0	0	0	39
16:00	0	3	3	0	7	2	1	6	0	0	1	0	0	23
16:15	2	1	0	2	6	7	4	4	0	0	0	0	0	26
16:30	0	0	1	2	11	8	5	2	1	0	0	0	0	30
16:45	0	1	0	0	10	8	5	1	0	0	0	0	0	25
17:00	0	2	0	3	6	7	5	2	1	0	0	0	0	26
17:15	0	0	0	1	3	4	4	4	0	0	0	0	0	16
17:30	4	3	1	3	9	6	1	1	0	0	0	0	0	28
17:45	0	0	3	2	5	11	3	3	0	0	0	0	0	27
18:00	0	2	3	2	3	7	3	1	0	0	0	0	0	21
18:15	1	1	0	5	2	9	3	2	0	0	0	0	0	23
18:30	0	2	1	6	14	4	3	1	0	0	0	0	0	31
18:45	0	0	0	7	9	9	5	0	0	0	0	0	0	30
19:00	1	0	1	0	8	6	3	1	0	0	0	0	0	20
19:15	1	0	0	4	10	15	3	0	0	0	0	0	0	33
19:30	0	0	0	3	5	7	3	1	0	0	0	0	0	19
19:45	0	0	0	0	8	5	2	3	0	0	0	0	0	18
20:00	0	1	0	2	2	7	1	0	0	0	0	0	0	13
20:15	0	2	0	4	10	3	3	0	1	0	0	0	0	23
20:30	1	0	0	7	4	3	3	0	1	0	0	0	0	19
20:45	0	0	0	4	3	6	0	0	0	0	0	0	0	13
21:00	0	0	1	2	0	5	0	0	0	0	0	0	0	8
21:15	0	0	0	5	2	2	2	0	0	0	0	0	0	11
21:30	0	0	0	3	4	3	0	0	0	0	0	0	0	10
21:45	0	0	0	3	2	3	2	1	0	1	0	0	0	12
22:00	0	0	1	0	2	5	1	0	0	0	0	0	0	9
22:15	1	2	1	4	6	4	1	0	0	0	0	0	0	19
22:30	1	2	0	0	2	1	1	2	0	0	0	0	0	9
22:45	0	0	0	0	4	7	1	0	0	0	0	0	0	12
23:00	2	0	0	0	2	2	0	0	0	0	0	0	0	6
23:15	1	0	0	2	3	1	1	0	0	0	0	0	0	8
23:30	0	0	0	1	1	3	0	0	0	0	0	0	0	5
23:45	1	0	0	3	0	2	0	0	0	0	0	0	0	6
Totals	33	40	34	151	410	509	227	75	21	4	3			1510
% of Totals	2%	3%	2%	10%	27%	34%	15%	5%	1%	0%	0%			100%

AM Volumes	9	11	11	46	131	179	102	28	9	0	2	0	0	528
% AM	1%	1%	1%	3%	9%	12%	7%	2%	1%		0%			35%
AM Peak Hour	10:15	11:15	09:45	08:45	11:30	11:15	11:15	10:45	10:15	11:30	07:15			11:30
Volume	4	5	4	12	30	46	24	7	3	1	1			122
PM Volumes	24	29	23	105	279	330	125	50	12	4	1	0	0	982
% PM	2%	2%	2%	7%	18%	22%	8%	3%	1%	0%	0%			65%
PM Peak Hour	15:30	16:45	17:15	18:00	15:30	13:15	14:00	15:45	14:45	12:00	15:15			15:30
Volume	5	6	7	20	43	47	19	14	5	1	1			118

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	133	9%	189	13%	201	13%	987	65%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	29	36	35	42	47	1510

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Sunday
Date: 9/16/2012

City: Valley Center
Project #: CA12_4314_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	4
00:15	0	0	1	0	0	4	0	0	0	0	0	0	0	5
00:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	2	1	1	0	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:00	0	0	0	0	1	0	1	1	0	0	0	0	0	3
06:15	0	0	0	1	0	2	0	0	0	0	0	0	0	3
06:30	0	0	0	0	1	0	1	0	0	0	0	0	0	2
06:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
07:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30	0	0	4	0	0	0	1	0	0	0	0	0	0	5
07:45	0	0	0	2	0	4	0	0	0	0	0	0	0	6
08:00	0	0	0	0	0	5	1	0	0	0	0	0	0	6
08:15	0	0	0	1	2	2	0	0	0	0	0	0	0	5
08:30	0	0	0	1	0	1	0	0	0	0	0	0	0	2
08:45	3	0	0	0	2	2	0	0	0	0	0	0	0	7
09:00	0	0	0	0	0	1	2	0	0	0	0	0	0	3
09:15	0	0	0	1	0	2	1	0	0	0	0	0	0	4
09:30	0	1	0	0	1	2	0	0	2	0	0	0	0	6
09:45	1	2	0	0	5	5	0	0	0	0	0	0	0	13
10:00	0	1	0	0	1	4	0	1	0	0	0	0	0	7
10:15	0	0	0	1	4	2	2	1	0	0	0	0	0	10
10:30	1	0	0	0	0	1	2	1	0	0	0	0	0	5
10:45	2	0	0	0	4	1	1	0	0	0	0	0	0	8
11:00	0	0	0	0	5	4	1	0	0	0	0	0	0	10
11:15	0	1	0	0	6	4	1	1	0	0	0	0	1	14
11:30	2	0	0	0	4	0	0	0	0	0	0	0	0	6
11:45	2	2	0	0	2	5	5	0	0	0	0	0	0	16
12:00 PM	0	0	0	0	5	5	0	0	0	0	0	0	0	10
12:15	0	0	0	1	4	7	5	0	0	0	0	0	0	17
12:30	1	0	0	1	1	2	5	0	0	0	0	0	0	10
12:45	0	0	0	2	3	6	2	0	0	0	0	0	0	13
13:00	0	1	0	0	1	8	3	0	0	0	0	0	0	13
13:15	0	0	1	1	7	2	1	0	0	0	0	0	0	12
13:30	1	1	5	2	3	10	0	2	0	0	0	0	0	24
13:45	0	0	1	0	6	4	3	0	0	0	0	0	0	14
14:00	0	0	0	0	1	2	3	0	0	0	0	0	0	6
14:15	0	2	1	0	7	6	2	0	0	0	0	0	0	18
14:30	1	0	0	1	10	5	3	1	0	0	0	0	0	21
14:45	0	0	1	0	1	4	3	0	0	0	0	0	0	9
15:00	1	0	0	1	1	3	5	0	0	0	0	0	0	11
15:15	0	0	0	0	1	6	2	3	0	0	0	0	0	12
15:30	0	0	0	0	4	3	0	0	0	0	0	0	0	7
15:45	1	0	0	0	5	3	3	0	0	0	0	0	0	12
16:00	0	1	0	0	0	6	2	0	0	0	0	0	0	9
16:15	0	0	0	0	1	3	4	0	0	0	0	0	0	8
16:30	0	0	0	0	4	6	2	0	0	0	0	0	0	12
16:45	0	0	0	1	1	6	4	0	0	0	0	0	0	12
17:00	0	0	1	0	6	3	5	0	0	0	0	0	0	15
17:15	0	0	0	7	2	2	2	1	1	0	0	0	0	15
17:30	0	1	0	0	1	5	3	1	0	0	0	0	0	11
17:45	0	0	0	0	1	3	3	1	0	0	0	0	0	8
18:00	0	0	2	0	4	4	5	1	0	0	0	0	0	16
18:15	0	0	1	1	5	5	1	0	0	0	0	0	0	13
18:30	0	1	0	0	6	5	3	1	0	0	0	0	0	16
18:45	0	0	0	0	5	4	2	0	0	0	0	0	0	11
19:00	0	0	0	2	2	6	2	0	0	0	0	0	0	12
19:15	0	0	0	1	1	12	0	1	0	0	0	0	0	15
19:30	1	2	0	2	3	4	0	1	0	0	0	0	0	13
19:45	0	0	0	0	4	4	0	0	0	0	0	0	0	8
20:00	0	0	0	0	3	1	1	1	0	0	0	0	0	6
20:15	0	0	0	0	1	3	1	0	0	0	0	0	0	5
20:30	0	0	0	0	5	2	2	1	0	0	0	0	0	10
20:45	0	0	0	1	0	3	1	0	0	0	0	0	0	5
21:00	1	0	0	0	2	1	0	0	0	0	0	0	0	4
21:15	0	0	0	1	2	3	0	0	0	0	0	0	0	6
21:30	0	1	0	1	1	1	3	4	0	0	0	0	0	11
21:45	0	0	0	0	0	1	1	0	0	0	0	0	0	2
22:00	0	0	0	0	4	2	1	1	0	0	0	0	0	8
22:15	0	0	0	0	2	2	0	1	0	0	0	0	0	5
22:30	0	0	0	0	0	1	1	1	0	0	0	0	0	3
22:45	0	0	0	0	1	0	0	1	0	0	0	0	0	2
23:00	0	0	0	0	0	2	1	0	1	0	0	0	0	4
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	2	0	1	0	0	0	0	0	0	0	0	3
23:45	0	0	0	0	2	0	1	0	0	0	0	0	0	3
Totals	18	18	24	33	173	240	112	29	4				1	657
% of Totals	3%	3%	4%	5%	27%	37%	17%	4%	1%				0%	100%

AM Volumes	11	8	9	9	40	64	21	6	2	0	0	0	1	177
% AM	2%	1%	1%	1%	7%	10%	3%	1%	0%				0%	27%
AM Peak Hour	10:45	09:15	06:45	07:45	10:45	11:45	11:45	09:45	08:45				10:30	11:45
Volume	4	4	5	4	19	19	15	3	2				1	53
PM Volumes	7	10	15	24	133	176	91	23	2	0	0	0	0	480
% PM	1%	2%	2%	4%	20%	27%	14%	4%	0%					73%
PM Peak Hour	14:15	13:30	13:00	16:30	13:45	18:30	12:15	21:30	16:30					13:00
Volume	2	3	7	8	24	27	15	6	1					63

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	35	5%	113	17%	90	14%	419	64%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	30	36	35	42	45	657
Street A	West Bound	30	37	37	44	49	644

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Sunday
Date: 9/16/2012

City: Valley Center
Project #: CA12_4314_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	3	0	0	0	0	0	0	0	0	0	3
00:30	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	2	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	1	1	0	2	0	0	0	0	0	0	4
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	1	1	0	0	0	0	0	2
06:15	0	0	0	1	0	1	0	1	0	0	0	0	0	3
06:30	0	0	0	0	1	1	0	0	0	0	0	0	0	2
06:45	0	0	0	0	0	6	1	0	0	0	0	0	0	7
07:00	0	1	0	0	0	2	2	2	0	0	0	0	0	7
07:15	0	0	0	0	0	4	1	0	0	0	0	0	0	5
07:30	0	0	0	0	1	1	4	1	0	0	0	0	0	7
07:45	0	2	2	0	0	3	1	2	1	0	0	3	0	14
08:00	0	0	0	0	3	1	2	1	0	0	0	0	0	7
08:15	0	0	0	1	4	3	1	1	0	0	0	0	0	10
08:30	0	0	0	0	2	2	4	3	0	0	0	0	0	11
08:45	0	0	0	0	1	6	5	0	0	0	0	0	0	12
09:00	0	0	0	0	3	4	6	2	0	0	0	0	0	15
09:15	1	0	0	1	0	3	5	3	0	0	0	0	0	13
09:30	1	0	1	1	0	7	4	0	0	0	0	0	1	15
09:45	0	0	0	0	0	6	2	1	0	0	0	0	1	10
10:00	0	0	0	1	5	7	0	4	1	0	0	0	0	18
10:15	0	3	0	1	3	3	1	2	1	0	0	0	0	14
10:30	0	0	1	1	2	9	5	1	0	0	0	0	0	19
10:45	0	0	4	4	5	2	2	5	0	0	0	0	0	22
11:00	0	0	2	2	0	4	1	4	0	0	0	0	0	13
11:15	0	0	1	1	1	6	5	0	1	1	0	0	0	16
11:30	0	0	0	0	0	2	7	0	0	0	0	0	0	9
11:45	3	0	0	1	2	10	5	0	0	0	0	0	0	21
12:00 PM	2	0	0	1	2	5	3	0	0	0	0	0	0	13
12:15	0	0	0	2	4	3	2	1	0	0	0	0	0	12
12:30	0	0	0	0	3	3	8	3	0	1	0	0	0	18
12:45	2	0	0	1	1	4	3	1	0	0	0	0	0	12
13:00	0	0	0	0	8	2	0	0	0	0	0	0	0	10
13:15	0	0	0	2	10	1	3	0	0	0	0	0	0	16
13:30	0	0	2	1	4	5	0	0	0	0	0	0	0	12
13:45	0	0	0	0	3	3	0	2	0	0	0	0	0	8
14:00	0	0	0	3	0	10	4	0	0	0	0	0	0	17
14:15	0	0	0	1	1	5	2	0	0	0	0	0	0	9
14:30	0	0	0	0	4	1	6	1	0	0	0	0	0	12
14:45	0	0	2	0	3	3	0	1	0	0	0	0	0	9
15:00	0	0	0	0	0	3	2	1	0	1	0	0	0	7
15:15	0	0	0	2	1	3	0	0	0	0	0	0	0	6
15:30	0	1	0	2	2	1	2	0	0	0	0	0	0	8
15:45	0	0	0	3	0	2	2	5	0	0	0	0	0	12
16:00	0	0	0	1	1	3	2	1	0	0	0	0	0	8
16:15	0	0	0	0	0	1	2	0	1	0	0	0	0	4
16:30	0	0	1	1	3	4	1	2	1	0	0	0	0	13
16:45	0	0	0	0	1	7	0	0	0	3	0	0	0	11
17:00	0	0	2	0	4	4	1	0	0	0	0	0	0	11
17:15	0	0	0	0	4	4	5	1	1	0	0	0	0	15
17:30	0	0	0	0	3	2	4	1	0	0	0	0	0	10
17:45	0	0	0	0	6	4	3	0	0	1	0	0	0	14
18:00	0	0	0	0	4	3	2	0	0	0	0	0	0	9
18:15	0	0	0	1	4	0	0	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:45	0	0	1	0	3	6	0	0	0	0	0	0	0	10
19:00	0	0	0	0	2	5	1	0	0	0	0	0	0	8
19:15	0	0	0	0	1	2	2	0	0	0	0	0	0	5
19:30	0	0	1	3	1	1	0	0	0	0	0	0	0	6
19:45	0	0	1	3	2	0	1	0	0	0	0	0	0	7
20:00	0	0	0	0	1	1	2	0	0	0	0	0	0	4
20:15	0	0	0	1	0	2	1	0	0	0	0	0	0	4
20:30	0	0	0	0	0	0	3	0	0	0	0	0	0	3
20:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
21:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
21:15	0	0	0	1	0	1	0	0	0	0	0	0	0	2
21:30	0	0	0	1	3	0	0	0	0	0	0	0	0	4
21:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2
22:15	0	0	0	1	0	0	1	0	0	0	0	0	0	2
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	1	1	0	0	0	0	0	0	2
23:00	3	0	0	0	0	2	1	0	0	0	0	0	0	6
23:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	12	7	21	55	123	204	144	54	7	7		3	2	644
% of Totals	2%	1%	3%	9%	20%	32%	22%	8%	1%	1%		0%	0%	100%

AM Volumes	5	6	11	21	37	95	70	34	4	1	0	3	2	289
% AM	1%	1%	2%	3%	6%	15%	11%	5%	1%	0%		0%	0%	45%
AM Peak Hour	11:15	07:00	10:30	10:15	10:00	09:45	08:30	10:00	09:30	10:30		07:00	09:00	10:00
Volume	5	3	8	8	15	25	20	12	2	1		3	2	73
PM Volumes	7	1	10	34	91	109	74	20	3	6	0	0	0	355
% PM	1%	0%	2%	5%	14%	17%	11%	3%	0%	1%				55%
PM Peak Hour	12:00	14:45	16:15	15:15	13:00	13:30	12:00	15:45	15:45	16:00				12:30
Volume	4	1	3	8	25	23	16	8	2	3				56

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	73	11%	101	16%	86	13%	384	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	30	36	35	42	45	657
Street A	West Bound	30	37	37	44	49	644

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Sunday
Date: 9/16/2012

City: Valley Center
Project #: CA12_4314_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	4
00:15	0	0	1	3	0	4	0	0	0	0	0	0	0	8
00:30	0	0	1	0	1	0	1	0	0	0	0	0	0	3
00:45	0	0	0	0	0	2	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	1	1	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	1	1	0	0	0	0	0	2
02:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3
02:15	0	0	0	1	1	2	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	1	2	1	1	0	0	0	0	0	0	5
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15	0	0	1	1	1	0	2	0	0	0	0	0	0	5
05:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45	0	0	0	0	1	0	1	0	0	0	0	0	0	2
06:00	0	0	0	0	1	0	2	2	0	0	0	0	0	5
06:15	0	0	0	2	0	3	0	1	0	0	0	0	0	6
06:30	0	0	0	0	2	1	1	0	0	0	0	0	0	4
06:45	0	0	0	0	1	6	1	0	0	0	0	0	0	8
07:00	0	1	1	1	1	2	2	2	0	0	0	0	0	10
07:15	0	0	0	0	0	5	1	0	0	0	0	0	0	6
07:30	0	0	4	0	1	1	5	1	0	0	0	0	0	12
07:45	0	2	2	2	0	7	1	2	1	0	3	0	0	20
08:00	0	0	0	0	3	6	3	1	0	0	0	0	0	13
08:15	0	0	0	2	6	5	1	1	0	0	0	0	0	15
08:30	0	0	0	1	2	3	4	3	0	0	0	0	0	13
08:45	3	0	0	0	3	8	5	0	0	0	0	0	0	19
09:00	0	0	0	0	3	5	8	2	0	0	0	0	0	18
09:15	1	0	0	2	0	5	6	3	0	0	0	0	0	17
09:30	1	1	1	1	1	9	4	0	2	0	0	0	1	21
09:45	1	2	0	0	5	11	2	1	0	0	0	0	1	23
10:00	0	1	0	1	6	11	0	5	1	0	0	0	0	25
10:15	0	3	0	2	7	5	3	3	1	0	0	0	0	24
10:30	1	0	1	1	2	10	7	2	0	0	0	0	0	24
10:45	2	0	4	4	9	3	3	5	0	0	0	0	0	30
11:00	0	0	2	2	5	8	2	4	0	0	0	0	0	23
11:15	0	1	1	1	7	10	6	1	1	1	0	0	1	30
11:30	2	0	0	0	4	2	7	0	0	0	0	0	0	15
11:45	5	2	0	1	4	15	10	0	0	0	0	0	0	37
12:00 PM	2	0	0	1	7	10	3	0	0	0	0	0	0	23
12:15	0	0	0	3	8	10	7	1	0	0	0	0	0	29
12:30	1	0	0	1	4	5	13	3	0	1	0	0	0	28
12:45	2	0	0	3	4	10	5	1	0	0	0	0	0	25
13:00	0	1	0	0	9	10	3	0	0	0	0	0	0	23
13:15	0	0	1	3	17	3	4	0	0	0	0	0	0	28
13:30	1	1	7	3	7	15	0	2	0	0	0	0	0	36
13:45	0	0	1	0	9	7	3	2	0	0	0	0	0	22
14:00	0	0	0	3	1	12	7	0	0	0	0	0	0	23
14:15	0	2	1	1	8	11	4	0	0	0	0	0	0	27
14:30	1	0	0	1	14	6	9	2	0	0	0	0	0	33
14:45	0	0	3	0	4	7	3	1	0	0	0	0	0	18
15:00	1	0	0	1	1	6	7	1	0	1	0	0	0	18
15:15	0	0	0	2	2	9	2	3	0	0	0	0	0	18
15:30	0	1	0	2	6	4	2	0	0	0	0	0	0	15
15:45	1	0	0	3	5	5	5	5	0	0	0	0	0	24
16:00	0	1	0	1	1	9	4	1	0	0	0	0	0	17
16:15	0	0	0	0	1	4	6	0	1	0	0	0	0	12
16:30	0	0	1	1	7	10	3	2	1	0	0	0	0	25
16:45	0	0	0	1	2	13	4	0	0	3	0	0	0	23
17:00	0	0	3	0	10	7	6	0	0	0	0	0	0	26
17:15	0	0	0	7	6	6	7	2	2	0	0	0	0	30
17:30	0	1	0	0	4	7	7	2	0	0	0	0	0	21
17:45	0	0	0	0	7	7	6	1	0	1	0	0	0	22
18:00	0	0	2	0	8	7	7	1	0	0	0	0	0	25
18:15	0	0	1	2	9	5	1	0	0	0	0	0	0	18
18:30	0	1	0	0	6	5	6	1	0	0	0	0	0	19
18:45	0	0	1	0	8	10	2	0	0	0	0	0	0	21
19:00	0	0	0	2	4	11	3	0	0	0	0	0	0	20
19:15	0	0	0	1	2	14	2	1	0	0	0	0	0	20
19:30	1	2	1	5	4	5	0	1	0	0	0	0	0	19
19:45	0	0	1	3	6	4	1	0	0	0	0	0	0	15
20:00	0	0	0	0	4	2	3	1	0	0	0	0	0	10
20:15	0	0	0	1	1	5	2	0	0	0	0	0	0	9
20:30	0	0	0	0	5	2	5	1	0	0	0	0	0	13
20:45	0	0	0	1	0	4	1	0	0	0	0	0	0	6
21:00	1	0	0	2	2	1	0	0	0	0	0	0	0	6
21:15	0	0	0	2	2	4	0	0	0	0	0	0	0	8
21:30	0	1	0	2	4	1	3	4	0	0	0	0	0	15
21:45	0	0	0	0	1	1	1	0	0	0	0	0	0	3
22:00	0	0	0	0	4	3	2	1	0	0	0	0	0	10
22:15	0	0	0	1	2	2	1	1	0	0	0	0	0	7
22:30	0	0	0	0	0	1	1	1	0	0	0	0	0	3
22:45	0	0	0	0	1	1	1	1	0	0	0	0	0	4
23:00	3	0	0	0	0	4	2	0	1	0	0	0	0	10
23:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:30	0	0	2	0	2	0	0	0	0	0	0	0	0	4
23:45	0	0	0	0	2	0	1	0	0	0	0	0	0	3
Totals	30	25	45	90	304	444	256	83	11	7	3	3	3	1301
% of Totals	2%	2%	3%	7%	23%	34%	20%	6%	1%	1%	0%	0%	0%	100%

AM Volumes	16	14	20	30	83	159	91	40	6	1	0	3	3	466
% AM	1%	1%	2%	2%	6%	12%	7%	3%	0%	0%		0%	0%	36%
AM Peak Hour	11:15	09:30	10:30	10:15	10:45	11:45	11:45	10:00	09:30	10:30		07:00	09:00	11:45
Volume	9	7	8	9	25	40	33	15	4	1		3	2	117
PM Volumes	14	11	25	60	221	285	165	43	5	6	0	0	0	837
% PM	1%	1%	2%	5%	17%	22%	13%	3%	0%	0%				64%
PM Peak Hour	12:00	13:30	13:00	19:00	13:00	13:30	12:00	15:00	16:30	16:00				12:45
Volume	5	3	9	11	42	45	28	9	3	3				112

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	108	8%	214	16%	176	14%	803	62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	30	37	36	43	48	1301

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Tuesday
Date: 9/11/2012

City: Valley Center
Project #: CA12_4314_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	1	0	3	0	0	0	0	0	0	4
01:00	0	0	0	1	1	1	2	0	0	0	0	0	0	5
02:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2
04:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
05:00	0	0	1	0	7	8	6	0	0	0	0	0	0	22
06:00	2	1	2	6	16	13	4	1	0	0	0	0	0	45
07:00	2	1	0	4	10	9	5	0	0	0	0	0	0	31
08:00	1	0	2	2	12	13	5	1	0	0	0	0	0	36
09:00	0	0	0	1	8	14	3	1	0	0	0	0	0	27
10:00	0	0	0	1	5	13	9	0	0	0	0	0	0	28
11:00	4	0	3	4	15	16	3	1	0	0	0	0	0	46
12:00 PM	1	4	2	4	11	14	7	0	0	0	0	0	0	43
13:00	2	0	0	4	16	18	6	3	1	0	0	0	0	50
14:00	3	1	0	3	16	20	7	1	0	0	0	0	0	51
15:00	4	5	5	7	22	24	12	4	0	0	0	0	0	83
16:00	2	3	1	1	20	42	14	3	2	0	0	0	0	88
17:00	2	4	2	2	12	43	18	2	0	0	0	0	0	85
18:00	0	2	2	3	18	42	24	4	1	0	0	0	0	96
19:00	0	0	0	2	23	13	8	3	0	0	0	0	0	49
20:00	0	1	0	3	19	13	6	2	0	0	0	0	0	44
21:00	0	1	2	2	6	9	4	4	0	2	0	0	0	30
22:00	0	1	0	2	3	4	5	1	1	1	0	0	0	18
23:00	0	1	0	1	1	8	1	0	0	0	0	0	0	12
Totals	23	26	22	53	245	339	153	31	5	3				900
% of Totals	3%	3%	2%	6%	27%	38%	17%	3%	1%	0%				100%

AM Volumes	9	3	8	19	78	89	41	4	0	0	0	0	0	251
% AM	1%	0%	1%	2%	9%	10%	5%	0%						28%
AM Peak Hour	11:00	04:00	11:00	06:00	06:00	11:00	10:00	06:00						11:00
Volume	4	1	3	6	16	16	9	1						46
PM Volumes	14	23	14	34	167	250	112	27	5	3	0	0	0	649
% PM	2%	3%	2%	4%	19%	28%	12%	3%	1%	0%				72%
PM Peak Hour	15:00	15:00	15:00	15:00	19:00	17:00	18:00	15:00	16:00	21:00				18:00
Volume	4	5	5	7	23	43	24	4	2	2				96

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	67		7%	93		10%	173		19%	567		63%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	30	36	35	42	45	900
Street A	West Bound	31	37	38	44	50	875

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Tuesday
Date: 9/11/2012

City: Valley Center
Project #: CA12_4314_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	1	1	0	2	0	0	0	0	5
04:00	0	0	0	2	1	5	2	0	1	0	0	0	0	11
05:00	3	0	0	0	7	20	10	6	2	0	0	0	0	48
06:00	0	0	0	0	13	38	17	6	4	0	0	0	0	78
07:00	0	0	2	5	15	26	33	13	1	3	1	0	0	99
08:00	0	0	3	6	15	32	14	8	2	2	0	0	1	83
09:00	1	0	2	0	8	13	8	9	5	0	1	0	0	47
10:00	0	0	2	3	16	24	10	2	1	0	0	0	0	58
11:00	0	0	1	5	16	12	10	1	0	1	0	0	0	46
12:00 PM	1	1	3	7	10	15	7	4	0	0	1	0	0	49
13:00	0	0	3	3	16	10	4	1	1	0	0	0	0	38
14:00	0	0	1	4	16	19	9	1	2	3	0	0	0	55
15:00	0	0	0	6	17	16	10	3	0	1	0	0	0	53
16:00	0	0	0	9	18	30	8	6	2	0	0	0	0	73
17:00	0	0	0	5	7	12	4	3	0	0	0	0	0	31
18:00	0	0	2	3	8	5	12	3	0	0	0	1	0	34
19:00	0	0	1	4	5	10	3	1	0	0	0	0	0	24
20:00	0	0	0	2	1	7	2	1	0	0	0	0	0	13
21:00	0	0	1	1	0	8	0	0	0	0	0	0	0	10
22:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2
23:00	0	0	0	0	0	15	0	0	0	0	0	0	0	15
Totals	**5**	**1**	**21**	**65**	**193**	**319**	**165**	**68**	**23**	**10**	**3**	**1**	**1**	**875**
% of Totals	1%	0%	2%	7%	22%	36%	19%	8%	3%	1%	0%	0%	0%	100%

AM Volumes	4	0	10	21	95	171	105	45	18	6	2	0	1	478
% AM	0%		1%	2%	11%	20%	12%	5%	2%	1%	0%		0%	55%
AM Peak Hour	05:00		08:00	08:00	10:00	06:00	07:00	07:00	09:00	07:00	07:00		08:00	07:00
Volume	3		3	6	16	38	33	13	5	3	1		1	99
PM Volumes	1	1	11	44	98	148	60	23	5	4	1	1	0	397
% PM	0%	0%	1%	5%	11%	17%	7%	3%	1%	0%	0%	0%		45%
PM Peak Hour	12:00	12:00	12:00	16:00	16:00	16:00	18:00	16:00	14:00	14:00	12:00	18:00		16:00
Volume	1	1	3	9	18	30	12	6	2	3	1	1		73

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	182		21%	87		10%	104		12%	502		57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	30	36	35	42	45	900
Street A	West Bound	31	37	38	44	50	875

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Tuesday
Date: 9/11/2012

City: Valley Center
Project #: CA12_4314_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	1	0	3	0	0	0	0	0	0	4
01:00	0	0	0	1	4	1	2	0	0	0	0	0	0	8
02:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3
03:00	0	0	0	0	2	1	2	0	2	0	0	0	0	7
04:00	0	1	0	2	1	6	2	0	1	0	0	0	0	13
05:00	3	0	1	0	14	28	16	6	2	0	0	0	0	70
06:00	2	1	2	6	29	51	21	7	4	0	0	0	0	123
07:00	2	1	2	9	25	35	38	13	1	3	1	0	0	130
08:00	1	0	5	8	27	45	19	9	2	2	0	0	1	119
09:00	1	0	2	1	16	27	11	10	5	0	1	0	0	74
10:00	0	0	2	4	21	37	19	2	1	0	0	0	0	86
11:00	4	0	4	9	31	28	13	2	0	1	0	0	0	92
12:00 PM	2	5	5	11	21	29	14	4	0	0	1	0	0	92
13:00	2	0	3	7	32	28	10	4	2	0	0	0	0	88
14:00	3	1	1	7	32	39	16	2	2	3	0	0	0	106
15:00	4	5	5	13	39	40	22	7	0	1	0	0	0	136
16:00	2	3	1	10	38	72	22	9	4	0	0	0	0	161
17:00	2	4	2	7	19	55	22	5	0	0	0	0	0	116
18:00	0	2	4	6	26	47	36	7	1	0	0	1	0	130
19:00	0	0	1	6	28	23	11	4	0	0	0	0	0	73
20:00	0	1	0	5	20	20	8	3	0	0	0	0	0	57
21:00	0	1	3	3	6	17	4	4	0	2	0	0	0	40
22:00	0	1	0	2	3	5	6	1	1	1	0	0	0	20
23:00	0	1	0	1	1	23	1	0	0	0	0	0	0	27
Totals	28	27	43	118	438	658	318	99	28	13	3	1	1	1775
% of Totals	2%	2%	2%	7%	25%	37%	18%	6%	2%	1%	0%	0%	0%	100%

AM Volumes	13	3	18	40	173	260	146	49	18	6	2	0	1	729
% AM	1%	0%	1%	2%	10%	15%	8%	3%	1%	0%	0%		0%	41%
AM Peak Hour	11:00	04:00	08:00	07:00	11:00	06:00	07:00	07:00	09:00	07:00	07:00		08:00	07:00
Volume	4	1	5	9	31	51	38	13	5	3	1		1	130
PM Volumes	15	24	25	78	265	398	172	50	10	7	1	1	0	1046
% PM	1%	1%	1%	4%	15%	22%	10%	3%	1%	0%	0%	0%		59%
PM Peak Hour	15:00	12:00	12:00	15:00	15:00	16:00	18:00	16:00	16:00	14:00	12:00	18:00		16:00
Volume	4	5	5	13	39	72	36	9	4	3	1	1		161

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	249	↔	14%	180	↔	10%	277	↔	16%	1069	↔	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	31	37	36	43	48	1775

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Wednesday
Date: 9/12/2012

City: Valley Center
Project #: CA12_4314_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	0	0	0	0	2	1	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
05:00	0	0	0	1	4	14	5	0	0	0	0	0	0	24
06:00	1	1	1	3	16	18	4	0	0	0	0	0	0	44
07:00	1	3	1	4	10	8	10	4	0	0	0	0	0	41
08:00	0	3	0	1	6	10	4	0	0	0	0	0	0	24
09:00	0	0	0	3	14	13	1	0	0	0	0	0	0	31
10:00	0	0	0	4	5	8	4	0	0	0	0	0	0	21
11:00	0	0	0	12	18	12	3	0	0	0	0	0	0	45
12:00 PM	2	2	0	4	15	11	6	3	0	0	0	0	0	43
13:00	1	2	0	5	21	9	2	0	0	0	0	0	0	40
14:00	8	1	1	2	12	24	11	2	0	0	0	0	0	61
15:00	4	3	5	4	14	31	13	2	0	0	0	0	0	76
16:00	0	4	4	4	23	36	11	3	0	0	0	0	0	85
17:00	0	4	0	3	29	40	15	4	1	0	0	0	0	96
18:00	1	2	1	0	13	46	21	1	0	0	0	0	0	85
19:00	3	4	0	2	20	21	8	5	1	0	0	0	0	64
20:00	0	1	1	3	4	15	10	2	0	0	0	0	0	36
21:00	4	1	0	0	11	21	8	1	0	0	0	0	0	46
22:00	0	2	0	4	9	3	3	0	0	0	0	0	0	21
23:00	0	1	1	0	2	5	0	1	0	0	0	0	0	10
Totals	26	34	15	61	247	349	141	28	2					903
% of Totals	3%	4%	2%	7%	27%	39%	16%	3%	0%					100%

AM Volumes	3	7	2	30	74	87	33	4	0	0	0	0	0	240
% AM	0%	1%	0%	3%	8%	10%	4%	0%						27%
AM Peak Hour		07:00	06:00	11:00	11:00	06:00	07:00	07:00						11:00
Volume	1	3	1	12	18	18	10	4						45
PM Volumes	23	27	13	31	173	262	108	24	2	0	0	0	0	663
% PM	3%	3%	1%	3%	19%	29%	12%	3%	0%					73%
PM Peak Hour	14:00	16:00	15:00	13:00	17:00	18:00	18:00	19:00	17:00					17:00
Volume	8	4	5	5	29	46	21	5	1					96

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	65	↔	7%	83	↔	9%	181	↔	20%	574	↔	64%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	30	36	35	41	44	903
Street A	West Bound	30	37	36	44	49	896

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Wednesday
Date: 9/12/2012

City: Valley Center
Project #: CA12_4314_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	6	0	0	0	0	0	0	0	6
04:00	0	0	0	3	0	7	2	1	0	0	0	0	0	13
05:00	3	1	0	2	7	14	13	3	5	1	0	0	0	49
06:00	3	0	1	1	22	27	16	2	2	0	0	0	0	74
07:00	0	1	2	5	10	44	26	10	5	0	0	0	0	103
08:00	0	0	3	4	26	26	14	9	4	0	2	0	0	88
09:00	0	0	1	8	12	18	9	2	0	1	0	0	0	51
10:00	1	1	1	0	17	26	11	1	1	0	0	0	0	59
11:00	2	2	1	5	16	21	12	0	0	0	0	0	0	59
12:00 PM	2	3	0	2	10	8	11	4	3	1	0	0	0	44
13:00	1	0	0	5	6	11	4	1	4	0	0	0	0	32
14:00	0	1	3	1	14	19	7	4	0	0	0	0	0	49
15:00	7	0	3	4	15	18	9	1	0	0	0	0	0	57
16:00	0	2	0	4	19	22	9	6	4	0	0	0	0	66
17:00	0	3	0	3	9	7	7	4	0	0	0	0	0	33
18:00	1	0	0	4	11	6	12	4	0	0	0	0	0	38
19:00	0	2	1	11	5	12	4	0	0	0	0	0	0	35
20:00	0	0	0	0	12	2	2	0	0	0	0	0	0	16
21:00	0	0	1	2	1	1	0	0	2	0	0	0	0	7
22:00	0	0	0	0	4	3	1	0	0	0	0	0	0	8
23:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Totals	20	16	17	64	218	302	169	55	30	3	2			896
% of Totals	2%	2%	2%	7%	24%	34%	19%	6%	3%	0%	0%			100%

AM Volumes	9	5	9	28	110	193	103	31	17	2	2	0	0	509
% AM	1%	1%	1%	3%	12%	22%	11%	3%	2%	0%	0%			57%
AM Peak Hour	05:00	11:00	08:00	09:00	08:00	07:00	07:00	07:00	05:00	05:00	08:00			07:00
Volume	3	2	3	8	26	44	26	10	5	1	2			103
PM Volumes	11	11	8	36	108	109	66	24	13	1	0	0	0	387
% PM	1%	1%	1%	4%	12%	12%	7%	3%	1%	0%				43%
PM Peak Hour	15:00	12:00	14:00	19:00	16:00	16:00	18:00	16:00	13:00	12:00				16:00
Volume	7	3	3	11	19	22	12	6	4	1				66

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	191		21%	76		8%	99		11%	530		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	30	36	35	41	44	903
Street A	West Bound	30	37	36	44	49	896

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Wednesday
Date: 9/12/2012

City: Valley Center
Project #: CA12_4314_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	0	0	0	0	5	1	3	0	0	0	0	0	10
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00	0	0	0	1	0	7	0	0	0	0	0	0	0	8
04:00	0	0	0	4	0	8	2	1	0	0	0	0	0	15
05:00	3	1	0	3	11	28	18	3	5	1	0	0	0	73
06:00	4	1	2	4	38	45	20	2	2	0	0	0	0	118
07:00	1	4	3	9	20	52	36	14	5	0	0	0	0	144
08:00	0	3	3	5	32	36	18	9	4	0	2	0	0	112
09:00	0	0	1	11	26	31	10	2	0	1	0	0	0	82
10:00	1	1	1	4	22	34	15	1	1	0	0	0	0	80
11:00	2	2	1	17	34	33	15	0	0	0	0	0	0	104
12:00 PM	4	5	0	6	25	19	17	7	3	1	0	0	0	87
13:00	2	2	0	10	27	20	6	1	4	0	0	0	0	72
14:00	8	2	4	3	26	43	18	6	0	0	0	0	0	110
15:00	11	3	8	8	29	49	22	3	0	0	0	0	0	133
16:00	0	6	4	8	42	58	20	9	4	0	0	0	0	151
17:00	0	7	0	6	38	47	22	8	1	0	0	0	0	129
18:00	2	2	1	4	24	52	33	5	0	0	0	0	0	123
19:00	3	6	1	13	25	33	12	5	1	0	0	0	0	99
20:00	0	1	1	3	16	17	12	2	0	0	0	0	0	52
21:00	4	1	1	2	12	22	8	1	2	0	0	0	0	53
22:00	0	2	0	4	13	6	4	0	0	0	0	0	0	29
23:00	0	1	1	0	4	5	0	1	0	0	0	0	0	12
Totals	46	50	32	125	465	651	310	83	32	3	2			1799
% of Totals	3%	3%	2%	7%	26%	36%	17%	5%	2%	0%	0%			100%

AM Volumes	12	12	11	58	184	280	136	35	17	2	2	0	0	749
% AM	1%	1%	1%	3%	10%	16%	8%	2%	1%	0%	0%			42%
AM Peak Hour	06:00	07:00	07:00	11:00	06:00	07:00	07:00	07:00	05:00	05:00	08:00			07:00
Volume	4	4	3	17	38	52	36	14	5	1	2			144
PM Volumes	34	38	21	67	281	371	174	48	15	1	0	0	0	1050
% PM	2%	2%	1%	4%	16%	21%	10%	3%	1%	0%				58%
PM Peak Hour	15:00	17:00	15:00	19:00	16:00	16:00	18:00	16:00	13:00	12:00				16:00
Volume	11	7	8	13	42	58	33	9	4	1				151

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	256		14%	159		9%	280		16%	1104		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	30	36	36	43	47	1799

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Thursday
Date: 9/13/2012

City: Valley Center
Project #: CA12_4314_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	3	2	0	0	0	0	0	0	6
02:00	0	0	0	0	1	2	1	0	0	0	0	0	0	4
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3
05:00	0	0	0	2	2	7	3	0	0	0	0	0	0	14
06:00	2	1	1	5	17	20	5	2	0	0	0	0	0	53
07:00	10	2	5	7	11	9	4	1	0	0	0	0	0	49
08:00	5	1	1	6	6	10	1	1	0	0	0	0	0	31
09:00	4	2	0	3	10	7	5	3	0	0	0	0	0	34
10:00	6	2	0	1	12	8	3	0	4	0	0	0	0	36
11:00	1	1	0	2	10	15	7	0	0	0	0	0	0	36
12:00 PM	2	2	1	5	15	13	5	0	0	0	0	0	0	43
13:00	1	2	2	5	23	18	5	2	0	0	0	0	0	58
14:00	1	4	2	7	19	18	6	1	0	0	0	0	0	58
15:00	6	4	3	3	16	21	16	1	0	0	0	0	0	70
16:00	0	3	1	2	24	32	20	3	0	0	0	0	0	85
17:00	0	7	1	7	17	40	17	2	0	0	0	0	0	91
18:00	5	0	2	0	21	39	22	3	0	0	0	0	0	92
19:00	0	4	1	0	21	30	9	1	0	0	0	0	0	66
20:00	2	4	0	2	9	20	9	1	0	0	0	0	0	47
21:00	0	1	1	1	16	13	6	2	0	0	0	0	0	40
22:00	1	0	1	1	8	7	2	1	1	0	0	0	0	22
23:00	1	0	0	1	4	7	3	0	2	0	0	0	0	18
Totals	47	40	22	60	267	342	151	24	7					960
% of Totals	5%	4%	2%	6%	28%	36%	16%	3%	1%					100%

AM Volumes	28	9	7	26	74	84	31	7	4	0	0	0	0	270
% AM	3%	1%	1%	3%	8%	9%	3%	1%	0%					28%
AM Peak Hour	07:00	07:00	07:00	07:00	06:00	06:00	11:00	09:00	10:00					06:00
Volume	10	2	5	7	17	20	7	3	4					53
PM Volumes	19	31	15	34	193	258	120	17	3	0	0	0	0	690
% PM	2%	3%	2%	4%	20%	27%	13%	2%	0%					72%
PM Peak Hour	15:00	17:00	15:00	14:00	16:00	17:00	18:00	16:00	23:00					18:00
Volume	6	7	3	7	24	40	22	3	2					92

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Speeds	Volume	%	Volume	%	Volume	%	Volume	%
	80	8%	101	11%	176	18%	603	63%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	28	36	34	41	44	960
Street A	West Bound	29	37	36	44	49	928

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Thursday
Date: 9/13/2012

City: Valley Center
Project #: CA12_4314_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	2	0	0	1	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:00	0	0	1	0	4	3	6	1	0	0	0	0	0	15
05:00	0	0	0	5	5	12	12	7	1	0	0	0	0	42
06:00	2	0	2	8	14	23	14	11	2	1	1	0	0	78
07:00	2	2	5	8	17	40	26	8	6	0	0	0	0	114
08:00	1	3	5	8	21	10	11	5	4	1	1	0	0	70
09:00	2	0	1	1	15	20	9	7	3	0	0	0	0	58
10:00	3	0	0	8	11	9	15	8	3	0	0	0	0	57
11:00	0	0	0	3	17	12	7	4	2	0	0	0	0	45
12:00 PM	0	2	0	5	14	16	5	2	1	0	0	0	0	45
13:00	1	0	3	12	18	19	6	4	0	0	0	0	0	63
14:00	1	1	9	2	10	14	6	7	0	1	0	0	0	51
15:00	4	0	0	1	17	20	6	2	0	0	0	0	0	50
16:00	0	0	3	0	22	17	12	5	1	1	0	0	0	61
17:00	2	2	1	3	14	19	11	1	1	0	0	0	0	54
18:00	0	1	0	7	3	15	5	4	2	0	0	0	0	37
19:00	0	0	0	8	12	5	2	0	0	0	0	0	0	27
20:00	0	0	0	3	8	4	3	1	0	0	0	0	0	19
21:00	0	0	1	6	6	2	2	1	0	0	0	0	0	18
22:00	0	0	0	1	4	2	4	1	0	0	0	0	0	12
23:00	0	0	0	0	1	1	4	0	0	0	0	0	0	6
Totals	18	11	31	91	233	265	168	79	26	4	2			928
% of Totals	2%	1%	3%	10%	25%	29%	18%	9%	3%	0%	0%			100%

AM Volumes	10	5	14	43	104	131	102	51	21	2	2	0	0	485
% AM	1%	1%	2%	5%	11%	14%	11%	5%	2%	0%	0%			52%
AM Peak Hour	10:00	08:00	07:00	06:00	08:00	07:00	07:00	06:00	07:00	06:00	06:00			07:00
Volume	3	3	5	8	21	40	26	11	6	1	1			114
PM Volumes	8	6	17	48	129	134	66	28	5	2	0	0	0	443
% PM	1%	1%	2%	5%	14%	14%	7%	3%	1%	0%				48%
PM Peak Hour	15:00	12:00	14:00	13:00	16:00	15:00	16:00	14:00	18:00	14:00				13:00
Volume	4	2	9	12	22	20	12	7	2	1				63

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	184	20%	108	12%	115	12%	521	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	28	36	34	41	44	960
Street A	West Bound	29	37	36	44	49	928

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Thursday
Date: 9/13/2012

City: Valley Center
Project #: CA12_4314_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	3
01:00	0	0	0	2	1	3	3	0	0	0	0	0	0	9
02:00	0	0	0	0	1	2	1	0	0	0	0	0	0	4
03:00	0	0	0	0	1	3	0	0	0	0	0	0	0	4
04:00	0	0	1	0	5	5	6	1	0	0	0	0	0	18
05:00	0	0	0	7	7	19	15	7	1	0	0	0	0	56
06:00	4	1	3	13	31	43	19	13	2	1	1	0	0	131
07:00	12	4	10	15	28	49	30	9	6	0	0	0	0	163
08:00	6	4	6	14	27	20	12	6	4	1	1	0	0	101
09:00	6	2	1	4	25	27	14	10	3	0	0	0	0	92
10:00	9	2	0	9	23	17	18	8	7	0	0	0	0	93
11:00	1	1	0	5	27	27	14	4	2	0	0	0	0	81
12:00 PM	2	4	1	10	29	29	10	2	1	0	0	0	0	88
13:00	2	2	5	17	41	37	11	6	0	0	0	0	0	121
14:00	2	5	11	9	29	32	12	8	0	1	0	0	0	109
15:00	10	4	3	4	33	41	22	3	0	0	0	0	0	120
16:00	0	3	4	2	46	49	32	8	1	1	0	0	0	146
17:00	2	9	2	10	31	59	28	3	1	0	0	0	0	145
18:00	5	1	2	7	24	54	27	7	2	0	0	0	0	129
19:00	0	4	1	8	33	35	11	1	0	0	0	0	0	93
20:00	2	4	0	5	17	24	12	2	0	0	0	0	0	66
21:00	0	1	2	7	22	15	8	3	0	0	0	0	0	58
22:00	1	0	1	2	12	9	6	2	1	0	0	0	0	34
23:00	1	0	0	1	5	8	7	0	2	0	0	0	0	24
Totals	65	51	53	151	500	607	319	103	33	4	2			1888
% of Totals	3%	3%	3%	8%	26%	32%	17%	5%	2%	0%	0%			100%

AM Volumes	38	14	21	69	178	215	133	58	25	2	2	0	0	755
% AM	2%	1%	1%	4%	9%	11%	7%	3%	1%	0%	0%			40%
AM Peak Hour	07:00	07:00	07:00	07:00	06:00	07:00	07:00	06:00	10:00	06:00	06:00			07:00
Volume	12	4	10	15	31	49	30	13	7	1	1			163
PM Volumes	27	37	32	82	322	392	186	45	8	2	0	0	0	1133
% PM	1%	2%	2%	4%	17%	21%	10%	2%	0%	0%				60%
PM Peak Hour	15:00	17:00	14:00	13:00	16:00	17:00	16:00	14:00	18:00	14:00				16:00
Volume	10	9	11	17	46	59	32	8	2	1				146

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	264		14%	209		11%	291		15%	1124		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	29	36	35	43	47	1888

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Friday
Date: 9/14/2012

City: Valley Center
Project #: CA12_4314_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	0	2	1	1	1	0	0	0	0	0	6
01:00	0	0	0	0	0	3	1	0	0	0	0	0	0	4
02:00	0	0	0	0	0	3	1	0	0	0	0	0	0	4
03:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00	0	0	0	1	4	12	2	1	0	0	0	0	0	20
06:00	3	2	0	3	19	17	7	0	0	0	0	0	0	51
07:00	2	2	2	8	10	9	2	1	0	0	0	0	0	36
08:00	1	2	0	4	8	7	7	2	0	0	0	0	0	31
09:00	2	2	0	11	21	8	7	0	0	0	0	0	0	51
10:00	1	1	0	5	16	13	5	1	0	0	0	0	0	42
11:00	2	1	2	4	16	14	3	1	0	0	0	0	0	43
12:00 PM	1	0	1	3	13	20	2	4	1	0	0	0	0	45
13:00	1	1	4	5	13	7	4	0	0	0	0	0	0	35
14:00	0	5	2	2	19	24	8	1	0	0	0	0	0	61
15:00	2	6	1	7	25	34	9	0	0	0	0	0	0	84
16:00	4	1	3	6	22	33	15	0	1	0	0	0	0	85
17:00	2	2	2	1	17	34	15	3	1	0	0	0	0	77
18:00	5	4	2	1	21	35	27	1	0	0	0	0	0	96
19:00	0	2	2	9	19	20	7	2	0	0	0	0	0	61
20:00	1	1	4	8	12	8	9	2	0	0	0	0	0	45
21:00	1	2	3	7	16	12	6	0	0	0	0	0	0	47
22:00	1	0	0	3	5	12	3	3	0	0	0	0	0	27
23:00	1	0	0	1	5	7	2	0	0	0	0	0	0	16
Totals	30	34	30	89	286	333	143	23	3					971
% of Totals	3%	4%	3%	9%	29%	34%	15%	2%	0%					100%

AM Volumes	11	10	6	36	99	87	36	7	0	0	0	0	0	292
% AM	1%	1%	1%	4%	10%	9%	4%	1%						30%
AM Peak Hour	06:00	06:00	07:00	09:00	09:00	06:00	06:00	08:00						06:00
Volume	3	2	2	11	21	17	7	2						51
PM Volumes	19	24	24	53	187	246	107	16	3	0	0	0	0	679
% PM	2%	2%	2%	5%	19%	25%	11%	2%	0%					70%
PM Peak Hour	18:00	15:00	13:00	19:00	15:00	18:00	18:00	12:00	12:00					18:00
Volume	5	6	4	9	25	35	27	4	1					96

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume		%	Volume		%	Volume		%	Volume		%
	67	⟷	7%	80	⟷	8%	162	⟷	17%	662	⟷	68%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	28	35	34	41	44	971
Street A	West Bound	30	37	37	44	50	908

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Friday
Date: 9/14/2012

City: Valley Center
Project #: CA12_4314_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	2	2	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	2	0	1	0	0	0	0	0	3
04:00	0	0	0	0	0	6	2	2	0	1	0	0	0	11
05:00	1	0	0	0	5	16	11	4	4	0	0	0	0	41
06:00	0	1	6	2	12	33	15	7	2	3	0	0	0	81
07:00	0	0	0	7	18	29	28	14	5	0	0	0	0	101
08:00	0	0	3	2	20	31	13	8	0	2	0	0	1	80
09:00	0	0	0	2	10	19	14	11	0	0	1	0	0	57
10:00	0	0	3	7	10	16	15	6	2	0	0	0	0	59
11:00	0	0	2	3	13	11	17	1	1	0	0	0	0	48
12:00 PM	1	0	0	6	12	20	12	1	0	0	0	0	0	52
13:00	5	1	4	3	6	5	3	0	2	0	0	0	0	29
14:00	0	0	0	5	18	19	6	1	2	2	0	0	0	53
15:00	0	1	0	3	11	25	18	6	1	0	0	0	0	65
16:00	0	0	3	2	10	18	10	4	1	0	2	0	0	50
17:00	2	0	2	0	7	20	6	1	2	0	3	0	0	43
18:00	0	4	0	3	10	8	8	1	4	0	0	0	0	38
19:00	0	0	2	7	14	6	5	1	0	0	0	0	0	35
20:00	3	0	0	9	6	4	1	0	0	0	0	0	0	23
21:00	0	0	2	4	5	0	3	0	0	0	0	0	0	14
22:00	0	0	1	6	0	5	0	3	0	0	0	0	0	15
23:00	0	0	0	0	2	2	0	0	0	0	0	0	0	4
Totals	12	7	28	73	191	296	187	73	26	8	6		1	908
% of Totals	1%	1%	3%	8%	21%	33%	21%	8%	3%	1%	1%		0%	100%

AM Volumes	1	1	14	25	90	164	115	55	14	6	1	0	1	487
% AM	0%	0%	2%	3%	10%	18%	13%	6%	2%	1%	0%		0%	54%
AM Peak Hour	05:00	06:00	06:00	07:00	08:00	06:00	07:00	07:00	07:00	06:00	09:00		08:00	07:00
Volume	1	1	6	7	20	33	28	14	5	3	1		1	101
PM Volumes	11	6	14	48	101	132	72	18	12	2	5	0	0	421
% PM	1%	1%	2%	5%	11%	15%	8%	2%	1%	0%	1%			46%
PM Peak Hour	13:00	18:00	13:00	20:00	14:00	15:00	15:00	15:00	18:00	14:00	17:00			15:00
Volume	5	4	4	9	18	25	18	6	4	2	3			65

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	181		20%	81		9%	93		10%	553		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	28	35	34	41	44	971
Street A	West Bound	30	37	37	44	50	908

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Friday
Date: 9/14/2012

City: Valley Center
Project #: CA12_4314_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	0	2	2	1	2	0	0	0	0	0	8
01:00	0	0	0	0	0	3	1	0	0	0	0	0	0	4
02:00	0	0	0	2	2	3	1	0	0	0	0	0	0	8
03:00	0	0	0	0	2	2	0	1	0	0	0	0	0	5
04:00	0	0	1	0	1	6	2	2	0	1	0	0	0	13
05:00	1	0	0	1	9	28	13	5	4	0	0	0	0	61
06:00	3	3	6	5	31	50	22	7	2	3	0	0	0	132
07:00	2	2	2	15	28	38	30	15	5	0	0	0	0	137
08:00	1	2	3	6	28	38	20	10	0	2	0	0	1	111
09:00	2	2	0	13	31	27	21	11	0	0	1	0	0	108
10:00	1	1	3	12	26	29	20	7	2	0	0	0	0	101
11:00	2	1	4	7	29	25	20	2	1	0	0	0	0	91
12:00 PM	2	0	1	9	25	40	14	5	1	0	0	0	0	97
13:00	6	2	8	8	19	12	7	0	2	0	0	0	0	64
14:00	0	5	2	7	37	43	14	2	2	2	0	0	0	114
15:00	2	7	1	10	36	59	27	6	1	0	0	0	0	149
16:00	4	1	6	8	32	51	25	4	2	0	2	0	0	135
17:00	4	2	4	1	24	54	21	4	3	0	3	0	0	120
18:00	5	8	2	4	31	43	35	2	4	0	0	0	0	134
19:00	0	2	4	16	33	26	12	3	0	0	0	0	0	96
20:00	4	1	4	17	18	12	10	2	0	0	0	0	0	68
21:00	1	2	5	11	21	12	9	0	0	0	0	0	0	61
22:00	1	0	1	9	5	17	3	6	0	0	0	0	0	42
23:00	1	0	0	1	7	9	2	0	0	0	0	0	0	20
Totals	42	41	58	162	477	629	330	96	29	8	6		1	1879
% of Totals	2%	2%	3%	9%	25%	33%	18%	5%	2%	0%	0%		0%	100%

AM Volumes	12	11	20	61	189	251	151	62	14	6	1	0	1	779
% AM	1%	1%	1%	3%	10%	13%	8%	3%	1%	0%	0%		0%	41%
AM Peak Hour	06:00	06:00	06:00	07:00	06:00	06:00	07:00	07:00	07:00	06:00	09:00		08:00	07:00
Volume	3	3	6	15	31	50	30	15	5	3	1		1	137
PM Volumes	30	30	38	101	288	378	179	34	15	2	5	0	0	1100
% PM	2%	2%	2%	5%	15%	20%	10%	2%	1%	0%	0%			59%
PM Peak Hour	13:00	18:00	13:00	20:00	14:00	15:00	18:00	15:00	18:00	14:00	17:00			15:00
Volume	6	8	8	17	37	59	35	6	4	2	3			149

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	248	↔	13%	161	↔	9%	255	↔	14%	1215	↔	65%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	29	36	36	43	47	1879

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Saturday
Date: 9/15/2012

City: Valley Center
Project #: CA12_4314_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	0	0	3	4	4	1	0	0	0	0	0	13
01:00	0	0	1	0	0	3	0	1	0	0	0	0	0	5
02:00	0	1	0	0	1	2	0	0	0	0	0	0	0	4
03:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	2	3	4	0	0	0	0	0	0	10
06:00	0	0	1	2	9	3	2	0	0	0	0	0	0	17
07:00	0	0	0	8	2	5	3	0	0	0	0	0	0	18
08:00	1	1	0	3	4	5	4	1	0	0	0	0	0	19
09:00	1	1	0	4	11	7	4	1	0	0	0	0	0	29
10:00	1	0	4	2	10	13	3	2	0	0	0	0	0	35
11:00	1	4	0	1	12	23	5	0	0	0	0	0	0	46
12:00 PM	0	2	1	2	14	17	5	1	0	0	0	0	0	42
13:00	2	2	3	3	7	19	12	2	0	0	0	0	0	50
14:00	2	2	0	5	20	17	8	4	1	0	0	0	0	59
15:00	1	1	2	5	21	31	2	1	0	0	0	0	0	64
16:00	2	5	3	4	26	17	9	0	0	0	0	0	0	66
17:00	2	5	3	8	17	19	5	6	0	0	0	0	0	65
18:00	1	4	4	11	10	16	6	1	0	0	0	0	0	53
19:00	2	0	1	4	19	22	10	5	0	0	0	0	0	63
20:00	1	3	0	8	10	16	5	0	2	0	0	0	0	45
21:00	0	0	1	5	5	10	1	1	0	0	0	0	0	23
22:00	1	2	1	1	9	12	4	1	0	0	0	0	0	31
23:00	3	0	0	2	4	7	1	0	0	0	0	0	0	17
Totals	22	34	25	79	218	272	97	28	3					778
% of Totals	3%	4%	3%	10%	28%	35%	12%	4%	0%					100%

AM Volumes	5	8	6	21	56	69	29	6	0	0	0	0	0	200
% AM	1%	1%	1%	3%	7%	9%	4%	1%						26%
AM Peak Hour	04:00	11:00	10:00	07:00	11:00	11:00	11:00	10:00						11:00
Volume	1	4	4	8	12	23	5	2						46
PM Volumes	17	26	19	58	162	203	68	22	3	0	0	0	0	578
% PM	2%	3%	2%	7%	21%	26%	9%	3%	0%					74%
PM Peak Hour	23:00	16:00	18:00	18:00	16:00	15:00	13:00	17:00	20:00					16:00
Volume	3	5	4	11	26	31	12	6	2					66

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	37		5%	92		12%	131		17%	518		67%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	27	35	34	41	45	778
Street A	West Bound	30	37	37	44	49	732

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Saturday
Date: 9/15/2012

City: Valley Center
Project #: CA12_4314_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	4	1	1	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	4	0	0	0	1	0	0	0	0	5
05:00	0	0	0	1	0	4	2	2	0	0	0	0	0	9
06:00	2	2	1	0	8	13	6	0	0	0	0	0	0	32
07:00	0	0	0	3	11	10	12	3	0	0	0	0	0	39
08:00	0	1	1	0	12	22	13	4	3	0	1	0	0	57
09:00	0	0	2	6	10	22	10	3	0	0	0	0	0	53
10:00	0	0	0	6	8	18	14	3	3	0	0	0	0	52
11:00	2	0	1	9	17	18	15	7	2	0	1	0	0	72
12:00 PM	0	0	0	3	13	21	10	1	0	1	0	0	0	49
13:00	0	0	0	0	12	27	4	3	1	1	0	0	0	48
14:00	0	0	0	6	9	13	11	2	2	1	0	0	0	44
15:00	3	0	1	1	20	13	4	1	4	0	0	0	0	47
16:00	0	0	1	0	8	8	6	13	1	0	1	0	0	38
17:00	2	0	1	1	6	9	8	4	1	0	0	0	0	32
18:00	0	1	0	9	18	13	8	3	0	0	0	0	0	52
19:00	0	0	0	3	12	11	1	0	0	0	0	0	0	27
20:00	0	0	0	9	9	3	2	0	0	0	0	0	0	23
21:00	0	0	0	8	3	3	3	0	0	1	0	0	0	18
22:00	1	2	1	3	5	5	0	1	0	0	0	0	0	18
23:00	1	0	0	4	2	1	0	0	0	0	0	0	0	8
Totals	11	6	9	72	192	237	130	50	18	4	3			732
% of Totals	2%	1%	1%	10%	26%	32%	18%	7%	2%	1%	0%			100%

AM Volumes	4	3	5	25	75	110	73	22	9	0	2	0	0	328
% AM	1%	0%	1%	3%	10%	15%	10%	3%	1%		0%			45%
AM Peak Hour	06:00	06:00	09:00	11:00	11:00	08:00	11:00	11:00	08:00		08:00			11:00
Volume	2	2	2	9	17	22	15	7	3		1			72
PM Volumes	7	3	4	47	117	127	57	28	9	4	1	0	0	404
% PM	1%	0%	1%	6%	16%	17%	8%	4%	1%	1%	0%			55%
PM Peak Hour	15:00	22:00	15:00	18:00	15:00	13:00	14:00	16:00	15:00	12:00	16:00			18:00
Volume	3	2	1	9	20	27	11	13	4	1	1			52

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	96		13%	97		13%	70		10%	469		64%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	27	35	34	41	45	778
Street A	West Bound	30	37	37	44	49	732

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Saturday
Date: 9/15/2012

City: Valley Center
Project #: CA12_4314_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	0	0	7	5	5	1	0	0	0	0	0	19
01:00	0	0	1	0	0	3	0	1	0	0	0	0	0	5
02:00	0	1	0	0	1	3	0	0	0	0	0	0	0	5
03:00	0	0	0	0	3	2	0	0	0	0	0	0	0	5
04:00	1	0	0	0	4	0	0	0	1	0	0	0	0	6
05:00	0	0	0	2	2	7	6	2	0	0	0	0	0	19
06:00	2	2	2	2	17	16	8	0	0	0	0	0	0	49
07:00	0	0	0	11	13	15	15	3	0	0	0	0	0	57
08:00	1	2	1	3	16	27	17	5	3	0	1	0	0	76
09:00	1	1	2	10	21	29	14	4	0	0	0	0	0	82
10:00	1	0	4	8	18	31	17	5	3	0	0	0	0	87
11:00	3	4	1	10	29	41	20	7	2	0	1	0	0	118
12:00 PM	0	2	1	5	27	38	15	2	0	1	0	0	0	91
13:00	2	2	3	3	19	46	16	5	1	1	0	0	0	98
14:00	2	2	0	11	29	30	19	6	3	1	0	0	0	103
15:00	4	1	3	6	41	44	6	2	4	0	0	0	0	111
16:00	2	5	4	4	34	25	15	13	1	0	1	0	0	104
17:00	4	5	4	9	23	28	13	10	1	0	0	0	0	97
18:00	1	5	4	20	28	29	14	4	0	0	0	0	0	105
19:00	2	0	1	7	31	33	11	5	0	0	0	0	0	90
20:00	1	3	0	17	19	19	7	0	2	0	0	0	0	68
21:00	0	0	1	13	8	13	4	1	0	1	0	0	0	41
22:00	2	4	2	4	14	17	4	2	0	0	0	0	0	49
23:00	4	0	0	6	6	8	1	0	0	0	0	0	0	25
Totals	33	40	34	151	410	509	227	78	21	4	3			1510
% of Totals	2%	3%	2%	10%	27%	34%	15%	5%	1%	0%	0%			100%

AM Volumes	9	11	11	46	131	179	102	28	9	0	2	0	0	528
% AM	1%	1%	1%	3%	9%	12%	7%	2%	1%		0%			35%
AM Peak Hour	11:00	11:00	10:00	07:00	11:00	11:00	11:00	11:00	08:00		08:00			11:00
Volume	3	4	4	11	29	41	20	7	3		1			118
PM Volumes	24	29	23	105	279	330	125	50	12	4	1	0	0	982
% PM	2%	2%	2%	7%	18%	22%	8%	3%	1%	0%	0%			65%
PM Peak Hour	15:00	16:00	16:00	18:00	15:00	13:00	14:00	16:00	15:00	12:00	16:00			15:00
Volume	4	5	4	20	41	46	19	13	4	1	1			111

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	133		9%	189		13%	201		13%	987		65%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	29	36	35	42	47	1510

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Sunday
Date: 9/16/2012

City: Valley Center
Project #: CA12_4314_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	2	0	3	6	0	0	0	0	0	0	0	11
01:00	0	1	0	0	0	3	0	1	0	0	0	0	0	5
02:00	0	0	1	0	0	4	0	0	0	0	0	0	0	5
03:00	0	0	0	1	2	1	1	0	0	0	0	0	0	5
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	2	1	0	0	0	0	0	0	4
06:00	0	0	0	1	3	2	2	1	0	0	0	0	0	9
07:00	0	0	5	3	1	5	1	0	0	0	0	0	0	15
08:00	3	0	0	2	4	10	1	0	0	0	0	0	0	20
09:00	1	3	0	1	6	10	3	0	2	0	0	0	0	26
10:00	3	1	0	1	9	8	5	3	0	0	0	0	0	30
11:00	4	3	0	0	17	13	7	1	0	0	0	0	1	46
12:00 PM	1	0	0	4	13	20	12	0	0	0	0	0	0	50
13:00	1	2	7	3	17	24	7	2	0	0	0	0	0	63
14:00	1	2	2	1	19	17	11	1	0	0	0	0	0	54
15:00	2	0	0	1	11	15	10	3	0	0	0	0	0	42
16:00	0	1	0	1	6	21	12	0	0	0	0	0	0	41
17:00	0	1	1	7	10	13	13	3	1	0	0	0	0	49
18:00	0	1	3	1	20	18	11	2	0	0	0	0	0	56
19:00	1	2	0	5	10	26	2	2	0	0	0	0	0	48
20:00	0	0	0	1	9	9	5	2	0	0	0	0	0	26
21:00	1	1	0	2	5	6	4	4	0	0	0	0	0	23
22:00	0	0	0	0	7	5	2	4	0	0	0	0	0	18
23:00	0	0	2	0	3	2	2	0	1	0	0	0	0	10
Totals	18	18	24	35	176	240	112	29	4				1	657
% of Totals	3%	3%	4%	5%	27%	37%	17%	4%	1%				0%	100%

AM Volumes	11	8	9	9	46	64	21	6	2	0	0	0	1	177
% AM	2%	1%	1%	1%	7%	10%	3%	1%	0%				0%	27%
AM Peak Hour	11:00	09:00	07:00	07:00	11:00	11:00	11:00	10:00	09:00				11:00	11:00
Volume	4	3	5	3	17	13	7	3	2				1	46
PM Volumes	7	10	15	26	130	176	91	23	2	0	0	0	0	480
% PM	1%	2%	2%	4%	20%	27%	14%	4%	0%					73%
PM Peak Hour	15:00	13:00	13:00	17:00	18:00	19:00	17:00	21:00	17:00					13:00
Volume	2	2	7	7	20	26	13	4	1					63

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Speeds	Volume	%	Volume	%	Volume	%	Volume	%
	35	5%	113	17%	90	14%	419	64%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	30	36	35	42	45	657
Street A	West Bound	30	37	37	44	49	644

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Sunday
Date: 9/16/2012

City: Valley Center
Project #: CA12_4314_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	3	0	2	1	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	2	0	0	0	0	0	0	2
02:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	2	0	2	0	0	0	0	0	0	5
06:00	0	0	0	1	1	8	2	2	0	0	0	0	0	14
07:00	0	3	2	0	1	10	8	5	1	0	0	3	0	33
08:00	0	0	0	1	10	12	12	5	0	0	0	0	0	40
09:00	2	0	1	2	3	20	17	6	0	0	0	0	2	53
10:00	0	3	5	7	15	21	8	12	2	0	0	0	0	73
11:00	3	0	3	4	3	22	18	4	1	1	0	0	0	59
12:00 PM	4	0	0	4	10	15	16	5	0	1	0	0	0	55
13:00	0	0	2	3	25	11	3	2	0	0	0	0	0	46
14:00	0	0	2	4	8	19	12	2	0	0	0	0	0	47
15:00	0	1	0	7	3	9	6	6	0	1	0	0	0	33
16:00	0	0	1	2	5	15	5	3	2	3	0	0	0	36
17:00	0	0	2	0	17	14	13	2	1	1	0	0	0	50
18:00	0	0	1	1	11	9	5	0	0	0	0	0	0	27
19:00	0	0	2	6	6	8	4	0	0	0	0	0	0	26
20:00	0	0	0	1	1	4	6	0	0	0	0	0	0	12
21:00	0	0	0	4	4	1	0	0	0	0	0	0	0	9
22:00	0	0	0	1	0	2	3	0	0	0	0	0	0	6
23:00	3	0	0	1	1	2	1	0	0	0	0	0	0	8
Totals	12	7	21	55	128	204	144	54	7	7		3	2	644
% of Totals	2%	1%	3%	9%	20%	32%	22%	8%	1%	1%		0%	0%	100%

AM Volumes	5	6	11	21	37	95	70	34	4	1	0	3	2	289
% AM	1%	1%	2%	3%	6%	15%	11%	5%	1%	0%		0%	0%	45%
AM Peak Hour	11:00	07:00	10:00	10:00	10:00	11:00	11:00	10:00	10:00	11:00		07:00	09:00	10:00
Volume	3	3	5	7	15	22	18	12	2	1		3	2	73
PM Volumes	7	1	10	34	91	109	74	20	3	6	0	0	0	355
% PM	1%	0%	2%	5%	14%	17%	11%	3%	0%	1%				55%
PM Peak Hour	12:00	15:00	13:00	15:00	13:00	14:00	12:00	15:00	16:00	16:00				12:00
Volume	4	1	2	7	25	19	16	6	2	3				55

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	73		11%	101		16%	86		13%	384		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	East Bound	30	36	35	42	45	657
Street A	West Bound	30	37	37	44	49	644

Prepared by National Data & Surveying Services

SPEED

Circle R Dr e/o Red Hawk Rd

Day: Sunday
Date: 9/16/2012

City: Valley Center
Project #: CA12_4314_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	2	3	3	8	1	0	0	0	0	0	0	17
01:00	0	1	0	0	0	3	2	1	0	0	0	0	0	7
02:00	0	0	1	1	2	4	0	0	0	0	0	0	0	8
03:00	0	0	0	2	2	1	1	0	0	0	0	0	0	6
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	1	1	2	2	3	0	0	0	0	0	0	9
06:00	0	0	0	2	4	10	4	3	0	0	0	0	0	23
07:00	0	3	7	3	2	15	9	5	1	0	0	3	0	48
08:00	3	0	0	3	14	22	13	5	0	0	0	0	0	60
09:00	3	3	1	3	9	30	20	6	2	0	0	0	2	79
10:00	3	4	5	8	24	29	13	15	2	0	0	0	0	103
11:00	7	3	3	4	20	35	25	5	1	1	0	0	1	105
12:00 PM	5	0	0	8	23	35	28	5	0	1	0	0	0	105
13:00	1	2	9	6	42	35	10	4	0	0	0	0	0	109
14:00	1	2	4	5	27	36	23	3	0	0	0	0	0	101
15:00	2	1	0	8	14	24	16	9	0	1	0	0	0	75
16:00	0	1	1	3	11	36	17	3	2	3	0	0	0	77
17:00	0	1	3	7	27	27	26	5	2	1	0	0	0	99
18:00	0	1	4	2	31	27	16	2	0	0	0	0	0	83
19:00	1	2	2	11	16	34	6	2	0	0	0	0	0	74
20:00	0	0	0	2	10	13	11	2	0	0	0	0	0	38
21:00	1	1	0	6	9	7	4	4	0	0	0	0	0	32
22:00	0	0	0	1	7	7	5	4	0	0	0	0	0	24
23:00	3	0	2	1	4	4	3	0	1	0	0	0	0	18
Totals	30	25	45	90	304	444	256	83	11	7		3	3	1301
% of Totals	2%	2%	3%	7%	23%	34%	20%	6%	1%	1%		0%	0%	100%

AM Volumes	16	14	20	30	83	159	91	40	6	1	0	3	3	466
% AM	1%	1%	2%	2%	6%	12%	7%	3%	0%	0%		0%	0%	36%
AM Peak Hour	11:00	10:00	07:00	10:00	10:00	11:00	11:00	10:00	09:00	11:00		07:00	09:00	11:00
Volume	7	4	7	8	24	35	25	15	2	1		3	2	105
PM Volumes	14	11	25	60	221	285	165	43	5	6	0	0	0	835
% PM	1%	1%	2%	5%	17%	22%	13%	3%	0%	0%				64%
PM Peak Hour	12:00	13:00	13:00	19:00	13:00	14:00	12:00	15:00	16:00	16:00				13:00
Volume	5	2	9	11	42	36	28	9	2	3				109

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	108	↔	8%	214	↔	16%	176	↔	14%	803	↔	62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	30	37	36	43	48	1301

Prepared by NDS/ATD

Project #: CA12_4314_002 **City:** Valley Center

Location: Circle R Dr e/o Red Hawk Rd **Date:** 9/11/2012



Prepared by NDS/ATD

Project #: CA12_4314_002 **City:** Valley Center

Location: Circle R Dr e/o Red Hawk Rd **Date:** 9/12/2012



Prepared by NDS/ATD

Project #: CA12_4314_002 **City:** Valley Center

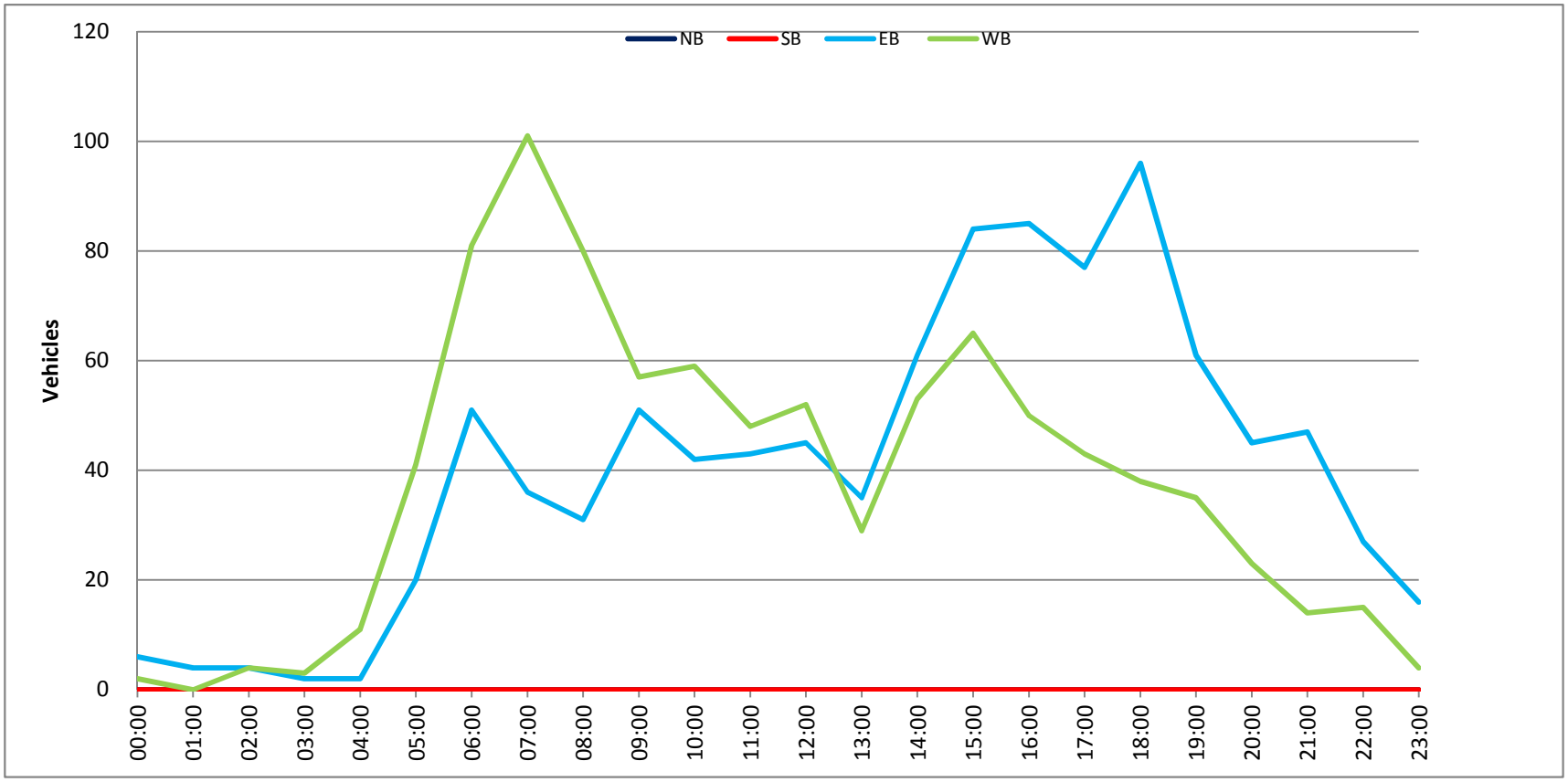
Location: Circle R Dr e/o Red Hawk Rd **Date:** 9/13/2012



Prepared by NDS/ATD

Project #: CA12_4314_002 **City:** Valley Center

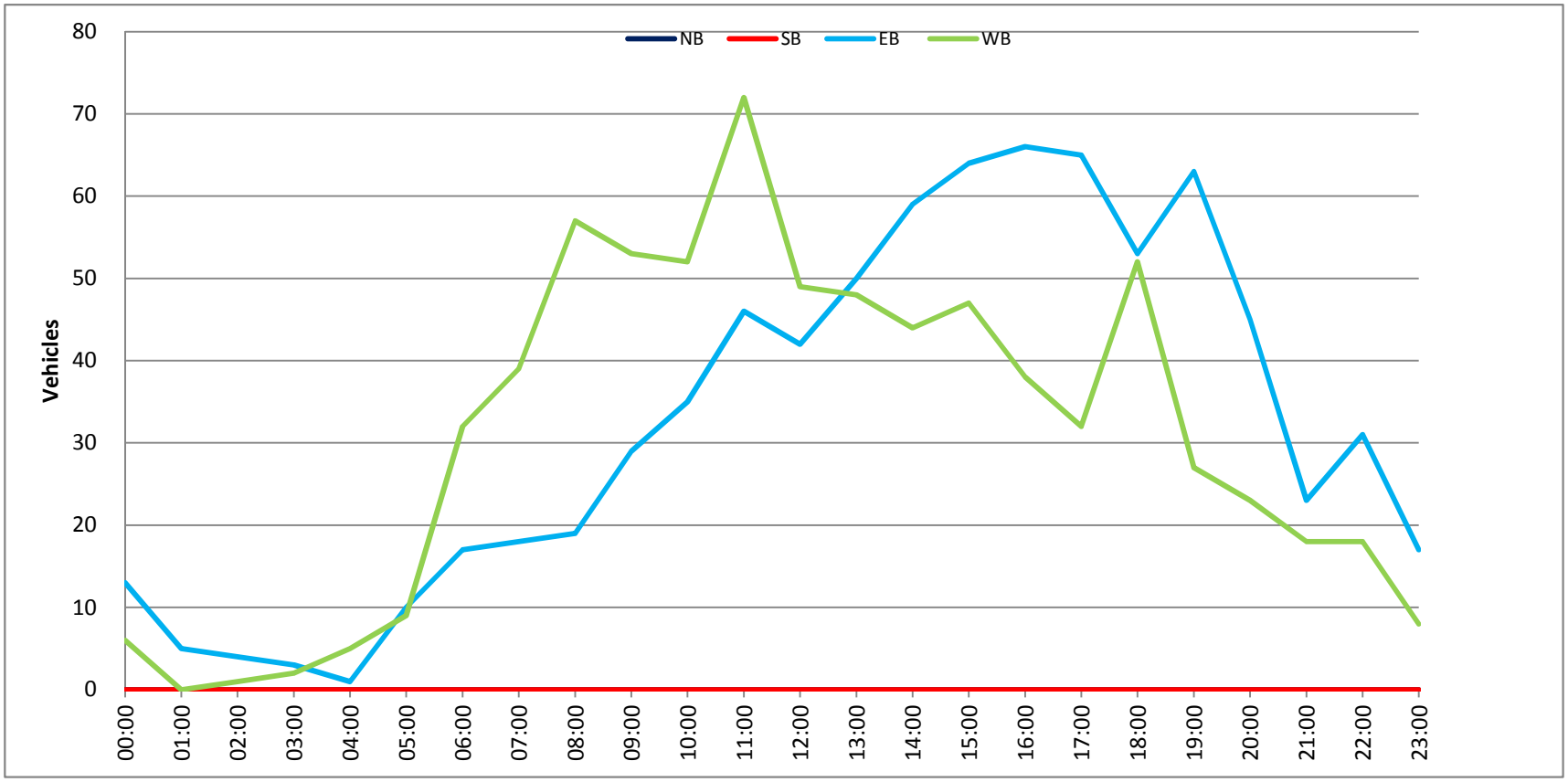
Location: Circle R Dr e/o Red Hawk Rd **Date:** 9/14/2012



Prepared by NDS/ATD

Project #: CA12_4314_002 **City:** Valley Center

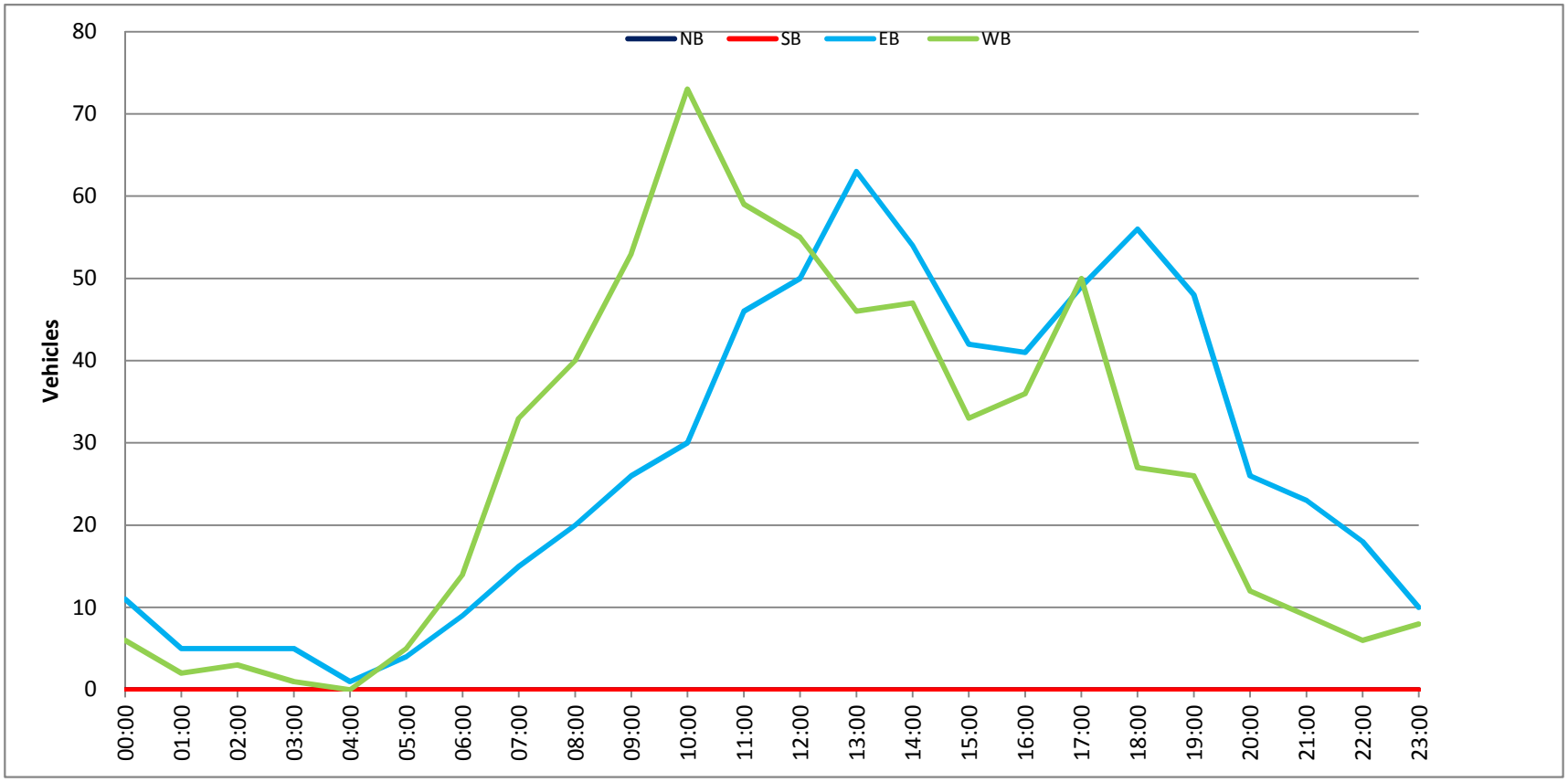
Location: Circle R Dr e/o Red Hawk Rd **Date:** 9/15/2012



Prepared by NDS/ATD

Project #: CA12_4314_002 **City:** Valley Center

Location: Circle R Dr e/o Red Hawk Rd **Date:** 9/16/2012



Prepared by National Data & Surveying Services

SPEED

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Saturday
Date: 9/15/2012

City: Valley Center
Project #: CA12_4322_001n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:30	0	0	0	1	0	0	1	0	0	0	0	0	0	2
06:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	2	0	1	0	0	0	0	0	0	4
07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	1	1	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	1	0	1	0	0	0	0	0	0	0	2
10:45	0	0	0	0	0	0	1	1	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	1	0	0	2	1	0	0	0	0	0	0	4
11:30	0	0	0	0	2	0	0	0	0	0	0	0	0	2
11:45	0	0	0	0	0	1	1	0	0	0	0	0	0	2
12:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	2	0	0	0	0	0	0	0	2
13:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:00	0	1	0	0	1	1	0	0	0	0	0	0	0	3
17:15	0	0	0	0	1	1	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	2	0	0	0	1	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	1	1	0	0	0	0	0	2
18:15	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:45	0	1	0	1	0	0	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	1	0	1	0	0	0	0	0	0	0	2
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	1	1	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
21:30	0	0	0	1	1	0	0	0	0	0	0	0	0	2
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		2	5	13	17	20	15	4						75
% of Totals		3%	7%	17%	21%	27%	20%	5%						100%

AM Volumes	0	0	2	3	9	9	9	1	0	0	0	0	0	33
% AM			3%	4%	12%	12%	12%	1%						44%
AM Peak Hour			07:00	05:45	07:15	10:30	05:15	10:00						11:15
Volume			1	1	3	3	3	1						9
PM Volumes	0	2	3	10	7	11	6	3	0	0	0	0	0	42
% PM		3%	4%	13%	9%	15%	8%	4%						56%
PM Peak Hour		16:15	17:45	14:45	13:00	12:45	17:30	13:45						17:00
Volume		1	3	3	2	4	3	1						8

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	8	11%	8	11%	10	13%	49	65%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	North Bound	27	35	35	43	45	75
Street A	South Bound	23	32	32	40	46	72

Prepared by National Data & Surveying Services

SPEED

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Saturday
Date: 9/15/2012

City: Valley Center
Project #: CA12_4322_001s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	1	1	0	1	0	0	0	0	0	0	3
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	1	0	3	0	0	0	0	0	0	0	4
09:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2
09:15	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:30	0	0	1	1	0	0	0	1	0	0	0	0	0	3
09:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:00	0	0	0	1	0	0	0	1	0	0	0	0	0	2
11:15	0	1	0	1	0	0	0	0	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	2	1	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	1	1	1	0	0	0	0	0	0	0	3
12:15	0	0	1	0	1	0	1	0	0	0	0	0	0	3
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	1	0	0	0	1	0	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	1	0	1	0	0	0	0	0	2
15:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:15	0	0	1	0	1	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	2	0	0	0	0	0	0	0	0	2
19:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
19:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
21:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		3	7	15	17	16	5	5						72
% of Totals		7%	13%	21%	24%	22%	7%	7%						100%

AM Volumes	0	1	3	12	6	7	1	4	0	0	0	0	0	34
% AM		1%	4%	17%	8%	10%	1%	6%						47%
AM Peak Hour		10:30	09:15	08:00	11:30	08:15	05:00	08:45						08:45
Volume		1	2	4	4	5	1	2						11
PM Volumes	0	4	4	3	11	9	4	1	0	0	0	0	0	38
% PM		6%	8%	4%	15%	13%	6%	1%						53%
PM Peak Hour		18:15	14:15	12:00	18:00	12:00	12:00	14:45						12:00
Volume		2	2	1	3	2	1	1						8

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	11	15%	9	13%	6	8%	46	64%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	North Bound	27	35	35	43	45	75
Street A	South Bound	23	32	32	40	46	72

Prepared by National Data & Surveying Services

SPEED

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Saturday
Date: 9/15/2012

City: Valley Center
Project #: CA12_4322_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:45	0	0	0	1	1	1	1	0	0	0	0	0	0	4
06:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:30	0	0	0	1	1	0	1	0	0	0	0	0	0	3
06:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	2	2	0	1	0	0	0	0	0	0	5
07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	2	1	0	0	0	0	0	0	0	0	3
08:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	1	1	4	0	0	0	0	0	0	0	6
09:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2
09:15	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:30	0	0	1	1	1	0	0	1	0	0	0	0	0	4
09:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
10:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	1	0	1	0	0	0	0	0	0	0	2
10:45	0	0	0	0	0	1	1	1	0	0	0	0	0	3
11:00	0	0	0	1	0	0	0	1	0	0	0	0	0	2
11:15	0	1	1	1	0	2	1	0	0	0	0	0	0	6
11:30	0	0	0	0	2	0	0	0	0	0	0	0	0	2
11:45	0	0	0	0	2	2	1	0	0	0	0	0	0	5
12:00 PM	0	0	0	2	1	1	0	0	0	0	0	0	0	4
12:15	0	0	1	0	1	0	1	0	0	0	0	0	0	3
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	1	0	0	0	3	0	0	0	0	0	0	0	4
13:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:15	0	0	0	1	1	1	0	0	0	0	0	0	0	3
13:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	1	1	0	0	0	0	0	2
14:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:00	0	0	1	1	0	2	0	0	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	1	0	1	0	1	0	0	0	0	0	3
15:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
16:15	0	0	1	0	1	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:00	0	2	0	0	2	1	0	0	0	0	0	0	0	5
17:15	0	0	0	0	1	1	0	0	0	0	0	0	0	2
17:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
17:45	0	0	2	0	0	0	1	0	0	0	0	0	0	3
18:00	0	0	0	0	1	0	1	1	0	0	0	0	0	3
18:15	0	1	0	0	0	0	1	0	0	0	0	0	0	2
18:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
18:45	0	1	0	1	2	0	0	0	0	0	0	0	0	4
19:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
19:15	0	0	0	1	0	2	0	0	0	0	0	0	0	3
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	1	1	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2
21:15	0	0	0	0	1	1	0	0	0	0	0	0	0	2
21:30	0	0	0	1	2	0	0	0	0	0	0	0	0	3
21:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:00	0	0	1	0	1	0	1	0	0	0	0	0	0	3
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	2	0	1	0	0	0	0	0	0	3
23:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		7	14	28	33	36	20	8						147
% of Totals		5%	10%	19%	22%	24%	14%	6%						100%

AM Volumes	0	1	5	15	15	16	10	5	0	0	0	0	0	67
% AM		1%	3%	10%	10%	11%	7%	3%						46%
AM Peak Hour		10:30	07:00	07:15	11:30	08:15	05:15	08:45						11:15
Volume		1	2	4	6	6	4	2						17
PM Volumes	0	6	9	13	18	20	10	4	0	0	0	0	0	80
% PM		4%	6%	9%	12%	14%	7%	3%						54%
PM Peak Hour		18:15	17:45	14:45	20:45	12:45	17:30	13:45						12:00
Volume		3	4	3	4	6	3	1						11

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	19	13%	17	12%	16	11%	95	65%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	25	34	33	42	46	147

SPEED

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Saturday
Date: 9/15/2012

City: Valley Center
Project #: CA12_4322_001n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	1	1	2	0	0	0	0	0	0	4
06:00	0	0	0	1	0	2	2	0	0	0	0	0	0	5
07:00	0	0	1	1	2	0	1	0	0	0	0	0	0	5
08:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3
09:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10:00	0	0	0	1	1	1	1	1	0	0	0	0	0	5
11:00	0	0	1	0	2	3	2	0	0	0	0	0	0	8
12:00 PM	0	0	0	1	0	2	0	0	0	0	0	0	0	3
13:00	0	0	0	1	2	2	0	0	0	0	0	0	0	5
14:00	0	0	0	1	0	0	0	1	0	0	0	0	0	2
15:00	0	0	0	2	0	1	0	0	0	0	0	0	0	3
16:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
17:00	0	1	2	0	2	2	1	0	0	0	0	0	0	8
18:00	0	1	1	1	0	0	2	1	0	0	0	0	0	6
19:00	0	0	0	1	0	2	0	0	0	0	0	0	0	3
20:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
21:00	0	0	0	1	1	1	1	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	1	1	0	0	0	0	0	2
23:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2
Totals		2	5	13	16	20	15	4						75
% of Totals		3%	7%	17%	21%	27%	20%	5%						100%

AM Volumes	0	0	2	3	9	9	9	1	0	0	0	0	0	33
% AM			3%	4%	12%	12%	12%	1%						44%
AM Peak Hour			07:00	06:00	07:00	11:00	05:00	10:00						11:00
Volume			1	1	2	3	2	1						8
PM Volumes	0	2	3	10	7	11	6	3	0	0	0	0	0	42
% PM		3%	4%	13%	9%	15%	8%	4%						56%
PM Peak Hour		17:00	17:00	15:00	13:00	12:00	18:00	14:00						17:00
Volume		1	2	2	2	2	2	1						8

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	8	↔	11%	8	↔	11%	10	↔	13%	49	↔	65%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	North Bound	27	35	35	43	45	75
Street A	South Bound	23	32	32	40	46	72

SPEED

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Saturday
Date: 9/15/2012

City: Valley Center
Project #: CA12_4322_001s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:00	0	0	0	1	1	0	1	0	0	0	0	0	0	3
06:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3
08:00	0	0	0	4	1	3	0	0	0	0	0	0	0	8
09:00	0	0	1	2	1	2	0	2	0	0	0	0	0	8
10:00	0	0	1	1	0	1	0	0	0	0	0	0	0	3
11:00	0	1	0	2	2	1	0	1	0	0	0	0	0	7
12:00 PM	0	1	1	1	2	2	1	0	0	0	0	0	0	8
13:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14:00	0	0	1	0	0	0	1	0	0	0	0	0	0	2
15:00	0	0	1	0	0	2	1	1	0	0	0	0	0	5
16:00	0	0	1	0	1	1	0	0	0	0	0	0	0	3
17:00	0	1	0	1	1	0	0	0	0	0	0	0	0	3
18:00	0	1	1	0	3	0	0	0	0	0	0	0	0	5
19:00	0	1	0	1	0	1	0	0	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	2	1	1	0	0	0	0	0	0	4
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Totals		5	9	15	17	16	5	5						72
% of Totals		7%	13%	21%	24%	22%	7%	7%						100%

AM Volumes	0	1	3	12	6	7	1	4	0	0	0	0	0	34
% AM		1%	4%	17%	8%	10%	1%	6%						47%
AM Peak Hour		11:00	07:00	08:00	11:00	08:00	05:00	09:00						08:00
Volume		1	1	4	2	3	1	2						8
PM Volumes	0	4	6	3	11	9	4	1	0	0	0	0	0	38
% PM		6%	8%	4%	15%	13%	6%	1%						53%
PM Peak Hour		12:00	12:00	12:00	18:00	12:00	12:00	15:00						12:00
Volume		1	1	1	3	2	1	1						8

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	11	↔	15%	9	↔	13%	6	↔	8%	46	↔	64%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	North Bound	27	35	35	43	45	75
Street A	South Bound	23	32	32	40	46	72

SPEED

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Saturday
Date: 9/15/2012

City: Valley Center
Project #: CA12_4322_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:00	0	0	0	1	2	1	3	0	0	0	0	0	0	7
06:00	0	0	0	1	1	2	2	0	0	0	0	0	0	6
07:00	0	0	2	3	2	0	1	0	0	0	0	0	0	8
08:00	0	0	0	4	3	4	0	0	0	0	0	0	0	11
09:00	0	0	1	2	2	2	0	2	0	0	0	0	0	9
10:00	0	0	1	2	1	2	1	1	0	0	0	0	0	8
11:00	0	1	1	2	4	4	2	1	0	0	0	0	0	15
12:00 PM	0	1	1	2	2	4	1	0	0	0	0	0	0	11
13:00	0	0	0	1	2	3	0	0	0	0	0	0	0	6
14:00	0	0	1	1	0	0	1	1	0	0	0	0	0	4
15:00	0	0	1	2	0	3	1	1	0	0	0	0	0	8
16:00	0	0	1	1	1	2	0	0	0	0	0	0	0	5
17:00	0	2	2	1	3	2	1	0	0	0	0	0	0	11
18:00	0	2	2	1	3	0	2	1	0	0	0	0	0	11
19:00	0	1	0	2	0	3	0	0	0	0	0	0	0	6
20:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
21:00	0	0	0	1	3	2	2	0	0	0	0	0	0	8
22:00	0	0	1	0	1	0	1	1	0	0	0	0	0	4
23:00	0	0	0	0	2	1	1	0	0	0	0	0	0	4
Totals		7	14	28	33	36	20	9						147
% of Totals		5%	10%	19%	22%	24%	14%	6%						100%

AM Volumes	0	1	5	15	15	16	10	5	0	0	0	0	0	67
% AM		1%	3%	10%	10%	11%	7%	3%						46%
AM Peak Hour		11:00	07:00	08:00	11:00	08:00	05:00	09:00						11:00
Volume		1	2	4	4	4	3	2						15
PM Volumes	0	6	9	13	18	20	10	4	0	0	0	0	0	80
% PM		4%	6%	9%	12%	14%	7%	3%						54%
PM Peak Hour		17:00	17:00	12:00	17:00	12:00	18:00	14:00						12:00
Volume		2	2	2	3	4	2	1						11

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	19		13%	17		12%	16		11%	95		65%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	25	34	33	42	46	147

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	75	72	0	0	14

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOT
00:00	0		0		0	0			12:00	1		3		0	0	4
00:15	0		0		0	0			12:15	0		3		0	0	3
00:30	1		0		0	0	1		12:30	0		0		0	0	
00:45	0	1	0		0	0		1	12:45	2	3	2	8	0	0	4
01:00	0		0		0	0			13:00	1		0		0	0	1
01:15	0		0		0	0			13:15	2		1		0	0	3
01:30	0		0		0	0			13:30	1		0		0	0	1
01:45	0		0		0	0			13:45	1	5	0	1	0	0	1
02:00	0		0		0	0			14:00	0		0		0	0	
02:15	0		0		0	0			14:15	0		1		0	0	1
02:30	0		0		0	0			14:30	1		1		0	0	2
02:45	0		0		0	0			14:45	1	2	0	2	0	0	1
03:00	0		0		0	0			15:00	2		2		0	0	4
03:15	0		0		0	0			15:15	0		0		0	0	
03:30	0		0		0	0			15:30	1		2		0	0	3
03:45	0		0		0	0			15:45	0	3	1	5	0	0	1
04:00	0		0		0	0			16:00	1		1		0	0	2
04:15	0		0		0	0			16:15	0		2		0	0	2
04:30	1		1		0	0	2		16:30	0		0		0	0	
04:45	0	1	0	1	0	0		2	16:45	1	2	0	3	0	0	1
05:00	0		0		0	0			17:00	3		2		0	0	5
05:15	1		0		0	0	1		17:15	2		0		0	0	2
05:30	2		0		0	0	2		17:30	0		1		0	0	1
05:45	1	4	3	3	0	0	4	7	17:45	3	8	0	3	0	0	3
06:00	1		0		0	0	1		18:00	2		1		0	0	3
06:15	1		0		0	0	1		18:15	1		1		0	0	2
06:30	2		1		0	0	3		18:30	1		1		0	0	2
06:45	1	5	0	1	0	0	1	6	18:45	2	6	2	5	0	0	4
07:00	0		2		0	0	2		19:00	0		2		0	0	2
07:15	0		0		0	0			19:15	2		1		0	0	3
07:30	4		1		0	0	5		19:30	0		0		0	0	
07:45	1	5	0	3	0	0	1	8	19:45	1	3	0	3	0	0	1
08:00	1		2		0	0	3		20:00	0		0		0	0	
08:15	0		1		0	0	1		20:15	0		0		0	0	
08:30	0		1		0	0	1		20:30	0		0		0	0	
08:45	2	3	4	8	0	0	6	11	20:45	2	2	0		0	0	2
09:00	0		2		0	0	2		21:00	1		1		0	0	2
09:15	0		2		0	0	2		21:15	1		1		0	0	2
09:30	1		3		0	0	4		21:30	2		1		0	0	3
09:45	0	1	1	8	0	0	1	9	21:45	0	4	1	4	0	0	1
10:00	1		1		0	0	2		22:00	1		2		0	0	3
10:15	0		1		0	0	1		22:15	0		0		0	0	
10:30	2		0		0	0	2		22:30	1		0		0	0	1
10:45	2	5	1	3	0	0	3	8	22:45	0	2	0	2	0	0	
11:00	0		2		0	0	2		23:00	2		1		0	0	3
11:15	4		2		0	0	6		23:15	0		1		0	0	1
11:30	2		0		0	0	2		23:30	0		0		0	0	
11:45	2	8	3	7	0	0	5	15	23:45	0	2	0	2	0	0	
TOTALS		33		34				67	TOTALS		42		38			
SPLIT %		49.3%		50.7%				45.6%	SPLIT %		52.5%		47.5%			

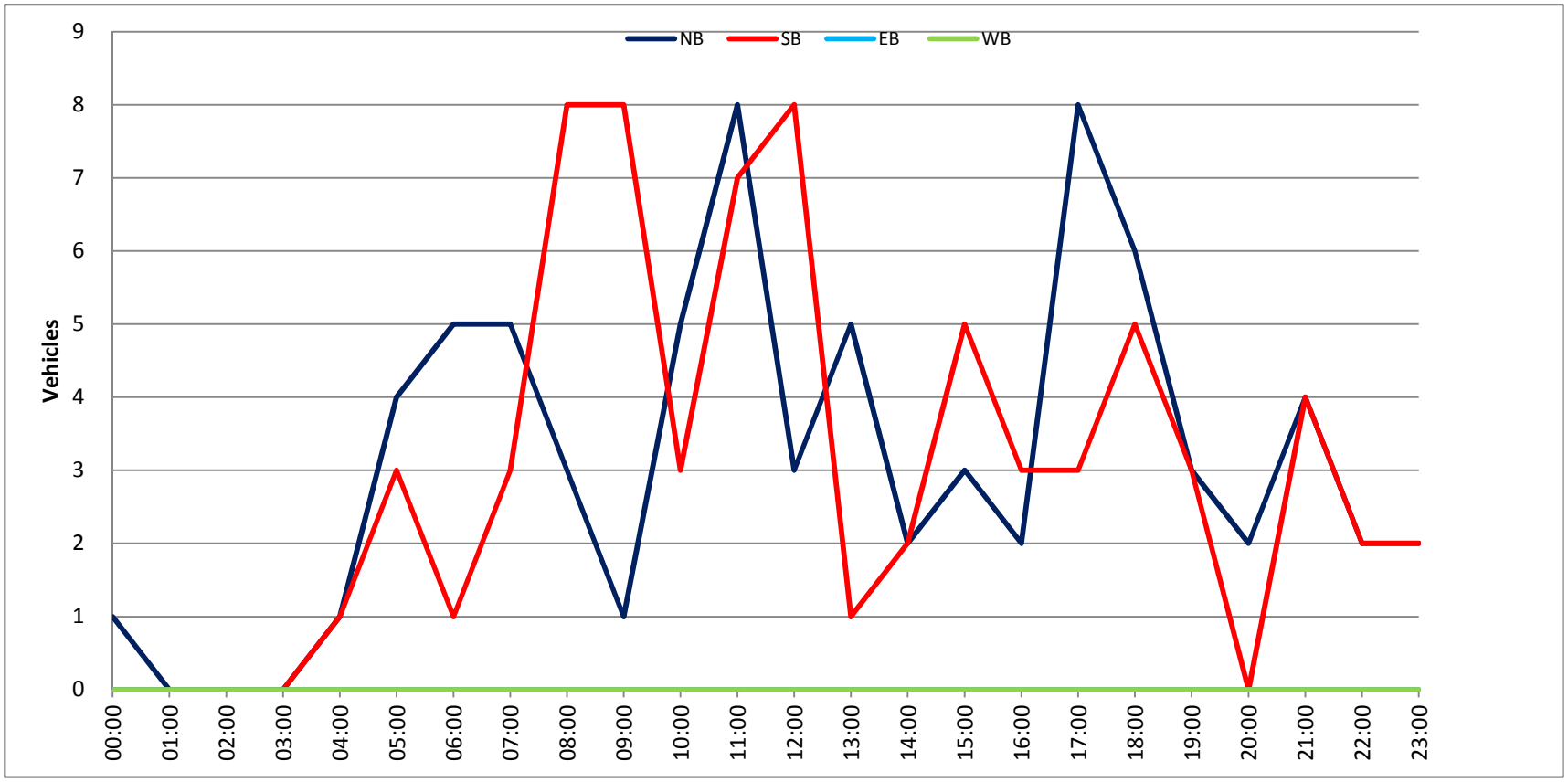
DAILY TOTALS	NB	SB	EB	WB	To
	75	72	0	0	14

AM Peak Hour	11:15	08:45			11:15	PM Peak Hour	17:00	12:00			
AM Pk Volume	9	11			17	PM Pk Volume	8	8			
Pk Hr Factor	0.563	0.688			0.708	Pk Hr Factor	0.500	0.667			
7 - 9 Volume	8	11	0	0	19	4 - 6 Volume	10	6	0	0	
7 - 9 Peak Hour	07:15	08:00			08:00	4 - 6 Peak Hour	17:00	16:15			
7 - 9 Pk Volume	6	8	0	0	11	4 - 6 Pk Volume	8	4	0	0	
Pk Hr Factor	0.375	0.500	0.000	0.000	0.458	Pk Hr Factor	0.667	0.500	0.000	0.000	

Prepared by NDS/ATD

Project #: CA12_4322_001 **City:** Valley Center

Location: Mountain Ridge Rd s/o Megan Terrace (Top **Date:** 9/15/2012



Prepared by National Data & Surveying Services

SPEED

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Sunday
Date: 9/16/2012

City: Valley Center
Project #: CA12_4322_001n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	1	1	0	0	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	1	0	1	0	0	0	0	0	0	0	2
11:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1
12:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
13:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	1	1	0	0	0	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	1	1	0	0	0	0	0	0	0	2
14:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	2	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	0	1	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
19:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2
19:30	0	0	0	0	2	0	0	0	0	0	0	0	0	2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	1	1	0	0	0	0	0	0	0	2
21:30	0	0	0	0	1	1	0	0	0	0	0	0	0	2
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	1	1	10	21	9	4	3	1					53
% of Totals	2%	2%	6%	19%	40%	17%	8%	6%	2%					100%

AM Volumes	0	0	0	4	5	3	1	2	0	0	0	0	0	15
% AM				8%	9%	6%	2%	4%						28%
AM Peak Hour		11:30		04:15	08:15	01:45	11:00	00:30						11:30
Volume		1		1	2	1	1	1						5
PM Volumes	1	1	3	6	16	6	3	1	1	0	0	0	0	38
% PM	2%	2%	6%	11%	30%	11%	6%	2%	2%					72%
PM Peak Hour	16:30	12:00	12:30	19:15	18:45	13:30	12:45	12:00	16:30					18:45
Volume	1	1	1	2	5	2	2	1	1					7

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	2	4%	7	13%	6	11%	38	72%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	North Bound	26	33	33	40	47	53
Street A	South Bound	26	32	32	41	44	55

Prepared by National Data & Surveying Services

SPEED

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Sunday
Date: 9/16/2012

City: Valley Center
Project #: CA12_4322_001s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	1	0	0	1	0	0	0	0	0	0	2
06:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	1	1	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:15	0	0	1	0	0	1	0	0	0	0	0	0	0	2
09:30	0	0	0	1	0	1	0	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	2	0	0	0	0	0	0	0	0	2
10:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	1	0	1	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:15	0	0	0	0	1	1	0	0	0	0	0	0	0	2
12:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
13:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
13:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2
14:30	0	0	0	1	1	0	0	0	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	1	0	1	1	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	2	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	1	4	13	21	5	9	1						55
% of Totals	2%	2%	7%	24%	38%	9%	16%	2%						100%

AM Volumes	1	1	1	4	8	3	4	0	0	0	0	0	0	22
% AM	2%	2%	2%	7%	15%	5%	7%							40%
AM Peak Hour	04:45	06:45	08:30	05:45	09:45	08:30	11:15							11:45
Volume	1	1	1	2	3	2	2							7
PM Volumes	0	0	3	9	13	2	5	1	0	0	0	0	0	33
% PM			5%	16%	24%	4%	9%	2%						60%
PM Peak Hour			16:45	14:15	12:00	12:00	12:00	15:15						12:00
Volume			1	3	3	1	2	1						6

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	4	7%	8	15%	9	16%	34	62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	North Bound	26	33	33	40	47	53
Street A	South Bound	26	32	32	41	44	55

Prepared by National Data & Surveying Services

SPEED

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Sunday
Date: 9/16/2012

City: Valley Center
Project #: CA12_4322_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	2	0	0	0	0	0	0	0	0	2
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:30	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	1	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	1	0	0	1	1	0	0	0	0	0	3
06:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2
07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	1	1	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
09:15	0	0	1	0	0	1	0	0	0	0	0	0	0	2
09:30	0	0	0	1	0	1	0	0	0	0	0	0	0	2
09:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	2	0	0	0	0	0	0	0	0	2
10:30	0	0	0	0	2	1	0	0	0	0	0	0	0	3
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	1	0	1	0	0	0	0	0	0	0	2
11:45	0	0	0	0	1	0	2	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	3
12:15	0	1	0	0	1	1	0	0	0	0	0	0	0	3
12:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	1	0	1	0	0	0	0	0	0	2
13:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
13:15	0	0	1	1	0	0	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	1	1	0	0	0	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14:15	0	0	0	1	2	1	0	0	0	0	0	0	0	4
14:30	0	0	0	2	1	0	0	0	0	0	0	0	0	3
14:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
15:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
15:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	1	0	1	1	0	0	0	0	0	3
16:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:30	0	0	1	1	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	2	2	0	0	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	0	0	0	1	0	0	0	0	3
17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	1	1	0	1	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	2	0	0	0	0	0	0	0	0	2
19:00	0	0	1	0	1	1	0	0	0	0	0	0	0	3
19:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2
19:30	0	0	0	1	2	0	0	0	0	0	0	0	0	3
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	1	1	1	0	0	0	0	0	0	3
21:30	0	0	0	0	2	1	0	0	0	0	0	0	0	3
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	2	2	7	23	42	14	13	4	1					108
% of Totals	2%	2%	6%	21%	39%	13%	12%	4%	1%					100%

AM Volumes	1	1	1	8	13	6	5	2	0	0	0	0	0	37
% AM	1%	1%	1%	7%	12%	6%	5%	2%						34%
AM Peak Hour	04:45	06:45	08:30	06:30	08:15	08:30	11:15	00:30						11:30
Volume	1	1	1	3	4	2	4	1						11
PM Volumes	1	1	6	15	29	8	8	2	1	0	0	0	0	71
% PM	1%	1%	6%	14%	27%	7%	7%	2%	1%					66%
PM Peak Hour	16:30	12:00	12:30	14:15	18:45	13:30	12:00	12:00	16:30					14:15
Volume	1	1	1	4	6	3	3	1	1					10

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	6	6%	15	14%	15	14%	72	67%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	26	32	33	41	45	108

Prepared by National Data & Surveying Services

SPEED

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Sunday
Date: 9/16/2012

City: Valley Center
Project #: CA12_4322_001n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
10:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
11:00	0	0	0	1	0	1	1	0	0	0	0	0	0	3
12:00 PM	0	1	0	0	0	0	1	1	0	0	0	0	0	3
13:00	0	0	1	0	1	1	1	0	0	0	0	0	0	4
14:00	0	0	0	1	1	1	1	0	0	0	0	0	0	4
15:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
16:00	0	0	1	0	3	0	0	0	0	0	0	0	0	4
17:00	1	0	0	0	0	0	0	0	1	0	0	0	0	2
18:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
19:00	0	0	0	1	4	1	0	0	0	0	0	0	0	6
20:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	3	2	0	0	0	0	0	0	0	5
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Totals	1	1	3	10	21	9	4	3	1					53
% of Totals	2%	2%	6%	19%	40%	17%	8%	6%	2%					100%

AM Volumes	0	0	0	4	5	3	1	2	0	0	0	0	0	15
% AM				8%	9%	6%	2%	4%						28%
AM Peak Hour				05:00	09:00	02:00	11:00	01:00						09:00
Volume				1	2	1	1	1						3
PM Volumes	1	1	3	6	16	6	3	1	1	0	0	0	0	38
% PM	2%	2%	6%	11%	30%	11%	6%	2%	2%					72%
PM Peak Hour	17:00	12:00	13:00	14:00	19:00	21:00	12:00	12:00	17:00					19:00
Volume	1	1	1	1	4	2	1	1	1					6

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2	↔	4%	7	↔	13%	6	↔	11%	38	↔	72%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	North Bound	26	33	33	40	47	53
Street A	South Bound	26	32	32	41	44	55

SPEED

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Sunday
Date: 9/16/2012

City: Valley Center
Project #: CA12_4322_001s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	1	0	0	1	0	0	0	0	0	0	3
06:00	0	0	0	2	0	0	1	0	0	0	0	0	0	3
07:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
09:00	0	0	1	1	1	2	0	0	0	0	0	0	0	5
10:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
11:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	3	1	2	0	0	0	0	0	0	6
13:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	2	2	1	0	0	0	0	0	0	0	5
15:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
16:00	0	0	0	3	1	0	1	1	0	0	0	0	0	6
17:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
18:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2
19:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Totals	1	1	4	13	21	5	9	1						55
% of Totals	2%	2%	7%	24%	38%	9%	16%	2%						100%

AM Volumes	1	1	1	4	8	3	4	0	0	0	0	0	0	22
% AM	2%	2%	2%	7%	15%	5%	7%							40%
AM Peak Hour	05:00	07:00	09:00	06:00	10:00	09:00	01:00							09:00
Volume	1	1	1	2	3	2	1							5
PM Volumes	0	0	3	9	13	2	5	1	0	0	0	0	0	33
% PM			5%	16%	24%	4%	9%	2%						60%
PM Peak Hour			17:00	16:00	12:00	12:00	12:00	16:00						12:00
Volume			1	3	3	1	2	1						6

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	4		7%	8		15%	9		16%	34		62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	North Bound	26	33	33	40	47	53
Street A	South Bound	26	32	32	41	44	55

SPEED

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Sunday
Date: 9/16/2012

City: Valley Center
Project #: CA12_4322_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	1	1	0	0	0	0	0	2
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	2	0	0	1	0	0	0	0	0	0	4
06:00	0	0	0	2	0	0	1	1	0	0	0	0	0	4
07:00	0	1	0	1	2	0	0	0	0	0	0	0	0	4
08:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
09:00	0	0	1	2	3	2	0	0	0	0	0	0	0	8
10:00	0	0	0	0	4	1	0	0	0	0	0	0	0	5
11:00	0	0	0	1	1	1	2	0	0	0	0	0	0	5
12:00 PM	0	1	0	0	3	1	3	1	0	0	0	0	0	9
13:00	0	0	1	2	1	1	1	0	0	0	0	0	0	6
14:00	0	0	0	3	3	2	1	0	0	0	0	0	0	9
15:00	0	0	1	2	2	0	0	0	0	0	0	0	0	5
16:00	0	0	1	3	4	0	1	1	0	0	0	0	0	10
17:00	1	0	1	0	2	0	0	0	1	0	0	0	0	5
18:00	0	0	0	1	3	0	1	0	0	0	0	0	0	5
19:00	0	0	1	2	4	1	0	0	0	0	0	0	0	8
20:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	4	2	1	0	0	0	0	0	0	7
22:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
23:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Totals	2	2	7	23	42	14	13	4	1					108
% of Totals	2%	2%	6%	21%	39%	13%	12%	4%	1%					100%

AM Volumes	1	1	1	8	13	6	5	2	0	0	0	0	0	37
% AM	1%	1%	1%	7%	12%	6%	5%	2%						34%
AM Peak Hour	05:00	07:00	09:00	05:00	10:00	09:00	11:00	01:00						09:00
Volume	1	1	1	2	4	2	2	1						8
PM Volumes	1	1	6	15	29	8	8	2	1	0	0	0	0	71
% PM	1%	1%	6%	14%	27%	7%	7%	2%	1%					66%
PM Peak Hour	17:00	12:00	13:00	14:00	16:00	14:00	12:00	12:00	17:00					16:00
Volume	1	1	1	3	4	2	3	1	1					10

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	6		6%	15		14%	15		14%	72		67%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Street A	Summary	26	32	33	41	45	108

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	53	55	0	0	10

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOT
00:00	0		0		0	0			12:00	1		2		0	0	3
00:15	1		1		0	0	2		12:15	1		2		0	0	3
00:30	0		0		0	0			12:30	0		1		0	0	1
00:45	0	1	0	1	0	0		2	12:45	1	3	1	6	0	0	2
01:00	0		0		0	0			13:00	1		1		0	0	2
01:15	1		0		0	0	1		13:15	1		1		0	0	2
01:30	0		1		0	0	1		13:30	2		0		0	0	2
01:45	0	1	0	1	0	0		2	13:45	0	4	0	2	0	0	
02:00	0		0		0	0			14:00	0		1		0	0	1
02:15	0		0		0	0			14:15	2		2		0	0	4
02:30	1		0		0	0	1		14:30	1		2		0	0	3
02:45	0	1	0		0	0		1	14:45	1	4	0	5	0	0	1
03:00	0		0		0	0			15:00	1		1		0	0	2
03:15	0		0		0	0			15:15	0		1		0	0	1
03:30	0		0		0	0			15:30	1		0		0	0	1
03:45	0		0		0	0			15:45	1	3	0	2	0	0	1
04:00	0		0		0	0			16:00	0		3		0	0	3
04:15	0		0		0	0			16:15	1		0		0	0	1
04:30	0		0		0	0			16:30	1		1		0	0	2
04:45	0		0		0	0			16:45	2	4	2	6	0	0	4
05:00	1		1		0	0	2		17:00	0		0		0	0	
05:15	0		0		0	0			17:15	2		1		0	0	3
05:30	0		1		0	0	1		17:30	0		1		0	0	1
05:45	0	1	1	3	0	0	1	4	17:45	0	2	1	3	0	0	1
06:00	0		0		0	0			18:00	0		0		0	0	
06:15	0		0		0	0			18:15	2		1		0	0	3
06:30	1		2		0	0	3		18:30	0		0		0	0	
06:45	0	1	1	3	0	0	1	4	18:45	1	3	1	2	0	0	2
07:00	0		1		0	0	1		19:00	2		1		0	0	3
07:15	2		0		0	0	2		19:15	2		0		0	0	2
07:30	0		1		0	0	1		19:30	2		1		0	0	3
07:45	0	2	0	2	0	0		4	19:45	0	6	0	2	0	0	
08:00	0		0		0	0			20:00	1		0		0	0	1
08:15	0		0		0	0			20:15	0		0		0	0	
08:30	0		2		0	0	2		20:30	0		1		0	0	1
08:45	0		0	2	0	0		2	20:45	1	2	0	1	0	0	1
09:00	2		1		0	0	3		21:00	1		0		0	0	1
09:15	0		2		0	0	2		21:15	2		1		0	0	3
09:30	0		2		0	0	2		21:30	2		1		0	0	3
09:45	1	3	0	5	0	0	1	8	21:45	0	5	0	2	0	0	
10:00	0		0		0	0			22:00	0		1		0	0	1
10:15	0		2		0	0	2		22:15	0		0		0	0	
10:30	2		1		0	0	3		22:30	0		0		0	0	
10:45	0	2	0	3	0	0		5	22:45	1	1	0	1	0	0	1
11:00	0		0		0	0			23:00	1		1		0	0	2
11:15	0		0		0	0			23:15	0		0		0	0	
11:30	2		0		0	0	2		23:30	0		0		0	0	
11:45	1	3	2	2	0	0	3	5	23:45	0	1	0	1	0	0	
TOTALS		15		22				37	TOTALS		38		33			
SPLIT %		40.5%		59.5%				34.3%	SPLIT %		53.5%		46.5%			

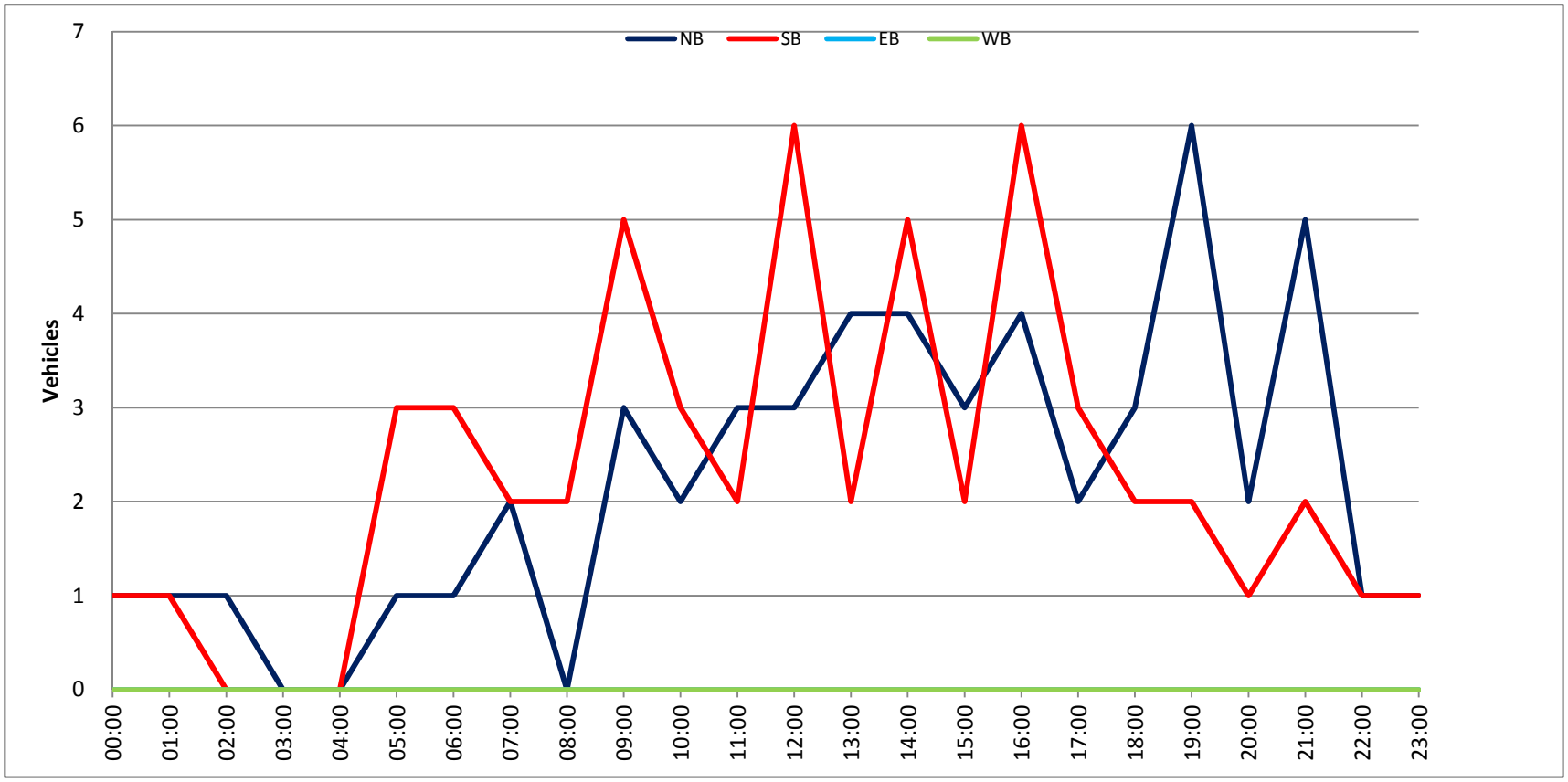
DAILY TOTALS	NB	SB	EB	WB	To
	53	55	0	0	10

AM Peak Hour	11:30	11:45			11:30	PM Peak Hour	18:45	12:00			
AM Pk Volume	5	7			11	PM Pk Volume	7	6			
Pk Hr Factor	0.500	0.500			0.667	Pk Hr Factor	0.625	0.750			
7 - 9 Volume	2	4	0	0	6	4 - 6 Volume	6	9	0	0	
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:30	16:00			
7 - 9 Pk Volume	2	2	0	0	4	4 - 6 Pk Volume	5	6	0	0	
Pk Hr Factor	0.250	0.500	0.000	0.000	0.500	Pk Hr Factor	0.625	0.500	0.000	0.000	

Prepared by NDS/ATD

Project #: CA12_4322_001 **City:** Valley Center

Location: Mountain Ridge Rd s/o Megan Terrace (Top **Date:** 9/16/2012



Appendix E

Traffic Counts

THURSDAY MARCH 29, 2012 | CITY: NORTH COUNTY | PROJECT: CA12-0330-01

W. LILAC W -O OLD HWY 395 | 85th PERCENTILE: EB: 43 | WB: 49

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		1			12:00			9		10		
00:15			0		2			12:15			9		10		
00:30			0		0			12:30			8		7		
00:45			1	1	0	3	4	12:45			17	43	12	39	82
01:00			3		3			13:00			7		14		
01:15			0		0			13:15			5		22		
01:30			1		0			13:30			6		30		
01:45			0	4	0	3	7	13:45			20	38	30	96	134
02:00			0		1			14:00			29		23		
02:15			0		0			14:15			71		40		
02:30			0		2			14:30			54		24		
02:45			0	0	0	3	3	14:45			19	173	15	102	275
03:00			0		1			15:00			11		20		
03:15			0		1			15:15			14		15		
03:30			0		0			15:30			16		26		
03:45			0	0	0	2	2	15:45			21	62	24	85	147
04:00			2		0			16:00			23		15		
04:15			0		0			16:15			21		23		
04:30			2		2			16:30			14		18		
04:45			6	10	1	3	13	16:45			19	77	19	75	152
05:00			4		0			17:00			18		15		
05:15			0		2			17:15			21		26		
05:30			3		1			17:30			32		12		
05:45			2	9	4	7	16	17:45			23	94	16	69	163
06:00			6		8			18:00			12		19		
06:15			18		12			18:15			9		10		
06:30			22		16			18:30			10		7		
06:45			19	65	11	47	112	18:45			7	38	7	43	81
07:00			16		29			19:00			6		8		
07:15			8		23			19:15			17		6		
07:30			14		39			19:30			8		9		
07:45			24	62	85	176	238	19:45			3	34	9	32	66
08:00			58		71			20:00			3		8		
08:15			76		40			20:15			5		4		
08:30			22		31			20:30			4		5		
08:45			8	164	11	153	317	20:45			4	16	6	23	39
09:00			9		9			21:00			4		6		
09:15			8		9			21:15			8		9		
09:30			14		7			21:30			1		8		
09:45			8	39	3	28	67	21:45			1	14	3	26	40
10:00			12		5			22:00			2		5		
10:15			6		5			22:15			1		2		
10:30			9		9			22:30			2		5		
10:45			7	34	10	29	63	22:45			0	5	5	17	22
11:00			12		12			23:00			1		0		
11:15			13		10			23:15			2		5		
11:30			10		8			23:30			0		2		
11:45			8	43	11	41	84	23:45			2	5	2	9	14
Total Vol.				431		495	**926**					599		616	**1215**

Daily Totals

NB	SB	EB	WB	Combined
		1030	1111	**2141**

	AM			PM		
Split %	46.5%	53.5%	**43.3%**	49.3%	50.7%	**56.7%**
Peak Hour	07:45	07:30	**07:30**	13:45	13:30	**13:45**
Volume	180	235	**407**	174	123	**291**
P.H.F.	0.59	0.69	**0.79**	0.61	0.77	**0.66**

TUESDAY MARCH 8, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-011

W. LILAC BTN CIRCLE R & LILAC | 85th PERCENTILE: EB: 46 | WB: 44

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		1			12:00			6		2		
00:15			1		0			12:15			11		8		
00:30			1		1			12:30			6		5		
00:45			0	3	0	2	5	12:45			15	38	3	18	56
01:00			2		1			13:00			6		2		
01:15			1		0			13:15			9		9		
01:30			1		2			13:30			7		7		
01:45			0	4	0	3	7	13:45			5	27	5	23	50
02:00			0		0			14:00			11		7		
02:15			0		1			14:15			8		5		
02:30			0		0			14:30			9		9		
02:45			1	1	0	1	2	14:45			7	35	7	28	63
03:00			0		0			15:00			9		7		
03:15			0		0			15:15			10		6		
03:30			1		0			15:30			18		5		
03:45			0	1	0	0	1	15:45			12	49	6	24	73
04:00			0		1			16:00			11		12		
04:15			0		1			16:15			18		7		
04:30			0		1			16:30			21		5		
04:45			0	0	2	5	5	16:45			12	62	15	39	101
05:00			0		1			17:00			16		12		
05:15			2		2			17:15			15		5		
05:30			0		4			17:30			13		5		
05:45			1	3	4	11	14	17:45			16	60	8	30	90
06:00			3		16			18:00			11		6		
06:15			7		20			18:15			7		9		
06:30			3		26			18:30			11		9		
06:45			8	21	22	84	105	18:45			10	39	5	29	68
07:00			6		20			19:00			8		5		
07:15			4		25			19:15			8		3		
07:30			4		15			19:30			4		2		
07:45			6	20	22	82	102	19:45			5	25	2	12	37
08:00			10		21			20:00			6		3		
08:15			8		16			20:15			10		1		
08:30			2		18			20:30			5		2		
08:45			7	27	15	70	97	20:45			3	24	2	8	32
09:00			5		11			21:00			3		1		
09:15			9		12			21:15			2		4		
09:30			6		10			21:30			2		2		
09:45			9	29	9	42	71	21:45			9	16	1	8	24
10:00			9		12			22:00			4		1		
10:15			12		16			22:15			2		0		
10:30			7		11			22:30			3		2		
10:45			2	30	10	49	79	22:45			3	12	3	6	18
11:00			4		7			23:00			1		1		
11:15			8		9			23:15			0		1		
11:30			5		14			23:30			1		0		
11:45			7	24	8	38	62	23:45			3	5	0	2	7
Total Vol.				163		387	**550**					392		227	**619**

Daily Totals

NB	SB	EB	WB	Combined
		555	614	**1169**

	AM			PM		
Split %	29.6%	70.4%	**47.0%**	63.3%	36.7%	**53.0%**
Peak Hour	09:45	06:30	**06:30**	16:15	16:00	**16:15**
Volume	37	93	**114**	67	39	**106**
P.H.F.	0.77	0.89	**0.95**	0.80	0.65	**0.95**

100602

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 CITY: BONSALL PROJECT: CA11-0923-1782-002

CAMINO DEL REY BTN MISSION & OLD RIVER ROAD

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			6		8			12:00			84		42		
00:15			4		7			12:15			71		44		
00:30			7		2			12:30			77		62		
00:45			0	17	4	21	38	12:45			90	322	55	203	525
01:00			3		1			13:00			98		51		
01:15			6		3			13:15			105		48		
01:30			3		1			13:30			122		55		
01:45			2	14	3	8	22	13:45			110	435	125	279	714
02:00			4		2			14:00			93		116		
02:15			2		3			14:15			63		80		
02:30			1		1			14:30			67		111		
02:45			0	7	4	10	17	14:45			77	300	91	398	698
03:00			4		3			15:00			60		73		
03:15			2		3			15:15			57		81		
03:30			2		2			15:30			88		82		
03:45			1	9	3	11	20	15:45			68	273	111	347	620
04:00			1		1			16:00			69		115		
04:15			7		0			16:15			81		126		
04:30			11		3			16:30			88		128		
04:45			14	33	2	6	39	16:45			83	321	150	519	840
05:00			15		5			17:00			68		105		
05:15			21		7			17:15			69		98		
05:30			22		12			17:30			95		111		
05:45			28	86	11	35	121	17:45			68	300	99	413	713
06:00			30		16			18:00			58		84		
06:15			41		28			18:15			46		90		
06:30			68		33			18:30			60		102		
06:45			77	216	58	135	351	18:45			59	223	105	381	604
07:00			84		78			19:00			76		101		
07:15			109		60			19:15			48		119		
07:30			215		101			19:30			40		67		
07:45			121	529	126	365	894	19:45			43	207	43	330	537
08:00			60		110			20:00			30		32		
08:15			51		77			20:15			25		31		
08:30			55		51			20:30			31		26		
08:45			48	214	62	300	514	20:45			35	121	26	115	236
09:00			50		70			21:00			25		16		
09:15			42		74			21:15			31		28		
09:30			58		72			21:30			24		15		
09:45			51	201	68	284	485	21:45			24	104	21	80	184
10:00			56		84			22:00			13		23		
10:15			54		71			22:15			26		19		
10:30			51		65			22:30			12		13		
10:45			60	221	55	275	496	22:45			6	57	7	62	119
11:00			65		47			23:00			11		14		
11:15			78		59			23:15			12		7		
11:30			71		51			23:30			7		7		
11:45			77	291	51	208	499	23:45			3	33	5	33	66
Total Vol.				1838		1658	**3496**					2696		3160	**5856**

	NB	SB	EB	WB	Combined
Daily Totals			4534	4818	**9352**

	AM			PM		
Split %	52.6%	47.4%	**37.4%**	46.0%	54.0%	**62.6%**
Peak Hour	07:00	07:30	**07:15**	13:00	16:00	**16:00**
Volume	529	414	**902**	435	519	**840**
P.H.F.	0.62	0.82	**0.71**	0.89	0.87	**0.90**

03041

MetroCount Traffic Executive
Event Counts

EventCount-321 – E sh (ENU)

Datasets:

Site:	**[8067.A] CAMINO DEL REY (MISSION RD-OLD RIVER RD) NORTHBOUND**
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Subtracted from totals. (-1)
Survey Duration:	20:53 Tuesday, September 02, 2008 => 19:40 Friday, September 05, 2008
File:	C:\Users\Gus\True Count\Projects\8067 DA LILAC\8067.A05Sep2008.EC0 (Regular)
Identifier:	T575QTP3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Wednesday, September 03, 2008 => 0:00 Thursday, September 04, 2008**
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 15065 / 37271 (40.42%)

*** Wednesday, September 03, 2008=4617, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**8**	**9**	**1**	**23**	**62**	**158**	**335**	**348**	**220**	**217**	**261**	**255**	**270**	**377**	**404**	**429**	**374**	**273**	**211**	**153**	**117**	**61**	**36**	
7	4	3	1	5	6	23	66	**144**	47	50	65	67	55	57	89	93	81	63	57	49	47	17	10	-
3	1	2	0	7	11	24	78	**91**	47	54	60	63	54	76	110	102	95	66	60	31	22	14	13	-
4	2	2	0	5	18	48	**78**	47	63	61	64	68	85	104	108	113	120	71	46	43	23	16	10	-
1	1	2	0	6	27	63	**113**	66	63	52	72	57	76	140	97	121	78	73	48	30	25	14	3	-

AM Peak 0730 - 0830 (426), AM PHF=0.74

030411

MetroCount Traffic Executive
Event Counts

EventCount-324 -- English (ENU)

Datasets:

Site:	**[8067.B] CAMINO DEL REY (OLD RIVER RD-LILAC RD) EASTBOUND**
Input A:	4 - West bound. - Excluded from totals. (0)
Input B:	2 - East bound. - Added to totals. (1)
Survey Duration:	21:04 Tuesday, September 02, 2008 => 19:38 Friday, September 05, 2008
File:	C:\Users\Gus\True Count\Projects\8067 DA LILAC\8067.B05Sep2008.EC0 (Regular)
Identifier:	S1079HQH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Wednesday, September 03, 2008 => 0:00 Thursday, September 04, 2008**
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 14357 / 35433 (40.52%)

*** Wednesday, September 03, 2008=4840, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**8**	**4**	**7**	**41**	**141**	**243**	**436**	**375**	**175**	**214**	**226**	**247**	**289**	**454**	**376**	**353**	**351**	**276**	**232**	**171**	**109**	**61**	**38**	
1	0	1	1	1	22	47	64	**170**	43	43	57	53	54	63	89	83	86	75	66	51	27	19	8	-
3	2	2	1	9	34	64	64	**86**	36	63	48	61	64	65	94	93	97	73	57	50	30	15	14	-
6	3	0	1	17	39	61	**122**	58	51	49	60	62	118	168	98	97	92	66	50	27	26	13	9	-
3	3	1	4	14	46	71	**186**	61	45	59	61	71	53	158	95	80	76	62	59	43	26	14	7	-

AM Peak 0730 - 0830 (564), AM PHF=0.76

TUESDAY, NOVEMBER 1 2011 CITY: VALLEY CENTER PROJECT: CA11-1104-01

GOHPER CANYON BTN I-15 SB RAMPS & I-15 NB RAMP 85th PERCENTILE: EB: 29 WB: 28

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			19		10			12:00			62		76		
00:15			12		19			12:15			66		89		
00:30			14		11			12:30			68		84		
00:45			8	53	12	52	105	12:45			77	273	77	326	599
01:00			8		7			13:00			70		78		
01:15			11		7			13:15			65		91		
01:30			8		4			13:30			80		92		
01:45			7	34	7	25	59	13:45			76	291	83	344	635
02:00			9		4			14:00			72		90		
02:15			0		3			14:15			77		88		
02:30			2		2			14:30			65		98		
02:45			1	12	0	9	21	14:45			88	302	87	363	665
03:00			3		1			15:00			123		109		
03:15			5		5			15:15			118		109		
03:30			5		4			15:30			156		105		
03:45			7	20	4	14	34	15:45			170	567	119	442	1009
04:00			6		9			16:00			177		148		
04:15			12		8			16:15			205		155		
04:30			9		12			16:30			166		111		
04:45			11	38	19	48	86	16:45			185	733	122	536	1269
05:00			15		25			17:00			213		136		
05:15			21		28			17:15			210		128		
05:30			18		31			17:30			199		167		
05:45			22	76	33	117	193	17:45			198	820	131	562	1382
06:00			31		43			18:00			177		90		
06:15			40		54			18:15			148		77		
06:30			45		88			18:30			131		68		
06:45			60	176	134	319	495	18:45			121	577	76	311	888
07:00			77		211			19:00			88		55		
07:15			71		187			19:15			70		52		
07:30			80		165			19:30			67		44		
07:45			66	294	155	718	1012	19:45			67	292	58	209	501
08:00			68		132			20:00			54		44		
08:15			77		128			20:15			44		47		
08:30			73		119			20:30			39		33		
08:45			57	275	105	484	759	20:45			66	203	31	155	358
09:00			67		114			21:00			78		41		
09:15			62		90			21:15			51		30		
09:30			62		87			21:30			44		33		
09:45			66	257	77	368	625	21:45			27	200	24	128	328
10:00			45		91			22:00			33		27		
10:15			51		68			22:15			31		15		
10:30			54		84			22:30			26		19		
10:45			66	216	64	307	523	22:45			20	110	21	82	192
11:00			65		71			23:00			19		15		
11:15			53		85			23:15			14		11		
11:30			60		80			23:30			10		10		
11:45			55	233	74	310	543	23:45			17	60	8	44	104
Total Vol.				1684		2771	**4455**					4428		3502	**7930**

Daily Totals

NB	SB	EB	WB	Combined
		6112	6273	**12385**

	AM			PM		
Split %	37.8%	62.2%	**36.0%**	55.8%	44.2%	**64.0%**
Peak Hour	07:00	07:00	**07:00**	17:00	17:00	**17:00**
Volume	294	718	**1012**	820	562	**1382**
P.H.F.	0.92	0.85	**0.88**	0.96	0.84	**0.94**

TUESDAY, NOVEMBER 1 2011 CITY: VALLEY CENTER PROJECT: CA11-1104-01

GOPHER CANYON BTN I-15 NB RAMPS & OLD HWY 395 85th PERCENTILE: EB: 25 WB: 28

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			11		18			12:00			66		70		
00:15			16		9			12:15			74		78		
00:30			15		13			12:30			78		66		
00:45			12	54	15	55	109	12:45			77	295	84	298	593
01:00			8		19			13:00			89		79		
01:15			3		11			13:15			86		76		
01:30			5		12			13:30			77		88		
01:45			6	22	11	53	75	13:45			89	341	76	319	660
02:00			0		7			14:00			78		91		
02:15			2		4			14:15			94		85		
02:30			1		5			14:30			88		87		
02:45			1	4	0	16	20	14:45			98	358	102	365	723
03:00			0		0			15:00			109		98		
03:15			1		1			15:15			117		97		
03:30			2		1			15:30			133		110		
03:45			6	9	2	4	13	15:45			121	480	100	405	885
04:00			3		3			16:00			151		110		
04:15			4		1			16:15			167		127		
04:30			7		7			16:30			141		90		
04:45			9	23	13	24	47	16:45			154	613	100	427	1040
05:00			8		14			17:00			163		121		
05:15			13		22			17:15			188		104		
05:30			10		19			17:30			165		133		
05:45			19	50	31	86	136	17:45			154	670	110	468	1138
06:00			21		42			18:00			144		112		
06:15			31		68			18:15			131		109		
06:30			43		77			18:30			123		98		
06:45			54	149	90	277	426	18:45			114	512	77	396	908
07:00			77		166			19:00			124		65		
07:15			71		176			19:15			100		44		
07:30			89		126			19:30			85		33		
07:45			66	303	131	599	902	19:45			98	407	36	178	585
08:00			65		100			20:00			90		31		
08:15			73		109			20:15			76		33		
08:30			65		117			20:30			64		28		
08:45			58	261	108	434	695	20:45			70	300	31	123	423
09:00			67		112			21:00			54		27		
09:15			66		100			21:15			44		30		
09:30			54		109			21:30			36		26		
09:45			50	237	111	432	669	21:45			31	165	25	108	273
10:00			70		98			22:00			33		19		
10:15			66		99			22:15			19		23		
10:30			54		92			22:30			25		23		
10:45			67	257	87	376	633	22:45			22	99	16	81	180
11:00			61		90			23:00			27		20		
11:15			62		95			23:15			17		15		
11:30			70		88			23:30			15		15		
11:45			54	247	79	352	599	23:45			13	72	12	62	134
Total Vol.				1616		2708	**4324**					4312		3230	**7542**

Daily Totals	NB	SB	EB	WB	Combined
			5928	5938	**11866**

	AM			PM		
Split %	37.4%	62.6%	**36.4%**	57.2%	42.8%	**63.6%**
Peak Hour	07:00	07:00	**07:00**	16:45	17:00	**17:00**
Volume	303	599	**902**	670	468	**1138**
P.H.F.	0.85	0.85	**0.91**	0.89	0.88	**0.95**

THURSDAY NOVEMBER 3, 2011 CITY: VALLEY CENTER PROJECT: CA11-1104-05

W. LILAC BTN STANDEL & BIRDSONG 85th PERCENTILE: EB: 48 WB: 49

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		1			12:00			5		5		
00:15			1		0			12:15			7		8		
00:30			2		0			12:30			10		7		
00:45			3	9	0	1	10	12:45			7	29	8	28	57
01:00			2		1			13:00			7		7		
01:15			0		0			13:15			12		8		
01:30			0		0			13:30			8		9		
01:45			0	2	2	3	5	13:45			7	34	8	32	66
02:00			0		0			14:00			5		9		
02:15			2		0			14:15			6		8		
02:30			1		1			14:30			10		9		
02:45			0	3	0	1	4	14:45			7	28	8	34	62
03:00			0		0			15:00			8		6		
03:15			0		0			15:15			10		11		
03:30			0		1			15:30			6		9		
03:45			1	1	0	1	2	15:45			10	34	12	38	72
04:00			2		1			16:00			13		12		
04:15			1		1			16:15			21		21		
04:30			0		2			16:30			14		17		
04:45			1	4	0	4	8	16:45			15	63	10	60	123
05:00			0		1			17:00			8		10		
05:15			0		3			17:15			9		14		
05:30			0		8			17:30			10		9		
05:45			2	2	7	19	21	17:45			7	34	7	40	74
06:00			0		9			18:00			9		4		
06:15			1		12			18:15			9		2		
06:30			5		13			18:30			13		7		
06:45			7	13	8	42	55	18:45			14	45	5	18	63
07:00			6		10			19:00			11		6		
07:15			3		7			19:15			7		6		
07:30			4		14			19:30			3		5		
07:45			11	24	10	41	65	19:45			8	29	4	21	50
08:00			5		10			20:00			3		2		
08:15			4		6			20:15			1		2		
08:30			7		4			20:30			3		1		
08:45			7	23	4	24	47	20:45			0	7	2	7	14
09:00			8		8			21:00			0		1		
09:15			6		8			21:15			0		0		
09:30			6		5			21:30			0		1		
09:45			9	29	10	31	60	21:45			0	0	0	2	2
10:00			6		6			22:00			0		0		
10:15			8		6			22:15			1		1		
10:30			9		8			22:30			0		1		
10:45			10	33	6	26	59	22:45			0	1	0	2	3
11:00			9		7			23:00			4		3		
11:15			2		8			23:15			0		3		
11:30			8		6			23:30			2		2		
11:45			7	26	3	24	50	23:45			0	6	1	9	15
Total Vol.				169		217	**386**					310		291	**601**

Daily Totals				
NB	SB	EB	WB	**Combined**
		479	508	**987**

	AM			PM		
Split %	43.8%	56.2%	**39.1%**	51.6%	48.4%	**60.9%**
Peak Hour	10:15	06:15	**07:00**	16:00	15:45	**16:00**
Volume	36	43	**65**	63	62	**123**
P.H.F.	0.90	0.83	**0.77**	0.75	0.74	**0.73**

THURSDAY NOVEMBER 3, 2011 CITY: VALLEY CENTER PROJECT: CA11-1104-05

W. LILAC BTN OLD HWY 395 & STANDEL 85th PERCENTILE: EB: 56 WB: 57

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		2			12:00			5		7		
00:15			1		1			12:15			8		6		
00:30			2		2			12:30			7		14		
00:45			3	11	1	6	17	12:45			6	26	5	32	58
01:00			3		0			13:00			8		4		
01:15			0		0			13:15			6		11		
01:30			0		0			13:30			9		8		
01:45			0	3	0	0	3	13:45			8	31	10	33	64
02:00			0		0			14:00			9		8		
02:15			1		0			14:15			10		3		
02:30			1		0			14:30			5		9		
02:45			0	2	2	2	4	14:45			8	32	6	26	58
03:00			0		0			15:00			8		4		
03:15			0		0			15:15			12		9		
03:30			1		0			15:30			12		8		
03:45			0	1	0	0	1	15:45			11	43	12	33	76
04:00			2		0			16:00			21		19		
04:15			1		0			16:15			18		21		
04:30			0		3			16:30			11		17		
04:45			1	4	0	3	7	16:45			8	58	15	72	130
05:00			1		1			17:00			15		17		
05:15			1		4			17:15			15		7		
05:30			0		3			17:30			11		11		
05:45			1	3	6	14	17	17:45			15	56	3	38	94
06:00			1		6			18:00			6		5		
06:15			4		12			18:15			14		6		
06:30			7		15			18:30			12		13		
06:45			14	26	14	47	73	18:45			13	45	5	29	74
07:00			7		10			19:00			9		7		
07:15			7		12			19:15			8		9		
07:30			8		12			19:30			3		5		
07:45			7	29	24	58	87	19:45			7	27	1	22	49
08:00			6		15			20:00			14		2		
08:15			12		11			20:15			7		0		
08:30			8		13			20:30			6		3		
08:45			11	37	10	49	86	20:45			6	33	2	7	40
09:00			12		10			21:00			5		2		
09:15			5		9			21:15			7		0		
09:30			8		6			21:30			3		0		
09:45			4	29	10	35	64	21:45			10	25	0	2	27
10:00			7		7			22:00			6		0		
10:15			8		8			22:15			4		1		
10:30			2		12			22:30			6		0		
10:45			8	25	6	33	58	22:45			6	22	1	2	24
11:00			6		11			23:00			2		5		
11:15			3		8			23:15			4		0		
11:30			10		6			23:30			4		2		
11:45			5	24	11	36	60	23:45			0	10	0	7	17
Total Vol.				194		283	**477**					408		303	**711**

	Daily Totals				
	NB	SB	EB	WB	Combined
			602	586	**1188**

	AM			PM		
Split %	40.7%	59.3%	**40.2%**	57.4%	42.6%	**59.8%**
Peak Hour	08:15	07:15	**07:45**	15:30	16:00	**15:45**
Volume	43	63	**96**	62	72	**130**
P.H.F.	0.90	0.66	**0.77**	0.74	0.86	**0.81**

THURSDAY NOVEMBER 3, 2011 CITY: VALLEY CENTER PROJECT: CA11-1104-05

W. LILAC BTN BIRDSONG & COVEY 85th PERCENTILE: EB: 49 WB: 52

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		1			12:00			4		7		
00:15			0		0			12:15			4		6		
00:30			1		0			12:30			9		14		
00:45			1	3	0	1	4	12:45			5	22	5	32	54
01:00			3		0			13:00			6		4		
01:15			0		0			13:15			6		11		
01:30			0		0			13:30			6		8		
01:45			0	3	0	0	3	13:45			7	25	10	33	58
02:00			0		0			14:00			3		8		
02:15			1		0			14:15			3		3		
02:30			0		0			14:30			7		9		
02:45			0	1	1	1	2	14:45			4	17	6	26	43
03:00			0		0			15:00			4		4		
03:15			0		0			15:15			9		9		
03:30			1		0			15:30			3		8		
03:45			0	1	0	0	1	15:45			6	22	12	33	55
04:00			2		1			16:00			13		18		
04:15			1		0			16:15			14		21		
04:30			0		2			16:30			8		17		
04:45			0	3	0	3	6	16:45			10	45	15	71	116
05:00			0		1			17:00			11		17		
05:15			1		3			17:15			5		7		
05:30			0		0			17:30			4		11		
05:45			1	2	5	9	11	17:45			2	22	3	38	60
06:00			0		9			18:00			3		5		
06:15			1		8			18:15			5		6		
06:30			3		11			18:30			6		13		
06:45			8	12	9	37	49	18:45			4	18	5	29	47
07:00			3		6			19:00			5		7		
07:15			6		8			19:15			7		9		
07:30			3		12			19:30			3		5		
07:45			9	21	13	39	60	19:45			1	16	1	22	38
08:00			4		9			20:00			1		2		
08:15			2		6			20:15			0		0		
08:30			4		5			20:30			3		3		
08:45			1	11	4	24	35	20:45			0	4	2	7	11
09:00			5		9			21:00			0		2		
09:15			6		9			21:15			0		0		
09:30			5		6			21:30			0		0		
09:45			5	21	10	34	55	21:45			0	0	0	2	2
10:00			3		7			22:00			0		0		
10:15			8		8			22:15			1		1		
10:30			11		12			22:30			0		0		
10:45			5	27	6	33	60	22:45			0	1	1	2	3
11:00			9		11			23:00			4		5		
11:15			4		8			23:15			0		0		
11:30			4		6			23:30			1		2		
11:45			8	25	11	36	61	23:45			0	5	0	7	12
Total Vol.				130		217	**347**					197		302	**499**

Daily Totals

NB	SB	EB	WB	Combined
		327	519	**846**

	AM			PM		
Split %	37.5%	62.5%	**41.0%**	39.5%	60.5%	**59.0%**
Peak Hour	10:15	07:15	**10:15**	16:00	16:00	**16:00**
Volume	33	42	**70**	45	71	**116**
P.H.F.	0.75	0.81	**0.76**	0.80	0.85	**0.83**

WEDNESDAY MARCH 2, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-010

W. LILAC BTN COVEY & CIRCLE R | 85th PERCENTILE: NB: 48 SB: 44

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		1					12:00	2		3				
00:15	0		0					12:15	5		3				
00:30	0		0					12:30	2		7				
00:45	1	2	0	1			3	12:45	2	11	5	18			29
01:00	1		0					13:00	2		6				
01:15	0		0					13:15	6		2				
01:30	2		0					13:30	0		3				
01:45	0	3	1	1			4	13:45	1	9	7	18			27
02:00	0		0					14:00	0		1				
02:15	0		0					14:15	4		9				
02:30	0		0					14:30	3		5				
02:45	0	0	0	0				14:45	4	11	5	20			31
03:00	0		0					15:00	6		1				
03:15	0		1					15:15	7		2				
03:30	0		1					15:30	5		5				
03:45	0	0	0	2			2	15:45	6	24	3	11			35
04:00	0		0					16:00	14		4				
04:15	2		1					16:15	8		2				
04:30	1		0					16:30	5		6				
04:45	0	3	2	3			6	16:45	7	34	3	15			49
05:00	1		3					17:00	8		8				
05:15	5		0					17:15	8		7				
05:30	1		1					17:30	5		8				
05:45	0	7	2	6			13	17:45	3	24	6	29			53
06:00	2		2					18:00	5		2				
06:15	2		2					18:15	4		1				
06:30	6		1					18:30	2		3				
06:45	2	12	8	13			25	18:45	3	14	3	9			23
07:00	5		6					19:00	1		2				
07:15	4		2					19:15	1		0				
07:30	2		1					19:30	1		1				
07:45	6	17	4	13			30	19:45	2	5	1	4			9
08:00	4		3					20:00	0		2				
08:15	2		5					20:15	2		4				
08:30	1		3					20:30	1		2				
08:45	5	12	2	13			25	20:45	0	3	0	8			11
09:00	0		2					21:00	3		1				
09:15	6		2					21:15	2		0				
09:30	4		5					21:30	3		2				
09:45	2	12	6	15			27	21:45	0	8	0	3			11
10:00	2		6					22:00	3		0				
10:15	6		2					22:15	0		1				
10:30	2		4					22:30	1		0				
10:45	1	11	3	15			26	22:45	0	4	0	1			5
11:00	2		1					23:00	0		1				
11:15	6		4					23:15	0		0				
11:30	7		4					23:30	1		1				
11:45	3	18	6	15			33	23:45	0	1	0	2			3
Total Vol.		97		97			**194**			148		138			**286**

Daily Totals

NB	SB	EB	WB	Combined
245	235			**480**

	AM			PM		
Split %	50.0%	50.0%	**40.4%**	51.7%	48.3%	**59.6%**
Peak Hour	11:00	09:15	**11:15**	16:00	17:00	**16:45**
Volume	18	19	**35**	34	29	**54**
P.H.F.	0.64	0.79	**0.80**	0.57	0.91	**0.84**

TUESDAY MARCH 8, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-016

CIRCLE R BTN OLD HWY 395 & MOUNTIAN RIDGE | 85th PERCENTILE: EB: 49 | WB: 47

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		0			12:00			15		13		
00:15			4		0			12:15			14		14		
00:30			0		0			12:30			12		15		
00:45			3	8	0	0	8	12:45			13	54	10	52	106
01:00			1		0			13:00			19		10		
01:15			1		0			13:15			16		16		
01:30			0		0			13:30			20		10		
01:45			1	3	0	0	3	13:45			14	69	14	50	119
02:00			0		0			14:00			15		13		
02:15			0		1			14:15			23		10		
02:30			1		0			14:30			22		16		
02:45			1	2	1	2	4	14:45			19	79	19	58	137
03:00			0		1			15:00			21		14		
03:15			0		1			15:15			26		12		
03:30			0		0			15:30			28		19		
03:45			2	2	0	2	4	15:45			33	108	21	66	174
04:00			1		0			16:00			35		44		
04:15			0		3			16:15			77		41		
04:30			1		4			16:30			51		30		
04:45			1	3	7	14	17	16:45			58	221	42	157	378
05:00			1		3			17:00			60		28		
05:15			0		7			17:15			51		41		
05:30			1		11			17:30			55		22		
05:45			3	5	19	40	45	17:45			63	229	25	116	345
06:00			7		33			18:00			66		26		
06:15			22		48			18:15			54		22		
06:30			25		50			18:30			50		18		
06:45			26	80	55	186	266	18:45			51	221	21	87	308
07:00			21		69			19:00			42		13		
07:15			10		60			19:15			35		15		
07:30			23		62			19:30			21		19		
07:45			15	69	65	256	325	19:45			16	114	11	58	172
08:00			18		62			20:00			18		16		
08:15			20		77			20:15			11		11		
08:30			16		62			20:30			10		9		
08:45			11	65	44	245	310	20:45			5	44	10	46	90
09:00			9		40			21:00			6		7		
09:15			10		35			21:15			5		6		
09:30			13		44			21:30			9		1		
09:45			18	50	41	160	210	21:45			14	34	0	14	48
10:00			16		32			22:00			3		2		
10:15			8		28			22:15			5		3		
10:30			10		33			22:30			9		2		
10:45			4	38	31	124	162	22:45			5	22	1	8	30
11:00			18		28			23:00			3		1		
11:15			15		20			23:15			4		0		
11:30			10		25			23:30			5		0		
11:45			7	50	21	94	144	23:45			2	14	0	1	15
Total Vol.				375		1123	**1498**					1209		713	**1922**

Daily Totals

NB	SB	EB	WB	Combined
		1584	1836	**3420**

	AM			PM		
Split %	25.0%	75.0%	**43.8%**	62.9%	37.1%	**56.2%**
Peak Hour	06:15	07:30	**07:30**	16:15	16:00	**16:15**
Volume	94	266	**342**	246	157	**387**
P.H.F.	0.90	0.86	**0.88**	0.80	0.89	**0.82**

WEDNESDAY MARCH 2, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-017

CIRCLE R BTN MOUNTIAN RIDGE & W. LILAC | 85th PERCENTILE: EB: 49 | WB: 48

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		0			12:00			14		10		
00:15			3		0			12:15			14		13		
00:30			0		0			12:30			10		16		
00:45			3	7	0	0	7	12:45			10	48	9	48	96
01:00			1		0			13:00			17		10		
01:15			1		0			13:15			9		16		
01:30			0		0			13:30			9		8		
01:45			1	3	0	0	3	13:45			13	48	14	48	96
02:00			0		1			14:00			10		16		
02:15			0		1			14:15			9		10		
02:30			1		0			14:30			15		16		
02:45			1	2	0	2	4	14:45			12	46	14	56	102
03:00			0		0			15:00			16		12		
03:15			0		1			15:15			25		15		
03:30			0		0			15:30			20		12		
03:45			2	2	0	1	3	15:45			22	83	19	58	141
04:00			1		0			16:00			23		10		
04:15			0		5			16:15			19		23		
04:30			0		3			16:30			20		12		
04:45			1	2	5	13	15	16:45			27	89	15	60	149
05:00			2		3			17:00			16		3		
05:15			0		7			17:15			20		10		
05:30			1		12			17:30			23		12		
05:45			3	6	13	35	41	17:45			15	74	14	39	113
06:00			6		17			18:00			20		3		
06:15			3		24			18:15			23		7		
06:30			9		23			18:30			24		10		
06:45			5	23	23	87	110	18:45			14	81	8	28	109
07:00			8		32			19:00			22		4		
07:15			8		23			19:15			14		3		
07:30			4		22			19:30			14		5		
07:45			5	25	26	103	128	19:45			15	65	4	16	81
08:00			9		26			20:00			16		2		
08:15			9		17			20:15			13		3		
08:30			9		18			20:30			11		3		
08:45			6	33	27	88	121	20:45			10	50	2	10	60
09:00			8		12			21:00			7		3		
09:15			9		16			21:15			5		4		
09:30			12		17			21:30			13		0		
09:45			8	37	19	64	101	21:45			10	35	1	8	43
10:00			16		11			22:00			4		1		
10:15			7		15			22:15			5		3		
10:30			8		20			22:30			8		2		
10:45			1	32	16	62	94	22:45			5	22	1	7	29
11:00			16		11			23:00			2		1		
11:15			15		16			23:15			5		0		
11:30			9		17			23:30			5		0		
11:45			9	49	15	59	108	23:45			2	14	0	1	15
Total Vol.				221		514	**735**					655		379	**1034**

Daily Totals

NB	SB	EB	WB	Combined
		876	893	**1769**

	AM			PM		
Split %	30.1%	69.9%	**41.5%**	63.3%	36.7%	**58.5%**
Peak Hour	11:00	07:00	**06:30**	15:15	15:30	**16:00**
Volume	49	103	**131**	90	64	**149**
P.H.F.	0.77	0.80	**0.82**	0.90	0.70	**0.89**

TUESDAY MARCH 8, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-018

OLD CASTLE BTN OLD HWY 395 & LILAC | 85th PERCENTILE: EB: 51 | WB: 53

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		9			12:00			39		48		
00:15			5		8			12:15			37		44		
00:30			4		4			12:30			39		40		
00:45			2	13	3	24	37	12:45			39	154	33	165	319
01:00			3		2			13:00			42		41		
01:15			5		7			13:15			47		46		
01:30			4		5			13:30			64		48		
01:45			0	12	7	21	33	13:45			29	182	32	167	349
02:00			0		2			14:00			69		40		
02:15			3		0			14:15			64		41		
02:30			2		3			14:30			69		39		
02:45			0	5	4	9	14	14:45			59	261	49	169	430
03:00			1		5			15:00			59		62		
03:15			0		5			15:15			71		50		
03:30			1		5			15:30			72		71		
03:45			4	6	5	20	26	15:45			69	271	69	252	523
04:00			2		7			16:00			93		40		
04:15			1		6			16:15			95		68		
04:30			4		12			16:30			92		61		
04:45			1	8	9	34	42	16:45			81	361	70	239	600
05:00			2		15			17:00			99		58		
05:15			1		17			17:15			69		59		
05:30			5		26			17:30			95		62		
05:45			13	21	39	97	118	17:45			91	354	53	232	586
06:00			22		35			18:00			80		32		
06:15			30		53			18:15			82		50		
06:30			35		78			18:30			68		37		
06:45			44	131	80	246	377	18:45			66	296	40	159	455
07:00			51		81			19:00			64		17		
07:15			55		110			19:15			45		30		
07:30			38		90			19:30			57		16		
07:45			53	197	81	362	559	19:45			42	208	17	80	288
08:00			48		79			20:00			32		18		
08:15			48		72			20:15			33		15		
08:30			33		101			20:30			37		23		
08:45			33	162	71	323	485	20:45			35	137	26	82	219
09:00			31		55			21:00			23		16		
09:15			28		54			21:15			37		14		
09:30			37		62			21:30			39		18		
09:45			42	138	53	224	362	21:45			22	121	14	62	183
10:00			29		50			22:00			26		10		
10:15			32		58			22:15			26		15		
10:30			42		43			22:30			10		10		
10:45			35	138	40	191	329	22:45			17	79	7	42	121
11:00			34		37			23:00			12		9		
11:15			42		43			23:15			9		9		
11:30			50		42			23:30			8		7		
11:45			44	170	26	148	318	23:45			6	35	11	36	71
Total Vol.				1001		1699	**2700**					2459		1685	**4144**

Daily Totals

NB	SB	EB	WB	Combined
		3460	3384	**6844**

	AM			PM		
Split %	37.1%	62.9%	**39.5%**	59.3%	40.7%	**60.5%**
Peak Hour	07:00	07:00	**07:00**	16:15	16:15	**16:15**
Volume	197	362	**559**	367	257	**624**
P.H.F.	0.90	0.82	**0.85**	0.93	0.92	**0.96**

THURSDAY MARCH 29TH, 2012 | CITY: NORTH COUNTY | PROJECT: CA12-0330-01

OLD HWY 395 N-O SR-76 | 85th PERCENTILE: NB: 61 | SB: 55

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		0					12:00	52		40				
00:15	3		0					12:15	36		48				
00:30	3		0					12:30	51		47				
00:45	4	14	1	1			15	12:45	44	183	54	189			372
01:00	1		0					13:00	33		42				
01:15	2		2					13:15	38		30				
01:30	1		2					13:30	41		63				
01:45	2	6	0	4			10	13:45	55	167	40	175			342
02:00	1		2					14:00	48		42				
02:15	3		2					14:15	44		53				
02:30	2		1					14:30	56		42				
02:45	5	11	1	6			17	14:45	66	214	53	190			404
03:00	3		1					15:00	56		48				
03:15	2		4					15:15	62		29				
03:30	3		5					15:30	52		48				
03:45	6	14	3	13			27	15:45	47	217	45	170			387
04:00	3		0					16:00	48		39				
04:15	5		5					16:15	58		49				
04:30	4		5					16:30	62		58				
04:45	7	19	8	18			37	16:45	60	228	45	191			419
05:00	3		5					17:00	37		40				
05:15	6		4					17:15	52		46				
05:30	7		7					17:30	41		48				
05:45	10	26	10	26			52	17:45	38	168	46	180			348
06:00	12		17					18:00	40		36				
06:15	11		16					18:15	20		28				
06:30	24		21					18:30	22		31				
06:45	30	77	24	78			155	18:45	22	104	20	115			219
07:00	34		31					19:00	19		26				
07:15	44		45					19:15	23		16				
07:30	46		51					19:30	16		16				
07:45	51	175	70	197			372	19:45	9	67	9	67			134
08:00	33		56					20:00	11		13				
08:15	32		61					20:15	12		7				
08:30	30		54					20:30	6		8				
08:45	33	128	54	225			353	20:45	9	38	7	35			73
09:00	25		67					21:00	3		5				
09:15	33		48					21:15	7		6				
09:30	37		53					21:30	6		2				
09:45	26	121	49	217			338	21:45	3	19	5	18			37
10:00	31		55					22:00	5		3				
10:15	29		36					22:15	7		3				
10:30	24		47					22:30	3		5				
10:45	28	112	39	177			289	22:45	4	19	3	14			33
11:00	31		51					23:00	0		1				
11:15	35		33					23:15	4		7				
11:30	46		29					23:30	3		2				
11:45	54	166	36	149			315	23:45	0	7	3	13			20
Total Vol.		869		1111			**1980**			1431		1357			**2788**

Daily Totals

NB	SB	EB	WB	**Combined**
2300	2468			**4768**

	AM			PM		
Split %	43.9%	56.1%	**41.5%**	51.3%	48.7%	**58.5%**
Peak Hour	11:45	07:45	**07:30**	14:30	13:30	**16:00**
Volume	193	241	**400**	240	198	**419**
P.H.F.	0.89	0.86	**0.83**	0.89	0.79	**0.87**

WEDNESDAY MARCH 2, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-001

OLD HWY 395 BTN SR-76 & DULIN | 85th PERCENTILE: NB: 54 SB: 51

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	3		2				12:00	25		22				
00:15	1		4				12:15	28		29				
00:30	0		3				12:30	20		35				
00:45	1	5	1	10		15	12:45	28	101	35	121			222
01:00	1		1				13:00	25		38				
01:15	1		2				13:15	29		23				
01:30	3		2				13:30	30		34				
01:45	0	5	4	9		14	13:45	36	120	20	115			235
02:00	0		2				14:00	36		25				
02:15	1		1				14:15	27		29				
02:30	0		1				14:30	36		29				
02:45	0	1	1	5		6	14:45	38	137	37	120			257
03:00	1		1				15:00	34		42				
03:15	0		2				15:15	49		52				
03:30	1		0				15:30	54		42				
03:45	2	4	3	6		10	15:45	58	195	44	180			375
04:00	1		5				16:00	51		36				
04:15	3		1				16:15	58		44				
04:30	7		1				16:30	72		49				
04:45	10	21	4	11		32	16:45	76	257	41	170			427
05:00	10		13				17:00	41		39				
05:15	8		8				17:15	55		66				
05:30	13		8				17:30	60		47				
05:45	16	47	18	47		94	17:45	53	209	45	197			406
06:00	20		33				18:00	43		38				
06:15	44		48				18:15	49		40				
06:30	20		32				18:30	36		42				
06:45	45	129	55	168		297	18:45	44	172	34	154			326
07:00	35		49				19:00	26		50				
07:15	58		30				19:15	13		31				
07:30	59		41				19:30	14		20				
07:45	42	194	31	151		345	19:45	24	77	33	134			211
08:00	30		53				20:00	13		29				
08:15	47		40				20:15	12		8				
08:30	52		36				20:30	8		34				
08:45	42	171	48	177		348	20:45	15	48	31	102			150
09:00	37		29				21:00	8		23				
09:15	42		33				21:15	5		15				
09:30	30		28				21:30	8		23				
09:45	38	147	20	110		257	21:45	6	27	14	75			102
10:00	35		31				22:00	8		11				
10:15	29		22				22:15	8		14				
10:30	23		29				22:30	2		15				
10:45	32	119	26	108		227	22:45	10	28	7	47			75
11:00	30		27				23:00	1		4				
11:15	29		23				23:15	3		0				
11:30	41		31				23:30	2		10				
11:45	35	135	42	123		258	23:45	2	8	5	19			27
Total Vol.		978		925		**1903**			1379		1434			**2813**

Daily Totals

NB	SB	EB	WB	Combined
2357	2359			**4716**

	AM			PM		
Split %	51.4%	48.6%	**40.4%**	49.0%	51.0%	**59.6%**
Peak Hour	06:45	06:15	**06:45**	16:00	17:00	**16:30**
Volume	197	184	**372**	257	197	**439**
P.H.F.	0.83	0.84	**0.93**	0.88	0.75	**0.91**

TUESDAY MARCH 8, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-002

OLD HWY 395 BTN DULIN & W. LILAC | 85th PERCENTILE: NB: 51 SB: 53

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		3					12:00	22		19				
00:15	1		1					12:15	18		23				
00:30	2		2					12:30	22		27				
00:45	1	4	0	6			10	12:45	28	90	25	94			184
01:00	3		1					13:00	31		24				
01:15	1		1					13:15	28		28				
01:30	0		3					13:30	33		28				
01:45	3	7	2	7			14	13:45	34	126	20	100			226
02:00	2		0					14:00	32		31				
02:15	1		2					14:15	25		28				
02:30	2		4					14:30	26		26				
02:45	1	6	5	11			17	14:45	27	110	32	117			227
03:00	3		4					15:00	32		43				
03:15	1		7					15:15	58		54				
03:30	0		7					15:30	59		29				
03:45	1	5	9	27			32	15:45	51	200	34	160			360
04:00	2		11					16:00	44		44				
04:15	4		16					16:15	68		38				
04:30	5		11					16:30	70		28				
04:45	8	19	18	56			75	16:45	88	270	30	140			410
05:00	4		26					17:00	61		26				
05:15	5		38					17:15	62		31				
05:30	10		33					17:30	55		25				
05:45	9	28	40	137			165	17:45	53	231	23	105			336
06:00	8		55					18:00	50		20				
06:15	15		60					18:15	56		19				
06:30	16		77					18:30	44		22				
06:45	20	59	84	276			335	18:45	42	192	16	77			269
07:00	21		92					19:00	35		11				
07:15	30		105					19:15	46		15				
07:30	22		99					19:30	28		19				
07:45	21	94	70	366			460	19:45	26	135	11	56			191
08:00	22		80					20:00	11		5				
08:15	19		68					20:15	15		9				
08:30	20		51					20:30	19		10				
08:45	16	77	55	254			331	20:45	12	57	5	29			86
09:00	22		44					21:00	9		4				
09:15	23		35					21:15	10		8				
09:30	21		29					21:30	5		3				
09:45	19	85	28	136			221	21:45	4	28	1	16			44
10:00	26		23					22:00	2		0				
10:15	20		16					22:15	6		1				
10:30	23		20					22:30	5		2				
10:45	24	93	19	78			171	22:45	0	13	1	4			17
11:00	19		11					23:00	2		2				
11:15	19		16					23:15	1		0				
11:30	22		20					23:30	0		1				
11:45	26	86	18	65			151	23:45	2	5	2	5			10
Total Vol.		563		1419			**1982**			1457		903			**2360**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
	2020	2322			**4342**

	AM			PM		
Split %	28.4%	71.6%	**45.6%**	61.7%	38.3%	**54.4%**
Peak Hour	07:15	06:45	**06:45**	16:15	15:15	**16:00**
Volume	95	380	**473**	287	161	**410**
P.H.F.	0.79	0.90	**0.88**	0.89	0.75	**0.87**

WEDNESDAY MARCH 2, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-003

OLD HWY 395 BTN W. LILAC & SR-15 SB RAMPS | 85th PERCENTILE: NB: 57 SB: 55

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		3					12:00	19		19				
00:15	2		2					12:15	22		23				
00:30	2		2					12:30	18		28				
00:45	1	8	2	9			17	12:45	22	81	28	98			179
01:00	5		2					13:00	23		31				
01:15	2		0					13:15	17		18				
01:30	1		0					13:30	35		30				
01:45	2	10	1	3			13	13:45	23	98	25	104			202
02:00	2		1					14:00	37		30				
02:15	0		0					14:15	23		27				
02:30	0		0					14:30	29		26				
02:45	4	6	0	1			7	14:45	37	126	27	110			236
03:00	0		1					15:00	38		20				
03:15	1		0					15:15	40		44				
03:30	0		0					15:30	43		37				
03:45	3	4	2	3			7	15:45	48	169	40	141			310
04:00	5		5					16:00	66		33				
04:15	2		4					16:15	65		25				
04:30	2		3					16:30	88		38				
04:45	3	12	6	18			30	16:45	72	291	31	127			418
05:00	6		17					17:00	75		25				
05:15	1		22					17:15	63		20				
05:30	5		44					17:30	57		19				
05:45	11	23	51	134			157	17:45	60	255	21	85			340
06:00	9		77					18:00	72		27				
06:15	18		85					18:15	62		21				
06:30	25		90					18:30	47		19				
06:45	20	72	92	344			416	18:45	48	229	13	80			309
07:00	10		77					19:00	46		15				
07:15	18		80					19:15	31		12				
07:30	22		66					19:30	42		12				
07:45	29	79	75	298			377	19:45	15	134	12	51			185
08:00	36		56					20:00	28		6				
08:15	20		77					20:15	18		5				
08:30	26		56					20:30	22		10				
08:45	16	98	53	242			340	20:45	24	92	9	30			122
09:00	19		36					21:00	18		6				
09:15	18		45					21:15	24		5				
09:30	19		28					21:30	13		2				
09:45	26	82	30	139			221	21:45	11	66	2	15			81
10:00	24		25					22:00	13		7				
10:15	26		27					22:15	8		4				
10:30	19		19					22:30	12		5				
10:45	17	86	34	105			191	22:45	9	42	2	18			60
11:00	23		25					23:00	5		0				
11:15	17		30					23:15	5		1				
11:30	24		30					23:30	2		3				
11:45	24	88	32	117			205	23:45	6	18	2	6			24
Total Vol.		568		1413			**1981**			1601		865			**2466**

Daily Totals	NB	SB	EB	WB	Combined
	2169	2278			**4447**

	AM			PM		
Split %	28.7%	71.3%	**44.5%**	64.9%	35.1%	**55.5%**
Peak Hour	07:45	06:00	**06:15**	16:15	15:15	**16:15**
Volume	111	344	**417**	300	154	**419**
P.H.F.	0.77	0.93	**0.91**	0.84	0.88	**0.83**

WEDNESDAY MARCH 2, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-005

OLD HWY 395 BTN SR-15 NB RAMPS & CAMINO DEL RE | 85th PERCENTILE: NB: 57 SB: 53

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	0		1				12:00	14		8				
00:15	2		1				12:15	16		9				
00:30	1		1				12:30	13		10				
00:45	0	3	1	4		7	12:45	13	56	16	43			99
01:00	0		0				13:00	16		22				
01:15	1		0				13:15	8		10				
01:30	0		0				13:30	19		14				
01:45	0	1	1	1		2	13:45	18	61	14	60			121
02:00	0		0				14:00	19		21				
02:15	0		1				14:15	18		17				
02:30	0		0				14:30	23		13				
02:45	1	1	0	1		2	14:45	19	79	14	65			144
03:00	0		0				15:00	22		21				
03:15	0		0				15:15	20		27				
03:30	1		1				15:30	27		21				
03:45	2	3	2	3		6	15:45	20	89	18	87			176
04:00	2		1				16:00	35		28				
04:15	2		1				16:15	60		24				
04:30	2		0				16:30	40		23				
04:45	2	8	1	3		11	16:45	32	167	31	106			273
05:00	1		5				17:00	38		20				
05:15	0		4				17:15	41		22				
05:30	5		1				17:30	40		21				
05:45	5	11	14	24		35	17:45	22	141	31	94			235
06:00	16		15				18:00	32		20				
06:15	12		33				18:15	34		14				
06:30	9		35				18:30	27		15				
06:45	10	47	31	114		161	18:45	13	106	16	65			171
07:00	25		34				19:00	17		10				
07:15	20		31				19:15	11		11				
07:30	26		26				19:30	12		14				
07:45	24	95	33	124		219	19:45	5	45	7	42			87
08:00	23		30				20:00	7		6				
08:15	12		24				20:15	9		13				
08:30	18		26				20:30	7		7				
08:45	9	62	24	104		166	20:45	8	31	6	32			63
09:00	17		17				21:00	4		8				
09:15	15		17				21:15	5		6				
09:30	19		10				21:30	2		2				
09:45	24	75	20	64		139	21:45	4	15	6	22			37
10:00	21		15				22:00	6		4				
10:15	15		7				22:15	3		7				
10:30	23		17				22:30	1		2				
10:45	16	75	10	49		124	22:45	4	14	1	14			28
11:00	14		7				23:00	1		0				
11:15	15		21				23:15	2		1				
11:30	16		8				23:30	2		1				
11:45	15	60	17	53		113	23:45	1	6	1	3			9
Total Vol.		441		544		**985**			810		633			**1443**

Daily Totals				
NB	SB	EB	WB	**Combined**
1251	1177			**2428**

	AM			PM		
Split %	44.8%	55.2%	**40.6%**	56.1%	43.9%	**59.4%**
Peak Hour	07:00	06:15	**07:00**	16:15	16:00	**16:00**
Volume	95	133	**219**	170	106	**273**
P.H.F.	0.91	0.95	**0.93**	0.68	0.85	**0.81**

TUESDAY MARCH 8, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-004

OLD HWY 395 BTN SR-15 SB RAMPS & SR-15 NB RAMP | 85th PERCENTILE: NB: 51 SB: 50

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	0		1				12:00	22		12				
00:15	2		1				12:15	22		11				
00:30	1		0				12:30	23		9				
00:45	0	3	4	6		9	12:45	19	86	15	47			133
01:00	1		2				13:00	21		26				
01:15	0		1				13:15	26		13				
01:30	1		3				13:30	35		15				
01:45	2	4	2	8		12	13:45	33	115	18	72			187
02:00	3		0				14:00	34		20				
02:15	2		1				14:15	33		16				
02:30	1		2				14:30	26		13				
02:45	0	6	1	4		10	14:45	28	121	10	59			180
03:00	1		0				15:00	35		22				
03:15	2		2				15:15	35		26				
03:30	1		1				15:30	44		22				
03:45	5	9	8	11		20	15:45	45	159	25	95			254
04:00	4		9				16:00	66		28				
04:15	5		5				16:15	77		30				
04:30	10		12				16:30	62		25				
04:45	9	28	11	37		65	16:45	55	260	20	103			363
05:00	11		16				17:00	68		23				
05:15	12		20				17:15	59		33				
05:30	20		12				17:30	63		18				
05:45	19	62	18	66		128	17:45	55	245	20	94			339
06:00	22		20				18:00	51		23				
06:15	38		22				18:15	55		21				
06:30	25		35				18:30	40		16				
06:45	30	115	36	113		228	18:45	35	181	11	71			252
07:00	25		31				19:00	33		19				
07:15	28		35				19:15	28		15				
07:30	33		30				19:30	35		9				
07:45	34	120	28	124		244	19:45	22	118	12	55			173
08:00	38		33				20:00	16		13				
08:15	32		38				20:15	20		10				
08:30	33		26				20:30	16		9				
08:45	26	129	22	119		248	20:45	18	70	8	40			110
09:00	28		19				21:00	15		10				
09:15	31		20				21:15	21		5				
09:30	22		15				21:30	16		4				
09:45	26	107	11	65		172	21:45	11	63	8	27			90
10:00	28		19				22:00	13		4				
10:15	30		10				22:15	10		5				
10:30	25		11				22:30	9		6				
10:45	22	105	9	49		154	22:45	8	40	1	16			56
11:00	26		15				23:00	0		1				
11:15	25		20				23:15	3		0				
11:30	21		16				23:30	3		2				
11:45	25	97	11	62		159	23:45	1	7	1	4			11
Total Vol.		785		664		**1449**		1465		683				**2148**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
	2250	1347			**3597**

	AM			PM		
Split %	54.2%	45.8%	**40.3%**	68.2%	31.8%	**59.7%**
Peak Hour	07:30	06:30	**07:30**	16:15	15:45	**16:00**
Volume	137	137	**266**	262	108	**363**
P.H.F.	0.90	0.95	**0.94**	0.81	0.90	**0.85**

WEDNESDAY MARCH 2, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-006

OLD HWY 395 BTN CAMINO DEL REY & CIRCLE R | 85th PERCENTILE: NB: 56 SB: 54

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	6		0					12:00	26		43				
00:15	2		4					12:15	37		43				
00:30	5		1					12:30	42		41				
00:45	1	14	0	5			19	12:45	26	131	37	164			295
01:00	1		1					13:00	31		22				
01:15	3		1					13:15	37		36				
01:30	5		1					13:30	32		44				
01:45	0	9	1	4			13	13:45	48	148	35	137			285
02:00	3		1					14:00	40		25				
02:15	0		2					14:15	55		36				
02:30	1		1					14:30	55		31				
02:45	1	5	2	6			11	14:45	56	206	38	130			336
03:00	3		3					15:00	48		53				
03:15	2		0					15:15	63		50				
03:30	1		2					15:30	45		59				
03:45	1	7	3	8			15	15:45	51	207	49	211			418
04:00	3		2					16:00	88		66				
04:15	1		5					16:15	91		58				
04:30	2		6					16:30	89		55				
04:45	5	11	7	20			31	16:45	78	346	71	250			596
05:00	3		13					17:00	96		47				
05:15	4		12					17:15	94		53				
05:30	9		15					17:30	84		55				
05:45	15	31	38	78			109	17:45	83	357	49	204			561
06:00	25		44					18:00	65		49				
06:15	19		77					18:15	71		31				
06:30	28		62					18:30	71		28				
06:45	44	116	88	271			387	18:45	55	262	34	142			404
07:00	39		65					19:00	33		18				
07:15	41		88					19:15	32		13				
07:30	43		74					19:30	30		25				
07:45	41	164	67	294			458	19:45	20	115	16	72			187
08:00	37		76					20:00	31		14				
08:15	37		66					20:15	35		11				
08:30	25		73					20:30	30		10				
08:45	32	131	59	274			405	20:45	23	119	7	42			161
09:00	38		53					21:00	14		12				
09:15	38		42					21:15	19		13				
09:30	30		35					21:30	18		5				
09:45	39	145	44	174			319	21:45	16	67	7	37			104
10:00	39		40					22:00	17		10				
10:15	38		43					22:15	15		6				
10:30	31		36					22:30	19		3				
10:45	30	138	43	162			300	22:45	14	65	1	20			85
11:00	40		28					23:00	7		4				
11:15	30		42					23:15	4		3				
11:30	36		31					23:30	4		2				
11:45	38	144	42	143			287	23:45	4	19	3	12			31
Total Vol.		915		1439			**2354**			2042		1421			**3463**

Daily Totals

NB	SB	EB	WB	**Combined**
2957	2860			**5817**

	AM			PM		
Split %	38.9%	61.1%	**40.5%**	59.0%	41.0%	**59.5%**
Peak Hour	06:45	06:45	**06:45**	16:30	16:00	**16:00**
Volume	167	315	**482**	357	250	**596**
P.H.F.	0.95	0.89	**0.91**	0.93	0.88	**0.97**

WEDNESDAY MARCH 2, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-007

OLD HWY 395 BTN CIRCLE R & GOPHER CANYON | 85th PERCENTILE: NB: 46 SB: 44

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		5					12:00	84		77				
00:15	6		6					12:15	88		74				
00:30	2		2					12:30	79		68				
00:45	3	15	3	16			31	12:45	70	321	76	295			616
01:00	1		4					13:00	68		68				
01:15	2		6					13:15	84		84				
01:30	1		2					13:30	89		71				
01:45	1	5	1	13			18	13:45	95	336	75	298			634
02:00	2		2					14:00	90		68				
02:15	1		2					14:15	84		80				
02:30	3		1					14:30	88		68				
02:45	2	8	1	6			14	14:45	96	358	72	288			646
03:00	1		0					15:00	105		66				
03:15	4		3					15:15	105		74				
03:30	6		7					15:30	116		78				
03:45	8	19	10	20			39	15:45	104	430	81	299			729
04:00	5		15					16:00	122		88				
04:15	9		28					16:15	149		95				
04:30	10		35					16:30	135		72				
04:45	13	37	42	120			157	16:45	139	545	105	360			905
05:00	15		60					17:00	166		66				
05:15	18		75					17:15	135		72				
05:30	22		80					17:30	152		80				
05:45	26	81	88	303			384	17:45	136	589	71	289			878
06:00	36		90					18:00	115		77				
06:15	38		111					18:15	108		84				
06:30	37		108					18:30	121		68				
06:45	66	177	129	438			615	18:45	103	447	84	313			760
07:00	48		141					19:00	98		77				
07:15	44		133					19:15	99		70				
07:30	51		130					19:30	80		65				
07:45	55	198	149	553			751	19:45	75	352	51	263			615
08:00	51		135					20:00	70		44				
08:15	50		126					20:15	54		35				
08:30	48		115					20:30	65		28				
08:45	51	200	108	484			684	20:45	35	224	22	129			353
09:00	48		105					21:00	44		16				
09:15	44		99					21:15	32		23				
09:30	51		80					21:30	28		15				
09:45	42	185	75	359			544	21:45	20	124	11	65			189
10:00	51		68					22:00	16		9				
10:15	50		66					22:15	11		10				
10:30	42		75					22:30	15		9				
10:45	66	209	66	275			484	22:45	11	53	10	38			91
11:00	51		72					23:00	9		7				
11:15	52		55					23:15	10		9				
11:30	68		68					23:30	5		5				
11:45	77	248	70	265			513	23:45	5	29	5	26			55
Total Vol.		1382		2852			**4234**			3808		2663			**6471**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
	5190	5515			**10705**

	AM			PM		
Split %	32.6%	67.4%	**39.6%**	58.8%	41.2%	**60.4%**
Peak Hour	11:45	07:00	**07:00**	16:45	16:00	**16:15**
Volume	328	553	**751**	592	360	**927**
P.H.F.	0.93	0.93	**0.92**	0.87	0.86	**0.95**

WEDNESDAY MARCH 2, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-008

OLD HWY 395 BTN GOPHER CANYON & OLD CASTLE | 85th PERCENTILE: NB: 42 SB: 37

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	13		3					12:00	55		53				
00:15	7		5					12:15	60		50				
00:30	6		4					12:30	58		50				
00:45	4	30	4	16			46	12:45	49	222	58	211			433
01:00	1		3					13:00	56		58				
01:15	6		6					13:15	46		51				
01:30	7		3					13:30	59		70				
01:45	5	19	0	12			31	13:45	43	204	56	235			439
02:00	3		1					14:00	53		87				
02:15	3		2					14:15	46		68				
02:30	2		3					14:30	64		76				
02:45	5	13	0	6			19	14:45	57	220	78	309			529
03:00	3		2					15:00	47		56				
03:15	6		0					15:15	75		69				
03:30	6		1					15:30	82		89				
03:45	6	21	2	5			26	15:45	86	290	67	281			571
04:00	6		2					16:00	88		95				
04:15	8		2					16:15	105		90				
04:30	10		8					16:30	111		101				
04:45	14	38	1	13			51	16:45	89	393	103	389			782
05:00	11		7					17:00	109		97				
05:15	19		6					17:15	92		85				
05:30	22		8					17:30	90		99				
05:45	40	92	22	43			135	17:45	79	370	88	369			739
06:00	42		44					18:00	73		79				
06:15	66		51					18:15	81		79				
06:30	63		70					18:30	73		69				
06:45	84	255	68	233			488	18:45	64	291	60	287			578
07:00	77		77					19:00	43		58				
07:15	95		70					19:15	39		41				
07:30	80		95					19:30	21		61				
07:45	79	331	108	350			681	19:45	24	127	48	208			335
08:00	84		113					20:00	27		44				
08:15	74		105					20:15	30		32				
08:30	88		91					20:30	37		36				
08:45	64	310	88	397			707	20:45	31	125	35	147			272
09:00	72		77					21:00	17		19				
09:15	72		51					21:15	23		49				
09:30	68		46					21:30	24		32				
09:45	57	269	56	230			499	21:45	19	83	21	121			204
10:00	65		48					22:00	19		31				
10:15	61		54					22:15	26		24				
10:30	51		53					22:30	15		13				
10:45	57	234	49	204			438	22:45	8	68	20	88			156
11:00	61		45					23:00	12		12				
11:15	55		57					23:15	9		9				
11:30	45		64					23:30	8		9				
11:45	55	216	45	211			427	23:45	10	39	6	36			75
Total Vol.		1828		1720			**3548**			2432		2681			**5113**

	AM			PM		
Split %	51.5%	48.5%	**41.0%**	47.6%	52.4%	**59.0%**
Peak Hour	07:15	07:30	**07:45**	16:15	16:15	**16:15**
Volume	338	421	**742**	414	391	**805**
P.H.F.	0.89	0.93	**0.94**	0.89	0.95	**0.95**

Daily Totals

NB	SB	EB	WB	**Combined**
4260	4401			**8661**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY MARCH 29TH, 2012 | CITY: NORTH COUNTY | PROJECT: CA12-0330-01

CHAMPANGE - OLD HWY 395 BTN OLD CASTLE & LAWR | 85th PERCENTILE: NB: 58 SB: 57

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		3					12:00	35		30				
00:15	5		3					12:15	25		33				
00:30	3		1					12:30	34		32				
00:45	1	12	2	9			21	12:45	30	124	34	129			253
01:00	5		2					13:00	27		23				
01:15	2		2					13:15	39		29				
01:30	0		2					13:30	24		26				
01:45	0	7	0	6			13	13:45	48	138	18	96			234
02:00	2		0					14:00	43		37				
02:15	0		0					14:15	35		25				
02:30	2		0					14:30	38		29				
02:45	0	4	0	0			4	14:45	37	153	26	117			270
03:00	4		3					15:00	46		31				
03:15	1		0					15:15	64		26				
03:30	1		1					15:30	50		27				
03:45	2	8	2	6			14	15:45	69	229	24	108			337
04:00	2		1					16:00	58		38				
04:15	1		1					16:15	64		35				
04:30	1		3					16:30	73		29				
04:45	2	6	7	12			18	16:45	59	254	34	136			390
05:00	2		8					17:00	64		19				
05:15	1		7					17:15	78		33				
05:30	1		6					17:30	69		33				
05:45	4	8	20	41			49	17:45	59	270	27	112			382
06:00	5		16					18:00	54		26				
06:15	10		19					18:15	40		36				
06:30	11		29					18:30	38		28				
06:45	17	43	32	96			139	18:45	38	170	26	116			286
07:00	19		39					19:00	39		23				
07:15	21		37					19:15	23		16				
07:30	18		49					19:30	37		17				
07:45	20	78	66	191			269	19:45	19	118	19	75			193
08:00	14		60					20:00	18		18				
08:15	23		45					20:15	30		14				
08:30	14		50					20:30	15		6				
08:45	16	67	41	196			263	20:45	20	83	6	44			127
09:00	26		45					21:00	14		8				
09:15	29		29					21:15	28		11				
09:30	28		29					21:30	18		10				
09:45	17	100	22	125			225	21:45	17	77	4	33			110
10:00	28		29					22:00	7		5				
10:15	31		35					22:15	9		8				
10:30	30		29					22:30	6		6				
10:45	31	120	29	122			242	22:45	7	29	3	22			51
11:00	27		36					23:00	11		6				
11:15	25		33					23:15	4		4				
11:30	31		21					23:30	6		5				
11:45	30	113	26	116			229	23:45	9	30	4	19			49
Total Vol.		566		920			**1486**			1675		1007			**2682**

Daily Totals

NB	SB	EB	WB	**Combined**
2241	1927			**4168**

	AM			PM		
Split %	38.1%	61.9%	**35.7%**	62.5%	37.5%	**64.3%**
Peak Hour	11:45	07:45	**07:30**	16:30	16:00	**15:45**
Volume	124	221	**295**	274	136	**390**
P.H.F.	0.89	0.84	**0.86**	0.89	0.89	**0.96**

TUESDAY, NOVEMBER 8 2011 CITY: VALLEY CENTER PROJECT: CA11-1104-05

MOUNTAIN RIDGE N-O CIRCLE R

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	1		0				
00:15	0		0					12:15	2		1				
00:30	0		1					12:30	1		3				
00:45	1	1	1	3			4	12:45	0	4	3	7			11
01:00	0		0					13:00	0		0				
01:15	0		0					13:15	1		4				
01:30	0		1					13:30	0		3				
01:45	0	0	0	1			1	13:45	2	3	1	8			11
02:00	1		0					14:00	2		0				
02:15	0		1					14:15	5		2				
02:30	0		0					14:30	3		2				
02:45	0	1	0	1			2	14:45	2	12	1	5			17
03:00	0		0					15:00	2		2				
03:15	0		1					15:15	2		2				
03:30	0		0					15:30	3		1				
03:45	0	0	0	1			1	15:45	3	10	2	7			17
04:00	1		1					16:00	4		1				
04:15	0		2					16:15	3		0				
04:30	2		1					16:30	4		6				
04:45	0	3	0	4			7	16:45	3	14	3	10			24
05:00	0		1					17:00	1		2				
05:15	1		2					17:15	4		0				
05:30	0		3					17:30	2		2				
05:45	0	1	3	9			10	17:45	1	8	2	6			14
06:00	0		1					18:00	0		1				
06:15	5		4					18:15	0		0				
06:30	5		0					18:30	1		0				
06:45	0	10	6	11			21	18:45	4	5	0	1			6
07:00	1		5					19:00	3		0				
07:15	0		3					19:15	2		0				
07:30	0		1					19:30	0		0				
07:45	2	3	3	12			15	19:45	1	6	0	0			6
08:00	2		4					20:00	1		0				
08:15	5		5					20:15	2		0				
08:30	0		1					20:30	1		2				
08:45	0	7	1	11			18	20:45	0	4	6	8			12
09:00	3		2					21:00	2		0				
09:15	1		0					21:15	1		0				
09:30	1		0					21:30	0		0				
09:45	1	6	0	2			8	21:45	1	4	0	0			4
10:00	1		2					22:00	2		0				
10:15	0		2					22:15	0		1				
10:30	2		1					22:30	2		0				
10:45	0	3	0	5			8	22:45	0	4	0	1			5
11:00	3		0					23:00	1		1				
11:15	2		3					23:15	2		0				
11:30	2		2					23:30	0		0				
11:45	1	8	3	8			16	23:45	0	3	0	1			4
Total Vol.		43		68			**111**			77		54			**131**

Daily Totals

NB	SB	EB	WB	**Combined**
120	122			**242**

	AM			**PM**		
Split %	38.7%	61.3%	**45.9%**	58.8%	41.2%	**54.1%**
Peak Hour	06:15	06:15	**06:15**	15:45	16:15	**16:00**
Volume	11	15	**26**	14	11	**24**
P.H.F.	0.55	0.63	**0.72**	0.81	0.46	**0.60**

TUESDAY MARCH 8, 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0225-02-012

LILAC BTN W. LILAC & OLD CASTLE | 85th PERCENTILE: NB: 41 SB: 39

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	1		2				12:00	20		14				
00:15	0		1				12:15	18		16				
00:30	2		0				12:30	15		20				
00:45	0	3	0	3		6	12:45	13	66	16	66			132
01:00	1		2				13:00	16		16				
01:15	2		0				13:15	20		11				
01:30	1		1				13:30	18		15				
01:45	0	4	0	3		7	13:45	16	70	16	58			128
02:00	0		1				14:00	11		20				
02:15	0		2				14:15	16		21				
02:30	2		0				14:30	15		21				
02:45	1	3	2	5		8	14:45	20	62	35	97			159
03:00	2		1				15:00	21		26				
03:15	1		0				15:15	26		26				
03:30	0		2				15:30	30		33				
03:45	2	5	1	4		9	15:45	33	110	35	120			230
04:00	1		1				16:00	33		30				
04:15	1		5				16:15	48		44				
04:30	6		9				16:30	30		31				
04:45	5	13	7	22		35	16:45	41	152	35	140			292
05:00	4		9				17:00	44		31				
05:15	5		12				17:15	36		28				
05:30	10		11				17:30	35		20				
05:45	9	28	15	47		75	17:45	44	159	22	101			260
06:00	15		18				18:00	33		18				
06:15	12		20				18:15	35		20				
06:30	26		33				18:30	31		16				
06:45	16	69	25	96		165	18:45	36	135	11	65			200
07:00	20		31				19:00	28		9				
07:15	15		31				19:15	20		10				
07:30	17		38				19:30	16		11				
07:45	10	62	33	133		195	19:45	11	75	7	37			112
08:00	12		35				20:00	15		5				
08:15	16		30				20:15	11		9				
08:30	11		19				20:30	9		4				
08:45	18	57	22	106		163	20:45	5	40	2	20			60
09:00	16		26				21:00	5		1				
09:15	10		25				21:15	6		2				
09:30	9		28				21:30	1		0				
09:45	12	47	21	100		147	21:45	2	14	1	4			18
10:00	13		16				22:00	0		2				
10:15	15		11				22:15	0		0				
10:30	18		15				22:30	1		1				
10:45	16	62	11	53		115	22:45	2	3	2	5			8
11:00	11		9				23:00	0		1				
11:15	19		10				23:15	1		0				
11:30	12		18				23:30	2		0				
11:45	21	63	13	50		113	23:45	0	3	1	2			5
Total Vol.		416		622		**1038**			889		715			**1604**

Daily Totals				
NB	SB	EB	WB	**Combined**
1305	1337			**2642**

	AM			PM		
Split %	40.1%	59.9%	**39.3%**	55.4%	44.6%	**60.7%**
Peak Hour	06:30	07:15	**06:30**	16:15	15:30	**16:15**
Volume	77	137	**197**	163	142	**304**
P.H.F.	0.74	0.90	**0.83**	0.83	0.81	**0.83**

WEDNESDAY, SEPTEMBER 28 2011 | CITY: LILAC | PROJECT: CA11-0930-1812-001

LILAC BTN OLD CASTLE & ANTHONY | 85th PERCENTILE: EB: 60 | WB: 57

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			7		11			12:00			64		54		
00:15			3		10			12:15			49		55		
00:30			5		9			12:30			59		51		
00:45			6	21	6	36	57	12:45			55	227	62	222	449
01:00			7		9			13:00			72		56		
01:15			1		10			13:15			58		50		
01:30			1		8			13:30			58		63		
01:45			4	13	10	37	50	13:45			52	240	34	203	443
02:00			2		5			14:00			64		59		
02:15			3		6			14:15			61		60		
02:30			3		5			14:30			96		85		
02:45			2	10	14	30	40	14:45			80	301	81	285	586
03:00			3		6			15:00			91		71		
03:15			1		6			15:15			79		85		
03:30			0		9			15:30			109		88		
03:45			5	9	2	23	32	15:45			96	375	88	332	707
04:00			3		4			16:00			98		72		
04:15			7		8			16:15			84		69		
04:30			6		7			16:30			107		85		
04:45			10	26	8	27	53	16:45			86	375	99	325	700
05:00			8		3			17:00			96		98		
05:15			7		9			17:15			99		98		
05:30			10		17			17:30			90		86		
05:45			26	51	18	47	98	17:45			80	365	87	369	734
06:00			22		18			18:00			108		67		
06:15			44		27			18:15			97		69		
06:30			35		63			18:30			89		85		
06:45			67	168	55	163	331	18:45			84	378	59	280	658
07:00			85		50			19:00			70		92		
07:15			92		52			19:15			61		70		
07:30			99		63			19:30			50		72		
07:45			86	362	93	258	620	19:45			36	217	53	287	504
08:00			102		90			20:00			38		42		
08:15			99		93			20:15			30		43		
08:30			85		90			20:30			33		54		
08:45			88	374	59	332	706	20:45			24	125	63	202	327
09:00			73		53			21:00			27		38		
09:15			74		47			21:15			30		30		
09:30			72		27			21:30			25		46		
09:45			67	286	47	174	460	21:45			17	99	24	138	237
10:00			70		31			22:00			18		39		
10:15			54		54			22:15			16		20		
10:30			69		40			22:30			18		48		
10:45			62	255	49	174	429	22:45			9	61	36	143	204
11:00			51		47			23:00			8		46		
11:15			58		54			23:15			6		25		
11:30			55		58			23:30			10		22		
11:45			54	218	59	218	436	23:45			10	34	19	112	146
Total Vol.				1793		1519	**3312**					2797		2898	**5695**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			4590	4417	**9007**

	AM			**PM**		
Split %	54.1%	45.9%	**36.8%**	49.1%	50.9%	**63.2%**
Peak Hour	07:30	07:45	**07:45**	16:30	16:45	**16:30**
Volume	386	366	**738**	388	381	**768**
P.H.F.	0.95	0.98	**0.96**	0.91	0.96	**0.97**

WEDNESDAY, SEPTEMBER 28 2011 | CITY: LILAC | PROJECT: CA11-0930-1812-002

LILAC BTN ANTHONY & BETSWORTH | 85th PERCENTILE: EB: 60 | WB: 57

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		10			12:00			64		58		
00:15			4		17			12:15			63		63		
00:30			4		16			12:30			44		50		
00:45			5	18	9	52	70	12:45			44	215	60	231	446
01:00			2		13			13:00			90		53		
01:15			4		13			13:15			59		51		
01:30			0		16			13:30			50		60		
01:45			4	10	3	45	55	13:45			55	254	61	225	479
02:00			0		3			14:00			53		65		
02:15			2		6			14:15			59		70		
02:30			3		6			14:30			112		76		
02:45			0	5	5	20	25	14:45			77	301	73	284	585
03:00			4		5			15:00			61		87		
03:15			3		4			15:15			66		87		
03:30			3		7			15:30			104		85		
03:45			3	13	8	24	37	15:45			76	307	73	332	639
04:00			4		6			16:00			89		75		
04:15			4		9			16:15			95		78		
04:30			4		16			16:30			89		82		
04:45			12	24	3	34	58	16:45			103	376	94	329	705
05:00			13		8			17:00			94		93		
05:15			11		5			17:15			77		103		
05:30			15		13			17:30			78		103		
05:45			31	70	13	39	109	17:45			72	321	71	370	691
06:00			34		19			18:00			74		79		
06:15			41		30			18:15			87		65		
06:30			50		59			18:30			82		78		
06:45			70	195	66	174	369	18:45			94	337	74	296	633
07:00			79		47			19:00			89		81		
07:15			104		52			19:15			53		68		
07:30			116		56			19:30			42		64		
07:45			87	386	82	237	623	19:45			41	225	52	265	490
08:00			94		87			20:00			38		38		
08:15			90		78			20:15			30		34		
08:30			108		71			20:30			32		49		
08:45			72	364	75	311	675	20:45			27	127	48	169	296
09:00			71		50			21:00			20		55		
09:15			55		46			21:15			13		45		
09:30			60		55			21:30			37		30		
09:45			64	250	43	194	444	21:45			22	92	30	160	252
10:00			46		45			22:00			22		27		
10:15			62		32			22:15			21		21		
10:30			55		47			22:30			12		22		
10:45			56	219	38	162	381	22:45			9	64	23	93	157
11:00			53		48			23:00			12		16		
11:15			54		48			23:15			6		21		
11:30			55		52			23:30			6		15		
11:45			65	227	49	197	424	23:45			4	28	13	65	93
Total Vol.				1781		1489	**3270**					2647		2819	**5466**

Daily Totals

NB	SB	EB	WB	Combined
		4428	4308	**8736**

	AM			PM		
Split %	54.5%	45.5%	**37.4%**	48.4%	51.6%	**62.6%**
Peak Hour	07:15	07:45	**07:45**	16:15	16:45	**16:45**
Volume	401	318	**697**	381	393	**745**
P.H.F.	0.86	0.91	**0.96**	0.92	0.95	**0.95**

WEDNESDAY, SEPTEMBER 28 2011 | CITY: LILAC | PROJECT: CA11-0930-1812-003

LILAC BTN BETSWORTH & VALLEY CENTER | 85th PERCENTILE: EB: 51 | WB: 53

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00			5	16		12:00			67	66	
00:15			1	17		12:15			71	75	
00:30			6	16		12:30			54	52	
00:45			3	13	77	12:45			70	59	514
01:00			3	13		13:00			78	51	
01:15			5	14		13:15			65	70	
01:30			1	14		13:30			53	55	
01:45			3	7	60	13:45			70	68	510
02:00			1	3		14:00			64	63	
02:15			2	7		14:15			72	75	
02:30			3	8		14:30			119	81	
02:45			0	4	28	14:45			82	84	640
03:00			4	6		15:00			67	93	
03:15			3	3		15:15			61	105	
03:30			3	8		15:30			108	102	
03:45			5	6	38	15:45			88	86	710
04:00			4	9		16:00			107	76	
04:15			4	11		16:15			109	92	
04:30			7	11		16:30			92	88	
04:45			12	6	64	16:45			108	109	781
05:00			15	7		17:00			96	125	
05:15			16	5		17:15			65	106	
05:30			22	12		17:30			90	110	
05:45			40	16	133	17:45			63	86	741
06:00			44	20		18:00			74	78	
06:15			53	38		18:15			81	72	
06:30			71	62		18:30			88	88	
06:45			87	58	433	18:45			86	97	664
07:00			86	54		19:00			75	88	
07:15			122	56		19:15			54	71	
07:30			107	75		19:30			52	86	
07:45			111	81	692	19:45			35	55	516
08:00			119	87		20:00			43	50	
08:15			98	79		20:15			32	48	
08:30			112	77		20:30			36	50	
08:45			82	86	740	20:45			24	56	339
09:00			60	52		21:00			21	65	
09:15			62	51		21:15			17	48	
09:30			78	58		21:30			34	34	
09:45			63	49	473	21:45			20	35	274
10:00			57	45		22:00			21	25	
10:15			68	36		22:15			21	27	
10:30			54	59		22:30			13	25	
10:45			69	57	445	22:45			8	22	162
11:00			71	44		23:00			11	20	
11:15			59	59		23:15			7	20	
11:30			60	54		23:30			5	19	
11:45			83	49	479	23:45			5	17	104
Total Vol.			2044	1618	**3662**				2782	3173	**5955**

Daily Totals

NB	SB	EB	WB	Combined
		4826	4791	**9617**

	AM			PM		
Split %	55.8%	44.2%	**38.1%**	46.7%	53.3%	**61.9%**
Peak Hour	07:15	08:00	**07:45**	16:00	16:45	**16:15**
Volume	459	329	**764**	416	450	**819**
P.H.F.	0.94	0.95	**0.93**	0.95	0.90	**0.93**

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 CITY: VALLEY CENTER PROJECT: CA11-0923-1752-012

VALLEY CENTER BTN MILLER & LILAC

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	22		31					12:00	151		156				
00:15	19		26					12:15	176		152				
00:30	17		23					12:30	168		146				
00:45	11	69	27	107			176	12:45	170	665	159	613			1278
01:00	9		19					13:00	162		167				
01:15	12		16					13:15	152		160				
01:30	7		10					13:30	171		167				
01:45	6	34	9	54			88	13:45	159	644	139	633			1277
02:00	5		12					14:00	186		146				
02:15	6		7					14:15	170		182				
02:30	10		9					14:30	202		165				
02:45	9	30	5	33			63	14:45	189	747	177	670			1417
03:00	10		11					15:00	193		167				
03:15	11		16					15:15	227		198				
03:30	6		21					15:30	218		194				
03:45	14	41	16	64			105	15:45	247	885	190	749			1634
04:00	16		22					16:00	264		196				
04:15	19		33					16:15	218		221				
04:30	23		45					16:30	279		297				
04:45	22	80	53	153			233	16:45	247	1008	269	983			1991
05:00	27		87					17:00	272		273				
05:15	40		93					17:15	252		259				
05:30	46		111					17:30	302		240				
05:45	53	166	118	409			575	17:45	268	1094	194	966			2060
06:00	69		135					18:00	227		166				
06:15	109		173					18:15	234		180				
06:30	120		182					18:30	215		190				
06:45	131	429	190	680			1109	18:45	193	869	170	706			1575
07:00	135		209					19:00	176		182				
07:15	175		245					19:15	180		145				
07:30	191		235					19:30	155		156				
07:45	203	704	207	896			1600	19:45	161	672	139	622			1294
08:00	167		242					20:00	132		122				
08:15	176		233					20:15	113		112				
08:30	147		185					20:30	119		119				
08:45	162	652	173	833			1485	20:45	100	464	125	478			942
09:00	154		155					21:00	101		108				
09:15	147		167					21:15	98		93				
09:30	140		139					21:30	106		102				
09:45	138	579	152	613			1192	21:45	97	402	87	390			792
10:00	154		157					22:00	81		91				
10:15	157		167					22:15	79		73				
10:30	152		182					22:30	71		70				
10:45	150	613	149	655			1268	22:45	54	285	62	296			581
11:00	157		148					23:00	46		57				
11:15	154		158					23:15	29		41				
11:30	157		173					23:30	23		41				
11:45	148	616	157	636			1252	23:45	20	118	36	175			293
Total Vol.		4013		5133			**9146**		7853		7281				**15134**

	Daily Totals				
	NB	SB	EB	WB	Combined
	11866	12414			24280
	AM			PM	
Split %	43.9%	56.1%	**37.7%**	51.9%	48.1%	**62.3%**
Peak Hour	07:30	07:15	**07:15**	17:00	16:30	**16:30**
Volume	737	929	**1665**	1094	1098	**2148**
P.H.F.	0.91	0.95	**0.98**	0.93	0.92	**0.93**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

080609

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 CITY: VALLEY CENTER PROJECT: CA11-0923-1752-012

VALLEY CENTER BTN MILLER & LILAC

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	22		31					12:00	151		156				
00:15	19		26					12:15	176		152				
00:30	17		23					12:30	168		146				
00:45	11	69	27	107			176	12:45	170	665	159	613			1278
01:00	9		19					13:00	162		167				
01:15	12		16					13:15	152		160				
01:30	7		10					13:30	171		167				
01:45	6	34	9	54			88	13:45	159	644	139	633			1277
02:00	5		12					14:00	186		146				
02:15	6		7					14:15	170		182				
02:30	10		9					14:30	202		165				
02:45	9	30	5	33			63	14:45	189	747	177	670			1417
03:00	10		11					15:00	193		167				
03:15	11		16					15:15	227		198				
03:30	6		21					15:30	218		194				
03:45	14	41	16	64			105	15:45	247	885	190	749			1634
04:00	16		22					16:00	264		196				
04:15	19		33					16:15	218		221				
04:30	23		45					16:30	279		297				
04:45	22	80	53	153			233	16:45	247	1008	269	983			1991
05:00	27		87					17:00	272		273				
05:15	40		93					17:15	252		259				
05:30	46		111					17:30	302		240				
05:45	53	166	118	409			575	17:45	268	1094	194	966			2060
06:00	69		135					18:00	227		166				
06:15	109		173					18:15	234		180				
06:30	120		182					18:30	215		190				
06:45	131	429	190	680			1109	18:45	193	869	170	706			1575
07:00	135		209					19:00	176		182				
07:15	175		245					19:15	180		145				
07:30	191		235					19:30	155		156				
07:45	203	704	207	896			1600	19:45	161	672	139	622			1294
08:00	167		242					20:00	132		122				
08:15	176		233					20:15	113		112				
08:30	147		185					20:30	119		119				
08:45	162	652	173	833			1485	20:45	100	464	125	478			942
09:00	154		155					21:00	101		108				
09:15	147		167					21:15	98		93				
09:30	140		139					21:30	106		102				
09:45	138	579	152	613			1192	21:45	97	402	87	390			792
10:00	154		157					22:00	81		91				
10:15	157		167					22:15	79		73				
10:30	152		182					22:30	71		70				
10:45	150	613	149	655			1268	22:45	54	285	62	296			581
11:00	157		148					23:00	46		57				
11:15	154		158					23:15	29		41				
11:30	157		173					23:30	23		41				
11:45	148	616	157	636			1252	23:45	20	118	36	175			293
Total Vol.		4013		5133			**9146**			7853		7281			**15134**

	Daily Totals				
	NB	SB	EB	WB	Combined
	11866	12414			**24280**

	AM			PM		
Split %	43.9%	56.1%	**37.7%**	51.9%	48.1%	**62.3%**
Peak Hour	07:30	07:15	**07:15**	17:00	16:30	**16:30**
Volume	737	929	**1665**	1094	1098	**2148**
P.H.F.	0.91	0.95	**0.98**	0.93	0.92	**0.93**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - AUGUST 23, 2011 CITY: VALLEY CENTER PROJECT: CA11-0826-02-006

CIRCLE R DRIVE BTN OLD HWY 395 & CIRCLE R VALLEY LANE

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00			2	0		12:00			35	37	
00:15			4	1		12:15			29	38	
00:30			3	0		12:30			27	31	
00:45			3	12	1	2	14	12:45			27	118	25	131	249
01:00			1	0		13:00			36	26	
01:15			0	0		13:15			28	27	
01:30			2	1		13:30			22	22	
01:45			0	3	0	1	4	13:45			27	113	26	101	214
02:00			1	0		14:00			32	28	
02:15			1	0		14:15			33	37	
02:30			0	1		14:30			26	18	
02:45			0	2	0	1	3	14:45			29	120	18	101	221
03:00			1	1		15:00			30	17	
03:15			0	2		15:15			22	19	
03:30			2	1		15:30			30	29	
03:45			1	4	0	4	8	15:45			21	103	24	89	192
04:00			0	1		16:00			23	44	
04:15			0	0		16:15			68	42	
04:30			2	1		16:30			55	35	
04:45			1	3	2	4	7	16:45			62	208	38	159	367
05:00			4	4		17:00			65	26	
05:15			8	7		17:15			51	40	
05:30			5	11		17:30			68	33	
05:45			10	27	16	38	65	17:45			61	245	35	134	379
06:00			7	20		18:00			54	31	
06:15			9	28		18:15			42	32	
06:30			12	30		18:30			35	28	
06:45			18	46	32	110	156	18:45			41	172	26	117	289
07:00			11	50		19:00			33	17	
07:15			21	74		19:15			36	18	
07:30			20	55		19:30			35	20	
07:45			20	72	75	254	326	19:45			31	135	15	70	205
08:00			16	68		20:00			28	11	
08:15			22	55		20:15			26	9	
08:30			22	48		20:30			31	7	
08:45			21	81	43	214	295	20:45			25	110	12	39	149
09:00			27	40		21:00			22	5	
09:15			20	29		21:15			18	6	
09:30			13	41		21:30			16	8	
09:45			17	77	39	149	226	21:45			11	67	4	23	90
10:00			24	38		22:00			9	2	
10:15			21	33		22:15			7	1	
10:30			23	53		22:30			9	1	
10:45			25	93	38	162	255	22:45			8	33	2	6	39
11:00			17	33		23:00			4	0	
11:15			32	38		23:15			5	1	
11:30			29	36		23:30			4	2	
11:45			32	110	40	147	257	23:45			2	15	0	3	18
Total Vol.				530		1086	**1616**					1439		973	**2412**

Daily Totals

NB	SB	EB	WB	Combined
		1969	2059	**4028**

	AM			PM		
Split %	32.8%	67.2%	**40.1%**	59.7%	40.3%	**59.9%**
Peak Hour	11:15	07:15	**07:15**	16:15	16:00	**16:15**
Volume	128	272	**349**	250	159	**391**
P.H.F.	0.91	0.91	**0.92**	0.92	0.90	**0.89**

080609

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 CITY: VALLEY CENTER PROJECT: CA11-0923-1752-011

VALLEY CENTER BTN COLE GRADE & MILLER

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			44		38			12:00			154		141		
00:15			41		41			12:15			161		137		
00:30			34		44			12:30			166		133		
00:45			32	151	31	154	305	12:45			172	653	154	565	1218
01:00			33		35			13:00			151		158		
01:15			23		33			13:15			142		151		
01:30			19		23			13:30			162		162		
01:45			22	97	18	109	206	13:45			160	615	154	625	1240
02:00			16		18			14:00			157		150		
02:15			20		22			14:15			164		149		
02:30			18		16			14:30			166		132		
02:45			20	74	20	76	150	14:45			162	649	151	582	1231
03:00			25		28			15:00			170		168		
03:15			28		41			15:15			175		154		
03:30			31		44			15:30			184		160		
03:45			28	112	48	161	273	15:45			176	705	175	657	1362
04:00			33		54			16:00			191		180		
04:15			35		51			16:15			235		216		
04:30			40		68			16:30			268		235		
04:45			48	156	60	233	389	16:45			241	935	241	872	1807
05:00			41		68			17:00			229		205		
05:15			55		77			17:15			218		200		
05:30			51		90			17:30			225		191		
05:45			68	215	108	343	558	17:45			251	923	212	808	1731
06:00			99		118			18:00			226		184		
06:15			95		135			18:15			208		180		
06:30			108		141			18:30			212		187		
06:45			130	432	188	582	1014	18:45			201	847	162	713	1560
07:00			151		201			19:00			184		135		
07:15			168		189			19:15			177		144		
07:30			158		235			19:30			162		141		
07:45			192	669	169	794	1463	19:45			142	665	132	552	1217
08:00			177		215			20:00			135		100		
08:15			184		222			20:15			108		95		
08:30			152		199			20:30			115		90		
08:45			149	662	175	811	1473	20:45			90	448	84	369	817
09:00			131		161			21:00			77		82		
09:15			128		154			21:15			76		62		
09:30			122		135			21:30			84		35		
09:45			135	516	133	583	1099	21:45			65	302	44	223	525
10:00			134		141			22:00			44		41		
10:15			148		128			22:15			51		35		
10:30			136		135			22:30			40		30		
10:45			127	545	144	548	1093	22:45			35	170	33	139	309
11:00			122		151			23:00			42		28		
11:15			141		152			23:15			37		26		
11:30			151		156			23:30			31		21		
11:45			142	556	142	601	1157	23:45			33	143	25	100	243
Total Vol.				4185		4995	**9180**					7055		6205	**13260**

	NB	SB	EB	WB	Combined
Daily Totals			11240	11200	**22440**

	AM			PM		
Split %	45.6%	54.4%	**40.9%**	53.2%	46.8%	**59.1%**
Peak Hour	07:30	07:30	**07:30**	16:15	16:15	**16:15**
Volume	711	841	**1552**	973	897	**1870**
P.H.F.	0.93	0.89	**0.96**	0.91	0.93	**0.93**

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 — CITY: VALLEY CENTER — PROJECT: CA11-0923-1752-011

VALLEY CENTER BTN COLE GRADE & MILLER

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB		
00:00			44	38		12:00			154	141		
00:15			41	41		12:15			161	137		
00:30			34	44		12:30			166	133		
00:45			32 151	31 154	305	12:45			172 653	154 565		1218
01:00			33	35		13:00			151	158		
01:15			23	33		13:15			142	151		
01:30			19	23		13:30			162	162		
01:45			22 97	18 109	206	13:45			160 615	154 625		1240
02:00			16	18		14:00			157	150		
02:15			20	22		14:15			164	149		
02:30			18	16		14:30			166	132		
02:45			20 74	20 76	150	14:45			162 649	151 582		1231
03:00			25	28		15:00			170	168		
03:15			28	41		15:15			175	154		
03:30			31	44		15:30			184	160		
03:45			28 112	48 161	273	15:45			176 705	175 657		1362
04:00			33	54		16:00			191	180		
04:15			35	51		16:15			235	216		
04:30			40	68		16:30			268	235		
04:45			48 156	60 233	389	16:45			241 935	241 872		1807
05:00			41	68		17:00			229	205		
05:15			55	77		17:15			218	200		
05:30			51	90		17:30			225	191		
05:45			68 215	108 343	558	17:45			251 923	212 808		1731
06:00			99	118		18:00			226	184		
06:15			95	135		18:15			208	180		
06:30			108	141		18:30			212	187		
06:45			130 432	188 582	1014	18:45			201 847	162 713		1560
07:00			151	201		19:00			184	135		
07:15			168	189		19:15			177	144		
07:30			158	235		19:30			162	141		
07:45			192 669	169 794	1463	19:45			142 665	132 552		1217
08:00			177	215		20:00			135	100		
08:15			184	222		20:15			108	95		
08:30			152	199		20:30			115	90		
08:45			149 662	175 811	1473	20:45			90 448	84 369		817
09:00			131	161		21:00			77	82		
09:15			128	154		21:15			76	62		
09:30			122	135		21:30			84	35		
09:45			135 516	133 583	1099	21:45			65 302	44 223		525
10:00			134	141		22:00			44	41		
10:15			148	128		22:15			51	35		
10:30			136	135		22:30			40	30		
10:45			127 545	144 548	1093	22:45			35 170	33 139		309
11:00			122	151		23:00			42	28		
11:15			141	152		23:15			37	26		
11:30			151	156		23:30			31	21		
11:45			142 556	142 601	1157	23:45			33 143	25 100		243
Total Vol.			4185	4995	**9180**				7055	6205		**13260**

	Daily Totals		
NB	SB	EB	WB	**Combined**
		11240	11200	**22440**
		PM		
		53.2%	46.8%	**59.1%**
		16:15	16:15	**16:15**
		973	897	**1870**
		0.91	0.93	**0.93**

	AM		
Split %	45.6%	54.4%	**40.9%**
Peak Hour	07:30	07:30	**07:30**
Volume	711	841	**1552**
P.H.F.	0.93	0.89	**0.96**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 — CITY: VALLEY CENTER — PROJECT: CA11-0923-1752-010

VALLEY CENTER BTN LIZARD RACKS & COLE GRADE

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			12		12			12:00			66		70		
00:15			5		18			12:15			68		74		
00:30			6		11			12:30			70		84		
00:45			5	28	10	51	79	12:45			81	285	88	316	601
01:00			13		9			13:00			75		74		
01:15			5		7			13:15			70		85		
01:30			1		2			13:30			82		88		
01:45			2	21	1	19	40	13:45			88	315	74	321	636
02:00			1		2			14:00			75		80		
02:15			0		1			14:15			70		81		
02:30			1		0			14:30			82		88		
02:45			1	3	1	4	7	14:45			87	314	95	344	658
03:00			2		1			15:00			91		105		
03:15			1		5			15:15			88		111		
03:30			0		4			15:30			98		115		
03:45			1	4	5	15	19	15:45			104	381	109	440	821
04:00			2		6			16:00			101		131		
04:15			4		7			16:15			151		128		
04:30			5		15			16:30			162		151		
04:45			11	22	11	39	61	16:45			168	582	162	572	1154
05:00			12		19			17:00			121		108		
05:15			11		22			17:15			155		115		
05:30			18		26			17:30			130		121		
05:45			28	69	30	97	166	17:45			162	568	133	477	1045
06:00			33		35			18:00			151		134		
06:15			35		41			18:15			132		131		
06:30			40		54			18:30			141		118		
06:45			51	159	88	218	377	18:45			108	532	106	489	1021
07:00			66		111			19:00			116		121		
07:15			70		80			19:15			90		88		
07:30			112		95			19:30			74		64		
07:45			131	379	106	392	771	19:45			70	350	66	339	689
08:00			124		151			20:00			65		60		
08:15			130		135			20:15			51		51		
08:30			90		80			20:30			42		55		
08:45			105	449	71	437	886	20:45			35	193	42	208	401
09:00			90		84			21:00			44		35		
09:15			77		65			21:15			31		30		
09:30			70		66			21:30			28		28		
09:45			65	302	70	285	587	21:45			33	136	20	113	249
10:00			51		61			22:00			31		26		
10:15			55		68			22:15			28		19		
10:30			48		54			22:30			22		21		
10:45			50	204	50	233	437	22:45			26	107	22	88	195
11:00			56		44			23:00			19		25		
11:15			54		51			23:15			22		15		
11:30			51		62			23:30			20		18		
11:45			55	216	66	223	439	23:45			15	76	13	71	147
Total Vol.			1856		2013		**3869**				3839		3778		**7617**

Daily Totals

NB	SB	EB	WB	Combined
		5695	5791	**11486**

	AM			PM		
Split %	48.0%	52.0%	**33.7%**	50.4%	49.6%	**66.3%**
Peak Hour	07:30	07:30	**07:30**	16:30	16:00	**16:00**
Volume	497	487	**984**	606	572	**1154**
P.H.F.	0.95	0.81	**0.89**	0.90	0.88	**0.87**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0923-1752-019

MILLER BTN JAKE & VALLEY CENTER

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	12		11				
00:15	1		1					12:15	11		15				
00:30	0		0					12:30	9		11				
00:45	0	1	0	1			2	12:45	9	41	16	53			94
01:00	1		1					13:00	7		12				
01:15	0		1					13:15	6		9				
01:30	0		0					13:30	4		7				
01:45	2	3	0	2			5	13:45	10	27	13	41			68
02:00	0		0					14:00	9		11				
02:15	1		0					14:15	7		10				
02:30	0		1					14:30	10		9				
02:45	0	1	1	2			3	14:45	14	40	7	37			77
03:00	0		0					15:00	15		10				
03:15	0		2					15:15	10		9				
03:30	1		0					15:30	16		11				
03:45	0	1	1	3			4	15:45	19	60	12	42			102
04:00	0		1					16:00	18		10				
04:15	0		2					16:15	20		15				
04:30	2		0					16:30	28		18				
04:45	2	4	1	4			8	16:45	18	84	14	57			141
05:00	2		0					17:00	26		12				
05:15	1		1					17:15	25		19				
05:30	0		5					17:30	21		10				
05:45	0	3	4	10			13	17:45	16	88	22	63			151
06:00	1		5					18:00	12		16				
06:15	2		9					18:15	18		11				
06:30	3		16					18:30	11		5				
06:45	4	10	12	42			52	18:45	9	50	10	42			92
07:00	7		20					19:00	12		7				
07:15	5		10					19:15	7		8				
07:30	8		28					19:30	9		9				
07:45	12	32	15	73			105	19:45	7	35	7	31			66
08:00	15		22					20:00	9		10				
08:15	15		27					20:15	5		5				
08:30	10		30					20:30	7		4				
08:45	13	53	22	101			154	20:45	6	27	5	24			51
09:00	7		11					21:00	5		1				
09:15	10		15					21:15	4		1				
09:30	11		12					21:30	5		0				
09:45	8	36	10	48			84	21:45	0	14	1	3			17
10:00	9		9					22:00	2		1				
10:15	12		9					22:15	1		0				
10:30	6		12					22:30	1		0				
10:45	7	34	10	40			74	22:45	2	6	1	2			8
11:00	9		11					23:00	1		2				
11:15	11		9					23:15	2		0				
11:30	10		7					23:30	1		0				
11:45	17	47	10	37			84	23:45	0	4	1	3			7
Total Vol.		225		363			**588**			476		398			**874**

Daily Totals	NB	SB	EB	WB	Combined
	701	761			**1462**

	AM			PM		
Split %	38.3%	61.7%	**40.2%**	54.5%	45.5%	**59.8%**
Peak Hour	08:00	08:00	**08:00**	16:30	17:15	**16:30**
Volume	53	101	**154**	97	67	**160**
P.H.F.	0.88	0.84	**0.92**	0.88	0.76	**0.87**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 CITY: VALLEY CENTER PROJECT: CA11-0923-1752-008

COLE GRADE BTN FRIUTVALE & VALLEY CENTER

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	28		20					12:00	54		70				
00:15	21		19					12:15	55		54				
00:30	26		22					12:30	57		55				
00:45	19	94	15	76			170	12:45	62	228	67	246			474
01:00	12		11					13:00	68		61				
01:15	15		14					13:15	60		74				
01:30	11		10					13:30	69		70				
01:45	9	47	9	44			91	13:45	70	267	55	260			527
02:00	10		7					14:00	77		68				
02:15	5		5					14:15	74		60				
02:30	7		5					14:30	75		72				
02:45	8	30	4	21			51	14:45	67	293	51	251			544
03:00	5		1					15:00	65		55				
03:15	4		1					15:15	79		66				
03:30	2		5					15:30	84		70				
03:45	6	17	4	11			28	15:45	77	305	88	279			584
04:00	10		5					16:00	108		99				
04:15	15		6					16:15	121		138				
04:30	12		11					16:30	141		121				
04:45	18	55	15	37			92	16:45	125	495	168	526			1021
05:00	22		10					17:00	138		80				
05:15	19		19					17:15	108		115				
05:30	25		26					17:30	90		92				
05:45	32	98	22	77			175	17:45	109	445	98	385			830
06:00	40		28					18:00	101		97				
06:15	51		35					18:15	90		105				
06:30	65		54					18:30	99		90				
06:45	100	256	88	205			461	18:45	70	360	75	367			727
07:00	138		121					19:00	84		84				
07:15	208		168					19:15	80		88				
07:30	77		215					19:30	65		65				
07:45	68	491	144	648			1139	19:45	51	280	74	311			591
08:00	55		138					20:00	55		70				
08:15	84		108					20:15	68		51				
08:30	70		90					20:30	54		44				
08:45	51	260	55	391			651	20:45	50	227	48	213			440
09:00	55		64					21:00	40		51				
09:15	68		66					21:15	44		52				
09:30	60		51					21:30	35		35				
09:45	42	225	48	229			454	21:45	38	157	28	166			323
10:00	55		51					22:00	31		22				
10:15	50		55					22:15	28		19				
10:30	41		50					22:30	22		25				
10:45	48	194	68	224			418	22:45	26	107	20	86			193
11:00	44		66					23:00	27		19				
11:15	68		60					23:15	20		20				
11:30	66		72					23:30	19		16				
11:45	70	248	68	266			514	23:45	22	88	17	72			160
Total Vol.		2015		2229			**4244**			3252		3162			**6414**

	Daily Totals				
	NB	SB	EB	WB	Combined
	5267	5391			**10658**

	AM			PM		
Split %	47.5%	52.5%	**39.8%**	50.7%	49.3%	**60.2%**
Peak Hour	06:45	07:15	**07:00**	16:15	16:00	**16:15**
Volume	523	665	**1139**	525	526	**1032**
P.H.F.	0.63	0.77	**0.76**	0.91	0.78	**0.88**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 CITY: VALLEY CENTER PROJECT: CA11-0923-1752-007

COLE GRADE BTN MILLER & FRIUTVALE

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	25		22				12:00	64		77				
00:15	22		15				12:15	60		74				
00:30	20		12				12:30	61		68				
00:45	16	83	15	64	147		12:45	55	240	60	279			519
01:00	21		11				13:00	68		75				
01:15	18		9				13:15	78		84				
01:30	20		12				13:30	74		81				
01:45	11	70	16	48	118		13:45	84	304	75	315			619
02:00	9		8				14:00	80		77				
02:15	4		7				14:15	77		84				
02:30	5		5				14:30	74		89				
02:45	7	25	1	21	46		14:45	84	315	68	318			633
03:00	7		5				15:00	85		75				
03:15	9		4				15:15	74		84				
03:30	10		5				15:30	80		81				
03:45	12	38	11	25	63		15:45	92	331	92	332			663
04:00	19		9				16:00	108		98				
04:15	11		15				16:15	115		121				
04:30	15		12				16:30	126		135				
04:45	20	65	18	54	119		16:45	122	471	168	522			993
05:00	16		16				17:00	141		88				
05:15	22		20				17:15	108		101				
05:30	25		28				17:30	111		98				
05:45	35	98	33	97	195		17:45	95	455	105	392			847
06:00	51		32				18:00	101		99				
06:15	68		51				18:15	90		91				
06:30	75		66				18:30	68		84				
06:45	95	289	84	233	522		18:45	75	334	88	362			696
07:00	151		108				19:00	77		85				
07:15	210		166				19:15	70		68				
07:30	77		235				19:30	51		66				
07:45	60	498	141	650	1148		19:45	68	266	74	293			559
08:00	51		135				20:00	43		70				
08:15	88		109				20:15	35		51				
08:30	84		99				20:30	41		45				
08:45	56	279	56	399	678		20:45	44	163	35	201			364
09:00	51		51				21:00	34		33				
09:15	55		55				21:15	30		41				
09:30	48		59				21:30	26		28				
09:45	41	195	51	216	411		21:45	22	112	26	128			240
10:00	55		48				22:00	31		22				
10:15	62		44				22:15	24		19				
10:30	68		51				22:30	28		21				
10:45	77	262	62	205	467		22:45	20	103	22	84			187
11:00	74		66				23:00	16		26				
11:15	74		64				23:15	22		28				
11:30	70		70				23:30	12		20				
11:45	65	283	62	262	545		23:45	21	71	19	93			164
Total Vol.		2185		2274	**4459**			3165		3319				**6484**

Daily Totals

	NB	SB	EB	WB	Combined
	5350	5593			10943

	AM			PM		
Split %	49.0%	51.0%	**40.7%**	48.8%	51.2%	**59.3%**
Peak Hour	06:45	07:15	**07:00**	16:15	16:00	**16:15**
Volume	533	677	**1148**	504	522	**1016**
P.H.F.	0.63	0.72	**0.76**	0.96	0.78	**0.88**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 CITY: VALLEY CENTER PROJECT: CA11-0923-1752-009

COLE GRADE BTN VALLEY CENTER & TURTLE ROCK

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	0		0				12:00	16		19				
00:15	1		0				12:15	20		22				
00:30	0		0				12:30	19		26				
00:45	0	1	1	1	2		12:45	15	70	18	85			155
01:00	0		1				13:00	22		20				
01:15	0		0				13:15	16		15				
01:30	1		0				13:30	10		11				
01:45	0	1	0	1	2		13:45	9	57	17	63			120
02:00	0		2				14:00	11		13				
02:15	1		1				14:15	16		14				
02:30	2		0				14:30	20		10				
02:45	0	3	1	4	7		14:45	19	66	18	55			121
03:00	0		0				15:00	11		13				
03:15	0		0				15:15	15		12				
03:30	0		0				15:30	26		16				
03:45	0	0	1	1	1		15:45	20	72	21	62			134
04:00	1		2				16:00	25		23				
04:15	1		1				16:15	23		20				
04:30	0		0				16:30	20		19				
04:45	0	2	2	5	7		16:45	33	101	25	87			188
05:00	0		1				17:00	31		33				
05:15	1		0				17:15	25		25				
05:30	1		1				17:30	16		26				
05:45	2	4	0	2	6		17:45	21	93	18	102			195
06:00	0		2				18:00	18		19				
06:15	4		1				18:15	20		12				
06:30	5		2				18:30	16		15				
06:45	7	16	6	11	27		18:45	11	65	9	55			120
07:00	10		10				19:00	15		16				
07:15	9		18				19:15	9		7				
07:30	9		14				19:30	7		5				
07:45	15	43	22	64	107		19:45	5	36	4	32			68
08:00	20		28				20:00	1		1				
08:15	16		20				20:15	2		2				
08:30	22		19				20:30	5		1				
08:45	12	70	11	78	148		20:45	1	9	5	9			18
09:00	15		13				21:00	1		4				
09:15	10		11				21:15	2		5				
09:30	19		15				21:30	1		1				
09:45	10	54	7	46	100		21:45	3	7	1	11			18
10:00	9		12				22:00	1		0				
10:15	13		7				22:15	0		1				
10:30	11		8				22:30	1		2				
10:45	15	48	9	36	84		22:45	1	3	1	4			7
11:00	7		12				23:00	2		2				
11:15	9		11				23:15	1		0				
11:30	12		15				23:30	0		1				
11:45	15	43	18	56	99		23:45	0	3	0	3			6
Total Vol.		285		305	**590**			582		568				**1150**

Daily Totals

	NB	SB	EB	WB	Combined
	867	873			**1740**

	AM			PM		
Split %	48.3%	51.7%	**33.9%**	50.6%	49.4%	**66.1%**
Peak Hour	07:45	07:45	**07:45**	16:30	16:45	**16:45**
Volume	73	89	**162**	109	109	**214**
P.H.F.	0.83	0.79	**0.84**	0.87	0.83	**0.84**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Prepared by NDS/ATD

VOLUME

Gopher Canyon Rd to City of Vista City Limit

Day: Tuesday
Date: 12/18/2012

City: Vista
Project #: CA12_4433_001

DAILY TOTALS	NB	SB	EB	WB	Total
	10,511	10,510	0	0	21,021

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	12		12				24		12:00	117		132				249	
00:15	20		16				36		12:15	143		128				271	
00:30	20		16				36		12:30	158		146				304	
00:45	14	66	11	55			25	121	12:45	148	566	129	535			277	1101
01:00	15		12				27		13:00	122		112				234	
01:15	14		9				23		13:15	149		123				272	
01:30	5		2				7		13:30	145		160				305	
01:45	6	40	8	31			14	71	13:45	136	552	118	513			254	1065
02:00	7		7				14		14:00	163		128				291	
02:15	6		4				10		14:15	199		143				342	
02:30	7		17				24		14:30	213		151				364	
02:45	3	23	9	37			12	60	14:45	192	767	144	566			336	1333
03:00	4		11				15		15:00	183		163				346	
03:15	7		16				23		15:15	188		139				327	
03:30	14		16				30		15:30	221		165				386	
03:45	12	37	18	61			30	98	15:45	213	805	157	624			370	1429
04:00	9		20				29		16:00	261		155				416	
04:15	14		19				33		16:15	213		194				407	
04:30	24		20				44		16:30	237		159				396	
04:45	33	80	35	94			68	174	16:45	215	926	173	681			388	1607
05:00	36		48				84		17:00	209		147				356	
05:15	53		100				153		17:15	259		184				443	
05:30	67		121				188		17:30	230		172				402	
05:45	77	233	91	360			168	593	17:45	209	907	134	637			343	1544
06:00	132		110				242		18:00	198		117				315	
06:15	116		170				286		18:15	201		102				303	
06:30	135		226				361		18:30	157		93				250	
06:45	178	561	233	739			411	1300	18:45	154	710	84	396			238	1106
07:00	172		253				425		19:00	135		71				206	
07:15	145		307				452		19:15	135		70				205	
07:30	134		330				464		19:30	86		67				153	
07:45	128	579	355	1245			483	1824	19:45	80	436	55	263			135	699
08:00	117		309				426		20:00	101		53				154	
08:15	166		207				373		20:15	106		45				151	
08:30	124		241				365		20:30	100		49				149	
08:45	119	526	267	1024			386	1550	20:45	93	400	63	210			156	610
09:00	132		190				322		21:00	71		48				119	
09:15	132		217				349		21:15	65		40				105	
09:30	149		210				359		21:30	64		63				127	
09:45	118	531	243	860			361	1391	21:45	65	265	48	199			113	464
10:00	147		189				336		22:00	63		36				99	
10:15	146		138				284		22:15	42		42				84	
10:30	164		163				327		22:30	37		34				71	
10:45	152	609	164	654			316	1263	22:45	40	182	32	144			72	326
11:00	184		133				317		23:00	37		32				69	
11:15	134		134				268		23:15	40		17				57	
11:30	113		115				228		23:30	14		17				31	
11:45	164	595	123	505			287	1100	23:45	24	115	11	77			35	192
TOTALS		3880		5665				**9545**	**TOTALS**		6631		4845				**11476**
SPLIT %		40.6%		59.4%				**45.4%**	**SPLIT %**		57.8%		42.2%				**54.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	10,511	10,510	0	0	21,021

AM Peak Hour	10:15	07:15				**07:15**	**PM Peak Hour**	16:00	16:00				**16:00**
AM Pk Volume	646	1301				**1825**	**PM Pk Volume**	926	681				**1607**
Pk Hr Factor	0.878	0.916				**0.945**	**Pk Hr Factor**	0.887	0.878				**0.966**
7 - 9 Volume	1105	2269	0	0		**3374**	**4 - 6 Volume**	1833	1318	0	0		**3151**
7 - 9 Peak Hour	07:00	07:15				**07:15**	**4 - 6 Peak Hour**	16:00	16:00				**16:00**
7 - 9 Pk Volume	579	1301	0	0		**1825**	**4 - 6 Pk Volume**	926	681	0	0		**1607**
Pk Hr Factor	0.842	0.916	0.000	0.000		**0.945**	**Pk Hr Factor**	0.887	0.878	0.000	0.000		**0.966**

Prepared by NDS/ATD

VOLUME

Valley Center Rd N/o Woods Valley Rd

Day: Tuesday
Date: 12/18/2012

City: Valley Center
Project #: CA12_4433_003

DAILY TOTALS	NB	SB	EB	WB	Total
	10,643	10,647	0	0	21,290

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	15		25				40		12:00	142		196				338	
00:15	32		43				75		12:15	140		157				297	
00:30	23		19				42		12:30	145		141				286	
00:45	14	84	34	121			48	205	12:45	127	554	160	654			287	1208
01:00	8		14				22		13:00	136		153				289	
01:15	14		23				37		13:15	139		153				292	
01:30	12		13				25		13:30	186		137				323	
01:45	4	38	16	66			20	104	13:45	169	630	135	578			304	1208
02:00	4		17				21		14:00	183		175				358	
02:15	5		19				24		14:15	195		161				356	
02:30	11		20				31		14:30	175		179				354	
02:45	9	29	8	64			17	93	14:45	188	741	165	680			353	1421
03:00	11		17				28		15:00	205		159				364	
03:15	5		16				21		15:15	225		168				393	
03:30	7		26				33		15:30	208		186				394	
03:45	6	29	21	80			27	109	15:45	221	859	185	698			406	1557
04:00	2		23				25		16:00	214		173				387	
04:15	13		21				34		16:15	241		161				402	
04:30	16		38				54		16:30	259		177				436	
04:45	17	48	41	123			58	171	16:45	243	957	185	696			428	1653
05:00	14		58				72		17:00	224		159				383	
05:15	30		81				111		17:15	252		192				444	
05:30	57		113				170		17:30	258		165				423	
05:45	60	161	83	335			143	496	17:45	251	985	156	672			407	1657
06:00	70		145				215		18:00	233		135				368	
06:15	118		150				268		18:15	202		113				315	
06:30	110		175				285		18:30	190		88				278	
06:45	150	448	177	647			327	1095	18:45	178	803	92	428			270	1231
07:00	138		171				309		19:00	176		93				269	
07:15	155		198				353		19:15	170		95				265	
07:30	122		252				374		19:30	136		85				221	
07:45	137	552	188	809			325	1361	19:45	129	611	65	338			194	949
08:00	165		183				348		20:00	98		62				160	
08:15	130		263				393		20:15	108		65				173	
08:30	104		223				327		20:30	90		58				148	
08:45	115	514	174	843			289	1357	20:45	102	398	61	246			163	644
09:00	93		191				284		21:00	124		50				174	
09:15	128		189				317		21:15	85		47				132	
09:30	124		173				297		21:30	99		52				151	
09:45	107	452	182	735			289	1187	21:45	60	368	59	208			119	576
10:00	100		185				285		22:00	59		48				107	
10:15	113		173				286		22:15	77		61				138	
10:30	115		172				287		22:30	52		43				95	
10:45	123	451	137	667			260	1118	22:45	51	239	45	197			96	436
11:00	134		147				281		23:00	36		38				74	
11:15	133		162				295		23:15	43		33				76	
11:30	141		182				323		23:30	29		23				52	
11:45	152	560	149	640			301	1200	23:45	24	132	28	122			52	254
TOTALS		3366		5130				8496	TOTALS		7277		5517				12794
SPLIT %		39.6%		60.4%				39.9%	SPLIT %		56.9%		43.1%				60.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,643	10,647	0	0	21,290

AM Peak Hour	07:15	07:30				07:30	PM Peak Hour	17:15	16:30				16:30
AM Pk Volume	579	886				1440	PM Pk Volume	994	713				1691
Pk Hr Factor	0.877	0.842				0.916	Pk Hr Factor	0.963	0.928				0.952
7 - 9 Volume	1066	1652	0	0		2718	4 - 6 Volume	1942	1368	0	0		3310
7 - 9 Peak Hour	07:15	07:30				07:30	4 - 6 Peak Hour	17:00	16:30				16:30
7 - 9 Pk Volume	579	886	0	0		1440	4 - 6 Pk Volume	985	713	0	0		1691
Pk Hr Factor	0.877	0.842	0.000	0.000		0.916	Pk Hr Factor	0.954	0.928	0.000	0.000		0.952

Prepared by NDS/ATD

VOLUME

Gopher Canyon Rd to City of Vista City Limit

Day: Tuesday
Date: 12/18/2012

City: Vista
Project #: CA12_4433_001

DAILY TOTALS	NB	SB	EB	WB	Total
	10,511	10,510	0	0	21,021

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	12		12				24		12:00	117		132				249	
00:15	20		16				36		12:15	143		128				271	
00:30	20		16				36		12:30	158		146				304	
00:45	14	66	11	55			25	121	12:45	148	566	129	535			277	1101
01:00	15		12				27		13:00	122		112				234	
01:15	14		9				23		13:15	149		123				272	
01:30	5		2				7		13:30	145		160				305	
01:45	6	40	8	31			14	71	13:45	136	552	118	513			254	1065
02:00	7		7				14		14:00	163		128				291	
02:15	6		4				10		14:15	199		143				342	
02:30	7		17				24		14:30	213		151				364	
02:45	3	23	9	37			12	60	14:45	192	767	144	566			336	1333
03:00	4		11				15		15:00	183		163				346	
03:15	7		16				23		15:15	188		139				327	
03:30	14		16				30		15:30	221		165				386	
03:45	12	37	18	61			30	98	15:45	213	805	157	624			370	1429
04:00	9		20				29		16:00	261		155				416	
04:15	14		19				33		16:15	213		194				407	
04:30	24		20				44		16:30	237		159				396	
04:45	33	80	35	94			68	174	16:45	215	926	173	681			388	1607
05:00	36		48				84		17:00	209		147				356	
05:15	53		100				153		17:15	259		184				443	
05:30	67		121				188		17:30	230		172				402	
05:45	77	233	91	360			168	593	17:45	209	907	134	637			343	1544
06:00	132		110				242		18:00	198		117				315	
06:15	116		170				286		18:15	201		102				303	
06:30	135		226				361		18:30	157		93				250	
06:45	178	561	233	739			411	1300	18:45	154	710	84	396			238	1106
07:00	172		253				425		19:00	135		71				206	
07:15	145		307				452		19:15	135		70				205	
07:30	134		330				464		19:30	86		67				153	
07:45	128	579	355	1245			483	1824	19:45	80	436	55	263			135	699
08:00	117		309				426		20:00	101		53				154	
08:15	166		207				373		20:15	106		45				151	
08:30	124		241				365		20:30	100		49				149	
08:45	119	526	267	1024			386	1550	20:45	93	400	63	210			156	610
09:00	132		190				322		21:00	71		48				119	
09:15	132		217				349		21:15	65		40				105	
09:30	149		210				359		21:30	64		63				127	
09:45	118	531	243	860			361	1391	21:45	65	265	48	199			113	464
10:00	147		189				336		22:00	63		36				99	
10:15	146		138				284		22:15	42		42				84	
10:30	164		163				327		22:30	37		34				71	
10:45	152	609	164	654			316	1263	22:45	40	182	32	144			72	326
11:00	184		133				317		23:00	37		32				69	
11:15	134		134				268		23:15	40		17				57	
11:30	113		115				228		23:30	14		17				31	
11:45	164	595	123	505			287	1100	23:45	24	115	11	77			35	192
TOTALS		3880		5665				**9545**	**TOTALS**		6631		4845				**11476**
SPLIT %		40.6%		59.4%				**45.4%**	**SPLIT %**		57.8%		42.2%				**54.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	10,511	10,510	0	0	21,021

AM Peak Hour	10:15	07:15				**07:15**	**PM Peak Hour**	16:00	16:00				**16:00**
AM Pk Volume	646	1301				**1825**	**PM Pk Volume**	926	681				**1607**
Pk Hr Factor	0.878	0.916				**0.945**	**Pk Hr Factor**	0.887	0.878				**0.966**
7 - 9 Volume	1105	2269	0	0		**3374**	**4 - 6 Volume**	1833	1318	0	0		**3151**
7 - 9 Peak Hour	07:00	07:15				**07:15**	**4 - 6 Peak Hour**	16:00	16:00				**16:00**
7 - 9 Pk Volume	579	1301	0	0		**1825**	**4 - 6 Pk Volume**	926	681	0	0		**1607**
Pk Hr Factor	0.842	0.916	0.000	0.000		**0.945**	**Pk Hr Factor**	0.887	0.878	0.000	0.000		**0.966**

Prepared by NDS/ATD

VOLUME

Lilac Rd from Couser Canyon Rd to W Lilac Rd

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_013

DAILY TOTALS	NB	SB	EB	WB	Total
	565	584	0	0	1,149

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	6		8						14	
00:15	0		0						0		12:15	9		7						16	
00:30	1		0						1		12:30	10		8						18	
00:45	0	1	0						0	1	12:45	5	30	8	31					13	61
01:00	0		0						0		13:00	6		12						18	
01:15	1		0						1		13:15	5		8						13	
01:30	0		0						0		13:30	11		9						20	
01:45	1	2	0						1	2	13:45	5	27	11	40					16	67
02:00	0		0						0		14:00	13		14						27	
02:15	0		0						0		14:15	16		13						29	
02:30	0		0						0		14:30	15		11						26	
02:45	1	1	0						1	1	14:45	12	56	16	54					28	110
03:00	1		1						2		15:00	6		11						17	
03:15	1		1						2		15:15	15		7						22	
03:30	0		0						0		15:30	15		11						26	
03:45	0	2	1	3					1	5	15:45	11	47	16	45					27	92
04:00	1		1						2		16:00	11		4						15	
04:15	2		2						4		16:15	6		11						17	
04:30	0		0						0		16:30	14		8						22	
04:45	1	4	2	5					3	9	16:45	11	42	14	37					25	79
05:00	1		4						5		17:00	13		12						25	
05:15	2		3						5		17:15	13		10						23	
05:30	3		4						7		17:30	11		8						19	
05:45	3	9	8	19					11	28	17:45	18	55	6	36					24	91
06:00	1		10						11		18:00	11		5						16	
06:15	1		6						7		18:15	9		6						15	
06:30	4		11						15		18:30	12		13						25	
06:45	7	13	7	34					14	47	18:45	11	43	10	34					21	77
07:00	5		13						18		19:00	4		4						8	
07:15	5		18						23		19:15	5		1						6	
07:30	8		13						21		19:30	4		2						6	
07:45	5	23	13	57					18	80	19:45	6	19	2	9					8	28
08:00	11		13						24		20:00	3		2						5	
08:15	5		9						14		20:15	5		2						7	
08:30	5		13						18		20:30	2		3						5	
08:45	6	27	5	40					11	67	20:45	9	19	1	8					10	27
09:00	9		10						19		21:00	4		1						5	
09:15	3		15						18		21:15	13		2						15	
09:30	10		18						28		21:30	8		1						9	
09:45	5	27	15	58					20	85	21:45	11	36	6	10					17	46
10:00	6		6						12		22:00	8		1						9	
10:15	5		7						12		22:15	9		1						10	
10:30	8		6						14		22:30	3		1						4	
10:45	6	25	6	25					12	50	22:45	1	21	0	3					1	24
11:00	5		3						8		23:00	4		0						4	
11:15	6		15						21		23:15	2		1						3	
11:30	9		7						16		23:30	2		0						2	
11:45	7	27	10	35					17	62	23:45	1	9	0	1					1	10
TOTALS		161		276						**437**	**TOTALS**		404		308						**712**
SPLIT %		36.8%		63.2%						**38.0%**	**SPLIT %**		56.7%		43.3%						**62.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	565	584	0	0	1,149

AM Peak Hour	11:45	09:00			**07:15**	**PM Peak Hour**	14:00	14:00			**14:00**
AM Pk Volume	32	58			**86**	**PM Pk Volume**	56	54			**110**
Pk Hr Factor	0.800	0.806			**0.896**	**Pk Hr Factor**	0.875	0.844			**0.948**
7 - 9 Volume	50	97	0	0	**147**	**4 - 6 Volume**	97	73	0	0	**170**
7 - 9 Peak Hour	07:15	07:00			**07:15**	**4 - 6 Peak Hour**	17:00	16:15			**16:30**
7 - 9 Pk Volume	29	57	0	0	**86**	**4 - 6 Pk Volume**	55	45	0	0	**95**
Pk Hr Factor	0.659	0.792	0.000	0.000	**0.896**	**Pk Hr Factor**	0.764	0.804	0.000	0.000	**0.950**

Prepared by NDS/ATD

VOLUME

Pankey Rd from Pala Mesa Dr to SR-76

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_012

DAILY TOTALS	NB	SB	EB	WB	Total
	29	36	0	0	65

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	1		2						3	
00:15	1		1						2		12:15	0		0						0	
00:30	0		0						0		12:30	0		1						1	
00:45	0	1	0	1					0	2	12:45	0	1	0	3					0	4
01:00	0		0						0		13:00	1		3						4	
01:15	0		0						0		13:15	0		2						2	
01:30	1		1						2		13:30	1		3						4	
01:45	0	1	0	1					0	2	13:45	0	2	0	8					0	10
02:00	0		0						0		14:00	0		1						1	
02:15	0		0						0		14:15	0		0						0	
02:30	0		0						0		14:30	0		1						1	
02:45	0		0						0		14:45	0		1	3					1	3
03:00	0		0						0		15:00	0		0						0	
03:15	0		0						0		15:15	3		2						5	
03:30	0		0						0		15:30	1		2						3	
03:45	0		0						0		15:45	0	4	0	4					0	8
04:00	0		0						0		16:00	0		0						0	
04:15	0		0						0		16:15	0		0						0	
04:30	0		0						0		16:30	1		1						2	
04:45	0		0						0		16:45	0	1	0	1					0	2
05:00	0		0						0		17:00	1		0						1	
05:15	0		0						0		17:15	0		1						1	
05:30	0		0						0		17:30	0		0						0	
05:45	0		0						0		17:45	0	1	0	1					0	2
06:00	0		0						0		18:00	0		0						0	
06:15	0		0						0		18:15	0		0						0	
06:30	0		0						0		18:30	0		0						0	
06:45	0		0						0		18:45	0		0						0	
07:00	0		0						0		19:00	1		1						2	
07:15	0		0						0		19:15	0		0						0	
07:30	0		0						0		19:30	0		0						0	
07:45	1	1	0						1	1	19:45	0	1	0	1					0	2
08:00	0		0						0		20:00	0		0						0	
08:15	3		0						3		20:15	0		0						0	
08:30	3		0						3		20:30	0		0						0	
08:45	1	7	0						1	7	20:45	0		0						0	
09:00	0		0						0		21:00	0		0						0	
09:15	0		0						0		21:15	0		0						0	
09:30	3		0						3		21:30	0		0						0	
09:45	0	3	0						0	3	21:45	0		0						0	
10:00	0		0						0		22:00	0		0						0	
10:15	0		1						1		22:15	0		0						0	
10:30	1		1						2		22:30	0		0						0	
10:45	1	2	1	3					2	5	22:45	0		0						0	
11:00	2		3						5		23:00	0		0						0	
11:15	0		6						6		23:15	0		0						0	
11:30	1		0						1		23:30	0		0						0	
11:45	1	4	1	10					2	14	23:45	0		0						0	
TOTALS		19		15						34	TOTALS		10		21						31
SPLIT %		55.9%		44.1%						52.3%	SPLIT %		32.3%		67.7%						47.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	29	36	0	0	65

AM Peak Hour	07:45	10:30				10:30	PM Peak Hour	14:45	12:45				12:45
AM Pk Volume	7	11				15	PM Pk Volume	4	8				10
Pk Hr Factor	0.583	0.458				0.625	Pk Hr Factor	0.333	0.667				0.625
7 - 9 Volume	8	0	0	0		8	4 - 6 Volume	2	2	0	0		4
7 - 9 Peak Hour	07:45					07:45	4 - 6 Peak Hour	16:15	16:30				16:30
7 - 9 Pk Volume	7	0	0	0		7	4 - 6 Pk Volume	2	2	0	0		4
Pk Hr Factor	0.583	0.000	0.000	0.000		0.583	Pk Hr Factor	0.500	0.500	0.000	0.000		0.500

Prepared by NDS/ATD

VOLUME

Old River Rd from SR-76 to Camino Del Rey

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_011

DAILY TOTALS	NB	SB	EB	WB	Total
	2,250	1,818	0	0	4,068

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	3		1				4		12:00	20		31				51	
00:15	2		1				3		12:15	28		27				55	
00:30	0		0				0		12:30	19		30				49	
00:45	1	6	1	3			2	9	12:45	22	89	32	120			54	209
01:00	1		1				2		13:00	34		31				65	
01:15	0		0				0		13:15	52		47				99	
01:30	1		0				1		13:30	153		32				185	
01:45	1	3	1	2			2	5	13:45	118	357	31	141			149	498
02:00	1		1				2		14:00	30		22				52	
02:15	1		0				1		14:15	39		28				67	
02:30	0		0				0		14:30	57		32				89	
02:45	0	2	0	1			0	3	14:45	47	173	30	112			77	285
03:00	0		1				1		15:00	59		32				91	
03:15	0		3				3		15:15	50		28				78	
03:30	2		0				2		15:30	45		32				77	
03:45	0	2	0	4			0	6	15:45	54	208	36	128			90	336
04:00	0		1				1		16:00	37		31				68	
04:15	2		3				5		16:15	53		37				90	
04:30	1		3				4		16:30	50		34				84	
04:45	7	10	3	10			10	20	16:45	49	189	31	133			80	322
05:00	1		11				12		17:00	44		25				69	
05:15	4		7				11		17:15	46		29				75	
05:30	3		8				11		17:30	31		27				58	
05:45	13	21	27	53			40	74	17:45	41	162	20	101			61	263
06:00	7		20				27		18:00	40		14				54	
06:15	16		15				31		18:15	27		14				41	
06:30	14		34				48		18:30	22		10				32	
06:45	21	58	41	110			62	168	18:45	18	107	15	53			33	160
07:00	30		42				72		19:00	11		14				25	
07:15	31		77				108		19:15	18		9				27	
07:30	71		87				158		19:30	8		6				14	
07:45	116	248	64	270			180	518	19:45	9	46	9	38			18	84
08:00	122		49				171		20:00	10		9				19	
08:15	13		30				43		20:15	10		9				19	
08:30	17		40				57		20:30	11		5				16	
08:45	13	165	32	151			45	316	20:45	7	38	5	28			12	66
09:00	25		24				49		21:00	8		6				14	
09:15	25		23				48		21:15	8		6				14	
09:30	22		25				47		21:30	8		7				15	
09:45	23	95	34	106			57	201	21:45	9	33	3	22			12	55
10:00	31		28				59		22:00	9		5				14	
10:15	28		24				52		22:15	3		3				6	
10:30	17		33				50		22:30	2		3				5	
10:45	19	95	24	109			43	204	22:45	4	18	3	14			7	32
11:00	31		21				52		23:00	0		2				2	
11:15	35		31				66		23:15	2		2				4	
11:30	29		21				50		23:30	3		3				6	
11:45	23	118	29	102			52	220	23:45	2	7	0	7			2	14
TOTALS		823		921				**1744**	**TOTALS**		1427		897				**2324**
SPLIT %		47.2%		52.8%				**42.9%**	**SPLIT %**		61.4%		38.6%				**57.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,250	1,818	0	0	4,068

AM Peak Hour	07:15	07:15				**07:15**	**PM Peak Hour**	13:00	12:45				**13:00**
AM Pk Volume	340	277				**617**	**PM Pk Volume**	357	142				**498**
Pk Hr Factor	0.697	0.796				**0.857**	**Pk Hr Factor**	0.583	0.755				**0.673**
7 - 9 Volume	413	421	0	0		**834**	**4 - 6 Volume**	351	234	0	0		**585**
7 - 9 Peak Hour	07:15	07:15				**07:15**	**4 - 6 Peak Hour**	16:15	16:00				**16:15**
7 - 9 Pk Volume	340	277	0	0		**617**	**4 - 6 Pk Volume**	196	133	0	0		**323**
Pk Hr Factor	0.697	0.796	0.000	0.000		**0.857**	**Pk Hr Factor**	0.925	0.899	0.000	0.000		**0.897**

Prepared by NDS/ATD

VOLUME

E Vista Way from SR-76 to Gopher Canyon Rd

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,593	7,521	15,114

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			7		13		20		12:00			97		101		198	
00:15			10		13		23		12:15			116		99		215	
00:30			5		12		17		12:30			100		84		184	
00:45			5	27	7	45	12	72	12:45			92	405	92	376	184	781
01:00			6		6		12		13:00			109		103		212	
01:15			7		5		12		13:15			106		114		220	
01:30			8		9		17		13:30			108		105		213	
01:45			4	25	7	27	11	52	13:45			118	441	95	417	213	858
02:00			5		5		10		14:00			112		114		226	
02:15			3		7		10		14:15			112		127		239	
02:30			2		7		9		14:30			125		112		237	
02:45			9	19	6	25	15	44	14:45			159	508	120	473	279	981
03:00			7		4		11		15:00			163		131		294	
03:15			7		9		16		15:15			152		139		291	
03:30			6		4		10		15:30			145		126		271	
03:45			8	28	16	33	24	61	15:45			154	614	133	529	287	1143
04:00			12		9		21		16:00			166		155		321	
04:15			15		13		28		16:15			157		146		303	
04:30			21		26		47		16:30			163		146		309	
04:45			28	76	23	71	51	147	16:45			175	661	156	603	331	1264
05:00			40		43		83		17:00			161		144		305	
05:15			61		48		109		17:15			161		154		315	
05:30			68		67		135		17:30			145		142		287	
05:45			85	254	73	231	158	485	17:45			124	591	161	601	285	1192
06:00			83		95		178		18:00			124		126		250	
06:15			132		121		253		18:15			98		136		234	
06:30			134		160		294		18:30			87		105		192	
06:45			120	469	145	521	265	990	18:45			72	381	98	465	170	846
07:00			171		167		338		19:00			75		79		154	
07:15			191		158		349		19:15			53		82		135	
07:30			178		157		335		19:30			42		70		112	
07:45			148	688	121	603	269	1291	19:45			44	214	71	302	115	516
08:00			120		106		226		20:00			48		80		128	
08:15			139		110		249		20:15			35		69		104	
08:30			128		105		233		20:30			43		64		107	
08:45			111	498	101	422	212	920	20:45			29	155	53	266	82	421
09:00			105		99		204		21:00			41		64		105	
09:15			98		83		181		21:15			37		57		94	
09:30			114		102		216		21:30			40		76		116	
09:45			110	427	70	354	180	781	21:45			41	159	43	240	84	399
10:00			100		94		194		22:00			30		46		76	
10:15			97		83		180		22:15			20		34		54	
10:30			102		88		190		22:30			22		29		51	
10:45			108	407	91	356	199	763	22:45			27	99	28	137	55	236
11:00			83		88		171		23:00			17		15		32	
11:15			102		93		195		23:15			11		15		26	
11:30			96		86		182		23:30			18		11		29	
11:45			111	392	101	368	212	760	23:45			9	55	15	56	24	111
TOTALS				3310		3056		**6366**	**TOTALS**				4283		4465		**8748**
SPLIT %				52.0%		48.0%		**42.1%**	**SPLIT %**				49.0%		51.0%		**57.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,593	7,521	15,114

AM Peak Hour			07:00	06:30	**07:00**	**PM Peak Hour**			16:00	16:00	**16:00**
AM Pk Volume			688	630	**1291**	**PM Pk Volume**			661	603	**1264**
Pk Hr Factor			0.901	0.943	**0.925**	**Pk Hr Factor**			0.944	0.966	**0.955**
7 - 9 Volume	0	0	1186	1025	**2211**	**4 - 6 Volume**	0	0	1252	1204	**2456**
7 - 9 Peak Hour			07:00	07:00	**07:00**	**4 - 6 Peak Hour**			16:00	16:00	**16:00**
7 - 9 Pk Volume	0	0	688	603	**1291**	**4 - 6 Pk Volume**	0	0	661	603	**1264**
Pk Hr Factor	0.000	0.000	0.901	0.903	**0.925**	**Pk Hr Factor**	0.000	0.000	0.944	0.966	**0.955**

Prepared by NDS/ATD

VOLUME

Gopher Canyon Rd from E Vista Way to I-15 SB Ramps

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,164	7,150	15,314

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			10		13		23		12:00			83		58		141	
00:15			15		13		28		12:15			85		80		165	
00:30			4		13		17		12:30			83		80		163	
00:45			4	33	9	48	13	81	12:45			83	334	82	300	165	634
01:00			7		9		16		13:00			91		76		167	
01:15			7		11		18		13:15			90		89		179	
01:30			5		9		14		13:30			101		85		186	
01:45			5	24	11	40	16	64	13:45			111	393	66	316	177	709
02:00			4		8		12		14:00			84		85		169	
02:15			4		7		11		14:15			136		86		222	
02:30			5		8		13		14:30			117		105		222	
02:45			5	18	7	30	12	48	14:45			162	499	78	354	240	853
03:00			8		9		17		15:00			152		101		253	
03:15			4		10		14		15:15			186		125		311	
03:30			8		4		12		15:30			252		113		365	
03:45			7	27	14	37	21	64	15:45			216	806	136	475	352	1281
04:00			9		16		25		16:00			259		131		390	
04:15			15		20		35		16:15			262		143		405	
04:30			19		26		45		16:30			260		154		414	
04:45			33	76	34	96	67	172	16:45			269	1050	117	545	386	1595
05:00			31		51		82		17:00			249		138		387	
05:15			46		60		106		17:15			277		139		416	
05:30			42		107		149		17:30			260		131		391	
05:45			65	184	85	303	150	487	17:45			214	1000	93	501	307	1501
06:00			83		92		175		18:00			152		162		314	
06:15			112		171		283		18:15			161		104		265	
06:30			125		183		308		18:30			110		86		196	
06:45			122	442	226	672	348	1114	18:45			95	518	65	417	160	935
07:00			122		204		326		19:00			81		54		135	
07:15			126		234		360		19:15			75		53		128	
07:30			176		166		342		19:30			57		49		106	
07:45			150	574	158	762	308	1336	19:45			48	261	37	193	85	454
08:00			117		156		273		20:00			66		41		107	
08:15			101		179		280		20:15			56		24		80	
08:30			103		184		287		20:30			45		36		81	
08:45			98	419	142	661	240	1080	20:45			38	205	23	124	61	329
09:00			86		122		208		21:00			54		39		93	
09:15			70		98		168		21:15			60		31		91	
09:30			76		106		182		21:30			52		24		76	
09:45			73	305	92	418	165	723	21:45			35	201	42	136	77	337
10:00			64		63		127		22:00			46		29		75	
10:15			89		57		146		22:15			26		25		51	
10:30			75		73		148		22:30			28		21		49	
10:45			70	298	93	286	163	584	22:45			15	115	20	95	35	210
11:00			60		70		130		23:00			21		13		34	
11:15			95		67		162		23:15			16		9		25	
11:30			83		76		159		23:30			16		15		31	
11:45			80	318	71	284	151	602	23:45			11	64	20	57	31	121
TOTALS				2718		3637		**6355**	**TOTALS**				5446		3513		**8959**
SPLIT %				42.8%		57.2%		**41.5%**	**SPLIT %**				60.8%		39.2%		**58.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,164	7,150	15,314

AM Peak Hour			07:00	06:30	**06:45**	**PM Peak Hour**			16:30	15:45	**16:30**
AM Pk Volume			574	847	**1376**	**PM Pk Volume**			1055	564	**1603**
Pk Hr Factor			0.815	0.905	**0.956**	**Pk Hr Factor**			0.952	0.916	**0.963**
7 - 9 Volume	0	0	993	1423	**2416**	**4 - 6 Volume**	0	0	2050	1046	**3096**
7 - 9 Peak Hour			07:00	07:00	**07:00**	**4 - 6 Peak Hour**			16:30	16:15	**16:30**
7 - 9 Pk Volume	0	0	574	762	**1336**	**4 - 6 Pk Volume**	0	0	1055	552	**1603**
Pk Hr Factor	0.000	0.000	0.815	0.814	**0.928**	**Pk Hr Factor**	0.000	0.000	0.952	0.896	**0.963**

Prepared by NDS/ATD

VOLUME

Camino Del Rey from Camino Del Cielo to Old Hwy 395

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,463	2,383	4,846

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		2		2		12:00			31		28		59	
00:15			0		1		1		12:15			40		30		70	
00:30			0		2		2		12:30			29		31		60	
00:45			2	2	1	6	3	8	12:45			43	143	37	126	80	269
01:00			0		3		3		13:00			31		40		71	
01:15			1		1		2		13:15			24		42		66	
01:30			1		1		2		13:30			43		30		73	
01:45			2	4	2	7	4	11	13:45			40	138	30	142	70	280
02:00			0		1		1		14:00			40		38		78	
02:15			0		0		0		14:15			38		36		74	
02:30			0		1		1		14:30			36		45		81	
02:45			0		1	3	1	3	14:45			43	157	48	167	91	324
03:00			0		2		2		15:00			46		38		84	
03:15			4		0		4		15:15			55		50		105	
03:30			2		1		3		15:30			35		87		122	
03:45			2	8	0	3	2	11	15:45			47	183	57	232	104	415
04:00			3		1		4		16:00			49		49		98	
04:15			8		3		11		16:15			41		41		82	
04:30			10		4		14		16:30			26		74		100	
04:45			23	44	3	11	26	55	16:45			34	150	45	209	79	359
05:00			26		7		33		17:00			36		72		108	
05:15			19		10		29		17:15			38		63		101	
05:30			20		8		28		17:30			35		62		97	
05:45			33	98	11	36	44	134	17:45			27	136	44	241	71	377
06:00			40		17		57		18:00			12		53		65	
06:15			51		19		70		18:15			26		65		91	
06:30			63		37		100		18:30			20		30		50	
06:45			59	213	40	113	99	326	18:45			17	75	15	163	32	238
07:00			62		37		99		19:00			22		32		54	
07:15			53		33		86		19:15			19		28		47	
07:30			65		41		106		19:30			17		17		34	
07:45			69	249	31	142	100	391	19:45			25	83	24	101	49	184
08:00			59		20		79		20:00			22		18		40	
08:15			45		35		80		20:15			16		15		31	
08:30			41		25		66		20:30			19		10		29	
08:45			44	189	18	98	62	287	20:45			23	80	20	63	43	143
09:00			34		27		61		21:00			17		17		34	
09:15			50		31		81		21:15			18		21		39	
09:30			37		29		66		21:30			17		16		33	
09:45			33	154	34	121	67	275	21:45			16	68	10	64	26	132
10:00			33		34		67		22:00			3		16		19	
10:15			37		37		74		22:15			2		6		8	
10:30			44		36		80		22:30			2		14		16	
10:45			28	142	45	152	73	294	22:45			1	8	5	41	6	49
11:00			34		37		71		23:00			0		7		7	
11:15			36		31		67		23:15			3		1		4	
11:30			30		30		60		23:30			1		3		4	
11:45			34	134	27	125	61	259	23:45			1	5	6	17	7	22
TOTALS				1237		817		**2054**	**TOTALS**				1226		1566		**2792**
SPLIT %				60.2%		39.8%		**42.4%**	**SPLIT %**				43.9%		56.1%		**57.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,463	2,383	4,846

AM Peak Hour			07:00	10:15	**07:00**	**PM Peak Hour**			15:15	16:30	**15:15**
AM Pk Volume			249	155	**391**	**PM Pk Volume**			186	254	**429**
Pk Hr Factor			0.902	0.861	**0.922**	**Pk Hr Factor**			0.845	0.858	**0.879**
7 - 9 Volume	0	0	438	240	**678**	**4 - 6 Volume**	0	0	286	450	**736**
7 - 9 Peak Hour			07:00	07:00	**07:00**	**4 - 6 Peak Hour**			16:00	16:30	**16:30**
7 - 9 Pk Volume	0	0	249	142	**391**	**4 - 6 Pk Volume**	0	0	150	254	**388**
Pk Hr Factor	0.000	0.000	0.902	0.866	**0.922**	**Pk Hr Factor**	0.000	0.000	0.765	0.858	**0.898**

Prepared by NDS/ATD

VOLUME

Camino Del Rey from W Lilac Rd to Camino Del Cielo

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,247	3,482	6,729

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		2		5		12:00			40		46		86	
00:15			1		2		3		12:15			43		49		92	
00:30			1		0		1		12:30			49		42		91	
00:45			1	6	4	8	5	14	12:45			53	185	63	200	116	385
01:00			4		4		8		13:00			56		47		103	
01:15			1		1		2		13:15			59		42		101	
01:30			1		2		3		13:30			57		93		150	
01:45			2	8	3	10	5	18	13:45			49	221	74	256	123	477
02:00			1		1		2		14:00			40		73		113	
02:15			1		0		1		14:15			48		52		100	
02:30			0		0		0		14:30			59		61		120	
02:45			4	6	0	1	4	7	14:45			56	203	67	253	123	456
03:00			3		2		5		15:00			49		66		115	
03:15			2		3		5		15:15			73		74		147	
03:30			2		2		4		15:30			90		63		153	
03:45			2	9	3	10	5	19	15:45			61	273	81	284	142	557
04:00			3		1		4		16:00			56		72		128	
04:15			6		6		12		16:15			60		74		134	
04:30			9		10		19		16:30			71		51		122	
04:45			8	26	22	39	30	65	16:45			58	245	69	266	127	511
05:00			12		20		32		17:00			70		71		141	
05:15			17		17		34		17:15			67		73		140	
05:30			16		23		39		17:30			70		60		130	
05:45			24	69	28	88	52	157	17:45			57	264	54	258	111	522
06:00			39		38		77		18:00			59		33		92	
06:15			33		47		80		18:15			66		58		124	
06:30			65		50		115		18:30			36		45		81	
06:45			64	201	51	186	115	387	18:45			28	189	35	171	63	360
07:00			71		60		131		19:00			30		35		65	
07:15			77		63		140		19:15			26		31		57	
07:30			75		71		146		19:30			20		30		50	
07:45			67	290	79	273	146	563	19:45			28	104	22	118	50	222
08:00			46		76		122		20:00			20		24		44	
08:15			55		50		105		20:15			20		27		47	
08:30			41		45		86		20:30			16		29		45	
08:45			31	173	59	230	90	403	20:45			20	76	26	106	46	182
09:00			44		39		83		21:00			14		23		37	
09:15			49		59		108		21:15			20		25		45	
09:30			51		46		97		21:30			12		24		36	
09:45			53	197	46	190	99	387	21:45			10	56	30	102	40	158
10:00			50		43		93		22:00			19		21		40	
10:15			50		57		107		22:15			7		14		21	
10:30			48		45		93		22:30			14		8		22	
10:45			58	206	35	180	93	386	22:45			7	47	9	52	16	99
11:00			41		46		87		23:00			7		6		13	
11:15			50		51		101		23:15			2		6		8	
11:30			41		39		80		23:30			3		4		7	
11:45			41	173	45	181	86	354	23:45			8	20	4	20	12	40
TOTALS				1364		1396		**2760**	**TOTALS**				1883		2086		**3969**
SPLIT %				49.4%		50.6%		**41.0%**	**SPLIT %**				47.4%		52.6%		**59.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,247	3,482	6,729

AM Peak Hour			07:00	07:15	**07:00**		**PM Peak Hour**			15:15	13:30	**15:15**
AM Pk Volume			290	289	**563**		**PM Pk Volume**			280	292	**570**
Pk Hr Factor			0.942	0.915	**0.964**		**Pk Hr Factor**			0.778	0.785	**0.931**
7 - 9 Volume	0	0	463	503	**966**		**4 - 6 Volume**	0	0	509	524	**1033**
7 - 9 Peak Hour			07:00	07:15	**07:00**		**4 - 6 Peak Hour**			16:30	16:45	**16:45**
7 - 9 Pk Volume	0	0	290	289	**563**		**4 - 6 Pk Volume**	0	0	266	273	**538**
Pk Hr Factor	0.000	0.000	0.942	0.915	**0.964**		**Pk Hr Factor**	0.000	0.000	0.937	0.935	**0.954**

Prepared by NDS/ATD

VOLUME

Camino Del Rey from Old River Rd to W Lilac Rd

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,392	4,248	8,640

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		4		7		12:00			62		60		122	
00:15			4		1		5		12:15			60		55		115	
00:30			0		1		1		12:30			43		65		108	
00:45			5	12	2	8	7	20	12:45			73	238	73	253	146	491
01:00			4		4		8		13:00			57		68		125	
01:15			1		1		2		13:15			60		82		142	
01:30			2		1		3		13:30			190		80		270	
01:45			3	10	2	8	5	18	13:45			122	429	65	295	187	724
02:00			2		1		3		14:00			98		89		187	
02:15			1		1		2		14:15			62		110		172	
02:30			1		1		2		14:30			73		76		149	
02:45			0	4	3	6	3	10	14:45			87	320	70	345	157	665
03:00			3		3		6		15:00			81		67		148	
03:15			2		2		4		15:15			81		94		175	
03:30			3		2		5		15:30			73		109		182	
03:45			3	11	2	9	5	20	15:45			93	328	91	361	184	689
04:00			1		3		4		16:00			85		78		163	
04:15			7		8		15		16:15			91		74		165	
04:30			14		11		25		16:30			59		89		148	
04:45			25	47	10	32	35	79	16:45			86	321	74	315	160	636
05:00			22		13		35		17:00			82		82		164	
05:15			21		16		37		17:15			79		83		162	
05:30			30		19		49		17:30			66		78		144	
05:45			36	109	25	73	61	182	17:45			70	297	72	315	142	612
06:00			56		41		97		18:00			46		66		112	
06:15			58		44		102		18:15			65		67		132	
06:30			59		74		133		18:30			49		40		89	
06:45			66	239	74	233	140	472	18:45			39	199	39	212	78	411
07:00			74		90		164		19:00			38		31		69	
07:15			78		110		188		19:15			37		28		65	
07:30			130		122		252		19:30			27		25		52	
07:45			173	455	119	441	292	896	19:45			37	139	29	113	66	252
08:00			133		125		258		20:00			36		24		60	
08:15			54		86		140		20:15			33		22		55	
08:30			48		57		105		20:30			30		18		48	
08:45			63	298	51	319	114	617	20:45			28	127	22	86	50	213
09:00			50		51		101		21:00			25		14		39	
09:15			63		62		125		21:15			29		21		50	
09:30			47		60		107		21:30			31		15		46	
09:45			47	207	63	236	110	443	21:45			33	118	9	59	42	177
10:00			51		63		114		22:00			21		19		40	
10:15			58		61		119		22:15			16		7		23	
10:30			47		55		102		22:30			8		15		23	
10:45			41	197	64	243	105	440	22:45			11	56	6	47	17	103
11:00			49		50		99		23:00			6		8		14	
11:15			58		66		124		23:15			8		4		12	
11:30			51		48		99		23:30			4		5		9	
11:45			47	205	50	214	97	419	23:45			8	26	8	25	16	51
TOTALS				1794		1822		**3616**	**TOTALS**				2598		2426		**5024**
SPLIT %				49.6%		50.4%		**41.9%**	**SPLIT %**				51.7%		48.3%		**58.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,392	4,248	8,640

AM Peak Hour			07:15	07:15	**07:15**	**PM Peak Hour**			13:30	15:15	**13:30**
AM Pk Volume			514	476	**990**	**PM Pk Volume**			472	372	**816**
Pk Hr Factor			0.743	0.952	**0.848**	**Pk Hr Factor**			0.621	0.853	**0.756**
7 - 9 Volume	0	0	753	760	**1513**	**4 - 6 Volume**	0	0	618	630	**1248**
7 - 9 Peak Hour			07:15	07:15	**07:15**	**4 - 6 Peak Hour**			16:00	16:30	**16:15**
7 - 9 Pk Volume	0	0	514	476	**990**	**4 - 6 Pk Volume**	0	0	321	328	**637**
Pk Hr Factor	0.000	0.000	0.743	0.952	**0.848**	**Pk Hr Factor**	0.000	0.000	0.882	0.921	**0.965**

Prepared by NDS/ATD

VOLUME

Olive Hill Rd from Shamrock to SR-76

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,636	1,746	3,382

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		7		10		12:00			24		23		47	
00:15			0		1		1		12:15			26		19		45	
00:30			1		1		2		12:30			28		30		58	
00:45			1	5	0	9	1	14	12:45			38	116	45	117	83	233
01:00			0		1		1		13:00			17		25		42	
01:15			0		1		1		13:15			35		30		65	
01:30			0		1		1		13:30			34		32		66	
01:45			1	1	1	4	2	5	13:45			26	112	33	120	59	232
02:00			0		2		2		14:00			31		36		67	
02:15			1		0		1		14:15			28		44		72	
02:30			1		0		1		14:30			18		25		43	
02:45			0	2	0	2	0	4	14:45			24	101	26	131	50	232
03:00			3		1		4		15:00			27		44		71	
03:15			1		0		1		15:15			22		32		54	
03:30			2		0		2		15:30			40		37		77	
03:45			5	11	1	2	6	13	15:45			19	108	33	146	52	254
04:00			1		0		1		16:00			30		35		65	
04:15			4		2		6		16:15			30		48		78	
04:30			4		2		6		16:30			15		39		54	
04:45			10	19	0	4	10	23	16:45			25	100	36	158	61	258
05:00			12		2		14		17:00			22		37		59	
05:15			9		5		14		17:15			29		49		78	
05:30			20		0		20		17:30			25		38		63	
05:45			19	60	2	9	21	69	17:45			23	99	39	163	62	262
06:00			23		7		30		18:00			13		32		45	
06:15			21		6		27		18:15			12		31		43	
06:30			25		23		48		18:30			14		33		47	
06:45			30	99	26	62	56	161	18:45			11	50	28	124	39	174
07:00			38		17		55		19:00			6		19		25	
07:15			46		16		62		19:15			7		31		38	
07:30			72		17		89		19:30			10		17		27	
07:45			50	206	29	79	79	285	19:45			3	26	21	88	24	114
08:00			40		33		73		20:00			2		15		17	
08:15			28		19		47		20:15			10		18		28	
08:30			26		14		40		20:30			3		17		20	
08:45			25	119	16	82	41	201	20:45			6	21	20	70	26	91
09:00			25		12		37		21:00			3		15		18	
09:15			43		20		63		21:15			6		14		20	
09:30			35		18		53		21:30			1		21		22	
09:45			33	136	13	63	46	199	21:45			4	14	10	60	14	74
10:00			26		20		46		22:00			5		16		21	
10:15			38		26		64		22:15			2		12		14	
10:30			26		32		58		22:30			4		11		15	
10:45			27	117	29	107	56	224	22:45			0	11	8	47	8	58
11:00			28		25		53		23:00			1		7		8	
11:15			21		24		45		23:15			0		0		0	
11:30			26		18		44		23:30			3		2		5	
11:45			24	99	20	87	44	186	23:45			0	4	3	12	3	16
TOTALS				874		510		1384	TOTALS				762		1236		1998
SPLIT %				63.2%		36.8%		40.9%	SPLIT %				38.1%		61.9%		59.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,636	1,746	3,382

AM Peak Hour			07:15	10:15	07:15	PM Peak Hour			13:15	17:00	15:30
AM Pk Volume			208	112	303	PM Pk Volume			126	163	272
Pk Hr Factor			0.722	0.875	0.851	Pk Hr Factor			0.900	0.832	0.872
7 - 9 Volume	0	0	325	161	486	4 - 6 Volume	0	0	199	321	520
7 - 9 Peak Hour			07:15	07:30	07:15	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	208	98	303	4 - 6 Pk Volume	0	0	101	163	262
Pk Hr Factor	0.000	0.000	0.722	0.742	0.851	Pk Hr Factor	0.000	0.000	0.871	0.832	0.840

Prepared by NDS/ATD

VOLUME

Camino Del Cielo from Camino Del Rey to W Lilac Rd

Day: Tuesday
Date: 12/11/2012

City: Bonsall
Project #: CA12_4415_003

DAILY TOTALS	NB	SB	EB	WB	Total
	318	313	0	0	631

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	1		0				1		12:00	5		2				7	
00:15	1		0				1		12:15	2		4				6	
00:30	0		0				0		12:30	4		3				7	
00:45	1	3	1	1			2	4	12:45	7	18	4	13			11	31
01:00	0		0				0		13:00	6		5				11	
01:15	0		0				0		13:15	6		6				12	
01:30	0		0				0		13:30	5		5				10	
01:45	0		0				0		13:45	5	22	4	20			9	42
02:00	1		0				1		14:00	5		4				9	
02:15	0		0				0		14:15	6		11				17	
02:30	0		0				0		14:30	6		2				8	
02:45	0	1	0				0	1	14:45	5	22	2	19			7	41
03:00	0		0				0		15:00	9		14				23	
03:15	0		0				0		15:15	9		11				20	
03:30	0		0				0		15:30	3		4				7	
03:45	0		0				0		15:45	8	29	5	34			13	63
04:00	0		0				0		16:00	5		3				8	
04:15	1		1				2		16:15	6		5				11	
04:30	1		1				2		16:30	6		3				9	
04:45	0	2	1	3			1	5	16:45	10	27	6	17			16	44
05:00	0		1				1		17:00	8		9				17	
05:15	0		2				2		17:15	4		2				6	
05:30	0		2				2		17:30	5		4				9	
05:45	2	2	3	8			5	10	17:45	5	22	2	17			7	39
06:00	0		0				0		18:00	7		1				8	
06:15	1		8				9		18:15	8		3				11	
06:30	4		10				14		18:30	9		3				12	
06:45	1	6	6	24			7	30	18:45	5	29	3	10			8	39
07:00	3		6				9		19:00	5		3				8	
07:15	7		11				18		19:15	4		2				6	
07:30	8		13				21		19:30	9		0				9	
07:45	15	33	13	43			28	76	19:45	4	22	3	8			7	30
08:00	11		8				19		20:00	1		2				3	
08:15	4		10				14		20:15	2		0				2	
08:30	2		5				7		20:30	4		2				6	
08:45	2	19	5	28			7	47	20:45	0	7	0	4			0	11
09:00	3		6				9		21:00	4		2				6	
09:15	1		10				11		21:15	2		1				3	
09:30	6		6				12		21:30	3		1				4	
09:45	2	12	3	25			5	37	21:45	4	13	3	7			7	20
10:00	1		3				4		22:00	0		1				1	
10:15	2		3				5		22:15	0		0				0	
10:30	3		3				6		22:30	2		0				2	
10:45	5	11	3	12			8	23	22:45	0	2	0	1			0	3
11:00	2		0				2		23:00	0		1				1	
11:15	4		5				9		23:15	0		0				0	
11:30	5		7				12		23:30	1		0				1	
11:45	3	14	6	18			9	32	23:45	1	2	0	1			1	3
TOTALS		103		162				**265**	**TOTALS**		215		151				**366**
SPLIT %		38.9%		61.1%				**42.0%**	**SPLIT %**		58.7%		41.3%				**58.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	318	313	0	0	631

AM Peak Hour	07:15	07:15					**07:15**		**PM Peak Hour**	16:15	15:00					**15:00**		
AM Pk Volume	41	45					**86**		**PM Pk Volume**	30	34					**63**		
Pk Hr Factor	0.683	0.865					**0.768**		**Pk Hr Factor**	0.750	0.607					**0.685**		
7 - 9 Volume	52	71	0	0			**123**		**4 - 6 Volume**	49	34	0	0			**83**		
7 - 9 Peak Hour	07:15	07:15					**07:15**		**4 - 6 Peak Hour**	16:15	16:15					**16:15**		
7 - 9 Pk Volume	41	45	0	0			**86**		**4 - 6 Pk Volume**	30	23	0	0			**53**		
Pk Hr Factor	0.683	0.865	0.000	0.000			**0.768**		**Pk Hr Factor**	0.750	0.639	0.000	0.000			**0.779**		

Prepared by NDS/ATD

VOLUME

W Lilac Rd from Camino Del Rey to Camino Del Cielo

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,085	1,180	2,265

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		0		1		12:00			13		21		34	
00:15			2		0		2		12:15			17		10		27	
00:30			0		0		0		12:30			5		23		28	
00:45			0	3	1	1	1	4	12:45			10	45	22	76	32	121
01:00			2		0		2		13:00			13		16		29	
01:15			0		0		0		13:15			20		27		47	
01:30			0		0		0		13:30			94		29		123	
01:45			0	2	0		0	2	13:45			52	179	10	82	62	261
02:00			0		0		0		14:00			33		60		93	
02:15			1		0		1		14:15			15		63		78	
02:30			0		0		0		14:30			14		20		34	
02:45			0	1	0		0	1	14:45			20	82	13	156	33	238
03:00			0		0		0		15:00			21		17		38	
03:15			0		0		0		15:15			11		27		38	
03:30			0		0		0		15:30			21		19		40	
03:45			1	1	1	1	2	2	15:45			16	69	32	95	48	164
04:00			0		0		0		16:00			19		19		38	
04:15			1		1		2		16:15			17		20		37	
04:30			2		3		5		16:30			16		21		37	
04:45			2	5	1	5	3	10	16:45			16	68	22	82	38	150
05:00			0		3		3		17:00			19		13		32	
05:15			3		2		5		17:15			12		20		32	
05:30			3		2		5		17:30			14		16		30	
05:45			13	19	3	10	16	29	17:45			19	64	11	60	30	124
06:00			14		5		19		18:00			17		7		24	
06:15			10		10		20		18:15			10		2		12	
06:30			11		11		22		18:30			9		7		16	
06:45			20	55	16	42	36	97	18:45			6	42	12	28	18	70
07:00			12		21		33		19:00			5		2		7	
07:15			19		41		60		19:15			7		2		9	
07:30			42		60		102		19:30			3		7		10	
07:45			86	159	91	213	177	372	19:45			10	25	2	13	12	38
08:00			75		77		152		20:00			12		2		14	
08:15			10		34		44		20:15			7		1		8	
08:30			6		12		18		20:30			3		4		7	
08:45			7	98	23	146	30	244	20:45			4	26	4	11	8	37
09:00			18		14		32		21:00			2		2		4	
09:15			6		17		23		21:15			4		0		4	
09:30			5		13		18		21:30			12		2		14	
09:45			5	34	11	55	16	89	21:45			5	23	1	5	6	28
10:00			8		15		23		22:00			3		0		3	
10:15			11		12		23		22:15			0		1		1	
10:30			8		13		21		22:30			0		2		2	
10:45			7	34	9	49	16	83	22:45			4	7	0	3	4	10
11:00			11		7		18		23:00			0		0		0	
11:15			12		15		27		23:15			2		2		4	
11:30			13		8		21		23:30			2		2		4	
11:45			4	40	13	43	17	83	23:45			0	4	0	4	0	8
TOTALS				451		565		**1016**	**TOTALS**				634		615		**1249**
SPLIT %				44.4%		55.6%		**44.9%**	**SPLIT %**				50.8%		49.2%		**55.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,085	1,180	2,265

AM Peak Hour				07:15	07:15	**07:15**	**PM Peak Hour**				13:15	13:30	**13:30**
AM Pk Volume				222	269	**491**	**PM Pk Volume**				199	162	**356**
Pk Hr Factor				0.645	0.739	**0.694**	**Pk Hr Factor**				0.529	0.643	**0.724**
7 - 9 Volume	0	0		257	359	**616**	**4 - 6 Volume**	0	0		132	142	**274**
7 - 9 Peak Hour				07:15	07:15	**07:15**	**4 - 6 Peak Hour**				16:00	16:00	**16:00**
7 - 9 Pk Volume	0	0		222	269	**491**	**4 - 6 Pk Volume**	0	0		68	82	**150**
Pk Hr Factor	0.000	0.000		0.645	0.739	**0.694**	**Pk Hr Factor**	0.000	0.000		0.895	0.932	**0.987**

Prepared by NDS/ATD

VOLUME

E Dulin Rd from Old Hwy 395 to SR-76

Day: Tuesday
Date: 12/11/2012

City: Bonsall
Project #: CA12_4415_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	905	920	1,825

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		0		2		12:00			13		8		21	
00:15			1		1		2		12:15			10		15		25	
00:30			2		1		3		12:30			6		5		11	
00:45			2	7	1	3	3	10	12:45			9	38	7	35	16	73
01:00			3		0		3		13:00			13		9		22	
01:15			0		0		0		13:15			8		12		20	
01:30			0		0		0		13:30			5		14		19	
01:45			0	3	1	1	1	4	13:45			9	35	16	51	25	86
02:00			0		0		0		14:00			12		13		25	
02:15			0		0		0		14:15			7		19		26	
02:30			0		1		1		14:30			17		16		33	
02:45			0		0	1	0	1	14:45			28	64	12	60	40	124
03:00			2		0		2		15:00			23		12		35	
03:15			1		0		1		15:15			39		19		58	
03:30			1		2		3		15:30			22		7		29	
03:45			2	6	4	6	6	12	15:45			22	106	6	44	28	150
04:00			0		2		2		16:00			21		10		31	
04:15			0		2		2		16:15			31		12		43	
04:30			0		6		6		16:30			23		13		36	
04:45			0		3	13	3	13	16:45			23	98	8	43	31	141
05:00			0		11		11		17:00			27		13		40	
05:15			2		16		18		17:15			30		10		40	
05:30			1		14		15		17:30			41		14		55	
05:45			2	5	9	50	11	55	17:45			18	116	8	45	26	161
06:00			1		25		26		18:00			32		6		38	
06:15			5		24		29		18:15			22		7		29	
06:30			4		20		24		18:30			17		14		31	
06:45			2	12	31	100	33	112	18:45			18	89	3	30	21	119
07:00			8		53		61		19:00			16		7		23	
07:15			2		43		45		19:15			13		7		20	
07:30			9		55		64		19:30			15		4		19	
07:45			16	35	20	171	36	206	19:45			12	56	4	22	16	78
08:00			25		17		42		20:00			11		7		18	
08:15			14		14		28		20:15			12		7		19	
08:30			4		11		15		20:30			10		4		14	
08:45			3	46	16	58	19	104	20:45			12	45	7	25	19	70
09:00			8		17		25		21:00			6		6		12	
09:15			8		12		20		21:15			13		4		17	
09:30			3		12		15		21:30			3		0		3	
09:45			8	27	12	53	20	80	21:45			5	27	1	11	6	38
10:00			4		10		14		22:00			4		3		7	
10:15			8		7		15		22:15			6		5		11	
10:30			6		13		19		22:30			5		3		8	
10:45			10	28	9	39	19	67	22:45			5	20	3	14	8	34
11:00			10		8		18		23:00			3		0		3	
11:15			6		10		16		23:15			2		2		4	
11:30			6		9		15		23:30			2		2		4	
11:45			12	34	14	41	26	75	23:45			1	8	0	4	1	12
TOTALS				203		536		**739**	**TOTALS**				702		384		**1086**
SPLIT %				27.5%		72.5%		**40.5%**	**SPLIT %**				64.6%		35.4%		**59.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	905	920	1,825

AM Peak Hour			07:30	06:45	**07:00**		**PM Peak Hour**			16:45	13:45	**14:30**
AM Pk Volume			64	182	**206**		**PM Pk Volume**			121	64	**166**
Pk Hr Factor			0.640	0.827	**0.805**		**Pk Hr Factor**			0.738	0.842	**0.716**
7 - 9 Volume	0	0	81	229	**310**		**4 - 6 Volume**	0	0	214	88	**302**
7 - 9 Peak Hour			07:30	07:00	**07:00**		**4 - 6 Peak Hour**			16:45	16:15	**16:45**
7 - 9 Pk Volume	0	0	64	171	**206**		**4 - 6 Pk Volume**	0	0	121	46	**166**
Pk Hr Factor	0.000	0.000	0.640	0.777	**0.805**		**Pk Hr Factor**	0.000	0.000	0.738	0.885	**0.755**

PEAK HOUR VOLUME DATA

Peak hour volume data consists of hourly volume relationships and data location. The hourly volumes are expressed as a percentage of the Annual Average Daily Traffic (AADT). The percentages are shown for both the AM and the PM peak periods.

The principle data described here are the K factor, the D factor and their product (KD). The K factor is the percentage of AADT during the peak hour for both directions of travel. The D factor is the percentage of the peak hour travel in the peak direction. KD multiplied with the AADT gives the one way peak period directional flow rate or the design hourly volume (DHV). The design hourly volume is used for either Operational Analysis or Design Analysis. Refer to the 2000 Highway Capacity Manual for more details.

Following is a glossary of terms used in this listing of peak hour volume data:

Dir	Indicates direction of travel for peak volume
AADT	Annual Average Daily Traffic in vehicles per day (vpd).
AM Peak	Represents the morning peak period for traffic analysis
CS	Control Station Number, Caltrans identification number for monitoring site.
CO	County abbreviation used by Caltrans
D	D factor. The percentage of traffic in the peak direction during the peak hour. Values in this book are derived by dividing the measured PHV by the sum of both directions of travel during the peak hour.
DAY	Day of week for the peak volume.
DDHV	The directional design hour volume, in vehicles per hour (vph) DDHV=AADTxKxD. See equation (8-1) on page 8-11 of the 2000 Highway Capacity Manual.
DI	Caltrans has twelve transportation districts statewide. This abbreviation identifies the district in which the count station is located.
HR	The ending time for the peak hour volume listed. The volume observed fro 1 to 2 would be recorded as 2.

K	The percentage of the AADT in both directions during the peak hour. Values in this table are derived by dividing the measured 2-way PHV by the AADT.
KD	The product of K and D. The percentage of AADT in the peak direction during the peak hour. Values in this table are derived by dividing the measured 1-way PHV by the AADT.
LEG	For traffic counting purposes, a highway intersection or interchange is assigned two legs according to increasing postmiles (route direction) and with a postmile reference at the center of the intersection or interchange. The volume of traffic on each leg is denoted by an A, B or O. A = ahead leg, B = back leg, and O – traffic volume being same for both back and ahead legs.
MNTH	The month that the peak volume occurred.
PHV	Peak Hour Volume in the peak direction. A one way volume in vehicles per hour (vph) as used here. The PHV is analogous to the DDHV as used for design purposes.
PM	The Post Mile is the mileage measured from the county line, or from the beginning of a route. Each postmile along a route in a county is a unique location on the state highway system.
PM Peak	Represents the afternoon peak period for traffic analysis.
PRE	The postmile may have a prefix like R, T, L, M, etc. When a length of highway is changed due to construction or realigment, new postmile values are assigned. To distinguish the new values from the old, an alpha code is prefixed to the new postmile.
RTE	The state highway route number
YR	The year when the count was made. Traffic counting is on a 3-year cycle.

CALIFORNIA DEPARTMENT OF TRANSPORT

REPORT : OTM32420

REPORT TITLE : PRINT TRAFFIC BOOK

PARAMETERS

YEAR : 2011

									AM PEAK							PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
08	010	RIV		43.36	109	A	10	E	3929	7.13	58.93	4.2	9	WED	NOV	W	4533	8.17	59.38	4.85	13	SUN	JAN
08	010	RIV	R	58.92	873	A	09	E	1748	14.91	54.52	8.13	12	MON	SEP	E	2061	15.53	61.73	9.58	13	SAT	NOV
04	012	SON		9.23	66	A	11	E	1408	9.23	62.16	5.74	8	WED	FEB	E	1168	8.55	55.7	4.76	15	WED	FEB
04	012	SON	R	15.3	67	A	11	E	3237	7.57	56.39	4.27	8	TUE	FEB	W	3772	8.73	57.01	4.98	16	MON	NOV
04	012	SON	T	17.53	69	B	11	W	2915	7.78	59.8	4.65	8	WED	NOV	E	3732	8.51	69.93	5.95	19	TUE	AUG
04	012	SON		20.1	71	A	11	W	1479	8.23	64.22	5.28	7	TUE	FEB	W	1558	9.33	59.67	5.57	16	TUE	FEB
04	012	SON		30.65	72	A	11	W	665	8.77	52.08	4.57	4	WED	MAY	W	714	9.35	52.46	4.9	16	THU	AUG
04	012	SON		37.51	73	B	11	E	650	8.05	56.18	4.52	12	MON	NOV	W	643	8.3	53.9	4.47	14	SAT	NOV
04	012	NAP		0	6	A	11	E	1156	7.1	67.33	4.78	12	FRI	JUN	E	1494	8.48	72.88	6.18	16	TUE	DEC
04	012	NAP		2.3	906	B	11	W	1548	7.86	62.45	4.91	7	MON	OCT	E	1522	8.66	55.71	4.82	15	THU	AUG
04	012	SOL	L	1.801	313	A	11	W	1839	10.35	59.61	6.17	7	MON	DEC	E	1739	9.42	61.93	5.83	17	TUE	DEC
04	012	SOL		19.17	315	B	11	E	786	12.56	61.41	7.71	12	SAT	SEP	E	793	12.04	64.63	7.78	13	SAT	SEP
04	012	SOL		19.17	316	A	11	W	757	7.74	71.96	5.57	7	THU	MAR	E	874	9.91	64.89	6.43	16	THU	SEP
04	012	SOL		26.28	317	B	11	W	839	7.54	62.66	4.73	7	MON	SEP	E	987	9.31	59.71	5.56	16	THU	SEP
04	013	ALA		4.262	27	A	09	N	2611	9.27	60	5.56	8	THU	MAR	N	2537	10.24	52.78	5.41	17	TUE	SEP
07	014	LA	R	26	779	A	10	S	8133	6.65	76.65	5.1	6	MON	MAY	N	7721	7.25	66.78	4.84	16	THU	MAR
07	014	LA	R	32.24	403	B	10	S	6245	6.89	78.08	5.38	5	THU	APR	N	6115	7.78	67.72	5.27	16	THU	APR
07	014	LA	R	54.2	712	B	09	S	5054	6.15	84.63	5.21	5	TUE	MAR	N	5044	7.73	67.26	5.2	17	FRI	OCT
07	014	LA	R	59.80	338	A	11	S	3137	7.07	51.78	3.66	6	TUE	MAR	S	3914	8.08	56.59	4.57	17	FRI	MAY
07	014	LA	R	73	63	O	09	S	1410	6.09	65.89	4.01	11	MON	MAY	S	1797	9.18	55.69	5.11	16	THU	AUG
06	014	KER	L	16.87	912	O	11	S	853	8.78	60.37	5.3	12	FRI	FEB	N	1114	11.53	60.02	6.92	15	MON	FEB
06	014	KER		22.15	298	A	10	N	495	13.32	58.51	7.79	12	WED	DEC	S	797	15.85	79.15	12.55	16	SUN	NOV
06	014	KER		57.77	301	B	11	S	379	11.69	60.45	7.06	11	SUN	JAN	S	556	13.51	76.69	10.36	15	MON	JAN
06	014	KER		57.77	302	A	11	S	391	10.28	79.31	8.16	10	MON	JUL	S	564	15.87	74.11	11.76	14	SUN	AUG
06	014	KER		64.56	971	B	11	S	299	14.18	68.89	9.77	12	SUN	JUN	S	461	19.47	77.35	15.06	14	SUN	AUG
11	015	SD		.405	909	A	11	S	4746	8.09	61.23	4.95	6	WED	NOV	N	5025	9.64	54.38	5.24	15	TUE	MAY
11	015	SD		2.226	836	B	11	S	5202	7.62	59.5	4.53	6	TUE	MAY	N	6120	9.66	55.18	5.33	15	TUE	MAY
11	015	SD	R	3.367	910	A	11	N	7630	7.96	60.3	4.8	7	TUE	APR	N	6802	8.39	51	4.28	15	MON	FEB
11	015	SD	R	6.132	813	B	11	N	8470	8.25	63.22	5.22	7	WED	MAY	S	7856	8.32	58.17	4.84	16	WED	FEB
11	015	SD	R	6.132	911	A	11	N	10239	8.29	62.3	5.16	7	MON	MAY	S	9319	8.19	57.37	4.7	17	THU	SEP
11	015	SD	M	20.57	980	B	11	S	9806	7.72	56.42	4.36	7	TUE	MAY	N	9631	7.97	53.68	4.28	17	WED	OCT
11	015	SD	M	26.03	934	B	11	S	9281	7.39	63.34	4.68	7	WED	APR	N	9700	7.91	61.91	4.89	16	TUE	MAY
11	015	SD	M	26.03	935	A	11	S	9417	7.44	61.87	4.61	7	MON	SEP	N	10095	8.43	58.59	4.94	16	FRI	APR

									AM PEAK							PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
11	015	SD	R	31.52	915	A	11	S	6316	6.36	78.19	4.98	6	THU	MAY	N	6605	8.18	63.64	5.2	15	FRI	FEB
11	015	SD	R	36.64	916	A	11	S	6963	7.58	78.3	5.93	6	WED	JAN	N	6546	6.86	81.35	5.58	19	MON	APR
11	015	SD	R	46.49	967	B	11	S	6844	8.02	80.02	6.41	6	MON	APR	N	6277	8.58	68.58	5.88	16	WED	AUG
11	015	SD	R	46.49	969	A	11	S	7240	7.94	80.53	6.39	6	MON	APR	N	6483	8.35	68.57	5.72	16	TUE	AUG
11	015	SD	R	54.07	917	B	11	S	8019	7.47	80.03	5.98	6	TUE	DEC	N	7164	7.69	69.4	5.34	16	MON	MAY
11	015	SD	R	54.07	919	A	11	S	7568	7.33	77.34	5.67	6	TUE	FEB	N	7032	7.77	67.79	5.27	16	TUE	MAR
08	015	RIV		8.737	901	B	10	S	7131	6.94	56.56	3.92	10	SAT	MAY	N	7654	7.12	59.12	4.21	17	MON	MAR
08	015	RIV		38.69	849	A	11	N	6068	6.89	53.69	3.7	11	SAT	JUL	N	6355	6.83	56.68	3.87	14	WED	MAR
08	015	RIV		51.47	159	X	10	S	6035	7.2	57.83	4.16	7	MON	FEB	N	5904	7.13	57.1	4.07	16	MON	FEB
08	015	SBD		70.10	515	B	11	S	3459	9.55	62.12	5.94	12	SUN	SEP	S	3582	10.11	60.77	6.15	13	SUN	JUL
08	015	SBD	R	81.83	604	B	09	N	2793	11.17	62.57	6.99	9	THU	NOV	N	2941	12.2	60.34	7.36	13	FRI	JUL
08	015	SBD	R	138.5	907	A	11	S	2894	10.91	69.04	7.53	11	MON	SEP	N	2897	10.9	69.19	7.54	15	FRI	FEB
03	016	COL		0	100	A	11	W	170	23.94	97.14	23.26	11	SUN	OCT	W	218	30.1	99.09	29.82	13	FRI	OCT
03	016	YOL		18.13	104	O	10	W	233	15.37	78.45	12.05	11	SAT	OCT	E	206	13.55	78.63	10.66	18	SAT	OCT
03	016	YOL		25.15	332	O	10	W	469	6.01	73.51	4.42	11	SAT	OCT	W	616	8.24	70.4	5.8	13	SAT	OCT
03	016	YOL		31.87	103	B	10	W	661	7.21	67.18	4.85	12	SAT	OCT	W	695	8.54	59.66	5.1	16	SAT	APR
03	016	YOL		32.23	102	A	10	W	311	6.79	61.46	4.17	11	SAT	OCT	W	374	8.57	58.53	5.02	17	TUE	APR
03	016	YOL		40.57	101	B	10	E	493	8.06	55.71	4.49	12	WED	APR	E	568	9.86	52.5	5.17	16	FRI	JAN
03	016	YOL	R	40.57	105	A	10	W	334	8.79	51.94	4.56	8	MON	OCT	E	385	9.67	54.38	5.26	15	FRI	OCT
03	016	YOL	R	43.42	111	B	10	W	191	7.51	63.88	4.8	11	SAT	OCT	W	198	9.92	50.13	4.97	16	FRI	OCT
03	016	SAC	R	22.85	910	A	11	W	326	7.52	69.36	5.22	7	THU	OCT	E	363	9.39	61.84	5.81	17	FRI	OCT
10	016	AMA		9.093	84	A	09	W	509	8.13	73.77	6	6	FRI	OCT	E	565	10.26	64.94	6.66	17	WED	NOV
10	016	AMA		9.093	129	B	09	E	438	10.59	57.33	6.07	12	SAT	NOV	E	490	10.43	65.16	6.79	17	WED	NOV
05	017	SCR		5.453	173	A	11	N	2960	8.64	67.08	5.8	7	WED	FEB	S	2634	8.27	62.37	5.16	17	TUE	FEB
05	017	SCR		5.453	550	B	11	S	2803	8.47	60.88	5.16	11	SAT	SEP	N	2839	9.55	54.74	5.23	15	SUN	JUN
08	018	SBD		84.33	914	B	11	N	446	7.14	66.07	4.72	11	MON	SEP	N	523	10.19	54.31	5.53	18	FRI	FEB
07	018	LA		4.5	64	B	11	S	255	7.98	58.76	4.69	12	FRI	OCT	S	361	10.6	62.57	6.63	16	FRI	OCT
07	019	LA		5.888	66	B	10	S	1560	7.52	57.06	4.29	11	SAT	OCT	S	1806	8.27	60.06	4.97	17	MON	OCT
01	020	MEN		17.29	117	O	11	E	180	12.26	69.77	8.55	10	SUN	AUG	E	170	13.83	58.42	8.08	15	SUN	AUG
01	020	MEN		31.1	765	B	11	E	204	13.66	60.36	8.24	12	SUN	AUG	E	192	13.9	55.81	7.76	14	SUN	AUG
01	020	MEN		33.32	721	A	11	E	766	7.83	86.85	6.8	7	THU	NOV	E	1000	9.82	90.42	8.88	17	THU	NOV
03	020	COL	R	22.12	127	B	10	E	285	8.58	56.44	4.84	12	SUN	APR	W	364	11.37	54.41	6.18	16	FRI	OCT
03	020	COL		28.69	129	A	10	E	318	7.05	56.99	4.02	8	TUE	OCT	E	425	10.08	53.26	5.37	15	FRI	OCT

2010

Annual Average Daily Truck Traffic on the California State Highway System

Compiled by
Traffic and Vehicle Data Systems

State of California
Business, Transportation and Housing Agency
Department of Transportation

Prepared in cooperation with the
U.S. Department of Transportation
Federal Highway Administration

PREFACE

The annual average daily truck traffic is shown for selected locations on the State Highway System. Truck traffic is classified by number of axles. The two-axle class includes 11/2-ton trucks with dual rear tires and excludes pickups and vans with only four tires. Total vehicle AADT for the same year is taken from the Traffic Volumes on California State Highways booklet also published by the California Department of Transportation.

Annual average daily truck traffic is the total truck traffic volume divided by 365 days. Truck counting is done throughout the state in a program of continuous truck count sampling. The sampling includes a partial day, 24-hour, 7-day and continuous vehicle classification counts. The partial day and 24-hour counts are usually made on high volume, urban highways. The 7-day counts are made on low volume, rural highways. The counts are usually taken only once in the year. About one-sixth of the locations are counted annually. The resulting counts are adjusted to an estimate of annual average daily truck traffic by compensating for seasonal influence, weekly variation, and other variables that may be present. Annual average daily truck traffic is necessary for presenting a statewide picture of truck flow, evaluating truck trends, planning and designing highways and for other purposes.

The column entitled "Year Ver/Est" indicates the year the truck percents were either verified (V) or estimated (E). It represents the year the truck percentages were verified (counted continuously or quarterly) or estimated. Selected points on a route will be counted and the ones in between will be estimated. At some locations, truck volumes are static and no new counts are made until there is a change in traffic on the route. All truck AADT's listed are for 2010.

California State Highways are listed in legislative route number order. The legislative route number is the same as the signed route number in most cases.

Each count location is identified by the post mile value corresponding to that point on the highway. The post mile values increase from the beginning of a route within a county to the next county line. The post mile values start over again at each county line. Post mile values increase usually from south to north or west to east depending on the general direction the route follows within the state.

The post mile at a given location will remain the same year after year except in a few cases when the route was relocated/redesignated. When a section of road is relocated, new post miles (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "post mile equations" are introduced so that post miles on the remainder of the route within the county will remain unchanged. Post mile equations are not shown on this listing.

A leg is given for each count location and is denoted by an A, B or O. For traffic volumes purposes, a highway intersection or interchange has two legs. According to ascending post miles (route direction) and a post mile reference at the center of the intersection or interchange, B = back leg, A = ahead leg, and O = traffic volume is equal for the back and ahead legs.

Truck AADT's are shown as two-way traffic. Equivalent axle loading (EAL) are calculated to represent two-way travel.

Data compiled by:

Division of Traffic Operations, Office of System Planning Management
Traffic Data Branch
(916) 654-3072

Price: $15.00

RTE	DIST	CNTY	POST MILE	LEG	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK AADT TOTAL ---- By Axle ---- 2	3	4	5+	% TRUCK AADT ---- By Axle ---- 2	3	4	5+	EAL 2-WAY (1000)	YEAR VER/ EST
015	11	SD	2.226	B	JCT. RTE. 94	116,000	5,916	5.10	3,029	1,006	296	1,585	51.20	17.00	5.00	26.80	789	85V
015	11	SD	R 3.367	B	JCT. RTE. 805	109,000	5,559	5.10	2,846	945	278	1,490	51.20	17.00	5.00	26.80	741	85E
015	11	SD	R 3.367	A	JCT. RTE. 805	159,000	3,498	2.20	2,526	357	108	507	72.20	10.20	3.10	14.50	312	85V
015	11	SD	R 6.132	B	JCT. RTE. 8	162,000	3,564	2.20	2,573	367	110	513	72.20	10.30	3.10	14.40	317	85E
015	11	SD	R 6.132	A	JCT. RTE. 8	200,000	9,960	4.98	6,219	712	234	2,794	62.44	7.15	2.35	28.05	1,281	07V
015	11	SD	M 12.124	A	JCT. RTE. 163	296,000	11,041	3.73	6,784	795	305	3,158	61.44	7.20	2.76	28.60	1,445	07E
015	11	SD	M 14.285	B	SAN DIEGO, MIRAMAR/ POMERADO ROADS	293,000	11,017	3.76	6,769	793	304	3,151	61.44	7.20	2.76	28.60	1,442	07E
015	11	SD	M 14.285	A	SAN DIEGO, MIRAMAR/ POMERADO ROADS	275,000	10,725	3.90	6,285	1,126	418	2,896	58.60	10.50	3.90	27.00	1,384	85V
015	11	SD	M 18.176	B	SAN DIEGO, POWAY ROAD	236,000	16,756	7.10	8,177	1,893	938	5,747	48.80	11.30	5.60	34.30	2,581	96E
015	11	SD	M 18.176	A	SAN DIEGO, POWAY ROAD	208,000	14,768	7.10	7,207	1,669	827	5,065	48.80	11.30	5.60	34.30	2,275	96E
015	11	SD	M 27.65	A	ESCONDIDO, SOUTH JUNCTION OF CENTRE CITY PARKWAY	176,000	12,496	7.10	6,098	1,412	700	4,286	48.80	11.30	5.60	34.30	1,925	96E
015	11	SD	R 30.627	B	VALLEY PARKWAY	181,000	12,851	7.10	6,271	1,452	720	4,408	48.80	11.30	5.60	34.30	1,980	96E
015	11	SD	R 31.517	B	JCT. RTE. 78	194,000	13,774	7.10	6,722	1,556	771	4,724	48.80	11.30	5.60	34.30	2,122	96E
015	11	SD	R 31.517	A	JCT. RTE. 78	128,000	12,928	10.10	5,714	1,112	672	5,430	44.20	8.60	5.20	42.00	2,274	80V
015	11	SD	R 36.636	A	DEER SPRINGS ROAD	120,000	15,840	13.20	5,592	1,283	665	8,300	35.30	8.10	4.20	52.40	3,275	86V
015	11	SD	R 46.491	B	JCT. RTE. 76	110,000	11,253	10.23	3,581	895	384	6,394	31.82	7.95	3.41	56.82	2,470	00E
015	11	SD	R 46.491	A	JCT. RTE. 76	116,000	9,442	8.14	3,068	720	320	5,335	32.49	7.63	3.39	56.50	2,061	00E

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4261_001 DB

Day: THURSDAY

City: City of Bonsall

Date: 11/17/2011

AM

NS/EW Streets:	East Vista Way			East Vista Way			Gopher Canyon Rd/Ormsby St			Gopher Canyon Rd/Ormsby St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	0	0	1	0	0	1	0	
7:00 AM	0	61	78	33	112				0	210		90	584
7:15 AM	0	83	81	44	135				0	194		58	595
7:30 AM	0	78	77	43	125				0	198		61	582
7:45 AM	6	69	105	31	88				0	198		63	560
8:00 AM	0	54	66	31	97				0	148		60	456
8:15 AM	0	71	84	27	92				0	135		41	450
8:30 AM	0	78	73	32	100				0	99		34	416
8:45 AM	0	62	56	28	82				1	119		43	391
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	556	620	269	831	0	0	0	1	1301	0	450	4034
APPROACH %'s :	0.51%	47.04%	52.45%	24.45%	75.55%	0.00%	0.00%	0.00%	100.00%	74.30%	0.00%	25.70%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	6	291	341	151	460	0	0	0	0	800	0	272	2321
PEAK HR FACTOR :		0.886			0.853			0.000			0.893		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4261_001 DB

Day: THURSDAY

City: City of Bonsall

Date: 11/17/2011

PM

NS/EW Streets:	East Vista Way			East Vista Way			Gopher Canyon Rd/Ormsby St			Gopher Canyon Rd/Ormsby St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	0	0	1	0	0	1	0	
4:00 PM	1	109	171	66	84	1	0		1	98	1	24	556
4:15 PM	0	85	227	73	87	1	0		0	96	0	38	607
4:30 PM	0	94	208	68	94	2	1		0	96	0	53	616
4:45 PM	0	93	195	83	78	0	0		0	110	0	46	605
5:00 PM	0	87	230	84	97	1	0		0	96	0	35	630
5:15 PM	0	105	234	75	111	2	0		0	98	0	50	675
5:30 PM	0	109	230	59	79	0	0		0	85	1	45	608
5:45 PM	1	128	208	59	91	0	0		0	23	0	23	533
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	810	1703	567	721	7	1	0	1	702	2	314	4830
APPROACH %'s :	0.08%	32.21%	67.71%	43.78%	55.68%	0.54%	50.00%	0.00%	50.00%	68.96%	0.20%	30.84%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	379	867	310	380	5	1	0	0	400	0	184	2526
PEAK HR FACTOR :		0.919			0.924			0.250			0.936		0.936

CONTROL : Signalized

LOS Engineering, Inc.

5629 Willowmere Lane, San Diego, CA 92130

Counted By: Emp. #03 Start Date: 11/13/2008

Location: Old River Road/ East Vista Way & SR-76 (Mission Road) File Name: 932-06-2

	East Vista Way Northbound				Old River Road Southbound				SR-76 (Mission Road) Eastbound				SR-76 (Mission Road) Westbound				Vehicle
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
16:00	50	6	95	0	1	14	14	0	11	244	52	0	91	169	3	0	750
16:15	54	13	85	0	2	22	13	0	18	253	59	0	100	174	2	0	795
16:30	37	20	94	0	0	15	17	0	21	251	49	0	89	175	6	0	774
16:45	41	23	74	0	0	17	14	0	20	233	39	0	95	175	4	0	735
Total	182	62	348	0	3	68	58	0	70	981	199	0	375	693	15	0	3054
17:00	45	25	79	0	0	12	16	0	15	206	52	0	95	182	4	0	731
17:15	49	15	88	0	0	28	19	0	25	213	40	0	102	164	5	0	748
17:30	40	20	93	0	2	16	9	0	27	218	52	0	97	174	2	0	750
17:45	50	16	95	0	2	11	7	0	13	215	45	0	92	150	3	0	699
Total	184	76	355	0	4	67	51	0	80	852	189	0	386	670	14	0	2928
Grand Total	366	138	703	0	7	135	109	0	150	1833	388	0	761	1363	29	0	5982
Approach%	30.3	11.4	58.2	-	2.8	53.8	43.4	-	6.3	77.3	16.4	-	35.3	63.3	1.3	-	
Total%	6.1	2.3	11.8	-	0.1	2.3	1.8	-	2.5	30.6	6.5	-	12.7	22.8	0.5	-	

Peak hour analysis for the period 16:00 to 16:45

Volume	182	62	348	-	3	68	58	-	70	981	199	-	375	693	15	-	3,054
Approach%	30.7	10.5	58.8	-	2.3	52.7	45.0	-	5.6	78.5	15.9	-	34.6	64.0	1.4	-	
Total%	6.0	2.0	11.4	-	0.1	2.2	1.9	-	2.3	32.1	6.5	-	12.3	22.7	0.5	-	
PHF				0.97				0.87				0.95				0.98	

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LOS Engineering, Inc.

5629 Willowmere Lane, San Diego, CA 92130

Counted By: Emp. #03 Start Date: 11/13/2008

Location: Old River Road/ East Vista Way & SR-76 (Mission Road) File Name: 932-06-1

	East Vista Way Northbound				Old River Road Southbound				SR-76 (Mission Road) Eastbound				SR-76 (Mission Road) Westbound				Vehicle
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
7:00	66	7	73	0	0	45	68	0	7	124	59	0	63	187	0	0	699
7:15	49	11	67	0	2	44	53	0	7	111	70	0	64	183	1	0	662
7:30	60	10	66	0	0	40	25	0	8	143	53	3	80	206	4	0	695
7:45	74	18	72	0	3	38	55	1	8	142	56	0	61	223	1	0	751
Total	249	46	278	0	5	167	201	1	30	520	238	3	268	799	6	0	2807
8:00	44	7	57	0	1	41	48	0	6	121	46	0	68	225	0	0	664
8:15	35	5	50	0	0	27	29	0	9	153	31	1	74	234	1	0	648
8:30	42	3	49	0	1	16	19	0	6	104	32	0	84	190	4	0	550
8:45	40	15	53	0	1	14	18	0	1	118	39	0	62	185	0	0	546
Total	161	30	209	0	3	98	114	0	22	496	148	1	288	834	5	0	2408
Grand Total	410	76	487	0	8	265	315	1	52	1016	386	4	556	1633	11	0	5215
Approach%	42.1	7.8	50.1	-	1.4	45.0	53.5	0.2	3.6	69.7	26.5	0.3	25.3	74.2	0.5	-	
Total%	7.9	1.5	9.3	-	0.2	5.1	6.0	0.0	1.0	19.5	7.4	0.1	10.7	31.3	0.2	-	

Peak hour analysis for the period 07:00 to 07:45

Volume	249	46	278	-	5	167	201	1	30	520	238	3	268	799	6	-	2,807
Approach%	43.5	8.0	48.5	-	1.3	44.7	53.7	0.3	3.8	65.7	30.1	0.4	25.0	74.5	0.6	-	
Total%	8.9	1.6	9.9	-	0.2	5.9	7.2	0.0	1.1	18.5	8.5	0.1	9.5	28.5	0.2	-	
PHF				0.87				0.83				0.96				0.93	

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4416_001 **Day:** THURSDAY

City: City of Bonsall **Date:** 11/29/2012

AM

NS/EW Streets:	Old River Rd			Old River Rd			Camino Del Rey			Camino Del Rey			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	1	1	1	0	
7:00 AM	22		10					66	22	26	59		205
7:15 AM	24		9					70	40	29	56		228
7:30 AM	51		23					144	58	18	33		327
7:45 AM	61		25					183	50	16	40		375
8:00 AM	82		16					47	19	35	88		287
8:15 AM	9		3					51	10	17	68		158
8:30 AM	12		5					44	17	19	39		136
8:45 AM	11		5					53	15	19	35		138
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	272	0	96	0	0	0	0	658	231	179	418	0	1854
APPROACH %'s :	73.91%	0.00%	26.09%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	74.02%	25.98%	29.98%	70.02%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	218	0	73	0	0	0	0	444	167	98	217	0	1217
PEAK HR FACTOR :		0.742			0.000			0.656			0.640		0.811

CONTROL : 3-Way Stop (NB/EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4416_001 **Day:** THURSDAY

City: City of Bonsall **Date:** 11/29/2012

PM

NS/EW Streets:	Old River Rd			Old River Rd			Camino Del Rey			Camino Del Rey			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	1	1	1	0	
4:00 PM	22		17					72	12	20	55		198
4:15 PM	30		24					54	19	19	57		203
4:30 PM	33		16					45	17	16	69		196
4:45 PM	24		28					63	18	10	67		210
5:00 PM	18		29					57	12	15	69		200
5:15 PM	24		19					50	11	18	65		187
5:30 PM	12		18					53	12	18	65		178
5:45 PM	26		18					43	8	11	59		165
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	189	0	169	0	0	0	0	437	109	127	506	0	1537
APPROACH %'s :	52.79%	0.00%	47.21%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	80.04%	19.96%	20.06%	79.94%	0.00%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	105	0	97	0	0	0	0	219	66	60	262	0	809
PEAK HR FACTOR :		0.935			0.000			0.880			0.947		0.963

CONTROL : 3-Way Stop (NB/EB/WB)

ITM Peak Hour Summary

Prepared by:

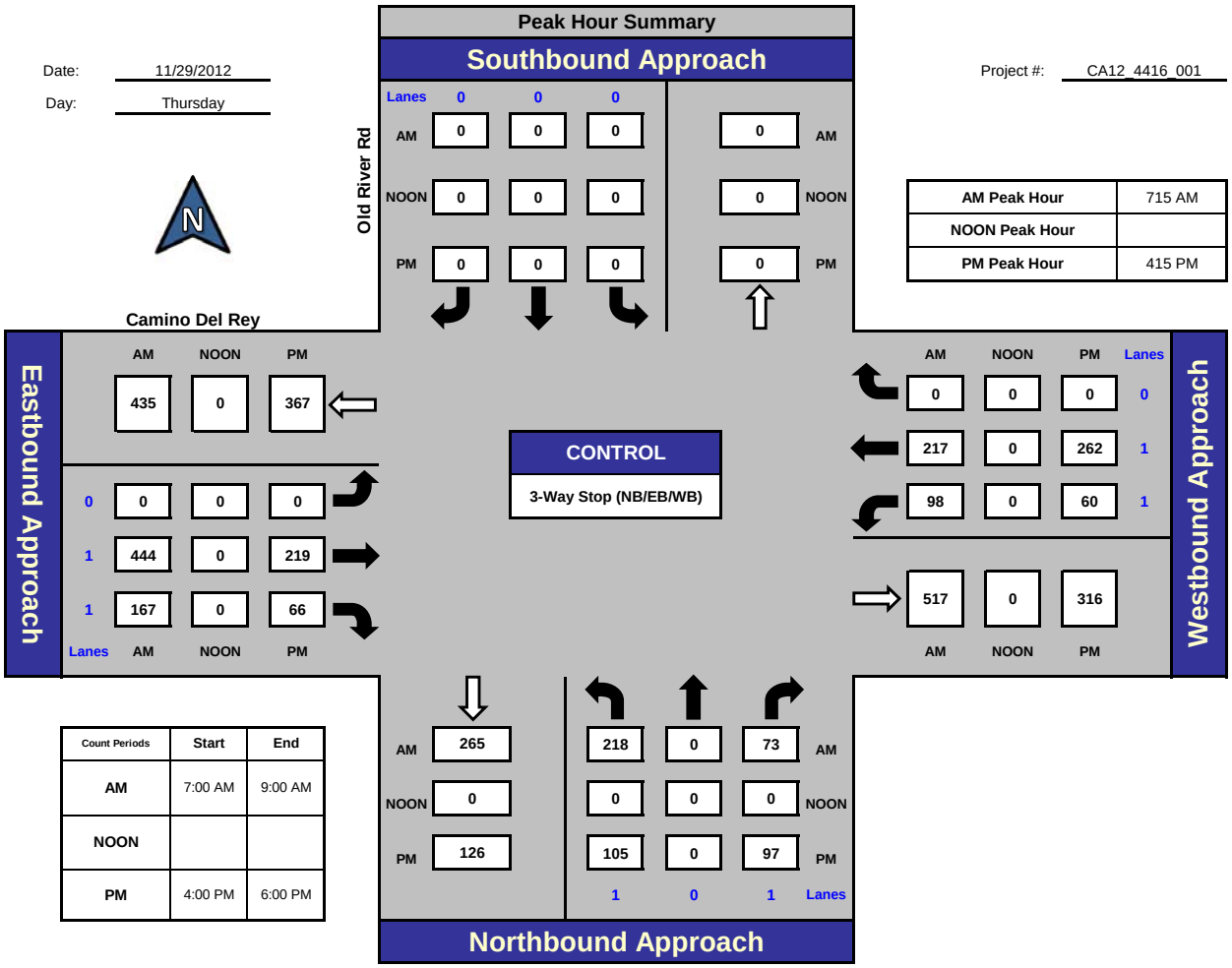
National Data & Surveying Services

Old River Rd and Camino Del Rey , City of Bonsall

Date: 11/29/2012

Day: Thursday

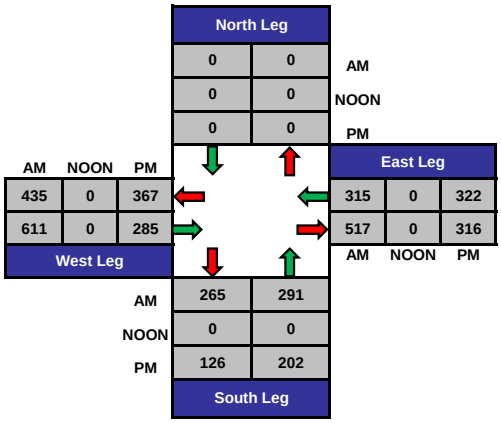
Project #: CA12_4416_001



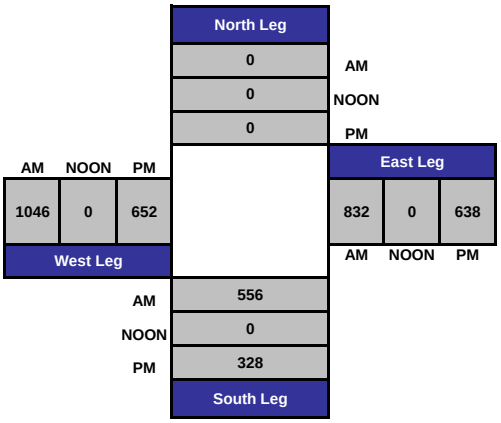
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4364_001 **Day:** TUESDAY

City: City of Escondido **Date:** 10/16/2012

AM

NS/EW Streets:	Lilac Rd			Lilac Rd			Covey Lane			Covey Lane			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	1	1	0		1	0	1	0	1	0	0	0	5
7:15 AM	2	4	0		3	1	1	0	5	0	1	0	17
7:30 AM	0	0	0		2	0	2	1	0	0	0	0	5
7:45 AM	1	2	0		1	3	2	0	1	0	0	0	10
8:00 AM	2	2	0		3	2	1	0	1	0	0	1	12
8:15 AM	0	5	1		0	0	1	0	3	2	0	1	13
8:30 AM	1	4	0		2	0	5	0	0	1	0	0	13
8:45 AM	0	0	0		4	0	2	0	1	1	0	1	9

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	7	18	1	0	16	6	15	1	12	4	1	3	84
APPROACH %'s :	26.92%	69.23%	3.85%	0.00%	72.73%	27.27%	53.57%	3.57%	42.86%	50.00%	12.50%	37.50%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	4	13	1	0	6	5	9	0	5	3	0	2	48
PEAK HR FACTOR :		0.750			0.550			0.700			0.417		0.923

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4364_001 **Day:** TUESDAY

City: City of Escondido **Date:** 10/16/2012

PM

NS/EW Streets:	Lilac Rd			Lilac Rd			Covey Lane			Covey Lane			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	1	3	0	0	5	2	2	0	1	1	0	0	15
4:15 PM	0	2	1	1	5	3	0	0	1	0	0	0	13
4:30 PM	1	3	0	0	3	2	1	0	1	0	0	0	11
4:45 PM	2	3	0	0	1	3	0	1	1	0	0	0	11
5:00 PM	1	6	0	0	2	2	1	1	1	0	1	0	15
5:15 PM	3	5	1	0	5	0	0	0	1	0	1	0	16
5:30 PM	2	4	0	1	3	2	1	0	6	0	0	1	20
5:45 PM	1	1	1	0	0	1	1	0	2	0	0	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	11	27	3	2	24	15	6	2	14	1	2	1	108
APPROACH %'s :	26.83%	65.85%	7.32%	4.88%	58.54%	36.59%	27.27%	9.09%	63.64%	25.00%	50.00%	25.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	8	18	1	1	11	7	2	2	9	0	2	1	62
PEAK HR FACTOR :		0.750			0.792			0.464			0.750		0.775

CONTROL : No Control

ITM Peak Hour Summary

Prepared by:

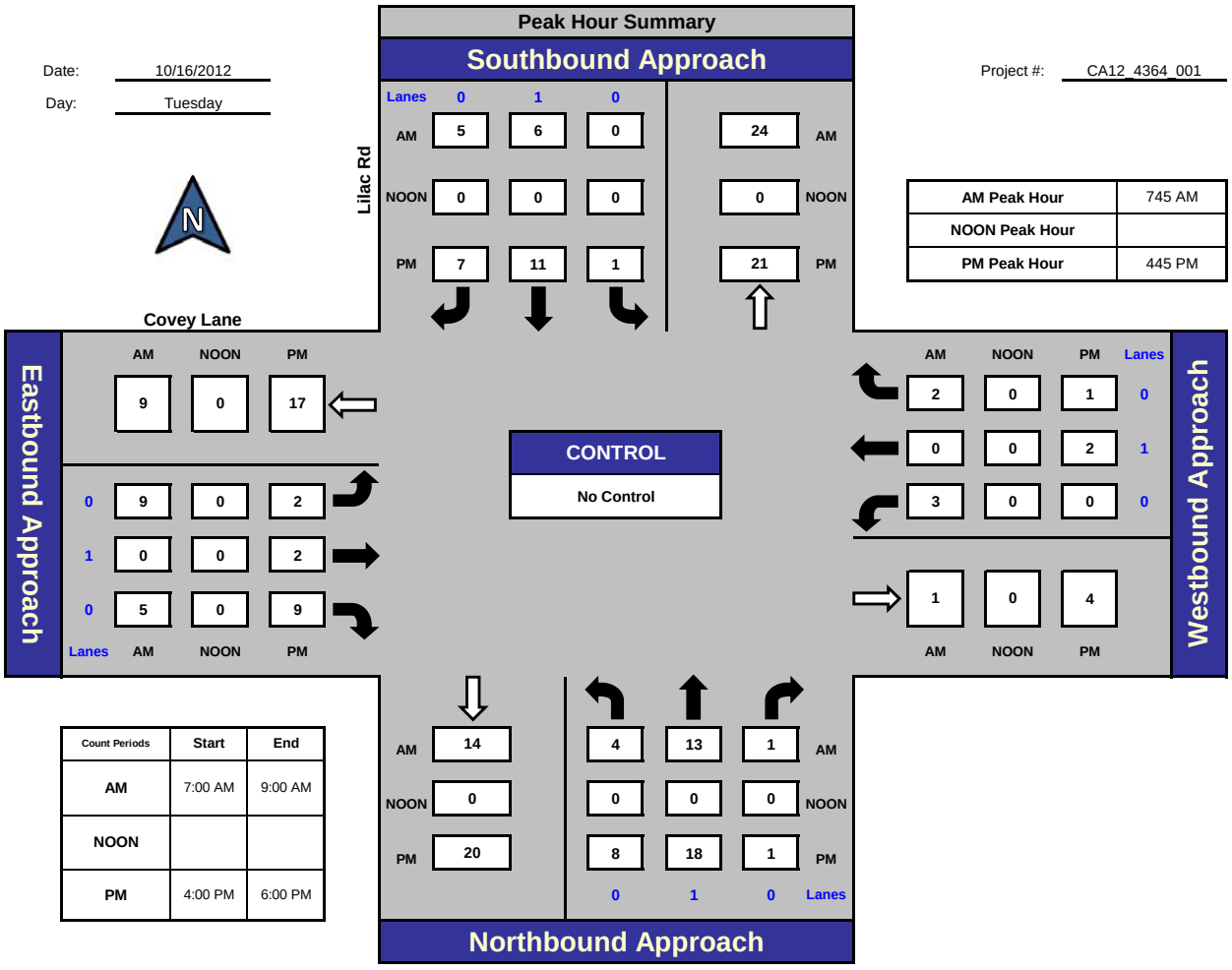
National Data & Surveying Services

Lilac Rd and Covey Lane , City of Escondido

Date: 10/16/2012

Day: Tuesday

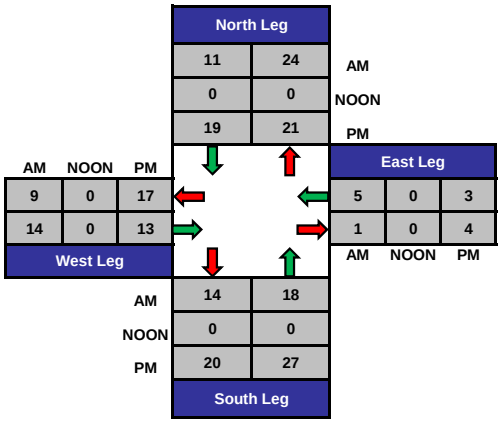
Project #: CA12_4364_001



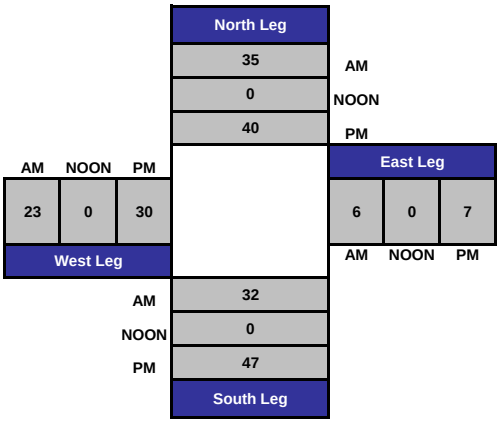
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



100602

INTERSECTION TURNING MOVEMENT COUNTS

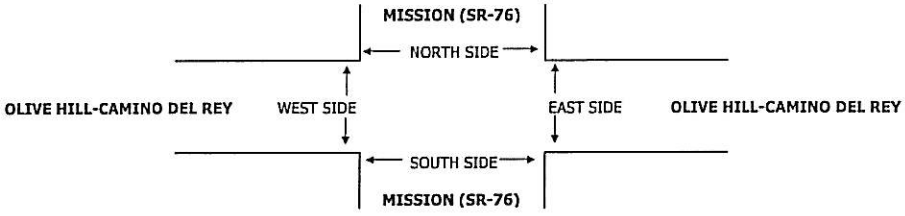
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	BONSALL	PROJECT #:	CA11-0923-1782
9/22/11	NORTH & SOUTH:	MISSION (SR-76)	LOCATION #:	1
THURSDAY	EAST & WEST:	OLIVE HILL-CAMINO DEL REY	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (MISSION (SR-76))			SOUTHBOUND (MISSION (SR-76))			EASTBOUND (OLIVE HILL-CAMINO DEL REY)			WESTBOUND (OLIVE HILL-CAMINO DEL REY)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 1	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	12	144	10	39	217	5	16	29	21	7	12	54	566					0
	7:15 AM	7	176	24	57	197	4	16	33	19	15	8	45	601					0
	7:30 AM	20	158	26	114	166	4	8	66	13	13	26	58	672					0
	7:45 AM	8	140	23	50	175	6	14	43	21	14	29	88	611					0
	8:00 AM	4	152	11	32	181	12	21	23	21	25	20	64	566					0
	8:15 AM	9	168	4	26	209	6	22	18	23	7	17	37	546					0
	8:30 AM	13	150	9	36	199	3	26	8	19	8	10	29	510					0
	8:45 AM	11	154	7	30	190	5	20	12	17	10	15	31	502					0
	VOLUMES	84	1,242	114	384	1,534	45	143	232	154	99	137	406	4,574	0	0	0	0	0
	APPROACH %	6%	86%	8%	20%	78%	2%	27%	44%	29%	15%	21%	63%						
	APP/DEPART	1,440	/	1,791	1,963	/	1,787	529	/	730	642	/	266	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	39	626	84	253	719	26	59	165	74	67	83	255	2,450					
	APPROACH %	5%	84%	11%	25%	72%	3%	20%	55%	25%	17%	20%	63%						
	PEAK HR FACTOR		0.905			0.879			0.856			0.773		0.911					
	APP/DEPART	749	/	940	998	/	860	298	/	502	405	/	148	0					
PM	4:00 PM	15	266	15	44	200	9	21	13	11	15	25	71	705					0
	4:15 PM	13	283	13	49	213	8	27	16	13	19	24	78	756					0
	4:30 PM	17	247	13	53	176	8	15	16	15	14	25	79	678					0
	4:45 PM	14	277	17	50	187	11	23	19	18	21	32	88	757					0
	5:00 PM	13	288	13	48	211	13	26	13	15	14	22	81	757					0
	5:15 PM	8	268	14	42	222	8	28	14	19	10	11	74	718					0
	5:30 PM	12	254	18	55	203	11	20	17	21	15	19	71	716					0
	5:45 PM	11	261	12	41	207	9	22	13	14	11	18	72	691					0
	VOLUMES	103	2,144	115	382	1,619	77	182	121	126	119	176	614	5,778	0	0	0	0	0
	APPROACH %	4%	91%	5%	18%	78%	4%	42%	28%	29%	13%	19%	68%						
	APP/DEPART	2,362	/	2,940	2,078	/	1,864	429	/	618	909	/	356	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	47	1,087	62	195	823	43	97	63	73	60	84	314	2,948					
	APPROACH %	4%	91%	5%	18%	78%	4%	42%	27%	31%	13%	18%	69%						
	PEAK HR FACTOR		0.952			0.975			0.955			0.812		0.974					
	APP/DEPART	1,196	/	1,498	1,061	/	956	233	/	320	458	/	174	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1104.12.W.LILAC RD.CAMINO DEL REY
Site Code : 00000000
Start Date : 1/11/2011
Page No : 1

Groups Printed- Vehicles

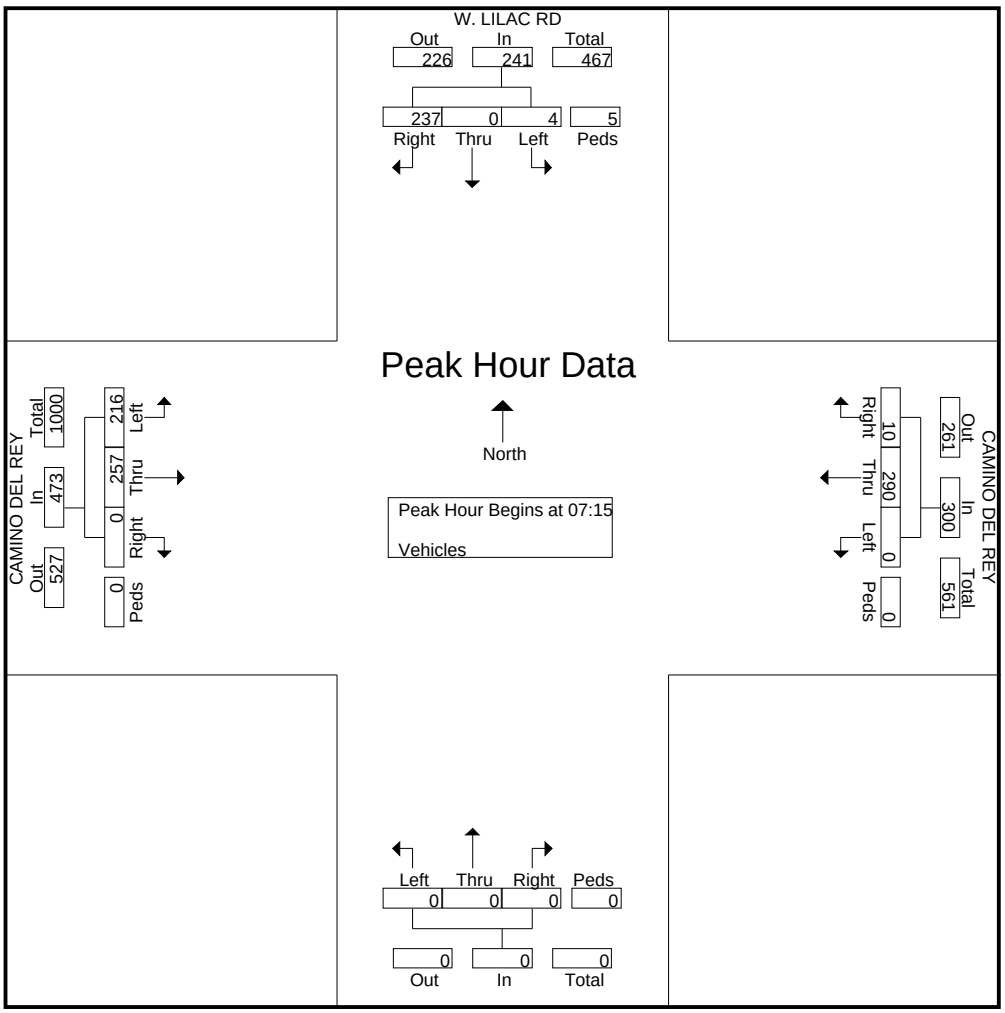
	W. LILAC RD Southbound				CAMINO DEL REY Westbound				Northbound				CAMINO DEL REY Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	30	0	0	47	1	0	0	0	0	0	7	42	0	0	127
07:15	0	0	25	0	0	73	1	0	0	0	0	0	14	56	0	0	169
07:30	1	0	67	2	0	82	1	0	0	0	0	0	52	61	0	0	266
07:45	0	0	83	1	0	90	6	0	0	0	0	0	93	62	0	0	335
Total	1	0	205	3	0	292	9	0	0	0	0	0	166	221	0	0	897
08:00	3	0	62	2	0	45	2	0	0	0	0	0	57	78	0	0	249
08:15	2	0	22	1	0	43	0	0	0	0	0	1	12	53	0	0	134
08:30	1	0	10	0	0	46	0	0	0	0	0	0	9	40	0	0	106
08:45	2	0	10	0	0	47	0	0	0	0	0	0	11	28	0	0	98
Total	8	0	104	3	0	181	2	0	0	0	0	1	89	199	0	0	587
*** BREAK ***																	
16:00	1	0	19	1	0	62	0	0	0	0	0	1	15	68	0	0	167
16:15	0	0	18	0	0	73	1	0	0	0	0	0	16	66	0	0	174
16:30	0	0	27	2	0	60	1	0	0	0	0	0	20	65	0	0	175
16:45	0	0	24	0	0	53	0	0	0	0	0	0	21	80	0	0	178
Total	1	0	88	3	0	248	2	0	0	0	0	1	72	279	0	0	694
17:00	1	0	32	0	0	73	2	0	0	0	0	0	24	69	0	0	201
17:15	2	0	20	2	0	57	2	0	0	0	0	0	23	71	0	0	177
17:30	2	0	13	0	0	67	1	0	0	0	0	0	15	60	0	0	158
17:45	2	0	9	0	0	58	0	0	0	0	0	0	15	52	0	0	136
Total	7	0	74	2	0	255	5	0	0	0	0	0	77	252	0	0	672
Grand Total	17	0	471	11	0	976	18	0	0	0	0	2	404	951	0	0	2850
Apprch %	3.4	0	94.4	2.2	0	98.2	1.8	0	0	0	0	100	29.8	70.2	0	0	
Total %	0.6	0	16.5	0.4	0	34.2	0.6	0	0	0	0	0.1	14.2	33.4	0	0	

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1104.12.W.LILAC RD.CAMINO DEL REY
Site Code : 00000000
Start Date : 1/11/2011
Page No : 2

	W. LILAC RD Southbound					CAMINO DEL REY Westbound					Northbound					CAMINO DEL REY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	25	0	25	0	73	1	0	74	0	0	0	0	0	14	56	0	0	70	169
07:30	1	0	67	**2**	70	0	82	1	0	83	0	0	0	0	0	52	61	0	0	113	266
07:45	0	0	**83**	1	**84**	0	**90**	**6**	0	**96**	0	0	0	0	0	**93**	62	0	0	**155**	**335**
08:00	**3**	0	62	2	67	0	45	2	0	47	0	0	0	0	0	57	**78**	0	0	135	249
Total Volume	4	0	237	5	246	0	290	10	0	300	0	0	0	0	0	216	257	0	0	473	1019
% App. Total	1.6	0	96.3	2		0	96.7	3.3	0		0	0	0	0		45.7	54.3	0	0		
PHF	.333	.000	.714	.625	.732	.000	.806	.417	.000	.781	.000	.000	.000	.000	.000	.581	.824	.000	.000	.763	.760

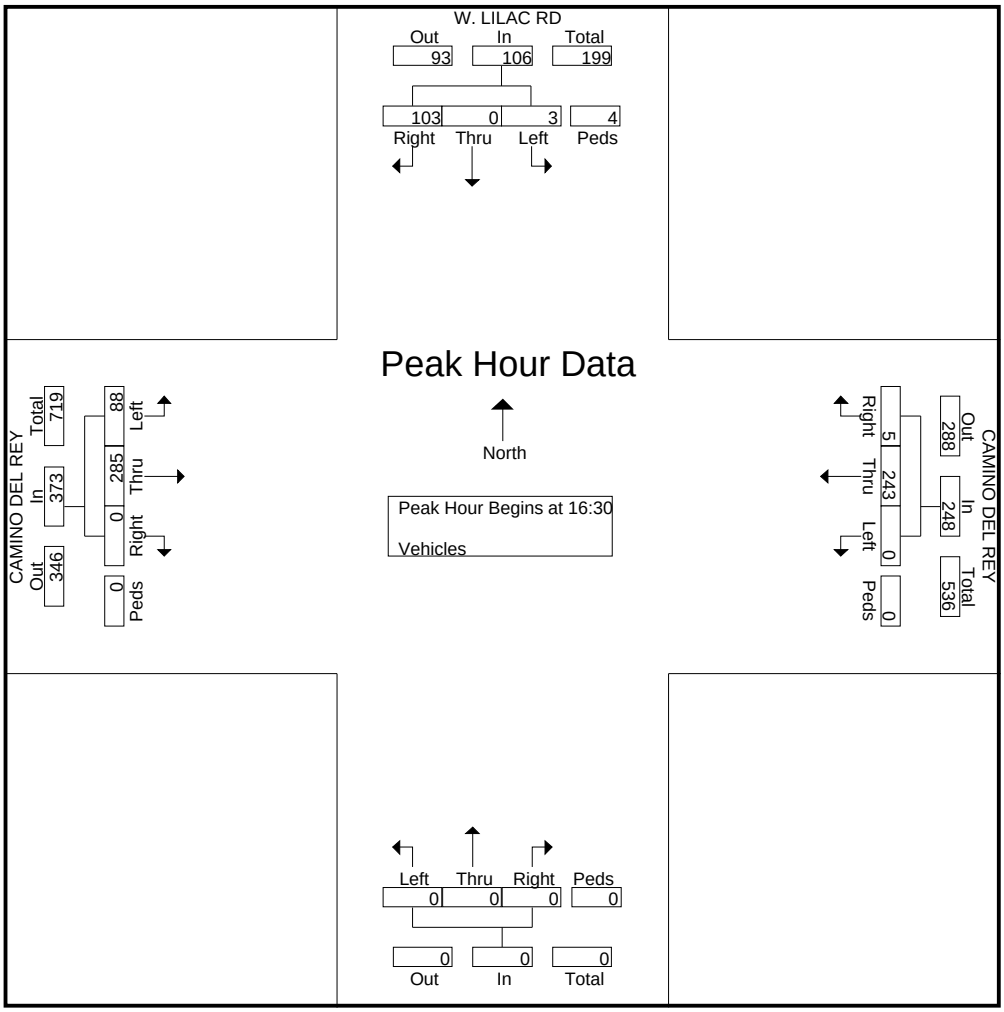


True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1104.12.W.LILAC RD.CAMINO DEL REY
Site Code : 00000000
Start Date : 1/11/2011
Page No : 3

	W. LILAC RD Southbound					CAMINO DEL REY Westbound					Northbound					CAMINO DEL REY Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	27	**2**	29	0	60	1	0	61	0	0	0	0	0	20	65	0	0	85	175
16:45	0	0	24	0	24	0	53	0	0	53	0	0	0	0	0	21	**80**	0	0	**101**	178
17:00	1	0	**32**	0	**33**	0	**73**	**2**	0	**75**	0	0	0	0	0	**24**	69	0	0	93	**201**
17:15	**2**	0	20	2	24	0	57	2	0	59	0	0	0	0	0	23	71	0	0	94	177
Total Volume	3	0	103	4	110	0	243	5	0	248	0	0	0	0	0	88	285	0	0	373	731
% App. Total	2.7	0	93.6	3.6		0	98	2	0		0	0	0	0		23.6	76.4	0	0		
PHF	.375	.000	.805	.500	.833	.000	.832	.625	.000	.827	.000	.000	.000	.000	.000	.917	.891	.000	.000	.923	.909



INTERSECTION TURNING MOVEMENT COUNTS

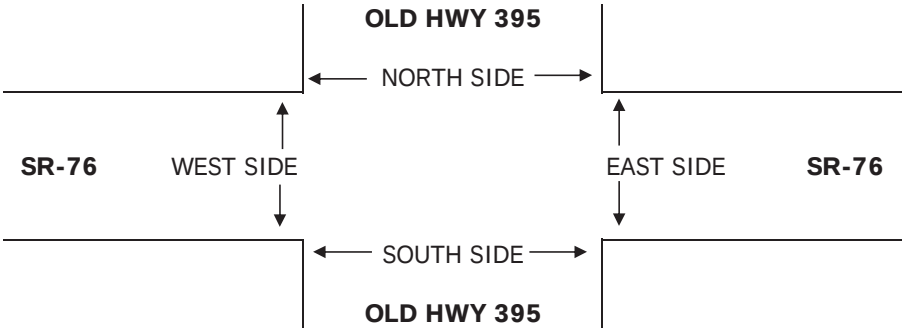
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/2/11	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	7
WEDNESDAY	EAST & WEST:	SR-76	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

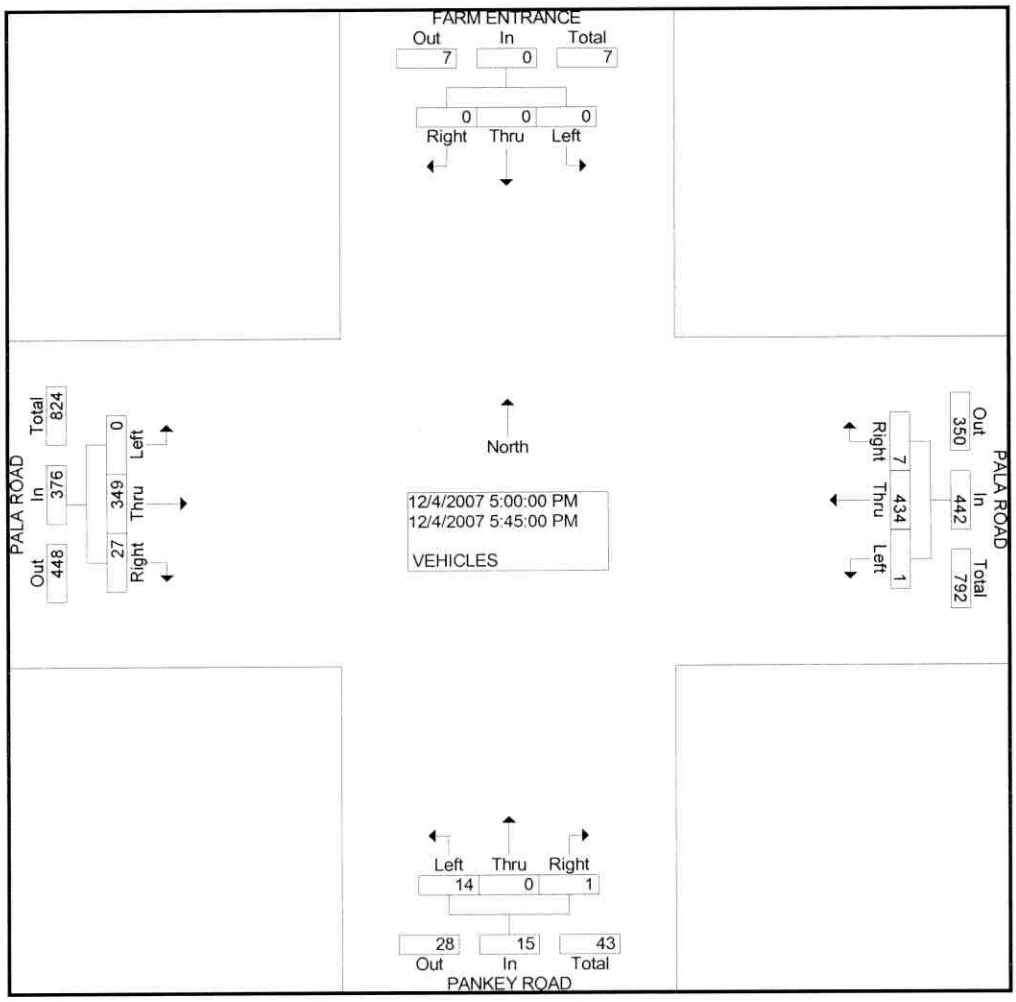
		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND SR-76			WESTBOUND SR-76			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
AM	6:00 AM	9	4	7	36	15	11	6	70	3	16	223	7	407
	6:15 AM	15	21	6	43	25	13	3	80	4	14	183	5	412
	6:30 AM	12	5	5	56	20	11	2	78	6	9	182	16	402
	6:45 AM	20	9	12	57	32	15	8	122	13	11	157	12	468
	7:00 AM	17	8	12	61	24	14	11	111	8	10	188	22	486
	7:15 AM	30	19	8	71	21	15	14	102	5	8	169	24	486
	7:30 AM	33	13	10	66	25	12	13	114	7	7	178	29	507
	7:45 AM	21	12	11	55	20	15	10	98	6	6	159	28	441
	VOLUMES	157	91	71	445	182	106	67	775	52	81	1,439	143	3,609
	APPROACH %	49%	29%	22%	61%	25%	14%	7%	87%	6%	5%	87%	9%	
	APP/DEPART	319	/	301	733	/	315	894	/	1,291	1,663	/	1,702	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	100	49	42	255	102	56	46	449	33	36	692	87	1,947
	APPROACH %	52%	26%	22%	62%	25%	14%	9%	85%	6%	4%	85%	11%	
	PEAK HR FACTOR		0.838			0.965			0.923			0.926		0.960
	APP/DEPART	191	/	182	413	/	171	528	/	746	815	/	848	0
PM	4:00 PM	9	25	19	41	13	14	13	196	14	11	151	55	561
	4:15 PM	10	25	15	58	21	8	10	186	10	10	153	52	558
	4:30 PM	13	41	16	56	22	19	19	205	15	11	134	37	588
	4:45 PM	26	41	9	51	10	15	12	176	14	14	154	54	576
	5:00 PM	14	16	10	44	9	10	15	181	19	10	140	56	524
	5:15 PM	18	26	12	50	28	9	18	209	24	11	133	46	584
	5:30 PM	20	25	16	54	14	12	14	187	21	9	142	50	564
	5:45 PM	16	22	12	43	16	10	16	176	18	13	123	42	507
	VOLUMES	126	221	109	397	133	97	117	1,516	135	89	1,130	392	4,462
	APPROACH %	28%	48%	24%	63%	21%	15%	7%	86%	8%	6%	70%	24%	
	APP/DEPART	456	/	730	627	/	357	1,768	/	2,022	1,611	/	1,353	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	58	132	59	206	66	56	54	763	53	46	592	198	2,283
	APPROACH %	23%	53%	24%	63%	20%	17%	6%	88%	6%	6%	71%	24%	
	PEAK HR FACTOR		0.819			0.845			0.910			0.941		0.971
	APP/DEPART	249	/	384	328	/	165	870	/	1,028	836	/	706	0



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0711122
Site Code : 00000000
Start Date : 12/4/2007
Page No : 3

	FARM ENTRANCE Southbound				PALA ROAD Westbound				PANKEY ROAD Northbound				PALA ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	0	0	0	7	434	1	442	1	0	14	15	27	349	0	376	833
Percent	0.0	0.0	0.0		1.6	98.2	0.2		6.7	0.0	93.3		7.2	92.8	0.0		
05:00 Volume	0	0	0	0	0	115	1	116	1	0	5	6	9	83	0	92	214
Peak Factor																	0.973
High Int.					05:15 PM				05:00 PM				05:30 PM				
Volume	0	0	0	0	0	118	0	118	1	0	5	6	3	93	0	96	
Peak Factor								0.936				0.625				0.979	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

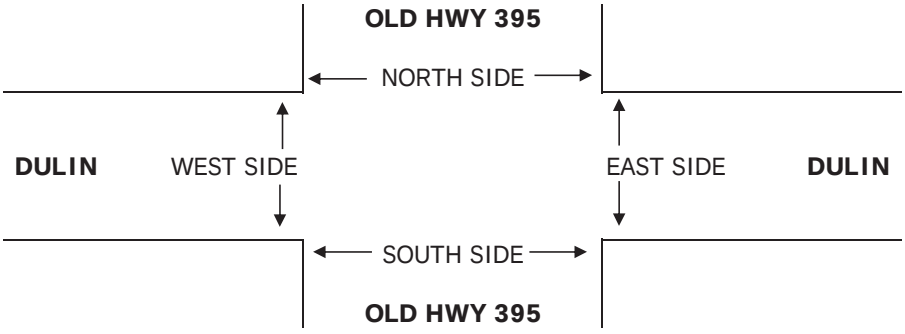
DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/2/11	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	8
WEDNESDAY	EAST & WEST:	DULIN	CONTROL:	1- WAY STOP (WB)

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND DULIN			WESTBOUND DULIN			
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL
AM	6:00 AM		4	2	4	21					29		19	79
	6:15 AM		16	2	6	22					38		24	108
	6:30 AM		12	3	3	29					45		17	109
	6:45 AM		14	3	7	50					37		23	134
	7:00 AM		18	6	3	37					53		26	143
	7:15 AM		22	5	5	45					66		35	178
	7:30 AM		16	4	6	41					56		32	155
	7:45 AM		15	6	4	35					43		26	129
	VOLUMES	0	117	31	38	280	0	0	0	0	367	0	202	1,035
	APPROACH %	0%	79%	21%	12%	88%	0%	0%	0%	0%	64%	0%	36%	
	APP/DEPART	148	/	319	318	/	647	0	/	69	569	/	0	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	0	70	18	21	173	0	0	0	0	212	0	116	610
	APPROACH %	0%	80%	20%	11%	89%	0%	0%	0%	0%	65%	0%	35%	
	PEAK HR FACTOR		0.815			0.851			0.000			0.812		0.857
	APP/DEPART	88	/	186	194	/	385	0	/	39	328	/	0	0
PM	4:00 PM		30	15	7	32					14		13	111
	4:15 PM		39	25	25	33					4		12	138
	4:30 PM		36	34	25	20					9		21	145
	4:45 PM		54	26	17	24					3		23	147
	5:00 PM		42	27	20	21					7		15	132
	5:15 PM		39	21	23	19					11		17	130
	5:30 PM		35	23	33	20					6		14	131
	5:45 PM		35	22	25	17					9		15	123
	VOLUMES	0	310	193	175	186	0	0	0	0	63	0	130	1,057
	APPROACH %	0%	62%	38%	48%	52%	0%	0%	0%	0%	33%	0%	67%	
	APP/DEPART	503	/	440	361	/	249	0	/	368	193	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	171	112	87	98	0	0	0	0	23	0	71	562
	APPROACH %	0%	60%	40%	47%	53%	0%	0%	0%	0%	24%	0%	76%	
	PEAK HR FACTOR		0.884			0.797			0.000			0.783		0.956
	APP/DEPART	283	/	242	185	/	121	0	/	199	94	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

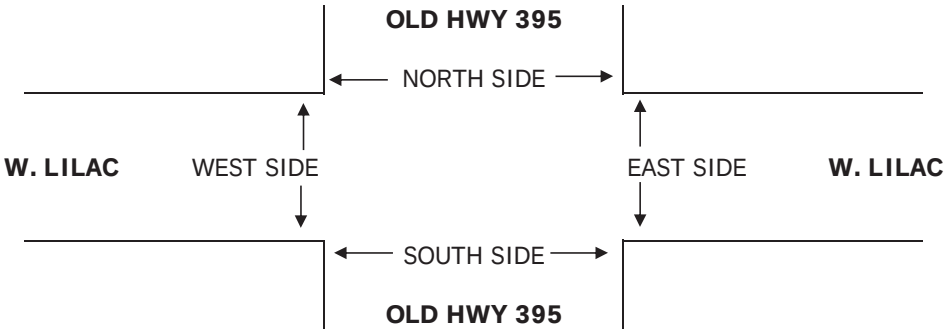
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:					
3/2/11	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
WEDNESDAY	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	1
	EAST & WEST:	W. LILAC	CONTROL:	2-WAY STOP (EW)

NOTES:

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND W. LILAC			WESTBOUND W. LILAC			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 2	SR 0	EL 0.5	ET 0.5	ER 1	WL 0.5	WT 0.5	WR 1	TOTAL
AM	6:00 AM	2	2	1	1	56	8	3	2	18	5	0	5	103
	6:15 AM	3	7	7	6	60	6	2	1	18	5	1	3	119
	6:30 AM	9	11	4	3	74	14	1	0	9	7	1	4	137
	6:45 AM	4	11	8	2	77	11	4	2	5	9	4	0	137
	7:00 AM	4	3	1	1	61	11	3	1	6	11	4	6	112
	7:15 AM	6	9	2	0	60	24	6	1	11	8	1	6	134
	7:30 AM	9	11	4	3	42	61	12	2	16	10	11	6	187
	7:45 AM	13	8	5	1	42	49	38	2	24	7	4	7	200
	VOLUMES	50	62	32	17	472	184	69	11	107	62	26	37	1,129
	APPROACH %	35%	43%	22%	3%	70%	27%	37%	6%	57%	50%	21%	30%	
	APP/DEPART	144	/	168	673	/	641	187	/	60	125	/	260	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	32	31	12	5	205	145	59	6	57	36	20	25	633
	APPROACH %	43%	41%	16%	1%	58%	41%	48%	5%	47%	44%	25%	31%	
	PEAK HR FACTOR		0.721			0.837			0.477			0.750		0.791
	APP/DEPART	75	/	115	355	/	298	122	/	23	81	/	197	0
PM	4:00 PM	6	56	2	7	19	11	7	2	5	6	5	4	130
	4:15 PM	17	45	5	7	9	9	12	3	8	7	3	4	129
	4:30 PM	18	53	9	6	18	5	16	0	14	2	3	9	153
	4:45 PM	18	53	7	3	18	5	11	3	6	4	1	7	136
	5:00 PM	19	54	4	5	15	3	10	3	9	3	2	5	132
	5:15 PM	9	45	5	3	13	5	12	4	7	2	1	4	110
	5:30 PM	6	44	9	4	15	6	8	5	4	1	1	4	107
	5:45 PM	9	46	7	3	12	7	10	5	3	2	1	6	111
	VOLUMES	102	396	48	38	119	51	86	25	56	27	17	43	1,008
	APPROACH %	19%	73%	9%	18%	57%	25%	51%	15%	34%	31%	20%	49%	
	APP/DEPART	546	/	525	208	/	202	167	/	111	87	/	170	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	72	205	25	21	60	22	49	9	37	16	9	25	550
	APPROACH %	24%	68%	8%	20%	58%	21%	52%	9%	39%	32%	18%	50%	
	PEAK HR FACTOR		0.944			0.888			0.792			0.893		0.899
	APP/DEPART	302	/	279	103	/	113	95	/	55	50	/	103	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

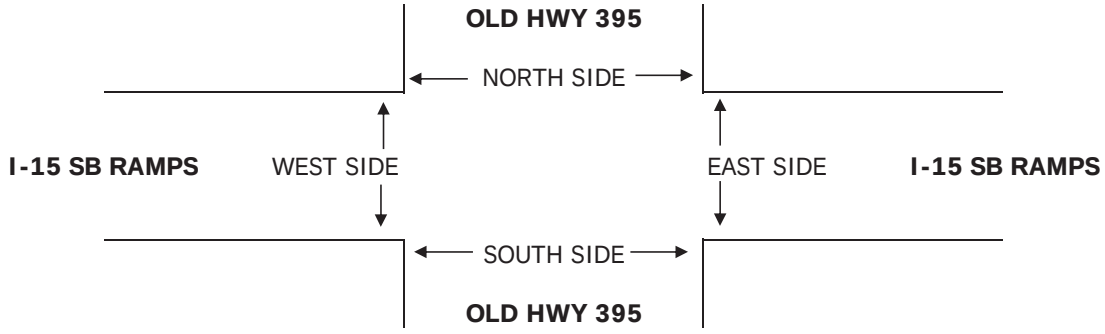
DATE:					
3/2/11	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
WEDNESDAY	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	9
	EAST & WEST:	I-15 SB RAMPS	CONTROL:	1-WAY STOP (WB)

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND I-15 SB RAMPS			WESTBOUND I-15 SB RAMPS			
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	TOTAL
AM	6:00 AM	1	23			13	51				6	2	1	97
	6:15 AM	2	32			15	58				8	2	3	120
	6:30 AM	1	22			17	68				15	2	2	127
	6:45 AM	4	28			21	62				12	1	6	134
	7:00 AM	0	26			20	62				16	0	0	124
	7:15 AM	1	25			19	49				12	2	0	108
	7:30 AM	4	25			14	57				13	2	1	116
	7:45 AM	3	33			14	35				15	1	2	103
	VOLUMES	16	214	0	0	133	442	0	0	0	97	12	15	929
	APPROACH %	7%	93%	0%	0%	23%	77%	0%	0%	0%	78%	10%	12%	
	APP/DEPART	230	/	229	575	/	230	0	/	0	124	/	470	0
	BEGIN PEAK HR		6:15 AM											
	VOLUMES	7	108	0	0	73	250	0	0	0	51	5	11	505
	APPROACH %	6%	94%	0%	0%	23%	77%	0%	0%	0%	76%	7%	16%	
	PEAK HR FACTOR		0.846			0.950			0.000			0.882		0.942
	APP/DEPART	115	/	119	323	/	124	0	/	0	67	/	262	0
PM	4:00 PM	0	60			12	25				12	2	2	113
	4:15 PM	0	69			16	30				17	1	0	133
	4:30 PM	4	62			10	26				13	1	0	116
	4:45 PM	0	59			9	32				14	1	2	117
	5:00 PM	0	62			5	26				18	0	4	115
	5:15 PM	2	58			7	17				25	1	5	115
	5:30 PM	2	65			11	20				6	0	1	105
	5:45 PM	2	55			12	16				5	0	1	91
	VOLUMES	10	490	0	0	82	192	0	0	0	110	6	15	905
	APPROACH %	2%	98%	0%	0%	30%	70%	0%	0%	0%	84%	5%	11%	
	APP/DEPART	500	/	505	274	/	192	0	/	0	131	/	208	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	4	252	0	0	40	114	0	0	0	62	3	6	481
	APPROACH %	2%	98%	0%	0%	26%	74%	0%	0%	0%	87%	4%	8%	
	PEAK HR FACTOR		0.928			0.837			0.000			0.807		0.904
	APP/DEPART	256	/	258	154	/	102	0	/	0	71	/	121	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

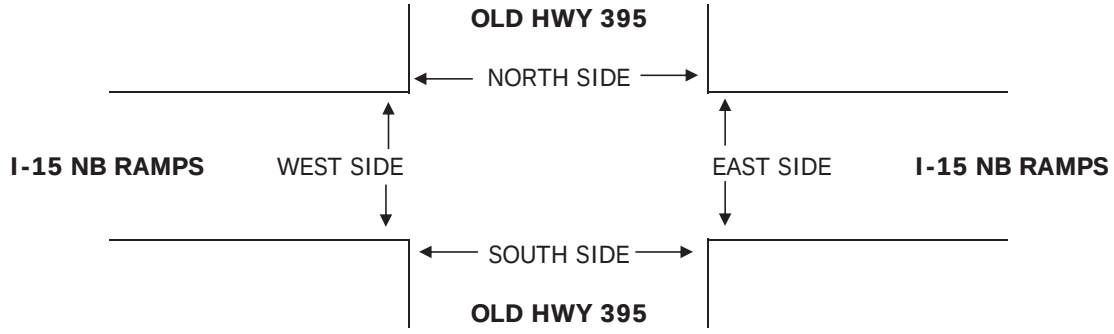
DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/2/11	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	10
WEDNESDAY	EAST & WEST:	I-15 NB RAMPS	CONTROL:	1-WAY STOP (EB)

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND I-15 NB RAMPS			WESTBOUND I-15 NB RAMPS			
	LANES:	NL X	NT 1	NR 1	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	6:00 AM		10	4		11	4	18		1				48
	6:15 AM		10	1		32	0	14		0				57
	6:30 AM		8	4		32	0	16		0				60
	6:45 AM		10	5		35	0	18		1				69
	7:00 AM		17	9		31	2	11		3				73
	7:15 AM		12	9		30	1	14		0				66
	7:30 AM		12	12		24	1	16		1				66
	7:45 AM		22	3		32	1	18		1				77
	VOLUMES	0	101	47	0	227	9	125	0	7	0	0	0	516
	APPROACH %	0%	68%	32%	0%	96%	4%	95%	0%	5%	0%	0%	0%	
	APP/DEPART	148	/	226	236	/	234	132	/	47	0	/	9	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	63	33	0	117	5	59	0	5	0	0	0	282
	APPROACH %	0%	66%	34%	0%	96%	4%	92%	0%	8%	0%	0%	0%	
	PEAK HR FACTOR		0.923			0.924			0.842			0.000		0.916
	APP/DEPART	96	/	122	122	/	122	64	/	33	0	/	5	0
PM	4:00 PM		18	14		24	1	38		2				97
	4:15 PM		35	20		22	2	32		3				114
	4:30 PM		31	15		24	2	44		7				123
	4:45 PM		23	13		21	1	40		3				101
	5:00 PM		21	16		14	1	42		4				98
	5:15 PM		18	21		23	3	41		1				107
	5:30 PM		21	16		18	4	46		5				110
	5:45 PM		12	7		26	0	34		3				82
	VOLUMES	0	179	122	0	172	14	317	0	28	0	0	0	832
	APPROACH %	0%	59%	41%	0%	92%	8%	92%	0%	8%	0%	0%	0%	
	APP/DEPART	301	/	496	186	/	200	345	/	122	0	/	14	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	110	64	0	81	6	158	0	17	0	0	0	436
	APPROACH %	0%	63%	37%	0%	93%	7%	90%	0%	10%	0%	0%	0%	
	PEAK HR FACTOR		0.791			0.837			0.858			0.000		0.886
	APP/DEPART	174	/	268	87	/	98	175	/	64	0	/	6	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

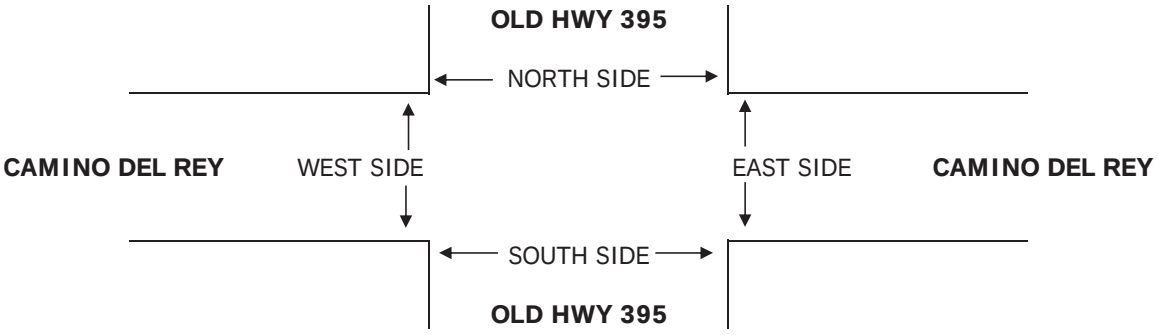
DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/2/11	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	11
WEDNESDAY	EAST & WEST:	CAMINO DEL REY	CONTROL:	1-WAY STOP (EB)

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND CAMINO DEL REY			WESTBOUND CAMINO DEL REY			
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 0	EL 0.5	ET X	ER 0.5	WL X	WT X	WR X	TOTAL
AM	6:00 AM	11	12			11	0	1		31				66
	6:15 AM	10	6			33	5	1		38				93
	6:30 AM	17	9			33	7	1		35				102
	6:45 AM	33	16			35	2	0		52				138
	7:00 AM	23	15			35	3	2		34				112
	7:15 AM	30	15			31	3	4		54				137
	7:30 AM	23	20			28	8	4		49				132
	7:45 AM	23	17			31	7	5		43				126
	VOLUMES	170	110	0	0	237	35	18	0	336	0	0	0	906
	APPROACH %	61%	39%	0%	0%	87%	13%	5%	0%	95%	0%	0%	0%	
	APP/DEPART	280	/	128	272	/	573	354	/	0	0	/	205	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	109	66	0	0	129	16	10	0	189	0	0	0	519
	APPROACH %	62%	38%	0%	0%	89%	11%	5%	0%	95%	0%	0%	0%	
	PEAK HR FACTOR		0.893			0.954			0.858			0.000		0.940
	APP/DEPART	175	/	76	145	/	318	199	/	0	0	/	125	0
PM	4:00 PM	46	38			26	3	3		38				154
	4:15 PM	46	44			24	4	5		33				156
	4:30 PM	39	52			22	3	8		38				162
	4:45 PM	48	27			25	4	9		45				158
	5:00 PM	66	36			14	1	6		26				149
	5:15 PM	61	32			26	1	6		31				157
	5:30 PM	63	34			24	3	7		34				165
	5:45 PM	48	24			20	7	4		24				127
	VOLUMES	417	287	0	0	181	26	48	0	269	0	0	0	1,228
	APPROACH %	59%	41%	0%	0%	87%	13%	15%	0%	85%	0%	0%	0%	
	APP/DEPART	704	/	335	207	/	450	317	/	0	0	/	443	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	179	161	0	0	97	14	25	0	154	0	0	0	630
	APPROACH %	53%	47%	0%	0%	87%	13%	14%	0%	86%	0%	0%	0%	
	PEAK HR FACTOR		0.934			0.957			0.829			0.000		0.972
	APP/DEPART	340	/	186	111	/	251	179	/	0	0	/	193	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

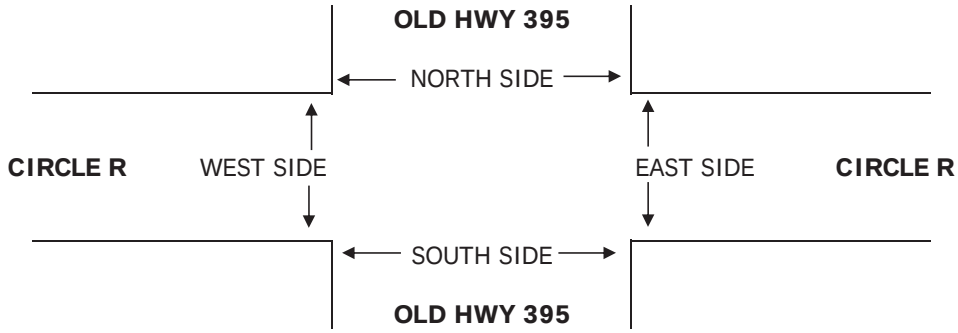
DATE:					
3/8/11	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
TUESDAY	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	12
	EAST & WEST:	CIRCLE R	CONTROL:	1-WAY STOP (WB)

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND CIRCLE R			WESTBOUND CIRCLE R			
	LANES:	NL X	NT 1	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0.5	WT X	WR 0.5	TOTAL
AM	6:00 AM		17	7	0	52					36		3	115
	6:15 AM		22	17	6	62					39		1	147
	6:30 AM		21	17	6	75					41		10	170
	6:45 AM		44	19	3	85					48		6	205
	7:00 AM		31	16	5	74					64		9	199
	7:15 AM		39	9	3	77					54		12	194
	7:30 AM		40	15	5	84					52		9	205
	7:45 AM		37	12	3	83					59		5	199
	VOLUMES	0	251	112	31	592	0	0	0	0	393	0	55	1,434
	APPROACH %	0%	69%	31%	5%	95%	0%	0%	0%	0%	88%	0%	12%	
	APP/DEPART	363	/	306	623	/	985	0	/	143	448	/	0	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	0	154	59	16	320	0	0	0	0	218	0	36	803
	APPROACH %	0%	72%	28%	5%	95%	0%	0%	0%	0%	86%	0%	14%	
	PEAK HR FACTOR		0.845			0.944			0.000			0.870		0.979
	APP/DEPART	213	/	190	336	/	538	0	/	75	254	/	0	0
PM	4:00 PM		79	36	1	47					36		10	209
	4:15 PM		93	62	11	55					37		5	263
	4:30 PM		87	38	10	51					26		9	221
	4:45 PM		82	51	4	66					34		4	241
	5:00 PM		105	56	4	52					17		5	239
	5:15 PM		96	45	9	41					34		8	233
	5:30 PM		103	52	8	65					17		4	249
	5:45 PM		79	58	7	47					23		3	217
	VOLUMES	0	724	398	54	424	0	0	0	0	224	0	48	1,872
	APPROACH %	0%	65%	35%	11%	89%	0%	0%	0%	0%	82%	0%	18%	
	APP/DEPART	1,122	/	772	478	/	648	0	/	452	272	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	367	207	29	224	0	0	0	0	114	0	23	964
	APPROACH %	0%	64%	36%	11%	89%	0%	0%	0%	0%	83%	0%	17%	
	PEAK HR FACTOR		0.891			0.904			0.000			0.815		0.916
	APP/DEPART	574	/	390	253	/	338	0	/	236	137	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

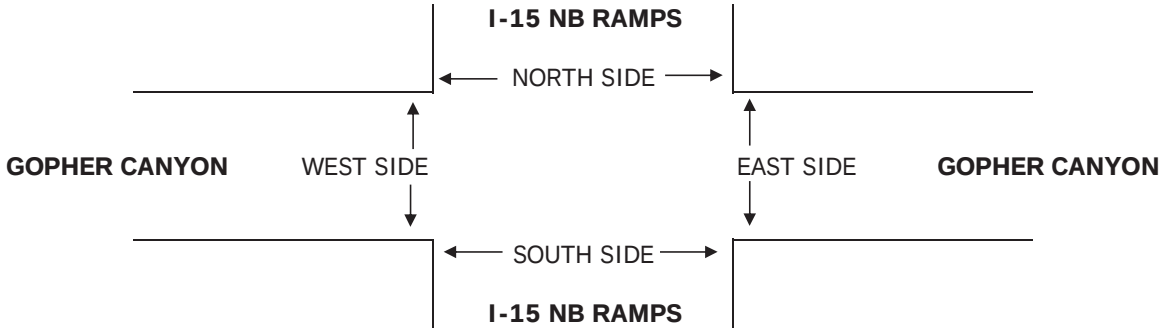
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	
11/1/11	NORTH & SOUTH:	I-15 NB RAMPS	LOCATION #:	2
TUESDAY	EAST & WEST:	GOPHER CANYON	CONTROL:	

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 NB RAMPS			SOUTHBOUND I-15 NB RAMPS			EASTBOUND GOPHER CANYON			WESTBOUND GOPHER CANYON			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
AM	7:00 AM	51	0	31				33	41			142	18	316
	7:15 AM	49	0	34				39	35			147	13	317
	7:30 AM	37	1	36				37	37			118	16	282
	7:45 AM	25	1	29				34	35			117	15	256
	8:00 AM	34	0	38				31	33			105	11	252
	8:15 AM	37	2	31				38	35			96	12	251
	8:30 AM	24	0	24				34	36			96	9	223
	8:45 AM	20	1	26				35	28			90	13	213
	VOLUMES	277	5	249	0	0	0	281	280	0	0	911	107	2,110
	APPROACH %	52%	1%	47%	0%	0%	0%	50%	50%	0%	0%	89%	11%	
	APP/DEPART	531	/	393	0	/	0	561	/	529	1,018	/	1,188	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	162	2	130	0	0	0	143	148	0	0	524	62	1,171
	APPROACH %	55%	1%	44%	0%	0%	0%	49%	51%	0%	0%	89%	11%	
	PEAK HR FACTOR		0.886			0.000			0.983			0.916		0.924
	APP/DEPART	294	/	207	0	/	0	291	/	278	586	/	686	0
PM	4:00 PM	48	0	105				118	54			92	20	437
	4:15 PM	41	0	99				130	61			105	19	455
	4:30 PM	31	0	92				119	52			73	16	383
	4:45 PM	52	0	98				138	52			86	17	443
	5:00 PM	41	0	105				141	65			101	15	468
	5:15 PM	49	0	116				145	63			88	15	476
	5:30 PM	56	0	112				149	51			104	23	495
	5:45 PM	44	0	95				132	66			95	19	451
	VOLUMES	362	0	822	0	0	0	1,072	464	0	0	744	144	3,608
	APPROACH %	31%	0%	69%	0%	0%	0%	70%	30%	0%	0%	84%	16%	
	APP/DEPART	1,184	/	1,216	0	/	0	1,536	/	1,286	888	/	1,106	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	190	0	428	0	0	0	567	245	0	0	388	72	1,890
	APPROACH %	31%	0%	69%	0%	0%	0%	70%	30%	0%	0%	84%	16%	
	PEAK HR FACTOR		0.920			0.000			0.976			0.906		0.955
	APP/DEPART	618	/	639	0	/	0	812	/	673	460	/	578	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

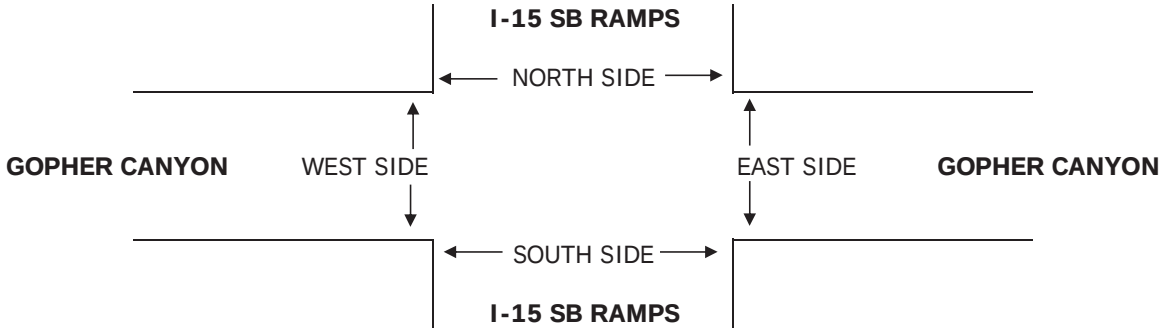
DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	
11/1/11	NORTH & SOUTH:	I-15 SB RAMPS	LOCATION #:	1
TUESDAY	EAST & WEST:	GOPHER CANYON	CONTROL:	

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND I-15 SB RAMPS			SOUTHBOUND I-15 SB RAMPS			EASTBOUND GOPHER CANYON			WESTBOUND GOPHER CANYON			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
AM	7:00 AM				10	1	139		48	34	101	95		428
	7:15 AM				10	0	150		52	57	94	93		456
	7:30 AM				17	0	138		79	71	87	63		455
	7:45 AM				16	1	126		54	64	91	51		403
	8:00 AM				15	0	116		58	68	97	50		404
	8:15 AM				9	0	84		50	60	86	43		332
	8:30 AM				12	1	88		55	54	70	42		322
	8:45 AM				16	1	70		46	40	72	49		294
	VOLUMES	0	0	0	105	4	911	0	442	448	698	486	0	3,094
	APPROACH %	0%	0%	0%	10%	0%	89%	0%	50%	50%	59%	41%	0%	
	APP/DEPART	0	/	0	1,020	/	1,150	890	/	547	1,184	/	1,397	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	53	2	553	0	233	226	373	302	0	1,742
	APPROACH %	0%	0%	0%	9%	0%	91%	0%	51%	49%	55%	45%	0%	
	PEAK HR FACTOR		0.000			0.950			0.765			0.861		0.955
	APP/DEPART	0	/	0	608	/	601	459	/	286	675	/	855	0
PM	4:00 PM				8	0	45		183	77	71	75		459
	4:15 PM				8	3	50		170	88	63	83		465
	4:30 PM				12	2	49		173	87	57	58		438
	4:45 PM				8	0	50		184	82	55	83		462
	5:00 PM				14	0	42		181	70	53	94		454
	5:15 PM				9	1	42		203	83	45	97		480
	5:30 PM				11	0	45		184	88	46	99		473
	5:45 PM				12	0	40		177	89	40	89		447
	VOLUMES	0	0	0	82	6	363	0	1,455	664	430	678	0	3,678
	APPROACH %	0%	0%	0%	18%	1%	80%	0%	69%	31%	39%	61%	0%	
	APP/DEPART	0	/	0	451	/	1,100	2,119	/	1,537	1,108	/	1,041	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	0	0	42	1	179	0	752	323	199	373	0	1,869
	APPROACH %	0%	0%	0%	19%	0%	81%	0%	70%	30%	35%	65%	0%	
	PEAK HR FACTOR		0.000			0.957			0.940			0.973		0.973
	APP/DEPART	0	/	0	222	/	523	1,075	/	794	572	/	552	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

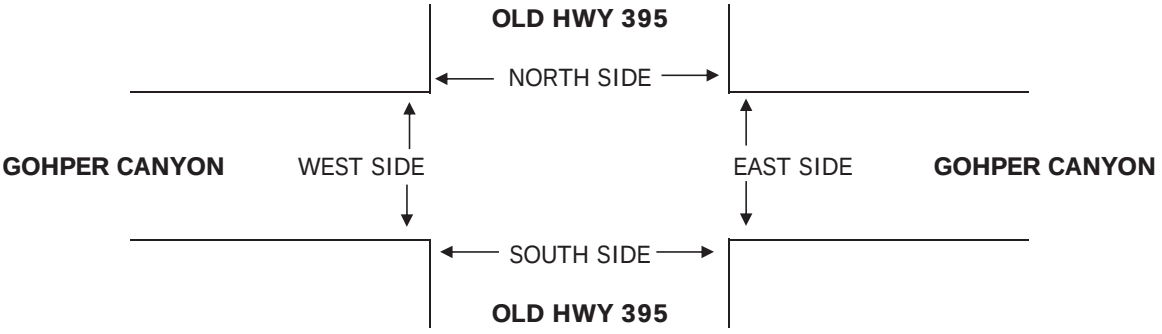
DATE:					
3/8/11	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02	
TUESDAY	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	13	
	EAST & WEST:	GOHPER CANYON	CONTROL:	SIGNAL	

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND GOHPER CANYON			WESTBOUND GOHPER CANYON			
	LANES:	NL 1	NT 1	NR X	SL X	ST 2	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	6:00 AM	34	11			20	76	25		25				191
	6:15 AM	47	17			33	73	20		21				211
	6:30 AM	39	21			42	81	21		28				232
	6:45 AM	62	20			31	100	39		36				288
	7:00 AM	58	13			43	87	32		32				265
	7:15 AM	69	21			47	88	31		27				283
	7:30 AM	65	21			56	82	31		40				295
	7:45 AM	55	22			57	95	31		46				306
	VOLUMES	429	146	0	0	329	682	230	0	255	0	0	0	2,071
	APPROACH %	75%	25%	0%	0%	33%	67%	47%	0%	53%	0%	0%	0%	
	APP/DEPART	575	/	376	1,011	/	584	485	/	0	0	/	1,111	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	247	77	0	0	203	352	125	0	145	0	0	0	1,149
	APPROACH %	76%	24%	0%	0%	37%	63%	46%	0%	54%	0%	0%	0%	
	PEAK HR FACTOR		0.900			0.913			0.877			0.000		0.939
	APP/DEPART	324	/	202	555	/	348	270	/	0	0	/	599	0
PM	4:00 PM	46	41			33	52	84		68				324
	4:15 PM	60	43			32	52	93		52				332
	4:30 PM	58	46			30	60	93		69				356
	4:45 PM	43	45			34	45	105		69				341
	5:00 PM	58	56			26	37	92		66				335
	5:15 PM	58	41			31	49	111		60				350
	5:30 PM	53	40			34	58	93		67				345
	5:45 PM	31	45			28	51	75		56				286
	VOLUMES	407	357	0	0	248	404	746	0	507	0	0	0	2,669
	APPROACH %	53%	47%	0%	0%	38%	62%	60%	0%	40%	0%	0%	0%	
	APP/DEPART	764	/	1,103	652	/	755	1,253	/	0	0	/	811	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	217	188	0	0	121	191	401	0	264	0	0	0	1,382
	APPROACH %	54%	46%	0%	0%	39%	61%	60%	0%	40%	0%	0%	0%	
	PEAK HR FACTOR		0.888			0.867			0.955			0.000		0.971
	APP/DEPART	405	/	589	312	/	385	665	/	0	0	/	408	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

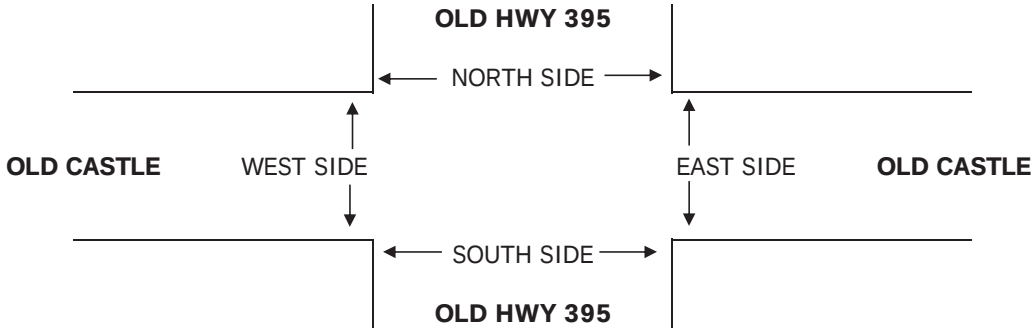
DATE:					
3/8/11	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
TUESDAY	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	14
	EAST & WEST:	OLD CASTLE	CONTROL:	1-WAY STOP (WB)

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND OLD CASTLE			WESTBOUND OLD CASTLE			
	LANES:	NL X	NT 1	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL
AM	6:00 AM		9	1	22	15					5		30	82
	6:15 AM		7	2	25	31					15		44	124
	6:30 AM		16	4	33	29					16		56	154
	6:45 AM		15	9	39	26					26		57	172
	7:00 AM		8	7	41	43					19		64	182
	7:15 AM		13	13	36	44					27		79	212
	7:30 AM		10	4	35	41					22		71	183
	7:45 AM		21	5	47	55					20		54	202
	VOLUMES	0	99	45	278	284	0	0	0	0	150	0	455	1,311
	APPROACH %	0%	69%	31%	49%	51%	0%	0%	0%	0%	25%	0%	75%	
	APP/DEPART	144	/	554	562	/	434	0	/	323	605	/	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	52	29	159	183	0	0	0	0	88	0	268	779
	APPROACH %	0%	64%	36%	46%	54%	0%	0%	0%	0%	25%	0%	75%	
	PEAK HR FACTOR		0.779			0.838			0.000			0.840		0.919
	APP/DEPART	81	/	320	342	/	271	0	/	188	356	/	0	0
PM	4:00 PM		48	23	67	25					8		39	210
	4:15 PM		43	22	69	25					10		56	225
	4:30 PM		46	20	74	29					12		53	234
	4:45 PM		47	23	66	19					12		54	221
	5:00 PM		57	27	58	19					7		55	223
	5:15 PM		53	19	71	19					9		52	223
	5:30 PM		43	20	76	27					9		51	226
	5:45 PM		44	22	70	21					11		45	213
	VOLUMES	0	381	176	551	184	0	0	0	0	78	0	405	1,775
	APPROACH %	0%	68%	32%	75%	25%	0%	0%	0%	0%	16%	0%	84%	
	APP/DEPART	557	/	786	735	/	262	0	/	727	483	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	193	92	267	92	0	0	0	0	41	0	218	903
	APPROACH %	0%	68%	32%	74%	26%	0%	0%	0%	0%	16%	0%	84%	
	PEAK HR FACTOR		0.848			0.871			0.000			0.981		0.965
	APP/DEPART	285	/	411	359	/	133	0	/	359	259	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

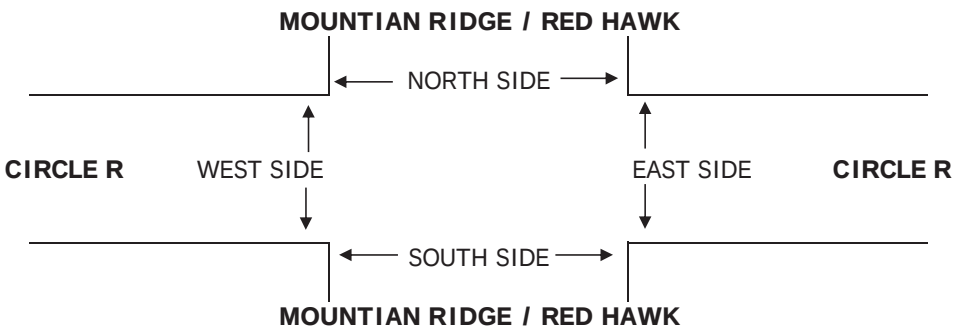
DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/8/11	NORTH & SOUTH:	MOUNTIAN RIDGE / RED HAWK	LOCATION #:	15
TUESDAY	EAST & WEST:	CIRCLE R	CONTROL:	2-WAY STOP (NS)

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND MOUNTIAN RIDGE / RED HAWK			SOUTHBOUND MOUNTIAN RIDGE / RED HAWK			EASTBOUND CIRCLE R			WESTBOUND CIRCLE R			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	6:00 AM	0	0	0	0	0	4	1	3	0	0	20	0	28
	6:15 AM	1	0	0	0	0	6	2	5	0	0	18	0	32
	6:30 AM	2	0	0	1	0	0	1	5	1	0	22	2	34
	6:45 AM	0	0	0	1	0	2	1	7	0	0	32	3	46
	7:00 AM	0	0	0	3	0	1	0	4	0	0	25	0	33
	7:15 AM	0	0	0	0	0	2	0	7	0	0	26	2	37
	7:30 AM	0	0	0	1	0	2	1	5	0	0	27	1	37
	7:45 AM	0	0	0	1	0	1	0	4	0	0	23	0	29
	VOLUMES	3	0	0	7	0	18	6	40	1	0	193	8	276
	APPROACH %	100%	0%	0%	28%	0%	72%	13%	85%	2%	0%	96%	4%	
	APP/DEPART	3	/	14	25	/	1	47	/	47	201	/	214	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	0	0	0	5	0	7	2	23	0	0	110	6	153
	APPROACH %	0%	0%	0%	42%	0%	58%	8%	92%	0%	0%	95%	5%	
	PEAK HR FACTOR		0.000			0.750			0.781			0.829		0.832
	APP/DEPART	0	/	8	12	/	0	25	/	28	116	/	117	0
PM	4:00 PM	0	0	0	1	0	1	0	25	0	0	11	0	38
	4:15 PM	1	0	0	1	0	1	1	19	1	0	17	1	42
	4:30 PM	0	0	0	0	0	0	0	20	0	0	9	0	29
	4:45 PM	0	0	0	0	0	1	3	22	0	0	13	1	40
	5:00 PM	0	0	0	0	0	0	1	12	0	0	2	0	15
	5:15 PM	0	0	0	0	0	0	1	26	0	0	8	1	36
	5:30 PM	1	0	0	1	0	0	0	16	0	0	11	0	29
	5:45 PM	0	0	0	0	0	1	1	17	1	0	12	1	33
	VOLUMES	2	0	0	3	0	4	7	157	2	0	83	4	262
	APPROACH %	100%	0%	0%	43%	0%	57%	4%	95%	1%	0%	95%	5%	
	APP/DEPART	2	/	11	7	/	2	166	/	160	87	/	89	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	0	0	2	0	3	4	86	1	0	50	2	149
	APPROACH %	100%	0%	0%	40%	0%	60%	4%	95%	1%	0%	96%	4%	
	PEAK HR FACTOR		0.250			0.625			0.910			0.722		0.887
	APP/DEPART	1	/	6	5	/	1	91	/	88	52	/	54	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

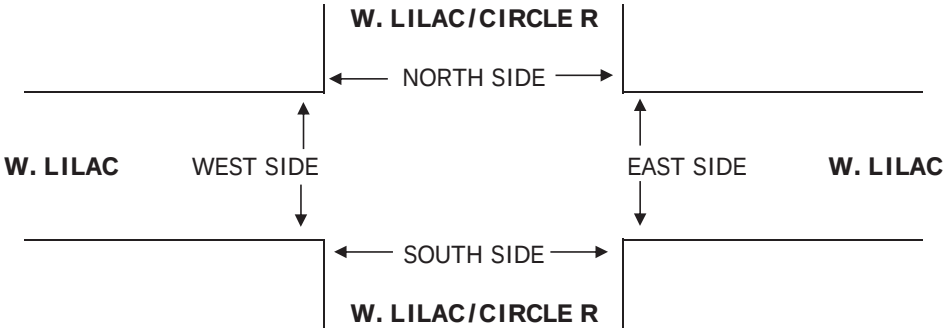
DATE:					
3/2/11	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
WEDNESDAY	NORTH & SOUTH:	W. LILAC/CIRCLE R	LOCATION #:	3
	EAST & WEST:	W. LILAC	CONTROL:	1-WAY STOP (WB)

NOTES:

CIRCLE R IS S LEG AT THIS LOCATION.

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND W. LILAC/CIRCLE R			SOUTHBOUND W. LILAC/CIRCLE R			EASTBOUND W. LILAC			WESTBOUND W. LILAC			
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0.5	WT X	WR 0.5	TOTAL
AM	6:00 AM		3	1	1	8					11		4	28
	6:15 AM		4	6	0	3					11		7	31
	6:30 AM		1	2	2	4					21		4	34
	6:45 AM		3	6	2	5					19		3	38
	7:00 AM		4	6	1	5					17		1	34
	7:15 AM		1	4	1	7					18		4	35
	7:30 AM		5	4	4	8					12		4	37
	7:45 AM		5	4	2	5					15		6	37
	VOLUMES	0	26	33	13	45	0	0	0	0	124	0	33	274
	APPROACH %	0%	44%	56%	22%	78%	0%	0%	0%	0%	79%	0%	21%	
	APP/DEPART	59	/	59	58	/	169	0	/	46	157	/	0	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	0	13	20	8	25	0	0	0	0	66	0	12	144
	APPROACH %	0%	39%	61%	24%	76%	0%	0%	0%	0%	85%	0%	15%	
	PEAK HR FACTOR		0.825			0.688			0.000			0.886		0.947
	APP/DEPART	33	/	25	33	/	91	0	/	28	78	/	0	0
PM	4:00 PM		11	12	1	10					8		3	45
	4:15 PM		5	13	4	7					4		2	35
	4:30 PM		7	19	2	4					4		4	40
	4:45 PM		9	6	4	6					10		3	38
	5:00 PM		6	14	1	7					7		8	43
	5:15 PM		6	9	4	8					3		0	30
	5:30 PM		4	9	4	4					6		1	28
	5:45 PM		4	10	5	4					5		2	30
	VOLUMES	0	52	92	25	50	0	0	0	0	47	0	23	289
	APPROACH %	0%	36%	64%	33%	67%	0%	0%	0%	0%	67%	0%	33%	
	APP/DEPART	144	/	75	75	/	97	0	/	117	70	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	32	50	11	27	0	0	0	0	26	0	12	158
	APPROACH %	0%	39%	61%	29%	71%	0%	0%	0%	0%	68%	0%	32%	
	PEAK HR FACTOR		0.788			0.864			0.000			0.731		0.878
	APP/DEPART	82	/	44	38	/	53	0	/	61	38	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

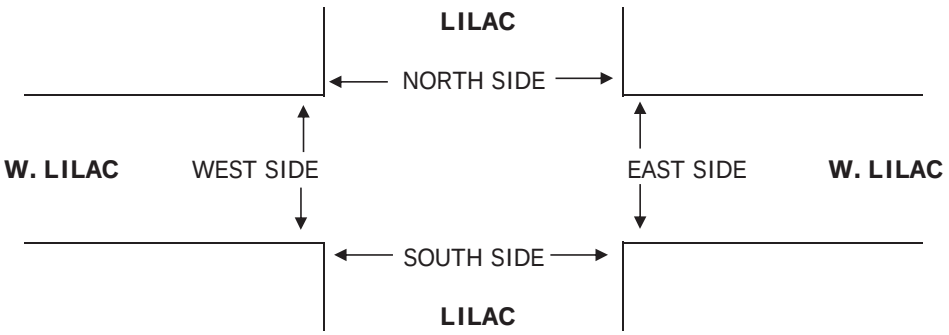
DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/2/11	NORTH & SOUTH:	LILAC	LOCATION #:	4
WEDNESDAY	EAST & WEST:	W. LILAC	CONTROL:	1-WAY STOP (EB)

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND LILAC			SOUTHBOUND LILAC			EASTBOUND W. LILAC			WESTBOUND W. LILAC			
	LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL 0.5	ET X	ER 0.5	WL X	WT X	WR X	TOTAL
AM	6:00 AM	4	4			6	6	2		1				23
	6:15 AM	9	4			6	9	0		1				29
	6:30 AM	6	9			17	8	0		3				43
	6:45 AM	5	21			15	14	4		1				60
	7:00 AM	6	16			26	7	0		8				63
	7:15 AM	3	15			23	6	5		13				65
	7:30 AM	3	16			33	10	1		8				71
	7:45 AM	10	16			18	6	0		13				63
	VOLUMES	46	101	0	0	144	66	12	0	48	0	0	0	417
	APPROACH %	31%	69%	0%	0%	69%	31%	20%	0%	80%	0%	0%	0%	
	APP/DEPART	147	/	113	210	/	192	60	/	0	0	/	112	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	22	63	0	0	100	29	6	0	42	0	0	0	262
	APPROACH %	26%	74%	0%	0%	78%	22%	13%	0%	88%	0%	0%	0%	
	PEAK HR FACTOR		0.817			0.750			0.667			0.000		0.923
	APP/DEPART	85	/	69	129	/	142	48	/	0	0	/	51	0
PM	4:00 PM	8	15			14	8	7		7				59
	4:15 PM	5	18			16	4	10		8				61
	4:30 PM	5	21			20	8	9		5				68
	4:45 PM	5	16			20	3	3		8				55
	5:00 PM	5	30			19	6	8		5				73
	5:15 PM	9	18			18	4	4		1				54
	5:30 PM	6	21			13	6	6		1				53
	5:45 PM	5	17			11	2	7		3				45
	VOLUMES	48	156	0	0	131	41	54	0	38	0	0	0	468
	APPROACH %	24%	76%	0%	0%	76%	24%	59%	0%	41%	0%	0%	0%	
	APP/DEPART	204	/	210	172	/	169	92	/	0	0	/	89	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	20	85	0	0	75	21	30	0	26	0	0	0	257
	APPROACH %	19%	81%	0%	0%	78%	22%	54%	0%	46%	0%	0%	0%	
	PEAK HR FACTOR		0.750			0.857			0.778			0.000		0.880
	APP/DEPART	105	/	115	96	/	101	56	/	0	0	/	41	0



INTERSECTION TURNING MOVEMENT COUNTS

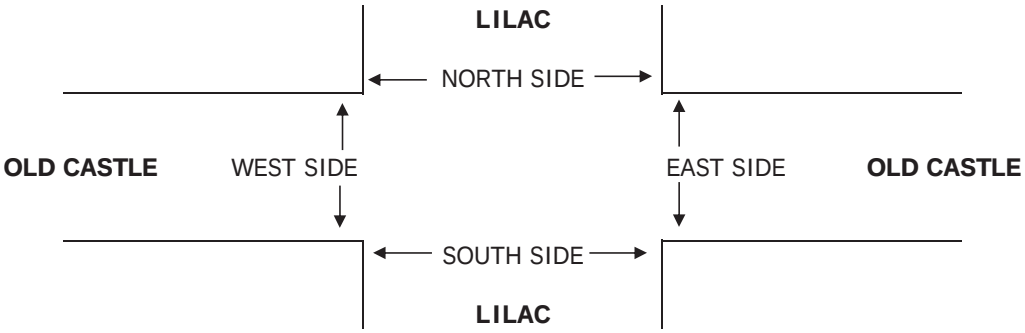
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:					
3/8/11	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02	
TUESDAY	NORTH & SOUTH:	LILAC	LOCATION #:	5	
	EAST & WEST:	OLD CASTLE	CONTROL:	1-WAY STOP (SB)	

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND LILAC			SOUTHBOUND LILAC			EASTBOUND OLD CASTLE			WESTBOUND OLD CASTLE			
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 1	ET 1	ER X	WL X	WT 1	WR 1	TOTAL
AM	6:00 AM				13		3	4	14			30	13	77
	6:15 AM				17		6	1	19			43	10	96
	6:30 AM				21		10	3	25			50	25	134
	6:45 AM				12		12	2	38			56	12	132
	7:00 AM				15		14	3	23			54	14	123
	7:15 AM				20		11	2	25			54	11	123
	7:30 AM				22		15	4	33			61	12	147
	7:45 AM				23		13	2	30			58	10	136
	VOLUMES	0	0	0	143	0	84	21	207	0	0	406	107	968
	APPROACH %	0%	0%	0%	63%	0%	37%	9%	91%	0%	0%	79%	21%	
	APP/DEPART	0	/	128	227	/	0	228	/	350	513	/	490	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	80	0	53	11	111	0	0	227	47	529
	APPROACH %	0%	0%	0%	60%	0%	40%	9%	91%	0%	0%	83%	17%	
	PEAK HR FACTOR		0.000			0.899			0.824			0.938		0.900
	APP/DEPART	0	/	58	133	/	0	122	/	191	274	/	280	0
PM	4:00 PM				22		7	12	62			35	18	156
	4:15 PM				35		7	13	70			43	30	198
	4:30 PM				17		14	6	65			48	22	172
	4:45 PM				26		6	13	76			53	30	204
	5:00 PM				26		6	13	62			60	28	195
	5:15 PM				17		10	12	53			57	26	175
	5:30 PM				18		6	6	57			49	25	161
	5:45 PM				16		5	17	81			57	24	200
	VOLUMES	0	0	0	177	0	61	92	526	0	0	402	203	1,461
	APPROACH %	0%	0%	0%	74%	0%	26%	15%	85%	0%	0%	66%	34%	
	APP/DEPART	0	/	295	238	/	0	618	/	703	605	/	463	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	104	0	33	45	273	0	0	204	110	769
	APPROACH %	0%	0%	0%	76%	0%	24%	14%	86%	0%	0%	65%	35%	
	PEAK HR FACTOR		0.000			0.815			0.893			0.892		0.942
	APP/DEPART	0	/	155	137	/	0	318	/	377	314	/	237	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

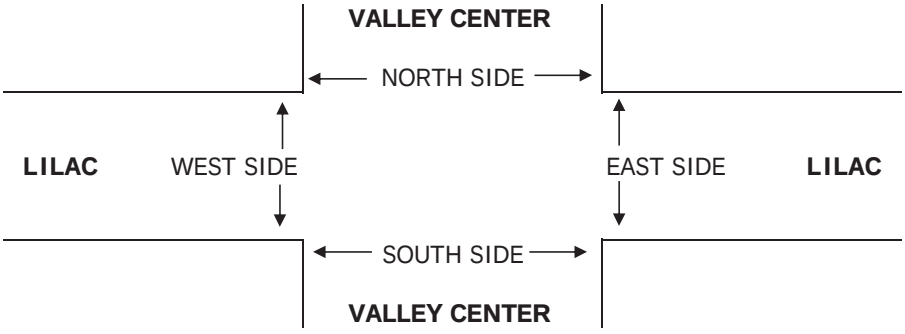
DATE:					
3/8/11	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
TUESDAY	NORTH & SOUTH:	VALLEY CENTER	LOCATION #:	6
	EAST & WEST:	LILAC	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND VALLEY CENTER			SOUTHBOUND VALLEY CENTER			EASTBOUND LILAC			WESTBOUND LILAC			
	LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1.5	ET 0.5	ER 1	WL 0	WT 1	WR 0	TOTAL
AM	6:00 AM	17	47	0	0	110	20	14	0	36	1	0	0	245
	6:15 AM	22	80	0	0	140	20	26	0	28	1	0	0	317
	6:30 AM	33	92	0	0	145	31	29	0	46	0	0	0	376
	6:45 AM	31	79	0	1	153	37	35	0	51	0	0	0	387
	7:00 AM	22	45	0	0	162	33	28	0	43	0	0	0	333
	7:15 AM	34	72	0	2	183	45	22	0	47	0	0	0	405
	7:30 AM	24	88	0	0	164	31	31	0	58	0	0	0	396
	7:45 AM	24	89	0	0	141	35	36	0	39	0	0	0	364
	VOLUMES	207	592	0	3	1,198	252	221	0	348	2	0	0	2,823
	APPROACH %	26%	74%	0%	0%	82%	17%	39%	0%	61%	100%	0%	0%	
	APP/DEPART	799	/	813	1,453	/	1,548	569	/	3	2	/	459	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	111	284	0	3	662	146	116	0	199	0	0	0	1,521
	APPROACH %	28%	72%	0%	0%	82%	18%	37%	0%	63%	0%	0%	0%	
	PEAK HR FACTOR		0.882			0.882			0.885			0.000		0.939
	APP/DEPART	395	/	400	811	/	861	315	/	3	0	/	257	0
PM	4:00 PM	58	185	0	0	140	67	59	0	51	1	0	0	561
	4:15 PM	44	155	1	1	127	42	49	0	45	0	0	0	464
	4:30 PM	59	193	1	0	186	57	66	0	39	0	0	1	602
	4:45 PM	53	177	2	0	169	81	58	0	42	0	0	0	582
	5:00 PM	71	185	0	0	178	64	66	0	44	0	0	0	608
	5:15 PM	57	168	0	0	142	93	75	1	50	0	1	0	587
	5:30 PM	67	224	0	0	144	58	63	0	54	0	0	0	610
	5:45 PM	53	199	0	0	129	63	62	0	39	0	0	0	545
	VOLUMES	462	1,486	4	1	1,215	525	498	1	364	1	1	1	4,559
	APPROACH %	24%	76%	0%	0%	70%	30%	58%	0%	42%	33%	33%	33%	
	APP/DEPART	1,952	/	1,985	1,741	/	1,580	863	/	6	3	/	988	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	248	754	2	0	633	296	262	1	190	0	1	0	2,387
	APPROACH %	25%	75%	0%	0%	68%	32%	58%	0%	42%	0%	100%	0%	
	PEAK HR FACTOR		0.863			0.929			0.899			0.250		0.978
	APP/DEPART	1,004	/	1,016	929	/	823	453	/	3	1	/	545	0



080609

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0923-1752
9/22/11	NORTH & SOUTH:	MILLER	LOCATION #:	11
THURSDAY	EAST & WEST:	VALLEY CENTER	CONTROL:	1-WAY STOP (NB)

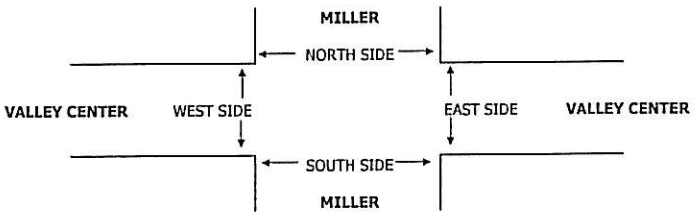
NOTES:

WL = UTURN

AM PM MD OTHER OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND MILLER			SOUTHBOUND MILLER			EASTBOUND VALLEY CENTER			WESTBOUND VALLEY CENTER			
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 1	ET 2	ER X	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM				5		18	5	155		0	189	0	372
	7:15 AM				0		7	6	205		0	219	0	437
	7:30 AM				1		25	6	133		1	218	2	386
	7:45 AM				3		14	9	184		0	175	2	387
	8:00 AM				6		14	8	147		0	184	5	364
	8:15 AM				7		18	12	168		1	195	5	406
	8:30 AM				9		22	9	141		0	184	3	368
	8:45 AM				5		16	10	168		0	198	4	401
	VOLUMES	0	0	0	36	0	134	65	1,301	0	2	1,562	21	3,121
	APPROACH %	0%	0%	0%	21%	0%	79%	5%	95%	0%	0%	99%	1%	
	APP/DEPART	0	/	86	170	/	2	1,366	/	1,337	1,585	/	1,696	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	9	0	64	26	677	0	1	801	4	1,582
	APPROACH %	0%	0%	0%	12%	0%	88%	4%	96%	0%	0%	99%	0%	
	PEAK HR FACTOR		0.000			0.702			0.833			0.912		0.905
	APP/DEPART	0	/	30	73	/	1	703	/	686	806	/	865	0
PM	4:00 PM				2		10	18	219		0	205	4	458
	4:15 PM				2		15	15	249		0	190	2	473
	4:30 PM				1		16	19	244		0	205	6	491
	4:45 PM				4		9	12	251		0	265	5	546
	5:00 PM				0		11	20	231		1	171	8	442
	5:15 PM				4		12	22	262		0	198	5	503
	5:30 PM				2		9	16	208		1	215	4	455
	5:45 PM				8		10	13	201		0	198	3	433
	VOLUMES	0	0	0	23	0	92	135	1,865	0	2	1,647	37	3,801
	APPROACH %	0%	0%	0%	20%	0%	80%	7%	93%	0%	0%	98%	2%	
	APP/DEPART	0	/	172	115	/	2	2,000	/	1,888	1,686	/	1,739	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	0	0	9	0	48	73	988	0	1	839	24	1,982
	APPROACH %	0%	0%	0%	16%	0%	84%	7%	93%	0%	0%	97%	3%	
	PEAK HR FACTOR		0.000			0.838			0.934			0.800		0.908
	APP/DEPART	0	/	97	57	/	1	1,061	/	997	864	/	887	0

U-TURNS					
NB X	SB X	EB X	WB X	TTL	
				0	
				0	
				0	
				0	
				0	
				0	
				0	
				0	
0	0	0	0	0	
				0	
				0	
				0	
				0	
				0	
				0	
				0	
				0	
0	0	0	0	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM					0
	7:15 AM					0
	7:30 AM					0
	7:45 AM					0
	8:00 AM					0
	8:15 AM					0
	8:30 AM					0
	8:45 AM					0
	TOTAL	0	0	0	0	0
PM	4:00 PM					0
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM					0
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
	TOTAL	0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

#080609

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0923-1752
9/22/11	NORTH & SOUTH:	COLE GRADE	LOCATION #:	10
THURSDAY	EAST & WEST:	VALLEY CENTER	CONTROL:	SIGNAL

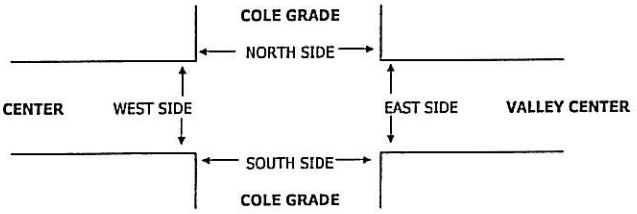
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND COLE GRADE			SOUTHBOUND COLE GRADE			EASTBOUND VALLEY CENTER			WESTBOUND VALLEY CENTER			
	LANES:	NL 0	NT 1	NR 0	SL 0.5	ST 0.5	SR 2	EL 2	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	5	2	0	13	7	130	100	43	5	1	74	32	412
	7:15 AM	10	2	1	39	2	121	121	37	12	2	54	27	428
	7:30 AM	5	2	2	56	3	149	90	50	7	1	69	23	457
	7:45 AM	5	3	5	43	10	92	88	84	13	3	75	30	451
	8:00 AM	6	4	4	56	7	107	72	84	9	6	101	57	513
	8:15 AM	8	4	6	40	5	111	85	88	7	6	78	33	471
	8:30 AM	9	6	5	22	1	127	77	71	12	1	64	10	405
	8:45 AM	7	5	3	28	3	101	69	75	8	1	60	15	375
	VOLUMES	55	28	26	297	38	938	702	532	73	21	575	227	3,512
	APPROACH %	50%	26%	24%	23%	3%	74%	54%	41%	6%	3%	70%	28%	
	APP/DEPART	109	/	957	1,273	/	132	1,307	/	855	823	/	1,568	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	24	13	17	195	25	459	335	306	36	16	323	143	1,892
	APPROACH %	44%	24%	31%	29%	4%	68%	49%	45%	5%	3%	67%	30%	
	PEAK HR FACTOR	0.750			0.816			0.915			0.735			0.922
	APP/DEPART	54	/	491	679	/	77	677	/	518	482	/	806	0
PM	4:00 PM	10	5	5	22	9	85	112	82	11	5	104	19	469
	4:15 PM	11	2	5	35	6	101	109	102	13	5	89	17	495
	4:30 PM	8	3	10	42	5	105	137	102	13	3	111	29	568
	4:45 PM	13	8	11	44	8	121	132	95	9	4	121	22	588
	5:00 PM	11	13	6	27	4	86	125	98	15	5	86	22	498
	5:15 PM	10	7	6	41	7	88	109	107	13	7	95	26	516
	5:30 PM	7	8	3	32	4	94	114	97	8	2	100	12	481
	5:45 PM	9	10	5	38	5	95	121	115	11	6	106	18	539
	VOLUMES	79	56	51	281	48	775	959	798	93	37	812	165	4,154
	APPROACH %	42%	30%	27%	25%	4%	70%	52%	43%	5%	4%	80%	16%	
	APP/DEPART	186	/	1,180	1,104	/	178	1,850	/	1,130	1,014	/	1,666	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	42	31	33	154	24	400	503	402	50	19	413	99	2,170
	APPROACH %	40%	29%	31%	27%	4%	69%	53%	42%	5%	4%	78%	19%	
	PEAK HR FACTOR	0.828			0.835			0.947			0.903			0.923
	APP/DEPART	106	/	633	578	/	93	955	/	589	531	/	855	0

U-TURNS

NB X	SB X	EB X	WB X	TTL
	1	6		7
	5	6		11
	7	5		12
	9	4		13
	12	4		16
	15	5		20
	11	6		17
	8	3		11
0	68	39	0	107
	4	12		16
	5	13		18
	7	9		16
	4	14		18
	4	8		12
	5	11		16
	6	15		21
	4	10		14
0	39	92	0	131



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix F

Peak Hour Intersection Capacity Worksheets - Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1	0	800	1	272	0	291	341	151	460	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	4	4	0	899	1	240	0	331	388	178	541	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	7	0	668	1	178	1	250	293	133	785	0
Arrive On Green	0.01	0.01	0.00	0.49	0.49	0.49	0.00	0.32	0.32	0.07	0.42	0.00
Sat Flow, veh/h	909	909	0	1364	2	364	1774	783	918	1774	1863	0
Grp Volume(v), veh/h	8	0	0	1140	0	0	0	0	719	178	541	0
Grp Sat Flow(s),veh/h/ln	1817	0	0	1730	0	0	1774	0	1701	1774	1863	0
Q Serve(g_s), s	0.6	0.0	0.0	72.0	0.0	0.0	0.0	0.0	47.0	11.0	34.8	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	72.0	0.0	0.0	0.0	0.0	47.0	11.0	34.8	0.0
Prop In Lane	0.50		0.00	0.79		0.21	1.00		0.54	1.00		0.00
Lane Grp Cap(c), veh/h	14	0	0	847	0	0	1	0	543	133	785	0
V/C Ratio(X)	0.58	0.00	0.00	1.35	0.00	0.00	0.00	0.00	1.32	1.34	0.69	0.00
Avail Cap(c_a), veh/h	49	0	0	847	0	0	48	0	543	133	785	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	72.8	0.0	0.0	37.6	0.0	0.0	0.0	0.0	50.1	68.1	34.7	0.0
Incr Delay (d2), s/veh	33.2	0.0	0.0	163.7	0.0	0.0	0.0	0.0	158.0	195.7	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	72.8	0.0	0.0	0.0	0.0	45.9	12.6	18.4	0.0
LnGrp Delay(d),s/veh	106.0	0.0	0.0	201.2	0.0	0.0	0.0	0.0	208.0	263.8	37.3	0.0
LnGrp LOS	F			F					F	F	D	
Approach Vol, veh/h		8			1140			719			719	
Approach Delay, s/veh		106.0			201.2			208.0			93.3	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	51.0		5.1	0.0	66.0		76.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	11.0	47.0		4.0	4.0	54.0		72.0
Max Q Clear Time (g_c+I1), s	13.0	49.0		2.6	0.0	36.8		74.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	172.8
HCM 2010 LOS	F

Notes

Shared L-R not supported by HCM Engine. Results calculated based on TW's interpretation of HCM 2010 to continue analysis.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	167	201	249	46	278	30	520	238	268	799	6
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	6	201	194	324	0	274	31	542	206	288	859	6
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.96	0.96	0.96	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	305	267	774	0	345	46	1326	413	412	1847	13
Arrive On Green	0.17	0.17	0.17	0.22	0.00	0.22	0.03	0.26	0.26	0.12	0.35	0.35
Sat Flow, veh/h	54	1806	1583	3548	0	1583	1774	5085	1583	3442	5210	36
Grp Volume(v), veh/h	207	0	194	324	0	274	31	542	206	288	559	306
Grp Sat Flow(s),veh/h/ln	1860	0	1583	1774	0	1583	1774	1695	1583	1721	1695	1856
Q Serve(g_s), s	7.2	0.0	8.0	5.4	0.0	11.2	1.2	6.1	7.6	5.5	8.8	8.8
Cycle Q Clear(g_c), s	7.2	0.0	8.0	5.4	0.0	11.2	1.2	6.1	7.6	5.5	8.8	8.8
Prop In Lane	0.03		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	314	0	267	774	0	345	46	1326	413	412	1202	658
V/C Ratio(X)	0.66	0.00	0.73	0.42	0.00	0.79	0.67	0.41	0.50	0.70	0.47	0.47
Avail Cap(c_a), veh/h	568	0	484	1393	0	622	181	1997	622	951	1923	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	27.1	23.1	0.0	25.4	33.2	21.0	21.6	29.1	17.2	17.2
Incr Delay (d2), s/veh	2.4	0.0	3.7	0.4	0.0	4.1	15.6	0.2	0.9	2.2	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	3.8	2.7	0.0	5.3	0.8	2.8	3.4	2.8	4.1	4.5
LnGrp Delay(d),s/veh	29.1	0.0	30.8	23.5	0.0	29.6	48.8	21.2	22.5	31.2	17.4	17.7
LnGrp LOS	C		C	C		C	D	C	C	C	B	B
Approach Vol, veh/h		401			598			779			1153	
Approach Delay, s/veh		29.9			26.3			22.7			20.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.8	28.4		19.0	12.2	21.9		15.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	39.0		27.0	19.0	27.0		21.0
Max Q Clear Time (g_c+I1), s	3.2	10.8		13.2	7.5	9.6		10.0
Green Ext Time (p_c), s	0.0	10.3		1.7	0.7	8.3		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	165	74	67	83	255	39	626	84	253	719	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	69	192	74	87	108	279	43	688	70	288	817	24
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.86	0.86	0.86	0.77	0.77	0.77	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	404	344	114	442	376	147	1493	465	525	1667	519
Arrive On Green	0.04	0.22	0.22	0.06	0.24	0.24	0.08	0.29	0.29	0.15	0.33	0.33
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	69	192	74	87	108	279	43	688	70	288	817	24
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	1.3	5.9	2.5	3.1	3.1	10.6	1.5	7.2	2.1	5.0	8.4	0.7
Cycle Q Clear(g_c), s	1.3	5.9	2.5	3.1	3.1	10.6	1.5	7.2	2.1	5.0	8.4	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	404	344	114	442	376	147	1493	465	525	1667	519
V/C Ratio(X)	0.46	0.47	0.22	0.77	0.24	0.74	0.29	0.46	0.15	0.55	0.49	0.05
Avail Cap(c_a), veh/h	369	740	629	408	968	823	381	2417	753	1071	2729	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	22.3	21.0	30.0	20.1	23.0	28.1	18.8	17.0	25.6	17.6	15.0
Incr Delay (d2), s/veh	2.2	0.9	0.3	10.2	0.3	2.9	1.1	0.2	0.1	0.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.1	1.1	1.9	1.6	4.9	0.8	3.4	1.0	2.5	4.0	0.3
LnGrp Delay(d),s/veh	32.6	23.2	21.3	40.3	20.4	25.9	29.2	19.0	17.2	26.5	17.8	15.0
LnGrp LOS	C	C	C	D	C	C	C	B	B	C	B	B
Approach Vol, veh/h		335			474			801			1129	
Approach Delay, s/veh		24.7			27.3			19.4			19.9	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	25.1	8.2	18.3	11.4	27.4	6.9	19.6
Change Period (Y+Rc), s	3.7	6.0	4.0	* 4.1	6.0	* 6	4.0	4.1
Max Green Setting (Gmax), s	20.3	31.0	15.0	* 26	14.0	* 35	7.0	33.9
Max Q Clear Time (g_c+I1), s	7.0	9.2	5.1	7.9	3.5	10.4	3.3	12.6
Green Ext Time (p_c), s	0.8	9.9	0.1	2.7	0.0	10.5	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	444	0	0	217	218	73
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	Free	Free
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	483	0	0	236	237	79
Number of Lanes	1	0	0	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	719	483
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	236	-
Follow-up Headway	-	0	0	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	0	-	395	584
Stage 1	-	0	0	-	620	-
Stage 2	-	0	0	-	803	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	395	584
Mov Capacity-2 Maneuver	-	-	-	-	395	-
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	803	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	23.2
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	395	584		
HCM Control Delay (s)	26.9	12.1	-	-
HCM Lane VC Ratio	0.6	0.136	-	-
HCM Lane LOS	D	B	-	-
HCM 95th Percentile Queue (veh)	3.776	0.468	-	-

Intersection	
Intersection Delay (sec/veh):	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	216	257	290	10	4	237
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.78	0.78	0.73	0.73
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	284	338	372	13	5	325
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	385	0	0	0	1285	379
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	906	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1173	-	-	-	182	668
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	394	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1173	-	-	-	128	668
Mov Capacity-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	277	-

Approach	EB	WB	SB
HCM Control Delay (s)	4.1	0	15.7
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					128	668
HCM Control Delay (s)	9.048	-	-	-	34.4	15.4
HCM Lane VC Ratio	0.242	-	-	-	0.043	0.486
HCM Lane LOS	A	-	-	-	D	C
HCM 95th Percentile Queue (veh)	0.951	-	-	-	0.133	2.671

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	449	33	36	692	87	100	49	42	255	102	56
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	50	488	31	39	752	84	119	58	44	263	105	53
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	928	415	143	966	432	154	75	202	310	124	62
Arrive On Green	0.06	0.26	0.26	0.08	0.27	0.27	0.13	0.13	0.13	0.28	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1212	591	1583	1105	441	223
Grp Volume(v), veh/h	50	488	31	39	752	84	177	0	44	421	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1802	0	1583	1768	0	0
Q Serve(g_s), s	2.1	9.2	1.1	1.6	15.3	3.2	7.4	0.0	1.9	17.5	0.0	0.0
Cycle Q Clear(g_c), s	2.1	9.2	1.1	1.6	15.3	3.2	7.4	0.0	1.9	17.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.67		1.00	0.62		0.13
Lane Grp Cap(c), veh/h	105	928	415	143	966	432	230	0	202	496	0	0
V/C Ratio(X)	0.47	0.53	0.07	0.27	0.78	0.19	0.77	0.00	0.22	0.85	0.00	0.00
Avail Cap(c_a), veh/h	183	1265	566	274	1411	631	394	0	346	769	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.4	24.5	21.6	33.6	26.1	21.7	32.8	0.0	30.4	26.4	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.5	0.1	1.0	1.7	0.2	5.4	0.0	0.5	5.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.5	0.5	0.8	7.6	1.4	4.0	0.0	0.9	9.3	0.0	0.0
LnGrp Delay(d),s/veh	38.7	25.0	21.7	34.6	27.8	21.9	38.2	0.0	31.0	32.0	0.0	0.0
LnGrp LOS	D	C	C	C	C	C	D		C	C		
Approach Vol, veh/h		569			875			221			421	
Approach Delay, s/veh		26.0			27.6			36.8			32.0	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.5	26.4		26.0	10.6	26.2		14.9
Change Period (Y+Rc), s	* 4.2	6.0		* 4.2	6.0	5.0		5.0
Max Green Setting (Gmax), s	* 12	27.8		* 34	8.0	31.0		17.0
Max Q Clear Time (g_c+I1), s	3.6	11.2		19.5	4.1	17.3		9.4
Green Ext Time (p_c), s	0.0	2.7		2.3	1.1	4.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	29.0
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	321	9	0	284	3	14	1	5	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	1	349	10	0	309	3	15	1	5	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	312	0	0	359	0	0	511	668	180	488	672	157
Stage 1	-	-	-	-	-	-	356	356	-	311	311	-
Stage 2	-	-	-	-	-	-	155	312	-	177	361	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1245	-	-	1196	-	-	446	378	832	463	376	861
Stage 1	-	-	-	-	-	-	634	628	-	674	657	-
Stage 2	-	-	-	-	-	-	832	656	-	808	624	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1245	-	-	1196	-	-	446	378	832	459	376	861
Mov Capacity-2 Maneuver	-	-	-	-	-	-	446	378	-	459	376	-
Stage 1	-	-	-	-	-	-	633	627	-	673	657	-
Stage 2	-	-	-	-	-	-	832	656	-	801	623	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0	12.5	0
HCM LOS	A	A	B	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	499							0
HCM Control Delay (s)	12.5	7.894	0	-	0	-	-	0
HCM Lane VC Ratio	0.044	0.001	-	-	-	-	-	-
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	0.136	0.003	-	-	0	-	-	-

Intersection	
Intersection Delay (sec/veh):	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	212	116	70	18	21	173
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.81	0.81	0.81	0.81	0.85	0.85
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	262	143	86	22	25	204
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	351	97	0	0	108	0
Stage 1	97	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	646	959	-	-	1483	-
Stage 1	927	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	634	959	-	-	1483	-
Mov Capacity-2 Maneuver	634	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	773	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	12.8	0	0.8
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			634	959		
HCM Control Delay (s)	-	-	14.6	9.4	7.469	-
HCM Lane VC Ratio	-	-	0.413	0.149	0.017	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th Percentile Queue (veh)	-	-	2.021	0.524	0.051	-

Intersection	
Intersection Delay (sec/veh):	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	59	6	57	36	20	25	32	31	12	5	205	145
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		0	0		0	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.48	0.48	0.48	0.75	0.75	0.75	0.72	0.72	0.72	0.84	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	123	13	119	48	27	33	44	43	17	6	244	173
Number of Lanes	0	1	1	0	1	1	1	1	0	1	2	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	513	491	209	281	569	31	417	0	0	60	0	0
Stage 1	343	343	-	140	140	-	-	-	-	-	-	-
Stage 2	170	148	-	141	429	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	444	477	797	649	431	1036	1138	-	-	1542	-	-
Stage 1	646	636	-	849	780	-	-	-	-	-	-	-
Stage 2	815	774	-	847	582	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	395	457	797	523	413	1036	1138	-	-	1542	-	-
Mov Capacity-2 Maneuver	395	457	-	523	413	-	-	-	-	-	-	-
Stage 1	621	634	-	816	750	-	-	-	-	-	-	-
Stage 2	731	744	-	704	580	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	14.7	12.3	3.5	0.1
HCM LOS	B	B	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (vph)				400	797	478	1036			
HCM Control Delay (s)	8.292	0	-	18.5	10.3	13.9	8.6	7.344	0	-
HCM Lane VC Ratio	0.039	-	-	0.339	0.149	0.156	0.032	0.004	-	-
HCM Lane LOS	A	A	-	C	B	B	A	A	A	-
HCM 95th Percentile Queue (veh)	0.122	-	-	1.47	0.522	0.549	0.1	0.012	-	-

Intersection	
Intersection Delay (sec/veh):	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	73	250	7	108	0	0	0	0	56	0	11
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	77	263	8	127	0	0	0	0	64	0	12
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	340	0	-			352	483	64
Stage 1	-	-	-	-	-	-			143	143	-
Stage 2	-	-	-	-	-	-			209	340	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	1219	-	0			603	483	1000
Stage 1	0	-	-	-	-	0			860	779	-
Stage 2	0	-	-	-	-	0			793	639	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	1219	-	-			600	480	1000
Mov Capacity-2 Maneuver	-	-	-	-	-	-			600	480	-
Stage 1	-	-	-	-	-	-			-	774	-
Stage 2	-	-	-	-	-	-			793	639	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.5	10.6
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					718
HCM Control Delay (s)	-	-	7.973	-	10.6
HCM Lane VC Ratio	-	-	0.007	-	0.106
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.02	-	0.354

Intersection	
Intersection Delay (sec/veh):	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	117	5	0	63	59	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	0
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	127	5	0	68	70	6
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	-	0	164	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	34	-
Follow-up Headway	-	-	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	-	0	-	811	896
Stage 1	-	-	0	-	882	-
Stage 2	-	-	0	-	984	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	811	896
Mov Capacity-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	9.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBT	EBR	WBT
Capacity (vph)	811	896			
HCM Control Delay (s)	9.9	9	-	-	-
HCM Lane VC Ratio	0.087	0.007	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th Percentile Queue (veh)	0.284	0.02	-	-	-

Intersection	
Intersection Delay (sec/veh):	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	10	189	109	66	129	16
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.89	0.89	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	12	220	122	74	136	17
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	463	77	153	0	0	0
Stage 1	145	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	557	984	1428	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	509	984	1428	-	-	-
Mov Capacity-2 Maneuver	509	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.1	4.8	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			940		
HCM Control Delay (s)	7.757	-	10.1	-	-
HCM Lane VC Ratio	0.086	-	0.246	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.281	-	0.969	-	-

Intersection	
Intersection Delay (sec/veh):	6.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	218	36	143	59	16	337
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.85	0.85	0.94	0.94
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	251	41	168	69	17	359
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	596	119	0	0	237	0
Stage 1	203	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	480	*1357	-	-	1346	-
Stage 1	865	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Time blocked-Platoon(%)	10	10	-	-	10	-
Mov Capacity-1 Maneuver	473	*1357	-	-	1346	-
Mov Capacity-2 Maneuver	473	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	20.4	0	0.3
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			*521		
HCM Control Delay (s)	-	-	20.4	7.709	-
HCM Lane VC Ratio	-	-	0.56	0.013	-
HCM Lane LOS	-	-	C	A	-
HCM 95th Percentile Queue (veh)	-	-	3.416	0.038	-

Intersection	
Intersection Delay (sec/veh):	149

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	230	226	373	326	0	0	0	0	53	2	553
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.86	0.86	0.86	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	299	294	434	379	0	0	0	0	56	2	582
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	379	0	0	593	0	-			1693	1840	190
Stage 1	-	-	-	-	-	-			1247	1247	-
Stage 2	-	-	-	-	-	-			446	593	-
Follow-up Headway	2.22	-	-	2.22	-	0			3.52	4.02	3.32
Pot Capacity-1 Maneuver	1176	-	-	979	-	0			60	75	820
Stage 1	-	-	-	-	-	0			184	244	-
Stage 2	-	-	-	-	-	0			561	492	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	1176	-	-	979	-	-			# 39	42	820
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 39	42	-
Stage 1	-	-	-	-	-	-			184	136	-
Stage 2	-	-	-	-	-	-			561	492	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	6.2	$ 468.2
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						327
HCM Control Delay (s)	0	-	-	11.569	-	$ -1
HCM Lane VC Ratio	-	-	-	0.443	-	1.957
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	2.308	-	44.516

Intersection	
Intersection Delay (sec/veh):	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	143	140	0	0	537	62	162	2	130	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		32	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	146	143	0	0	584	67	182	2	146	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	651	0	-	143	0	0	727	1086	72
Stage 1	-	-	-	-	-	-	435	435	-
Stage 2	-	-	-	-	-	-	292	651	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	931	-	0	1437	-	-	312	215	975
Stage 1	-	-	0	-	-	-	570	579	-
Stage 2	-	-	0	-	-	-	692	463	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	931	-	-	1437	-	-	274	181	975
Mov Capacity-2 Maneuver	-	-	-	-	-	-	274	181	-
Stage 1	-	-	-	-	-	-	481	488	-
Stage 2	-	-	-	-	-	-	692	463	-

Approach	EB	WB	NB
HCM Control Delay (s)	4.8	0	30.5
HCM LOS	A	A	D

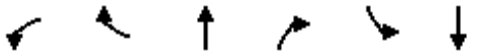
Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	459					
HCM Control Delay (s)	30.5	9.584	-	0	-	-
HCM Lane VC Ratio	0.72	0.157	-	-	-	-
HCM Lane LOS	D	A	-	A	-	-
HCM 95th Percentile Queue (veh)	5.69	0.554	-	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	125	145	247	77	203	352
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	142	85	274	86	223	222
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.90	0.90	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	239	537	363	1104	469	398
Arrive On Green	0.13	0.13	0.20	0.59	0.25	0.25
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	142	85	274	86	223	222
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	2.2	1.1	4.3	0.6	3.0	3.6
Cycle Q Clear(g_c), s	2.2	1.1	4.3	0.6	3.0	3.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	239	537	363	1104	469	398
V/C Ratio(X)	0.59	0.16	0.75	0.08	0.48	0.56
Avail Cap(c_a), veh/h	998	1215	847	2254	1111	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	6.8	11.0	2.6	9.3	9.6
Incr Delay (d2), s/veh	2.4	0.1	3.2	0.0	0.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.2	2.4	0.3	1.6	1.7
LnGrp Delay(d),s/veh	14.3	6.9	14.2	2.6	10.1	10.8
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h	227			360	445	
Approach Delay, s/veh	11.5			11.4	10.4	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		21.4		7.9	10.0	11.4		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		35.5		16.5	14.0	17.5		
Max Q Clear Time (g_c+I1), s		2.6		4.2	6.3	5.6		
Green Ext Time (p_c), s		2.3		0.5	0.5	1.8		

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	88	268	56	29	159	189
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	249	434	780	139	237	1328
Arriving On Green	0.14	0.14	0.51	0.51	0.27	1.00
Sat Flow, veh/h	1774.0	1583.3	1539.4	274.9	1774.0	1862.7
Grp Volume(v), veh/h	104.8	182.1	0.0	82.5	189.3	225.0
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1814.2	1774.0	1862.7
Q Serve(g_s), s	2.9	5.2	0.0	1.3	5.4	0.0
Cycle Q Clear(g_c), s	2.9	5.2	0.0	1.3	5.4	0.0
Proportion In Lane	1.000	1.000		0.152	1.000	
Lane Grp Cap(c), veh/h	249.3	433.8	0.0	919.0	236.8	1328.5
V/C Ratio(X)	0.420	0.420	0.000	0.090	0.799	0.169
Avail Cap(c_a), veh/h	583.9	732.5	0.0	919.0	519.1	1328.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	0.979	0.979
Uniform Delay (d), s/veh	21.5	16.3	0.0	7.0	19.4	0.0
Incr Delay (d2), s/veh	1.1	0.6	0.0	0.2	6.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	22.6	16.9	0.0	7.2	25.4	0.3
Lane Group LOS	C	B		A	C	A
Approach Volume, veh/h	287		82			414
Approach Delay, s/veh	19.0		7.2			11.7
Approach LOS	B		A			B

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		31.70		11.30	43.00
Change Period (Y+Rc), s		4.00		4.00	4.00
Max Green Setting (Gmax), s		19.00		16.00	39.00
Max Q Clear Time (g_c+I1), s		3.29		7.44	2.00
Green Extension Time (p_c)		1.29		0.30	1.59

Intersection Summary	
HCM 2010 Control Delay	13.9
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	9	0	5	3	0	2	7	18	1	0	6	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.42	0.42	0.42	0.75	0.75	0.75	0.55	0.55	0.55
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	13	0	7	7	0	5	9	24	1	0	11	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	61	59	16	62	63	25	20	0	0	25	0	0
Stage 1	16	16	-	43	43	-	-	-	-	-	-	-
Stage 2	45	43	-	19	20	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	934	832	1063	933	828	1051	1596	-	-	1589	-	-
Stage 1	1004	883	-	971	860	-	-	-	-	-	-	-
Stage 2	969	859	-	1000	879	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	926	827	1063	922	823	1051	1596	-	-	1589	-	-
Mov Capacity-2 Maneuver	926	827	-	922	823	-	-	-	-	-	-	-
Stage 1	998	883	-	965	855	-	-	-	-	-	-	-
Stage 2	959	854	-	993	879	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	8.8	8.8	2	0
HCM LOS	A	A	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				971	970			
HCM Control Delay (s)	7.269	0	-	8.8	8.8	0	-	-
HCM Lane VC Ratio	0.006	-	-	0.021	0.012	-	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th Percentile Queue (veh)	0.018	-	-	0.063	0.037	0	-	-

Intersection	
Intersection Delay (sec/veh):	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	23	0	0	110	6	0	0	0	5	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.83	0.83	0.83	0.92	0.92	0.92	0.75	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	3	29	0	0	133	7	0	0	0	7	0	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	140	0	0	29	0	0	176	175	29	172	172	137
Stage 1	-	-	-	-	-	-	35	35	-	137	137	-
Stage 2	-	-	-	-	-	-	141	140	-	35	35	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1443	-	-	1584	-	-	786	718	1046	791	722	911
Stage 1	-	-	-	-	-	-	981	866	-	866	784	-
Stage 2	-	-	-	-	-	-	862	781	-	981	866	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1443	-	-	1584	-	-	777	717	1046	790	721	911
Mov Capacity-2 Maneuver	-	-	-	-	-	-	777	717	-	790	721	-
Stage 1	-	-	-	-	-	-	979	864	-	864	784	-
Stage 2	-	-	-	-	-	-	853	781	-	979	864	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.6	0	0	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	0							856
HCM Control Delay (s)	0	7.499	0	-	0	-	-	9.3
HCM Lane VC Ratio	-	0.002	-	-	-	-	-	0.019
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	-	0.005	-	-	0	-	-	0.057

Intersection	
Intersection Delay (sec/veh):	5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	66	12	13	20	8	25
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.83	0.83	0.69	0.69
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	74	13	16	24	12	36
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	88	28	0	0	40	0
Stage 1	28	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	913	1047	-	-	1570	-
Stage 1	995	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	906	1047	-	-	1570	-
Mov Capacity-2 Maneuver	906	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	955	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.3	0	1.8
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			925		
HCM Control Delay (s)	-	-	9.3	7.31	-
HCM Lane VC Ratio	-	-	0.095	0.007	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.313	0.022	-

Intersection	
Intersection Delay (sec/veh):	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	6	42	22	63	100	29
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.67	0.67	0.82	0.82	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	9	63	27	77	133	39
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	284	153	172	0	0	0
Stage 1	153	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	706	893	1405	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	692	893	1405	-	-	-
Mov Capacity-2 Maneuver	692	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	9.6	2	0
HCM LOS	A	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			862		
HCM Control Delay (s)	7.612	-	9.6	-	-
HCM Lane VC Ratio	0.019	-	0.083	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th Percentile Queue (veh)	0.058	-	0.271	-	-

Intersection	
Intersection Delay (sec/veh):	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	11	111	227	47	80	53
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.94	0.94	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	13	135	241	50	89	59
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	291	0	0	0	427	146
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	161	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1271	-	-	-	584	901
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	868	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1271	-	-	-	578	901
Mov Capacity-2 Maneuver	-	-	-	-	578	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.7	0	11.8
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					674
HCM Control Delay (s)	7.863	-	-	-	11.8
HCM Lane VC Ratio	0.011	-	-	-	0.219
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.032	-	-	-	0.832

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	116	0	199	0	0	0	111	284	0	3	662	146
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	0	1863	0	0	0	1863	1863	0	1863	1863	1863
Lanes	0	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	0	0	298	0	0	0	214	2178	0	3	1587	312
Arriving On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.06	0.58	0.00	0.00	0.52	0.52
Sat Flow, veh/h	0.0	0.0	1583.3	0.0	0.0	0.0	3441.6	3725.5	0.0	1774.0	3026.4	594.2
Grp Volume(v), veh/h	130.3	0.0	110.1	0.0	0.0	0.0	126.1	322.7	0.0	3.4	463.0	437.0
Grp Sat Flow(s),veh/h/ln	0.0	0.0	1583.3	0.0	0.0	0.0	1720.8	1862.7	0.0	1774.0	1862.7	1757.9
Q Serve(g_s), s	10.0	0.0	3.2	0.0	0.1	0.0	1.9	2.1	0.0	0.1	8.4	8.4
Cycle Q Clear(g_c), s	10.0	0.0	3.2	0.0	0.1	0.0	1.9	2.1	0.0	0.1	8.4	8.4
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.000	1.000		0.338
Lane Grp Cap(c), veh/h	0.0	0.0	297.5	0.0	0.0	0.0	214.3	2178.0	0.0	3.4	976.7	921.7
V/C Ratio(X)	0.000	0.000	0.370	0.000	0.000	0.000	0.589	0.148	0.000	0.990	0.474	0.474
Avail Cap(c_a), veh/h	0.0	0.0	297.5	0.0	0.0	0.0	297.5	2178.0	0.0	150.0	976.7	921.7
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	0.0	0.0	18.9	0.0	0.0	0.0	24.3	5.0	0.0	26.6	8.0	8.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.0	0.0	0.0	2.6	0.1	0.0	221.9	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	0.0	0.0	19.6	0.0	0.0	0.0	26.8	5.2	0.0	248.5	9.7	9.8
Lane Group LOS			B				C	A		F	A	A
Approach Volume, veh/h		240			0			449			903	
Approach Delay, s/veh		9.0			0.0			11.3			10.6	
Approach LOS		A						B			B	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		14.00			0.00		7.31	35.11		4.10	31.90	
Change Period (Y+Rc), s		4.00			4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s		10.00			16.50		4.60	28.00		4.50	27.90	
Max Q Clear Time (g_c+I1), s		12.00			0.00		3.90	4.10		2.10	10.38	
Green Extension Time (p_c)		0.00			0.00		0.02	7.82		0.00	6.88	

Intersection Summary	
HCM 2010 Control Delay	10.5
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	26	677	801	4	9	64
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.91	0.91	0.70	0.70
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	31	816	880	4	13	91
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	884	0	0	0	1352	442
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	470	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	761	-	-	-	141	563
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	595	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	761	-	-	-	135	563
Mov Capacity-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	571	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.4	0	16.9
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					405
HCM Control Delay (s)	9.934	-	-	-	16.9
HCM Lane VC Ratio	0.041	-	-	-	0.257
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.129	-	-	-	1.013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	335	306	36	16	323	143	24	13	17	195	25	459
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	449	592	503	25	586	139	237	129	69	300	38	529
Arriving On Green	0.13	0.32	0.32	0.01	0.20	0.20	0.25	0.25	0.25	0.19	0.19	0.19
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	2914.8	689.1	962.8	521.5	280.8	1581.0	202.7	2786.7
Grp Volume(v), veh/h	364.1	332.6	10.9	21.6	277.6	262.9	58.7	0.0	0.0	268.3	0.0	315.9
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1741.1	1765.1	0.0	0.0	1783.7	0.0	1393.3
Q Serve(g_s), s	7.1	10.2	0.3	0.8	9.6	9.8	1.8	0.0	0.0	9.9	0.0	7.1
Cycle Q Clear(g_c), s	7.1	10.2	0.3	0.8	9.6	9.8	1.8	0.0	0.0	9.9	0.0	7.1
Proportion In Lane	1.000		1.000	1.000		0.396	0.545		0.159	0.886		1.000
Lane Grp Cap(c), veh/h	449.3	591.5	502.8	24.8	374.4	349.9	435.2	0.0	0.0	338.5	0.0	528.9
V/C Ratio(X)	0.810	0.562	0.022	0.872	0.742	0.751	0.135	0.000	0.000	0.793	0.000	0.597
Avail Cap(c_a), veh/h	449.3	591.5	502.8	115.8	445.8	416.7	435.2	0.0	0.0	426.9	0.0	667.0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	29.1	19.5	16.2	33.9	25.9	25.9	20.2	0.0	0.0	26.6	0.0	25.5
Incr Delay (d2), s/veh	10.7	1.2	0.0	54.8	5.4	6.2	0.6	0.0	0.0	7.8	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	39.8	20.8	16.2	88.8	31.2	32.1	20.9	0.0	0.0	34.5	0.0	26.6
Lane Group LOS	D	C	B	F	C	C	C			C		C
Approach Volume, veh/h		708			562			59			584	
Approach Delay, s/veh		30.5			33.9			20.9			30.2	
Approach LOS		C			C			C			C	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	13.00	25.89		4.96	17.86			21.00			17.08	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00			4.00			4.00	
Max Green Setting (Gmax), s	9.00	21.00		4.50	16.50			17.00			16.50	
Max Q Clear Time (g_c+I1), s	9.09	12.23		2.84	11.80			3.79			11.89	
Green Extension Time (p_c)	0.00	3.22		0.00	2.06			0.17			1.20	

Intersection Summary	
HCM 2010 Control Delay	31.1
HCM 2010 Level of Service	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	400	1	184	6	379	867	310	380	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	426	1	106	7	412	833	337	413	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	316	1	79	12	280	565	235	1177	14
Arrive On Green	0.00	0.00	0.00	0.23	0.23	0.23	0.01	0.51	0.51	0.13	0.64	0.64
Sat Flow, veh/h	0	1863	0	1385	3	345	1774	551	1115	1774	1837	22
Grp Volume(v), veh/h	0	0	0	533	0	0	7	0	1245	337	0	418
Grp Sat Flow(s),veh/h/ln	0	1863	0	1733	0	0	1774	0	1666	1774	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	32.4	0.0	0.0	0.6	0.0	72.0	18.8	0.0	14.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	32.4	0.0	0.0	0.6	0.0	72.0	18.8	0.0	14.8
Prop In Lane	0.00		0.00	0.80		0.20	1.00		0.67	1.00		0.01
Lane Grp Cap(c), veh/h	0	1	0	395	0	0	12	0	845	235	0	1192
V/C Ratio(X)	0.00	0.00	0.00	1.35	0.00	0.00	0.58	0.00	1.47	1.43	0.00	0.35
Avail Cap(c_a), veh/h	0	52	0	395	0	0	50	0	845	235	0	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	54.8	0.0	0.0	70.3	0.0	35.0	61.6	0.0	11.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	172.7	0.0	0.0	37.3	0.0	219.6	218.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	34.4	0.0	0.0	0.4	0.0	84.4	23.4	0.0	7.6
LnGrp Delay(d),s/veh	0.0	0.0	0.0	227.5	0.0	0.0	107.6	0.0	254.6	279.9	0.0	12.0
LnGrp LOS				F			F		F	F		B
Approach Vol, veh/h		0			533			1252			755	
Approach Delay, s/veh		0.0			227.5			253.8			131.6	
Approach LOS					F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	24.0	80.0		0.0	5.0	99.0		38.0
Change Period (Y+Rc), s	* 5.2	8.0		4.0	4.0	* 8		5.6
Max Green Setting (Gmax), s	* 19	72.0		4.0	4.0	* 88		32.4
Max Q Clear Time (g_c+I1), s	20.8	74.0		0.0	2.6	16.8		34.4
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	25.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	212.0
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	68	58	182	62	348	70	981	199	375	693	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	3	78	61	126	151	297	74	1033	167	383	707	10
Adj No. of Lanes	0	2	0	1	1	1	1	3	1	2	3	0
Peak Hour Factor	0.87	0.87	0.87	0.97	0.97	0.97	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	247	191	380	399	340	196	1511	471	478	1680	24
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.11	0.30	0.30	0.14	0.33	0.33
Sat Flow, veh/h	74	1910	1477	1774	1863	1583	1774	5085	1583	3442	5167	73
Grp Volume(v), veh/h	76	0	66	126	151	297	74	1033	167	383	464	253
Grp Sat Flow(s),veh/h/ln	1859	0	1602	1774	1863	1583	1774	1695	1583	1721	1695	1850
Q Serve(g_s), s	3.3	0.0	3.4	5.4	6.3	16.4	3.5	16.2	7.5	9.7	9.7	9.7
Cycle Q Clear(g_c), s	3.3	0.0	3.4	5.4	6.3	16.4	3.5	16.2	7.5	9.7	9.7	9.7
Prop In Lane	0.04		0.92	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	240	0	207	380	399	340	196	1511	471	478	1103	602
V/C Ratio(X)	0.32	0.00	0.32	0.33	0.38	0.87	0.38	0.68	0.35	0.80	0.42	0.42
Avail Cap(c_a), veh/h	329	0	284	454	477	405	314	1791	558	732	1314	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	35.7	30.0	30.3	34.3	37.2	28.0	24.9	37.7	23.8	23.8
Incr Delay (d2), s/veh	0.7	0.0	0.9	0.5	0.6	16.6	1.2	0.9	0.5	3.7	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.6	2.7	3.3	8.7	1.8	7.7	3.3	4.9	4.5	5.0
LnGrp Delay(d),s/veh	36.4	0.0	36.6	30.5	30.9	50.9	38.4	28.8	25.4	41.4	24.1	24.3
LnGrp LOS	D		D	C	C	D	D	C	C	D	C	C
Approach Vol, veh/h		142			574			1274			1100	
Approach Delay, s/veh		36.5			41.2			28.9			30.1	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.2	35.9		24.0	16.7	33.3		16.3
Change Period (Y+Rc), s	* 4.2	6.5		4.6	* 4.2	6.5		4.6
Max Green Setting (Gmax), s	* 16	35.0		23.1	* 19	31.8		16.0
Max Q Clear Time (g_c+I1), s	5.5	11.7		18.4	11.7	18.2		5.4
Green Ext Time (p_c), s	0.1	12.1		1.0	0.8	8.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	97	63	73	60	84	314	47	1087	62	195	823	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	101	66	71	74	104	314	49	1144	60	199	840	39
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.81	0.81	0.81	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	404	343	216	411	350	133	1588	495	348	1577	491
Arrive On Green	0.12	0.22	0.22	0.12	0.22	0.22	0.07	0.31	0.31	0.10	0.31	0.31
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	101	66	71	74	104	314	49	1144	60	199	840	39
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.6	2.8	3.6	3.8	4.5	19.0	2.6	19.6	2.7	5.4	13.4	1.7
Cycle Q Clear(g_c), s	2.6	2.8	3.6	3.8	4.5	19.0	2.6	19.6	2.7	5.4	13.4	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	420	404	343	216	411	350	133	1588	495	348	1577	491
V/C Ratio(X)	0.24	0.16	0.21	0.34	0.25	0.90	0.37	0.72	0.12	0.57	0.53	0.08
Avail Cap(c_a), veh/h	518	404	343	458	481	409	180	1777	553	399	1705	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	31.3	31.6	39.6	31.6	37.3	43.3	30.0	24.2	42.2	28.1	24.0
Incr Delay (d2), s/veh	0.3	0.2	0.3	0.9	0.3	20.1	1.7	1.3	0.1	1.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.5	1.6	1.9	2.4	10.2	1.3	9.4	1.2	2.6	6.3	0.8
LnGrp Delay(d),s/veh	39.4	31.5	31.9	40.5	32.0	57.4	45.0	31.3	24.3	43.7	28.3	24.1
LnGrp LOS	D	C	C	D	C	E	D	C	C	D	C	C
Approach Vol, veh/h		238			492			1253			1078	
Approach Delay, s/veh		35.0			49.5			31.5			31.0	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	38.7	17.6	26.9	15.4	38.5	17.2	27.3
Change Period (Y+Rc), s	* 5.2	8.0	5.6	* 5.6	8.0	* 8	* 5.2	5.6
Max Green Setting (Gmax), s	* 11	34.4	25.4	* 14	10.0	* 33	* 15	25.4
Max Q Clear Time (g_c+I1), s	7.4	21.6	5.8	5.6	4.6	15.4	4.6	21.0
Green Ext Time (p_c), s	0.2	9.1	0.1	1.6	0.0	11.5	0.2	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	219	0	0	262	105	97
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	Free	Free
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	238	0	0	285	114	105
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	238	0	523	238
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	285	-
Follow-up Headway	-	0	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	1329	-	514	801
Stage 1	-	0	-	-	802	-
Stage 2	-	0	-	-	763	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1329	-	514	801
Mov Capacity-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	12.2
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (vph)	514	801			
HCM Control Delay (s)	14	10.2	-	0	-
HCM Lane VC Ratio	0.222	0.132	-	-	-
HCM Lane LOS	B	B	-	A	-
HCM 95th Percentile Queue (veh)	0.842	0.452	-	0	-

Intersection	
Intersection Delay (sec/veh):	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	88	285	243	5	3	103
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.83	0.83
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	96	310	293	6	4	124
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	299	0	0	0	798	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	502	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1262	-	-	-	355	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	608	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1262	-	-	-	322	743
Mov Capacity-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	552	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.9	0	11
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					322	743
HCM Control Delay (s)	8.086	-	-	-	16.3	10.8
HCM Lane VC Ratio	0.076	-	-	-	0.011	0.167
HCM Lane LOS	A	-	-	-	C	B
HCM 95th Percentile Queue (veh)	0.246	-	-	-	0.034	0.597

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	763	53	46	592	198	58	132	59	206	66	56
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	59	838	53	49	630	168	71	161	66	242	78	60
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.82	0.82	0.82	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	1026	459	146	1001	823	82	186	231	265	85	66
Arrive On Green	0.09	0.29	0.29	0.08	0.28	0.28	0.15	0.15	0.15	0.24	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	561	1273	1583	1119	361	278
Grp Volume(v), veh/h	59	838	53	49	630	168	232	0	66	380	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1835	0	1583	1758	0	0
Q Serve(g_s), s	3.1	21.8	2.4	2.6	15.3	5.6	12.2	0.0	3.7	20.8	0.0	0.0
Cycle Q Clear(g_c), s	3.1	21.8	2.4	2.6	15.3	5.6	12.2	0.0	3.7	20.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.31		1.00	0.64		0.16
Lane Grp Cap(c), veh/h	158	1026	459	146	1001	823	268	0	231	416	0	0
V/C Ratio(X)	0.37	0.82	0.12	0.34	0.63	0.20	0.87	0.00	0.29	0.91	0.00	0.00
Avail Cap(c_a), veh/h	212	1110	497	230	1146	888	297	0	256	462	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.4	32.7	25.8	42.8	30.9	12.8	41.2	0.0	37.6	36.7	0.0	0.0
Incr Delay (d2), s/veh	1.5	4.6	0.1	1.3	0.9	0.1	21.0	0.0	0.7	21.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	11.2	1.1	1.3	7.6	3.7	7.8	0.0	1.6	12.6	0.0	0.0
LnGrp Delay(d),s/veh	43.8	37.2	25.9	44.1	31.8	12.9	62.2	0.0	38.3	57.9	0.0	0.0
LnGrp LOS	D	D	C	D	C	B	E		D	E		
Approach Vol, veh/h		950			847			298			380	
Approach Delay, s/veh		37.0			28.8			56.9			57.9	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	35.0		20.4	13.3	35.6		29.4
Change Period (Y+Rc), s	* 5.2	7.0		6.0	* 5.2	7.0		6.0
Max Green Setting (Gmax), s	* 12	32.0		16.0	* 13	31.0		26.0
Max Q Clear Time (g_c+I1), s	5.1	17.3		14.2	4.6	23.8		22.8
Green Ext Time (p_c), s	0.0	8.1		0.2	0.0	4.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	39.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	349	27	1	434	7	14	1	1	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	379	29	1	472	8	15	1	1	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	480	0	0	408	0	0	632	876	205	668	886	240
Stage 1	-	-	-	-	-	-	394	394	-	478	478	-
Stage 2	-	-	-	-	-	-	238	482	-	190	408	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1079	-	-	1147	-	-	365	286	802	344	282	761
Stage 1	-	-	-	-	-	-	602	604	-	537	554	-
Stage 2	-	-	-	-	-	-	744	552	-	794	595	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1079	-	-	1147	-	-	365	286	802	342	282	761
Mov Capacity-2 Maneuver	-	-	-	-	-	-	365	286	-	342	282	-
Stage 1	-	-	-	-	-	-	602	604	-	537	554	-
Stage 2	-	-	-	-	-	-	743	552	-	791	595	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0	15.2	0
HCM LOS	A	A	C	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	371							0
HCM Control Delay (s)	15.2	0	-	-	8.142	0	-	0
HCM Lane VC Ratio	0.047	-	-	-	0.001	-	-	-
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th Percentile Queue (veh)	0.147	0	-	-	0.003	-	-	-

Intersection	
Intersection Delay (sec/veh):	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	23	71	171	112	87	98
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.88	0.88	0.80	0.80
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	29	91	194	127	109	122
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	599	258	0	0	321	0
Stage 1	258	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	465	781	-	-	1239	-
Stage 1	785	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	421	781	-	-	1239	-
Mov Capacity-2 Maneuver	421	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	652	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	11.2	0	3.8
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			421	781		
HCM Control Delay (s)	-	-	14.2	10.2	8.185	-
HCM Lane VC Ratio	-	-	0.07	0.117	0.088	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th Percentile Queue (veh)	-	-	0.225	0.394	0.288	-

Intersection	
Intersection Delay (sec/veh):	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	49	9	37	16	9	25	72	205	25	21	60	22
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		50	0		50	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	62	11	47	18	10	28	77	218	27	24	67	25
Number of Lanes	0	1	1	0	1	1	1	1	0	1	2	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	533	527	47	473	526	123	92	0	0	245	0	0
Stage 1	128	128	-	386	386	-	-	-	-	-	-	-
Stage 2	405	399	-	87	140	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	430	455	1012	474	456	905	1501	-	-	1318	-	-
Stage 1	862	790	-	609	609	-	-	-	-	-	-	-
Stage 2	593	601	-	911	780	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	388	424	1012	420	425	905	1501	-	-	1318	-	-
Mov Capacity-2 Maneuver	388	424	-	420	425	-	-	-	-	-	-	-
Stage 1	818	776	-	578	578	-	-	-	-	-	-	-
Stage 2	536	570	-	840	766	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	13.3	11.6	1.8	1.6
HCM LOS	B	B	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (vph)				393	1012	422	905			
HCM Control Delay (s)	7.527	0	-	16.3	8.7	14.1	9.1	7.781	0	-
HCM Lane VC Ratio	0.051	-	-	0.187	0.046	0.067	0.031	0.018	-	-
HCM Lane LOS	A	A	-	C	A	B	A	A	A	-
HCM 95th Percentile Queue (veh)	0.161	-	-	0.678	0.145	0.213	0.096	0.055	-	-

Intersection	
Intersection Delay (sec/veh):	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	22	114	4	297	0	0	0	0	65	0	6
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.92	0.92	0.92	0.81	0.81	0.81
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	26	136	4	319	0	0	0	0	80	0	7
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	162	0	-			421	489	160
Stage 1	-	-	-	-	-	-			327	327	-
Stage 2	-	-	-	-	-	-			94	162	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	1417	-	0			543	480	885
Stage 1	0	-	-	-	-	0			686	648	-
Stage 2	0	-	-	-	-	0			913	764	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	1417	-	-			542	479	885
Mov Capacity-2 Maneuver	-	-	-	-	-	-			542	479	-
Stage 1	-	-	-	-	-	-			-	646	-
Stage 2	-	-	-	-	-	-			913	764	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.1	12.1
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					592
HCM Control Delay (s)	-	-	7.548	-	12.1
HCM Lane VC Ratio	-	-	0.003	-	0.148
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.009	-	0.517

Intersection	
Intersection Delay (sec/veh):	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	81	0	0	207	158	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	0
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.80	0.80	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	96	0	0	259	184	20
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	226	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	130	-
Follow-up Headway	-	0	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	0	0	-	742	942
Stage 1	-	0	0	-	917	-
Stage 2	-	0	0	-	882	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	742	942
Mov Capacity-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	11.2
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	742	942		
HCM Control Delay (s)	11.4	8.9	-	-
HCM Lane VC Ratio	0.248	0.021	-	-
HCM Lane LOS	B	A	-	-
HCM 95th Percentile Queue (veh)	0.974	0.064	-	-

Intersection	
Intersection Delay (sec/veh):	5.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	25	154	179	161	97	14
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.93	0.93	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	30	186	192	173	101	15
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	666	59	116	0	0	0
Stage 1	109	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	425	1007	1473	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	370	1007	1473	-	-	-
Mov Capacity-2 Maneuver	370	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	11	4.1	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			812		
HCM Control Delay (s)	7.811	-	11	-	-
HCM Lane VC Ratio	0.131	-	0.266	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.45	-	1.07	-	-

Intersection	
Intersection Delay (sec/veh):	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	114	23	388	207	29	172
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.82	0.82	0.89	0.89	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	139	28	436	233	32	191
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	808	335	0	0	669	0
Stage 1	553	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	350	707	-	-	921	-
Stage 1	576	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	338	707	-	-	921	-
Mov Capacity-2 Maneuver	338	-	-	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	22.5	0	1.3
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			370		
HCM Control Delay (s)	-	-	22.5	9.05	-
HCM Lane VC Ratio	-	-	0.452	0.035	-
HCM Lane LOS	-	-	C	A	-
HCM 95th Percentile Queue (veh)	-	-	2.267	0.109	-

Intersection	
Intersection Delay (sec/veh):	22.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	762	323	199	327	0	0	0	0	42	1	179
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	811	344	205	337	0	0	0	0	44	1	186
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	337	0	0	1155	0	-			1730	1902	169
Stage 1	-	-	-	-	-	-			747	747	-
Stage 2	-	-	-	-	-	-			983	1155	-
Follow-up Headway	2.22	-	-	2.22	-	0			3.52	4.02	3.32
Pot Capacity-1 Maneuver	1219	-	-	601	-	0			57	68	845
Stage 1	-	-	-	-	-	0			371	418	-
Stage 2	-	-	-	-	-	0			267	269	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	1219	-	-	601	-	-			# 42	45	845
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 42	45	-
Stage 1	-	-	-	-	-	-			371	275	-
Stage 2	-	-	-	-	-	-			267	269	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	5.3	173
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						195
HCM Control Delay (s)	0	-	-	14.063	-	173
HCM Lane VC Ratio	-	-	-	0.341	-	1.186
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	1.509	-	11.85

Intersection	
Intersection Delay (sec/veh):	$ 670.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	567	237	0	0	336	72	190	1	428	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		32	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	585	244	0	0	346	74	200	1	451	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	420	0	-	245	0	0	1588	1835	123
Stage 1	-	-	-	-	-	-	1415	1415	-
Stage 2	-	-	-	-	-	-	173	420	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1136	-	0	1318	-	-	# 72	75	905
Stage 1	-	-	0	-	-	-	# 144	202	-
Stage 2	-	-	0	-	-	-	812	588	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	1136	-	-	1318	-	-	# 43	36	904
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 43	36	-
Stage 1	-	-	-	-	-	-	# 70	98	-
Stage 2	-	-	-	-	-	-	812	588	-

Approach	EB	WB	NB
HCM Control Delay (s)	8.1	0	$ 1945.4
HCM LOS	A	A	F

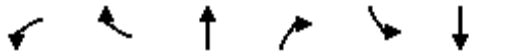
Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	126					
HCM Control Delay (s)	$ 1945.4	11.478	-	0	-	-
HCM Lane VC Ratio	5.171	0.515	-	-	-	-
HCM Lane LOS	F	B	-	A	-	-
HCM 95th Percentile Queue (veh)	69.227	3.045	-	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	401	264	217	194	95	191
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	501	249	271	242	119	158
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	624	798	341	830	283	240
Arrive On Green	0.35	0.35	0.19	0.45	0.15	0.15
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	501	249	271	242	119	158
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	11.3	4.1	6.5	3.7	2.6	4.2
Cycle Q Clear(g_c), s	11.3	4.1	6.5	3.7	2.6	4.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	624	798	341	830	283	240
V/C Ratio(X)	0.80	0.31	0.79	0.29	0.42	0.66
Avail Cap(c_a), veh/h	1338	1435	579	1153	356	303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	6.5	17.1	7.9	17.1	17.7
Incr Delay (d2), s/veh	2.5	0.2	4.2	0.2	1.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	2.3	3.6	1.9	1.4	2.0
LnGrp Delay(d),s/veh	15.5	6.7	21.3	8.0	18.1	21.3
LnGrp LOS	B	A	C	A	B	C
Approach Vol, veh/h	750			513	277	
Approach Delay, s/veh	12.6			15.1	19.9	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.0	11.2		20.1		24.3		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	14.5	8.5		33.5		27.5		
Max Q Clear Time (g_c+I1), s	8.5	6.2		13.3		5.7		
Green Ext Time (p_c), s	0.4	0.6		2.3		2.2		

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	41	218	193	92	267	92
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	143	461	554	210	374	1367
Arriving On Green	0.08	0.08	0.43	0.43	0.21	0.73
Sat Flow, veh/h	1774.0	1583.3	1289.1	487.6	1774.0	1862.7
Grp Volume(v), veh/h	41.8	100.0	0.0	312.9	306.9	105.7
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1776.7	1774.0	1862.7
Q Serve(g_s), s	1.1	2.3	0.0	5.9	8.0	0.8
Cycle Q Clear(g_c), s	1.1	2.3	0.0	5.9	8.0	0.8
Proportion In Lane	1.000	1.000		0.274	1.000	
Lane Grp Cap(c), veh/h	142.6	460.7	0.0	764.0	373.6	1366.5
V/C Ratio(X)	0.293	0.217	0.000	0.410	0.821	0.077
Avail Cap(c_a), veh/h	568.2	840.6	0.0	764.0	531.6	1366.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	21.0	13.0	0.0	9.5	18.2	1.8
Incr Delay (d2), s/veh	1.1	0.2	0.0	1.6	6.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	22.1	13.2	0.0	11.2	25.1	1.9
Lane Group LOS	C	B		B	C	A
Approach Volume, veh/h	142		313			413
Approach Delay, s/veh	15.8		11.2			19.2
Approach LOS	B		B			B

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		25.31		14.69	40.00
Change Period (Y+Rc), s		4.50		4.50	4.50
Max Green Setting (Gmax), s		16.50		14.50	35.50
Max Q Clear Time (g_c+I1), s		7.90		9.99	2.78
Green Extension Time (p_c)		1.37		0.37	2.20

Intersection Summary	
HCM 2010 Control Delay	15.7
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	26	12	32	50	11	27
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.79	0.79	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	36	16	41	63	13	31
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	130	73	0	0	104	0
Stage 1	73	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	864	989	-	-	1488	-
Stage 1	950	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	856	989	-	-	1488	-
Mov Capacity-2 Maneuver	856	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.3	0	2.2
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			894		
HCM Control Delay (s)	-	-	9.3	7.44	-
HCM Lane VC Ratio	-	-	0.058	0.009	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.185	0.026	-

Intersection	
Intersection Delay (sec/veh):	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	86	1	0	50	2	1	0	0	2	0	3
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.72	0.72	0.72	0.25	0.25	0.25	0.63	0.63	0.63
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	4	95	1	0	69	3	4	0	0	3	0	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	72	0	0	96	0	0	177	176	96	175	175	71
Stage 1	-	-	-	-	-	-	104	104	-	71	71	-
Stage 2	-	-	-	-	-	-	73	72	-	104	104	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1528	-	-	1498	-	-	785	718	960	788	719	991
Stage 1	-	-	-	-	-	-	902	809	-	939	836	-
Stage 2	-	-	-	-	-	-	937	835	-	902	809	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1528	-	-	1498	-	-	779	716	960	786	717	991
Mov Capacity-2 Maneuver	-	-	-	-	-	-	779	716	-	786	717	-
Stage 1	-	-	-	-	-	-	899	807	-	936	836	-
Stage 2	-	-	-	-	-	-	932	835	-	899	807	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	0	9.6	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	779							897
HCM Control Delay (s)	9.6	7.363	0	-	0	-	-	9
HCM Lane VC Ratio	0.005	0.003	-	-	-	-	-	0.009
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	0.015	0.009	-	-	0	-	-	0.027

Intersection	
Intersection Delay (sec/veh):	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	26	12	32	50	11	27
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.79	0.79	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	36	16	41	63	13	31
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	130	73	0	0	104	0
Stage 1	73	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	864	989	-	-	1488	-
Stage 1	950	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	856	989	-	-	1488	-
Mov Capacity-2 Maneuver	856	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.3	0	2.2
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			894		
HCM Control Delay (s)	-	-	9.3	7.44	-
HCM Lane VC Ratio	-	-	0.058	0.009	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.185	0.026	-

Intersection	
Intersection Delay (sec/veh):	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	30	26	20	85	75	21
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.75	0.75	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	38	33	27	113	87	24
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	266	99	111	0	0	0
Stage 1	99	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	723	957	1479	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	709	957	1479	-	-	-
Mov Capacity-2 Maneuver	709	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	847	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	9.9	1.4	0
HCM LOS	A	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			806		
HCM Control Delay (s)	7.479	-	9.9	-	-
HCM Lane VC Ratio	0.018	-	0.089	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th Percentile Queue (veh)	0.055	-	0.292	-	-

Intersection	
Intersection Delay (sec/veh):	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	45	273	204	110	104	33
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.82	0.82
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	51	307	229	124	127	40
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	353	0	0	0	700	177
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	409	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1206	-	-	-	405	866
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	671	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1206	-	-	-	388	866
Mov Capacity-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	643	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.1	0	17.8
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					447
HCM Control Delay (s)	8.116	-	-	-	17.8
HCM Lane VC Ratio	0.042	-	-	-	0.374
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.131	-	-	-	1.707

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	262	1	190	0	1	0	248	754	2	0	633	296
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	0	1863	0	1863	1863	1863	0	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	329	436	370	0	8	0	390	2038	5	0	951	346
Arriving On Green	0.23	0.23	0.23	0.00	0.00	0.00	0.11	0.55	0.55	0.00	0.36	0.36
Sat Flow, veh/h	1406.7	1862.7	1583.3	0.0	1862.7	0.0	3441.6	3713.9	9.9	0.0	2610.0	948.2
Grp Volume(v), veh/h	291.1	1.1	200.0	0.0	4.0	0.0	288.4	439.7	439.3	0.0	485.8	442.2
Grp Sat Flow(s),veh/h/ln	1406.7	1862.7	1583.3	0.0	1862.7	0.0	1720.8	1862.7	1861.0	0.0	1862.7	1695.4
Q Serve(g_s), s	12.7	0.0	7.0	0.0	0.1	0.0	5.1	8.8	8.8	0.1	14.2	14.2
Cycle Q Clear(g_c), s	12.7	0.0	7.0	0.0	0.1	0.0	5.1	8.8	8.8	0.1	14.2	14.2
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.005	1.000		0.559
Lane Grp Cap(c), veh/h	329.1	435.9	370.5	0.0	8.0	0.0	389.7	1022.1	1021.2	0.0	678.9	617.9
V/C Ratio(X)	0.884	0.003	0.540	0.000	0.500	0.000	0.740	0.430	0.430	0.000	0.715	0.716
Avail Cap(c_a), veh/h	344.0	455.6	387.2	0.0	455.6	0.0	429.0	1022.1	1021.2	0.0	678.9	617.9
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	0.000	1.000	0.000	1.000	1.000	1.000	0.000	1.000	1.000
Uniform Delay (d), s/veh	23.4	18.6	21.3	0.0	31.5	0.0	27.2	8.4	8.4	0.0	17.3	17.3
Incr Delay (d2), s/veh	22.2	0.0	1.4	0.0	41.2	0.0	6.1	1.3	1.3	0.0	6.4	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	45.7	18.6	22.7	0.0	72.7	0.0	33.3	9.8	9.8	0.0	23.7	24.3
Lane Group LOS	D	B	C		E		C	A	A		C	C
Approach Volume, veh/h		492			4			1167			928	
Approach Delay, s/veh		36.3			72.7			15.6			24.0	
Approach LOS		D			E			B			C	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		19.33			4.77		11.68	39.28		0.00	27.60	
Change Period (Y+Rc), s		4.50			4.50		4.50	4.50		4.50	4.50	
Max Green Setting (Gmax), s		15.50			15.50		7.90	27.00		4.00	23.10	
Max Q Clear Time (g_c+I1), s		14.67			2.14		7.14	10.84		0.00	16.21	
Green Extension Time (p_c)		0.16			0.00		0.08	9.55		0.00	5.02	

Intersection Summary		
HCM 2010 Control Delay	22.6	
HCM 2010 Level of Service	C	

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	73	988	839	24	9	48
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.80	0.80	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	78	1062	1049	30	11	57
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1079	0	0	0	1751	540
Stage 1	-	-	-	-	1064	-
Stage 2	-	-	-	-	687	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	642	-	-	-	77	486
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	461	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	642	-	-	-	68	486
Mov Capacity-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	405	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.8	0	25
HCM LOS	A	A	D

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					247
HCM Control Delay (s)	11.387	-	-	-	25
HCM Lane VC Ratio	0.122	-	-	-	0.275
HCM Lane LOS	B	-	-	-	D
HCM 95th Percentile Queue (veh)	0.415	-	-	-	1.084

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	503	402	50	19	413	99	42	31	33	154	24	400
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	624	638	542	24	572	68	161	119	69	307	48	554
Arriving On Green	0.18	0.34	0.34	0.01	0.17	0.17	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	3271.0	386.3	812.6	599.8	348.3	1544.8	240.7	2786.7
Grp Volume(v), veh/h	529.5	423.2	26.3	21.1	260.4	252.9	109.6	0.0	0.0	211.9	0.0	404.8
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1794.6	1760.7	0.0	0.0	1785.5	0.0	1393.3
Q Serve(g_s), s	10.9	14.1	0.8	0.9	9.8	9.9	3.9	0.0	0.0	7.9	0.0	9.9
Cycle Q Clear(g_c), s	10.9	14.1	0.8	0.9	9.8	9.9	3.9	0.0	0.0	7.9	0.0	9.9
Proportion In Lane	1.000		1.000	1.000		0.215	0.462		0.198	0.865		1.000
Lane Grp Cap(c), veh/h	624.1	637.9	542.2	24.3	325.6	313.7	349.7	0.0	0.0	354.7	0.0	553.5
V/C Ratio(X)	0.848	0.663	0.049	0.868	0.800	0.806	0.313	0.000	0.000	0.597	0.000	0.731
Avail Cap(c_a), veh/h	683.6	637.9	542.2	182.3	344.5	331.9	349.7	0.0	0.0	354.7	0.0	553.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	28.9	20.4	16.0	35.9	28.9	28.9	25.0	0.0	0.0	26.6	0.0	27.4
Incr Delay (d2), s/veh	9.2	2.6	0.0	54.8	12.0	13.0	2.3	0.0	0.0	7.2	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	38.1	23.0	16.1	90.7	40.9	42.0	27.3	0.0	0.0	33.8	0.0	35.7
Lane Group LOS	D	C	B	F	D	D	C			C		D
Approach Volume, veh/h		979			534			110			617	
Approach Delay, s/veh		31.0			43.4			27.3			35.1	
Approach LOS		C			D			C			D	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	17.74	29.50		5.50	17.26			19.00			19.00	
Change Period (Y+Rc), s	4.50	4.50		4.50	4.50			4.50			4.50	
Max Green Setting (Gmax), s	14.50	20.50		7.50	13.50			14.50			14.50	
Max Q Clear Time (g_c+I1), s	12.87	16.11		2.87	11.88			5.88			11.94	
Green Extension Time (p_c)	0.37	2.10		0.01	0.88			0.30			0.76	

Intersection Summary	
HCM 2010 Control Delay	34.9
HCM 2010 Level of Service	C

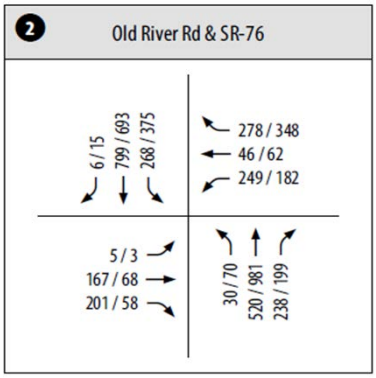
Appendix G

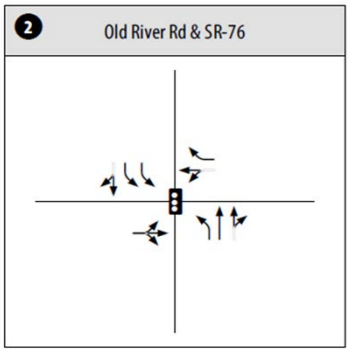
Ramp Intersection Capacity Analysis Worksheets – Existing Conditions

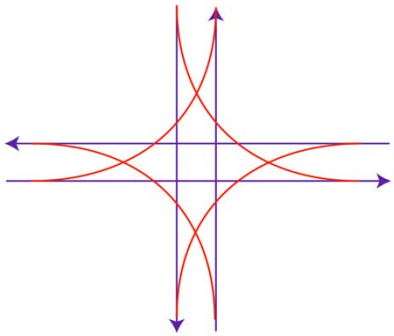
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD RIVER ROAD / EAST VISTA WAY







PHASE 1:

30 / 70
AM/PM

268 / 375
AM/PM

Critical Volume 134 / 188

PHASE 2:

758 / 1,180
AM/PM

701 / 590
AM/PM

Critical Volume 701 / 590

PHASE 3

WBL	249	182
WBT	46	62
WBR	278	348
	AM /	PM

Critical Volume 295 / 348

PHASE 4

EBL	5	3
EBT	167	68
EBR	201	58
	AM /	PM

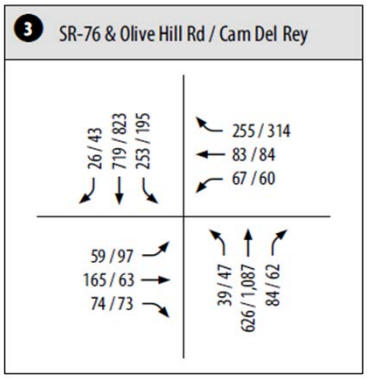
Critical Volume 373 / 129

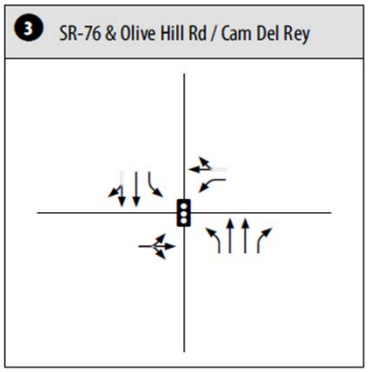
SUM	PHASE 1	134 / 188	AM	1,503 >1500: (Over Capacity)
	PHASE 2	701 / 590	PM	1,255 1200-1500: (At Capacity)
	PHASE 3	295 / 348		
	PHASE 4	373 / 129		
	TOTAL	1,503 / 1,255		

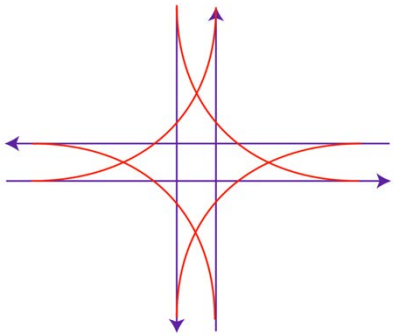
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLIVE HILL RD / CAM DEL REY







PHASE 1:

39 / 47	
AM/PM	

Critical Volume

253 / 195	
AM/PM	
253 / 195	

PHASE 2:

NBT	626 / 1,087	
NBR	84 / 62	
	AM/PM	

Critical Volume

531 / 718	
AM/PM	
313 / 544	

PHASE 3

WBL	67	60
WBT	83	84
WBR	255	314
	AM /	PM

Critical Volume 338 / 398

PHASE 4

EBL	59	97
EBT	165	63
EBR	74	73
	AM /	PM

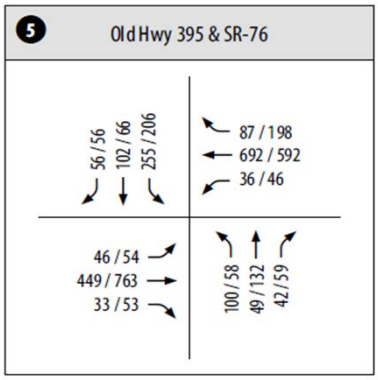
Critical Volume 298 / 233

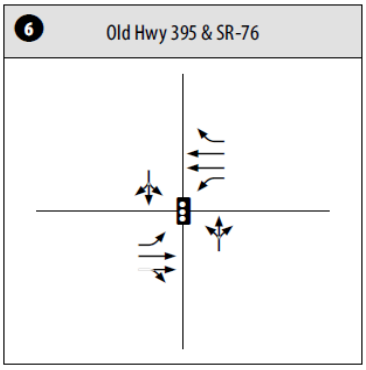
SUM	PHASE 1	253 / 195	AM	1,202 1200-1500: (At Capacity)
	PHASE 2	313 / 544	PM	1,370 1200-1500: (At Capacity)
	PHASE 3	338 / 398		
	PHASE 4	298 / 233		
	TOTAL	1,202 / 1,370		

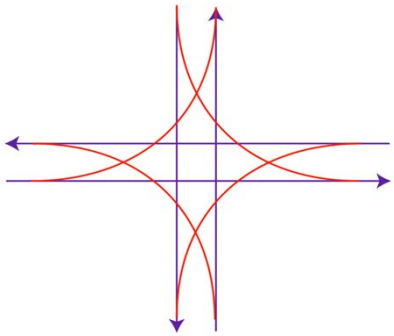
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD HIGHWAY 395







PHASE 1:

46 / 54	
AM/PM	

Critical Volume

36 / 46	
AM/PM	
46 / 54	

PHASE 2:

NBT	449 / 763	
NBR	33 / 53	
	AM/PM	

Critical Volume

87 / 198	WBR
692 / 592	WBT
AM/PM	
346 / 404	

PHASE 3

NBL	105	58
NBT	49	132
NBR	42	59
	AM /	PM

Critical Volume 196 / 249

PHASE 4

SBL	255	206
SBT	102	66
SBR	56	56
	AM /	PM

Critical Volume 413 / 328

SUM	PHASE 1	46 / 54	AM	1,001 <1200: (Under Capacity)
	PHASE 2	346 / 404	PM	1,035 <1200: (Under Capacity)
	PHASE 3	196 / 249		
	PHASE 4	413 / 328		
	TOTAL	1,001 / 1,035		

Appendix H

Fire Station Trip Generation Survey

CHEN RYAN

MEMORANDUM

TO: Mr. Jon Rilling, Accretive Investments, LLC

FROM: Meghan Cedeño, PE

DATE: February 3, 2014

RE: Lilac Hills Development Project, Fire Station Trip Generation Data

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This memorandum includes a summary of the approach used to estimate the number of trips generated by a fire station in the proposed Lilac Hill Development project. It is our understanding that Acretive Investment, LLC proposes to develop an unincorporated area of San Diego in the Valley Center and Bonsall Community Planning Areas into a mixture of residential, commercial and institutional, parks and open space land use. As part of the development, additional facilities and public amenities are required to support the new community, including K-8 schools, group residential facilities, recreational facilities, and civic services such as fire stations. As part of the traffic impact assessment, it is required to estimate the number of trips generated by the proposed facilities to understand the infrastructure needed to support them. The number of trips generated by a fire station could not be estimated using the *Trip Generation* (Institute of Transportation Engineers [ITE], 8th Edition) because typical trip generation data does not exist for this land use. Therefore, we estimated trip generation for the proposed fire station based on data for existing fire stations in the area of the project.

To obtain our data, we contacted several fire stations in North County by telephone, including the Valley Center Fire Protection District, the Rancho Santa Fe Fire Protection District, the North County Fire Protection District, and CalFire Dispatch Center, which also serves this area. The Rancho Santa Fe Fire Protection District and the North County Fire Protection District maintains four and five stations, respectively, that provide services to local residents. Even though the Valley Center Fire Protection District maintains three fire stations in the area, the fire chief declined to provide any information regarding existing facilities or services. CalFire similarly declined our requests for information.

We surveyed each fire chief for data about their fire station including the total number of fire fighters, the average number of firefighters on duty, shift start times and length, number of available engines, average number of calls per day, and any additional trips fire fighters may take while on duty in and out of the fire station (such as lunch trips or other errands). Using this information, we estimated the average number of trips per day, the average number of morning peak hour trips, the ratio of daily trips per fire fighters, and the ratio of morning peak hour trips per fire fighter. The trip information regarding each fire protection district is provided in Attachment A.

Based upon the ratio of Daily Trips / Fire Fighter, it was determined that the average daily trip per fire fighter is 4.34 trips. The Lilac Hills Ranch project is expected to have up to a maximum of 3 fire fighters on duty, thus resulting in an average of 14 trips per day.

ATTACHMENT A

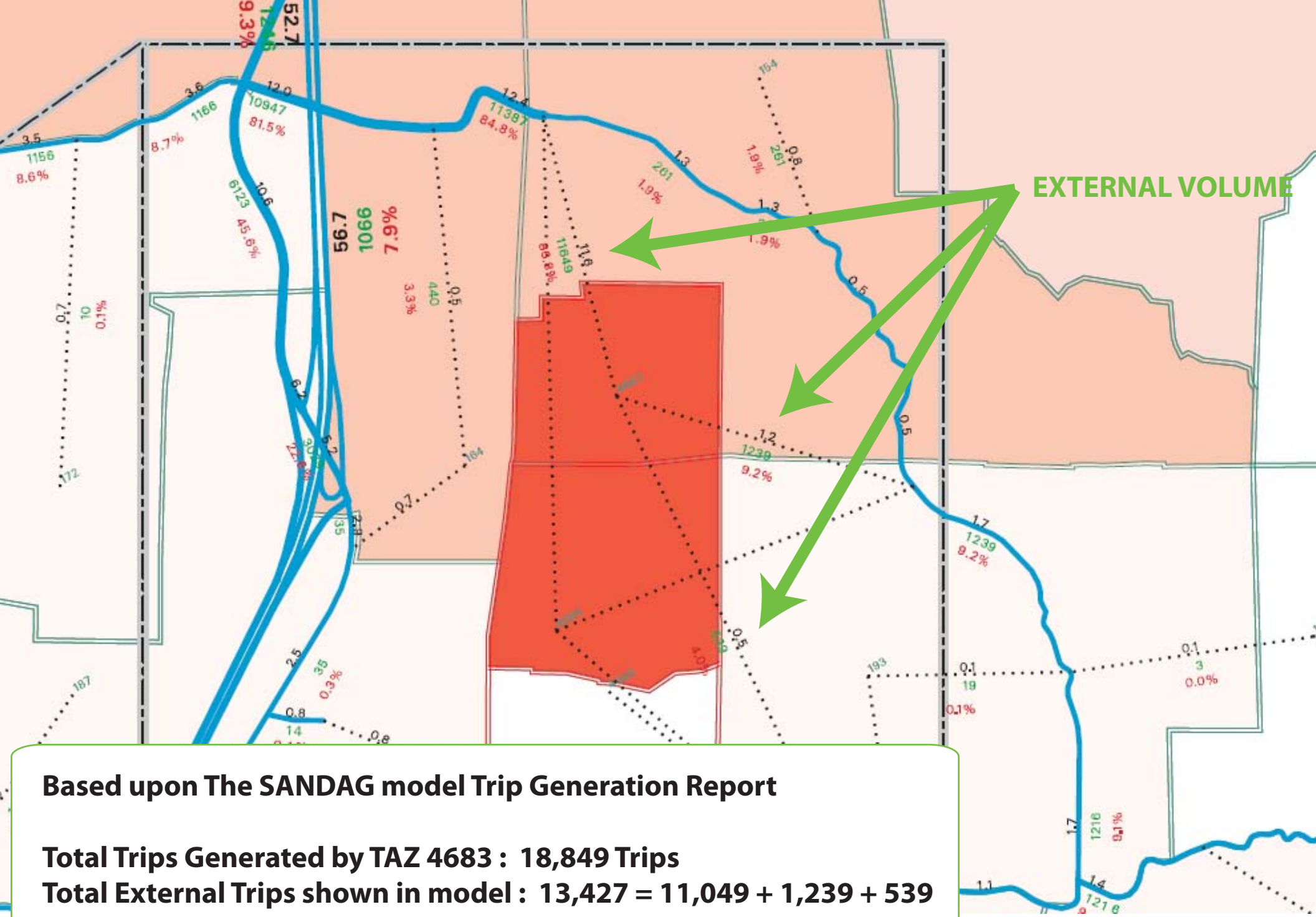
Fire District	Station Name / ID	# of Fire Fighter	Shift Start Time	Shift Length	Average # of Fire Fighter per Shift	# of Engines (active)	Average # of Call per day (estimate)	Additional Trips (Lunch)	Average # of Trips / Day	Average # of AM Peak Hour Trips	Ratio of Daily Trips / Fire Fighter	Ratio of AM Peak Hour Trips / Fire Fighter
Rancho Santa Fe Fire Protection District	Station 1	12	8:00 AM	24 Hrs	4	3	2.15	1	14.3	8	3.58	2.00
Rancho Santa Fe Fire Protection District	station 2	9	8:00 AM	24 Hrs	3	1	1.53	1	11.06	6	3.69	2.00
Rancho Santa Fe Fire Protection District	station 3	9	8:00 AM	24 Hrs	3	1	1.5	1	11	6	3.67	2.00
Rancho Santa Fe Fire Protection District	station 4	9	8:00 AM	24 Hrs	3	1	1.12	1	10.24	6	3.41	2.00
North County Fire Protection District	Station One 315 East Ivy Street	6	8:00 AM	48 hours	6	1	7.00	2	30	12	5.00	2.00
North County Fire Protection District	Station Two 2180 Winterwarm	3	8:00 AM	48 hours	3	1	3	2	16	6	5.33	2.00
North County Fire Protection District	Station Three 4157 Olive Hill Rd.	3	8:00 AM	48 hours	3	1	3	2	16	6	5.33	2.00
North County Fire Protection District	Station Four 4375 Pala Mesa Dr.	5	8:00 AM	48 hours	5	1	4	2	22	10	4.40	2.00
North County Fire Protection District	Station Five 31403 Old River Rd.	3	8:00 AM	48 hours	3	1	2	2	14	6	4.67	2.00
									Average # of Trips		4.34	2.00
Lilac Hills Ranch Fire Station	LHR	3	8:00 AM	24 Hrs	3	-	-	-	14	6		

For a more conservative analysis it was assumed that these fire fighter operate on a 24 hours shift.

Appendix I

SANDAG Select Zone Assignment &

ITE Internal Multi-Use Trip Generation Calculation



Based upon The SANDAG model Trip Generation Report

Total Trips Generated by TAZ 4683 : 18,849 Trips
Total External Trips shown in model : 13,427 = 11,049 + 1,239 + 539
External Trips % = 13,300 / 18,849 = 71.2%
Internal Trips % = 28.8%

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4673	4112	RIGHT-OF-WAY	acre	84.2	0.	0.
4673	4113	COMMUNICATION OR UTILITY	acre	0.7	2.	2.
4673	6105	FIRE OR POLICE STATION	site	0.5	154.	114.
4673	6816	ELEMENTARY SCHOOL EAST	site	0.5	253.	141.
4673	7221	OTHER REC LOW EAST	acre	162.7	228.	155.
4673	8003	FIELD CROPS	acre	369.5	37.	29.
4673	9101	INACTIVE USE	acre	17766.3	0.	0.
4673		TOTAL			694.	455.
4683	111	LH SINGLE FAMILY	du	903.0	8940.	6240.
4683	112	LH SENIOR SINGLE FAMILY	acre	468.0	2902.	2025.
4683	113	LH MULTI-FAMILY	du	375.0	2512.	1764.
4683	1410	CONGREGATE CARE	du	200.0	720.	506.
4683	1512	LH BED & BREAKFAST	room	50.0	815.	502.
4683	2302	RECYCLING CENTER	acre	3.0	22.	18.
4683	5025	STRIP COMMERCIAL	acre	10.5	5931.	4198.
4683	6012	SINGLE TENANT OFFICE	acre	4.8	1126.	867.
4683	6102	CHURCH	acre	10.7	565.	434.
4683	6109	OTHER PUBLIC SERVICE	acre	0.1	40.	29.
4683	6806	ELEMENTARY SCHOOL	site	1.0	2117.	1183.
4683	7212	LH YMCA	acre	2.0	881.	601.
4683	7612	LH ACTIVE PARK	acre	23.8	733.	482.
4683		TOTAL			27303.	18849.
4684	9101	INACTIVE USE	acre	243.7	0.	0.
4684		TOTAL			0.	0.
4688	9101	INACTIVE USE	acre	468.0	0.	0.
4688		TOTAL			0.	0.

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SANDAG Series 12
2008 Highway Network
Select Zone Assignment

VALLEY CENTER Area

Model Run 02/08/13
Series 12 Accretive Valley Center
2008 Base Year 4 Final Calibration
Plus Proposed Project
2008 - 2011 RTP
No Build

Forecasted Volumes:

- Unadjusted Forecast Volume (in Thousands)
- Whole Select Link Volume
- Select Link Percentage
- Traffic Analysis Zone

Link Distributions:

- 100%
- 50.1% --> 99.9%
- 25.1% --> 50.0%
- 10.1% --> 25.0%
- 5.1% --> 10.0%
- 0.1% --> 5.0%
- 0%

Zonal Distributions:

- 100%
- 25.1% --> 99.9%
- 10.1% --> 25.0%
- 1.1% --> 10.0%
- 0.6% --> 1.0%
- 0.1% --> 0.5%
- Zero Trips (0.0%)

Feet 0 500 1,000
Meters 60 180 300

SANDAG
San Diego's Regional Planning Agency

February 11, 2013

Weston Inset

Accretive Inset

Castle Creek Inset

ITE INTERNAL CAPTURE CALCULATION

ITE Multi-Use Trip Generation Calculation					
Primary Land Use	ADT	AM - In	AM - Out	PM - In	PM - Out
Residential (903 DU SF + 375 DU MF + 468 DU Senior Community + 200 Beds Congregate Care)	11,280	302	714	872	404
Commercial (61,500 SF)	2,460	44	30	111	111
Office (28,500 SF)	399	54	6	12	48
School (568 Elementary Students + 132 Middle School Students)	1,094	208	139	39	59
Recreation (40,000 SF Recreation Center + 23.8 Acres Park)	1,034	60	53	43	62
Church	321	10	6	13	13
Total Trips	16,588	1,625		1,787	
Total Internal Trips from Worksheet	3,683	582		399	
Internal Capture Percentage	22.2%	35.8%		22.3%	
Internal Capture Percentage used in TIS	22.00%	29.60%		21.60%	

ITE FIGURE 7.4 - Multi-Use Trip Generation Calculation

ADT

Landuse A	Commercial		
ITE Landuse Code			
Size		61500 SF	
	Total	Internal	External
Enter	1230	136	1094
Exit	1230	154	1076
Total	2460	290	2170
%	100%	12%	88%

Demand	3%	5.985
Balance		6
Demand	31%	61.845

Demand	2%	24.6
Balance		25
Demand	23%	45.885

Demand	12%	147.6
Balance		148
Demand	31%	2116.06

Demand	9%	110.7
Balance		111
Demand	53%	3617.78

Landuse B	Office		
ITE Landuse Code			
Size		28500 SF	
	Total	Internal	External
Enter	199.5	6	193.5
Exit	199.5	25	174.5
Total	399	31	368
%	100%	8%	92%

Demand	Balance	Demand
2%		2%
3.99	4	136.52

Demand	Balance	Demand
2%		2%
3.99	4	136.52

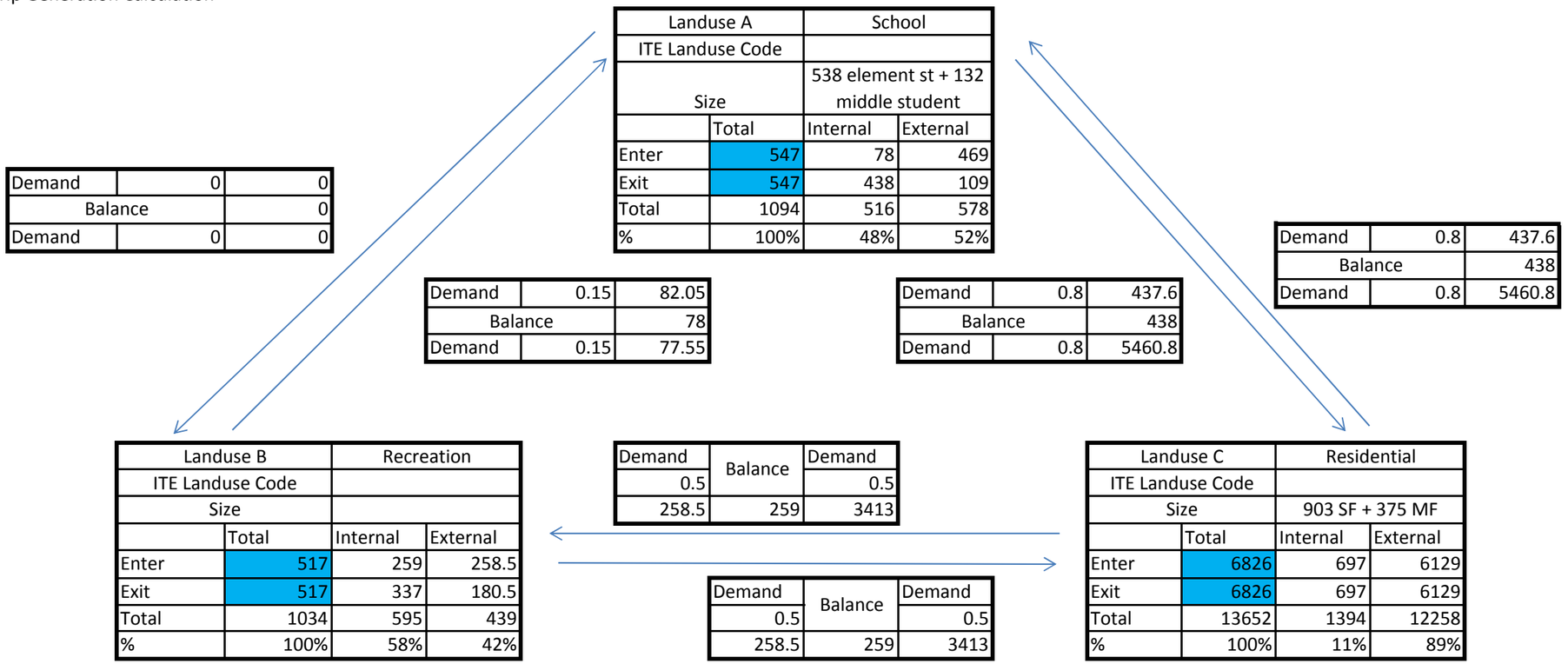
Landuse C	Residential		
ITE Landuse Code			
Size		903 SF + 375 MF + 468 SN + 200 CC	
	Total	Internal	External
Enter	6826	152	6674
Exit	6826	115	6711
Total	13652	267	13385
%	100%	2%	98%

Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total	
Enter	1230	199.5	6826	8255.5	
Exit	1230	199.5	6826	8255.5	
Total	2460	399	13652	16511	588
Single-Use Trip Gen. Est.	4920	798	27304	33022	2%

ITE FIGURE 7.4 - Multi-Use Trip Generation Calculation

ADT



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total	
Enter	547	517	6826	7890	
Exit	547	517	6826	7890	
Total	1094	1034	13652	15780	2505
Single-Use Trip Gen. Est.	2188	2068	27304	31560	8%

ITE FIGURE 7.4 - Multi-Use Trip Generation Calculation

ADT

Landuse A		Church	
ITE Landuse Code			
Size		Church	
	Total	Internal	External
Enter	160.5	162	-1.5
Exit	160.5	133	27.5
Total	321	295	26
%	100%	92%	8%

Demand	2%	3.21
Balance		4
Demand	2%	10.34

Demand	20%	32.1
Balance		33
Demand	20%	103.4

Demand	0.8	128.4
Balance		129
Demand	0.8	5460.8

Demand	0.8	128.4
Balance		129
Demand	0.8	5460.8

Landuse B		Recreation	
ITE Landuse Code			
Size			
	Total	Internal	External
Enter	517	4	513
Exit	517	33	484
Total	1034	37	997
%	100%	4%	96%

Demand	Balance	Demand
0		0
0	0	0

Demand	Balance	Demand
0		0
0	0	0

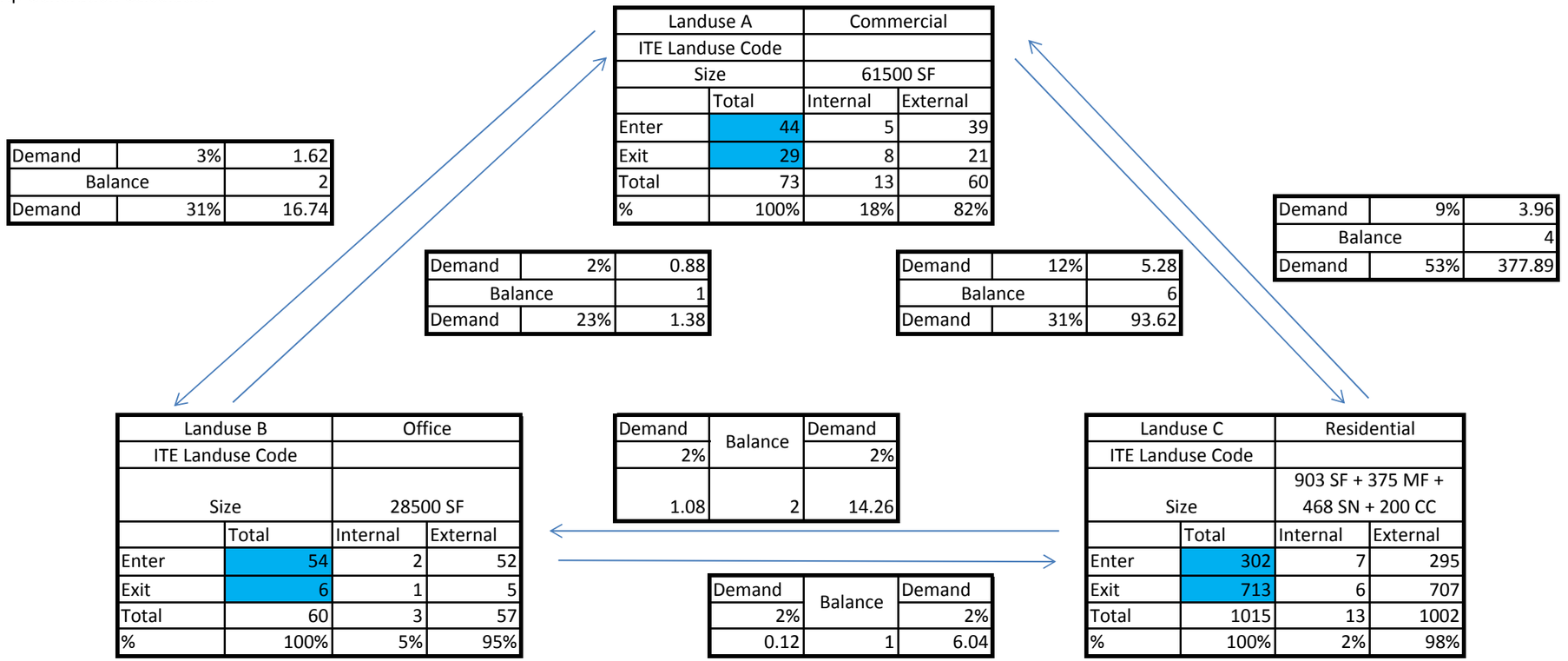
Landuse C		Residential	
ITE Landuse Code			
Size		903 SF + 375 MF	
	Total	Internal	External
Enter	6826	129	6697
Exit	6826	129	6697
Total	13652	258	13394
%	100%	2%	98%

Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total	
Enter	160.5	517	6826	7503.5	
Exit	160.5	517	6826	7503.5	
Total	321	1034	13652	15007	590
Single-Use Trip Gen. Est.	642	2068	27304	30014	2%

ITE FIGURE 7.4 - Multi-Use Trip Generation Calculation

AM PEAK



Landuse A	Commercial		
ITE Landuse Code			
Size		61500 SF	
	Total	Internal	External
Enter	44	5	39
Exit	29	8	21
Total	73	13	60
%	100%	18%	82%

Demand	3%	1.62
Balance		2
Demand	31%	16.74

Demand	2%	0.88
Balance		1
Demand	23%	1.38

Demand	12%	5.28
Balance		6
Demand	31%	93.62

Demand	9%	3.96
Balance		4
Demand	53%	377.89

Landuse B	Office		
ITE Landuse Code			
Size		28500 SF	
	Total	Internal	External
Enter	54	2	52
Exit	6	1	5
Total	60	3	57
%	100%	5%	95%

Demand	Balance	Demand
2%		2%
1.08	2	14.26

Demand	Balance	Demand
2%		2%
0.12	1	6.04

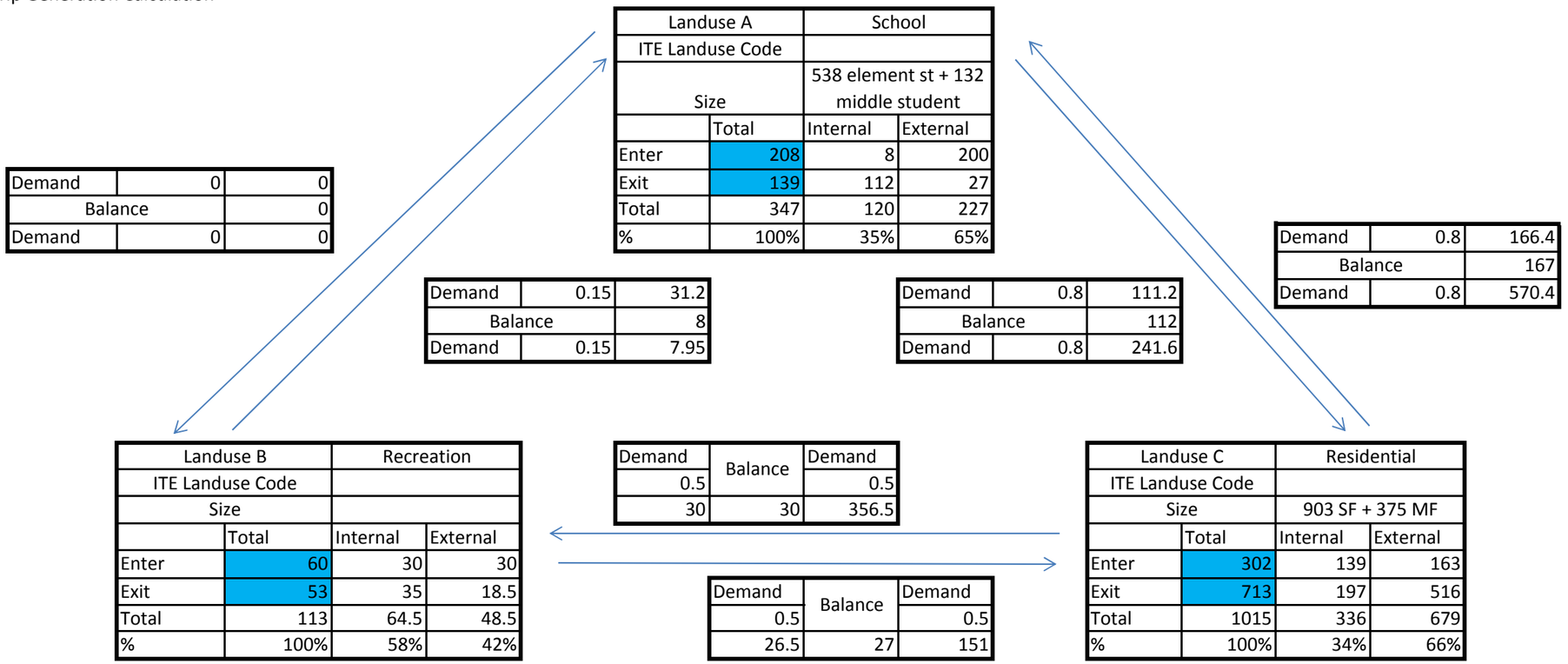
Landuse C	Residential		
ITE Landuse Code			
Size		903 SF + 375 MF + 468 SN + 200 CC	
	Total	Internal	External
Enter	302	7	295
Exit	713	6	707
Total	1015	13	1002
%	100%	2%	98%

Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total	
Enter	44	54	302	400	
Exit	29	6	713	748	
Total	73	60	1015	1148	29
Single-Use Trip Gen. Est.	146	120	2030	2296	1%

ITE FIGURE 7.4 - Multi-Use Trip Generation Calculation

AM PEAK

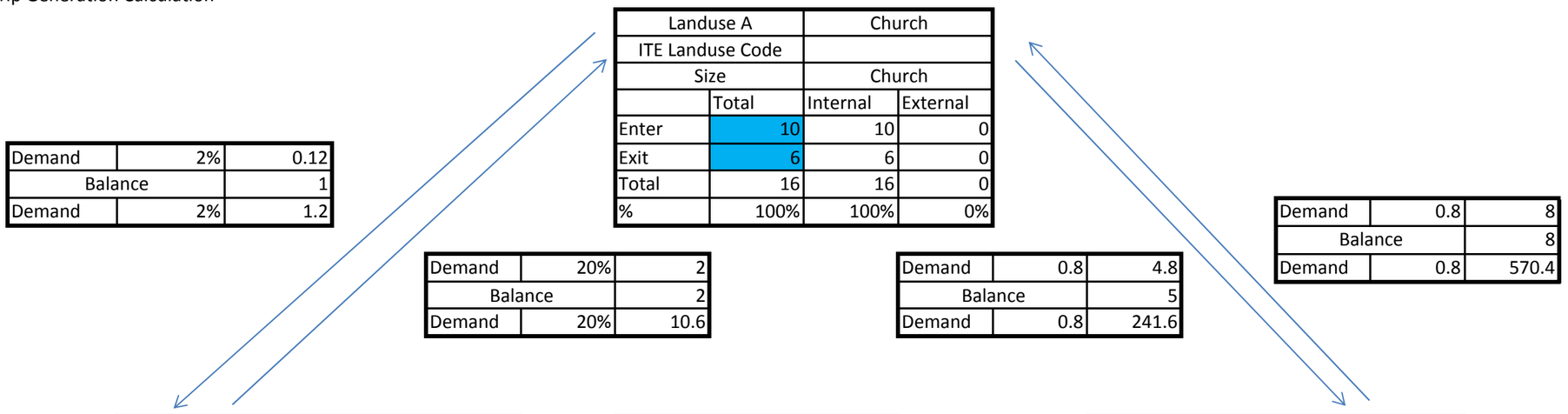


Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total	
Enter	208	60	302	570	
Exit	139	53	713	905	
Total	347	113	1015	1475	520.5
Single-Use Trip Gen. Est.	694	226	2030	2950	18%

ITE FIGURE 7.4 - Multi-Use Trip Generation Calculation

AM PEAK



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total	
Enter	10	60	302	372	
Exit	6	53	713	772	
Total	16	113	1015	1144	32
Single-Use Trip Gen. Est.	32	226	2030	2288	1%

ITE FIGURE 7.4 - Multi-Use Trip Generation Calculation

PM PEAK

Landuse A	Commercial		
ITE Landuse Code			
Size		61500 SF	
	Total	Internal	External
Enter	111	13	98
Exit	111	15	96
Total	222	28	194
%	100%	13%	87%

Demand	3%	0.36
Balance		1
Demand	31%	3.72

Demand	2%	2.22
Balance		3
Demand	23%	11.04

Demand	12%	13.32
Balance		14
Demand	31%	270.32

Demand	9%	9.99
Balance		10
Demand	53%	214.12

Landuse B	Office		
ITE Landuse Code			
Size		28500 SF	
	Total	Internal	External
Enter	12	1	11
Exit	48	3	45
Total	60	4	56
%	100%	7%	93%

Demand	Balance	Demand
2%		2%
0.24	1	8.08

Demand	Balance	Demand
2%		2%
0.96	1	17.44

Landuse C	Residential		
ITE Landuse Code			
Size		903 SF + 375 MF + 468 SN + 200 CC	
	Total	Internal	External
Enter	872	15	857
Exit	404	11	393
Total	1276	26	1250
%	100%	3%	97%

Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total	
Enter	111	12	872	995	
Exit	111	48	404	563	
Total	222	60	1276	1558	58
Single-Use Trip Gen. Est.	444	120	2552	3116	2%

ITE FIGURE 7.4 - Multi-Use Trip Generation Calculation

PM PEAK

Landuse A	School		
ITE Landuse Code			
Size		538 element st + 132 middle student	
	Total	Internal	External
Enter	39	6	33
Exit	59	48	11
Total	98	54	44
%	100%	56%	44%

Demand	0	0
Balance		0
Demand	0	0

Demand	0.15	5.85
Balance		6
Demand	0.15	9.3

Demand	0.8	47.2
Balance		48
Demand	0.8	697.6

Demand	0.8	31.2
Balance		32
Demand	0.8	323.2

Landuse B	Recreation		
ITE Landuse Code			
Size			
	Total	Internal	External
Enter	43	30	12.9
Exit	62	49	12.6
Total	105	79.5	25.5
%	100%	76%	24%

Demand	Balance	Demand
0.7		0.7
30.1	31	282.8

Demand	Balance	Demand
0.7		0.7
43.4	44	610.4

Landuse C	Residential		
ITE Landuse Code			
Size		903 SF + 375 MF	
	Total	Internal	External
Enter	872	92	780
Exit	404	63	341
Total	1276	155	1121
%	100%	13%	87%

Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total	
Enter	39	43	872	954	
Exit	59	62	404	525	
Total	98	105	1276	1479	288.5
Single-Use Trip Gen. Est.	196	210	2552	2958	10%

ITE FIGURE 7.4 - Multi-Use Trip Generation Calculation

PM PEAK

Landuse A		Church	
ITE Landuse Code			
Size		Church	
	Total	Internal	External
Enter	13	14	-1
Exit	13	12	1
Total	26	26	0
%	100%	100%	0%

Demand	2%	0.26
Balance		1
Demand	2%	0.86

Demand	20%	2.6
Balance		3
Demand	20%	12.4

Demand	0.8	10.4
Balance		11
Demand	0.8	697.6

Demand	0.8	10.4
Balance		11
Demand	0.8	323.2

Landuse B		Recreation	
ITE Landuse Code			
Size			
	Total	Internal	External
Enter	43	1	42
Exit	62	3	59
Total	105	4	101
%	100%	4%	96%

Demand	Balance	Demand
0		0
0	0	0

Demand	Balance	Demand
0		0
0	0	0

Landuse C		Residential	
ITE Landuse Code			
Size		903 SF + 375 MF	
	Total	Internal	External
Enter	872	11	861
Exit	404	11	393
Total	1276	22	1254
%	100%	2%	98%

Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total	
Enter	13	43	872	928	
Exit	13	62	404	479	
Total	26	105	1276	1407	52
Single-Use Trip Gen. Est.	52	210	2552	2814	2%

Appendix J

SANDAG Land Use Description and ITE Office Trip Generation

SANDAG GIS Last revision: September 18, 2007

LAND USE DEFINITIONS

1000 SPACED RURAL RESIDENTIAL – Single family homes located in rural areas with lot sizes greater than 1 acre. Rural residential estates may have small orchards, fields or small storage buildings associated with the residential dwelling unit.

1100 SINGLE FAMILY RESIDENTIAL

1110 SINGLE FAMILY DETACHED – Single family **detached housing units**, on lots smaller than 1 acre. Newer developments may include clubhouses, recreation areas, pools, tennis, etc. located within and associated with the residential development, if a separate parcel/lot designation does not exist.

1120 SINGLE FAMILY MULTIPLE-UNITS – Includes single family **attached housing units**, duplexes, townhouses, and lower density condominium developments (in general, less than or equal to12 units per acre). Single family attached units are structures with one or more walls extending from ground to roof separating adjoining structures.

1190 SINGLE FAMILY RESIDENTIAL WITHOUT UNITS – Small parcels of land associated with larger residential parcels. Includes but not limited to strips of land adjacent to developed land, car ports, sloped land, or odd-shaped parcels. May include land where a building straddles parcels and only one parcel has dwelling units.

1200 MULTI-FAMILY RESIDENTIAL – Apartments and higher density condominium developments (in general, more than 12 units per acre). Newer developments may include clubhouses, recreation areas, pools, tennis, etc. located within and associated with the residential development, if a separate parcel/lot designation does not exist.

1280 SINGLE ROOM OCCUPANCY UNITS (SROs) – For Rent SROs provide small, fully furnished rooms with utilities included, and rent on daily weekly and monthly terms.

1290 MULTI-FAMILY RESIDENTIAL WITHOUT UNITS – Small parcels of land associated with larger residential parcels. Includes but not limited to strips of land adjacent to developed land, car ports, sloped land, or odd-shaped parcels. May include land where a building straddles parcels and only one parcel has dwelling units.

1300 MOBILE HOME PARK – Includes mobile home parks with 10 or more spaces that are primarily for residential use. (RV parks are included within the commercial recreation category).

1400 GROUP QUARTERS

1401 JAIL/PRISON/BORDER PATROL HOLDING STATION

1402 DORMITORY

1403 MILITARY BARRACKS

1404 MONASTERY

1409 OTHER GROUP QUARTERS FACILITY– Convalescent or retirement homes not associated with or within a health care facility, rooming houses, half-way houses, California Conservation Corps, Honor Camps and other correctional facilities.

1500 HOTEL/MOTEL/RESORT

1501 HOTEL/MOTEL (LOW-RISE) – Hotels, motels, and other transient accommodations with three or less floors. Commonly found along freeways and prime commercial areas.

1502 HOTEL/MOTEL (HIGH-RISE) – Hotels and motels that have four or more floors. Primarily found in downtown areas and near tourist attractions.

1503 RESORT – Resorts with hotel accommodations that usually contain recreation areas. Examples of resorts would be La Costa Health Spa, Lawrence Welk and the Olympic Resort in Carlsbad near the airport.

2000 HEAVY INDUSTRY

2001 HEAVY INDUSTRY – Shipbuilding, airframe, and aircraft manufacturing. Usually located close to transportation facilities and commercial areas. Parcels are typically large, 20-50 acres.

2100 LIGHT INDUSTRY

2101 INDUSTRIAL PARK – Office/industrial uses clustered into a center. The primary uses are industrial but may include high percentages of other uses in service or retail activities.

2103 LIGHT INDUSTRY-GENERAL – All other industrial uses and manufacturing not included in the categories above. These are not located inside of parks, but are usually along major streets or clustered in certain areas. Includes manufacturing uses such as lumber, furniture, paper, rubber, stone, clay, and glass; as well as light industrial uses as auto repair services and recycling centers. Mixed commercial and office uses (if not large enough to be identified separately) are also included. General industrial areas are comprised of 75 percent or more of industrial uses (manufacturing, warehousing, and wholesale trade).

2104 WAREHOUSING – Usually large buildings located near freeways, industrial or strip commercial areas.

2105 PUBLIC STORAGE – Public self-storage buildings are typically long, rectangular and closely spaced. Also includes RV storage areas.

2200 EXTRACTIVE INDUSTRY

2201 EXTRACTIVE INDUSTRY – Mining, sand and gravel extraction, salt evaporation.

2300 JUNKYARDS/DUMPS/LANDFILLS

2301 JUNKYARD/DUMP/LANDFILL – The landscape should show visible signs of the activity. Also include auto wrecking/dismantling and recycling centers.

4100 AIRPORTS

4101 COMMERCIAL AIRPORT – Lindbergh Field only.

4102 MILITARY AIRPORT – Airports owned and operated by the military. Found on Military bases.

4103 GENERAL AVIATION AIRPORT – All general aviation airports.

4104 AIRSTRIP

4110 OTHER TRANSPORTATION

4111 RAIL STATION/TRANSIT CENTER/SEAPORT – Major transit centers (e.g. Oceanside Transit Center, El Cajon Transit Center), rail stations (e.g. Santa Fe Depot, Solana Beach Station), Coaster stations (Oceanside, Carlsbad Village, Carlsbad Poinsettia, Encinitas, Solana Beach, Sorrento Valley, Old Town, San Diego), major trolley stations, and seaport terminals (Port of SD). Parking areas associated with these uses are included. Transit centers within shopping centers are included within the shopping center category.

4112 FREEWAY – Divided roadways with four or more lanes, restricted access, grade separations, and rights of way greater than 200 ft. wide. Includes all right of way and interchange areas, but not frontage roads.

4113 COMMUNICATIONS AND UTILITIES – TV and radio broadcasting stations, relay towers, electrical power generating plants, water and sewage treatment facilities, and large public water supply storage tanks.

4114 PARKING LOT-SURFACE – All surface parking lots not associated with another land use.

4115 PARKING LOT-STRUCTURE – All large parking structures not associated with another land use.

4116 PARK AND RIDE LOT – Stand-alone parking areas that are not associated with any land use. These are usually located near freeways.

4117 RAILROAD RIGHT-OF-WAY – All railroad ROWs.

4118 SURFACE STREET RIGHT-OF-WAY – All street ROWs.

4119 OTHER TRANSPORTATION – Maintenance yards and their associated activities, transit yards and walking bridges.

4120 MARINE TERMINAL – National City and 10th Street (Centre City) marine terminals.

5000 COMMERCIAL

5001 WHOLESALE TRADE – Usually located near transportation facilities. Structures are usually large and cover the majority of the parcel. Examples are clothing and supply. Also includes swap meet areas.

5002 REGIONAL SHOPPING CENTER – Contain one to five major department stores, and usually have more than 50 tenants. Typically are larger than 40 acres in size.

5003 COMMUNITY SHOPPING CENTER – Smaller in size than the regional shopping centers. Contain a junior department store or variety store (i.e. a Target Center with other commercial stores) as a major tenant and have 15 to 50 other tenants. Smaller in size, 8 to 20 acres. May also have a variety store (i.e. Target, Home Depot or Price/Costco) by itself.

5004 NEIGHBORHOOD SHOPPING CENTER – Usually less than 10 acres in size with on-site parking. Includes supermarket and drug store centers not identified as community commercial. May include office uses that are not large enough to code separately. Neighborhood centers with over 100,000 sq. ft. are inventoried by the Chamber of Commerce, and The Union Tribune (Copley) also collects data on neighborhood centers.

5005 SPECIALTY COMMERCIAL – Tourist or specialty commercial shopping areas such as Seaport Village, Marina Village, Ferry Landing at Coronado, Bazaar del Mundo, Flower Hill, Glasshouse Square, The Lumberyard, Park Plaza at the Village, Promenade, Belmont Park, Del Mar Plaza.

5006 AUTOMOBILE DEALERSHIP – Includes National City Mile of Cars and Carlsbad's Car Country, among others.

5007 ARTERIAL COMMERCIAL – Includes commercial activities found along major streets (not in planned centers), with limited on-site parking. May include mixed office uses that are not large enough to be identified as a separate area. Also may include mixed residential uses, i.e. residential on top of commercial or residential units adjacent to commercial establishments.

5008 SERVICE STATION – Includes gasoline service stations and associated convenience store on stand-alone parcels where it is the primary use.

5009 OTHER RETAIL TRADE AND STRIP COMMERCIAL – Other retail land uses not classified above.

6000 OFFICE

6001 OFFICE (HIGH-RISE) – High rise buildings with **more than four stories** containing banking, offices for business and professional services (finance, insurance, real estate), some retail activities and restaurants.

6002 OFFICE (LOW-RISE) – Low rise buildings with **less than five stories** containing banking, offices for business and professional services (finance, insurance, real estate), some retail activities and restaurants.

6003 GOVERNMENT OFFICE/CIVIC CENTER – Large government office buildings or centers (outside of military reservations) and civic centers, or city halls of local governments. Also includes the Chamber of Commerce buildings and DMV Offices.

6100 PUBLIC SERVICES

6101 CEMETERY

6102 RELIGIOUS FACILITY

6103 LIBRARY

6104 POST OFFICE

6105 FIRE/POLICE/RANGER STATION

6108 MISSION

6109 OTHER PUBLIC SERVICES – cultural facilities, museums, art galleries, social service agencies, humane societies, historic sites and observatories.

6500 HOSPITALS

6501 UCSD/VA HOSPITAL/BALBOA NAVAL HOSPITAL

6502 HOSPITAL-GENERAL – Hospitals not included above.

6509 OTHER HEALTH CARE – Medical centers and buildings or offices, health care services and other health care facilities. Smaller medical offices and facilities may be included within office, strip commercial or other surrounding uses.

6700 MILITARY USE

6701 MILITARY USE – Defense installations; operational facilities; maintenance facilities (non-weapons); research & development; supply & storage (non-weapons); community support facilities and any other military use that does not fall in other categories.

6702 MILITARY TRAINING – Academic, operational & combat training facilities; training ranges; and special purpose training ranges.

6703 WEAPONS FACILITY – Weapons assembly, maintenance and storage facilities.

6800 SCHOOLS

6801 SDSU/CSU SAN MARCOS/UCSD

6802 OTHER UNIVERSITY OR COLLEGE

6803 JUNIOR COLLEGE – Includes trade or vocational schools.

6804 SENIOR HIGH SCHOOL

6805 JUNIOR HIGH SCHOOL OR MIDDLE SCHOOL

6806 ELEMENTARY SCHOOL

6807 SCHOOL DISTRICT OFFICE

6809 OTHER SCHOOL – Includes adult schools, non-residential day care and nursery schools.

7200 COMMERCIAL RECREATION

7201 TOURIST ATTRACTION – Sea World, Zoo, and Wild Animal Park, Legoland.

7202 STADIUM/ARENA – Sports Arena, San Diego Stadium, and Petco Park.

7203 RACETRACK – Del Mar, San Luis Rey Downs.

7204 GOLF COURSE – Public and private golf courses.

7205 GOLF COURSE CLUBHOUSE – Clubhouses, swimming and tennis facilities and parking lots associated with the golf course.

7206 CONVENTION CENTER – Centre City, Embarcadero.

7207 MARINA – Includes marinas such as Oceanside Harbor, Quivira Basin, Shelter Island, Harbor Island, Embarcadero and Chula Vista marina.

7208 OLYMPIC TRAINING CENTER – Olympic Training Center in Chula Vista

7209 CASINO – Gambling establishments, typically located on Indian Reservations.

7210 OTHER RECREATION-HIGH – High intensity uses primarily in urban areas. Drive-in theaters, fitness clubs, boys/girls clubs, YMCA's, swim clubs, and stand-alone movie theaters. Also includes tennis clubs without golf, rodeo grounds and senior recreation centers.

7211 OTHER RECREATION-LOW – Campgrounds and other low intensity recreation. Includes public and private primitive and developed camping areas for tents and RVs. Also includes camps and retreat centers owned or used by religious organizations,

scouting, or YMCA. Other low intensity uses such as rifle ranges are included.

7600 PARKS

7601 PARK-ACTIVE – Recreation areas and centers containing one or more of the following activities: tennis or basketball courts, baseball diamonds, soccer fields, or swings. Examples are Robb Field, Morley Field, Diamond Street Recreation Center, Presidio Park. Smaller neighborhood parks with a high level of use are also included as active parks.

7603 OPEN SPACE PARK OR PRESERVE – Wildlife and nature preserves, lands set aside for open space, and parks with limited development and access. Examples are Torrey Pines State Reserve, Penasquitos Canyon Reserve, San Elijo Ecological Preserve, Nature Conservancy properties.

7604 BEACH-ACTIVE – Accessible sandy areas along the coast or major water bodies (San Diego and Mission Bay) allowing swimming, picnicking, and other beach related recreational activities. Usually has parking associated with it.

7605 BEACH-PASSIVE – Other sandy areas along the coastline with limited parking and access (beaches along cliffs, or near preserves).

7606 LANDSCAPE OPEN SPACE – Actively landscaped areas within residential neighborhoods such as greenbelt areas, hillsides with planted vegetation (trees/shrubs), among others.

7607 RESIDENTIAL RECREATION – Active neighborhood parks that are for the use of residents only such as fenced in areas that may contain pools, tennis & basketball courts, barbecues & a community meeting room.

7609 UNDEVELOPABLE NATURAL AREA * **(Planned land-use only)** – Undevelopable natural areas that are not part of an established open space park or preserve. Examples are Cleveland National Forest and open space easements around developments.

8000 AGRICULTURE

8001 ORCHARD OR VINEYARD

8002 INTENSIVE AGRICULTURE – Nurseries, greenhouses, flower fields, dairies, livestock, poultry, equine ranches, row crops and grains.

8003 FIELD CROPS – Pasture, fallow.

9100 VACANT AND UNDEVELOPED LAND * (Historical and Existing only)

9101 VACANT

9200 WATER

9201 BAY OR LAGOON

9202 INLAND WATER – Lakes, reservoirs and large ponds.

9300 INDIAN RESERVATION * (Planned land-use only)

9400 PUBLIC/SEMI-PUBLIC * (Planned land-use only)

9500 UNDER CONSTRUCTION * (Historical and Existing only)

9501 RESIDENTIAL UNDER CONSTRUCTION – Usually located near existing residential developments.

9502 COMMERCIAL UNDER CONSTRUCTION – Usually located near existing commercial or residential areas.

9503 INDUSTRIAL UNDER CONSTRUCTION – Usually located near existing industrial or commercial developments.

9504 OFFICE UNDER CONSTRUCTION – Usually located near existing industrial or commercial developments.

9505 SCHOOL UNDER CONSTRUCTION

9506 -ROAD UNDER CONSTRUCTION

9507 - FREEWAY UNDER CONSTRUCTION

9600 SPECIFIC PLAN AREA * (Planned land-use only)

9700 MIXED USE * (Planned land-use only)

* The same 4-digit land-use coding system is used for historical, existing and planned land-use. Codes that are used only for historical/existing or planned are indicated.

Revised: September 18, 2007

General Office Building
(710)

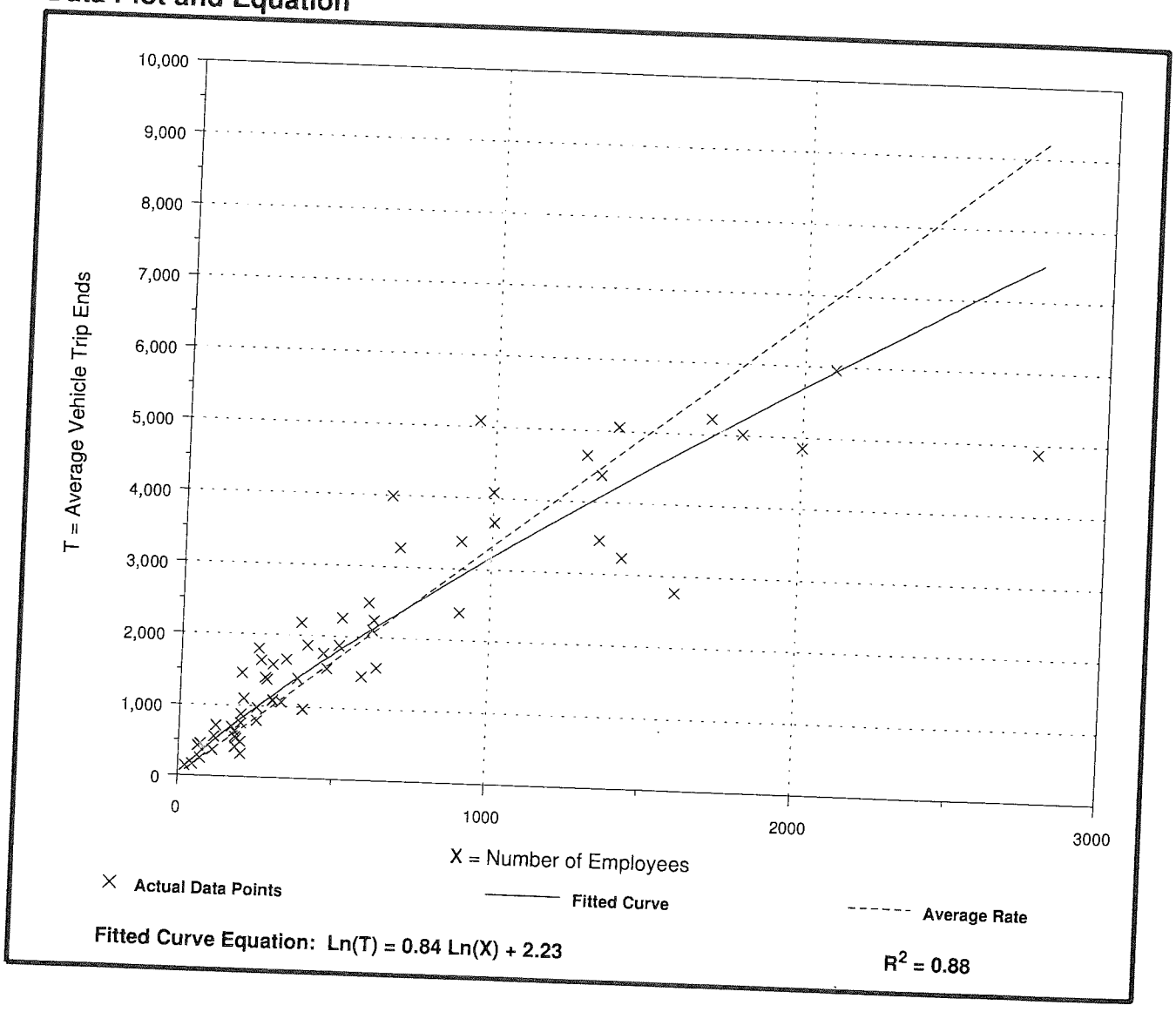
Average Vehicle Trip Ends vs: Employees
On a: Weekday

Number of Studies: 62
Avg. Number of Employees: 610
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.32	1.59 - 7.28	2.16

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.84 Ln(X) + 2.23

R^2 = 0.88

General Office Building
(710)

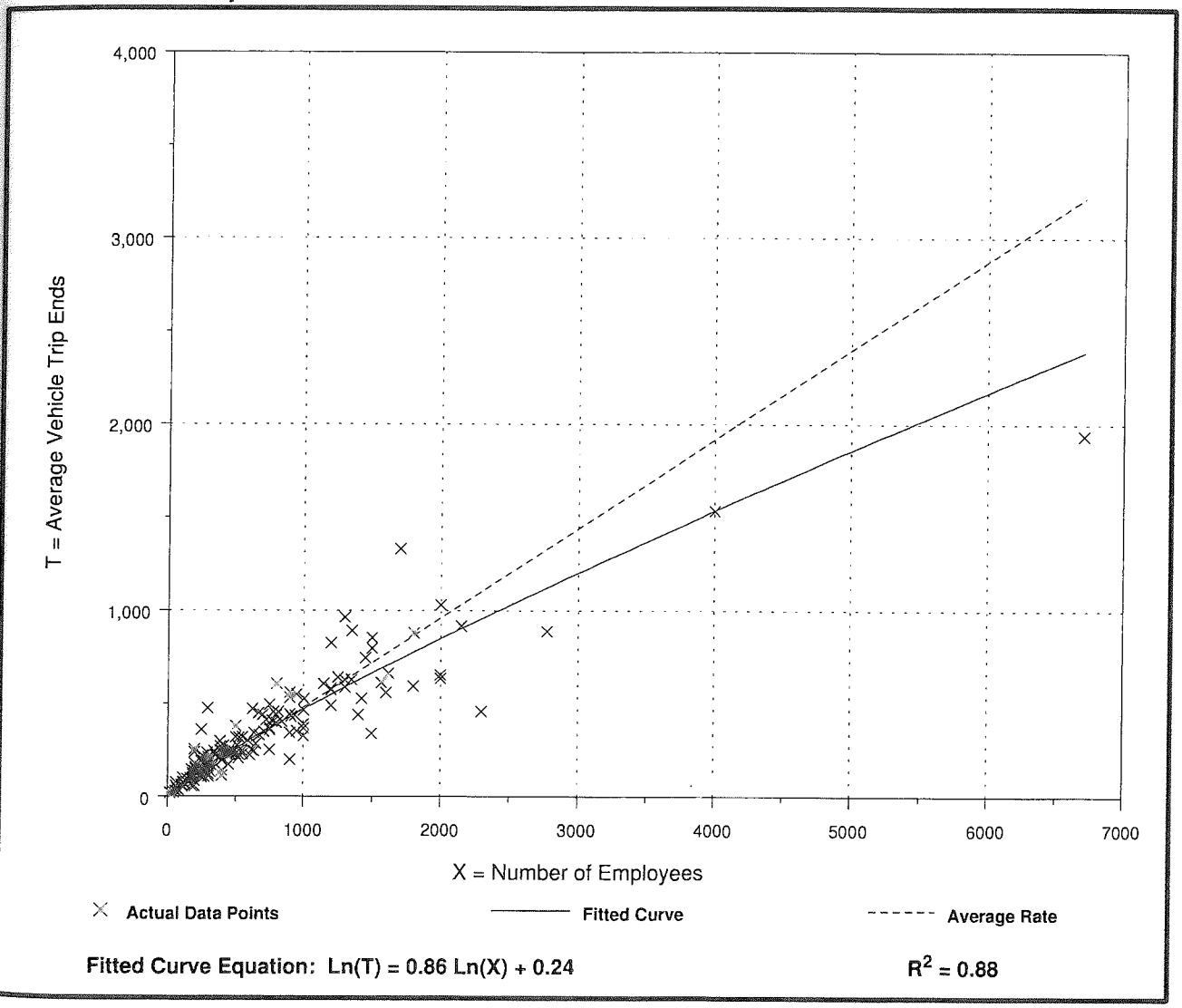
Average Vehicle Trip Ends vs: Employees
On a: Weekday,
A.M. Peak Hour

Number of Studies: 163
Avg. Number of Employees: 695
Directional Distribution: 88% entering, 12% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.48	0.20 - 1.62	0.71

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 0.24

R^2 = 0.88

General Office Building
(710)

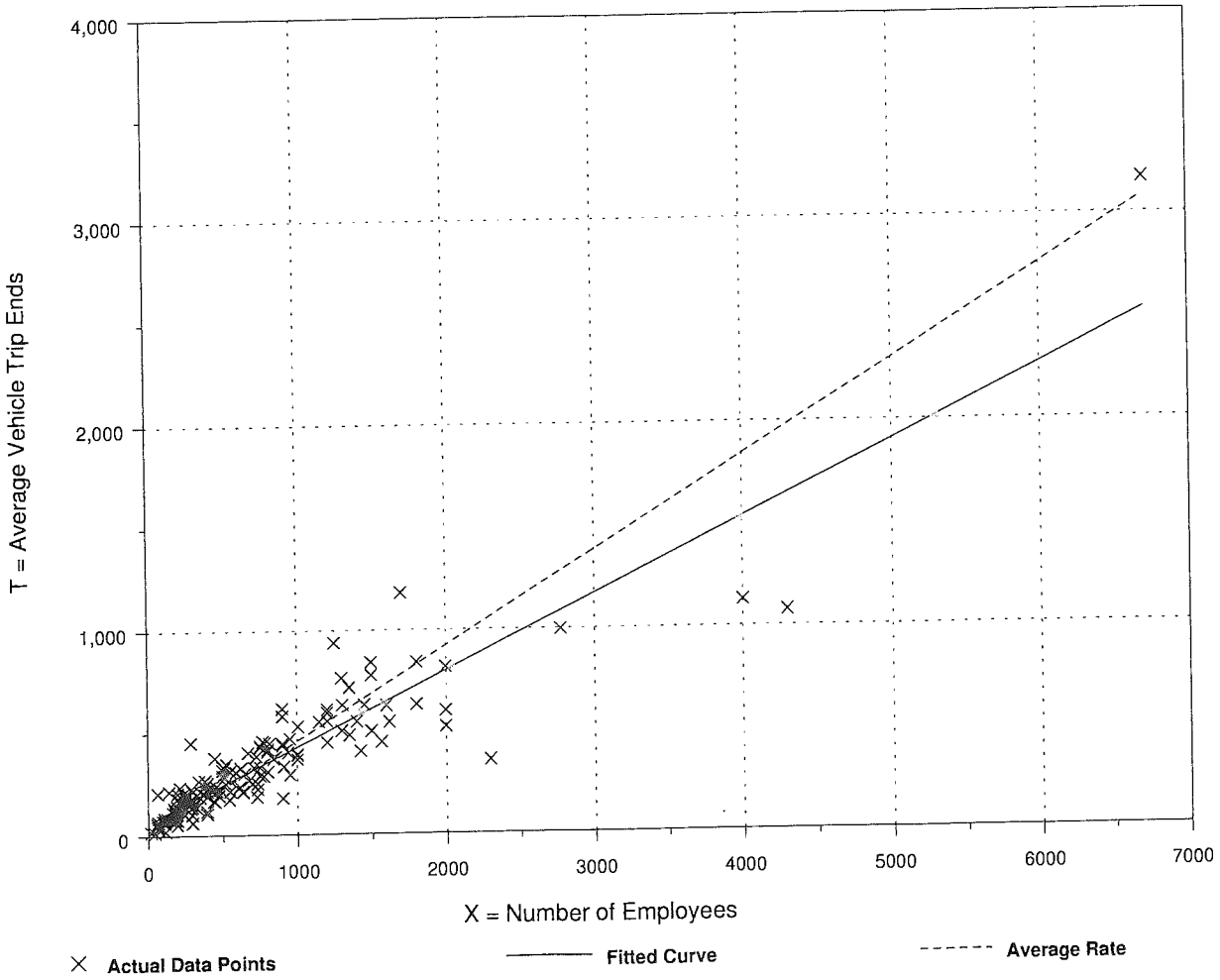
Average Vehicle Trip Ends vs: Employees
On a: Weekday,
P.M. Peak Hour

Number of Studies: 173
Avg. Number of Employees: 688
Directional Distribution: 17% entering, 83% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.46	0.16 - 3.12	0.70

Data Plot and Equation



Fitted Curve Equation: T = 0.37(X) + 60.08

R^2 = 0.84

Appendix K

SANDAG Select Zone Assignments for Project Trip Distribution

SANDAG Series 12
2008 Base Year
Highway Network
Functional Class Network

VALLEY CENTER Area

Network Build 07/19/12
Series 12 Accretive Valley Center
2008 Base Year 3 Final Calibration
Plus Proposed P

Functional Classifications:

- Freeway
- Prime
- Major
- Collector
- Local Collector
- Rural Collector
- Local
- Freeway Connector
- Ramp
- Zone Connector
- Light & Commuter Rail
- Zone Boundary
- Community Plan Areas

Intersection Controls:

- Signal
- All-Way Stop
- One-Way Stop
- Ramp Meter
- Rail Crossing

Speeds and Lanes:

- Adjusted Speed
- Modeled Speed
- Lanes
- Lane Imbalance
- Traffic Analysis Zone
- Median Type

Feet 0 400 800
Meters 48 144 240

SANDAG
San Diego's Regional Planning Agency

July 19, 2012

Rainbow
Pala-Pauma

Fallbrook
Pala-Pauma

Fallbrook
Valley Center

Fallbrook
Bonsall

Bonsall
Valley Center

Valley Center
North County Metro

North County Metro
Bonsall

Valley Center
ESCONDIDO

North County Metro
ESCONDIDO

North County Metro

North County Metro
ESCONDIDO

Valley Center
North County Metro

Valley Center
Pala-Pauma

North County Metro
Pala-Pauma

Valley Center
North County Metro

SAN PASQUAL CASINO

JOLLER CASINO

SANDAG Series 12
2008 Highway Network
Select Zone Assignment

VALLEY CENTER Area

Model Run 07/20/12
Series 12 Accretive Valley Center
2008 Base Year 3 Final Calibration
Plus Proposed Project

Forecasted Volumes:

- Unadjusted Forecast Volume (in Thousands)
- Whole Select Link Volume
- Select Link Percentage
- Traffic Analysis Zone

Link Distributions:

- 100%
- 50.1% --> 99.9%
- 25.1% --> 50.0%
- 10.1% --> 25.0%
- 5.1% --> 10.0%
- 0.1% --> 5.0%
- 0%

Zonal Distributions:

- 100%
- 25.1% --> 99.9%
- 10.1% --> 25.0%
- 1.1% --> 10.0%
- 0.6% --> 1.0%
- 0.1% --> 0.5%
- Zero Trips (0.0%)

Feet 0 500 1,000
Meters 60 180 300

SANDAG
San Diego's Regional Planning Agency

July 23, 2012

Weston Inset

Accretive Inset

Castle Creek Inset

SANDAG Series 12
2050 2011 RTP
Revenue Constrained
Highway Network
Functional Class Network

VALLEY CENTER Area

Network Build 07/20/12
2050RC11E
With 3P Update
With Roads 3B and 3C
With Accretive Proposal

Functional Classifications:

- Freeway
- Prime
- Major
- Collector
- Local Collector
- Rural Collector
- Local
- Freeway Connector
- Ramp
- Zone Connector
- Light & Commuter Rail
- Zone Boundary
- Community Plan Areas

Intersection Controls:

- Signal
- All-Way Stop
- One-Way Stop
- Ramp Meter
- Rail Crossing

Speeds and Lanes:

- Adjusted Speed
- Modeled Speed
- Lanes
- Lane Imbalance
- Traffic Analysis Zone
- Median Type

Feet 0 400 800
Meters 48 144 240

SANDAG
San Diego's Regional Planning Agency

July 20, 2012

Rainbow
Pala-Pauma
Fallbrook
Pala-Pauma
Fallbrook
Valley Center
Fallbrook
Bonsall
Bonsall
Valley Center
North County Metro
Valley Center
North County Metro
Valley Center
Pala-Pauma
Valley Center
North County Metro
ESCONDIDO
North County Metro
ESCONDIDO
North County Metro
ESCONDIDO
North County Metro
Valley Center
North County Metro
Pala-Pauma
Valley Center
North County Metro
Valley Center
North County Metro
Valley Center
North County Metro

SANDAG Series 12
2050 Highway Network
Select Zone Assignment

VALLEY CENTER Area

Model Run 07/20/12
2050RC11E
With 3P Update
With Roads 3B and 3C
With Accretive Proposal
2050 - 2011 RTP
Revenue Constrained

Forecasted Volumes:

- Unadjusted Forecast Volume (in Thousands)
- Whole Select Link Volume
- Select Link Percentage
- Traffic Analysis Zone

Link Distributions:

- 100%
- 50.1% --> 99.9%
- 25.1% --> 50.0%
- 10.1% --> 25.0%
- 5.1% --> 10.0%
- 0.1% --> 5.0%
- 0%

Zonal Distributions:

- 100%
- 25.1% --> 99.9%
- 10.1% --> 25.0%
- 1.1% --> 10.0%
- 0.6% --> 1.0%
- 0.1% --> 0.5%
- Zero Trips (0.0%)

Feet 0 500 1,000
Meters 60 180 300

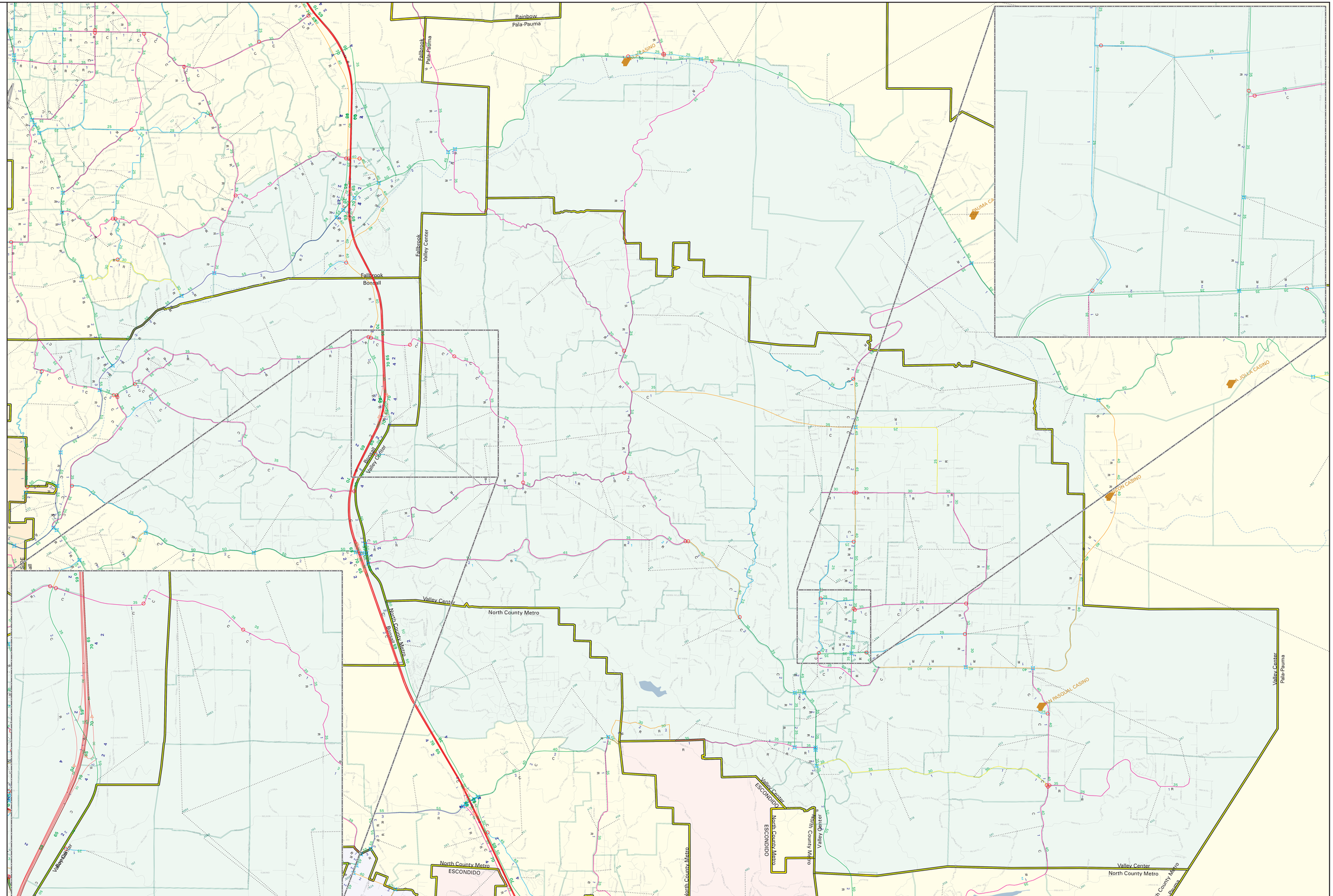
SANDAG
San Diego's Regional Planning Agency

July 23, 2012

Weston Inset

Accretive Inset

Castle Creek Inset



SANDAG Series 12
2050 2011 RTP
Revenue Constrained
Highway Network
Functional Class Network

VALLEY CENTER Area

Network Build 07/23/12
2050RC11F
With 3P Update
With Road 3C
With Accretive Proposal

Functional Classifications:

- Freeway
- Prime
- Major
- Collector
- Local Collector
- Rural Collector
- Local
- Freeway Connector
- Ramp
- Zone Connector
- Light & Commuter Rail
- Zone Boundary
- Community Plan Areas

Intersection Controls:

- Signal
- All-Way Stop
- One-Way Stop
- Ramp Meter
- Rail Crossing

Speeds and Lanes:

- Adjusted Speed
- Modeled Speed
- Lanes
- Lane Imbalance
- Traffic Analysis Zone
- Median Type

Feet 0 400 800
Meters 48 144 240

SANDAG
San Diego's Regional Planning Agency

July 23, 2012

SANDAG Series 12
2050 Highway Network
Select Zone Assignment

VALLEY CENTER Area

Model Run 07/23/12
2050RC11F
With 3P Update
With Road 3C
With Accretive Proposal
2050 - 2011 RTP
Revenue Constrained

Forecasted Volumes:

- Unadjusted Forecast Volume (in Thousands)
- Whole Select Link Volume
- Select Link Percentage
- Traffic Analysis Zone

Link Distributions:

- 100%
- 50.1% --> 99.9%
- 25.1% --> 50.0%
- 10.1% --> 25.0%
- 5.1% --> 10.0%
- 0.1% --> 5.0%
- 0%

Zonal Distributions:

- 100%
- 25.1% --> 99.9%
- 10.1% --> 25.0%
- 1.1% --> 10.0%
- 0.6% --> 1.0%
- 0.1% --> 0.5%
- Zero Trips (0.0%)

Feet 0 500 1,000
Meters 60 180 300

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San Diego's Regional Planning Agency

July 25, 2012

Weston Inset

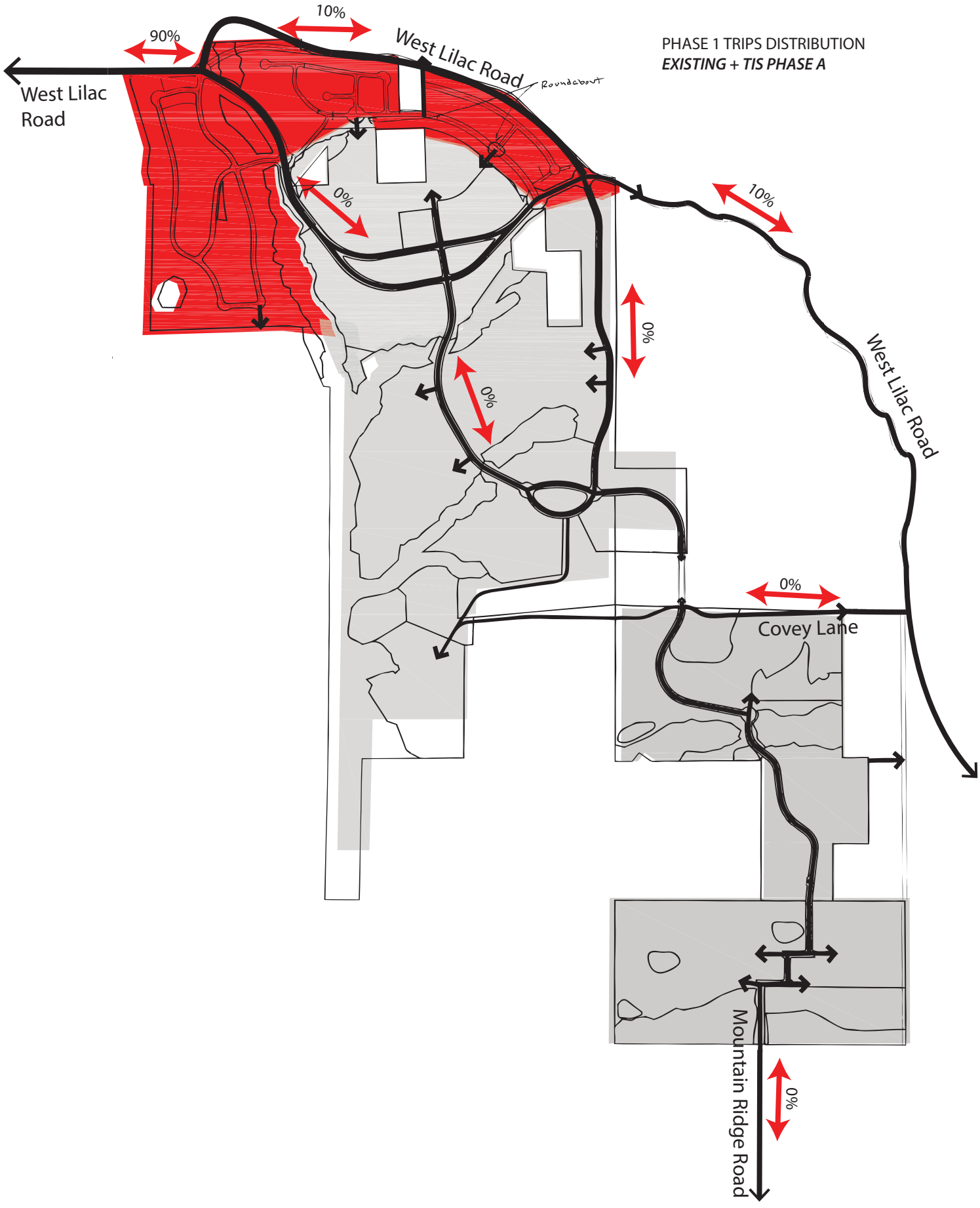
Accretive Inset

Castle Creek Inset

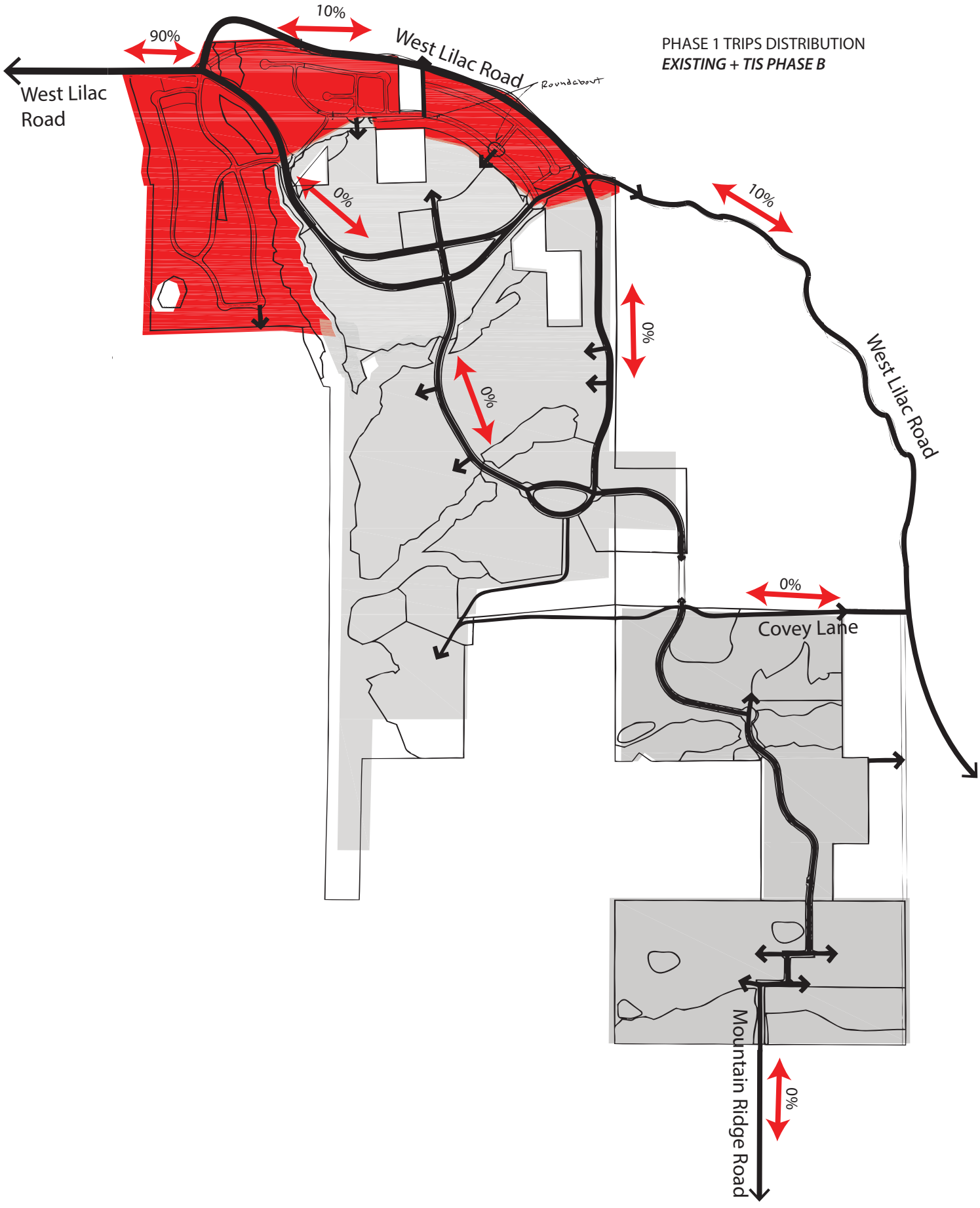
Appendix L

Project Trip Distribution Along Frontage and Access Roads by Phase

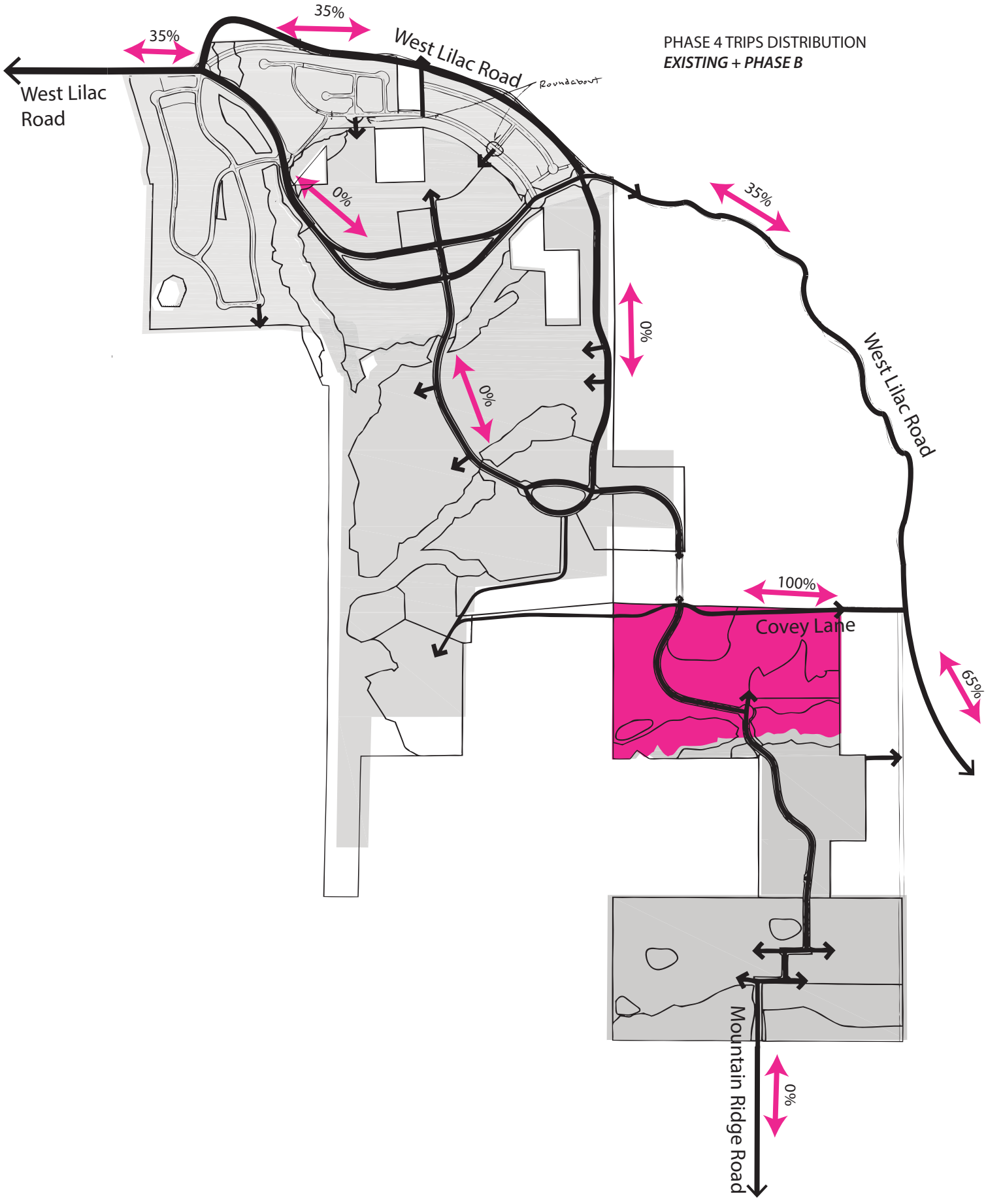
PHASE 1 TRIPS DISTRIBUTION
EXISTING + TIS PHASE A

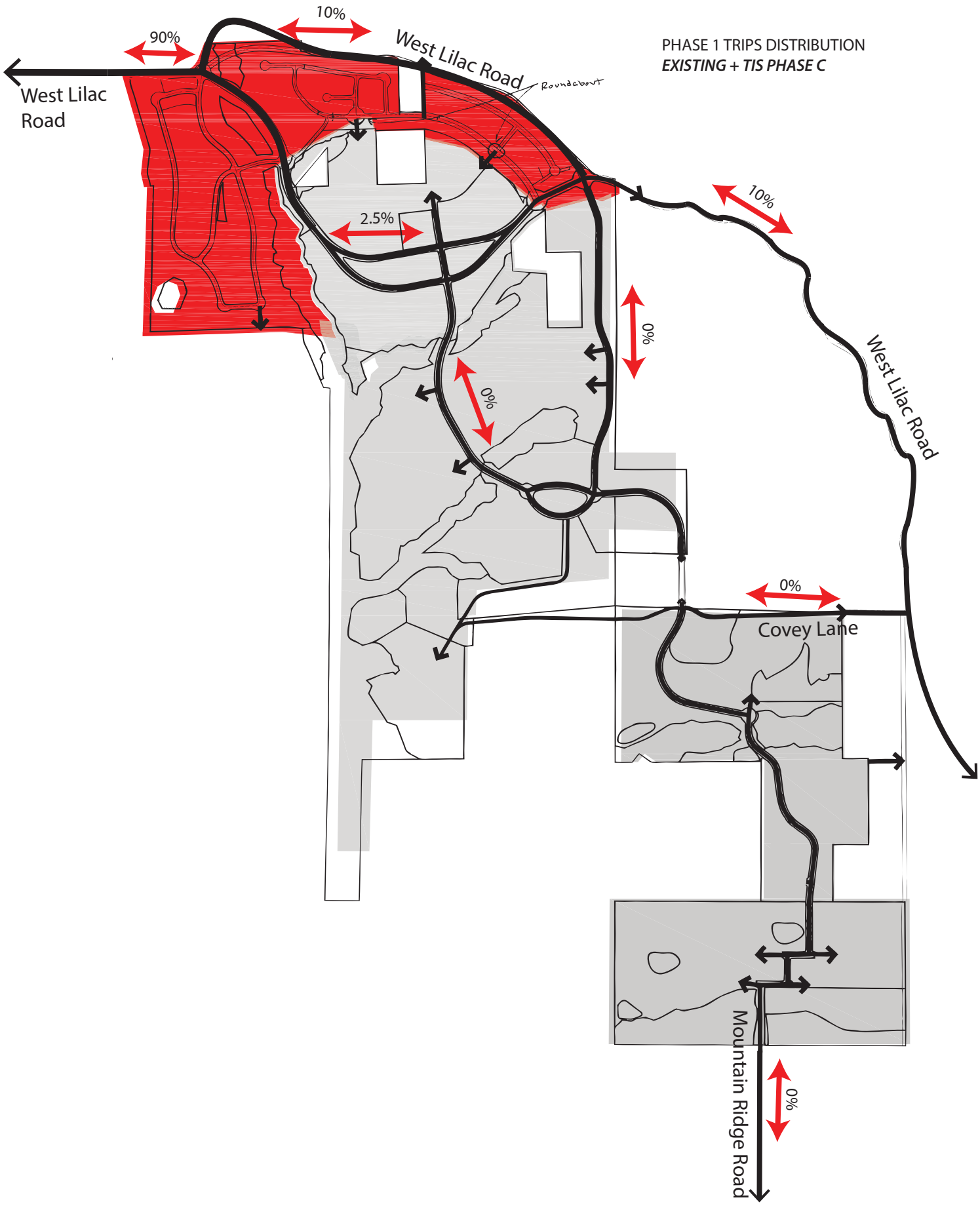


PHASE 1 TRIPS DISTRIBUTION
EXISTING + TIS PHASE B

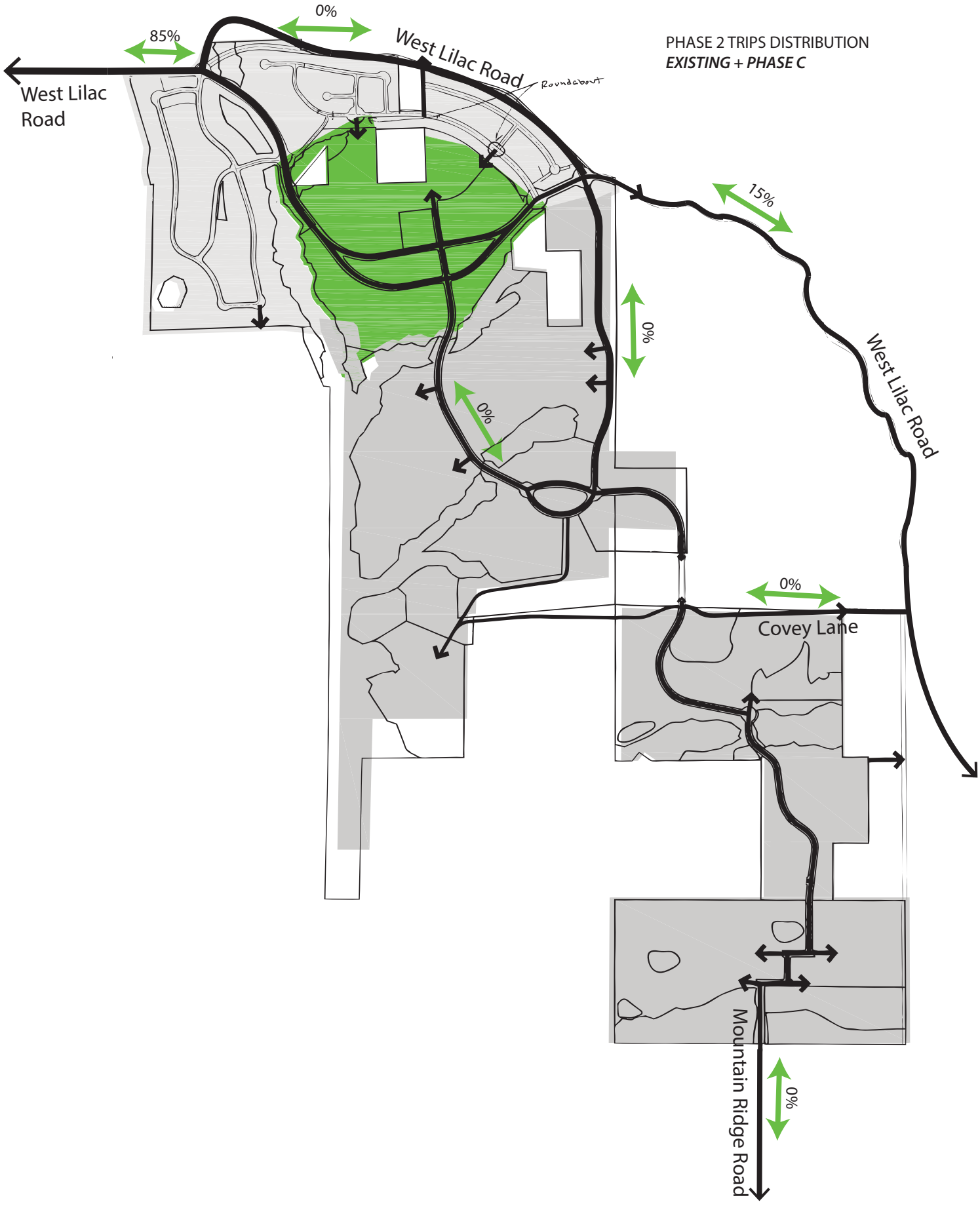


PHASE 4 TRIPS DISTRIBUTION
EXISTING + PHASE B

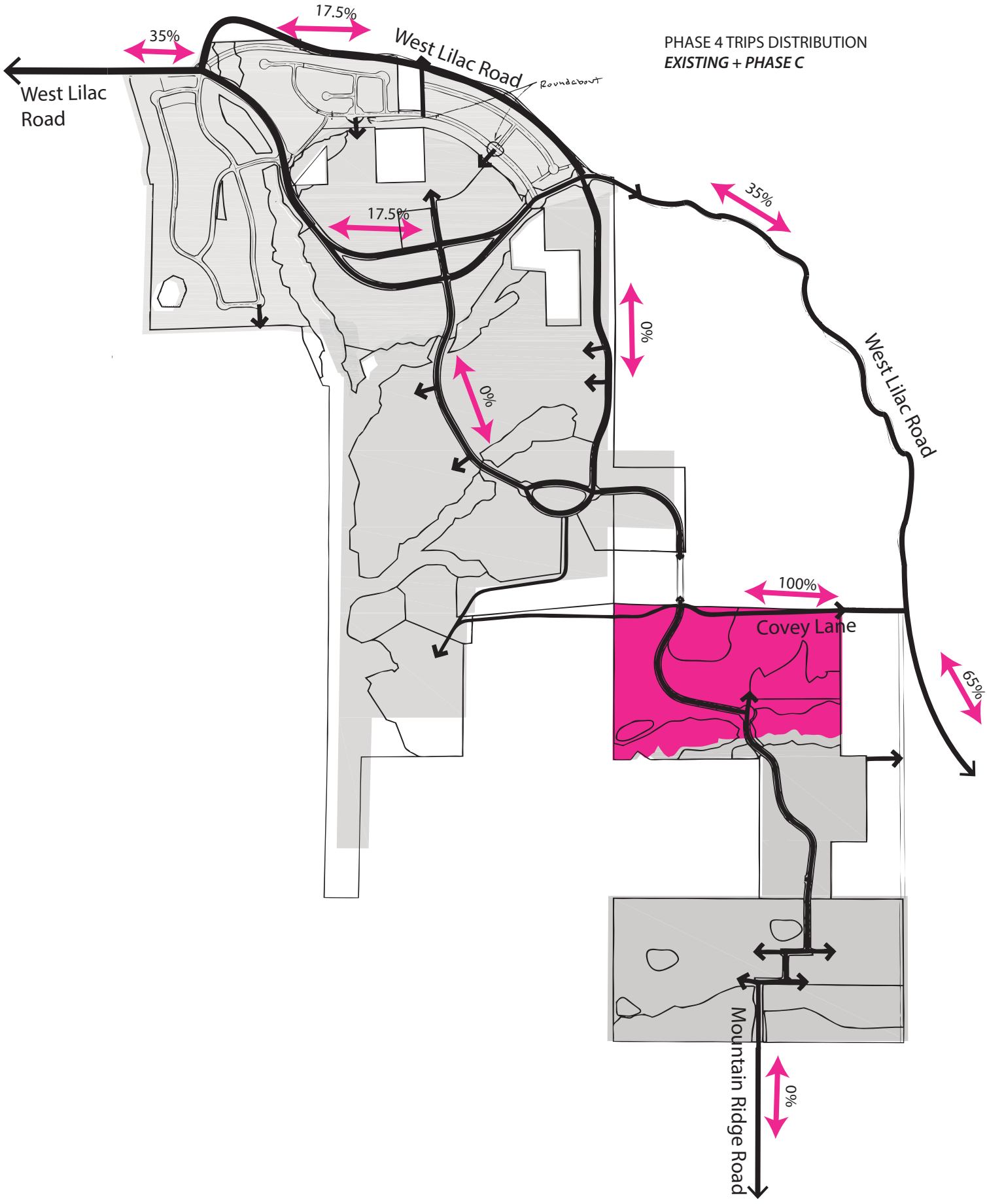


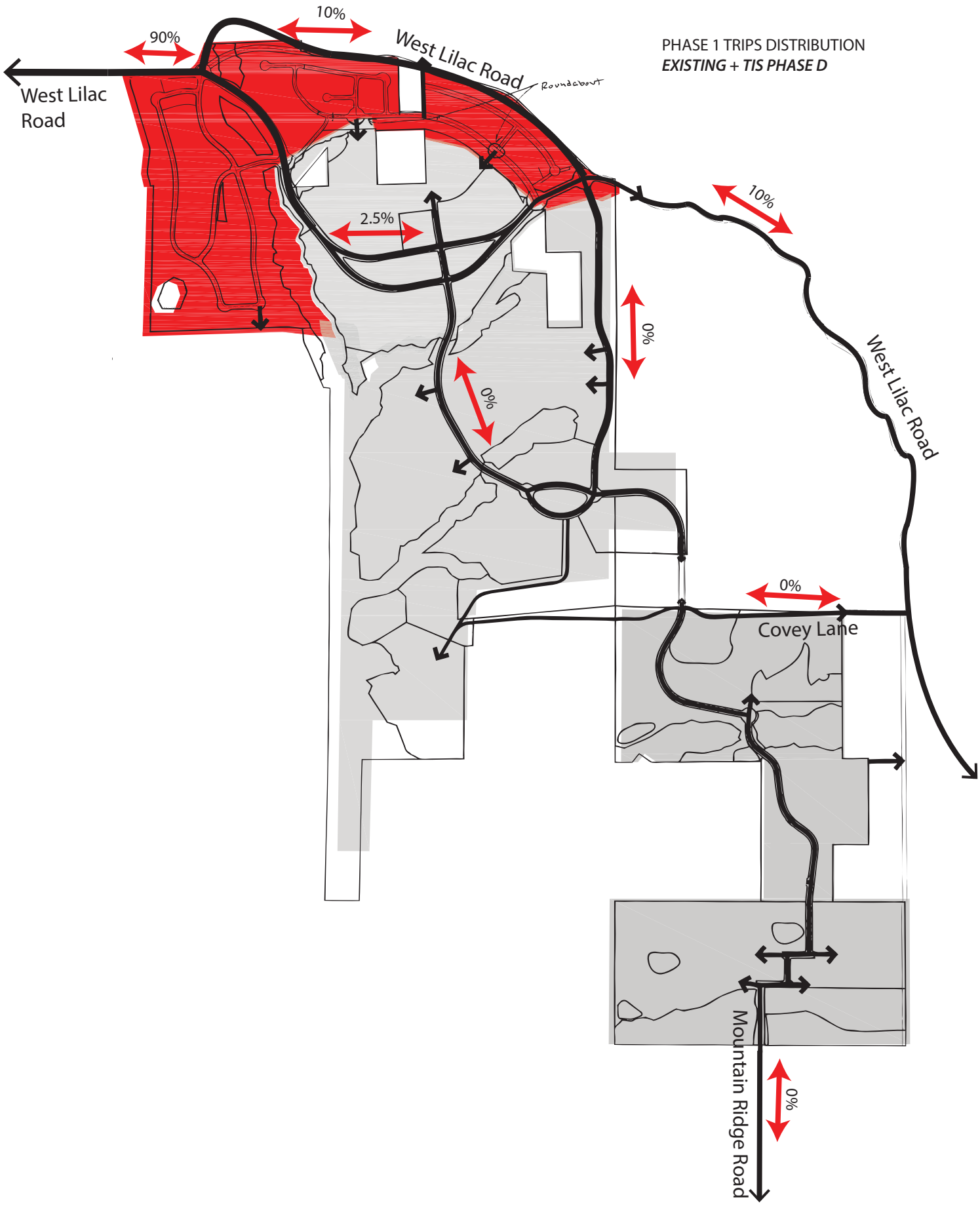

PHASE 1 TRIPS DISTRIBUTION
EXISTING + TIS PHASE C
West Lilac Road
90%
10%
West Lilac Road
Roundabout
2.5%
10%
0%
0%
West Lilac Road
0%
Covey Lane
Mountain Ridge Road
0%

PHASE 2 TRIPS DISTRIBUTION
EXISTING + PHASE C

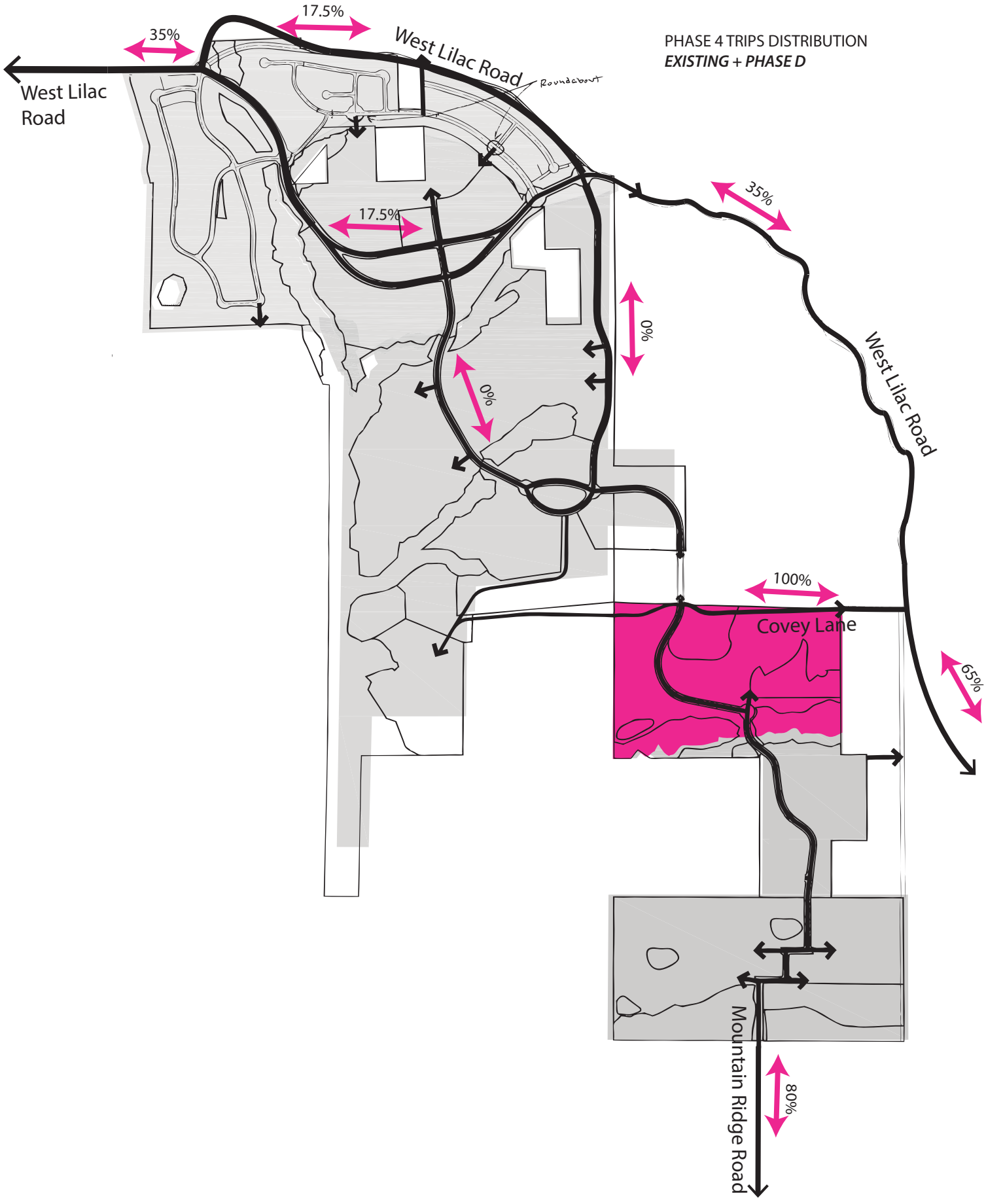


PHASE 4 TRIPS DISTRIBUTION
EXISTING + PHASE C

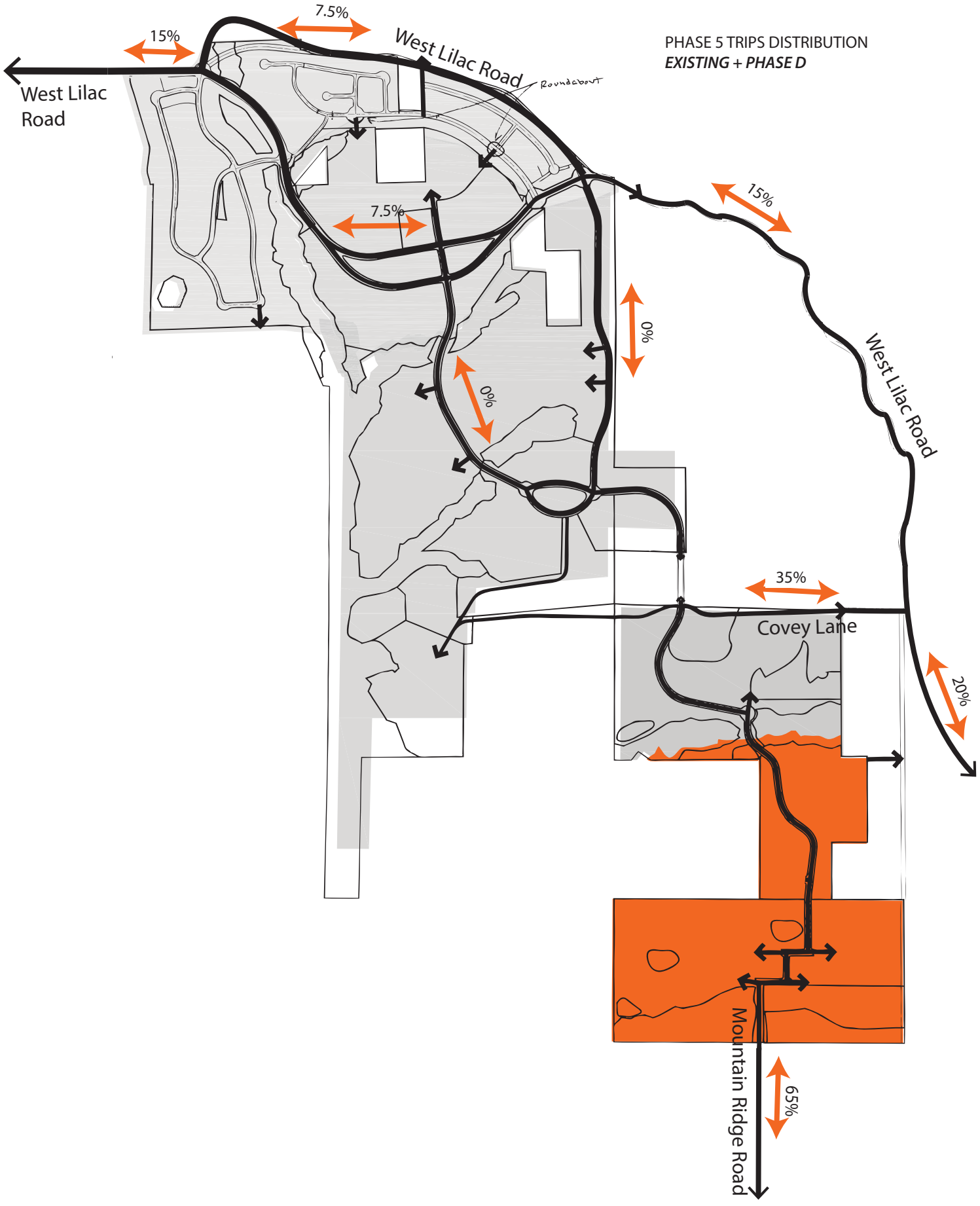



PHASE 1 TRIPS DISTRIBUTION
EXISTING + TIS PHASE D
West Lilac Road
90%
10%
West Lilac Road
Roundabout
2.5%
10%
0%
0%
West Lilac Road
0%
Covey Lane
Mountain Ridge Road
0%

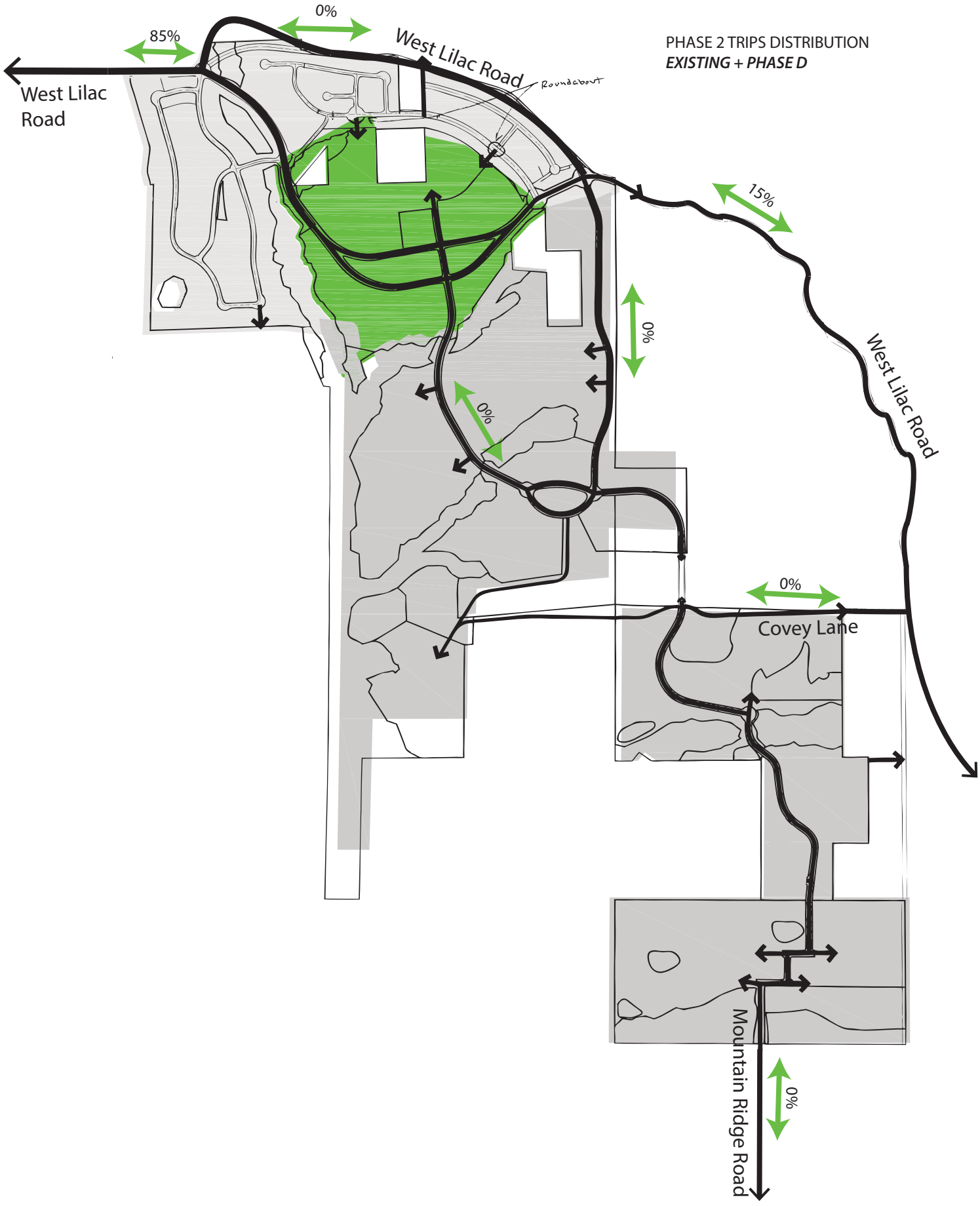
PHASE 4 TRIPS DISTRIBUTION
EXISTING + PHASE D



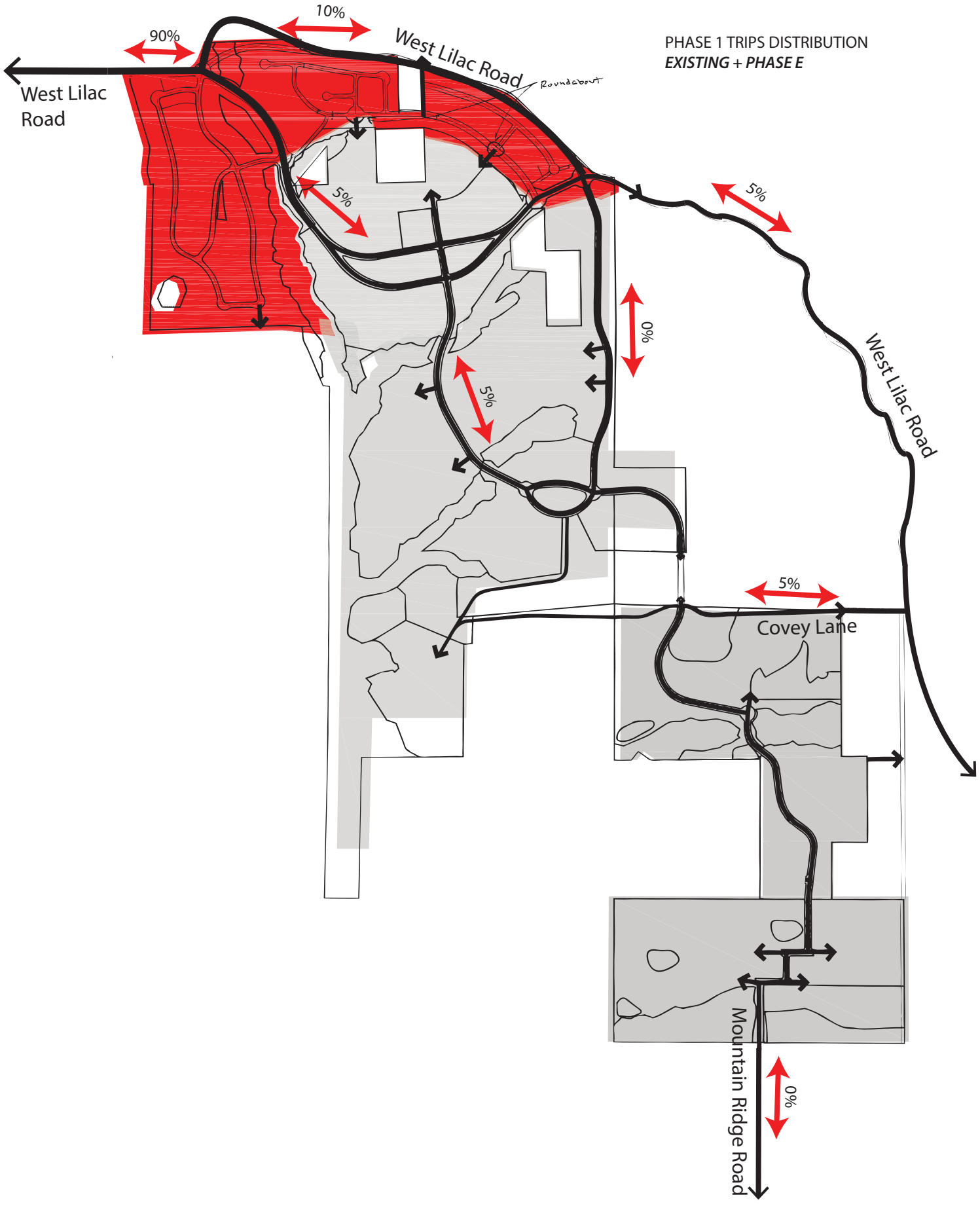
PHASE 5 TRIPS DISTRIBUTION
EXISTING + PHASE D

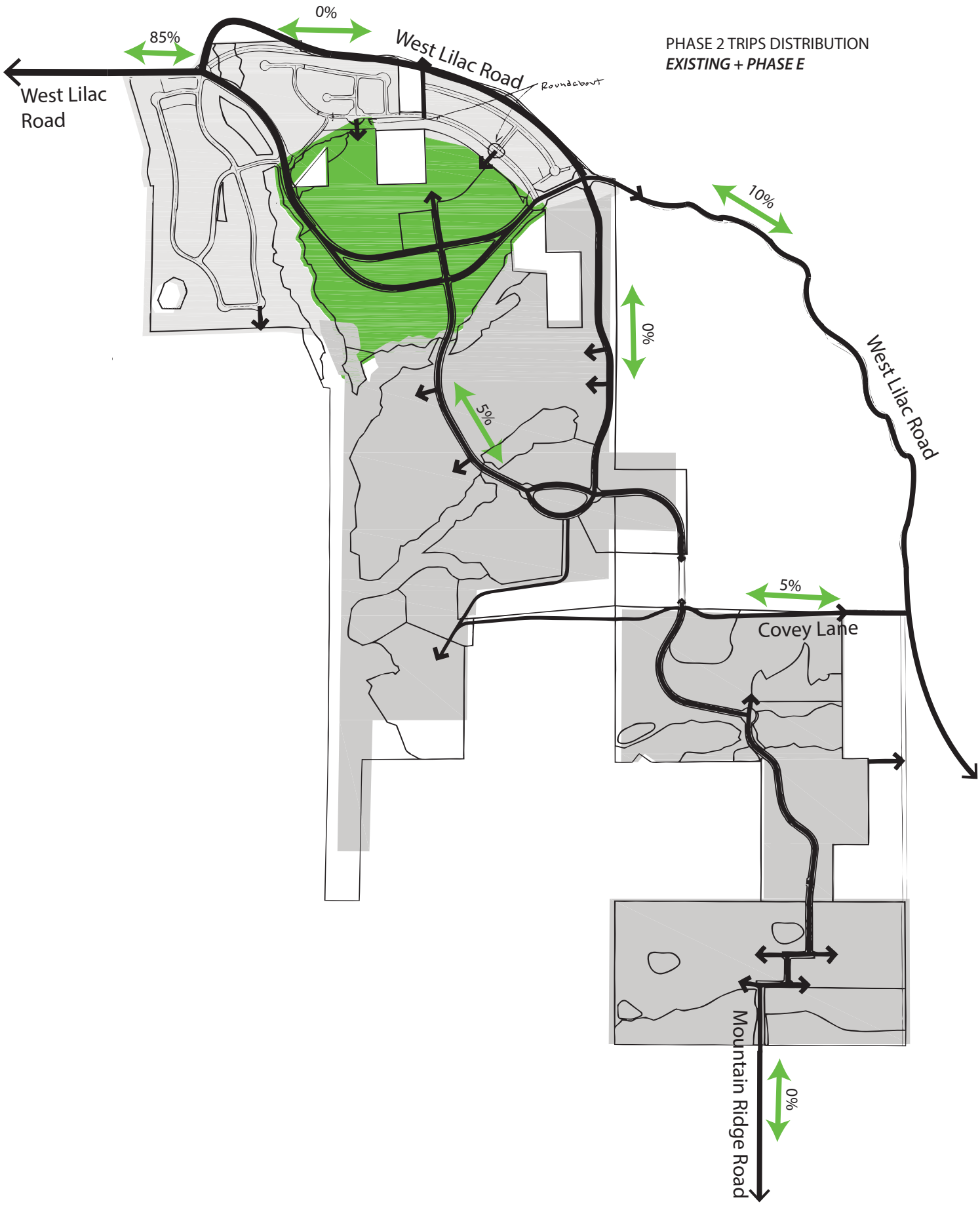


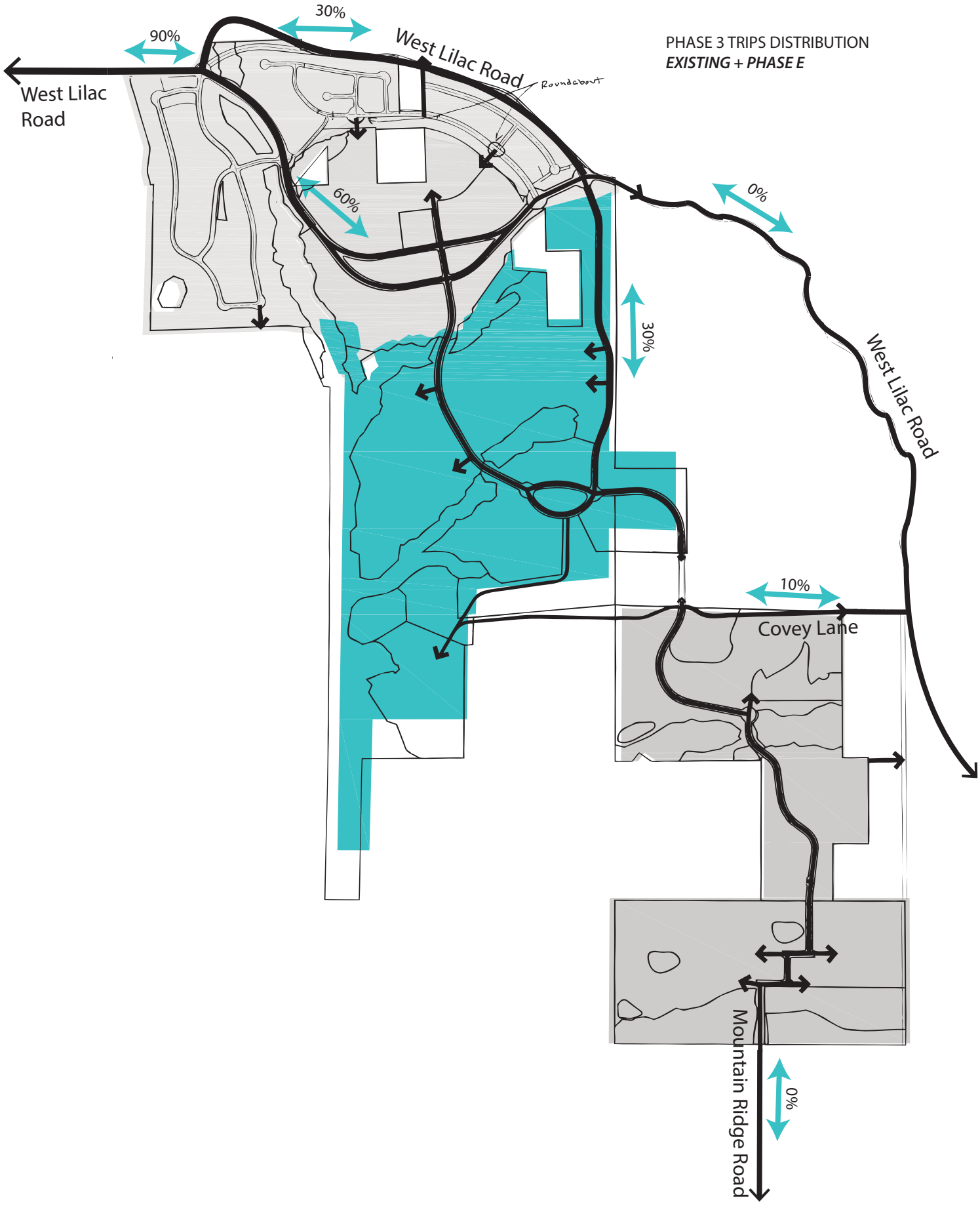
PHASE 2 TRIPS DISTRIBUTION
EXISTING + PHASE D



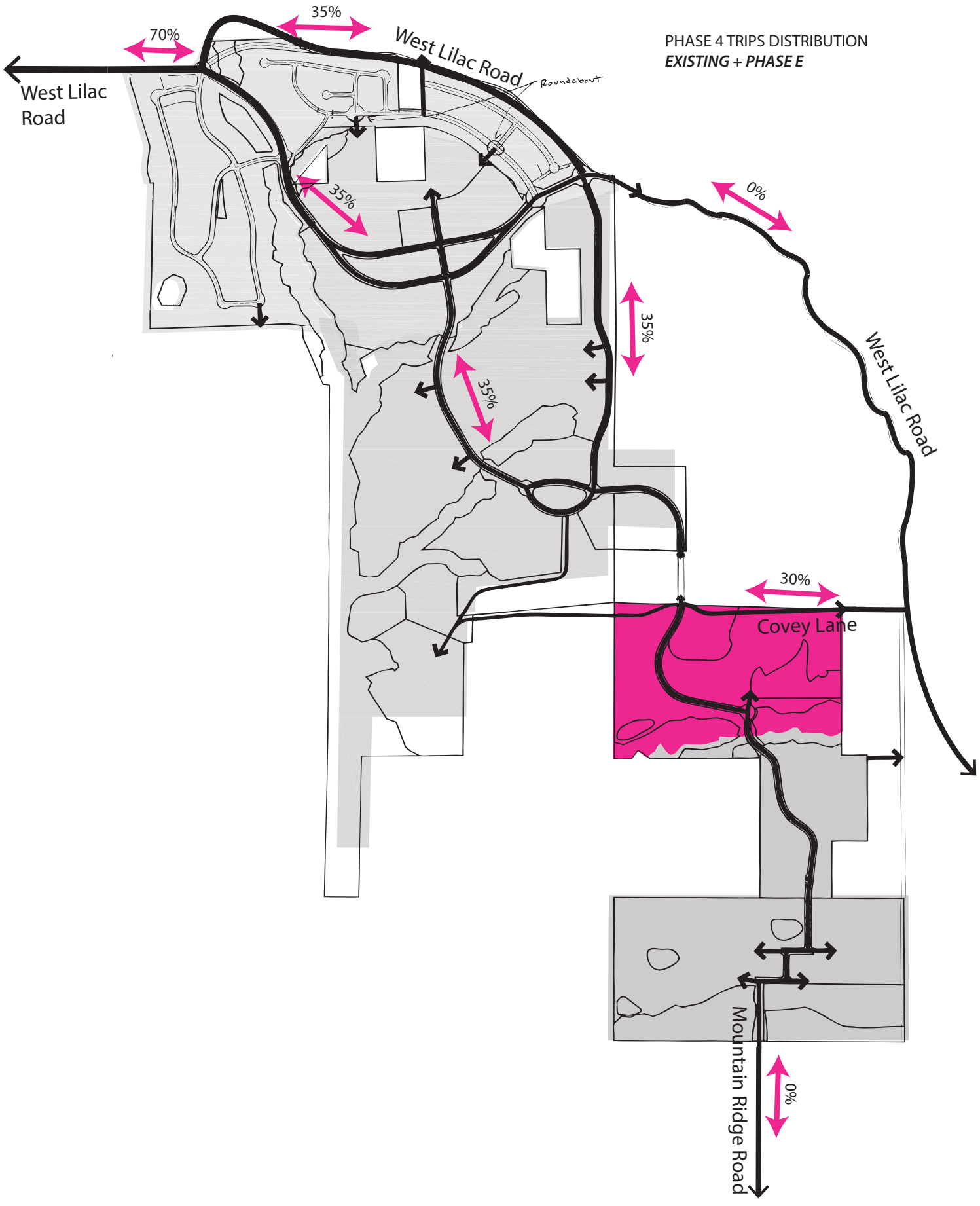
PHASE 1 TRIPS DISTRIBUTION
EXISTING + PHASE E



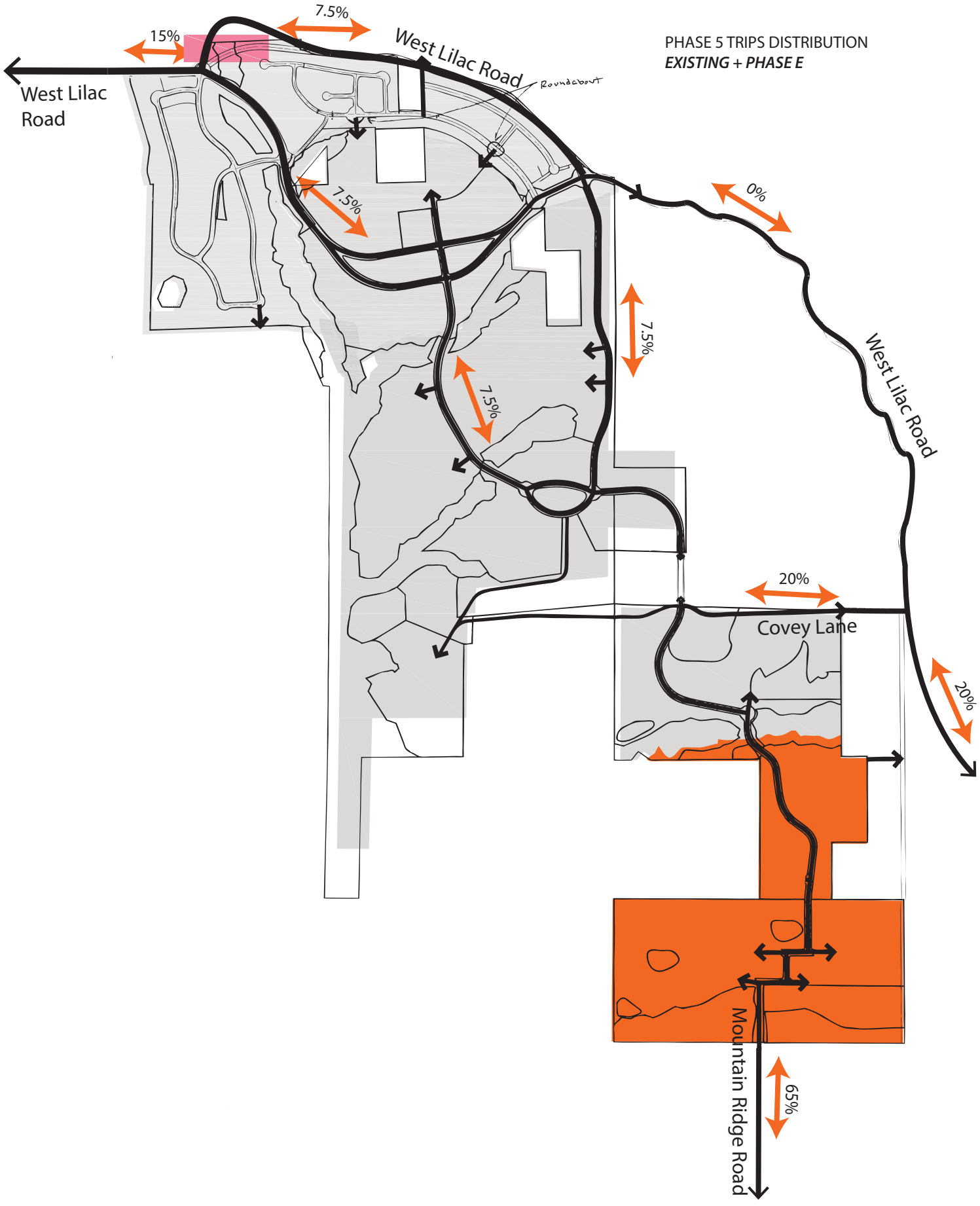

PHASE 2 TRIPS DISTRIBUTION
EXISTING + PHASE E
West Lilac Road
85%
0%
West Lilac Road
Roundabout
10%
0%
West Lilac Road
5%
5%
Covey Lane
Mountain Ridge Road
0%

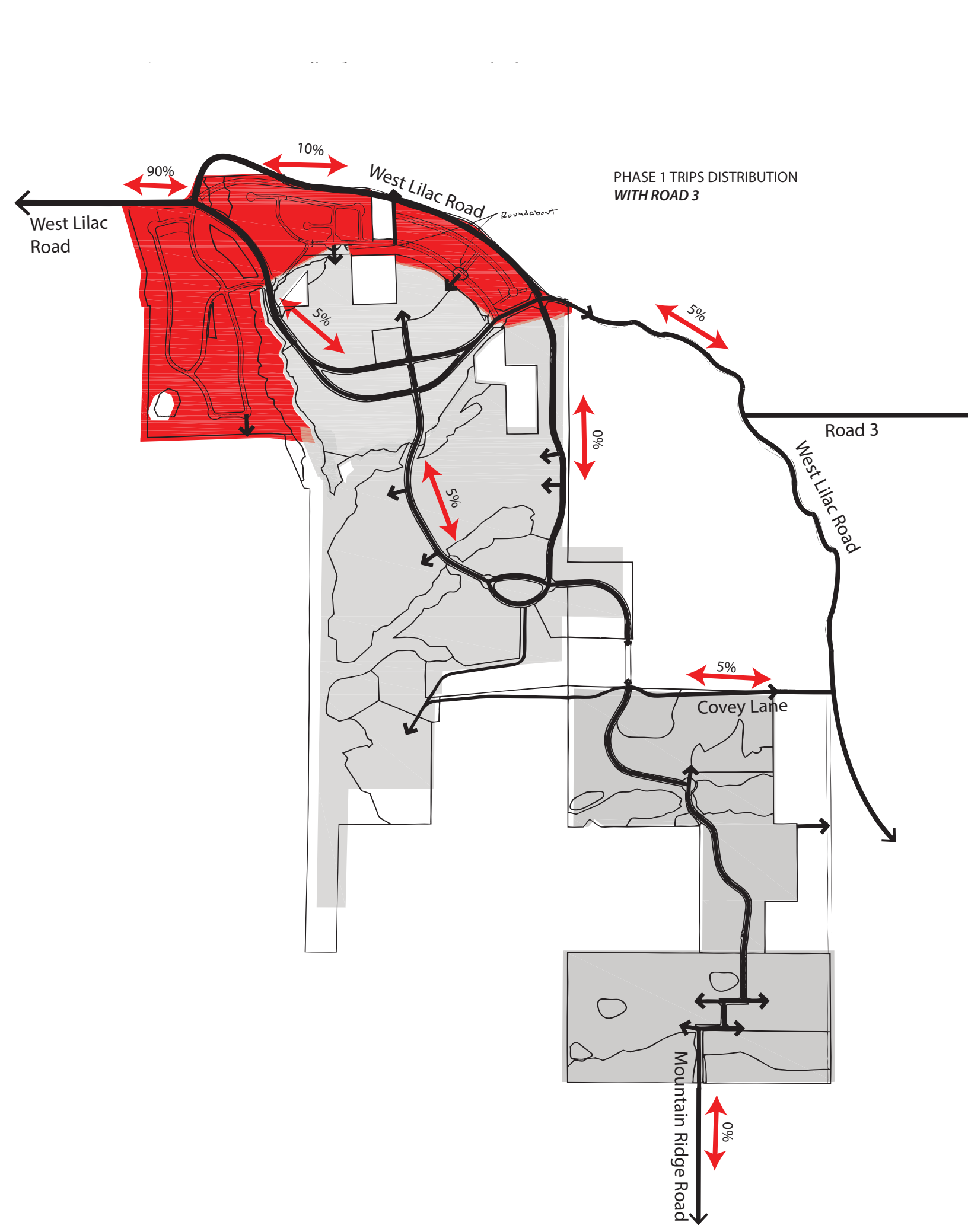

PHASE 3 TRIPS DISTRIBUTION
EXISTING + PHASE E
West Lilac Road
90%
30%
West Lilac Road
Roundabout
60%
0%
30%
West Lilac Road
10%
Covey Lane
Mountain Ridge Road
0%

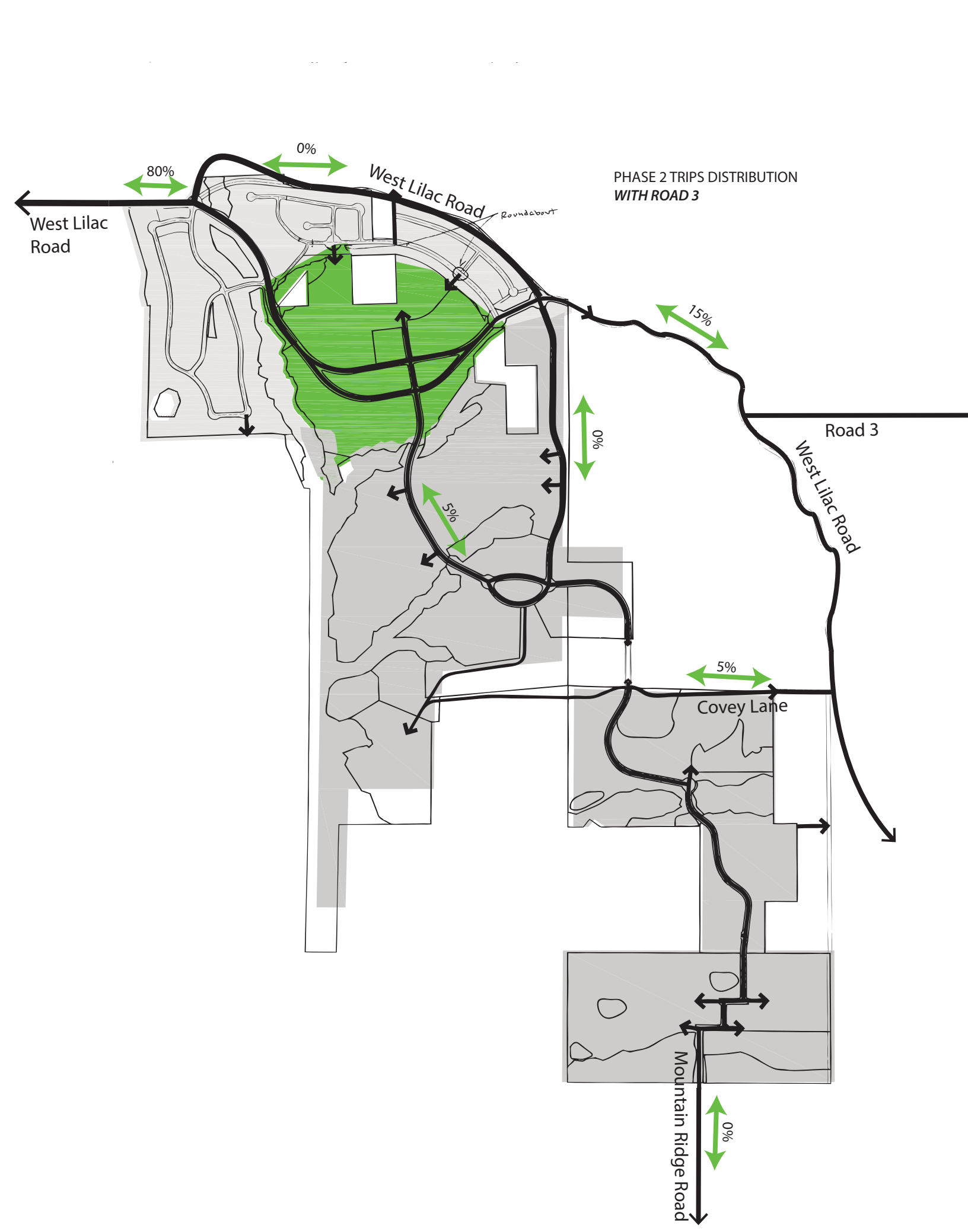
PHASE 4 TRIPS DISTRIBUTION
EXISTING + PHASE E

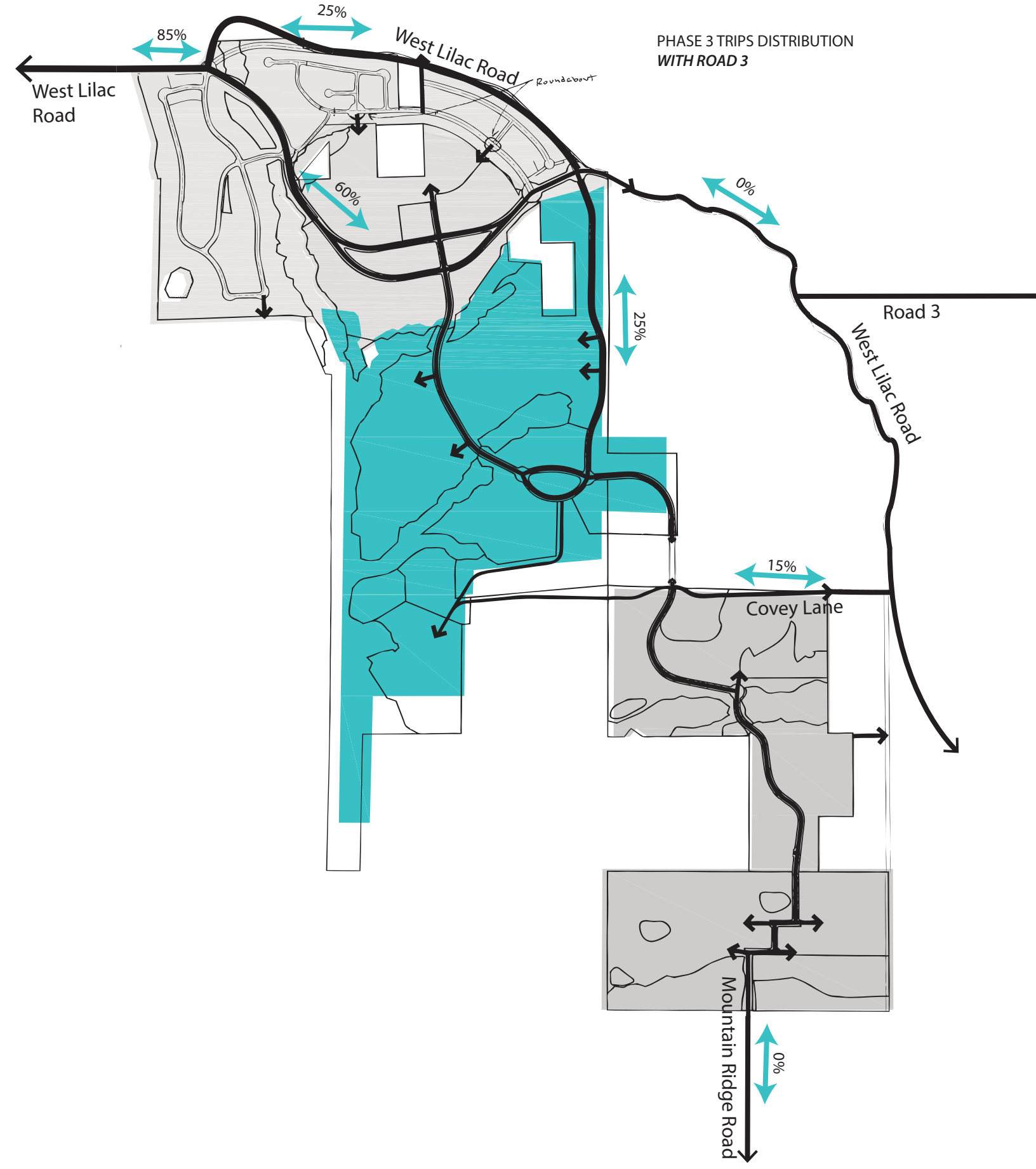


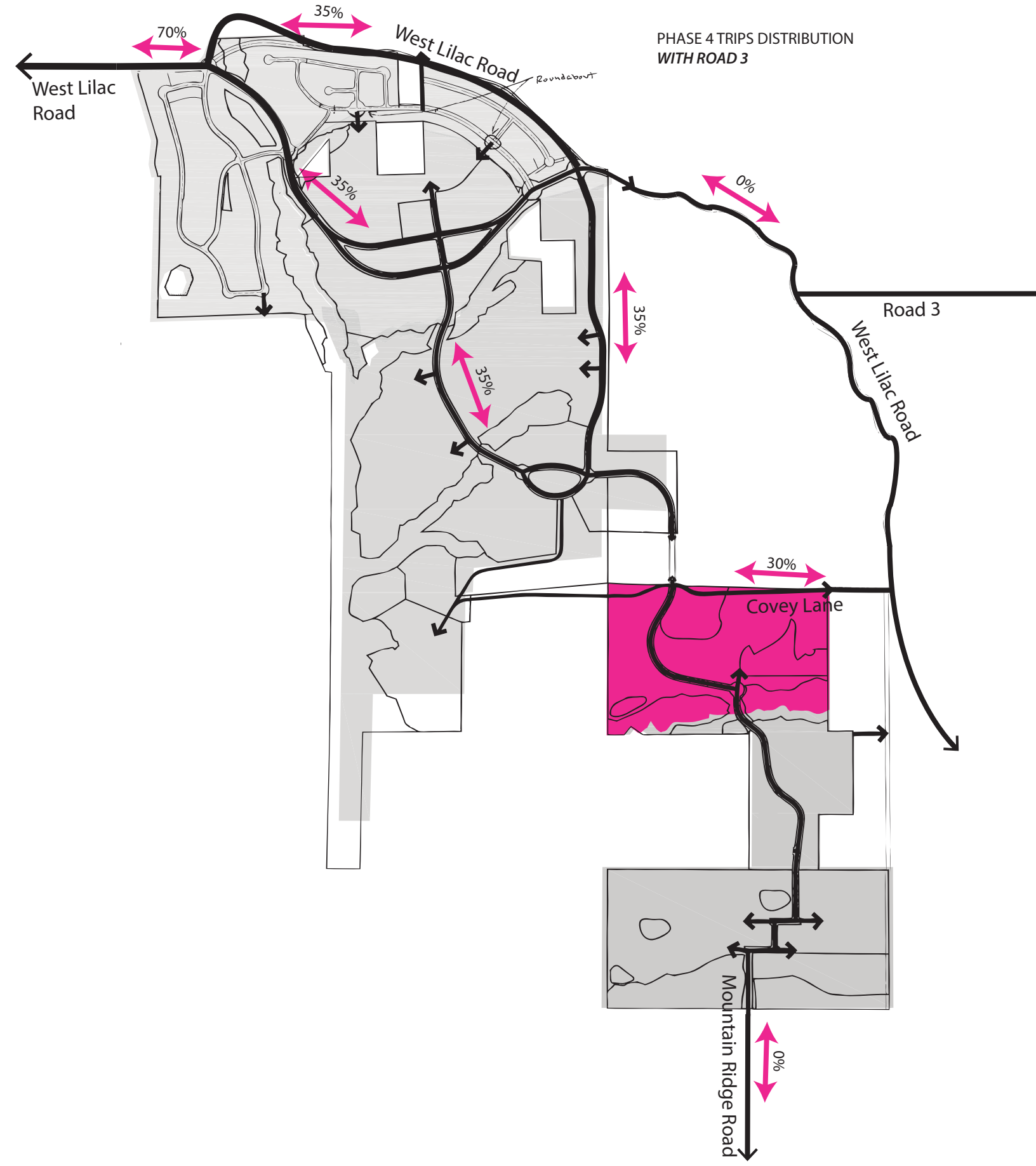
PHASE 5 TRIPS DISTRIBUTION
EXISTING + PHASE E



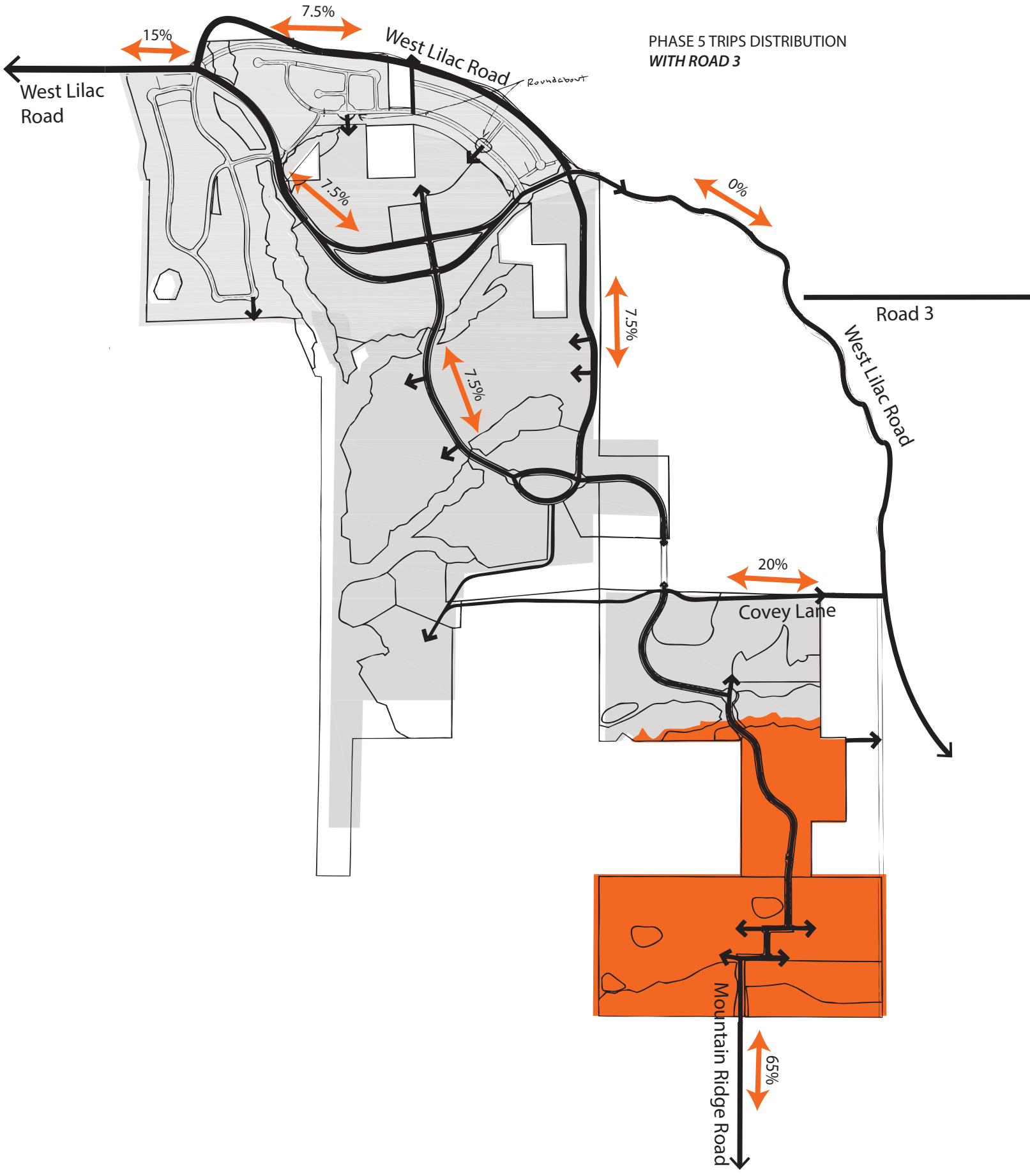

PHASE 1 TRIPS DISTRIBUTION
WITH ROAD 3
West Lilac Road
90%
10%
West Lilac Road
Roundabout
5%
5%
0%
5%
Road 3
West Lilac Road
5%
Covey Lane
Mountain Ridge Road
0%


PHASE 2 TRIPS DISTRIBUTION
WITH ROAD 3
West Lilac Road
80%
0%
West Lilac Road
Roundabout
15%
Road 3
West Lilac Road
0%
5%
5%
Covey Lane
Mountain Ridge Road
0%

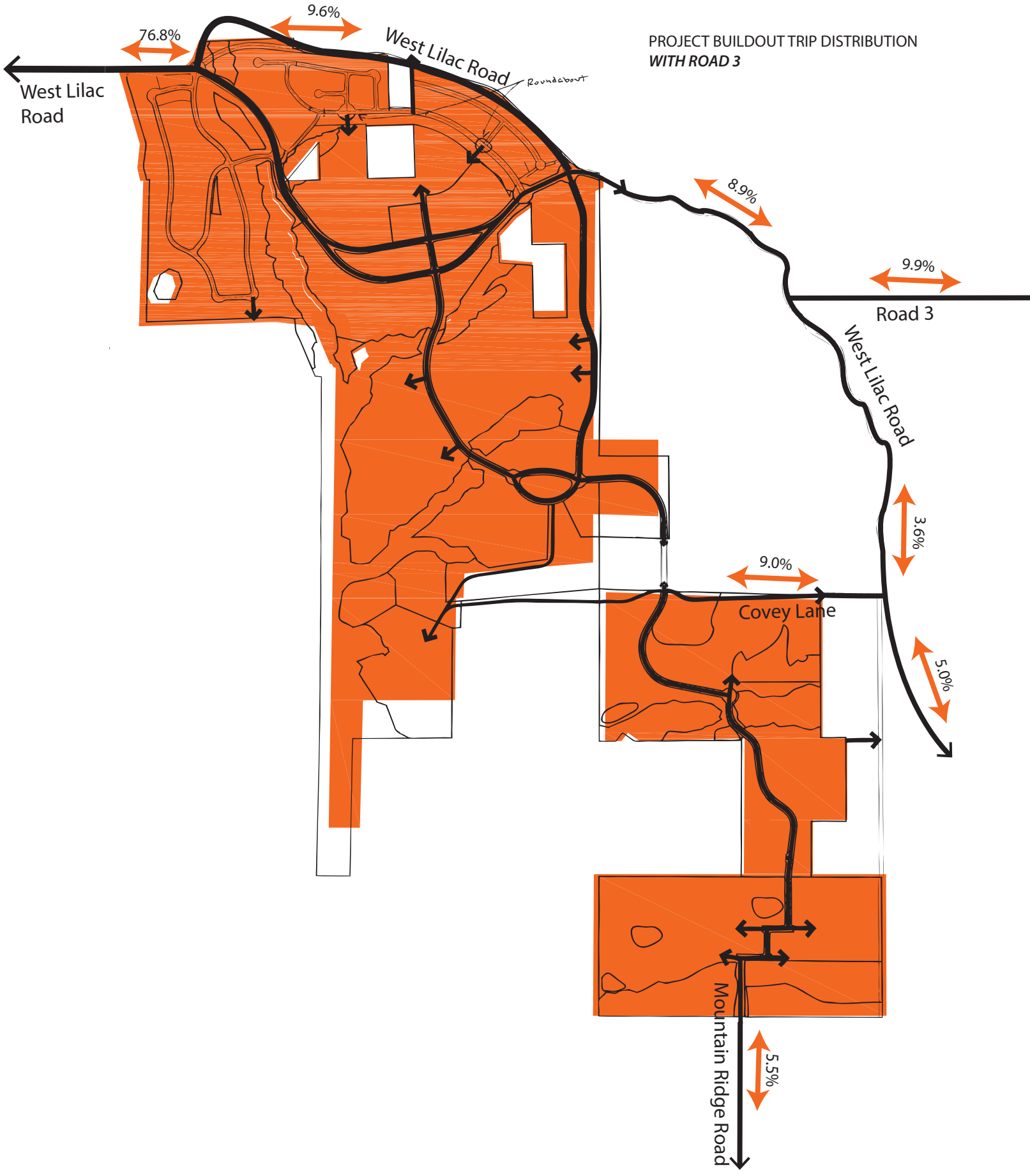

PHASE 3 TRIPS DISTRIBUTION
WITH ROAD 3
West Lilac Road
85%
25%
West Lilac Road
Roundabout
60%
0%
25%
Road 3
West Lilac Road
15%
Covey Lane
Mountain Ridge Road
0%


PHASE 4 TRIPS DISTRIBUTION
WITH ROAD 3
West Lilac Road
70%
35%
West Lilac Road
Roundabout
35%
0%
35%
35%
Road 3
West Lilac Road
30%
Covey Lane
Mountain Ridge Road
0%

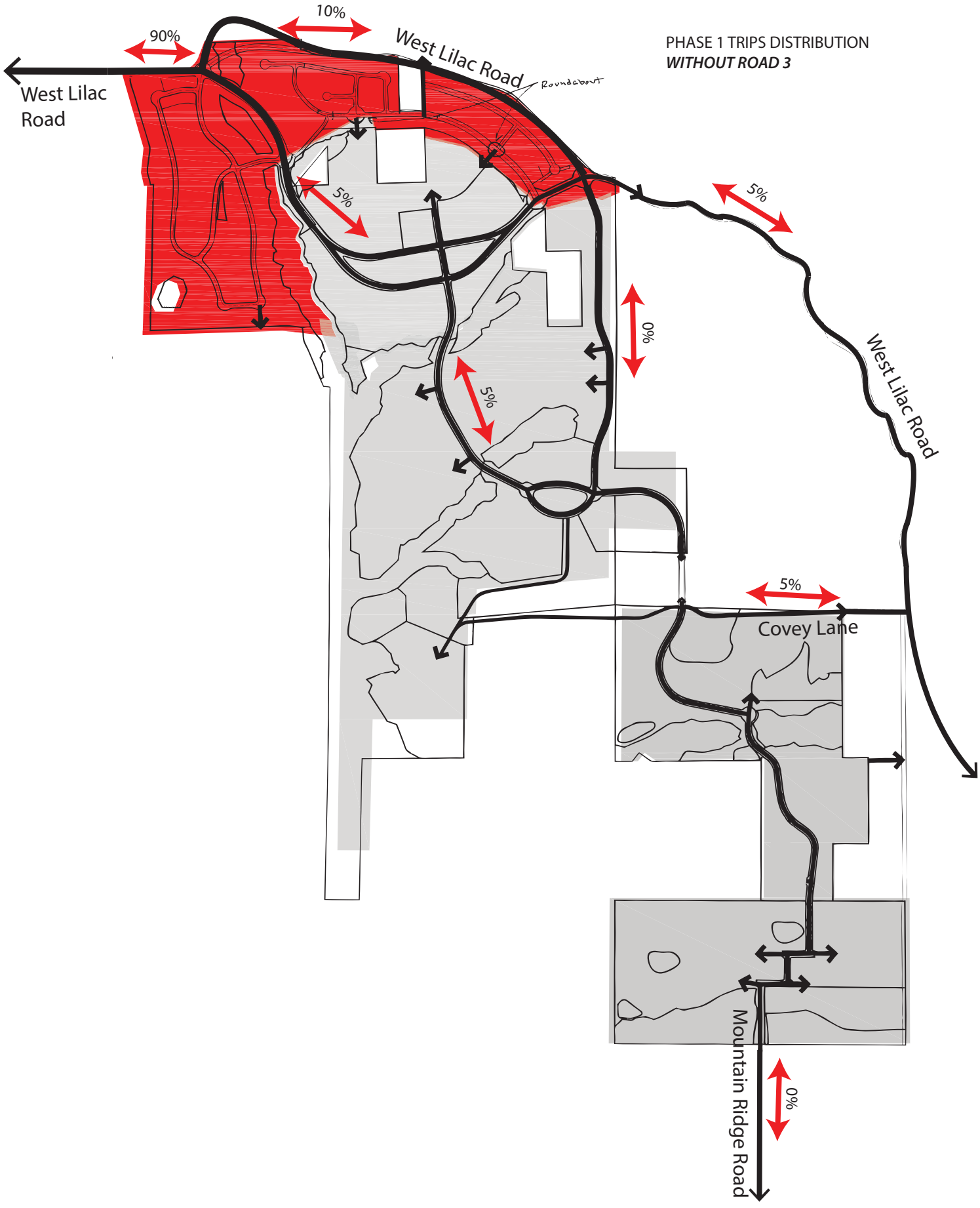
PHASE 5 TRIPS DISTRIBUTION
WITH ROAD 3



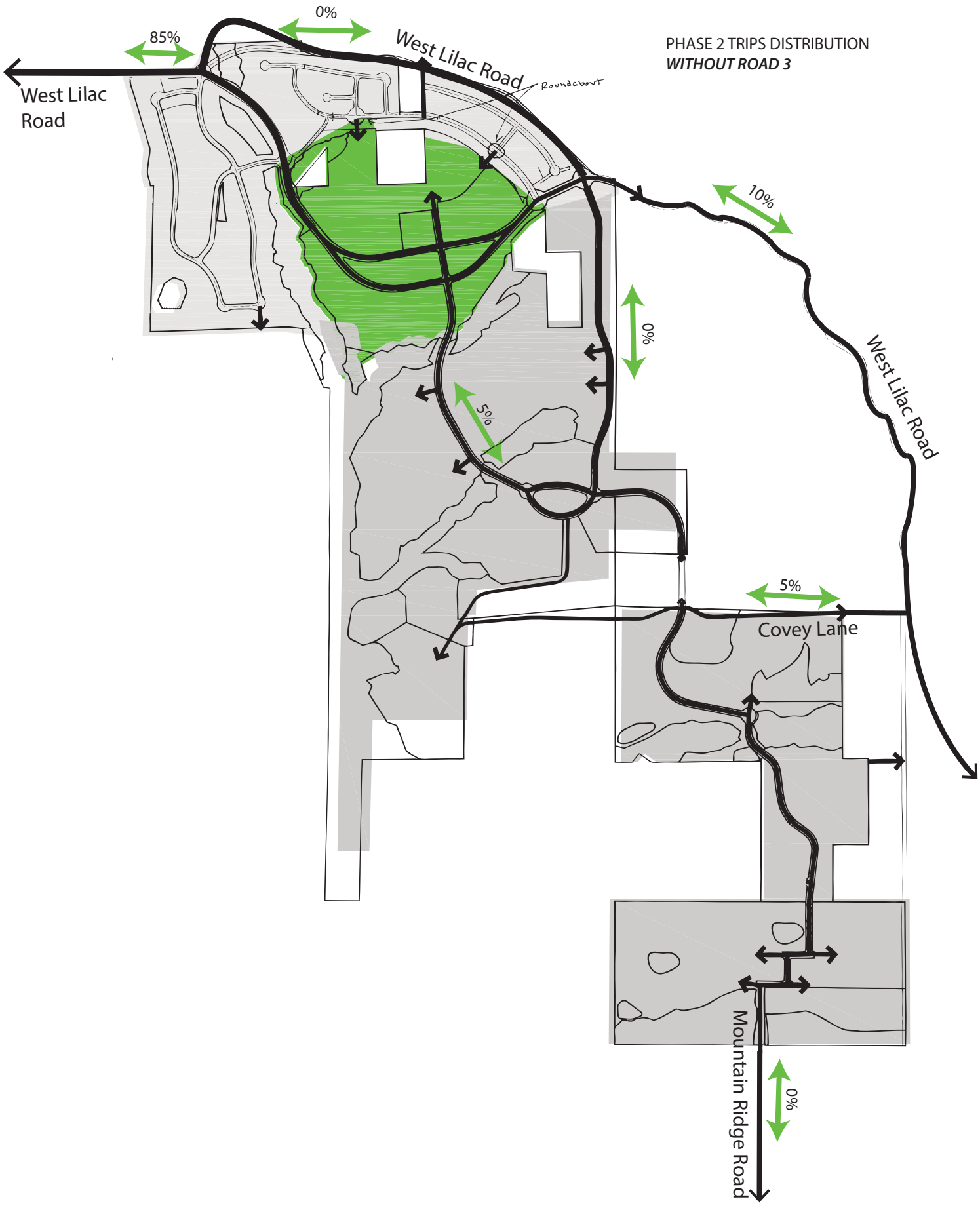
PROJECT BUILDOUT TRIP DISTRIBUTION
WITH ROAD 3



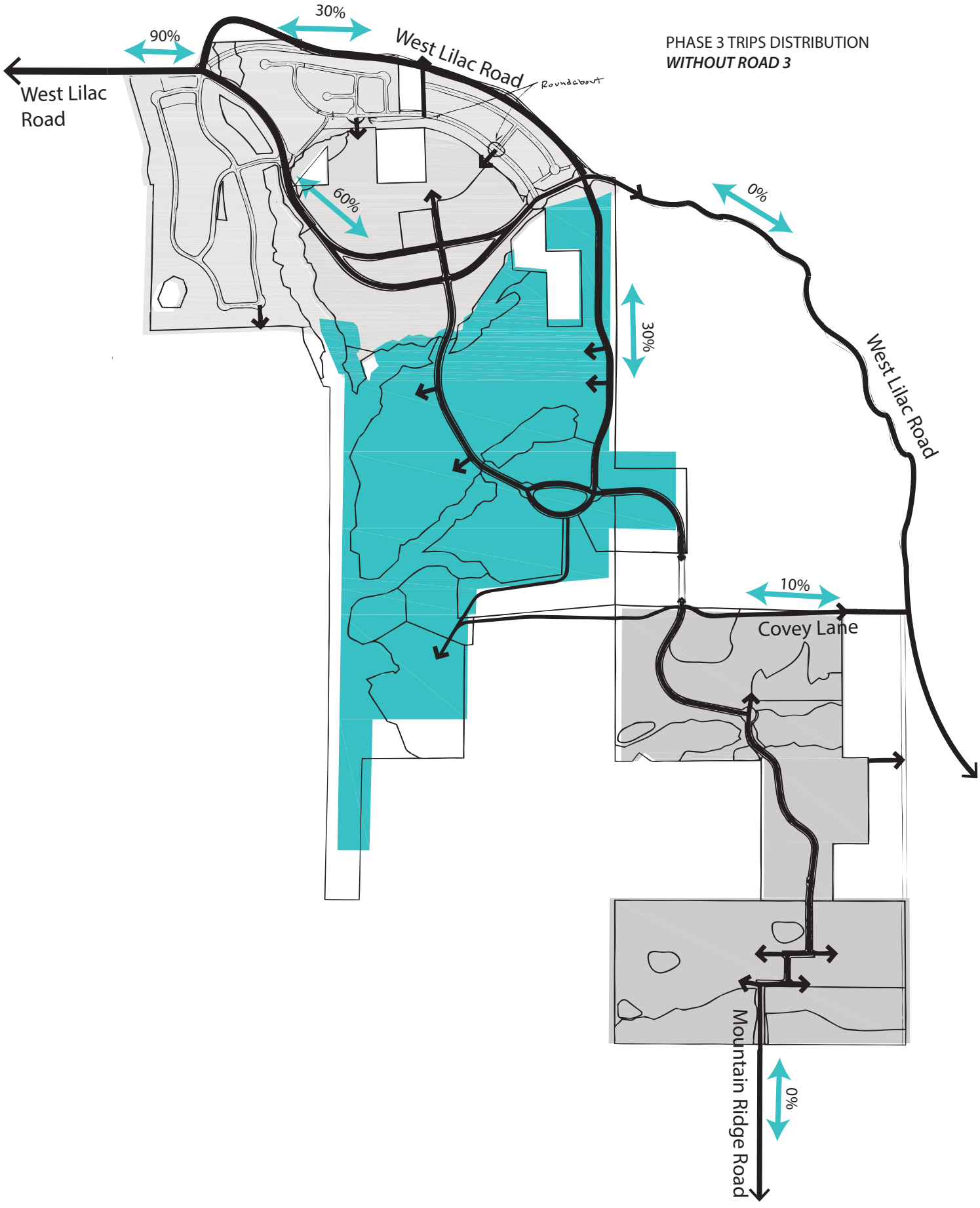
PHASE 1 TRIPS DISTRIBUTION
WITHOUT ROAD 3



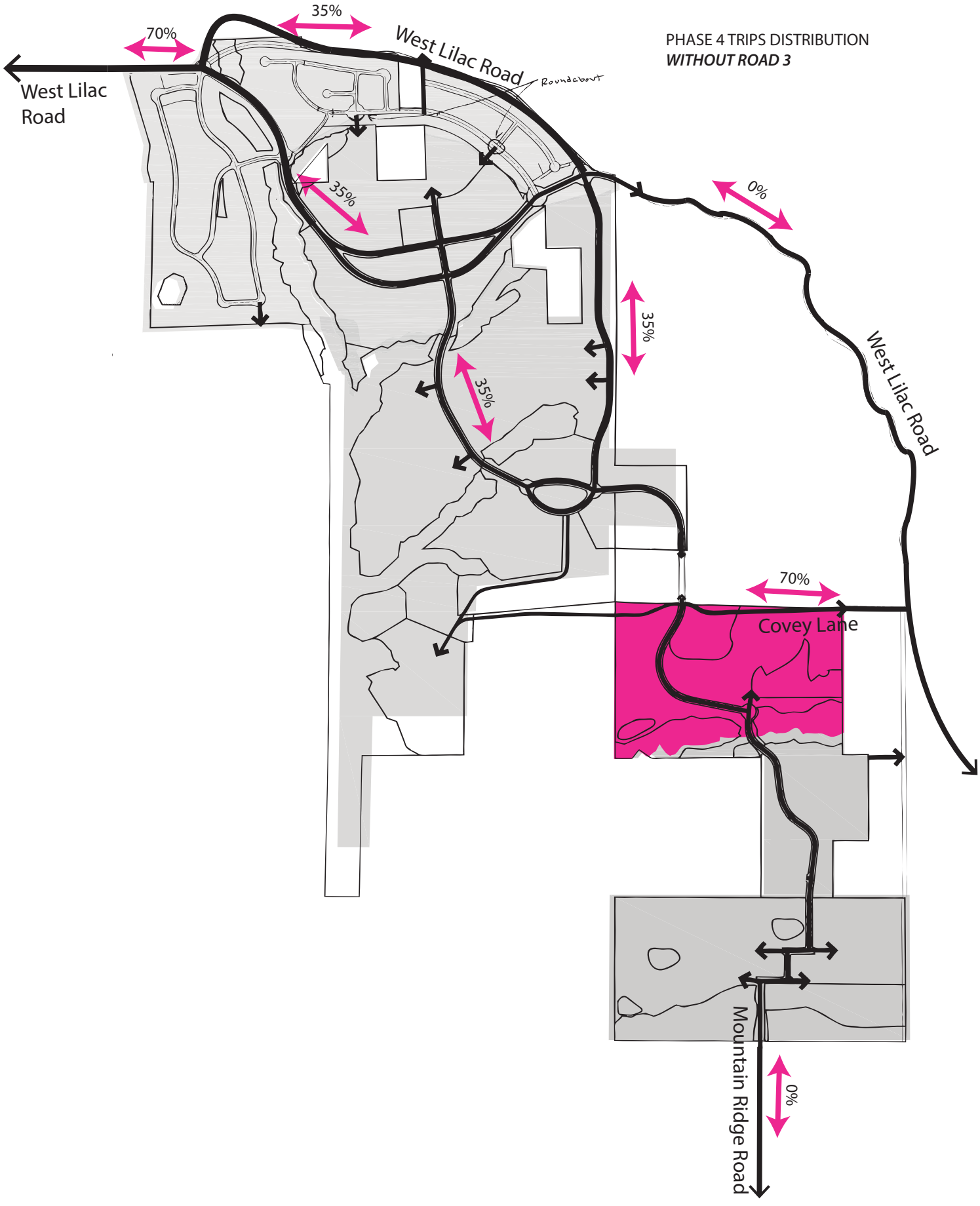
PHASE 2 TRIPS DISTRIBUTION
WITHOUT ROAD 3



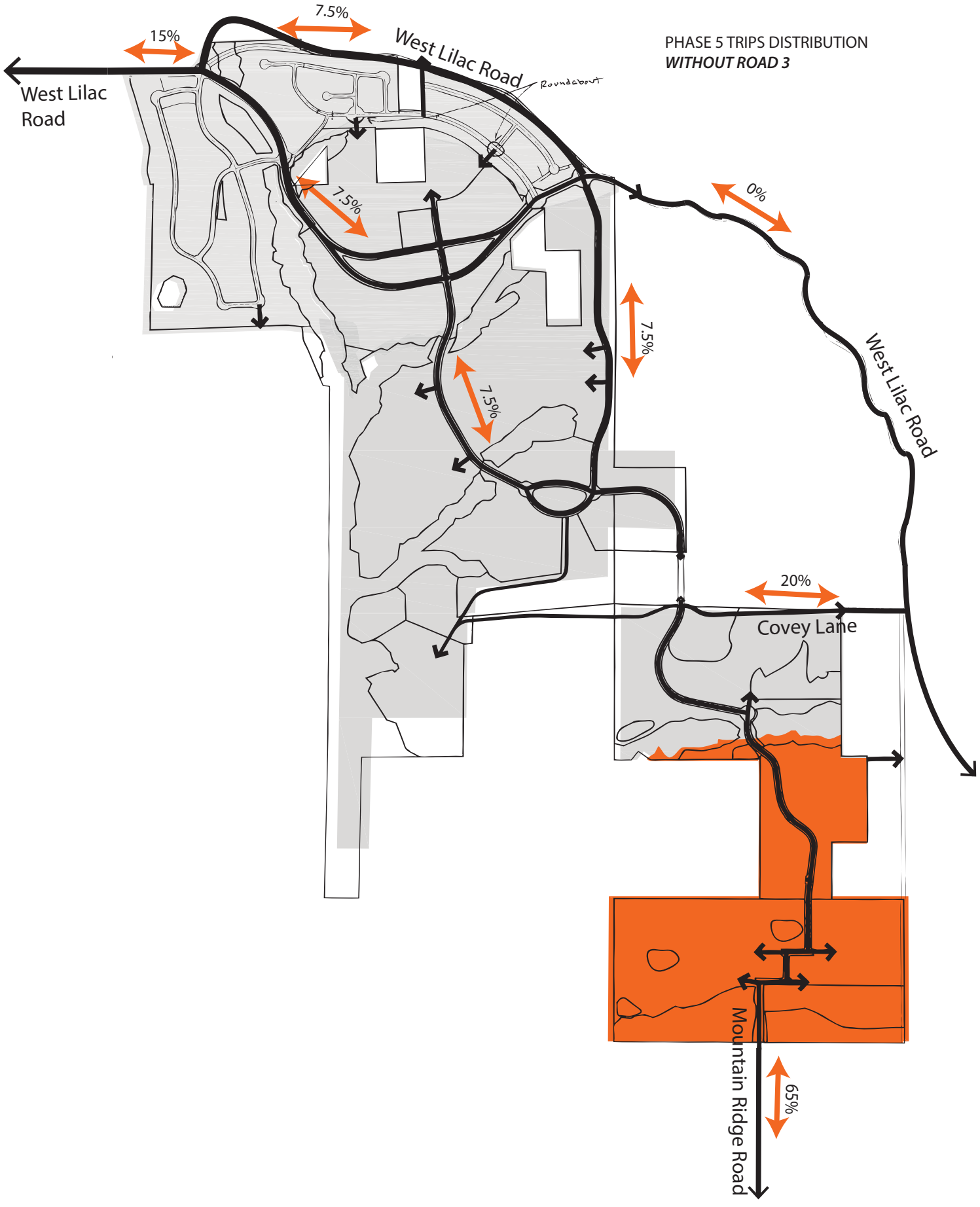
PHASE 3 TRIPS DISTRIBUTION
WITHOUT ROAD 3



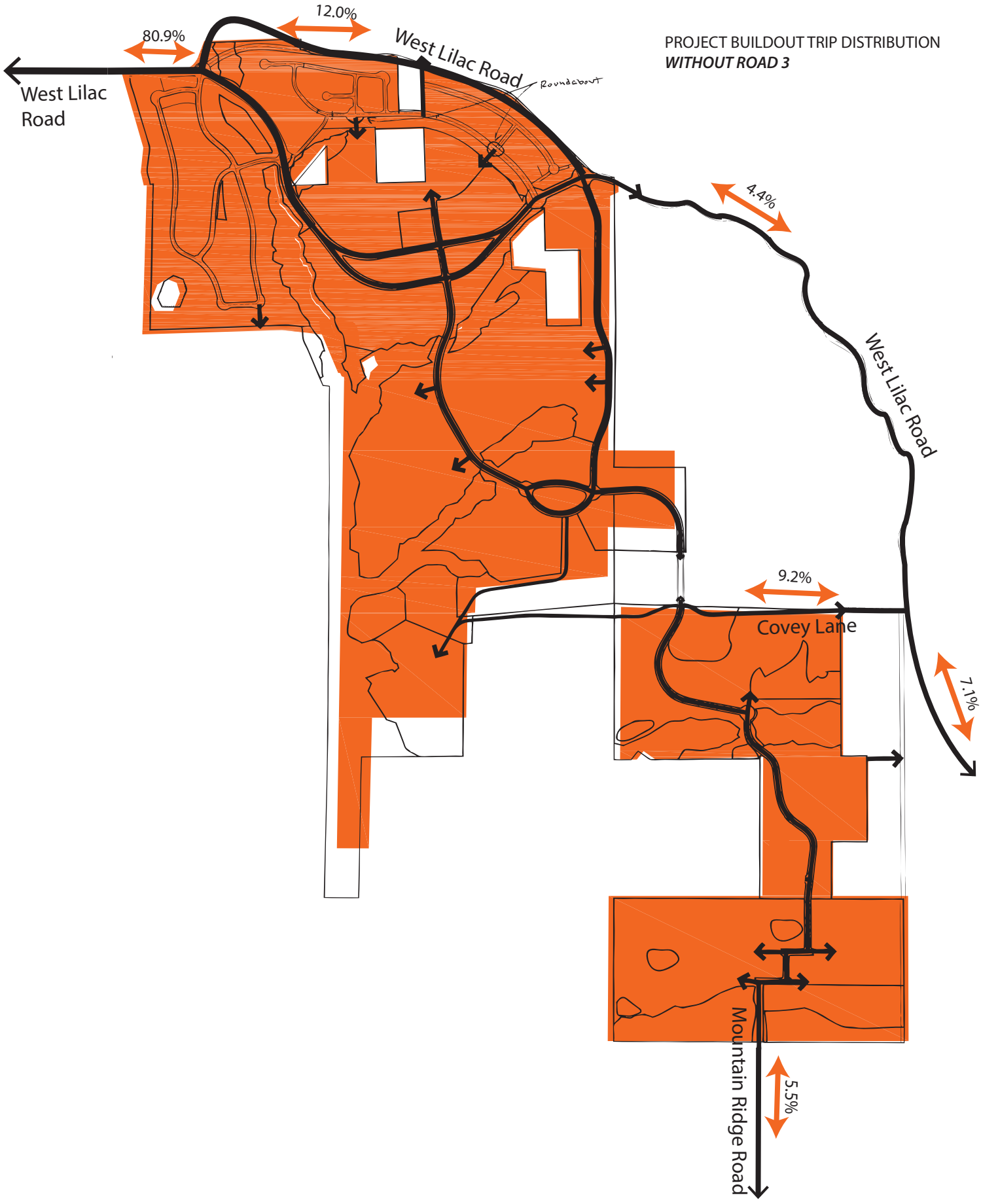
PHASE 4 TRIPS DISTRIBUTION
WITHOUT ROAD 3



PHASE 5 TRIPS DISTRIBUTION
WITHOUT ROAD 3



PROJECT BUILDOUT TRIP DISTRIBUTION
WITHOUT ROAD 3



Appendix M

LHR VMT Model Run – Land Use Assumptions

GENERAL PLAN UPDATE LAND USE - PCR2 - LHR SITE							
SERIES 10 - TAZ	NEW MODEL TAZ	CODE	NAME	TYPE	AMOUNT	PERSON	VEHICLE
157	4684	101	SINGLE FAMILY	du	108	2079	1381
157	4684	4112	RIGHT-OF-WAY	acre	27.8	0	0
157	4684	6105	FIRE OR POLICE STATION	site	1	434	318
183	4684	101	SINGLE FAMILY	du	227	4369	2903
183	4684	4112	RIGHT-OF-WAY	acre	42.3	0	0
183	4684	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1

LILAC HILL RANCH LAND USE - LHR SITE						
TAZ	CODE	NAME	TYPE	AMOUNT	PERSON	VEHICLE
4683	111	LH SINGLE	du	853	8445	5894
4683	113	LH MULTI	du	425	2847	1999
4683	1410	CONGREG	du	200	720	506
4683	5025	STRIP CO	acre	6.9	3898	2759
4683	1512	LH BED &	room	20	326	201
4683	6102	CHURCH	acre	4.9	259	199
4683	6806	ELEMENT	site	1	2117	1183
4683	7212	LH YMCA	acre	1.9	837	571
4683	7612	LH ACTIVE	acre	20	616	405
4683	6109	OTHER PU	acre	0.1	40	29
4683	2302	RECYCLIN	acre	3.6	27	22
4684	9101	INACTIVE	acre	243.7	0	0
4684		TOTAL			0	0
4683		TOTAL			20131	13767

Appendix N

LHR VMT Model Run – Mode Choice Reports

2050rc11h_nms12miles_MOD

2050RC11H\ VALLEY CENTER CPA WITHOUT ROAD 3B & 3C WITHOUT PROJECT

SUMMARY OF PERSON MILES BY MODE - TOTAL VALLEY CENTER CPA

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
Daily Summary							
Total Auto	116354.	0.	16618.	250448.	552656.	53531.	989607.
>Drive Alone	101935.	0.	3891.	130545.	317545.	15698.	569613.
>>Non-Toll	73528.	0.	3891.	122130.	307682.	15697.	522927.
>>Toll	28407.	0.	0.	8415.	9863.	1.	46686.
>Carpool-2 Person	11364.	0.	4820.	75794.	133385.	18771.	244132.
>>Non-Toll/Non-HOV	7028.	0.	4820.	69866.	131274.	18768.	231756.
>>Non-Toll/HOV	0.	0.	0.	0.	0.	0.	0.
>>Toll/HOV	4336.	0.	0.	5928.	2111.	2.	12377.
>Carpool-3+ Person	3055.	0.	7908.	44110.	101727.	19062.	175861.
>>Non-Toll/Non-HOV	1512.	0.	7897.	37422.	89694.	17362.	153888.
>>Non-Toll/HOV	1134.	0.	10.	3711.	10839.	1699.	17394.
>>Toll/HOV	410.	0.	0.	2976.	1193.	1.	4580.
Total Transit	3458.	0.	20.	2845.	3909.	0.	10233.
>Commuter Rail	29.	0.	0.	12.	78.	0.	119.
>Light Rail	1939.	0.	3.	1339.	1217.	0.	4497.
>BRT	944.	0.	1.	1171.	2523.	0.	4639.
>Express Bus	0.	0.	0.	0.	0.	0.	0.
>Local Bus	546.	0.	17.	323.	91.	0.	977.
>Walk	2952.	0.	18.	2530.	3909.	0.	9409.
>Drive	406.	0.	0.	198.	0.	0.	605.
>Driven	100.	0.	2.	118.	0.	0.	219.
School Bus	0.	0.	4974.	517.	448.	0.	5939.
Walk	43.	0.	329.	284.	114.	0.	769.
Bicycle	139.	0.	274.	296.	12.	0.	721.
Total	119994.	0.	22216.	254390.	557139.	53531.	1007269.
vehicle miles	108489.	0.	8560.	181044.	413302.	0.	711396.

Valley Center CPA without LHR Project without Road 3B & 3C - Vehicles Mile Travel (VMT)

11sep13/08:22:52/msmiles.pr

SUMMARY OF AVERAGE TRIP LENGTH IN MILES BY MODE - TOTAL VALLEY CENTER CPA

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
Daily Summary							
Total Auto	12.58	0.00	2.91	6.77	10.86	3.09	8.24

Valley Center CPA without LHR Project without Road 3B & 3C - Average Trip Length

>Drive Alone	12.39	0.00	2.94	6.70	10.77	3.05	8.95
>>Non-Toll	9.95	0.00	2.94	6.37	10.56	3.05	8.41
>>Toll	34.06	0.00	35.67	29.52	28.77	30.06	31.93
>Carpool-2 Person	13.66	0.00	2.89	6.73	10.74	3.01	7.53
>>Non-Toll/Non-HOV	9.99	0.00	2.89	6.31	10.64	3.01	7.24
>>Non-Toll/HOV	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>>Toll/HOV	33.73	0.00	35.79	29.36	28.55	29.49	30.60
>Carpool-3+ Person	15.65	0.00	2.92	7.03	11.30	3.23	7.30
>>Non-Toll/Non-HOV	9.68	0.00	2.92	6.15	10.32	2.96	6.55
>>Non-Toll/HOV	42.35	0.00	60.86	41.28	39.46	39.02	39.98
>>Toll/HOV	33.33	0.00	45.54	29.66	29.42	31.36	29.89
Total Transit	23.61	0.00	5.67	25.87	37.66	0.00	28.13
>Commuter Rail	26.54	0.00	27.93	27.46	41.50	0.00	34.88
>Light Rail	33.23	0.00	8.59	34.89	38.30	0.00	34.91
>BRT	37.21	0.00	8.07	36.43	40.15	0.00	38.52
>Express Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Local Bus	8.86	0.00	5.30	8.28	12.49	0.00	8.79
>Walk	24.13	0.00	5.70	26.23	37.66	0.00	28.89
>Drive	20.19	0.00	5.04	22.28	0.00	0.00	20.79
>Driven	24.73	0.00	5.49	25.19	0.00	0.00	24.26
School Bus	0.00	0.00	5.49	18.31	22.49	0.00	6.22
Walk	0.71	0.00	0.97	0.77	0.53	0.00	0.79
Bicycle	2.36	0.00	2.54	2.21	2.77	0.00	2.36
Total	12.61	0.00	3.15	6.76	10.87	3.09	8.20

11sep13/08:22:52/msmiles.pr

2050rc11g_nms12miles_MOD

2050RC11G - VALLEY CENTER CPA WITH ROAD 3B & 3C - WITHOUT LHR PROJECT

SUMMARY OF PERSON MILES BY MODE - TOTAL VALLEY CENTER CPA

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
Daily Summary							
Total Auto	116458.	0.	17111.	251848.	551259.	54481.	991157.
>Drive Alone	102040.	0.	4005.	131294.	316738.	15982.	570060.
>>Non-Toll	73924.	0.	4005.	123201.	307466.	15981.	524578.
>>Toll	28116.	0.	0.	8093.	9272.	1.	45482.
>Carpool-2 Person	11359.	0.	4965.	76217.	133107.	19116.	244765.
>>Non-Toll/Non-HOV	7061.	0.	4965.	70504.	131121.	19114.	232766.
>>Non-Toll/HOV	0.	0.	0.	0.	0.	0.	0.
>>Toll/HOV	4298.	0.	0.	5713.	1986.	2.	11999.
>Carpool-3+ Person	3059.	0.	8141.	44337.	101414.	19382.	176332.
>>Non-Toll/Non-HOV	1520.	0.	8132.	37778.	89640.	17691.	154759.
>>Non-Toll/HOV	1133.	0.	9.	3706.	10666.	1690.	17205.
>>Toll/HOV	406.	0.	0.	2854.	1108.	1.	4369.
Total Transit	3454.	0.	20.	2861.	3913.	0.	10249.
>Commuter Rail	29.	0.	0.	12.	78.	0.	119.
>Light Rail	1939.	0.	3.	1347.	1218.	0.	4506.
>BRT	941.	0.	1.	1177.	2526.	0.	4645.
>Express Bus	0.	0.	0.	0.	0.	0.	0.
>Local Bus	545.	0.	16.	326.	91.	0.	978.
>Walk	2948.	0.	18.	2543.	3913.	0.	9422.
>Drive	406.	0.	0.	200.	0.	0.	606.
>Driven	100.	0.	2.	119.	0.	0.	220.
School Bus	0.	0.	5164.	520.	447.	0.	6132.
Walk	42.	0.	333.	282.	112.	0.	770.
Bicycle	139.	0.	275.	297.	12.	0.	722.
Total	120093.	0.	22904.	255808.	555744.	54481.	1009030.
vehicle miles	108594.	0.	8814.	182070.	412267.	0.	711744.

Valley Center CPA without LHR Project with Road 3B & 3C - Vehicles Mile Travel (VMT)

SUMMARY OF AVERAGE TRIP LENGTH IN MILES BY MODE - TOTAL VALLEY CENTER CPA

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
Daily Summary							
Total Auto	12.59	0.00	3.00	6.80	10.83	3.15	8.25
>Drive Alone	12.41	0.00	3.02	6.74	10.74	3.10	8.96

Valley Center CPA without LHR Project with Road 3B & 3C - Average Trip Length

>>Non-Toll	10.00	0.00	3.02	6.42	10.55	3.10	8.43
>>Toll	33.84	0.00	33.49	29.18	28.51	29.96	31.73
>Carpool-2 Person	13.65	0.00	2.98	6.76	10.72	3.06	7.55
>>Non-Toll/Non-HOV	10.03	0.00	2.98	6.37	10.62	3.06	7.27
>>Non-Toll/HOV	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>>Toll/HOV	33.49	0.00	33.52	29.01	28.31	29.39	30.34
>Carpool-3+ Person	15.65	0.00	3.01	7.07	11.26	3.28	7.32
>>Non-Toll/Non-HOV	9.72	0.00	3.01	6.21	10.31	3.02	6.58
>>Non-Toll/HOV	42.39	0.00	61.01	41.29	39.43	39.06	39.98
>>Toll/HOV	32.87	0.00	43.15	29.27	29.17	31.29	29.55
Total Transit	23.58	0.00	5.74	25.82	37.68	0.00	28.11
>Commuter Rail	26.57	0.00	27.42	27.45	41.51	0.00	34.89
>Light Rail	33.23	0.00	8.52	34.88	38.31	0.00	34.91
>BRT	37.26	0.00	8.24	36.47	40.18	0.00	38.55
>Express Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Local Bus	8.82	0.00	5.37	8.25	12.48	0.00	8.76
>Walk	24.14	0.00	5.79	26.22	37.68	0.00	28.90
>Drive	20.02	0.00	5.03	21.99	0.00	0.00	20.59
>Driven	24.61	0.00	5.47	24.98	0.00	0.00	24.11
School Bus	0.00	0.00	5.70	18.09	22.17	0.00	6.42
Walk	0.71	0.00	0.97	0.77	0.53	0.00	0.79
Bicycle	2.40	0.00	2.57	2.23	2.79	0.00	2.39
Total	12.62	0.00	3.24	6.79	10.85	3.15	8.22

2050rc11f_nms12miles_MOD
2050RC11F - VALLEY CENTER CPA WITHOUT ROAD 3B & 3C WITH LHR PROJECT

SUMMARY OF PERSON MILES BY MODE - TOTAL VALLEY CENTER CPA

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
Daily Summary							
Total Auto	119585.	0.	17131.	264788.	586206.	56036.	1043747.
>Drive Alone	104806.	0.	4013.	138048.	336895.	16444.	600207.
>>Non-Toll	76071.	0.	4013.	129252.	326617.	16443.	552397.
>>Toll	28736.	0.	0.	8796.	10278.	1.	47811.
>Carpool-2 Person	11650.	0.	4966.	80181.	141555.	19673.	258025.
>>Non-Toll/Non-HOV	7278.	0.	4966.	73982.	139356.	19671.	245252.
>>Non-Toll/HOV	0.	0.	0.	0.	0.	0.	0.
>>Toll/HOV	4372.	0.	0.	6200.	2199.	2.	12773.
>Carpool-3+ Person	3129.	0.	8152.	46559.	107756.	19919.	185514.
>>Non-Toll/Non-HOV	1566.	0.	8143.	39618.	95254.	18210.	162790.
>>Non-Toll/HOV	1146.	0.	9.	3814.	11253.	1708.	17932.
>>Toll/HOV	416.	0.	0.	3126.	1249.	1.	4792.
Total Transit	3435.	0.	20.	2827.	3916.	0.	10198.
>Commuter Rail	29.	0.	0.	12.	78.	0.	119.
>Light Rail	1931.	0.	3.	1332.	1222.	0.	4487.
>BRT	930.	0.	1.	1159.	2523.	0.	4613.
>Express Bus	0.	0.	0.	0.	0.	0.	0.
>Local Bus	545.	0.	17.	324.	93.	0.	979.
>Walk	2931.	0.	18.	2512.	3916.	0.	9377.
>Drive	405.	0.	0.	197.	0.	0.	603.
>Driven	99.	0.	2.	117.	0.	0.	218.
School Bus	0.	0.	5054.	546.	473.	0.	6074.
Walk	50.	0.	417.	305.	119.	0.	890.
Bicycle	143.	0.	282.	310.	12.	0.	747.
Total	123213.	0.	22904.	268776.	590726.	56036.	1061656.
vehicle miles	111525.	0.	8825.	191441.	438460.	0.	750252.

Valley Center CPA with LHR Project without Road 3B & 3C - Vehicles Mile Travel (VMT)

SUMMARY OF AVERAGE TRIP LENGTH IN MILES BY MODE - TOTAL VALLEY CENTER CPA

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
Daily Summary							
Total Auto	12.41	0.00	2.72	6.69	10.86	3.02	8.15
>Drive Alone	12.23	0.00	2.74	6.63	10.77	2.98	8.87
>>Non-Toll	9.85	0.00	2.74	6.31	10.57	2.98	8.35
>>Toll	34.08	0.00	35.34	28.43	28.01	30.16	31.46
>Carpool-2 Person	13.46	0.00	2.70	6.65	10.75	2.94	7.45
>>Non-Toll/Non-HOV	9.88	0.00	2.70	6.25	10.64	2.94	7.17

Valley Center CPA with LHR Project without Road 3B & 3C - Average Trip Length

>>Non-Toll/HOV	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>>Toll/HOV	33.80	0.00	35.45	28.28	27.82	29.59	29.86
>Carpool-3+ Person	15.38	0.00	2.73	6.95	11.28	3.14	7.20
>>Non-Toll/Non-HOV	9.57	0.00	2.73	6.10	10.33	2.89	6.47
>>Non-Toll/HOV	42.27	0.00	60.66	41.32	39.46	38.98	39.97
>>Toll/HOV	33.09	0.00	44.50	28.34	28.33	31.49	28.70
Total Transit	23.58	0.00	5.68	25.82	37.70	0.00	28.13
>Commuter Rail	26.56	0.00	27.82	27.48	41.51	0.00	34.90
>Light Rail	33.24	0.00	8.61	34.88	38.33	0.00	34.93
>BRT	37.18	0.00	8.17	36.43	40.20	0.00	38.54
>Express Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Local Bus	8.87	0.00	5.31	8.30	12.66	0.00	8.82
>Walk	24.13	0.00	5.72	26.19	37.70	0.00	28.90
>Drive	20.11	0.00	5.03	22.17	0.00	0.00	20.70
>Driven	24.58	0.00	5.49	25.12	0.00	0.00	24.16
School Bus	0.00	0.00	5.36	18.07	21.99	0.00	6.11
Walk	0.65	0.00	0.75	0.74	0.53	0.00	0.70
Bicycle	2.32	0.00	2.42	2.18	2.79	0.00	2.30
Total	12.42	0.00	2.90	6.68	10.87	3.02	8.11

2050rc11f_nms12miles_MOD_project only
2050RC11F - LHR PROJECT ONLY - WITHOUT ROAD 3.

SUMMARY OF PERSON MILES BY MODE - TOTAL LILAC HILLS RANCH

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
Daily Summary							
Total Auto	5276.	0.	478.	20710.	40701.	3889.	71055.
>Drive Alone	4620.	0.	114.	10803.	23427.	1151.	40115.
>>Non-Toll	3485.	0.	114.	10150.	22869.	1151.	37770.
>>Toll	1135.	0.	0.	653.	558.	0.	2345.
>Carpool-2 Person	513.	0.	136.	6297.	9878.	1386.	18210.
>>Non-Toll/Non-HOV	336.	0.	136.	5833.	9757.	1386.	17448.
>>Non-Toll/HOV	0.	0.	0.	0.	0.	0.	0.
>>Toll/HOV	177.	0.	0.	465.	120.	0.	762.
>Carpool-3+ Person	143.	0.	228.	3610.	7396.	1352.	12729.
>>Non-Toll/Non-HOV	74.	0.	228.	3114.	6709.	1294.	11419.
>>Non-Toll/HOV	54.	0.	0.	249.	613.	57.	974.
>>Toll/HOV	16.	0.	0.	247.	74.	0.	337.
Total Transit	0.	0.	0.	0.	0.	0.	0.
>Commuter Rail	0.	0.	0.	0.	0.	0.	0.
>Light Rail	0.	0.	0.	0.	0.	0.	0.
>BRT	0.	0.	0.	0.	0.	0.	0.
>Express Bus	0.	0.	0.	0.	0.	0.	0.
>Local Bus	0.	0.	0.	0.	0.	0.	0.
>Walk	0.	0.	0.	0.	0.	0.	0.
>Drive	0.	0.	0.	0.	0.	0.	0.
>Driven	0.	0.	0.	0.	0.	0.	0.
School Bus	0.	0.	64.	43.	31.	0.	138.
Walk	7.	0.	88.	22.	5.	0.	123.
Bicycle	5.	0.	8.	19.	1.	0.	34.
Total	5289.	0.	638.	20795.	40738.	3889.	71349.
vehicle miles	4917.	0.	247.	14983.	30479.	0.	50627.

LHR Project Only without Road 3B & 3C - Vehicles Mile Travel (VMT)

♀ SUMMARY OF AVERAGE TRIP LENGTH IN MILES BY MODE - TOTAL LILAC HILLS RANCH

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
Daily Summary							
Total Auto	10.66	0.00	0.81	6.62	11.54	2.43	7.60
>Drive Alone	10.50	0.00	0.81	6.58	11.47	2.41	8.46
>>Non-Toll	8.60	0.00	0.81	6.33	11.37	2.41	8.14

LHR Project Only without Road 3B & 3C - Average Trip Length

>>Toll	32.88	0.00	17.44	17.84	18.17	31.79	23.04
>Carpool-2 Person	11.51	0.00	0.82	6.54	11.44	2.40	6.96
>>Non-Toll/Non-HOV	8.58	0.00	0.82	6.23	11.38	2.40	6.77
>>Non-Toll/HOV	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>>Toll/HOV	32.86	0.00	17.55	17.78	18.28	31.49	20.00
>Carpool-3+ Person	13.47	0.00	0.81	6.86	11.89	2.47	6.40
>>Non-Toll/Non-HOV	8.28	0.00	0.81	6.15	11.14	2.37	5.87
>>Non-Toll/HOV	46.28	0.00	61.19	42.17	39.51	34.73	40.15
>>Toll/HOV	27.21	0.00	24.22	17.03	17.01	36.63	17.34
Total Transit	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Commuter Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Light Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>BRT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Express Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Local Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Walk	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Drive	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Driven	0.00	0.00	0.00	0.00	0.00	0.00	0.00
School Bus	0.00	0.00	1.82	15.79	16.12	0.00	3.46
Walk	0.44	0.00	0.41	0.47	0.46	0.00	0.42
Bicycle	1.67	0.00	0.89	2.03	3.47	0.00	1.53
Total	10.28	0.00	0.75	6.52	11.50	2.43	7.36

2050RC11E - VALLEY CENTER CPA WITH ROAD 3B & 3C WITH LHR PROJECT

SUMMARY OF PERSON MILES BY MODE - TOTAL VALLEY CENTER CPA

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
Daily Summary							
Total Auto	119649.	0.	17659.	266500.	585025.	57102.	1045936.
>Drive Alone	104859.	0.	4135.	138950.	336197.	16764.	600905.
>>Non-Toll	76269.	0.	4135.	130392.	326413.	16763.	553972.
>>Toll	28589.	0.	0.	8558.	9784.	1.	46933.
>Carpool-2 Person	11665.	0.	5122.	80696.	141314.	20063.	258859.
>>Non-Toll/Non-HOV	7292.	0.	5122.	74654.	139217.	20061.	246346.
>>Non-Toll/HOV	0.	0.	0.	0.	0.	0.	0.
>>Toll/HOV	4372.	0.	0.	6042.	2098.	2.	12514.
>Carpool-3+ Person	3126.	0.	8402.	46854.	107514.	20275.	186171.
>>Non-Toll/Non-HOV	1572.	0.	8393.	39998.	95213.	18581.	163757.
>>Non-Toll/HOV	1141.	0.	9.	3827.	11125.	1693.	17796.
>>Toll/HOV	413.	0.	0.	3029.	1176.	1.	4618.
Total Transit	3425.	0.	20.	2842.	3893.	0.	10180.
>Commuter Rail	29.	0.	0.	12.	77.	0.	118.
>Light Rail	1925.	0.	3.	1338.	1217.	0.	4483.
>BRT	927.	0.	1.	1166.	2508.	0.	4601.
>Express Bus	0.	0.	0.	0.	0.	0.	0.
>Local Bus	543.	0.	17.	326.	91.	0.	977.
>Walk	2922.	0.	18.	2524.	3893.	0.	9357.
>Drive	404.	0.	0.	199.	0.	0.	604.
>Driven	99.	0.	2.	118.	0.	0.	219.
School Bus	0.	0.	5251.	551.	473.	0.	6275.
Walk	48.	0.	421.	302.	118.	0.	889.
Bicycle	143.	0.	283.	313.	12.	0.	752.
Total	123266.	0.	23635.	270507.	589521.	57102.	1064031.
vehicle miles	111584.	0.	9097.	192685.	437572.	0.	750938.

Valley Center CPA with LHR Project with Road 3B & 3C - Vehicles Mile Travel (VMT)

SUMMARY OF AVERAGE TRIP LENGTH IN MILES BY MODE - TOTAL VALLEY CENTER CPA

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
Daily Summary							
Total Auto	12.41	0.00	2.81	6.74	10.83	3.08	8.17
>Drive Alone	12.23	0.00	2.82	6.68	10.75	3.03	8.88
>>Non-Toll	9.87	0.00	2.82	6.36	10.56	3.03	8.38
>>Toll	33.80	0.00	33.14	28.21	27.74	29.99	31.25
>Carpool-2 Person	13.46	0.00	2.79	6.70	10.73	3.00	7.48
>>Non-Toll/Non-HOV	9.91	0.00	2.79	6.31	10.63	3.00	7.20

Valley Center CPA with LHR Project with Road 3B & 3C - Average Trip Length

>>Non-Toll/HOV	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>>Toll/HOV	33.46	0.00	33.16	28.04	27.57	29.43	29.64
>Carpool-3+ Person	15.37	0.00	2.81	6.99	11.26	3.20	7.22
>>Non-Toll/Non-HOV	9.60	0.00	2.81	6.16	10.32	2.95	6.51
>>Non-Toll/HOV	42.47	0.00	60.97	41.33	39.44	38.90	39.97
>>Toll/HOV	32.67	0.00	42.50	28.11	28.10	31.37	28.46
Total Transit	23.54	0.00	5.72	25.78	37.64	0.00	28.07
>Commuter Rail	26.59	0.00	27.48	27.47	41.50	0.00	34.90
>Light Rail	33.22	0.00	8.50	34.85	38.30	0.00	34.90
>BRT	37.21	0.00	8.10	36.43	40.13	0.00	38.51
>Express Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Local Bus	8.83	0.00	5.36	8.27	12.47	0.00	8.78
>Walk	24.12	0.00	5.77	26.19	37.64	0.00	28.87
>Drive	19.93	0.00	5.00	21.89	0.00	0.00	20.50
>Driven	24.45	0.00	5.45	24.88	0.00	0.00	23.98
School Bus	0.00	0.00	5.57	17.87	21.71	0.00	6.31
Walk	0.65	0.00	0.76	0.74	0.53	0.00	0.71
Bicycle	2.36	0.00	2.44	2.21	2.81	0.00	2.33
Total	12.42	0.00	2.99	6.72	10.85	3.08	8.12

2050RC11E - LHR PROJECT ONLY WITH ROAD 3B & 3C

SUMMARY OF PERSON MILES BY MODE - TOTAL LILAC HILLS RANCH

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
Daily Summary							
Total Auto	5213.	0.	503.	20575.	40787.	4006.	71084.
>Drive Alone	4566.	0.	120.	10735.	23476.	1187.	40083.
>>Non-Toll	3467.	0.	120.	10105.	22924.	1187.	37802.
>>Toll	1099.	0.	0.	630.	552.	0.	2281.
>Carpool-2 Person	505.	0.	144.	6255.	9900.	1429.	18234.
>>Non-Toll/Non-HOV	334.	0.	144.	5807.	9781.	1429.	17495.
>>Non-Toll/HOV	0.	0.	0.	0.	0.	0.	0.
>>Toll/HOV	171.	0.	0.	448.	119.	0.	738.
>Carpool-3+ Person	141.	0.	240.	3586.	7411.	1390.	12768.
>>Non-Toll/Non-HOV	73.	0.	240.	3103.	6727.	1335.	11478.
>>Non-Toll/HOV	53.	0.	0.	245.	610.	55.	963.
>>Toll/HOV	15.	0.	0.	238.	73.	0.	327.
Total Transit	0.	0.	0.	0.	0.	0.	0.
>Commuter Rail	0.	0.	0.	0.	0.	0.	0.
>Light Rail	0.	0.	0.	0.	0.	0.	0.
>BRT	0.	0.	0.	0.	0.	0.	0.
>Express Bus	0.	0.	0.	0.	0.	0.	0.
>Local Bus	0.	0.	0.	0.	0.	0.	0.
>Walk	0.	0.	0.	0.	0.	0.	0.
>Drive	0.	0.	0.	0.	0.	0.	0.
>Driven	0.	0.	0.	0.	0.	0.	0.
School Bus	0.	0.	68.	42.	31.	0.	141.
Walk	7.	0.	87.	21.	5.	0.	120.
Bicycle	6.	0.	8.	21.	1.	0.	36.
Total	5226.	0.	667.	20660.	40824.	4006.	71383.
vehicle miles	4859.	0.	260.	14887.	30544.	0.	50549.

Lilac Hills Ranch Project Only Vehicles Mile Travel (VMT)

SUMMARY OF AVERAGE TRIP LENGTH IN MILES BY MODE - TOTAL LILAC HILLS RANCH

MODE	HOME WORK	HOME COLL	HOME SCHL	HOME OTHER	NON HOME	SERVE PASS	TOTAL
Daily Summary							
Total Auto	10.52	0.00	0.85	6.57	11.56	2.50	7.60
>Drive Alone	10.37	0.00	0.84	6.54	11.49	2.48	8.45
>>Non-Toll	8.52	0.00	0.84	6.29	11.39	2.48	8.14
>>Toll	32.82	0.00	19.14	17.80	18.14	31.68	22.97
>Carpool-2 Person	11.35	0.00	0.86	6.50	11.46	2.47	6.97
>>Non-Toll/Non-HOV	8.50	0.00	0.86	6.20	11.40	2.47	6.78

Lilac Hills Ranch Project Only Average Trip Length

>>Non-Toll/HOV	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>>Toll/HOV	32.82	0.00	19.16	17.73	18.25	31.38	19.95
>Carpool-3+ Person	13.32	0.00	0.85	6.81	11.90	2.53	6.41
>>Non-Toll/Non-HOV	8.22	0.00	0.85	6.12	11.16	2.44	5.89
>>Non-Toll/HOV	46.36	0.00	61.19	42.16	39.50	34.42	40.13
>>Toll/HOV	27.13	0.00	25.53	16.98	16.99	37.09	17.29
Total Transit	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Commuter Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Light Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>BRT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Express Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Local Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Walk	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Drive	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>Driven	0.00	0.00	0.00	0.00	0.00	0.00	0.00
School Bus	0.00	0.00	1.89	15.50	16.13	0.00	3.49
Walk	0.44	0.00	0.41	0.47	0.46	0.00	0.42
Bicycle	1.80	0.00	0.94	2.17	3.53	0.00	1.64
Total	10.16	0.00	0.79	6.48	11.52	2.50	7.36

Appendix O

Bird Song Drive Traffic Operation Analysis

CHEN RYAN

MEMORANDUM

TO: Mr. Jon Rilling, Accretive Investments, Inc.

FROM: Phuong Nguyen, PE, Chen Ryan Associates

DATE: November 22, 2013

RE: Lilac Hills Ranch - Birdsong Drive Traffic Operations Assessment

The purpose of this memorandum is to document the projected traffic operations at the Birdsong Drive / W. Lilac Road intersection after the construction of the first phase of Phase 1 of the Lilac Hills Ranch development. Complete details regarding the proposed Lilac Hills Ranch development including a project description, proposed land uses, phasing, estimated trip generation and assumed project trip distribution is documented in the Lilac Hills Ranch Traffic Impact Study (TIS).

Background

As documented in the TIS, Main Street will serve as the primary access point for the Lilac Hills Ranch development and Street "Z" will serve as the developments secondary access point. However, Street "Z" between Birdsong Drive and Main Street, as well as Main Street between Street "Z" and W. Lilac Road will not be constructed until the latter part of Phase A (Phase 1B), leaving the project without a secondary access point during the initial occupancy of the first phase of Phase 1. During this interim time period, Birdsong Drive is proposed to be used as the secondary access point for the development. **Figure 1** displays the site plan for the first phase of Phase 1, as well as the access roadways to be completed during the first phase of Phase 1.

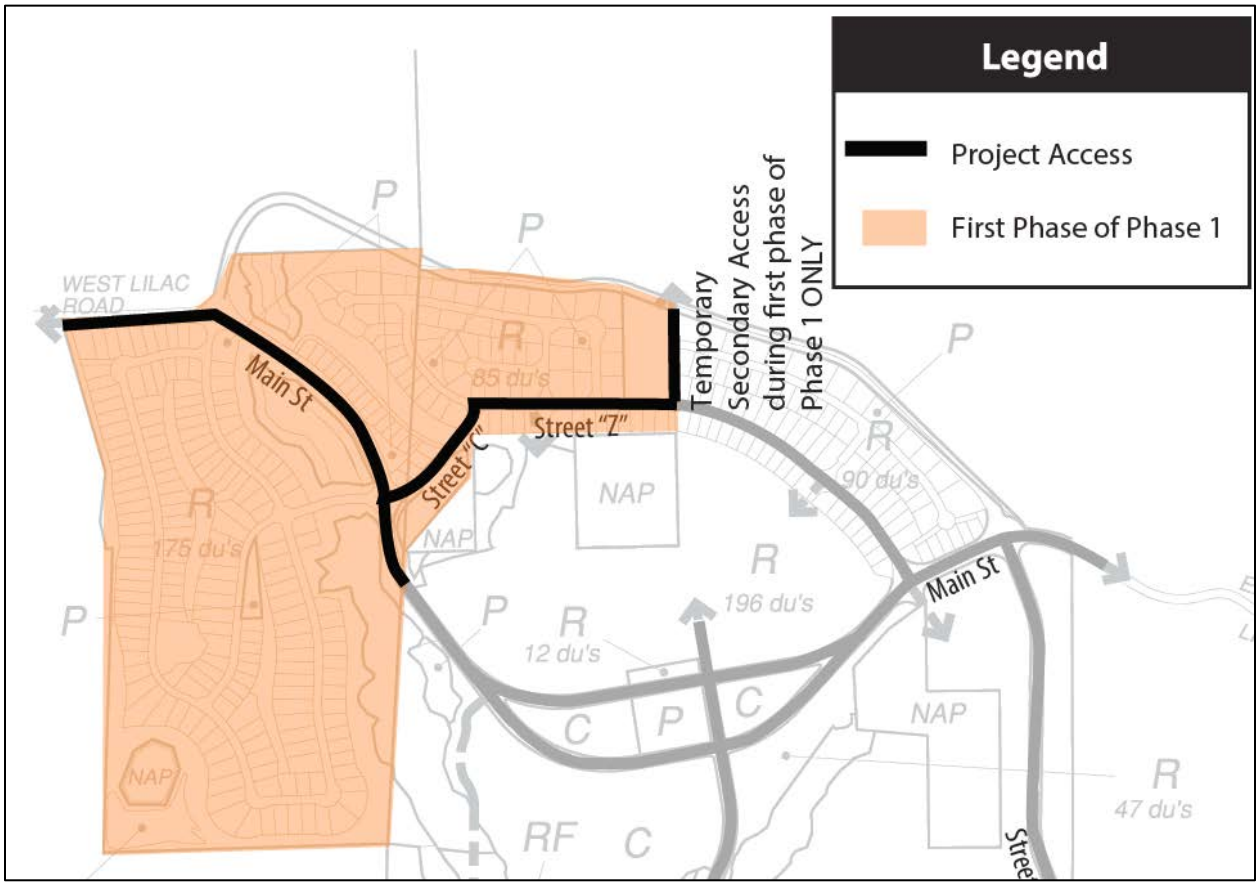
Intersection Operations Assessment

The intersection of Birdsong Drive / W. Lilac Road is currently a one-way stop controlled intersection. The Lilac Hills Ranch development is not proposing to make any changes to the intersection's configuration. **Figure 2** displays the existing geometrics at the Birdsong Drive / W. Lilac Road intersection.

Intersection Level of Service (LOS) and delay analyses were conducted at the Birdsong Drive / W. Lilac Road intersection using the methodologies contained in Chapters 19 and 20 of the HCM 2010. The computerized analysis of intersection operations were performed using the *SYNCHRO 8.0 Build 802* traffic analysis software (by Trafficware).

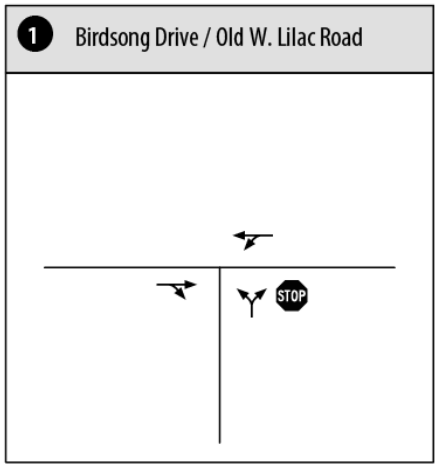
Peak hour turning movement counts for the Birdsong Drive / W. Lilac Road intersection were conducted on October 17, 2013, and are included as **Attachment A**.

FIGURE 1
LILAC HILLS RANCH PROJECT SITE PLAN
FIRST PHASE OF PHASE 1



Source: Chen Ryan Associates, November 2013

FIGURE 2
BIRDSONG DRIVE / W. LILAC ROAD
EXISTING INTERSECTION GEOMETRICS



Source: Chen Ryan Associates, October 2013

Table 1 displays the estimated project trip generation for the first phase of Phase 1 of the Lilac Hills Ranch development. Trip Generation estimates are based on the rates contained in the *SANDAG Not so Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.*

TABLE 1
LILAC HILLS RANCH PROJECT TRIP GENERATION
FIRST PHASE OF PHASE 1

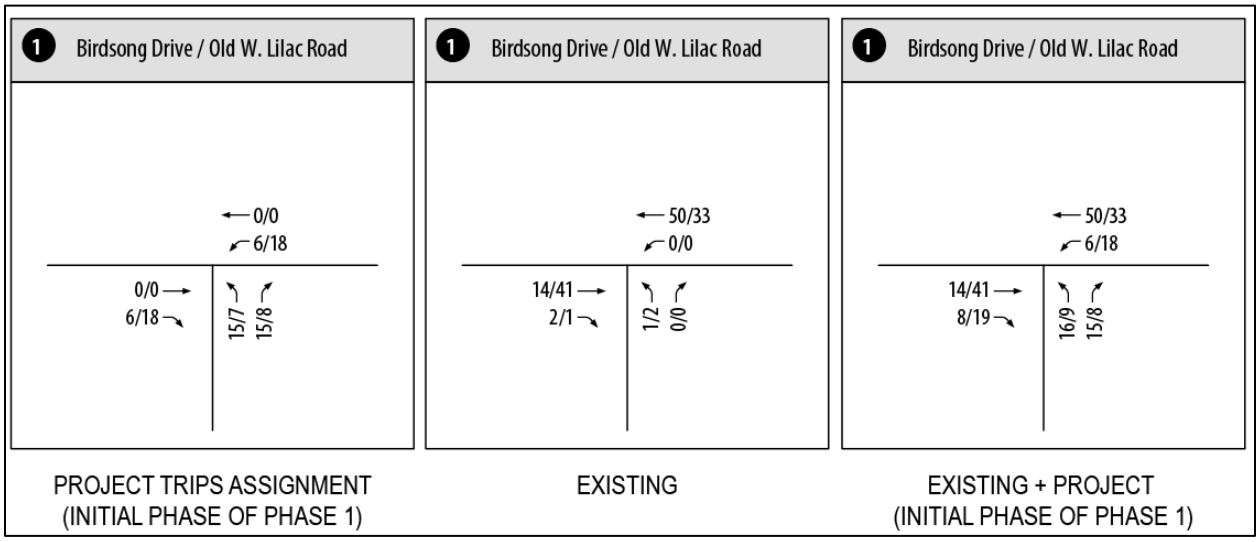
Land Use	Units	Trip Rate	Daily Trips	AM Peak Hour		PM Peak Hour	
				%	Trips	%	Trips
Single Family	260 DU	10 / DU	2,600	8.0%	208 (62-in / 146-out)	10.0%	260 (182-in / 78-out)

Source: Chen Ryan Associates, November2013

The Existing + Project (Phase A) trip distribution assumptions, documented in Figure 4-3 of the TIS, were utilized to calculate the project trip assignment for the first phase of Phase 1. Project trip distribution assumptions are included in **Attachment B**.

Figure 3 displays the assumed peak hour the first phase of Phase 1 trip assignment, as well as the peak hour traffic volumes for Existing and Existing + Project (the first phase of Phase 1) conditions.

FIGURE 3
BIRDSONG DRIVE / W. LILAC ROAD
PEAK HOUR TRAFFIC VOLUMES



Source: Chen Ryan Associates, November 2013

Table 2 displays a summary of the peak hour intersection LOS analysis results for the Birdsong Drive / W. Lilac Road intersection, under both the Existing and Existing + Project (the first phase of Phase 1) conditions. Peak hour intersection analysis worksheets are included in **Attachment C**.

TABLE 2
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (FIRST PHASE OF PHASE 1) CONDITIONS

Intersection	Traffic Control	With Project **the first phase of** Phase 1				Existing		Change in Delay (sec.) AM / PM	Traffic to Critical Movements AM / PM	Direct Impact?
		AM Peak Hour		PM Peak Hour		Delay (sec.) AM / PM	LOS AM / PM			
		Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS					
Birdsong Drive / W. Lilac Road	OWSC	9.5	A	9.2	A	9.2/9.0	A/A	0.3/0.2	-	No

Source: Chen Ryan Associates, November 2013

Note:
OWSC = One-Way Stop Control

As shown, the intersection of Birdsong Drive / W. Lilac Road is projected to operate at LOS A under Existing + Project (the first phase of Phase 1) conditions, thus no additional impact would be caused to the intersection by the construction of the first phase of Phase 1 of the proposed Lilac Hills Ranch development. Birdsong Drive would be converted into a gated/emergency only access roadway after the completion of the first phase of Phase 1, thus no additional analysis is required for the subsequent project phases.

ATTACHMENT A

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-4360-003 **Day:** Thursday

City: Bonsall **Date:** 10/17/2013

AM

NS/EW Streets:	Bird Song			Bird Song			W Lilac Rd			W Lilac Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0		0					5	0	0	12		17
7:15 AM	1		0					2	0	0	26		29
7:30 AM	0		0					4	1	0	5		10
7:45 AM	0		0					3	1	0	7		11
8:00 AM	1		0					1	0	0	5		7
8:15 AM	0		0					8	0	1	10		19
8:30 AM	0		0					9	1	0	6		16
8:45 AM	0		1					2	1	0	12		16
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	0	1	0	0	0	0	34	4	1	83	0	125
APPROACH %'s :	66.67%	0.00%	33.33%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	89.47%	10.53%	1.19%	98.81%	0.00%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	14	2	0	50	0	67
PEAK HR FACTOR :	0.250			0.000			0.800			0.481			0.578

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-4360-003 **Day:** Thursday

City: Bonsall **Date:** 10/17/2013

PM

NS/EW Streets:	Bird Song			Bird Song			W Lilac Rd			W Lilac Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	1		0					13	0	0	5		19
4:15 PM	0		0					12	0	0	11		23
4:30 PM	0		0					5	0	0	7		12
4:45 PM	1		0					11	1	0	10		23
5:00 PM	0		0					9	0	0	6		15
5:15 PM	0		0					5	0	0	5		10
5:30 PM	0		0					6	0	0	8		14
5:45 PM	0		0					5	0	0	2		7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	0	0	0	0	0	0	66	1	0	54	0	123
APPROACH %'s :	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	98.51%	1.49%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	2	0	0	0	0	0	0	41	1	0	33	0	77
PEAK HR FACTOR :	0.500			0.000			0.808			0.750			0.837

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : No Control

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Bird Song and W Lilac Rd , Bonsall

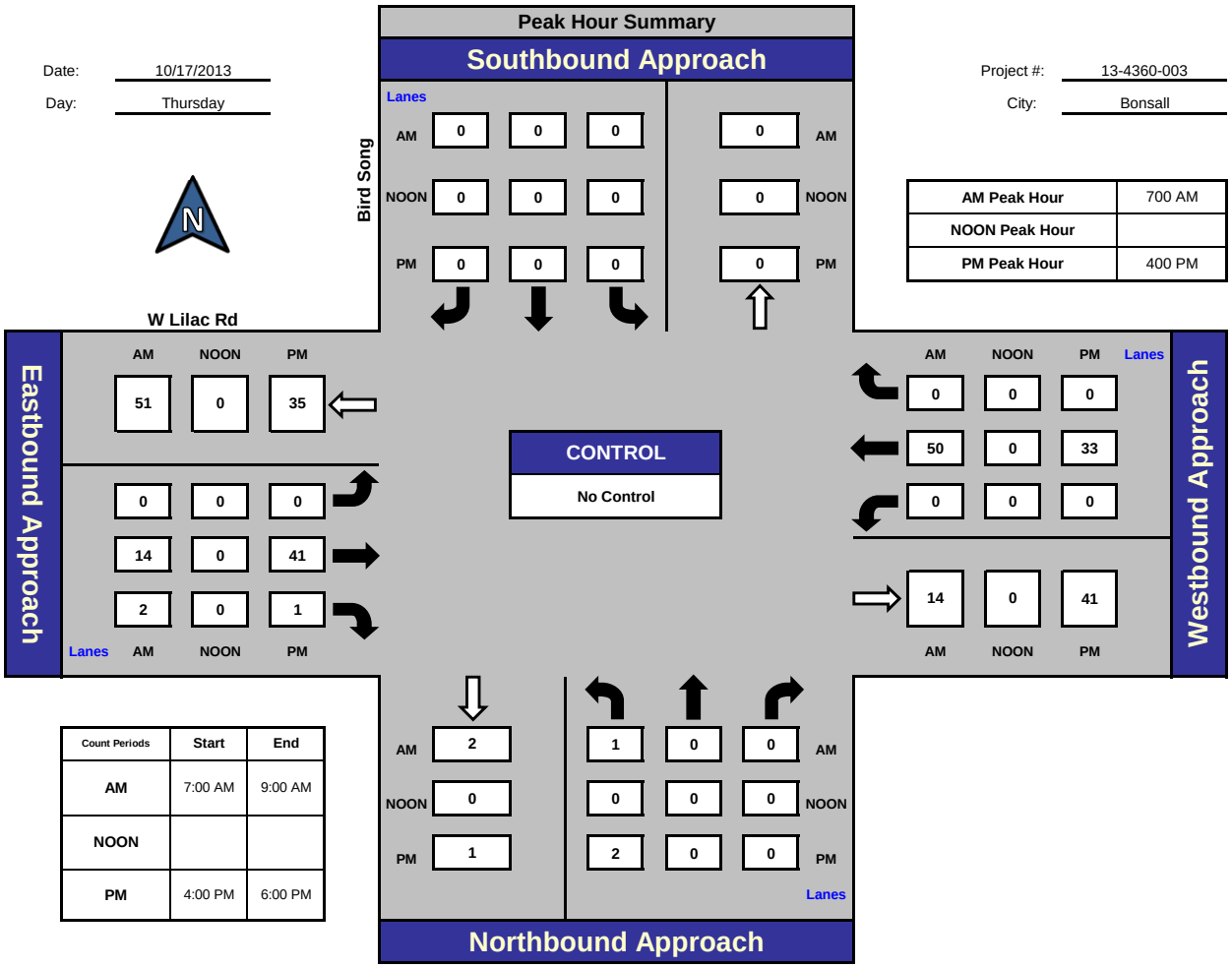
Date: 10/17/2013

Day: Thursday

Project #: 13-4360-003

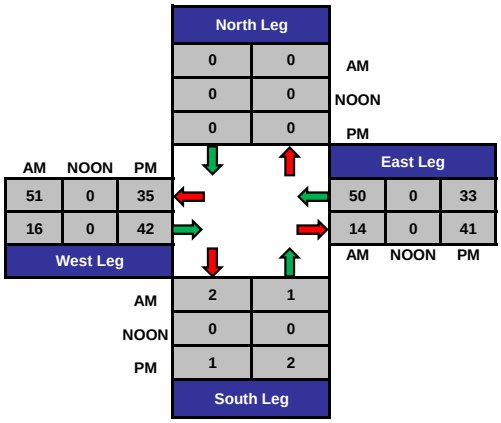
City: Bonsall

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

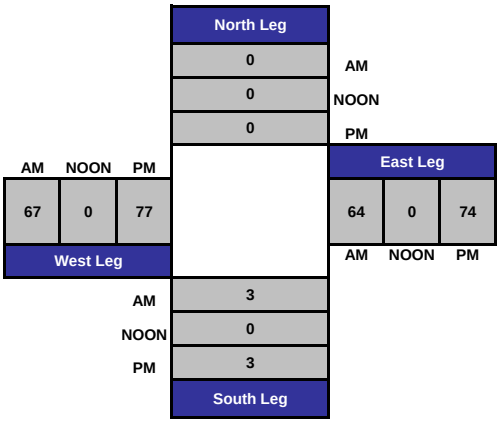


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

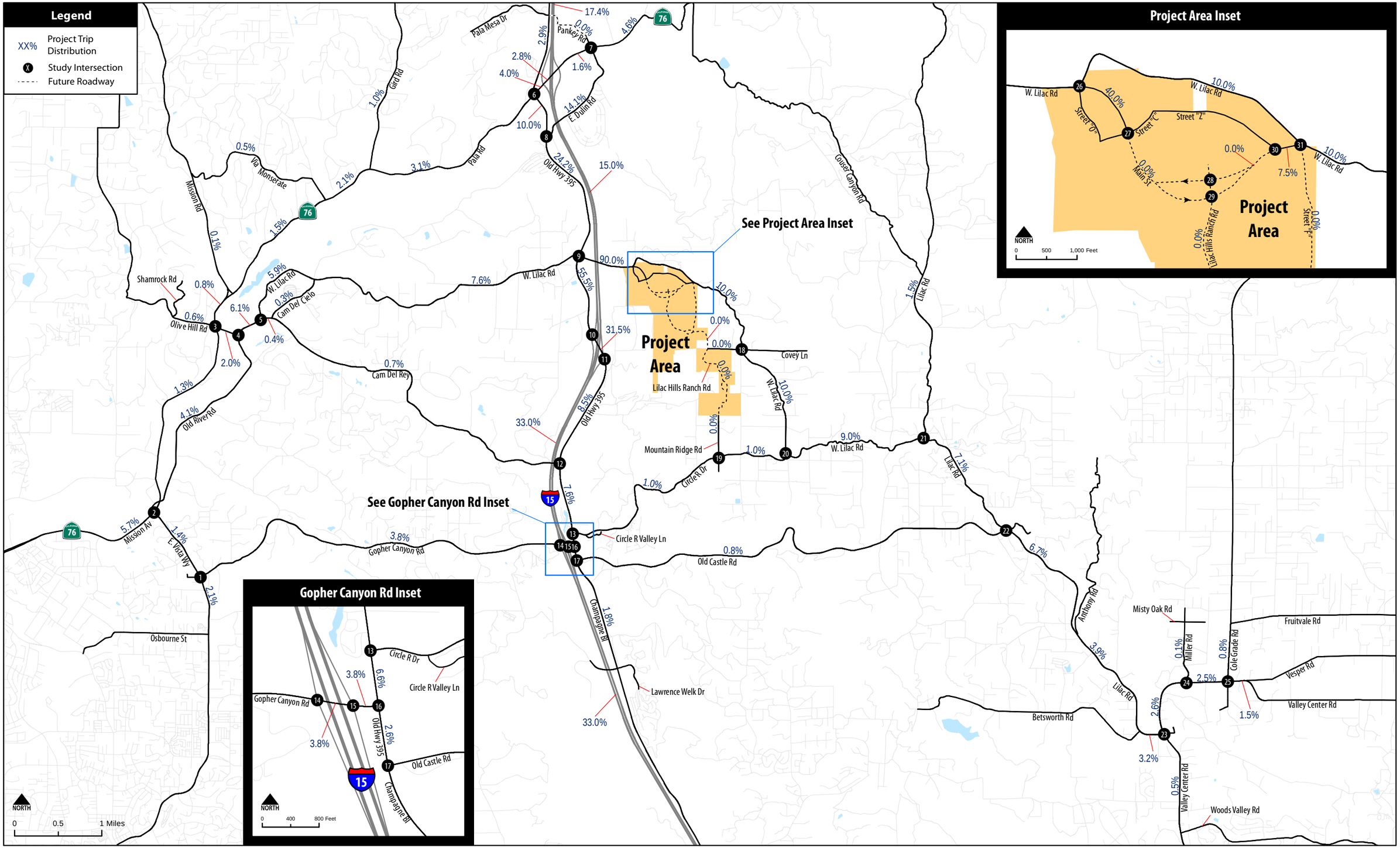
Total Ins & Outs



Total Volume Per Leg



ATTACHMENT B



Lilac Hills Ranch Traffic Impact Study

Figure 4-3
Project Trip Distribution (Phase A) - Existing Network

CHEN RYAN

ATTACHMENT C

Intersection	
Intersection Delay (sec/veh):	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	41	1	0	33	2	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	0		0	0
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.75	0.75	0.50	0.50
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	51	1	0	44	4	0
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	-	0	96	-
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	44	-
Follow-up Headway	-	-	0	-	3.518	0
Pot Capacity-1 Maneuver	-	-	0	-	903	0
Stage 1	-	-	0	-	970	0
Stage 2	-	-	0	-	978	0
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	903	-
Mov Capacity-2 Maneuver	-	-	-	-	903	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	9
HCM LOS	A	A	A

Lane	NBLn1	EBT	EBR	WBT
Capacity (vph)	903			
HCM Control Delay (s)	9	-	-	-
HCM Lane VC Ratio	0.004	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th Percentile Queue (veh)	0.013	-	-	-

Intersection	
Intersection Delay (sec/veh):	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	14	2	0	50	1	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	0		0	0
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.48	0.48	0.25	0.25
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	17	2	0	104	4	0
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	-	0	124	-
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	104	-
Follow-up Headway	-	-	0	-	3.518	0
Pot Capacity-1 Maneuver	-	-	0	-	871	0
Stage 1	-	-	0	-	1003	0
Stage 2	-	-	0	-	920	0
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	871	-
Mov Capacity-2 Maneuver	-	-	-	-	871	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	920	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	9.2
HCM LOS	A	A	A

Lane	NBLn1	EBT	EBR	WBT
Capacity (vph)	871			
HCM Control Delay (s)	9.2	-	-	-
HCM Lane VC Ratio	0.005	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th Percentile Queue (veh)	0.014	-	-	-

Intersection	
Intersection Delay (sec/veh):	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	41	19	18	33	9	8
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	0		0	0
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.75	0.75	0.50	0.50
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	51	23	24	44	18	16
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	74	0	155	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	92	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1526	-	836	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	932	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1526	-	823	1002
Mov Capacity-2 Maneuver	-	-	-	-	823	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	2.6	9.2
HCM LOS	A	A	A

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	899				
HCM Control Delay (s)	9.2	-	-	7.397	-
HCM Lane VC Ratio	0.038	-	-	0.016	-
HCM Lane LOS	A	-	-	A	-
HCM 95th Percentile Queue (veh)	0.118	-	-	0.048	-

Intersection	
Intersection Delay (sec/veh):	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	14	8	6	50	16	15
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	0		0	0
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.48	0.48	0.25	0.25
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	17	10	13	104	64	60
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	28	0	153	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	130	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1585	-	839	1054
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	896	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1585	-	831	1054
Mov Capacity-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	888	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.8	9.5
HCM LOS	A	A	A

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	926				
HCM Control Delay (s)	9.5	-	-	7.289	-
HCM Lane VC Ratio	0.134	-	-	0.008	-
HCM Lane LOS	A	-	-	A	-
HCM 95th Percentile Queue (veh)	0.462	-	-	0.024	-

Appendix P

Peak Hour Intersection Capacity Worksheets – Existing Plus Project (Phase A) Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1	0	804	1	275	0	291	343	152	460	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	4	4	0	903	1	243	0	331	390	179	541	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	7	0	667	1	179	1	244	288	145	785	0
Arrive On Green	0.01	0.01	0.00	0.49	0.49	0.49	0.00	0.31	0.31	0.08	0.42	0.00
Sat Flow, veh/h	909	909	0	1362	2	367	1774	781	920	1774	1863	0
Grp Volume(v), veh/h	8	0	0	1147	0	0	0	0	721	179	541	0
Grp Sat Flow(s),veh/h/ln	1817	0	0	1730	0	0	1774	0	1700	1774	1863	0
Q Serve(g_s), s	0.6	0.0	0.0	72.0	0.0	0.0	0.0	0.0	46.0	12.0	34.8	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	72.0	0.0	0.0	0.0	0.0	46.0	12.0	34.8	0.0
Prop In Lane	0.50		0.00	0.79		0.21	1.00		0.54	1.00		0.00
Lane Grp Cap(c), veh/h	14	0	0	847	0	0	1	0	532	145	785	0
V/C Ratio(X)	0.58	0.00	0.00	1.35	0.00	0.00	0.00	0.00	1.36	1.24	0.69	0.00
Avail Cap(c_a), veh/h	49	0	0	847	0	0	48	0	532	145	785	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	72.8	0.0	0.0	37.6	0.0	0.0	0.0	0.0	50.6	67.6	34.7	0.0
Incr Delay (d2), s/veh	33.2	0.0	0.0	167.4	0.0	0.0	0.0	0.0	172.2	152.2	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	73.7	0.0	0.0	0.0	0.0	47.0	12.0	18.4	0.0
LnGrp Delay(d),s/veh	106.0	0.0	0.0	204.9	0.0	0.0	0.0	0.0	222.8	219.7	37.3	0.0
LnGrp LOS	F			F					F	F	D	
Approach Vol, veh/h		8			1147			721			720	
Approach Delay, s/veh		106.0			204.9			222.8			82.6	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	50.0		5.1	0.0	66.0		76.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.0	46.0		4.0	4.0	54.0		72.0
Max Q Clear Time (g_c+I1), s	14.0	48.0		2.6	0.0	36.8		74.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.6		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		175.7
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	167	209	250	46	278	33	521	239	268	801	6
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	6	201	204	325	0	274	34	543	207	288	861	6
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.96	0.96	0.96	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	315	276	773	0	345	49	1318	410	410	1828	13
Arrive On Green	0.17	0.17	0.17	0.22	0.00	0.22	0.03	0.26	0.26	0.12	0.35	0.35
Sat Flow, veh/h	54	1806	1583	3548	0	1583	1774	5085	1583	3442	5210	36
Grp Volume(v), veh/h	207	0	204	325	0	274	34	543	207	288	560	307
Grp Sat Flow(s),veh/h/ln	1860	0	1583	1774	0	1583	1774	1695	1583	1721	1695	1856
Q Serve(g_s), s	7.2	0.0	8.5	5.5	0.0	11.4	1.3	6.2	7.8	5.6	9.0	9.0
Cycle Q Clear(g_c), s	7.2	0.0	8.5	5.5	0.0	11.4	1.3	6.2	7.8	5.6	9.0	9.0
Prop In Lane	0.03		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	324	0	276	773	0	345	49	1318	410	410	1189	651
V/C Ratio(X)	0.64	0.00	0.74	0.42	0.00	0.79	0.69	0.41	0.50	0.70	0.47	0.47
Avail Cap(c_a), veh/h	561	0	477	1375	0	613	204	1970	613	938	1849	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	27.3	23.5	0.0	25.8	33.6	21.4	22.0	29.5	17.6	17.6
Incr Delay (d2), s/veh	2.1	0.0	3.9	0.4	0.0	4.2	16.0	0.2	1.0	2.2	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	4.0	2.7	0.0	5.4	0.9	2.9	3.5	2.8	4.2	4.7
LnGrp Delay(d),s/veh	28.8	0.0	31.2	23.8	0.0	30.0	49.6	21.6	23.0	31.7	17.9	18.1
LnGrp LOS	C		C	C		C	D	C	C	C	B	B
Approach Vol, veh/h		411			599			784			1155	
Approach Delay, s/veh		30.0			26.6			23.2			21.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.9	28.4		19.2	12.3	22.1		16.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	38.0		27.0	19.0	27.0		21.0
Max Q Clear Time (g_c+I1), s	3.3	11.0		13.4	7.6	9.8		10.5
Green Ext Time (p_c), s	0.0	10.2		1.8	0.7	8.3		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	166	74	70	84	255	39	626	85	253	719	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	69	193	74	91	109	279	43	688	71	288	817	24
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.86	0.86	0.86	0.77	0.77	0.77	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	540	405	344	279	415	352	139	1326	413	449	1439	448
Arrive On Green	0.16	0.22	0.22	0.16	0.22	0.22	0.08	0.26	0.26	0.13	0.28	0.28
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	69	193	74	91	109	279	43	688	71	288	817	24
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	1.3	6.9	2.9	3.5	3.7	12.7	1.7	8.8	2.7	6.1	10.5	0.8
Cycle Q Clear(g_c), s	1.3	6.9	2.9	3.5	3.7	12.7	1.7	8.8	2.7	6.1	10.5	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	540	405	344	279	415	352	139	1326	413	449	1439	448
V/C Ratio(X)	0.13	0.48	0.22	0.33	0.26	0.79	0.31	0.52	0.17	0.64	0.57	0.05
Avail Cap(c_a), veh/h	869	607	516	485	656	557	302	1863	580	824	2063	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	26.1	24.6	28.6	24.5	28.0	33.3	24.1	21.9	31.5	23.4	19.9
Incr Delay (d2), s/veh	0.1	0.9	0.3	0.7	0.3	4.0	1.2	0.3	0.2	1.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.6	1.3	1.7	1.9	5.9	0.9	4.2	1.2	3.0	5.0	0.4
LnGrp Delay(d),s/veh	27.8	27.0	24.9	29.3	24.9	32.1	34.5	24.5	22.1	33.0	23.8	20.0
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	B
Approach Vol, veh/h		336			479			802			1129	
Approach Delay, s/veh		26.7			29.9			24.8			26.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	25.9	16.1	20.7	12.0	27.6	15.7	21.1
Change Period (Y+Rc), s	3.7	6.0	4.1	* 4.1	6.0	* 6	3.7	4.1
Max Green Setting (Gmax), s	18.3	28.0	20.9	* 25	13.0	* 31	19.3	26.9
Max Q Clear Time (g_c+I1), s	8.1	10.8	5.5	8.9	3.7	12.5	3.3	14.7
Green Ext Time (p_c), s	0.7	8.8	0.2	2.5	0.0	9.1	0.1	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	446	0	0	221	218	76
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	Free	Free
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	485	0	0	240	237	83
Number of Lanes	1	0	0	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	725	485
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	240	-
Follow-up Headway	-	0	0	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	0	-	392	582
Stage 1	-	0	0	-	619	-
Stage 2	-	0	0	-	800	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	392	582
Mov Capacity-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	23.4
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	392	582		
HCM Control Delay (s)	27.3	12.2	-	-
HCM Lane VC Ratio	0.604	0.142	-	-
HCM Lane LOS	D	B	-	-
HCM 95th Percentile Queue (veh)	3.829	0.492	-	-

Intersection	
Intersection Delay (sec/veh):	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	221	257	290	10	4	249
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.78	0.78	0.73	0.73
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	291	338	372	13	5	341
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	385	0	0	0	1299	379
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	920	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1173	-	-	-	178	668
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	388	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1173	-	-	-	124	668
Mov Capacity-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	270	-

Approach	EB	WB	SB
HCM Control Delay (s)	4.2	0	16.2
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					124	668
HCM Control Delay (s)	9.078	-	-	-	35.4	15.9
HCM Lane VC Ratio	0.248	-	-	-	0.044	0.511
HCM Lane LOS	A	-	-	-	E	C
HCM 95th Percentile Queue (veh)	0.98	-	-	-	0.137	2.921

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	449	36	39	692	87	106	55	50	255	104	56
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	50	488	34	42	752	52	126	65	48	263	107	46
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	917	410	148	969	875	161	83	214	312	127	55
Arrive On Green	0.06	0.26	0.26	0.08	0.27	0.27	0.13	0.13	0.13	0.28	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1190	614	1583	1120	456	196
Grp Volume(v), veh/h	50	488	34	42	752	52	191	0	48	416	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1803	0	1583	1772	0	0
Q Serve(g_s), s	2.2	9.4	1.3	1.8	15.6	1.2	8.2	0.0	2.2	17.6	0.0	0.0
Cycle Q Clear(g_c), s	2.2	9.4	1.3	1.8	15.6	1.2	8.2	0.0	2.2	17.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.66		1.00	0.63		0.11
Lane Grp Cap(c), veh/h	104	917	410	148	969	875	243	0	214	494	0	0
V/C Ratio(X)	0.48	0.53	0.08	0.28	0.78	0.06	0.78	0.00	0.22	0.84	0.00	0.00
Avail Cap(c_a), veh/h	178	1370	613	267	1512	1117	430	0	378	864	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.3	25.3	22.3	34.2	26.6	8.2	33.3	0.0	30.7	27.1	0.0	0.0
Incr Delay (d2), s/veh	3.4	0.5	0.1	1.0	1.4	0.0	5.5	0.0	0.5	4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.7	0.6	0.9	7.8	0.9	4.4	0.0	1.0	9.1	0.0	0.0
LnGrp Delay(d),s/veh	39.7	25.8	22.4	35.3	28.0	8.3	38.8	0.0	31.2	31.1	0.0	0.0
LnGrp LOS	D	C	C	D	C	A	D		C	C		
Approach Vol, veh/h		572			846			239			416	
Approach Delay, s/veh		26.8			27.2			37.3			31.1	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.9	26.6		26.4	10.7	26.8		15.7
Change Period (Y+Rc), s	* 4.2	6.0		* 4.2	6.0	5.0		5.0
Max Green Setting (Gmax), s	* 12	30.8		* 39	8.0	34.0		19.0
Max Q Clear Time (g_c+I1), s	3.8	11.4		19.6	4.2	17.6		10.2
Green Ext Time (p_c), s	0.0	2.8		2.6	1.1	4.2		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	29.0
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	324	9	3	285	3	14	1	11	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	1	405	11	4	356	4	17	1	14	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	360	0	0	416	0	0	599	781	209	571	784	180
Stage 1	-	-	-	-	-	-	413	413	-	366	366	-
Stage 2	-	-	-	-	-	-	186	368	-	205	418	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1195	-	-	1139	-	-	385	325	797	404	323	832
Stage 1	-	-	-	-	-	-	587	592	-	626	621	-
Stage 2	-	-	-	-	-	-	798	620	-	778	589	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1195	-	-	1139	-	-	384	324	797	395	322	832
Mov Capacity-2 Maneuver	-	-	-	-	-	-	384	324	-	395	322	-
Stage 1	-	-	-	-	-	-	587	592	-	625	619	-
Stage 2	-	-	-	-	-	-	795	618	-	762	589	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.1	12.9	0
HCM LOS	A	A	B	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	487							0
HCM Control Delay (s)	12.9	8.016	0	-	8.171	0	-	0
HCM Lane VC Ratio	0.067	0.001	-	-	0.003	-	-	-
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th Percentile Queue (veh)	0.214	0.003	-	-	0.01	-	-	-

Intersection	
Intersection Delay (sec/veh):	8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	224	116	90	46	21	181
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.81	0.81	0.85	0.85
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	299	155	111	57	25	213
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	403	140	0	0	168	0
Stage 1	140	-	-	-	-	-
Stage 2	263	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	603	908	-	-	1410	-
Stage 1	887	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	591	908	-	-	1410	-
Mov Capacity-2 Maneuver	591	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	765	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	14.7	0	0.8
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			591	908		
HCM Control Delay (s)	-	-	17.2	9.8	7.599	-
HCM Lane VC Ratio	-	-	0.505	0.17	0.018	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th Percentile Queue (veh)	-	-	2.844	0.612	0.053	-

Intersection	
Intersection Delay (sec/veh):	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	59	12	57	146	35	73	32	31	59	25	205	145
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		50	200		50	200		0	200		0
Median Width		12			12			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.48	0.48	0.48	0.92	0.92	0.92	0.72	0.72	0.72	0.84	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	123	25	119	159	38	79	44	43	82	30	244	173
Number of Lanes	0	1	1	1	1	1	1	1	0	1	2	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	622	604	209	367	649	63	417	0	0	125	0	0
Stage 1	391	391	-	172	172	-	-	-	-	-	-	-
Stage 2	231	213	-	195	477	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	371	411	797	564	387	988	1138	-	-	1459	-	-
Stage 1	605	606	-	813	755	-	-	-	-	-	-	-
Stage 2	751	725	-	788	554	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	300	387	797	436	364	988	1138	-	-	1459	-	-
Mov Capacity-2 Maneuver	300	387	-	436	364	-	-	-	-	-	-	-
Stage 1	582	594	-	782	726	-	-	-	-	-	-	-
Stage 2	629	697	-	629	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	19.3	14.1	2.2	0.5
HCM LOS	C	B	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (vph)				312	797	436	403	988			
HCM Control Delay (s)	8.292	0	-	26.5	10.3	15.9	16.5	9	7.519	0	-
HCM Lane VC Ratio	0.039	-	-	0.474	0.149	0.243	0.226	0.08	0.02	-	-
HCM Lane LOS	A	A	-	D	B	C	C	A	A	A	-
HCM 95th Percentile Queue (veh)	0.122	-	-	2.419	0.522	0.94	0.856	0.261	0.062	-	-

Intersection	
Intersection Delay (sec/veh):	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	119	315	7	143	0	0	0	0	56	0	24
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		0	0		0	0		0	0		50
Median Width		12			12			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	125	332	8	168	0	0	0	0	64	0	27
Number of Lanes	0	1	0	1	1	0	0	0	0	1	0	1

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	457	0	-			475	~	84
Stage 1	-	-	-	-	-	-			184	-	-
Stage 2	-	-	-	-	-	-			291	-	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	0	3.318
Pot Capacity-1 Maneuver	0	-	-	1104	-	0			500	0	975
Stage 1	0	-	-	-	-	0			818	0	-
Stage 2	0	-	-	-	-	0			717	0	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	1104	-	-			497	-	975
Mov Capacity-2 Maneuver	-	-	-	-	-	-			497	-	-
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	-	-			717	-	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.4	12
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (vph)					497	975
HCM Control Delay (s)	-	-	8.285	-	13.3	8.8
HCM Lane VC Ratio	-	-	0.007	-	0.128	0.028
HCM Lane LOS	-	-	A	-	B	A
HCM 95th Percentile Queue (veh)	-	-	0.023	-	0.437	0.086

Intersection	
Intersection Delay (sec/veh):	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	133	5	0	70	87	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	250
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	145	5	0	76	104	6
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	-	0	186	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	38	-
Follow-up Headway	-	-	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	-	0	-	786	872
Stage 1	-	-	0	-	864	-
Stage 2	-	-	0	-	980	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	786	872
Mov Capacity-2 Maneuver	-	-	-	-	786	-
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	980	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	10.2
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	EBR	WBT
Capacity (vph)	786	872			
HCM Control Delay (s)	10.3	9.2	-	-	-
HCM Lane VC Ratio	0.132	0.007	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th Percentile Queue (veh)	0.453	0.021	-	-	-

Intersection	
Intersection Delay (sec/veh):	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	11	189	109	72	144	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.89	0.89	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	13	220	122	81	152	18
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	486	85	170	0	0	0
Stage 1	161	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	540	974	1407	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	493	974	1407	-	-	-
Mov Capacity-2 Maneuver	493	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.2	4.7	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			924		
HCM Control Delay (s)	7.802	-	10.2	-	-
HCM Lane VC Ratio	0.087	-	0.252	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.286	-	0.998	-	-

Intersection	
Intersection Delay (sec/veh):	6.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	218	37	149	59	18	350
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.85	0.85	0.94	0.94
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	251	43	175	69	19	372
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	620	123	0	0	244	0
Stage 1	210	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	462	*1357	-	-	1337	-
Stage 1	859	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Time blocked-Platoon(%)	10	10	-	-	10	-
Mov Capacity-1 Maneuver	456	*1357	-	-	1337	-
Mov Capacity-2 Maneuver	456	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	21.5	0	0.4
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			*505		
HCM Control Delay (s)	-	-	21.5	7.732	-
HCM Lane VC Ratio	-	-	0.58	0.014	-
HCM Lane LOS	-	-	C	A	-
HCM 95th Percentile Queue (veh)	-	-	3.647	0.044	-

Intersection	
Intersection Delay (sec/veh):	149.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	233	226	373	334	0	0	0	0	53	2	554
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.86	0.86	0.86	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	299	290	434	388	0	0	0	0	56	2	583
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	388	0	0	589	0	-			1700	1845	194
Stage 1	-	-	-	-	-	-			1256	1256	-
Stage 2	-	-	-	-	-	-			444	589	-
Follow-up Headway	2.22	-	-	2.22	-	0			3.52	4.02	3.32
Pot Capacity-1 Maneuver	1167	-	-	982	-	0			60	74	815
Stage 1	-	-	-	-	-	0			181	241	-
Stage 2	-	-	-	-	-	0			563	494	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	1167	-	-	982	-	-			# 39	41	815
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 39	41	-
Stage 1	-	-	-	-	-	-			181	134	-
Stage 2	-	-	-	-	-	-			563	494	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	6.1	$ 469.6
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						327
HCM Control Delay (s)	0	-	-	11.533	-	$ -1
HCM Lane VC Ratio	-	-	-	0.442	-	1.96
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	2.296	-	44.642

Intersection	
Intersection Delay (sec/veh):	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	143	143	0	0	545	62	162	2	130	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	None	None	None	None	None	None
Storage Length	220		0	0		0	0		25	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	146	146	0	0	592	67	182	2	146	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	1	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	659	0	-	146	0	0	734	1097	73
Stage 1	-	-	-	-	-	-	438	438	-
Stage 2	-	-	-	-	-	-	296	659	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	925	-	0	1434	-	-	308	212	974
Stage 1	-	-	0	-	-	-	567	577	-
Stage 2	-	-	0	-	-	-	688	459	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	925	-	-	1434	-	-	271	179	974
Mov Capacity-2 Maneuver	-	-	-	-	-	-	271	179	-
Stage 1	-	-	-	-	-	-	478	486	-
Stage 2	-	-	-	-	-	-	688	459	-

Approach	EB	WB	NB
HCM Control Delay (s)	4.8	0	28.2
HCM LOS	A	A	D

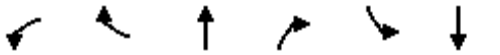
Lane	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	269	974					
HCM Control Delay (s)	43.2	9.3	9.619	-	0	-	-
HCM Lane VC Ratio	0.685	0.15	0.158	-	-	-	-
HCM Lane LOS	E	A	A	-	A	-	-
HCM 95th Percentile Queue (veh)	4.561	0.527	0.559	-	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	411	264	217	200	98	195
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	428	207	244	225	113	149
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.89	0.89	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	543	765	312	869	330	281
Arrive On Green	0.31	0.31	0.18	0.47	0.18	0.18
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	428	207	244	225	113	149
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	8.7	3.1	5.2	2.9	2.1	3.4
Cycle Q Clear(g_c), s	8.7	3.1	5.2	2.9	2.1	3.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	543	765	312	869	330	281
V/C Ratio(X)	0.79	0.27	0.78	0.26	0.34	0.53
Avail Cap(c_a), veh/h	829	1021	524	1529	767	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	6.1	15.6	6.4	14.3	14.8
Incr Delay (d2), s/veh	2.9	0.2	4.3	0.2	0.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	1.8	2.9	1.5	1.1	1.6
LnGrp Delay(d),s/veh	15.5	6.3	19.9	6.6	14.9	16.4
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h	635			469	262	
Approach Delay, s/veh	12.5			13.5	15.7	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	11.5	11.5		16.6		23.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	11.7	16.3		18.5		32.5		
Max Q Clear Time (g_c+I1), s	7.2	5.4		10.7		4.9		
Green Ext Time (p_c), s	0.3	1.6		1.4		2.2		

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	88	269	58	29	161	193
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	231	419	751	181	239	1350
Arriving On Green	0.13	0.13	0.52	0.52	0.27	1.00
Sat Flow, veh/h	1774.0	1583.3	1450.8	350.2	1774.0	1862.7
Grp Volume(v), veh/h	104.8	165.5	0.0	90.0	191.7	229.8
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1800.9	1774.0	1862.7
Q Serve(g_s), s	3.0	4.7	0.0	1.4	5.6	0.0
Cycle Q Clear(g_c), s	3.0	4.7	0.0	1.4	5.6	0.0
Proportion In Lane	1.000	1.000		0.194	1.000	
Lane Grp Cap(c), veh/h	230.8	419.4	0.0	932.2	239.2	1350.3
V/C Ratio(X)	0.454	0.395	0.000	0.097	0.801	0.170
Avail Cap(c_a), veh/h	546.6	701.3	0.0	932.2	514.4	1350.3
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	0.979	0.979
Uniform Delay (d), s/veh	22.2	16.6	0.0	6.8	19.5	0.0
Incr Delay (d2), s/veh	1.4	0.6	0.0	0.2	6.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	23.6	17.3	0.0	7.0	25.5	0.3
Lane Group LOS	C	B		A	C	A
Approach Volume, veh/h	270		90			421
Approach Delay, s/veh	19.7		7.0			11.7
Approach LOS	B		A			B

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		32.56		11.44	44.00
Change Period (Y+Rc), s		4.00		4.00	4.00
Max Green Setting (Gmax), s		20.00		16.00	40.00
Max Q Clear Time (g_c+I1), s		3.40		7.55	2.00
Green Extension Time (p_c)		1.38		0.30	1.67

Intersection Summary	
HCM 2010 Control Delay	13.9
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	9	0	5	3	0	2	7	26	1	0	24	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.42	0.42	0.42	0.75	0.75	0.75	0.55	0.55	0.55
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	13	0	7	7	0	5	9	35	1	0	44	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	105	103	49	106	107	36	53	0	0	36	0	0
Stage 1	49	49	-	54	54	-	-	-	-	-	-	-
Stage 2	56	54	-	52	53	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	875	788	1020	873	784	1037	1553	-	-	1575	-	-
Stage 1	964	854	-	958	850	-	-	-	-	-	-	-
Stage 2	956	850	-	961	851	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	867	783	1020	863	779	1037	1553	-	-	1575	-	-
Mov Capacity-2 Maneuver	867	783	-	863	779	-	-	-	-	-	-	-
Stage 1	958	854	-	952	845	-	-	-	-	-	-	-
Stage 2	946	845	-	954	851	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	9	8.9	1.5	0
HCM LOS	A	A	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				916	925			
HCM Control Delay (s)	7.332	0	-	9	8.9	0	-	-
HCM Lane VC Ratio	0.006	-	-	0.022	0.013	-	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th Percentile Queue (veh)	0.018	-	-	0.067	0.039	0	-	-

Intersection	
Intersection Delay (sec/veh):	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	23	0	0	110	6	0	0	0	5	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.83	0.83	0.83	0.92	0.92	0.92	0.75	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	3	29	0	0	133	7	0	0	0	7	0	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	140	0	0	29	0	0	176	175	29	172	172	137
Stage 1	-	-	-	-	-	-	35	35	-	137	137	-
Stage 2	-	-	-	-	-	-	141	140	-	35	35	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1443	-	-	1584	-	-	786	718	1046	791	722	911
Stage 1	-	-	-	-	-	-	981	866	-	866	784	-
Stage 2	-	-	-	-	-	-	862	781	-	981	866	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1443	-	-	1584	-	-	777	717	1046	790	721	911
Mov Capacity-2 Maneuver	-	-	-	-	-	-	777	717	-	790	721	-
Stage 1	-	-	-	-	-	-	979	864	-	864	784	-
Stage 2	-	-	-	-	-	-	853	781	-	979	864	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.6	0	0	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	0							856
HCM Control Delay (s)	0	7.499	0	-	0	-	-	9.3
HCM Lane VC Ratio	-	0.002	-	-	-	-	-	0.019
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	-	0.005	-	-	0	-	-	0.057

Intersection	
Intersection Delay (sec/veh):	5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	66	20	13	20	26	25
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.83	0.83	0.69	0.69
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	74	22	16	24	38	36
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	140	28	0	0	40	0
Stage 1	28	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	853	1047	-	-	1570	-
Stage 1	995	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	832	1047	-	-	1570	-
Mov Capacity-2 Maneuver	832	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.6	0	3.7
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			874		
HCM Control Delay (s)	-	-	9.6	7.349	-
HCM Lane VC Ratio	-	-	0.111	0.024	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.371	0.074	-

Intersection	
Intersection Delay (sec/veh):	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	9	56	28	63	100	30
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.67	0.67	0.82	0.82	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	13	84	34	77	133	40
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	298	153	173	0	0	0
Stage 1	153	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	693	893	1404	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	676	893	1404	-	-	-
Mov Capacity-2 Maneuver	676	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	860	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	9.7	2.3	0
HCM LOS	A	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			855		
HCM Control Delay (s)	7.628	-	9.7	-	-
HCM Lane VC Ratio	0.024	-	0.113	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th Percentile Queue (veh)	0.075	-	0.382	-	-

Intersection	
Intersection Delay (sec/veh):	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	11	111	227	53	93	54
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.94	0.94	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	13	135	241	56	103	60
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	297	0	0	0	430	149
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	161	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1264	-	-	-	582	898
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	868	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1264	-	-	-	576	898
Mov Capacity-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.7	0	12.2
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					663
HCM Control Delay (s)	7.879	-	-	-	12.2
HCM Lane VC Ratio	0.011	-	-	-	0.246
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.032	-	-	-	0.966

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	121	0	200	0	0	0	111	284	0	3	662	148
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	0	1863	0	0	0	1863	1863	0	1863	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	231	0	206	0	0	0	223	2153	0	4	1563	302
Arriving On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.06	0.58	0.00	0.00	0.51	0.51
Sat Flow, veh/h	1774.0	0.0	1583.3	0.0	0.0	0.0	3441.6	3725.5	0.0	1774.0	3035.2	586.7
Grp Volume(v), veh/h	136.0	0.0	125.8	0.0	0.0	0.0	126.1	322.7	0.0	3.4	461.6	436.1
Grp Sat Flow(s),veh/h/ln	1774.0	0.0	1583.3	0.0	0.0	0.0	1720.8	1862.7	0.0	1774.0	1862.7	1759.2
Q Serve(g_s), s	3.0	5.4	3.1	0.0	0.0	0.0	1.5	1.7	0.0	0.1	6.6	6.6
Cycle Q Clear(g_c), s	3.0	5.4	3.1	0.0	0.0	0.0	1.5	1.7	0.0	0.1	6.6	6.6
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.000	1.000		0.334
Lane Grp Cap(c), veh/h	231.0	0.0	206.2	0.0	0.0	0.0	223.3	2152.6	0.0	4.3	959.1	905.8
V/C Ratio(X)	0.589	0.000	0.610	0.000	0.000	0.000	0.565	0.150	0.000	0.795	0.481	0.481
Avail Cap(c_a), veh/h	711.8	0.0	635.3	0.0	0.0	0.0	382.7	2152.6	0.0	193.0	959.1	905.8
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	16.9	0.0	17.0	0.0	0.0	0.0	18.8	4.0	0.0	20.6	6.5	6.5
Incr Delay (d2), s/veh	2.4	0.0	2.9	0.0	0.0	0.0	2.2	0.1	0.0	139.8	1.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	19.3	0.0	19.9	0.0	0.0	0.0	21.0	4.2	0.0	160.4	8.2	8.3
Lane Group LOS	B		B				C	A		F	A	A
Approach Volume, veh/h		262			0			449			901	
Approach Delay, s/veh		19.6			0.0			8.9			8.8	
Approach LOS		B						A			A	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		9.39			0.00		6.68	27.90		4.08	25.30	
Change Period (Y+Rc), s		4.00			4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s		16.60			16.50		4.60	21.40		4.50	21.30	
Max Q Clear Time (g_c+I1), s		5.11			0.00		3.47	3.66		2.08	8.62	
Green Extension Time (p_c)		0.56			0.00		0.03	6.90		0.00	5.77	

Intersection Summary	
HCM 2010 Control Delay	10.6
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	26	682	803	4	9	64
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.91	0.91	0.70	0.70
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	31	822	882	4	13	91
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	886	0	0	0	1357	443
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	473	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	760	-	-	-	140	562
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	593	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	760	-	-	-	134	562
Mov Capacity-2 Maneuver	-	-	-	-	134	-
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	569	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.4	0	17
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					403
HCM Control Delay (s)	9.94	-	-	-	17
HCM Lane VC Ratio	0.041	-	-	-	0.259
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.129	-	-	-	1.02

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	337	309	36	16	324	143	24	13	17	195	25	460
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	454	596	506	25	585	142	230	125	77	300	38	529
Arriving On Green	0.13	0.32	0.32	0.01	0.20	0.20	0.24	0.24	0.24	0.19	0.19	0.19
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	2900.4	701.3	939.0	508.6	313.0	1581.0	202.7	2786.7
Grp Volume(v), veh/h	366.3	335.9	9.8	21.6	279.9	264.7	60.0	0.0	0.0	268.3	0.0	317.1
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1739.0	1760.6	0.0	0.0	1783.7	0.0	1393.3
Q Serve(g_s), s	7.1	10.3	0.3	0.8	9.7	9.9	1.8	0.0	0.0	9.9	0.0	7.2
Cycle Q Clear(g_c), s	7.1	10.3	0.3	0.8	9.7	9.9	1.8	0.0	0.0	9.9	0.0	7.2
Proportion In Lane	1.000		1.000	1.000		0.403	0.533		0.178	0.886		1.000
Lane Grp Cap(c), veh/h	453.7	595.5	506.2	24.8	376.0	351.0	431.0	0.0	0.0	338.4	0.0	528.7
V/C Ratio(X)	0.807	0.564	0.019	0.872	0.744	0.754	0.139	0.000	0.000	0.793	0.000	0.600
Avail Cap(c_a), veh/h	453.7	595.5	506.2	115.6	445.2	415.7	431.0	0.0	0.0	426.3	0.0	666.1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	29.1	19.5	16.1	34.0	25.9	25.9	20.4	0.0	0.0	26.7	0.0	25.6
Incr Delay (d2), s/veh	10.4	1.2	0.0	54.8	5.6	6.4	0.7	0.0	0.0	7.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	39.5	20.7	16.1	88.8	31.4	32.3	21.1	0.0	0.0	34.5	0.0	26.7
Lane Group LOS	D	C	B	F	C	C	C			C		C
Approach Volume, veh/h		712			566			60			585	
Approach Delay, s/veh		30.3			34.0			21.1			30.3	
Approach LOS		C			C			C			C	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	13.10	26.07		4.96	17.93			20.90			17.10	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00			4.00			4.00	
Max Green Setting (Gmax), s	9.10	21.10		4.50	16.50			16.90			16.50	
Max Q Clear Time (g_c+I1), s	9.14	12.33		2.84	11.89			3.84			11.90	
Green Extension Time (p_c)	0.00	3.24		0.00	2.04			0.17			1.20	

Intersection Summary	
HCM 2010 Control Delay	31.1
HCM 2010 Level of Service	C

Intersection	
Intersection Delay (sec/veh)	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	108	119	72	121
Demand Flow Rate (pc/h)	110	121	73	123
Vehicles Circulating (pc/h)	13	105	93	177
Vehicles Exiting (pc/h)	287	61	30	49
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	4.1	4.7	4.2	5.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	110	121	73	123
Capacity, Entry Lane (pc/h)	1115	1017	1030	947
Entry HV Adjustment Factor	0.982	0.982	0.984	0.983
Flow Rate, Entry (vph)	108	119	72	121
Capacity, Entry (vph)	1095	999	1014	931
Volume to Capacity Ratio	0.099	0.119	0.071	0.130
Control Delay (sec/veh)	4.1	4.7	4.2	5.1
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

Intersection	
Intersection Delay (sec/veh)	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	27	97	0	50
Demand Flow Rate (pc/h)	27	99	0	51
Vehicles Circulating (pc/h)	40	22	67	5
Vehicles Exiting (pc/h)	16	45	0	116
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	3.5	4.1	0.0	3.6
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	27	99	0	51
Capacity, Entry Lane (pc/h)	1086	1105	1057	1124
Entry HV Adjustment Factor	0.996	0.979	1.000	0.980
Flow Rate, Entry (vph)	27	97	0	50
Capacity, Entry (vph)	1082	1082	1057	1102
Volume to Capacity Ratio	0.025	0.090	0.000	0.045
Control Delay (sec/veh)	3.5	4.1	3.4	3.6
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

Intersection	
Intersection Delay (sec/veh):	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	0	0	5	12	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	0	0	0	5	13	0
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	-	0	0	0	3	-
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	0	-
Follow-up Headway	0	-	-	-	3.518	0
Pot Capacity-1 Maneuver	0	-	-	-	1019	0
Stage 1	0	-	-	-	1020	0
Stage 2	0	-	-	-	-	0
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	1019	-
Mov Capacity-2 Maneuver	-	-	-	-	1019	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	8.6
HCM LOS	A	A	A

Lane	EBT	WBT	WBR	SBLn1
Capacity (vph)				1019
HCM Control Delay (s)	-	-	-	8.6
HCM Lane VC Ratio	-	-	-	0.013
HCM Lane LOS	-	-	-	A
HCM 95th Percentile Queue (veh)	-	-	-	0.039

Intersection	
Intersection Delay (sec/veh)	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	13	40	0	18
Demand Flow Rate (pc/h)	13	41	0	18
Vehicles Circulating (pc/h)	18	0	31	5
Vehicles Exiting (pc/h)	5	31	0	36
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	3.4	3.6	0.0	3.3
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	13	41	0	18
Capacity, Entry Lane (pc/h)	1110	1130	1095	1124
Entry HV Adjustment Factor	0.980	0.973	1.000	1.000
Flow Rate, Entry (vph)	13	40	0	18
Capacity, Entry (vph)	1088	1100	1095	1124
Volume to Capacity Ratio	0.012	0.036	0.000	0.016
Control Delay (sec/veh)	3.4	3.6	3.3	3.3
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	402	1	185	6	379	872	313	380	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	428	1	107	7	412	839	340	413	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	347	1	87	50	265	539	237	1042	13
Arrive On Green	0.00	0.00	0.00	0.25	0.25	0.25	0.03	0.48	0.48	0.13	0.57	0.57
Sat Flow, veh/h	0	1863	0	1383	3	346	1774	549	1117	1774	1837	22
Grp Volume(v), veh/h	0	0	0	536	0	0	7	0	1251	340	0	418
Grp Sat Flow(s),veh/h/ln	0	1863	0	1733	0	0	1774	0	1666	1774	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	35.4	0.0	0.0	0.5	0.0	68.0	18.8	0.0	17.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	35.4	0.0	0.0	0.5	0.0	68.0	18.8	0.0	17.7
Prop In Lane	0.00		0.00	0.80		0.20	1.00		0.67	1.00		0.01
Lane Grp Cap(c), veh/h	0	1	0	435	0	0	50	0	803	237	0	1055
V/C Ratio(X)	0.00	0.00	0.00	1.23	0.00	0.00	0.14	0.00	1.56	1.44	0.00	0.40
Avail Cap(c_a), veh/h	0	66	0	435	0	0	214	0	803	237	0	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	52.8	0.0	0.0	66.8	0.0	36.5	61.1	0.0	17.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	123.1	0.0	0.0	1.2	0.0	256.9	219.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	31.8	0.0	0.0	0.3	0.0	88.6	23.6	0.0	9.1
LnGrp Delay(d),s/veh	0.0	0.0	0.0	175.9	0.0	0.0	68.1	0.0	293.4	280.4	0.0	17.3
LnGrp LOS				F			E		F	F		B
Approach Vol, veh/h		0			536			1258			758	
Approach Delay, s/veh		0.0			175.9			292.2			135.3	
Approach LOS					F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	24.0	76.0		0.0	12.0	88.0		41.0
Change Period (Y+Rc), s	* 5.2	8.0		4.0	8.0	* 8		5.6
Max Green Setting (Gmax), s	* 19	68.0		5.0	17.0	* 67		35.4
Max Q Clear Time (g_c+I1), s	20.8	70.0		0.0	2.5	19.7		37.4
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	23.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	221.2
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	68	62	183	62	348	80	983	201	375	694	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	3	78	60	126	151	297	84	1035	170	383	708	10
Adj No. of Lanes	0	2	0	1	1	1	1	3	1	2	3	0
Peak Hour Factor	0.87	0.87	0.87	0.97	0.97	0.97	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	248	189	381	400	340	196	1513	471	477	1682	24
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.11	0.30	0.30	0.14	0.33	0.33
Sat Flow, veh/h	74	1924	1465	1774	1863	1583	1774	5085	1583	3442	5167	73
Grp Volume(v), veh/h	75	0	66	126	151	297	84	1035	170	383	464	254
Grp Sat Flow(s),veh/h/ln	1859	0	1604	1774	1863	1583	1774	1695	1583	1721	1695	1850
Q Serve(g_s), s	3.3	0.0	3.4	5.4	6.3	16.4	4.0	16.2	7.6	9.7	9.7	9.7
Cycle Q Clear(g_c), s	3.3	0.0	3.4	5.4	6.3	16.4	4.0	16.2	7.6	9.7	9.7	9.7
Prop In Lane	0.04		0.91	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	240	0	207	381	400	340	196	1513	471	477	1104	602
V/C Ratio(X)	0.31	0.00	0.32	0.33	0.38	0.87	0.43	0.68	0.36	0.80	0.42	0.42
Avail Cap(c_a), veh/h	329	0	284	454	476	405	314	1790	557	731	1313	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	35.7	30.0	30.3	34.3	37.5	28.0	25.0	37.7	23.8	23.8
Incr Delay (d2), s/veh	0.7	0.0	0.9	0.5	0.6	16.6	1.5	0.9	0.5	3.7	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.5	2.7	3.3	8.7	2.0	7.7	3.4	4.9	4.6	5.0
LnGrp Delay(d),s/veh	36.5	0.0	36.6	30.5	30.9	50.9	39.0	28.9	25.4	41.4	24.1	24.3
LnGrp LOS	D		D	C	C	D	D	C	C	D	C	C
Approach Vol, veh/h		141			574			1289			1101	
Approach Delay, s/veh		36.5			41.2			29.1			30.2	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.2	35.9		24.0	16.7	33.4		16.3
Change Period (Y+Rc), s	* 4.2	6.5		4.6	* 4.2	6.5		4.6
Max Green Setting (Gmax), s	* 16	35.0		23.1	* 19	31.8		16.0
Max Q Clear Time (g_c+I1), s	6.0	11.7		18.4	11.7	18.2		5.4
Green Ext Time (p_c), s	0.1	12.1		1.0	0.8	8.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	97	64	73	61	85	314	47	1087	65	195	823	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	101	67	71	75	105	314	49	1144	63	199	840	39
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.81	0.81	0.81	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	419	404	343	216	411	350	133	1588	495	348	1577	491
Arrive On Green	0.12	0.22	0.22	0.12	0.22	0.22	0.07	0.31	0.31	0.10	0.31	0.31
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	101	67	71	75	105	314	49	1144	63	199	840	39
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.6	2.9	3.6	3.8	4.6	19.0	2.6	19.6	2.8	5.4	13.4	1.7
Cycle Q Clear(g_c), s	2.6	2.9	3.6	3.8	4.6	19.0	2.6	19.6	2.8	5.4	13.4	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	419	404	343	216	411	350	133	1588	495	348	1577	491
V/C Ratio(X)	0.24	0.17	0.21	0.35	0.26	0.90	0.37	0.72	0.13	0.57	0.53	0.08
Avail Cap(c_a), veh/h	517	404	343	458	481	409	180	1777	553	399	1705	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	31.3	31.6	39.6	31.7	37.3	43.3	30.0	24.2	42.2	28.1	24.0
Incr Delay (d2), s/veh	0.3	0.2	0.3	1.0	0.3	20.1	1.7	1.3	0.1	1.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.5	1.6	1.9	2.4	10.2	1.3	9.4	1.2	2.6	6.3	0.8
LnGrp Delay(d),s/veh	39.4	31.5	31.9	40.6	32.0	57.4	45.0	31.3	24.4	43.7	28.3	24.1
LnGrp LOS	D	C	C	D	C	E	D	C	C	D	C	C
Approach Vol, veh/h		239			494			1256			1078	
Approach Delay, s/veh		35.0			49.4			31.5			31.0	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	38.7	17.6	26.9	15.4	38.5	17.2	27.3
Change Period (Y+Rc), s	* 5.2	8.0	5.6	* 5.6	8.0	* 8	* 5.2	5.6
Max Green Setting (Gmax), s	* 11	34.4	25.4	* 14	10.0	* 33	* 15	25.4
Max Q Clear Time (g_c+I1), s	7.4	21.6	5.8	5.6	4.6	15.4	4.6	21.0
Green Ext Time (p_c), s	0.2	9.1	0.1	1.6	0.0	11.5	0.2	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	224	0	0	264	105	107
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	None	None
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	243	0	0	287	114	116
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	243	0	530	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	287	-
Follow-up Headway	-	0	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	1323	-	510	796
Stage 1	-	0	-	-	797	-
Stage 2	-	0	-	-	762	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1323	-	510	796
Mov Capacity-2 Maneuver	-	-	-	-	510	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	762	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	12.2
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (vph)	510	796			
HCM Control Delay (s)	14.1	10.3	-	0	-
HCM Lane VC Ratio	0.224	0.146	-	-	-
HCM Lane LOS	B	B	-	A	-
HCM 95th Percentile Queue (veh)	0.85	0.51	-	0	-

Intersection	
Intersection Delay (sec/veh):	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	103	285	243	5	3	109
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.83	0.83
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	112	310	293	6	4	131
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	299	0	0	0	830	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	534	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1262	-	-	-	340	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	588	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1262	-	-	-	304	743
Mov Capacity-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	SB
HCM Control Delay (s)	2.2	0	11.1
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					304	743
HCM Control Delay (s)	8.13	-	-	-	17	10.9
HCM Lane VC Ratio	0.089	-	-	-	0.012	0.177
HCM Lane LOS	A	-	-	-	C	B
HCM 95th Percentile Queue (veh)	0.291	-	-	-	0.036	0.639

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	763	61	56	592	198	61	135	63	206	73	56
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	59	838	56	60	630	168	74	165	71	242	86	60
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.82	0.82	0.82	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	1009	452	157	1011	832	84	188	235	263	94	65
Arrive On Green	0.09	0.29	0.29	0.09	0.29	0.29	0.15	0.15	0.15	0.24	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	568	1266	1583	1098	390	272
Grp Volume(v), veh/h	59	838	56	60	630	168	239	0	71	388	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1834	0	1583	1760	0	0
Q Serve(g_s), s	3.2	22.5	2.7	3.2	15.7	5.7	13.0	0.0	4.1	21.9	0.0	0.0
Cycle Q Clear(g_c), s	3.2	22.5	2.7	3.2	15.7	5.7	13.0	0.0	4.1	21.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.31		1.00	0.62		0.15
Lane Grp Cap(c), veh/h	156	1009	452	157	1011	832	273	0	235	422	0	0
V/C Ratio(X)	0.38	0.83	0.12	0.38	0.62	0.20	0.88	0.00	0.30	0.92	0.00	0.00
Avail Cap(c_a), veh/h	206	1079	483	223	1114	878	289	0	249	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.8	34.0	26.9	43.7	31.5	12.8	42.4	0.0	38.6	37.7	0.0	0.0
Incr Delay (d2), s/veh	1.5	5.3	0.1	1.5	0.9	0.1	23.9	0.0	0.7	23.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	11.7	1.2	1.6	7.8	3.8	8.4	0.0	1.8	13.3	0.0	0.0
LnGrp Delay(d),s/veh	45.3	39.3	27.0	45.3	32.5	12.9	66.2	0.0	39.3	61.0	0.0	0.0
LnGrp LOS	D	D	C	D	C	B	E		D	E		
Approach Vol, veh/h		953			858			310			388	
Approach Delay, s/veh		39.0			29.5			60.1			61.0	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.1	36.0		21.1	14.2	36.0		30.4
Change Period (Y+Rc), s	* 5.2	7.0		6.0	* 5.2	7.0		6.0
Max Green Setting (Gmax), s	* 12	32.0		16.0	* 13	31.0		26.0
Max Q Clear Time (g_c+I1), s	5.2	17.7		15.0	5.2	24.5		23.9
Green Ext Time (p_c), s	0.0	8.0		0.1	0.0	4.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	41.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	351	27	8	438	7	14	1	4	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80	0.80	0.80	0.80	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	382	29	10	547	9	17	1	5	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	557	0	0	411	0	0	691	974	206	765	984	279
Stage 1	-	-	-	-	-	-	397	397	-	573	573	-
Stage 2	-	-	-	-	-	-	294	577	-	192	411	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1010	-	-	1144	-	-	331	251	800	293	247	718
Stage 1	-	-	-	-	-	-	600	602	-	472	502	-
Stage 2	-	-	-	-	-	-	690	500	-	791	593	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1010	-	-	1144	-	-	329	249	800	288	245	718
Mov Capacity-2 Maneuver	-	-	-	-	-	-	329	249	-	288	245	-
Stage 1	-	-	-	-	-	-	600	602	-	472	498	-
Stage 2	-	-	-	-	-	-	684	496	-	784	593	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.1	15.5	0
HCM LOS	A	A	C	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	368							0
HCM Control Delay (s)	15.5	0	-	-	8.175	0	-	0
HCM Lane VC Ratio	0.065	-	-	-	0.009	-	-	-
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th Percentile Queue (veh)	0.206	0	-	-	0.026	-	-	-

Intersection	
Intersection Delay (sec/veh):	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	58	71	182	127	87	123
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.88	0.88	0.80	0.80
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	74	91	207	144	109	154
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	651	279	0	0	351	0
Stage 1	279	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	433	760	-	-	1208	-
Stage 1	768	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	390	760	-	-	1208	-
Mov Capacity-2 Maneuver	390	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	13.1	0	3.4
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			390	760		
HCM Control Delay (s)	-	-	16.4	10.4	8.275	-
HCM Lane VC Ratio	-	-	0.191	0.12	0.09	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th Percentile Queue (veh)	-	-	0.695	0.406	0.296	-

Intersection	
Intersection Delay (sec/veh):	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	49	28	37	76	17	51	72	205	164	81	60	22
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		50	200		50	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	62	35	47	83	18	55	77	218	174	91	67	25
Number of Lanes	0	1	1	0	1	0	1	1	0	1	2	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	758	808	47	692	733	196	92	0	0	392	0	0
Stage 1	262	262	-	459	459	-	-	-	-	-	-	-
Stage 2	496	546	-	233	274	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	296	313	1012	330	346	812	1501	-	-	1163	-	-
Stage 1	720	691	-	551	565	-	-	-	-	-	-	-
Stage 2	524	516	-	749	682	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	238	274	1012	257	303	812	1501	-	-	1163	-	-
Mov Capacity-2 Maneuver	238	274	-	257	303	-	-	-	-	-	-	-
Stage 1	683	637	-	523	536	-	-	-	-	-	-	-
Stage 2	447	490	-	622	629	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	21.9	19.2	1.2	4.2
HCM LOS	C	C	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (vph)				250	1012	409			
HCM Control Delay (s)	7.527	0	-	28.3	8.7	19.2	8.358	0	-
HCM Lane VC Ratio	0.051	-	-	0.39	0.046	0.383	0.078	-	-
HCM Lane LOS	A	A	-	D	A	C	A	A	-
HCM 95th Percentile Queue (veh)	0.161	-	-	1.755	0.145	1.762	0.254	-	-

Intersection	
Intersection Delay (sec/veh):	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	47	149	4	399	0	0	0	0	65	0	43
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.92	0.92	0.92	0.81	0.81	0.81
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	56	177	4	429	0	0	0	0	80	0	53
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	233	0	-			582	670	215
Stage 1	-	-	-	-	-	-			437	437	-
Stage 2	-	-	-	-	-	-			145	233	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	1335	-	0			424	378	825
Stage 1	0	-	-	-	-	0			598	579	-
Stage 2	0	-	-	-	-	0			858	712	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	1335	-	-			423	377	825
Mov Capacity-2 Maneuver	-	-	-	-	-	-			423	377	-
Stage 1	-	-	-	-	-	-			-	577	-
Stage 2	-	-	-	-	-	-			858	712	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.1	11.3
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					703
HCM Control Delay (s)	-	-	7.705	-	11.3
HCM Lane VC Ratio	-	-	0.003	-	0.19
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.01	-	0.695

Intersection	
Intersection Delay (sec/veh):	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	90	0	0	228	239	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	250
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.80	0.80	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	107	0	0	285	278	20
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	250	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	143	-
Follow-up Headway	-	0	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	0	0	-	717	926
Stage 1	-	0	0	-	906	-
Stage 2	-	0	0	-	869	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	717	926
Mov Capacity-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	12.9
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	717	926		
HCM Control Delay (s)	13.2	9	-	-
HCM Lane VC Ratio	0.388	0.021	-	-
HCM Lane LOS	B	A	-	-
HCM 95th Percentile Queue (veh)	1.837	0.065	-	-

Intersection	
Intersection Delay (sec/veh):	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	26	154	179	180	105	15
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.93	0.93	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	31	186	192	194	109	16
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	695	63	125	0	0	0
Stage 1	117	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	408	1002	1462	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	354	1002	1462	-	-	-
Mov Capacity-2 Maneuver	354	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	11.3	3.9	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			792		
HCM Control Delay (s)	7.835	-	11.3	-	-
HCM Lane VC Ratio	0.132	-	0.274	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.454	-	1.114	-	-

Intersection	
Intersection Delay (sec/veh):	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	114	25	404	207	30	179
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.82	0.82	0.89	0.89	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	139	30	454	233	33	199
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	836	344	0	0	687	0
Stage 1	571	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	337	699	-	-	907	-
Stage 1	565	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	325	699	-	-	907	-
Mov Capacity-2 Maneuver	325	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	23.6	0	1.3
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			360		
HCM Control Delay (s)	-	-	23.6	9.121	-
HCM Lane VC Ratio	-	-	0.471	0.037	-
HCM Lane LOS	-	-	C	A	-
HCM 95th Percentile Queue (veh)	-	-	2.423	0.114	-

Intersection	
Intersection Delay (sec/veh):	22.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	772	323	199	331	0	0	0	0	42	1	179
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	804	336	207	345	0	0	0	0	44	1	186
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	345	0	0	1140	0	-			1731	1899	173
Stage 1	-	-	-	-	-	-			759	759	-
Stage 2	-	-	-	-	-	-			972	1140	-
Follow-up Headway	2.22	-	-	2.22	-	0			3.52	4.02	3.32
Pot Capacity-1 Maneuver	1211	-	-	609	-	0			57	69	840
Stage 1	-	-	-	-	-	0			365	413	-
Stage 2	-	-	-	-	-	0			271	274	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	1211	-	-	609	-	-			# 42	46	840
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 42	46	-
Stage 1	-	-	-	-	-	-			365	273	-
Stage 2	-	-	-	-	-	-			271	274	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	5.2	173
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						195
HCM Control Delay (s)	0	-	-	13.931	-	173
HCM Lane VC Ratio	-	-	-	0.34	-	1.186
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	1.503	-	11.85

Intersection	
Intersection Delay (sec/veh):	$ 663.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	567	247	0	0	340	72	190	1	428	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		25	0		32
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.94	0.94	0.94	0.95	0.94	0.95	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	579	252	0	0	362	77	200	1	451	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	439	0	-	252	0	0	1591	1849	126
Stage 1	-	-	-	-	-	-	1410	1410	-
Stage 2	-	-	-	-	-	-	181	439	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1117	-	0	1310	-	-	# 72	74	901
Stage 1	-	-	0	-	-	-	# 145	203	-
Stage 2	-	-	0	-	-	-	803	576	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	1117	-	-	1310	-	-	# 43	36	901
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 43	36	-
Stage 1	-	-	-	-	-	-	# 70	98	-
Stage 2	-	-	-	-	-	-	803	576	-

Approach	EB	WB	NB
HCM Control Delay (s)	8.1	0	$ 1945.5
HCM LOS	A	A	F

Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	126					
HCM Control Delay (s)	$ 1945.5	11.633	-	0	-	-
HCM Lane VC Ratio	5.171	0.518	-	-	-	-
HCM Lane LOS	F	B	-	A	-	-
HCM 95th Percentile Queue (veh)	69.228	3.082	-	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	411	264	217	200	98	195
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	428	207	244	225	113	149
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.89	0.89	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	518	756	313	888	345	293
Arrive On Green	0.29	0.29	0.18	0.48	0.19	0.19
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	428	207	244	225	113	149
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	8.8	3.1	5.1	2.8	2.1	3.3
Cycle Q Clear(g_c), s	8.8	3.1	5.1	2.8	2.1	3.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	518	756	313	888	345	293
V/C Ratio(X)	0.83	0.27	0.78	0.25	0.33	0.51
Avail Cap(c_a), veh/h	605	834	533	1802	1028	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	6.1	15.3	6.1	13.8	14.3
Incr Delay (d2), s/veh	8.1	0.2	4.2	0.1	0.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	1.8	2.9	1.5	1.1	1.5
LnGrp Delay(d),s/veh	20.9	6.3	19.6	6.2	14.3	15.6
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h	635			469	262	
Approach Delay, s/veh	16.2			13.2	15.1	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	11.4	11.7		15.9		23.1		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	11.7	21.5		13.3		37.7		
Max Q Clear Time (g_c+I1), s	7.1	5.3		10.8		4.8		
Green Ext Time (p_c), s	0.3	1.9		0.6		2.2		

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	41	220	197	92	268	94
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	142	460	595	221	373	1402
Arriving On Green	0.08	0.08	0.46	0.46	0.21	0.75
Sat Flow, veh/h	1774.0	1583.3	1297.2	480.7	1774.0	1862.7
Grp Volume(v), veh/h	41.8	102.0	0.0	317.6	308.0	108.0
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1777.9	1774.0	1862.7
Q Serve(g_s), s	1.2	2.6	0.0	6.3	8.9	0.8
Cycle Q Clear(g_c), s	1.2	2.6	0.0	6.3	8.9	0.8
Proportion In Lane	1.000	1.000		0.270	1.000	
Lane Grp Cap(c), veh/h	142.4	459.7	0.0	815.7	372.7	1401.8
V/C Ratio(X)	0.294	0.222	0.000	0.389	0.826	0.077
Avail Cap(c_a), veh/h	510.9	788.7	0.0	815.7	576.9	1401.8
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	23.3	14.5	0.0	9.6	20.3	1.7
Incr Delay (d2), s/veh	1.1	0.2	0.0	1.4	5.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	24.4	14.7	0.0	11.0	26.1	1.9
Lane Group LOS	C	B		B	C	A
Approach Volume, veh/h	144		318			416
Approach Delay, s/veh	17.6		11.0			19.8
Approach LOS	B		B			B

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		29.19		15.81	45.00
Change Period (Y+Rc), s		4.50		4.50	4.50
Max Green Setting (Gmax), s		18.50		17.50	40.50
Max Q Clear Time (g_c+I1), s		8.34		10.93	2.82
Green Extension Time (p_c)		1.58		0.49	2.36

Intersection Summary	
HCM 2010 Control Delay	16.2
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	2	9	0	2	1	8	40	1	1	21	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.46	0.46	0.46	0.75	0.75	0.75	0.75	0.75	0.75	0.79	0.79	0.79
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	4	4	20	0	3	1	11	53	1	1	27	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	112	110	32	122	114	54	36	0	0	54	0	0
Stage 1	34	34	-	76	76	-	-	-	-	-	-	-
Stage 2	78	76	-	46	38	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	866	781	1042	853	777	1013	1575	-	-	1551	-	-
Stage 1	982	867	-	933	832	-	-	-	-	-	-	-
Stage 2	931	832	-	968	863	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	857	775	1042	828	771	1013	1575	-	-	1551	-	-
Mov Capacity-2 Maneuver	857	775	-	828	771	-	-	-	-	-	-	-
Stage 1	975	866	-	926	826	-	-	-	-	-	-	-
Stage 2	920	826	-	944	862	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	8.9	9.3	1.2	0.3
HCM LOS	A	A	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				959	838			
HCM Control Delay (s)	7.301	0	-	8.9	9.3	7.323	0	-
HCM Lane VC Ratio	0.007	-	-	0.029	0.005	0.001	-	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th Percentile Queue (veh)	0.02	-	-	0.091	0.014	0.002	-	-

Intersection	
Intersection Delay (sec/veh):	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	86	1	0	50	2	1	0	0	2	0	3
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.72	0.72	0.72	0.25	0.25	0.25	0.63	0.63	0.63
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	4	95	1	0	69	3	4	0	0	3	0	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	72	0	0	96	0	0	177	176	96	175	175	71
Stage 1	-	-	-	-	-	-	104	104	-	71	71	-
Stage 2	-	-	-	-	-	-	73	72	-	104	104	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1528	-	-	1498	-	-	785	718	960	788	719	991
Stage 1	-	-	-	-	-	-	902	809	-	939	836	-
Stage 2	-	-	-	-	-	-	937	835	-	902	809	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1528	-	-	1498	-	-	779	716	960	786	717	991
Mov Capacity-2 Maneuver	-	-	-	-	-	-	779	716	-	786	717	-
Stage 1	-	-	-	-	-	-	899	807	-	936	836	-
Stage 2	-	-	-	-	-	-	932	835	-	899	807	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	0	9.6	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	779							897
HCM Control Delay (s)	9.6	7.363	0	-	0	-	-	9
HCM Lane VC Ratio	0.005	0.003	-	-	-	-	-	0.009
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	0.015	0.009	-	-	0	-	-	0.027

Intersection	
Intersection Delay (sec/veh):	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	26	34	32	50	21	27
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.79	0.79	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	36	47	41	63	24	31
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	152	73	0	0	104	0
Stage 1	73	-	-	-	-	-
Stage 2	79	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	840	989	-	-	1488	-
Stage 1	950	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	827	989	-	-	1488	-
Mov Capacity-2 Maneuver	827	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	929	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.3	0	3.3
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			912		
HCM Control Delay (s)	-	-	9.3	7.46	-
HCM Lane VC Ratio	-	-	0.09	0.016	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.296	0.05	-

Intersection	
Intersection Delay (sec/veh):	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	32	34	37	85	75	25
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.75	0.75	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	41	44	49	113	87	29
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	313	102	116	0	0	0
Stage 1	102	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	680	953	1473	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	656	953	1473	-	-	-
Mov Capacity-2 Maneuver	656	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.2	2.3	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			781		
HCM Control Delay (s)	7.529	-	10.2	-	-
HCM Lane VC Ratio	0.033	-	0.108	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.104	-	0.363	-	-

Intersection	
Intersection Delay (sec/veh):	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	46	273	204	126	111	33
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.82	0.82
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	52	307	229	142	135	40
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	371	0	0	0	711	186
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	411	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1188	-	-	-	400	856
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	669	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1188	-	-	-	382	856
Mov Capacity-2 Maneuver	-	-	-	-	382	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	640	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.2	0	18.6
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					438
HCM Control Delay (s)	8.168	-	-	-	18.6
HCM Lane VC Ratio	0.044	-	-	-	0.401
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.136	-	-	-	1.898

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	1	191	0	1	0	249	754	2	0	633	302
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	0	1863	0	1863	1863	1863	0	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	331	439	373	0	8	0	392	2031	5	0	937	349
Arriving On Green	0.24	0.24	0.24	0.00	0.00	0.00	0.11	0.55	0.55	0.00	0.36	0.36
Sat Flow, veh/h	1406.7	1862.7	1583.3	0.0	1862.7	0.0	3441.6	3713.9	9.9	0.0	2589.7	965.4
Grp Volume(v), veh/h	294.4	1.1	101.1	0.0	4.0	0.0	289.5	439.7	439.3	0.0	489.6	444.8
Grp Sat Flow(s),veh/h/ln	1406.7	1862.7	1583.3	0.0	1862.7	0.0	1720.8	1862.7	1861.0	0.0	1862.7	1692.4
Q Serve(g_s), s	12.8	0.0	3.3	0.0	0.1	0.0	5.2	8.9	8.9	0.1	14.4	14.4
Cycle Q Clear(g_c), s	12.8	0.0	3.3	0.0	0.1	0.0	5.2	8.9	8.9	0.1	14.4	14.4
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.005	1.000		0.570
Lane Grp Cap(c), veh/h	331.2	438.5	372.7	0.0	8.0	0.0	392.0	1018.8	1017.8	0.0	674.2	612.5
V/C Ratio(X)	0.889	0.003	0.271	0.000	0.500	0.000	0.739	0.432	0.432	0.000	0.726	0.726
Avail Cap(c_a), veh/h	344.6	456.3	387.9	0.0	456.3	0.0	440.6	1018.8	1017.8	0.0	674.2	612.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	0.000	1.000	0.000	1.000	1.000	1.000	0.000	1.000	1.000
Uniform Delay (d), s/veh	23.4	18.5	19.8	0.0	31.4	0.0	27.1	8.5	8.5	0.0	17.5	17.5
Incr Delay (d2), s/veh	23.0	0.0	0.4	0.0	41.2	0.0	5.7	1.3	1.3	0.0	6.7	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	46.4	18.5	20.1	0.0	72.6	0.0	32.8	9.8	9.8	0.0	24.2	24.8
Lane Group LOS	D	B	C		E		C	A	A		C	C
Approach Volume, veh/h		397			4			1169			934	
Approach Delay, s/veh		39.6			72.6			15.5			24.5	
Approach LOS		D			E			B			C	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		19.40			4.77		11.71	39.11		0.00	27.40	
Change Period (Y+Rc), s		4.50			4.50		4.50	4.50		4.50	4.50	
Max Green Setting (Gmax), s		15.50			15.50		8.10	27.00		4.00	22.90	
Max Q Clear Time (g_c+I1), s		14.81			2.14		7.15	10.86		0.00	16.40	
Green Extension Time (p_c)		0.10			0.00		0.10	9.58		0.00	4.79	

Intersection Summary		
HCM 2010 Control Delay	22.8	
HCM 2010 Level of Service	C	

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	73	991	845	24	9	48
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.80	0.80	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	78	1066	1056	30	11	57
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1086	0	0	0	1760	543
Stage 1	-	-	-	-	1071	-
Stage 2	-	-	-	-	689	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	638	-	-	-	76	484
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	460	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	638	-	-	-	67	484
Mov Capacity-2 Maneuver	-	-	-	-	67	-
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	404	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.8	0	25.3
HCM LOS	A	A	D

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					244
HCM Control Delay (s)	11.433	-	-	-	25.3
HCM Lane VC Ratio	0.123	-	-	-	0.278
HCM Lane LOS	B	-	-	-	D
HCM 95th Percentile Queue (veh)	0.418	-	-	-	1.101

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	504	404	50	19	417	99	42	31	33	154	24	402
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	637	696	591	25	626	109	153	113	62	346	54	624
Arriving On Green	0.19	0.37	0.37	0.01	0.20	0.20	0.19	0.19	0.19	0.22	0.22	0.22
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	3092.4	538.1	822.7	607.2	333.0	1544.8	240.7	2786.7
Grp Volume(v), veh/h	530.5	425.3	36.8	21.1	278.0	266.5	108.4	0.0	0.0	211.9	0.0	359.5
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1767.8	1762.9	0.0	0.0	1785.5	0.0	1393.3
Q Serve(g_s), s	13.2	16.5	1.3	1.1	12.4	12.6	4.7	0.0	0.0	9.3	0.0	10.2
Cycle Q Clear(g_c), s	13.2	16.5	1.3	1.1	12.4	12.6	4.7	0.0	0.0	9.3	0.0	10.2
Proportion In Lane	1.000		1.000	1.000		0.304	0.467		0.189	0.865		1.000
Lane Grp Cap(c), veh/h	637.0	695.7	591.4	24.8	377.0	357.8	327.5	0.0	0.0	400.1	0.0	624.4
V/C Ratio(X)	0.833	0.611	0.062	0.851	0.737	0.745	0.331	0.000	0.000	0.530	0.000	0.576
Avail Cap(c_a), veh/h	895.2	841.0	714.9	109.9	471.9	447.8	327.5	0.0	0.0	400.1	0.0	624.4
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	34.9	22.6	17.8	43.7	33.2	33.3	31.4	0.0	0.0	30.3	0.0	30.7
Incr Delay (d2), s/veh	4.8	0.9	0.0	51.0	4.6	5.1	2.7	0.0	0.0	5.0	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	39.6	23.5	17.9	94.7	37.8	38.4	34.1	0.0	0.0	35.3	0.0	34.5
Lane Group LOS	D	C	B	F	D	D	C			D		C
Approach Volume, veh/h		993			566			108			571	
Approach Delay, s/veh		31.9			40.2			34.1			34.8	
Approach LOS		C			D			C			C	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	20.94	37.67		5.74	22.47			21.00			24.40	
Change Period (Y+Rc), s	4.50	4.50		4.50	4.50			4.50			4.50	
Max Green Setting (Gmax), s	23.10	40.10		5.50	22.50			16.50			19.90	
Max Q Clear Time (g_c+I1), s	15.19	18.46		3.05	14.57			6.74			12.21	
Green Extension Time (p_c)	1.25	5.66		0.00	3.40			0.33			1.62	

Intersection Summary		
HCM 2010 Control Delay		34.9
HCM 2010 Level of Service		C

Intersection	
Intersection Delay (sec/veh)	5.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	303	80	30	81
Demand Flow Rate (pc/h)	310	81	30	82
Vehicles Circulating (pc/h)	18	118	225	98
Vehicles Exiting (pc/h)	162	137	102	101
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	6.0	4.4	4.3	4.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	310	81	30	82
Capacity, Entry Lane (pc/h)	1110	1004	902	1024
Entry HV Adjustment Factor	0.979	0.983	0.998	0.986
Flow Rate, Entry (vph)	303	80	30	81
Capacity, Entry (vph)	1084	984	898	1007
Volume to Capacity Ratio	0.280	0.081	0.033	0.080
Control Delay (sec/veh)	6.0	4.4	4.3	4.3
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	1	0	0	0

Intersection	
Intersection Delay (sec/veh)	4.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	16	64	0	125
Demand Flow Rate (pc/h)	16	65	0	128
Vehicles Circulating (pc/h)	94	11	110	5
Vehicles Exiting (pc/h)	39	99	0	71
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	3.7	3.8	0.0	4.3
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	16	65	0	128
Capacity, Entry Lane (pc/h)	1029	1118	1012	1124
Entry HV Adjustment Factor	0.994	0.983	1.000	0.977
Flow Rate, Entry (vph)	16	64	0	125
Capacity, Entry (vph)	1019	1096	1009	1095
Volume to Capacity Ratio	0.016	0.058	0.000	0.114
Control Delay (sec/veh)	3.7	3.8	3.6	4.3
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

Intersection	
Intersection Delay (sec/veh)	4.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	16	64	0	125
Demand Flow Rate (pc/h)	16	65	0	128
Vehicles Circulating (pc/h)	94	11	110	5
Vehicles Exiting (pc/h)	39	99	0	71
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	3.7	3.8	0.0	4.3
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	16	65	0	128
Capacity, Entry Lane (pc/h)	1029	1118	1012	1124
Entry HV Adjustment Factor	0.994	0.983	1.000	0.977
Flow Rate, Entry (vph)	16	64	0	125
Capacity, Entry (vph)	1022	1099	1012	1098
Volume to Capacity Ratio	0.016	0.058	0.000	0.114
Control Delay (sec/veh)	3.7	3.8	3.6	4.3
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

Intersection	
Intersection Delay (sec/veh):	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	0	0	15	6	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	120			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	0	0	0	16	7	0
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	-	0	0	0	8	-
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	0	-
Follow-up Headway	0	-	-	-	3.518	0
Pot Capacity-1 Maneuver	0	-	-	-	1013	0
Stage 1	0	-	-	-	1015	0
Stage 2	0	-	-	-	-	0
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	1013	-
Mov Capacity-2 Maneuver	-	-	-	-	1013	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	8.6
HCM LOS	A	A	A

Lane	EBT	WBT	WBR	SBLn1
Capacity (vph)				1013
HCM Control Delay (s)	-	-	-	8.6
HCM Lane VC Ratio	-	-	-	0.006
HCM Lane LOS	-	-	-	A
HCM 95th Percentile Queue (veh)	-	-	-	0.019

Intersection	
Intersection Delay (sec/veh)	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	7	46	0	24
Demand Flow Rate (pc/h)	7	47	0	24
Vehicles Circulating (pc/h)	24	0	31	16
Vehicles Exiting (pc/h)	16	31	0	31
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	3.4	3.6	0.0	3.4
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	7	47	0	24
Capacity, Entry Lane (pc/h)	1103	1130	1095	1112
Entry HV Adjustment Factor	0.980	0.972	1.000	1.000
Flow Rate, Entry (vph)	7	46	0	24
Capacity, Entry (vph)	1079	1095	1092	1109
Volume to Capacity Ratio	0.006	0.042	0.000	0.022
Control Delay (sec/veh)	3.4	3.6	3.3	3.4
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

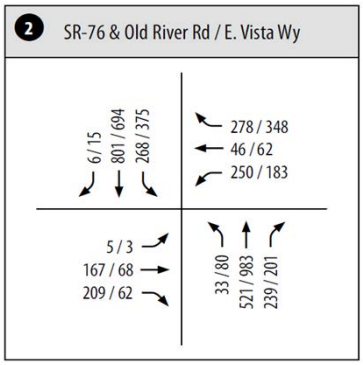
Appendix Q

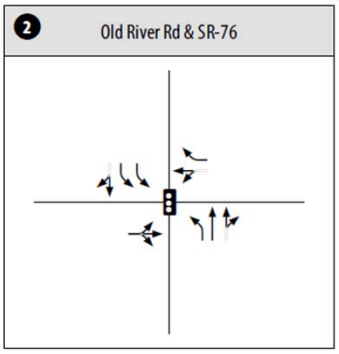
Ramp Intersection Capacity Analysis Worksheets – Existing Plus Project (Phase A) Conditions

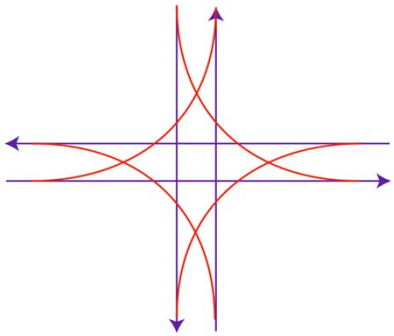
EXISTING + PHASE A

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD RIVER ROAD / EAST VISTA WAY







PHASE 1:

33 / 80
AM/PM

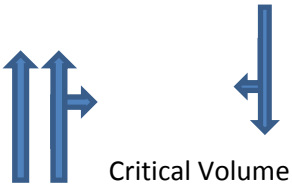


Critical Volume

268 / 375
AM/PM
134 / 188

PHASE 2:

760 / 1,184
AM/PM

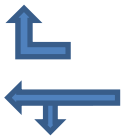


Critical Volume

807 / 709
AM/PM
706 / 601

PHASE 3

WBL	250 /	183
WBT	46 /	62
WBR	278 /	348
	AM /	PM



Critical Volume

296 / 348

PHASE 4

EBL	5 /	3
EBT	167 /	68
EBR	209 /	62
	AM /	PM



Critical Volume

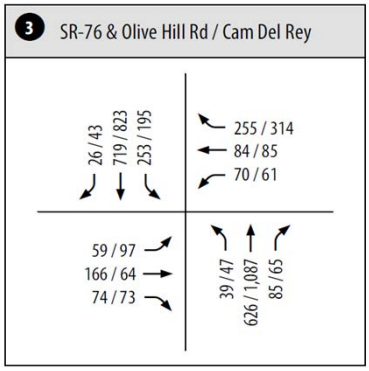
381 / 133

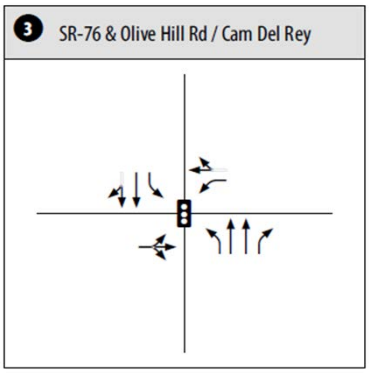
SUM	PHASE 1	134 / 188	AM	1,517 >1500: (Over Capacity)
	PHASE 2	706 / 601	PM	1,270 1200-1500: (At Capacity)
	PHASE 3	296 / 348		
	PHASE 4	381 / 133		
	TOTAL	1,517 / 1,270		

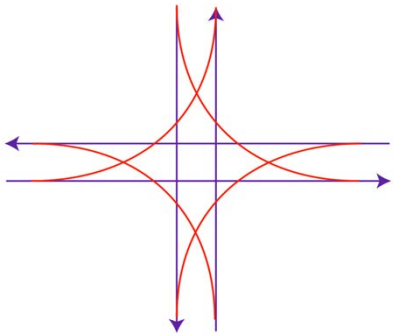
EXISTING + PHASE A

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLIVE HILL RD / CAM DEL REY







PHASE 1:

39 / 47	
AM/PM	

Critical Volume

253 / 195
AM/PM
253 / 195

PHASE 2:

NBT	626 / 1,087
NBR	85 / 65
	AM/PM

Critical Volume

745 / 866
AM/PM
313 / 544

PHASE 3

WBL	70 /	61
WBT	84 /	85
WBR	255 /	314
	AM /	PM

Critical Volume 339 / 399

PHASE 4

EBL	59 /	97
EBT	166 /	64
EBR	74 /	73
	AM /	PM

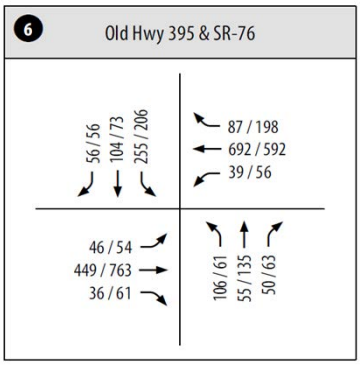
Critical Volume 299 / 234

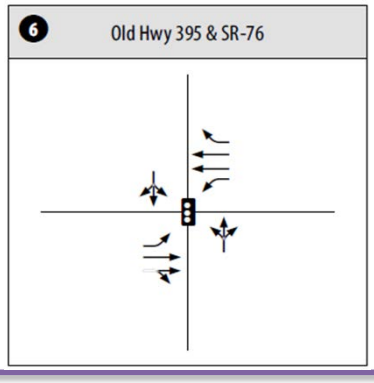
SUM	PHASE 1	253 / 195	AM	1,204 1200-1500: (At Capacity)
	PHASE 2	313 / 544	PM	1,372 1200-1500: (At Capacity)
	PHASE 3	339 / 399		
	PHASE 4	299 / 234		
	TOTAL	1,204 / 1,372		

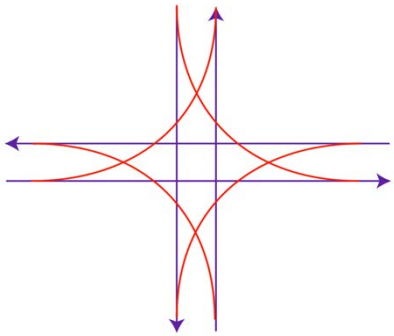
EXISTING + PHASE A

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD HIGHWAY 395







PHASE 1:

46 / 54	
AM/PM	

Critical Volume

39 / 56	
AM/PM	
46 / 56	

PHASE 2:

NBT	449 / 763	
NBR	36 / 61	
	AM/PM	

Critical Volume

87 / 198	WBR
692 / 592	WBT
AM/PM	
346 / 412	

PHASE 3

NBL	106 /	61
NBT	55 /	135
NBR	50 /	63
	AM /	PM

Critical Volume 211 / 259

PHASE 4

SBL	255 /	206
SBT	104 /	73
SBR	56 /	56
	AM /	PM

Critical Volume 415 / 335

SUM	PHASE 1	46 / 56	AM	1,018 <1200: (Under Capacity)
	PHASE 2	346 / 412	PM	1,062 <1200: (Under Capacity)
	PHASE 3	211 / 259		
	PHASE 4	415 / 335		
	TOTAL	1,018 / 1,062		

Appendix R

Arterial Analysis - Existing Plus Project (Phase A) Conditions With and Without Mitigation

Arterial Analysis – Existing

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21020	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.615	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	1	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.700	

Results

Annual average daily traffic, AADT	21020	vpd
Two-way hourly volume	1891	vph
Hourly directional volume	1162	vph
Through-volume 15-min. flow rate	1250	v
Running time	78.0	sec
v/c ratio	1.05	
Through capacity	1196	vph
Progression factor, PF	1.000	
Uniform delay	22.5	sec
Filtering/metering factor, I	0.090	
Incremental delay	23.1	sec
Control delay	45.6	sec/v
Total travel speed, Sa	21.3	mph
Total urban street LOS	D	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21020	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.660	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	1	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	130.0	sec
Effective green ratio, g/C	0.760	

Results

Annual average daily traffic, AADT	21020	vpd
Two-way hourly volume	1471	vph
Hourly directional volume	970	vph
Through-volume 15-min. flow rate	1043	v
Running time	78.0	sec
v/c ratio	0.80	
Through capacity	1298	vph
Progression factor, PF	1.000	
Uniform delay	9.6	sec
Filtering/metering factor, I	0.494	
Incremental delay	2.7	sec
Control delay	12.3	sec/v
Total travel speed, Sa	35.1	mph
Total urban street LOS	B	

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15320	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.668	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.500	

Results

Annual average daily traffic, AADT	15320	vpd
Two-way hourly volume	1378	vph
Hourly directional volume	920	vph
Through-volume 15-min. flow rate	499	v
Running time	504.0	sec
v/c ratio	0.69	
Through capacity	719	vph
Progression factor, PF	1.000	
Uniform delay	28.7	sec
Filtering/metering factor, I	0.658	
Incremental delay	3.6	sec
Control delay	32.4	sec/v
Total travel speed, Sa	44.3	mph
Total urban street LOS	A	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15320	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.685	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.440	

Results

Annual average daily traffic, AADT	15320	vpd
Two-way hourly volume	1072	vph
Hourly directional volume	734	vph
Through-volume 15-min. flow rate	797	v
Running time	504.0	sec
v/c ratio	1.26	
Through capacity	633	vph
Progression factor, PF	1.000	
Uniform delay	42.0	sec
Filtering/metering factor, I	0.090	
Incremental delay	117.8	sec
Control delay	159.8	sec/v
Total travel speed, Sa	30.6	mph
Total urban street LOS	C	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15120	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.550	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.611	

Results

Annual average daily traffic, AADT	15120	vpd
Two-way hourly volume	1360	vph
Hourly directional volume	748	vph
Through-volume 15-min. flow rate	406	v
Running time	78.0	sec
v/c ratio	0.39	
Through capacity	1044	vph
Progression factor, PF	1.000	
Uniform delay	14.9	sec
Filtering/metering factor, I	0.928	
Incremental delay	1.0	sec
Control delay	15.9	sec/v
Total travel speed, Sa	32.8	mph
Total urban street LOS	C	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15120	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.520	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	26	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.440	

Results

Annual average daily traffic, AADT	15120	vpd
Two-way hourly volume	1058	vph
Hourly directional volume	550	vph
Through-volume 15-min. flow rate	442	v
Running time	78.0	sec
v/c ratio	0.59	
Through capacity	751	vph
Progression factor, PF	1.000	
Uniform delay	31.7	sec
Filtering/metering factor, I	0.780	
Incremental delay	2.6	sec
Control delay	34.4	sec/v
Total travel speed, Sa	24.5	mph
Total urban street LOS	D	

Arterial Analysis – Existing + Phase A

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+A
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21090	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.615	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	1	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.700	

Results

Annual average daily traffic, AADT	21090	vpd
Two-way hourly volume	1898	vph
Hourly directional volume	1167	vph
Through-volume 15-min. flow rate	1255	v
Running time	78.0	sec
v/c ratio	1.05	
Through capacity	1196	vph
Progression factor, PF	1.000	
Uniform delay	22.5	sec
Filtering/metering factor, I	0.090	
Incremental delay	24.8	sec
Control delay	47.3	sec/v
Total travel speed, Sa	20.9	mph
Total urban street LOS	E	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+A
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21090	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.660	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	20	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	130.0	sec
Effective green ratio, g/C	0.760	

Results

Annual average daily traffic, AADT	21090	vpd
Two-way hourly volume	1476	vph
Hourly directional volume	974	vph
Through-volume 15-min. flow rate	846	v
Running time	78.0	sec
v/c ratio	0.65	
Through capacity	1298	vph
Progression factor, PF	1.000	
Uniform delay	7.4	sec
Filtering/metering factor, I	0.711	
Incremental delay	1.8	sec
Control delay	9.2	sec/v
Total travel speed, Sa	37.3	mph
Total urban street LOS	B	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing+A
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15450	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.668	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.500	

Results

Annual average daily traffic, AADT	15450	vpd
Two-way hourly volume	1390	vph
Hourly directional volume	928	vph
Through-volume 15-min. flow rate	504	v
Running time	504.0	sec
v/c ratio	0.70	
Through capacity	719	vph
Progression factor, PF	1.000	
Uniform delay	28.9	sec
Filtering/metering factor, I	0.649	
Incremental delay	3.7	sec
Control delay	32.6	sec/v
Total travel speed, Sa	44.3	mph
Total urban street LOS	A	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+A
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15450	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.685	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.440	

Results

Annual average daily traffic, AADT	15450	vpd
Two-way hourly volume	1081	vph
Hourly directional volume	740	vph
Through-volume 15-min. flow rate	804	v
Running time	504.0	sec
v/c ratio	1.27	
Through capacity	633	vph
Progression factor, PF	1.000	
Uniform delay	42.0	sec
Filtering/metering factor, I	0.090	
Incremental delay	122.8	sec
Control delay	164.8	sec/v
Total travel speed, Sa	30.2	mph
Total urban street LOS	C	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing + A
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15160	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.550	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.610	

Results

Annual average daily traffic, AADT	15160	vpd
Two-way hourly volume	1364	vph
Hourly directional volume	750	vph
Through-volume 15-min. flow rate	407	v
Running time	78.0	sec
v/c ratio	0.39	
Through capacity	1042	vph
Progression factor, PF	1.000	
Uniform delay	15.0	sec
Filtering/metering factor, I	0.927	
Incremental delay	1.0	sec
Control delay	16.0	sec/v
Total travel speed, Sa	32.7	mph
Total urban street LOS	C	

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E + A
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15160	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.520	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	26	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.440	

Results

Annual average daily traffic, AADT	15160	vpd
Two-way hourly volume	1061	vph
Hourly directional volume	551	vph
Through-volume 15-min. flow rate	443	v
Running time	78.0	sec
v/c ratio	0.59	
Through capacity	751	vph
Progression factor, PF	1.000	
Uniform delay	31.8	sec
Filtering/metering factor, I	0.779	
Incremental delay	2.6	sec
Control delay	34.4	sec/v
Total travel speed, Sa	24.5	mph
Total urban street LOS	D	

Arterial Analysis – Existing + Phase A (Mitigated)

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+A Mit
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21090	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.615	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	1	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.750	

Results

Annual average daily traffic, AADT	21090	vpd
Two-way hourly volume	1898	vph
Hourly directional volume	1167	vph
Through-volume 15-min. flow rate	1255	v
Running time	78.0	sec
v/c ratio	0.98	
Through capacity	1281	vph
Progression factor, PF	1.000	
Uniform delay	17.7	sec
Filtering/metering factor, I	0.139	
Incremental delay	5.8	sec
Control delay	23.4	sec/v
Total travel speed, Sa	28.8	mph
Total urban street LOS	C	

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	EA + MIT
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21090	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.660	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	1	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	130.0	sec
Effective green ratio, g/C	0.760	

Results

Annual average daily traffic, AADT	21090	vpd
Two-way hourly volume	1476	vph
Hourly directional volume	974	vph
Through-volume 15-min. flow rate	1048	v
Running time	78.0	sec
v/c ratio	0.81	
Through capacity	1298	vph
Progression factor, PF	1.000	
Uniform delay	9.7	sec
Filtering/metering factor, I	0.487	
Incremental delay	2.7	sec
Control delay	12.4	sec/v
Total travel speed, Sa	35.0	mph
Total urban street LOS	B	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing+A MIT
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15450	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.668	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.500	

Results

Annual average daily traffic, AADT	15450	vpd
Two-way hourly volume	1390	vph
Hourly directional volume	928	vph
Through-volume 15-min. flow rate	504	v
Running time	504.0	sec
v/c ratio	0.70	
Through capacity	719	vph
Progression factor, PF	1.000	
Uniform delay	28.9	sec
Filtering/metering factor, I	0.649	
Incremental delay	3.7	sec
Control delay	32.6	sec/v
Total travel speed, Sa	44.3	mph
Total urban street LOS	A	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+A Mit
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15450	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.685	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	20	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.440	

Results

Annual average daily traffic, AADT	15450	vpd
Two-way hourly volume	1081	vph
Hourly directional volume	740	vph
Through-volume 15-min. flow rate	643	v
Running time	504.0	sec
v/c ratio	1.02	
Through capacity	633	vph
Progression factor, PF	1.000	
Uniform delay	42.0	sec
Filtering/metering factor, I	0.090	
Incremental delay	14.9	sec
Control delay	56.9	sec/v
Total travel speed, Sa	40.8	mph
Total urban street LOS	B	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15160	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.550	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.660	

Results

Annual average daily traffic, AADT	15160	vpd
Two-way hourly volume	1364	vph
Hourly directional volume	750	vph
Through-volume 15-min. flow rate	407	v
Running time	78.0	sec
v/c ratio	0.36	
Through capacity	1127	vph
Progression factor, PF	1.000	
Uniform delay	11.4	sec
Filtering/metering factor, I	0.941	
Incremental delay	0.8	sec
Control delay	12.2	sec/v
Total travel speed, Sa	35.1	mph
Total urban street LOS	B	

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+A Mit
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15160	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.520	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	26	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	145.0	sec
Effective green ratio, g/C	0.550	

Results

Annual average daily traffic, AADT	15160	vpd
Two-way hourly volume	1061	vph
Hourly directional volume	551	vph
Through-volume 15-min. flow rate	443	v
Running time	78.0	sec
v/c ratio	0.47	
Through capacity	939	vph
Progression factor, PF	1.000	
Uniform delay	19.8	sec
Filtering/metering factor, I	0.878	
Incremental delay	1.5	sec
Control delay	21.3	sec/v
Total travel speed, Sa	29.8	mph
Total urban street LOS	C	

Appendix S

Mitigated Peak Hour Intersection Capacity Worksheets – Existing Plus Project (Phase A) Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1	0	804	1	275	1	291	343	152	460	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	4	4	0	903	1	230	1	331	390	179	541	0
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	7	0	759	1	678	48	268	316	199	798	0
Arrive On Green	0.01	0.01	0.00	0.43	0.43	0.43	0.03	0.34	0.34	0.11	0.43	0.00
Sat Flow, veh/h	909	909	0	1772	2	1583	1774	781	920	1774	1863	0
Grp Volume(v), veh/h	8	0	0	904	0	230	1	0	721	179	541	0
Grp Sat Flow(s),veh/h/ln	1817	0	0	1774	0	1583	1774	0	1700	1774	1863	0
Q Serve(g_s), s	0.6	0.0	0.0	63.0	0.0	14.3	0.1	0.0	50.5	14.7	34.4	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	63.0	0.0	14.3	0.1	0.0	50.5	14.7	34.4	0.0
Prop In Lane	0.50		0.00	1.00		1.00	1.00		0.54	1.00		0.00
Lane Grp Cap(c), veh/h	14	0	0	760	0	678	48	0	584	199	798	0
V/C Ratio(X)	0.58	0.00	0.00	1.19	0.00	0.34	0.02	0.00	1.24	0.90	0.68	0.00
Avail Cap(c_a), veh/h	49	0	0	760	0	678	199	0	584	199	798	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	72.8	0.0	0.0	42.1	0.0	28.1	69.7	0.0	48.3	64.5	33.9	0.0
Incr Delay (d2), s/veh	33.2	0.0	0.0	98.3	0.0	0.3	0.2	0.0	120.1	37.4	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	51.6	0.0	6.3	0.0	0.0	43.1	9.3	18.2	0.0
LnGrp Delay(d),s/veh	106.0	0.0	0.0	140.4	0.0	28.4	69.8	0.0	168.4	101.9	36.2	0.0
LnGrp LOS	F			F		C	E		F	F	D	
Approach Vol, veh/h		8			1134			722			720	
Approach Delay, s/veh		106.0			117.7			168.3			52.5	
Approach LOS		F			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.5	54.5		5.1	8.0	67.0		67.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	16.5	50.5		4.0	16.5	50.5		63.0
Max Q Clear Time (g_c+I1), s	16.7	52.5		2.6	2.1	36.4		65.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.8		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		113.6
HCM 2010 LOS		F

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	402	1	185	6	379	872	313	380	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	428	1	144	7	412	839	340	413	5
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	317	1	283	50	297	606	255	1177	14
Arrive On Green	0.00	0.00	0.00	0.18	0.18	0.18	0.03	0.54	0.54	0.14	0.64	0.64
Sat Flow, veh/h	0	1863	0	1770	4	1583	1774	549	1117	1774	1837	22
Grp Volume(v), veh/h	0	0	0	429	0	144	7	0	1251	340	0	418
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1583	1774	0	1666	1774	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	25.4	0.0	11.7	0.5	0.0	77.0	20.4	0.0	14.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	25.4	0.0	11.7	0.5	0.0	77.0	20.4	0.0	14.8
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.67	1.00		0.01
Lane Grp Cap(c), veh/h	0	1	0	317	0	283	50	0	903	255	0	1191
V/C Ratio(X)	0.00	0.00	0.00	1.35	0.00	0.51	0.14	0.00	1.39	1.33	0.00	0.35
Avail Cap(c_a), veh/h	0	52	0	317	0	283	50	0	903	255	0	1191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	58.3	0.0	52.7	67.3	0.0	32.5	60.8	0.0	11.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	177.7	0.0	1.5	1.3	0.0	180.2	174.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	28.1	0.0	5.2	0.3	0.0	80.3	22.3	0.0	7.6
LnGrp Delay(d),s/veh	0.0	0.0	0.0	236.0	0.0	54.2	68.6	0.0	212.7	235.4	0.0	12.0
LnGrp LOS				F		D	E		F	F		B
Approach Vol, veh/h		0			573			1258			758	
Approach Delay, s/veh		0.0			190.3			211.9			112.2	
Approach LOS					F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	26.0	85.0		0.0	12.0	99.0		31.0
Change Period (Y+Rc), s	5.6	8.0		4.0	8.0	* 8		5.6
Max Green Setting (Gmax), s	20.4	77.0		4.0	4.0	* 91		25.4
Max Q Clear Time (g_c+I1), s	22.4	79.0		0.0	2.5	16.8		27.4
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	27.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	177.9
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Appendix T

Arterial Analysis - Existing Plus Project (Phases B) Conditions

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+B
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15180	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.520	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	26	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	145.0	sec
Effective green ratio, g/C	0.530	

Results

Annual average daily traffic, AADT	15180	vpd
Two-way hourly volume	1062	vph
Hourly directional volume	552	vph
Through-volume 15-min. flow rate	443	v
Running time	78.0	sec
v/c ratio	0.49	
Through capacity	905	vph
Progression factor, PF	1.000	
Uniform delay	21.6	sec
Filtering/metering factor, I	0.866	
Incremental delay	1.6	sec
Control delay	23.3	sec/v
Total travel speed, Sa	28.9	mph
Total urban street LOS	C	

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing + B
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15180	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.660	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.660	

Results

Annual average daily traffic, AADT	15180	vpd
Two-way hourly volume	1366	vph
Hourly directional volume	901	vph
Through-volume 15-min. flow rate	489	v
Running time	78.0	sec
v/c ratio	0.43	
Through capacity	1127	vph
Progression factor, PF	1.000	
Uniform delay	12.1	sec
Filtering/metering factor, I	0.903	
Incremental delay	1.1	sec
Control delay	13.2	sec/v
Total travel speed, Sa	34.4	mph
Total urban street LOS	B	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+B
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21120	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.615	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	1	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.750	

Results

Annual average daily traffic, AADT	21120	vpd
Two-way hourly volume	1900	vph
Hourly directional volume	1168	vph
Through-volume 15-min. flow rate	1256	v
Running time	78.0	sec
v/c ratio	0.98	
Through capacity	1281	vph
Progression factor, PF	1.000	
Uniform delay	17.7	sec
Filtering/metering factor, I	0.137	
Incremental delay	5.8	sec
Control delay	23.5	sec/v
Total travel speed, Sa	28.8	mph
Total urban street LOS	C	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+B
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21120	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.660	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	1	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	130.0	sec
Effective green ratio, g/C	0.760	

Results

Annual average daily traffic, AADT	21120	vpd
Two-way hourly volume	1478	vph
Hourly directional volume	975	vph
Through-volume 15-min. flow rate	1049	v
Running time	78.0	sec
v/c ratio	0.81	
Through capacity	1298	vph
Progression factor, PF	1.000	
Uniform delay	9.7	sec
Filtering/metering factor, I	0.486	
Incremental delay	2.8	sec
Control delay	12.5	sec/v
Total travel speed, Sa	35.0	mph
Total urban street LOS	B	

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing+B
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15490	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.668	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.500	

Results

Annual average daily traffic, AADT	15490	vpd
Two-way hourly volume	1394	vph
Hourly directional volume	931	vph
Through-volume 15-min. flow rate	505	v
Running time	504.0	sec
v/c ratio	0.70	
Through capacity	719	vph
Progression factor, PF	1.000	
Uniform delay	28.9	sec
Filtering/metering factor, I	0.647	
Incremental delay	3.7	sec
Control delay	32.6	sec/v
Total travel speed, Sa	44.3	mph
Total urban street LOS	A	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing+B
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15490	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.685	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	20	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.440	

Results

Annual average daily traffic, AADT	15490	vpd
Two-way hourly volume	1084	vph
Hourly directional volume	742	vph
Through-volume 15-min. flow rate	645	v
Running time	504.0	sec
v/c ratio	1.02	
Through capacity	633	vph
Progression factor, PF	1.000	
Uniform delay	42.0	sec
Filtering/metering factor, I	0.090	
Incremental delay	15.9	sec
Control delay	57.9	sec/v
Total travel speed, Sa	40.7	mph
Total urban street LOS	B	

Appendix U

Peak Hour Intersection Capacity Worksheets – Existing Plus Project (Phase B) Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1	0	804	1	275	0	291	343	152	460	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	4	4	0	903	1	243	0	331	390	179	541	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	7	0	667	1	179	1	244	288	145	785	0
Arrive On Green	0.01	0.01	0.00	0.49	0.49	0.49	0.00	0.31	0.31	0.08	0.42	0.00
Sat Flow, veh/h	909	909	0	1362	2	367	1774	781	920	1774	1863	0
Grp Volume(v), veh/h	8	0	0	1147	0	0	0	0	721	179	541	0
Grp Sat Flow(s),veh/h/ln	1817	0	0	1730	0	0	1774	0	1700	1774	1863	0
Q Serve(g_s), s	0.6	0.0	0.0	72.0	0.0	0.0	0.0	0.0	46.0	12.0	34.8	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	72.0	0.0	0.0	0.0	0.0	46.0	12.0	34.8	0.0
Prop In Lane	0.50		0.00	0.79		0.21	1.00		0.54	1.00		0.00
Lane Grp Cap(c), veh/h	14	0	0	847	0	0	1	0	532	145	785	0
V/C Ratio(X)	0.58	0.00	0.00	1.35	0.00	0.00	0.00	0.00	1.36	1.24	0.69	0.00
Avail Cap(c_a), veh/h	49	0	0	847	0	0	48	0	532	145	785	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	72.8	0.0	0.0	37.6	0.0	0.0	0.0	0.0	50.6	67.6	34.7	0.0
Incr Delay (d2), s/veh	33.2	0.0	0.0	167.4	0.0	0.0	0.0	0.0	172.2	152.2	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	73.7	0.0	0.0	0.0	0.0	47.0	12.0	18.4	0.0
LnGrp Delay(d),s/veh	106.0	0.0	0.0	204.9	0.0	0.0	0.0	0.0	222.8	219.7	37.3	0.0
LnGrp LOS	F			F					F	F	D	
Approach Vol, veh/h		8			1147			721			720	
Approach Delay, s/veh		106.0			204.9			222.8			82.6	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	50.0		5.1	0.0	66.0		76.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.0	46.0		4.0	4.0	54.0		72.0
Max Q Clear Time (g_c+I1), s	14.0	48.0		2.6	0.0	36.8		74.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.6		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		175.7
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	167	209	250	46	278	33	521	239	268	801	6
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	6	201	204	325	0	274	34	543	207	288	861	6
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.96	0.96	0.96	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	315	276	773	0	345	49	1318	410	410	1828	13
Arrive On Green	0.17	0.17	0.17	0.22	0.00	0.22	0.03	0.26	0.26	0.12	0.35	0.35
Sat Flow, veh/h	54	1806	1583	3548	0	1583	1774	5085	1583	3442	5210	36
Grp Volume(v), veh/h	207	0	204	325	0	274	34	543	207	288	560	307
Grp Sat Flow(s),veh/h/ln	1860	0	1583	1774	0	1583	1774	1695	1583	1721	1695	1856
Q Serve(g_s), s	7.2	0.0	8.5	5.5	0.0	11.4	1.3	6.2	7.8	5.6	9.0	9.0
Cycle Q Clear(g_c), s	7.2	0.0	8.5	5.5	0.0	11.4	1.3	6.2	7.8	5.6	9.0	9.0
Prop In Lane	0.03		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	324	0	276	773	0	345	49	1318	410	410	1189	651
V/C Ratio(X)	0.64	0.00	0.74	0.42	0.00	0.79	0.69	0.41	0.50	0.70	0.47	0.47
Avail Cap(c_a), veh/h	561	0	477	1375	0	613	204	1970	613	938	1849	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	27.3	23.5	0.0	25.8	33.6	21.4	22.0	29.5	17.6	17.6
Incr Delay (d2), s/veh	2.1	0.0	3.9	0.4	0.0	4.2	16.0	0.2	1.0	2.2	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	4.0	2.7	0.0	5.4	0.9	2.9	3.5	2.8	4.2	4.7
LnGrp Delay(d),s/veh	28.8	0.0	31.2	23.8	0.0	30.0	49.6	21.6	23.0	31.7	17.9	18.1
LnGrp LOS	C		C	C		C	D	C	C	C	B	B
Approach Vol, veh/h		411			599			784			1155	
Approach Delay, s/veh		30.0			26.6			23.2			21.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.9	28.4		19.2	12.3	22.1		16.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	38.0		27.0	19.0	27.0		21.0
Max Q Clear Time (g_c+I1), s	3.3	11.0		13.4	7.6	9.8		10.5
Green Ext Time (p_c), s	0.0	10.2		1.8	0.7	8.3		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	166	74	70	84	255	39	626	85	253	719	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	69	193	74	91	109	279	43	688	71	288	817	24
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.86	0.86	0.86	0.77	0.77	0.77	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	540	405	344	279	415	352	139	1326	413	449	1439	448
Arrive On Green	0.16	0.22	0.22	0.16	0.22	0.22	0.08	0.26	0.26	0.13	0.28	0.28
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	69	193	74	91	109	279	43	688	71	288	817	24
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	1.3	6.9	2.9	3.5	3.7	12.7	1.7	8.8	2.7	6.1	10.5	0.8
Cycle Q Clear(g_c), s	1.3	6.9	2.9	3.5	3.7	12.7	1.7	8.8	2.7	6.1	10.5	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	540	405	344	279	415	352	139	1326	413	449	1439	448
V/C Ratio(X)	0.13	0.48	0.22	0.33	0.26	0.79	0.31	0.52	0.17	0.64	0.57	0.05
Avail Cap(c_a), veh/h	869	607	516	485	656	557	302	1863	580	824	2063	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	26.1	24.6	28.6	24.5	28.0	33.3	24.1	21.9	31.5	23.4	19.9
Incr Delay (d2), s/veh	0.1	0.9	0.3	0.7	0.3	4.0	1.2	0.3	0.2	1.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.6	1.3	1.7	1.9	5.9	0.9	4.2	1.2	3.0	5.0	0.4
LnGrp Delay(d),s/veh	27.8	27.0	24.9	29.3	24.9	32.1	34.5	24.5	22.1	33.0	23.8	20.0
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	B
Approach Vol, veh/h		336			479			802			1129	
Approach Delay, s/veh		26.7			29.9			24.8			26.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	25.9	16.1	20.7	12.0	27.6	15.7	21.1
Change Period (Y+Rc), s	3.7	6.0	4.1	* 4.1	6.0	* 6	3.7	4.1
Max Green Setting (Gmax), s	18.3	28.0	20.9	* 25	13.0	* 31	19.3	26.9
Max Q Clear Time (g_c+I1), s	8.1	10.8	5.5	8.9	3.7	12.5	3.3	14.7
Green Ext Time (p_c), s	0.7	8.8	0.2	2.5	0.0	9.1	0.1	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	447	0	0	222	218	77
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	None	None
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	486	0	0	241	237	84
Number of Lanes	1	0	0	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	727	486
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	241	-
Follow-up Headway	-	0	0	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	0	-	391	581
Stage 1	-	0	0	-	618	-
Stage 2	-	0	0	-	799	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	391	581
Mov Capacity-2 Maneuver	-	-	-	-	391	-
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	23.4
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	391	581		
HCM Control Delay (s)	27.4	12.2	-	-
HCM Lane VC Ratio	0.606	0.144	-	-
HCM Lane LOS	D	B	-	-
HCM 95th Percentile Queue (veh)	3.846	0.501	-	-

Intersection	
Intersection Delay (sec/veh):	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	223	257	290	10	4	251
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.78	0.78	0.73	0.73
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	293	338	372	13	5	344
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	385	0	0	0	1303	379
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	924	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1173	-	-	-	177	668
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	387	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1173	-	-	-	122	668
Mov Capacity-2 Maneuver	-	-	-	-	122	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	268	-

Approach	EB	WB	SB
HCM Control Delay (s)	4.2	0	16.3
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					122	668
HCM Control Delay (s)	9.09	-	-	-	35.9	16
HCM Lane VC Ratio	0.25	-	-	-	0.045	0.515
HCM Lane LOS	A	-	-	-	E	C
HCM 95th Percentile Queue (veh)	0.992	-	-	-	0.14	2.965

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	449	37	40	692	87	107	56	51	255	105	56
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	50	488	35	43	752	84	127	67	55	263	108	53
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	903	404	150	959	873	161	85	216	308	126	62
Arrive On Green	0.06	0.26	0.26	0.08	0.27	0.27	0.14	0.14	0.14	0.28	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1181	623	1583	1097	451	221
Grp Volume(v), veh/h	50	488	35	43	752	84	194	0	55	424	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1804	0	1583	1769	0	0
Q Serve(g_s), s	2.2	9.5	1.3	1.8	15.7	2.0	8.3	0.0	2.5	18.1	0.0	0.0
Cycle Q Clear(g_c), s	2.2	9.5	1.3	1.8	15.7	2.0	8.3	0.0	2.5	18.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.65		1.00	0.62		0.12
Lane Grp Cap(c), veh/h	104	903	404	150	959	873	246	0	216	496	0	0
V/C Ratio(X)	0.48	0.54	0.09	0.29	0.78	0.10	0.79	0.00	0.26	0.85	0.00	0.00
Avail Cap(c_a), veh/h	178	1235	552	267	1377	1060	385	0	338	750	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.3	25.6	22.6	34.2	26.9	8.5	33.3	0.0	30.8	27.1	0.0	0.0
Incr Delay (d2), s/veh	3.4	0.5	0.1	1.0	1.9	0.0	5.8	0.0	0.6	6.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.7	0.6	0.9	7.9	1.4	4.5	0.0	1.1	9.7	0.0	0.0
LnGrp Delay(d),s/veh	39.7	26.2	22.7	35.2	28.8	8.5	39.1	0.0	31.4	33.3	0.0	0.0
LnGrp LOS	D	C	C	D	C	A	D		C	C		
Approach Vol, veh/h		573			879			249			424	
Approach Delay, s/veh		27.1			27.2			37.4			33.3	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	26.3		26.6	10.7	26.6		15.9
Change Period (Y+Rc), s	* 4.2	6.0		* 4.2	6.0	5.0		5.0
Max Green Setting (Gmax), s	* 12	27.8		* 34	8.0	31.0		17.0
Max Q Clear Time (g_c+I1), s	3.8	11.5		20.1	4.2	17.7		10.3
Green Ext Time (p_c), s	0.0	2.7		2.3	1.1	3.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	29.6
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	324	9	4	285	3	14	1	12	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.65	0.65	0.65	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	1	463	13	6	407	4	22	2	18	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	411	0	0	476	0	0	688	895	239	656	899	206
Stage 1	-	-	-	-	-	-	472	472	-	421	421	-
Stage 2	-	-	-	-	-	-	216	423	-	235	478	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1144	-	-	1082	-	-	333	279	762	351	277	800
Stage 1	-	-	-	-	-	-	542	558	-	581	587	-
Stage 2	-	-	-	-	-	-	766	586	-	747	554	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1144	-	-	1082	-	-	331	277	762	339	275	800
Mov Capacity-2 Maneuver	-	-	-	-	-	-	331	277	-	339	275	-
Stage 1	-	-	-	-	-	-	542	558	-	580	584	-
Stage 2	-	-	-	-	-	-	762	583	-	726	554	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.1	14.1	0
HCM LOS	A	A	B	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	438							0
HCM Control Delay (s)	14.1	8.151	0	-	8.345	0	-	0
HCM Lane VC Ratio	0.095	0.001	-	-	0.005	-	-	-
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th Percentile Queue (veh)	0.312	0.004	-	-	0.016	-	-	-

Intersection	
Intersection Delay (sec/veh):	7.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	228	116	93	50	21	184
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.81	0.81	0.85	0.85
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	292	149	115	62	25	216
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	412	146	0	0	177	0
Stage 1	146	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	596	901	-	-	1399	-
Stage 1	881	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	584	901	-	-	1399	-
Mov Capacity-2 Maneuver	584	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	14.7	0	0.8
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			584	901		
HCM Control Delay (s)	-	-	17.2	9.8	7.62	-
HCM Lane VC Ratio	-	-	0.501	0.165	0.018	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th Percentile Queue (veh)	-	-	2.792	0.589	0.054	-

Intersection	
Intersection Delay (sec/veh):	11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	59	14	57	146	37	80	32	31	59	31	205	145
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		50	200		50	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.48	0.48	0.48	0.75	0.75	0.75	0.72	0.72	0.72	0.84	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	123	29	119	195	49	107	44	43	82	37	244	173
Number of Lanes	0	1	1	0	1	1	1	1	0	1	2	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	655	618	209	383	663	63	417	0	0	125	0	0
Stage 1	405	405	-	172	172	-	-	-	-	-	-	-
Stage 2	250	213	-	211	491	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	351	404	797	550	380	988	1138	-	-	1459	-	-
Stage 1	593	597	-	813	755	-	-	-	-	-	-	-
Stage 2	732	725	-	771	546	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	267	379	797	420	356	988	1138	-	-	1459	-	-
Mov Capacity-2 Maneuver	267	379	-	420	356	-	-	-	-	-	-	-
Stage 1	570	582	-	782	726	-	-	-	-	-	-	-
Stage 2	585	697	-	607	532	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	22.3	21.2	2.2	0.6
HCM LOS	C	C	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (vph)				283	797	405	988			
HCM Control Delay (s)	8.292	0	-	31.6	10.3	26.5	9.1	7.531	0	-
HCM Lane VC Ratio	0.039	-	-	0.537	0.149	0.602	0.108	0.025	-	-
HCM Lane LOS	A	A	-	D	B	D	A	A	A	-
HCM 95th Percentile Queue (veh)	0.122	-	-	2.952	0.522	3.821	0.362	0.078	-	-

Intersection	
Intersection Delay (sec/veh):	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	47	149	4	399	0	0	0	0	65	0	43
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.92	0.92	0.92	0.81	0.81	0.81
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	56	177	4	429	0	0	0	0	80	0	53
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	233	0	-			582	670	215
Stage 1	-	-	-	-	-	-			437	437	-
Stage 2	-	-	-	-	-	-			145	233	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	1335	-	0			424	378	825
Stage 1	0	-	-	-	-	0			598	579	-
Stage 2	0	-	-	-	-	0			858	712	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	1335	-	-			423	377	825
Mov Capacity-2 Maneuver	-	-	-	-	-	-			423	377	-
Stage 1	-	-	-	-	-	-			-	577	-
Stage 2	-	-	-	-	-	-			858	712	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.1	11.3
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					703
HCM Control Delay (s)	-	-	7.705	-	11.3
HCM Lane VC Ratio	-	-	0.003	-	0.19
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.01	-	0.695

Intersection	
Intersection Delay (sec/veh):	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	90	0	0	228	239	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	250
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.80	0.80	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	107	0	0	285	278	20
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	250	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	143	-
Follow-up Headway	-	0	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	0	0	-	717	926
Stage 1	-	0	0	-	906	-
Stage 2	-	0	0	-	869	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	717	926
Mov Capacity-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	12.9
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	717	926		
HCM Control Delay (s)	13.2	9	-	-
HCM Lane VC Ratio	0.388	0.021	-	-
HCM Lane LOS	B	A	-	-
HCM 95th Percentile Queue (veh)	1.837	0.065	-	-

Intersection	
Intersection Delay (sec/veh):	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	11	189	109	77	148	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.89	0.89	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	13	220	122	87	156	18
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	496	87	174	0	0	0
Stage 1	165	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	533	971	1403	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	487	971	1403	-	-	-
Mov Capacity-2 Maneuver	487	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	665	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.2	4.6	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			921		
HCM Control Delay (s)	7.811	-	10.2	-	-
HCM Lane VC Ratio	0.087	-	0.253	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.286	-	1.002	-	-

Intersection	
Intersection Delay (sec/veh):	7.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	229	42	149	69	22	350
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.85	0.85	0.94	0.94
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	263	48	175	81	23	372
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	634	129	0	0	256	0
Stage 1	216	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	453	*1357	-	-	1323	-
Stage 1	852	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Time blocked-Platoon(%)	10	10	-	-	10	-
Mov Capacity-1 Maneuver	445	*1357	-	-	1323	-
Mov Capacity-2 Maneuver	445	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	652	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	23.6	0	0.5
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			*497		
HCM Control Delay (s)	-	-	23.6	7.77	-
HCM Lane VC Ratio	-	-	0.627	0.018	-
HCM Lane LOS	-	-	C	A	-
HCM 95th Percentile Queue (veh)	-	-	4.256	0.054	-

Intersection	
Intersection Delay (sec/veh):	22.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	772	323	199	331	0	0	0	0	42	1	179
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	804	336	207	345	0	0	0	0	44	1	186
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	345	0	0	1140	0	-			1731	1899	173
Stage 1	-	-	-	-	-	-			759	759	-
Stage 2	-	-	-	-	-	-			972	1140	-
Follow-up Headway	2.22	-	-	2.22	-	0			3.52	4.02	3.32
Pot Capacity-1 Maneuver	1211	-	-	609	-	0			57	69	840
Stage 1	-	-	-	-	-	0			365	413	-
Stage 2	-	-	-	-	-	0			271	274	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	1211	-	-	609	-	-			# 42	46	840
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 42	46	-
Stage 1	-	-	-	-	-	-			365	273	-
Stage 2	-	-	-	-	-	-			271	274	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	5.2	173
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						195
HCM Control Delay (s)	0	-	-	13.931	-	173
HCM Lane VC Ratio	-	-	-	0.34	-	1.186
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	1.503	-	11.85

Intersection	
Intersection Delay (sec/veh):	$ 663.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	567	247	0	0	340	72	190	1	428	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		25	0		32
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.94	0.94	0.94	0.95	0.94	0.95	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	579	252	0	0	362	77	200	1	451	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	439	0	-	252	0	0	1591	1849	126
Stage 1	-	-	-	-	-	-	1410	1410	-
Stage 2	-	-	-	-	-	-	181	439	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1117	-	0	1310	-	-	# 72	74	901
Stage 1	-	-	0	-	-	-	# 145	203	-
Stage 2	-	-	0	-	-	-	803	576	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	1117	-	-	1310	-	-	# 43	36	901
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 43	36	-
Stage 1	-	-	-	-	-	-	# 70	98	-
Stage 2	-	-	-	-	-	-	803	576	-

Approach	EB	WB	NB
HCM Control Delay (s)	8.1	0	$ 1945.5
HCM LOS	A	A	F

Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	126					
HCM Control Delay (s)	$ 1945.5	11.633	-	0	-	-
HCM Lane VC Ratio	5.171	0.518	-	-	-	-
HCM Lane LOS	F	B	-	A	-	-
HCM 95th Percentile Queue (veh)	69.228	3.082	-	0	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	138	145	247	80	209	371
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	157	91	274	89	230	337
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.90	0.90	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	253	544	357	1160	566	481
Arrive On Green	0.14	0.14	0.20	0.62	0.30	0.30
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	157	91	274	89	230	337
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	2.8	1.4	5.0	0.6	3.3	6.4
Cycle Q Clear(g_c), s	2.8	1.4	5.0	0.6	3.3	6.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	253	544	357	1160	566	481
V/C Ratio(X)	0.62	0.17	0.77	0.08	0.41	0.70
Avail Cap(c_a), veh/h	859	1085	729	1941	957	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	7.8	12.9	2.5	9.4	10.5
Incr Delay (d2), s/veh	2.5	0.1	3.5	0.0	0.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.4	2.8	0.3	1.8	3.0
LnGrp Delay(d),s/veh	16.2	7.9	16.3	2.6	9.9	12.3
LnGrp LOS	B	A	B	A	A	B
Approach Vol, veh/h	248			363	567	
Approach Delay, s/veh	13.2			13.0	11.3	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		25.2		8.9	10.9	14.4		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		35.5		16.5	14.0	17.5		
Max Q Clear Time (g_c+I1), s		2.6		4.8	7.0	8.4		
Green Ext Time (p_c), s		2.8		0.5	0.4	1.9		

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	88	269	58	29	161	194
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	231	419	751	181	239	1350
Arriving On Green	0.13	0.13	0.52	0.52	0.27	1.00
Sat Flow, veh/h	1774.0	1583.3	1450.8	350.2	1774.0	1862.7
Grp Volume(v), veh/h	104.8	165.5	0.0	90.0	191.7	231.0
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1800.9	1774.0	1862.7
Q Serve(g_s), s	3.0	4.7	0.0	1.4	5.6	0.0
Cycle Q Clear(g_c), s	3.0	4.7	0.0	1.4	5.6	0.0
Proportion In Lane	1.000	1.000		0.194	1.000	
Lane Grp Cap(c), veh/h	230.8	419.4	0.0	932.2	239.2	1350.3
V/C Ratio(X)	0.454	0.395	0.000	0.097	0.801	0.171
Avail Cap(c_a), veh/h	546.6	701.3	0.0	932.2	514.4	1350.3
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	0.978	0.978
Uniform Delay (d), s/veh	22.2	16.6	0.0	6.8	19.5	0.0
Incr Delay (d2), s/veh	1.4	0.6	0.0	0.2	6.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	23.6	17.3	0.0	7.0	25.5	0.3
Lane Group LOS	C	B		A	C	A
Approach Volume, veh/h	270		90			423
Approach Delay, s/veh	19.7		7.0			11.7
Approach LOS	B		A			B

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		32.56		11.44	44.00
Change Period (Y+Rc), s		4.00		4.00	4.00
Max Green Setting (Gmax), s		20.00		16.00	40.00
Max Q Clear Time (g_c+I1), s		3.40		7.55	2.00
Green Extension Time (p_c)		1.39		0.30	1.67

Intersection Summary	
HCM 2010 Control Delay	13.9
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	19	0	24	3	0	2	24	26	1	0	24	14
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.42	0.42	0.42	0.75	0.75	0.75	0.55	0.55	0.55
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	27	0	34	7	0	5	32	35	1	0	44	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	159	157	57	174	169	36	69	0	0	36	0	0
Stage 1	57	57	-	100	100	-	-	-	-	-	-	-
Stage 2	102	100	-	74	69	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	807	735	1009	789	724	1037	1532	-	-	1575	-	-
Stage 1	955	848	-	906	813	-	-	-	-	-	-	-
Stage 2	904	812	-	935	837	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	790	720	1009	750	709	1037	1532	-	-	1575	-	-
Mov Capacity-2 Maneuver	790	720	-	750	709	-	-	-	-	-	-	-
Stage 1	935	848	-	887	796	-	-	-	-	-	-	-
Stage 2	881	795	-	903	837	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	9.3	9.3	3.5	0
HCM LOS	A	A	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				899	843			
HCM Control Delay (s)	7.4	0	-	9.3	9.3	0	-	-
HCM Lane VC Ratio	0.021	-	-	0.068	0.014	-	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th Percentile Queue (veh)	0.064	-	-	0.22	0.043	0	-	-

Intersection	
Intersection Delay (sec/veh):	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	37	0	0	126	6	0	0	0	5	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.83	0.83	0.83	0.92	0.92	0.92	0.75	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	3	47	0	0	152	7	0	0	0	7	0	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	159	0	0	47	0	0	213	212	47	209	209	156
Stage 1	-	-	-	-	-	-	53	53	-	156	156	-
Stage 2	-	-	-	-	-	-	160	159	-	53	53	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1420	-	-	1560	-	-	744	685	1022	748	688	890
Stage 1	-	-	-	-	-	-	960	851	-	846	769	-
Stage 2	-	-	-	-	-	-	842	766	-	960	851	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1420	-	-	1560	-	-	735	684	1022	747	687	890
Mov Capacity-2 Maneuver	-	-	-	-	-	-	735	684	-	747	687	-
Stage 1	-	-	-	-	-	-	958	849	-	844	769	-
Stage 2	-	-	-	-	-	-	833	766	-	958	849	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.4	0	0	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	0							824
HCM Control Delay (s)	0	7.54	0	-	0	-	-	9.5
HCM Lane VC Ratio	-	0.002	-	-	-	-	-	0.019
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	-	0.005	-	-	0	-	-	0.059

Intersection	
Intersection Delay (sec/veh):	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	66	22	27	20	29	41
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.83	0.83	0.69	0.69
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	74	25	33	24	42	59
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	188	45	0	0	57	0
Stage 1	45	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	801	1025	-	-	1547	-
Stage 1	977	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	779	1025	-	-	1547	-
Mov Capacity-2 Maneuver	779	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.9	0	3.1
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			829		
HCM Control Delay (s)	-	-	9.9	7.392	-
HCM Lane VC Ratio	-	-	0.119	0.027	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.404	0.084	-

Intersection	
Intersection Delay (sec/veh):	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	9	58	30	63	100	30
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.67	0.67	0.82	0.82	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	13	87	37	77	133	40
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	304	153	173	0	0	0
Stage 1	153	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	688	893	1404	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	669	893	1404	-	-	-
Mov Capacity-2 Maneuver	669	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	9.8	2.5	0
HCM LOS	A	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			855		
HCM Control Delay (s)	7.633	-	9.8	-	-
HCM Lane VC Ratio	0.026	-	0.117	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th Percentile Queue (veh)	0.08	-	0.396	-	-

Intersection	
Intersection Delay (sec/veh):	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	11	111	227	55	95	54
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.94	0.94	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	13	135	241	59	106	60
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	300	0	0	0	432	151
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	161	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1261	-	-	-	581	895
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	868	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1261	-	-	-	575	895
Mov Capacity-2 Maneuver	-	-	-	-	575	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.7	0	12.3
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					661
HCM Control Delay (s)	7.886	-	-	-	12.3
HCM Lane VC Ratio	0.011	-	-	-	0.25
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.032	-	-	-	0.987

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	122	0	200	0	0	0	111	284	0	3	662	149
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	0	1863	0	0	0	1863	1863	0	1863	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	231	0	206	0	0	0	223	2152	0	4	1560	304
Arriving On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.06	0.58	0.00	0.00	0.51	0.51
Sat Flow, veh/h	1774.0	0.0	1583.3	0.0	0.0	0.0	3441.6	3725.5	0.0	1774.0	3030.8	590.5
Grp Volume(v), veh/h	137.1	0.0	125.8	0.0	0.0	0.0	126.1	322.7	0.0	3.4	462.3	436.6
Grp Sat Flow(s),veh/h/ln	1774.0	0.0	1583.3	0.0	0.0	0.0	1720.8	1862.7	0.0	1774.0	1862.7	1758.5
Q Serve(g_s), s	3.0	5.4	3.1	0.0	0.0	0.0	1.5	1.7	0.0	0.1	6.6	6.6
Cycle Q Clear(g_c), s	3.0	5.4	3.1	0.0	0.0	0.0	1.5	1.7	0.0	0.1	6.6	6.6
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.000	1.000		0.336
Lane Grp Cap(c), veh/h	231.2	0.0	206.4	0.0	0.0	0.0	223.3	2152.3	0.0	4.3	958.9	905.3
V/C Ratio(X)	0.593	0.000	0.610	0.000	0.000	0.000	0.565	0.150	0.000	0.795	0.482	0.482
Avail Cap(c_a), veh/h	711.7	0.0	635.2	0.0	0.0	0.0	382.6	2152.3	0.0	192.9	958.9	905.3
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	17.0	0.0	17.0	0.0	0.0	0.0	18.8	4.0	0.0	20.6	6.5	6.5
Incr Delay (d2), s/veh	2.4	0.0	2.9	0.0	0.0	0.0	2.2	0.1	0.0	139.9	1.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	19.4	0.0	19.9	0.0	0.0	0.0	21.0	4.2	0.0	160.5	8.2	8.3
Lane Group LOS	B		B				C	A		F	A	A
Approach Volume, veh/h		263			0			449			902	
Approach Delay, s/veh		19.6			0.0			8.9			8.8	
Approach LOS		B						A			A	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		9.39			0.00		6.68	27.90		4.08	25.30	
Change Period (Y+Rc), s		4.00			4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s		16.60			16.50		4.60	21.40		4.50	21.30	
Max Q Clear Time (g_c+I1), s		5.11			0.00		3.47	3.66		2.08	8.63	
Green Extension Time (p_c)		0.56			0.00		0.03	6.91		0.00	5.77	

Intersection Summary	
HCM 2010 Control Delay	10.6
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	26	683	804	4	9	64
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.91	0.91	0.70	0.70
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	31	823	884	4	13	91
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	888	0	0	0	1360	444
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	474	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	758	-	-	-	140	561
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	592	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	758	-	-	-	134	561
Mov Capacity-2 Maneuver	-	-	-	-	134	-
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.4	0	17
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					403
HCM Control Delay (s)	9.954	-	-	-	17
HCM Lane VC Ratio	0.041	-	-	-	0.259
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.129	-	-	-	1.02

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	341	314	36	16	329	143	24	13	17	195	25	465
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	453	597	508	25	591	141	229	124	76	300	38	529
Arriving On Green	0.13	0.32	0.32	0.01	0.20	0.20	0.24	0.24	0.24	0.19	0.19	0.19
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	2909.9	693.2	939.0	508.6	313.0	1581.0	202.7	2786.7
Grp Volume(v), veh/h	370.7	341.3	9.8	21.6	283.3	268.0	60.0	0.0	0.0	268.3	0.0	323.2
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1740.4	1760.6	0.0	0.0	1783.7	0.0	1393.3
Q Serve(g_s), s	7.3	10.5	0.3	0.8	9.9	10.0	1.8	0.0	0.0	9.9	0.0	7.4
Cycle Q Clear(g_c), s	7.3	10.5	0.3	0.8	9.9	10.0	1.8	0.0	0.0	9.9	0.0	7.4
Proportion In Lane	1.000		1.000	1.000		0.398	0.533		0.178	0.886		1.000
Lane Grp Cap(c), veh/h	452.7	597.4	507.8	24.8	378.4	353.5	430.1	0.0	0.0	338.5	0.0	528.8
V/C Ratio(X)	0.819	0.571	0.019	0.872	0.749	0.758	0.140	0.000	0.000	0.793	0.000	0.611
Avail Cap(c_a), veh/h	452.7	597.4	507.8	115.4	444.3	415.1	430.1	0.0	0.0	425.4	0.0	664.7
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	29.2	19.5	16.1	34.0	25.9	26.0	20.5	0.0	0.0	26.7	0.0	25.7
Incr Delay (d2), s/veh	11.3	1.3	0.0	54.8	5.8	6.7	0.7	0.0	0.0	7.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	40.5	20.9	16.1	88.8	31.7	32.6	21.1	0.0	0.0	34.6	0.0	26.8
Lane Group LOS	D	C	B	F	C	C	C			C		C
Approach Volume, veh/h		722			573			60			591	
Approach Delay, s/veh		30.9			34.3			21.1			30.4	
Approach LOS		C			C			C			C	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	13.10	26.19		4.97	18.05			20.90			17.13	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00			4.00			4.00	
Max Green Setting (Gmax), s	9.10	21.10		4.50	16.50			16.90			16.50	
Max Q Clear Time (g_c+I1), s	9.25	12.54		2.84	12.03			3.84			11.92	
Green Extension Time (p_c)	0.00	3.24		0.00	2.02			0.17			1.20	

Intersection Summary	
HCM 2010 Control Delay	31.4
HCM 2010 Level of Service	C

Intersection	
Intersection Delay (sec/veh)	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	117	124	72	126
Demand Flow Rate (pc/h)	119	126	73	128
Vehicles Circulating (pc/h)	13	109	102	182
Vehicles Exiting (pc/h)	297	66	30	53
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	4.2	4.8	4.2	5.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	119	126	73	128
Capacity, Entry Lane (pc/h)	1115	1013	1020	942
Entry HV Adjustment Factor	0.982	0.982	0.984	0.984
Flow Rate, Entry (vph)	117	124	72	126
Capacity, Entry (vph)	1093	992	1002	924
Volume to Capacity Ratio	0.107	0.125	0.072	0.136
Control Delay (sec/veh)	4.2	4.8	4.2	5.2
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

Intersection	
Intersection Delay (sec/veh)	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	27	103	0	56
Demand Flow Rate (pc/h)	27	105	0	57
Vehicles Circulating (pc/h)	46	22	73	5
Vehicles Exiting (pc/h)	16	51	0	122
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	3.6	4.2	0.0	3.7
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	27	105	0	57
Capacity, Entry Lane (pc/h)	1079	1105	1050	1124
Entry HV Adjustment Factor	0.996	0.980	1.000	0.982
Flow Rate, Entry (vph)	27	103	0	56
Capacity, Entry (vph)	1072	1080	1048	1102
Volume to Capacity Ratio	0.025	0.095	0.000	0.051
Control Delay (sec/veh)	3.6	4.2	3.4	3.7
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

Intersection	
Intersection Delay (sec/veh):	5.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	0	0	10	17	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	0	0	0	11	18	0
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	-	0	0	0	6	-
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	0	-
Follow-up Headway	0	-	-	-	3.518	0
Pot Capacity-1 Maneuver	0	-	-	-	1015	0
Stage 1	0	-	-	-	1017	0
Stage 2	0	-	-	-	-	0
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	1015	-
Mov Capacity-2 Maneuver	-	-	-	-	1015	-
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	8.6
HCM LOS	A	A	A

Lane	EBT	WBT	WBR	SBLn1
Capacity (vph)				1015
HCM Control Delay (s)	-	-	-	8.6
HCM Lane VC Ratio	-	-	-	0.018
HCM Lane LOS	-	-	-	A
HCM 95th Percentile Queue (veh)	-	-	-	0.056

Intersection	
Intersection Delay (sec/veh)	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	18	51	0	23
Demand Flow Rate (pc/h)	18	52	0	23
Vehicles Circulating (pc/h)	23	0	41	11
Vehicles Exiting (pc/h)	11	41	0	41
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	3.5	3.7	0.0	3.4
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	18	52	0	23
Capacity, Entry Lane (pc/h)	1104	1130	1085	1118
Entry HV Adjustment Factor	0.980	0.977	1.000	1.000
Flow Rate, Entry (vph)	18	51	0	23
Capacity, Entry (vph)	1080	1101	1082	1115
Volume to Capacity Ratio	0.016	0.046	0.000	0.021
Control Delay (sec/veh)	3.5	3.7	3.3	3.4
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	403	1	186	6	379	873	314	380	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	429	1	145	7	412	840	341	413	5
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	317	1	283	50	297	606	255	1177	14
Arrive On Green	0.00	0.00	0.00	0.18	0.18	0.18	0.03	0.54	0.54	0.14	0.64	0.64
Sat Flow, veh/h	0	1863	0	1770	4	1583	1774	548	1117	1774	1837	22
Grp Volume(v), veh/h	0	0	0	430	0	145	7	0	1252	341	0	418
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1583	1774	0	1666	1774	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	25.4	0.0	11.8	0.5	0.0	77.0	20.4	0.0	14.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	25.4	0.0	11.8	0.5	0.0	77.0	20.4	0.0	14.8
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.67	1.00		0.01
Lane Grp Cap(c), veh/h	0	1	0	317	0	283	50	0	903	255	0	1191
V/C Ratio(X)	0.00	0.00	0.00	1.35	0.00	0.51	0.14	0.00	1.39	1.34	0.00	0.35
Avail Cap(c_a), veh/h	0	52	0	317	0	283	50	0	903	255	0	1191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	58.3	0.0	52.7	67.3	0.0	32.5	60.8	0.0	11.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	179.0	0.0	1.6	1.3	0.0	180.7	176.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	28.2	0.0	5.3	0.3	0.0	80.5	22.5	0.0	7.6
LnGrp Delay(d),s/veh	0.0	0.0	0.0	237.3	0.0	54.3	68.6	0.0	213.2	237.0	0.0	12.0
LnGrp LOS				F		D	E		F	F		B
Approach Vol, veh/h		0			575			1259			759	
Approach Delay, s/veh		0.0			191.2			212.4			113.1	
Approach LOS					F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	26.0	85.0		0.0	12.0	99.0		31.0
Change Period (Y+Rc), s	5.6	8.0		4.0	8.0	* 8		5.6
Max Green Setting (Gmax), s	20.4	77.0		4.0	4.0	* 91		25.4
Max Q Clear Time (g_c+I1), s	22.4	79.0		0.0	2.5	16.8		27.4
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	27.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	178.6
HCM 2010 LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	68	64	183	62	348	82	983	201	375	694	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	3	78	63	126	151	297	86	1035	170	383	708	10
Adj No. of Lanes	0	2	0	1	1	1	1	3	1	2	3	0
Peak Hour Factor	0.87	0.87	0.87	0.97	0.97	0.97	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	243	194	381	400	340	196	1512	471	477	1682	24
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.11	0.30	0.30	0.14	0.33	0.33
Sat Flow, veh/h	72	1883	1502	1774	1863	1583	1774	5085	1583	3442	5167	73
Grp Volume(v), veh/h	77	0	67	126	151	297	86	1035	170	383	464	254
Grp Sat Flow(s),veh/h/ln	1859	0	1598	1774	1863	1583	1774	1695	1583	1721	1695	1850
Q Serve(g_s), s	3.4	0.0	3.4	5.4	6.3	16.4	4.1	16.2	7.6	9.7	9.7	9.7
Cycle Q Clear(g_c), s	3.4	0.0	3.4	5.4	6.3	16.4	4.1	16.2	7.6	9.7	9.7	9.7
Prop In Lane	0.04		0.94	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	240	0	206	381	400	340	196	1512	471	477	1103	602
V/C Ratio(X)	0.32	0.00	0.32	0.33	0.38	0.87	0.44	0.68	0.36	0.80	0.42	0.42
Avail Cap(c_a), veh/h	329	0	283	453	476	405	314	1789	557	731	1313	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	35.8	30.0	30.3	34.3	37.6	28.0	25.0	37.7	23.8	23.8
Incr Delay (d2), s/veh	0.8	0.0	0.9	0.5	0.6	16.6	1.5	0.9	0.5	3.7	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.6	2.7	3.3	8.7	2.1	7.7	3.4	4.9	4.6	5.0
LnGrp Delay(d),s/veh	36.5	0.0	36.7	30.5	30.9	50.9	39.1	28.9	25.5	41.4	24.1	24.3
LnGrp LOS	D		D	C	C	D	D	C	C	D	C	C
Approach Vol, veh/h		144			574			1291			1101	
Approach Delay, s/veh		36.6			41.2			29.1			30.2	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.2	35.9		24.0	16.7	33.4		16.3
Change Period (Y+Rc), s	* 4.2	6.5		4.6	* 4.2	6.5		4.6
Max Green Setting (Gmax), s	* 16	35.0		23.1	* 19	31.8		16.0
Max Q Clear Time (g_c+I1), s	6.1	11.7		18.4	11.7	18.2		5.4
Green Ext Time (p_c), s	0.1	12.1		1.0	0.8	8.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	97	64	73	62	85	314	47	1087	66	195	823	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	101	67	66	77	105	314	49	1144	27	199	840	39
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.81	0.81	0.81	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	418	404	344	215	412	350	133	1596	497	347	1584	493
Arrive On Green	0.12	0.22	0.22	0.12	0.22	0.22	0.07	0.31	0.31	0.10	0.31	0.31
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	101	67	66	77	105	314	49	1144	27	199	840	39
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.6	2.9	3.4	3.9	4.6	19.0	2.6	19.7	1.2	5.5	13.5	1.7
Cycle Q Clear(g_c), s	2.6	2.9	3.4	3.9	4.6	19.0	2.6	19.7	1.2	5.5	13.5	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	418	404	344	215	412	350	133	1596	497	347	1584	493
V/C Ratio(X)	0.24	0.17	0.19	0.36	0.26	0.90	0.37	0.72	0.05	0.57	0.53	0.08
Avail Cap(c_a), veh/h	515	460	391	259	460	391	180	1801	561	411	1750	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	31.4	31.6	39.9	31.8	37.4	43.5	30.0	23.7	42.4	28.1	24.0
Incr Delay (d2), s/veh	0.3	0.2	0.3	1.0	0.3	21.3	1.7	1.2	0.0	1.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.5	1.5	2.0	2.4	10.4	1.3	9.4	0.5	2.7	6.3	0.8
LnGrp Delay(d),s/veh	39.6	31.6	31.9	40.9	32.1	58.7	45.2	31.2	23.7	43.9	28.3	24.1
LnGrp LOS	D	C	C	D	C	E	D	C	C	D	C	C
Approach Vol, veh/h		234			496			1220			1078	
Approach Delay, s/veh		35.1			50.3			31.6			31.1	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	39.0	17.6	27.0	15.4	38.8	17.2	27.4
Change Period (Y+Rc), s	* 5.2	8.0	5.6	* 5.6	8.0	* 8	* 5.2	5.6
Max Green Setting (Gmax), s	* 12	35.0	14.4	* 24	10.0	* 34	* 15	24.4
Max Q Clear Time (g_c+I1), s	7.5	21.7	5.9	5.4	4.6	15.5	4.6	21.0
Green Ext Time (p_c), s	0.2	9.3	0.1	2.1	0.0	11.9	0.2	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	34.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	225	0	0	265	105	109
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	None	None
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	245	0	0	288	114	118
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	245	0	533	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	288	-
Follow-up Headway	-	0	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	1321	-	507	794
Stage 1	-	0	-	-	796	-
Stage 2	-	0	-	-	761	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1321	-	507	794
Mov Capacity-2 Maneuver	-	-	-	-	507	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	12.2
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (vph)	507	794			
HCM Control Delay (s)	14.2	10.3	-	0	-
HCM Lane VC Ratio	0.225	0.149	-	-	-
HCM Lane LOS	B	B	-	A	-
HCM 95th Percentile Queue (veh)	0.857	0.523	-	0	-

Intersection	
Intersection Delay (sec/veh):	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	106	285	243	5	3	111
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.83	0.83
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	115	310	293	6	4	134
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	299	0	0	0	836	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	540	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1262	-	-	-	337	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	584	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1262	-	-	-	300	743
Mov Capacity-2 Maneuver	-	-	-	-	300	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	520	-

Approach	EB	WB	SB
HCM Control Delay (s)	2.2	0	11.1
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					300	743
HCM Control Delay (s)	8.139	-	-	-	17.1	10.9
HCM Lane VC Ratio	0.091	-	-	-	0.012	0.18
HCM Lane LOS	A	-	-	-	C	B
HCM 95th Percentile Queue (veh)	0.301	-	-	-	0.037	0.653

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	763	63	58	592	198	62	136	65	206	74	56
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	59	838	58	62	630	168	76	166	73	242	87	60
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.82	0.82	0.82	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1054	472	171	1106	880	87	190	239	266	96	66
Arrive On Green	0.08	0.30	0.30	0.10	0.31	0.31	0.15	0.15	0.15	0.24	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	576	1258	1583	1095	394	271
Grp Volume(v), veh/h	59	838	58	62	630	168	242	0	73	389	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1834	0	1583	1760	0	0
Q Serve(g_s), s	3.6	24.9	3.1	3.7	17.0	6.0	14.8	0.0	4.7	24.6	0.0	0.0
Cycle Q Clear(g_c), s	3.6	24.9	3.1	3.7	17.0	6.0	14.8	0.0	4.7	24.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.31		1.00	0.62		0.15
Lane Grp Cap(c), veh/h	144	1054	472	171	1106	880	277	0	239	428	0	0
V/C Ratio(X)	0.41	0.79	0.12	0.36	0.57	0.19	0.87	0.00	0.31	0.91	0.00	0.00
Avail Cap(c_a), veh/h	183	1206	540	198	1237	939	337	0	291	508	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.9	37.0	29.3	48.4	32.9	12.6	47.5	0.0	43.2	42.0	0.0	0.0
Incr Delay (d2), s/veh	1.8	3.3	0.1	1.3	0.5	0.1	18.8	0.0	0.7	18.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	12.7	1.4	1.9	8.4	4.1	8.9	0.0	2.1	14.1	0.0	0.0
LnGrp Delay(d),s/veh	51.8	40.3	29.4	49.7	33.4	12.7	66.3	0.0	43.9	60.3	0.0	0.0
LnGrp LOS	D	D	C	D	C	B	E		D	E		
Approach Vol, veh/h		955			860			315			389	
Approach Delay, s/veh		40.3			30.5			61.1			60.3	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.5	42.8		23.3	16.2	41.1		33.8
Change Period (Y+Rc), s	* 5.2	7.0		6.0	* 5.2	7.0		6.0
Max Green Setting (Gmax), s	* 12	40.0		21.0	* 13	39.0		33.0
Max Q Clear Time (g_c+I1), s	5.6	19.0		16.8	5.7	26.9		26.6
Green Ext Time (p_c), s	0.0	10.0		0.5	0.0	7.2		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	42.7
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	352	27	9	439	7	14	1	5	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	503	39	13	627	10	20	1	7	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	637	0	0	542	0	0	863	1186	272	910	1200	319
Stage 1	-	-	-	-	-	-	523	523	-	658	658	-
Stage 2	-	-	-	-	-	-	340	663	-	252	542	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	943	-	-	1023	-	-	248	187	726	230	184	677
Stage 1	-	-	-	-	-	-	505	529	-	420	459	-
Stage 2	-	-	-	-	-	-	648	457	-	730	518	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	943	-	-	1023	-	-	246	185	726	224	182	677
Mov Capacity-2 Maneuver	-	-	-	-	-	-	246	185	-	224	182	-
Stage 1	-	-	-	-	-	-	505	529	-	420	453	-
Stage 2	-	-	-	-	-	-	640	451	-	721	518	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.2	18.8	0
HCM LOS	A	A	C	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	289							0
HCM Control Delay (s)	18.8	0	-	-	8.564	0	-	0
HCM Lane VC Ratio	0.099	-	-	-	0.013	-	-	-
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th Percentile Queue (veh)	0.326	0	-	-	0.038	-	-	-

Intersection	
Intersection Delay (sec/veh):	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	65	71	186	133	87	128
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.88	0.88	0.80	0.80
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	83	91	211	151	109	160
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	665	287	0	0	362	0
Stage 1	287	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	425	752	-	-	1197	-
Stage 1	762	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	383	752	-	-	1197	-
Mov Capacity-2 Maneuver	383	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	13.6	0	3.4
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			383	752		
HCM Control Delay (s)	-	-	17	10.4	8.308	-
HCM Lane VC Ratio	-	-	0.218	0.121	0.091	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th Percentile Queue (veh)	-	-	0.816	0.411	0.299	-

Intersection	
Intersection Delay (sec/veh):	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	49	32	37	76	20	51	72	205	164	93	60	22
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		50	200		50	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	62	41	47	83	22	55	77	218	174	104	67	25
Number of Lanes	0	1	1	0	1	1	1	1	0	1	2	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	786	834	47	721	759	196	92	0	0	392	0	0
Stage 1	288	288	-	459	459	-	-	-	-	-	-	-
Stage 2	498	546	-	262	300	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	283	303	1012	315	334	812	1501	-	-	1163	-	-
Stage 1	695	673	-	551	565	-	-	-	-	-	-	-
Stage 2	523	516	-	720	664	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	223	262	1012	238	289	812	1501	-	-	1163	-	-
Mov Capacity-2 Maneuver	223	262	-	238	289	-	-	-	-	-	-	-
Stage 1	659	613	-	523	536	-	-	-	-	-	-	-
Stage 2	444	490	-	584	605	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	24.2	22.9	1.2	4.5
HCM LOS	C	C	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (vph)				237	1012	247	812			
HCM Control Delay (s)	7.527	0	-	31.3	8.7	29.8	9.8	8.401	0	-
HCM Lane VC Ratio	0.051	-	-	0.433	0.046	0.422	0.068	0.09	-	-
HCM Lane LOS	A	A	-	D	A	D	A	A	A	-
HCM 95th Percentile Queue (veh)	0.161	-	-	2.04	0.145	1.976	0.219	0.295	-	-

Intersection	
Intersection Delay (sec/veh):	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	47	149	4	399	0	0	0	0	65	0	43
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.92	0.92	0.92	0.81	0.81	0.81
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	56	177	4	429	0	0	0	0	80	0	53
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	233	0	-			582	670	215
Stage 1	-	-	-	-	-	-			437	437	-
Stage 2	-	-	-	-	-	-			145	233	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	1335	-	0			424	378	825
Stage 1	0	-	-	-	-	0			598	579	-
Stage 2	0	-	-	-	-	0			858	712	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	1335	-	-			423	377	825
Mov Capacity-2 Maneuver	-	-	-	-	-	-			423	377	-
Stage 1	-	-	-	-	-	-			-	577	-
Stage 2	-	-	-	-	-	-			858	712	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.1	11.3
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					703
HCM Control Delay (s)	-	-	7.705	-	11.3
HCM Lane VC Ratio	-	-	0.003	-	0.19
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.01	-	0.695

Intersection	
Intersection Delay (sec/veh):	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	90	0	0	228	239	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	250
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.80	0.80	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	107	0	0	285	278	20
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	250	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	143	-
Follow-up Headway	-	0	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	0	0	-	717	926
Stage 1	-	0	0	-	906	-
Stage 2	-	0	0	-	869	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	717	926
Mov Capacity-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	12.9
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	717	926		
HCM Control Delay (s)	13.2	9	-	-
HCM Lane VC Ratio	0.388	0.021	-	-
HCM Lane LOS	B	A	-	-
HCM 95th Percentile Queue (veh)	1.837	0.065	-	-

Intersection	
Intersection Delay (sec/veh):	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	26	154	179	186	113	15
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.93	0.93	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	31	186	192	200	118	16
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	710	67	134	0	0	0
Stage 1	126	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	400	997	1451	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	347	997	1451	-	-	-
Mov Capacity-2 Maneuver	347	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	483	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	11.3	3.9	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			785		
HCM Control Delay (s)	7.86	-	11.3	-	-
HCM Lane VC Ratio	0.133	-	0.276	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.457	-	1.127	-	-

Intersection	
Intersection Delay (sec/veh):	5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	130	29	404	226	38	179
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.82	0.82	0.89	0.89	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	159	35	454	254	42	199
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	864	354	0	0	708	0
Stage 1	581	-	-	-	-	-
Stage 2	283	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	325	690	-	-	891	-
Stage 1	559	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	310	690	-	-	891	-
Mov Capacity-2 Maneuver	310	-	-	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	28	0	1.6
HCM LOS	D	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			345		
HCM Control Delay (s)	-	-	28	9.241	-
HCM Lane VC Ratio	-	-	0.562	0.047	-
HCM Lane LOS	-	-	D	A	-
HCM 95th Percentile Queue (veh)	-	-	3.28	0.149	-

Intersection	
Intersection Delay (sec/veh):	22.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	772	323	199	331	0	0	0	0	42	1	179
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	804	336	207	345	0	0	0	0	44	1	186
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	345	0	0	1140	0	-			1731	1899	173
Stage 1	-	-	-	-	-	-			759	759	-
Stage 2	-	-	-	-	-	-			972	1140	-
Follow-up Headway	2.22	-	-	2.22	-	0			3.52	4.02	3.32
Pot Capacity-1 Maneuver	1211	-	-	609	-	0			57	69	840
Stage 1	-	-	-	-	-	0			365	413	-
Stage 2	-	-	-	-	-	0			271	274	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	1211	-	-	609	-	-			# 42	46	840
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 42	46	-
Stage 1	-	-	-	-	-	-			365	273	-
Stage 2	-	-	-	-	-	-			271	274	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	5.2	173
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						195
HCM Control Delay (s)	0	-	-	13.931	-	173
HCM Lane VC Ratio	-	-	-	0.34	-	1.186
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	1.503	-	11.85

Intersection	
Intersection Delay (sec/veh):	$ 663.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	567	247	0	0	340	72	190	1	428	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		25	0		32
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.94	0.94	0.94	0.95	0.94	0.95	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	579	252	0	0	362	77	200	1	451	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	439	0	-	252	0	0	1591	1849	126
Stage 1	-	-	-	-	-	-	1410	1410	-
Stage 2	-	-	-	-	-	-	181	439	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1117	-	0	1310	-	-	# 72	74	901
Stage 1	-	-	0	-	-	-	# 145	203	-
Stage 2	-	-	0	-	-	-	803	576	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	1117	-	-	1310	-	-	# 43	36	901
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 43	36	-
Stage 1	-	-	-	-	-	-	# 70	98	-
Stage 2	-	-	-	-	-	-	803	576	-

Approach	EB	WB	NB
HCM Control Delay (s)	8.1	0	$ 1945.5
HCM LOS	A	A	F

Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	126					
HCM Control Delay (s)	$ 1945.5	11.633	-	0	-	-
HCM Lane VC Ratio	5.171	0.518	-	-	-	-
HCM Lane LOS	F	B	-	A	-	-
HCM 95th Percentile Queue (veh)	69.228	3.082	-	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	429	264	217	201	99	210
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	447	207	244	226	114	166
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.89	0.89	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	540	783	311	885	353	300
Arrive On Green	0.30	0.30	0.18	0.47	0.19	0.19
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	447	207	244	226	114	166
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	9.6	3.1	5.4	3.0	2.2	3.9
Cycle Q Clear(g_c), s	9.6	3.1	5.4	3.0	2.2	3.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	540	783	311	885	353	300
V/C Ratio(X)	0.83	0.26	0.79	0.26	0.32	0.55
Avail Cap(c_a), veh/h	665	893	508	1628	890	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	6.0	16.1	6.4	14.3	15.0
Incr Delay (d2), s/veh	7.1	0.2	4.4	0.2	0.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	1.9	3.0	1.5	1.2	1.8
LnGrp Delay(d),s/veh	20.3	6.2	20.5	6.6	14.8	16.6
LnGrp LOS	C	A	C	A	B	B
Approach Vol, veh/h	654			470	280	
Approach Delay, s/veh	15.8			13.8	15.9	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	11.7	12.2		16.9		23.9		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	11.7	19.5		15.3		35.7		
Max Q Clear Time (g_c+I1), s	7.4	5.9		11.6		5.0		
Green Ext Time (p_c), s	0.3	1.9		0.9		2.3		

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	41	220	198	92	268	95
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	142	460	596	220	373	1402
Arriving On Green	0.08	0.08	0.46	0.46	0.21	0.75
Sat Flow, veh/h	1774.0	1583.3	1299.2	479.0	1774.0	1862.7
Grp Volume(v), veh/h	41.8	102.0	0.0	318.8	308.0	109.2
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1778.2	1774.0	1862.7
Q Serve(g_s), s	1.2	2.6	0.0	6.4	8.9	0.8
Cycle Q Clear(g_c), s	1.2	2.6	0.0	6.4	8.9	0.8
Proportion In Lane	1.000	1.000		0.269	1.000	
Lane Grp Cap(c), veh/h	142.4	459.7	0.0	815.9	372.7	1401.8
V/C Ratio(X)	0.294	0.222	0.000	0.391	0.826	0.078
Avail Cap(c_a), veh/h	510.9	788.7	0.0	815.9	576.9	1401.8
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	23.3	14.5	0.0	9.6	20.3	1.8
Incr Delay (d2), s/veh	1.1	0.2	0.0	1.4	5.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	24.4	14.7	0.0	11.0	26.1	1.9
Lane Group LOS	C	B		B	C	A
Approach Volume, veh/h	144		319			417
Approach Delay, s/veh	17.6		11.0			19.7
Approach LOS	B		B			B

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		29.19		15.81	45.00
Change Period (Y+Rc), s		4.50		4.50	4.50
Max Green Setting (Gmax), s		18.50		17.50	40.50
Max Q Clear Time (g_c+I1), s		8.36		10.93	2.83
Green Extension Time (p_c)		1.59		0.49	2.37

Intersection Summary	
HCM 2010 Control Delay	16.2
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	16	2	35	0	2	1	40	40	1	1	21	24
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.46	0.46	0.46	0.75	0.75	0.75	0.75	0.75	0.75	0.79	0.79	0.79
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	35	4	76	0	3	1	53	53	1	1	27	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	206	204	42	244	219	54	57	0	0	54	0	0
Stage 1	44	44	-	160	160	-	-	-	-	-	-	-
Stage 2	162	160	-	84	59	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	752	692	1029	710	680	1013	1547	-	-	1551	-	-
Stage 1	970	858	-	842	766	-	-	-	-	-	-	-
Stage 2	840	766	-	924	846	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	728	667	1029	636	656	1013	1547	-	-	1551	-	-
Mov Capacity-2 Maneuver	728	667	-	636	656	-	-	-	-	-	-	-
Stage 1	936	857	-	813	739	-	-	-	-	-	-	-
Stage 2	807	739	-	850	845	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	9.6	9.9	3.7	0.2
HCM LOS	A	A	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				898	743			
HCM Control Delay (s)	7.41	0	-	9.6	9.9	7.323	0	-
HCM Lane VC Ratio	0.034	-	-	0.128	0.005	0.001	-	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th Percentile Queue (veh)	0.107	-	-	0.44	0.016	0.002	-	-

Intersection	
Intersection Delay (sec/veh):	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	113	1	0	72	2	1	0	0	2	0	3
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.72	0.72	0.72	0.25	0.25	0.25	0.63	0.63	0.63
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	4	124	1	0	100	3	4	0	0	3	0	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	103	0	0	125	0	0	237	236	125	235	235	102
Stage 1	-	-	-	-	-	-	133	133	-	102	102	-
Stage 2	-	-	-	-	-	-	104	103	-	133	133	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1489	-	-	1462	-	-	717	665	926	720	666	953
Stage 1	-	-	-	-	-	-	870	787	-	904	811	-
Stage 2	-	-	-	-	-	-	902	810	-	870	786	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1489	-	-	1462	-	-	712	663	926	718	664	953
Mov Capacity-2 Maneuver	-	-	-	-	-	-	712	663	-	718	664	-
Stage 1	-	-	-	-	-	-	867	785	-	901	811	-
Stage 2	-	-	-	-	-	-	897	810	-	867	784	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	0	10.1	9.3
HCM LOS	A	A	B	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	712							843
HCM Control Delay (s)	10.1	7.425	0	-	0	-	-	9.3
HCM Lane VC Ratio	0.006	0.003	-	-	-	-	-	0.009
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	0.017	0.009	-	-	0	-	-	0.029

Intersection	
Intersection Delay (sec/veh):	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	26	34	59	50	25	49
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.79	0.79	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	36	47	75	63	29	57
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	222	107	0	0	138	0
Stage 1	107	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	766	947	-	-	1446	-
Stage 1	917	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	750	947	-	-	1446	-
Mov Capacity-2 Maneuver	750	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.7	0	2.5
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			850		
HCM Control Delay (s)	-	-	9.7	7.541	-
HCM Lane VC Ratio	-	-	0.097	0.02	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.32	0.062	-

Intersection	
Intersection Delay (sec/veh):	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	33	37	40	85	75	26
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.75	0.75	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	42	47	53	113	87	30
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	321	102	117	0	0	0
Stage 1	102	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	673	953	1471	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	647	953	1471	-	-	-
Mov Capacity-2 Maneuver	647	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	786	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.2	2.4	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			779		
HCM Control Delay (s)	7.539	-	10.2	-	-
HCM Lane VC Ratio	0.036	-	0.115	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.113	-	0.389	-	-

Intersection	
Intersection Delay (sec/veh):	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	46	273	204	129	124	33
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.82	0.82
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	52	307	229	145	151	40
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	374	0	0	0	713	188
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	411	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1184	-	-	-	398	854
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	669	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1184	-	-	-	381	854
Mov Capacity-2 Maneuver	-	-	-	-	381	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	640	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.2	0	19.9
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					431
HCM Control Delay (s)	8.179	-	-	-	19.9
HCM Lane VC Ratio	0.044	-	-	-	0.444
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.137	-	-	-	2.232

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	266	1	191	0	1	10	249	754	2	0	633	303
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	0	1863	1863	1863	1863	1863	0	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	318	437	372	0	5	49	387	1958	5	0	897	336
Arriving On Green	0.23	0.23	0.23	0.00	0.03	0.03	0.11	0.53	0.53	0.00	0.35	0.35
Sat Flow, veh/h	1356.7	1862.7	1583.3	0.0	145.9	1459.3	3441.6	3713.9	9.9	0.0	2586.4	968.3
Grp Volume(v), veh/h	295.6	1.1	101.1	0.0	0.0	44.0	289.5	439.7	439.3	0.0	490.2	445.3
Grp Sat Flow(s),veh/h/ln	1356.7	1862.7	1583.3	0.0	0.0	1605.2	1720.8	1862.7	1861.0	0.0	1862.7	1691.9
Q Serve(g_s), s	14.1	0.0	3.4	0.0	0.0	1.8	5.4	9.6	9.6	0.1	15.4	15.4
Cycle Q Clear(g_c), s	14.1	0.0	3.4	0.0	0.0	1.8	5.4	9.6	9.6	0.1	15.4	15.4
Proportion In Lane	1.000		1.000	0.000		0.909	1.000		0.005	1.000		0.572
Lane Grp Cap(c), veh/h	318.4	437.2	371.6	0.0	0.0	53.9	386.9	982.3	981.4	0.0	645.9	586.7
V/C Ratio(X)	0.928	0.003	0.272	0.000	0.000	0.817	0.748	0.448	0.448	0.000	0.759	0.759
Avail Cap(c_a), veh/h	318.4	437.2	371.6	0.0	0.0	376.8	422.1	982.3	981.4	0.0	645.9	586.7
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	0.000	0.000	1.000	1.000	1.000	1.000	0.000	1.000	1.000
Uniform Delay (d), s/veh	24.7	19.4	20.7	0.0	0.0	31.7	28.4	9.7	9.7	0.0	19.1	19.1
Incr Delay (d2), s/veh	32.4	0.0	0.4	0.0	0.0	24.8	6.6	1.5	1.5	0.0	8.2	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	57.1	19.4	21.0	0.0	0.0	56.5	35.0	11.1	11.1	0.0	27.3	28.1
Lane Group LOS	E	B	C			E	D	B	B		C	C
Approach Volume, veh/h		398			44			1169			935	
Approach Delay, s/veh		47.8			56.5			17.1			27.6	
Approach LOS		D			E			B			C	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		20.00			6.72		11.92	39.32		0.00	27.40	
Change Period (Y+Rc), s		4.50			4.50		4.50	4.50		4.50	4.50	
Max Green Setting (Gmax), s		15.50			15.50		8.10	27.00		4.00	22.90	
Max Q Clear Time (g_c+I1), s		16.08			3.80		7.38	11.65		0.00	17.41	
Green Extension Time (p_c)		0.00			0.11		0.08	9.27		0.00	4.15	

Intersection Summary		
HCM 2010 Control Delay	26.4	
HCM 2010 Level of Service	C	

Intersection	
Intersection Delay (sec/veh):	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	73	992	846	24	9	48
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.80	0.80	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	78	1067	1057	30	11	57
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1088	0	0	0	1763	544
Stage 1	-	-	-	-	1073	-
Stage 2	-	-	-	-	690	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	637	-	-	-	75	483
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	459	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	637	-	-	-	66	483
Mov Capacity-2 Maneuver	-	-	-	-	66	-
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	403	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.8	0	25.6
HCM LOS	A	A	D

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					242
HCM Control Delay (s)	11.444	-	-	-	25.6
HCM Lane VC Ratio	0.123	-	-	-	0.28
HCM Lane LOS	B	-	-	-	D
HCM 95th Percentile Queue (veh)	0.419	-	-	-	1.112

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	504	405	50	19	418	105	42	31	33	154	24	402
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	636	704	598	25	616	132	146	108	59	354	55	639
Arriving On Green	0.18	0.38	0.38	0.01	0.21	0.21	0.18	0.18	0.18	0.23	0.23	0.23
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	2976.5	636.6	822.7	607.2	333.0	1544.8	240.7	2786.7
Grp Volume(v), veh/h	530.5	426.3	42.1	21.1	289.5	275.0	108.4	0.0	0.0	211.9	0.0	359.5
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1750.4	1762.9	0.0	0.0	1785.5	0.0	1393.3
Q Serve(g_s), s	13.3	16.5	1.5	1.1	13.1	13.2	4.8	0.0	0.0	9.3	0.0	10.2
Cycle Q Clear(g_c), s	13.3	16.5	1.5	1.1	13.1	13.2	4.8	0.0	0.0	9.3	0.0	10.2
Proportion In Lane	1.000		1.000	1.000		0.364	0.467		0.189	0.865		1.000
Lane Grp Cap(c), veh/h	636.0	703.6	598.1	24.8	385.5	362.2	313.4	0.0	0.0	409.3	0.0	638.8
V/C Ratio(X)	0.834	0.606	0.070	0.851	0.751	0.759	0.346	0.000	0.000	0.518	0.000	0.563
Avail Cap(c_a), veh/h	889.0	835.2	709.9	109.1	468.6	440.4	313.4	0.0	0.0	409.3	0.0	638.8
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	35.1	22.5	17.8	44.0	33.3	33.4	32.2	0.0	0.0	30.1	0.0	30.5
Incr Delay (d2), s/veh	4.9	0.9	0.0	50.8	5.4	6.1	3.0	0.0	0.0	4.6	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	40.0	23.4	17.8	94.8	38.7	39.5	35.2	0.0	0.0	34.8	0.0	34.1
Lane Group LOS	D	C	B	F	D	D	D			C		C
Approach Volume, veh/h		999			586			108			571	
Approach Delay, s/veh		32.0			41.1			35.2			34.3	
Approach LOS		C			D			D			C	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	21.03	38.28		5.75	23.01			20.40			25.00	
Change Period (Y+Rc), s	4.50	4.50		4.50	4.50			4.50			4.50	
Max Green Setting (Gmax), s	23.10	40.10		5.50	22.50			15.90			20.50	
Max Q Clear Time (g_c+I1), s	15.29	18.52		3.06	15.22			6.82			12.21	
Green Extension Time (p_c)	1.24	5.83		0.00	3.29			0.31			1.69	

Intersection Summary	
HCM 2010 Control Delay	35.1
HCM 2010 Level of Service	D

Intersection	
Intersection Delay (sec/veh)	5.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	322	87	30	89
Demand Flow Rate (pc/h)	329	89	30	91
Vehicles Circulating (pc/h)	18	127	245	106
Vehicles Exiting (pc/h)	179	148	102	110
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	6.2	4.5	4.4	4.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	329	89	30	91
Capacity, Entry Lane (pc/h)	1110	995	884	1016
Entry HV Adjustment Factor	0.980	0.983	0.998	0.976
Flow Rate, Entry (vph)	322	87	30	89
Capacity, Entry (vph)	1084	975	880	989
Volume to Capacity Ratio	0.297	0.090	0.034	0.090
Control Delay (sec/veh)	6.2	4.5	4.4	4.4
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	1	0	0	0

Intersection	
Intersection Delay (sec/veh)	4.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	16	71	0	135
Demand Flow Rate (pc/h)	16	72	0	138
Vehicles Circulating (pc/h)	104	11	120	5
Vehicles Exiting (pc/h)	39	109	0	78
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	3.7	3.8	0.0	4.4
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	16	72	0	138
Capacity, Entry Lane (pc/h)	1018	1118	1002	1124
Entry HV Adjustment Factor	0.994	0.985	1.000	0.978
Flow Rate, Entry (vph)	16	71	0	135
Capacity, Entry (vph)	1009	1098	999	1097
Volume to Capacity Ratio	0.016	0.065	0.000	0.123
Control Delay (sec/veh)	3.7	3.8	3.6	4.4
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

Intersection	
Intersection Delay (sec/veh):	3.5

Movement	EBL	EBT	WBT	WBR	SEL	SER
Volume (vph)	0	0	0	22	15	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	120			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	0	0	0	24	16	0
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	-	0	0	0	12	-
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	0	-
Follow-up Headway	0	-	-	-	3.518	0
Pot Capacity-1 Maneuver	0	-	-	-	1008	0
Stage 1	0	-	-	-	1011	0
Stage 2	0	-	-	-	-	0
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	1008	-
Mov Capacity-2 Maneuver	-	-	-	-	1008	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay (s)	0	0	8.6
HCM LOS	A	A	A

Lane	EBT	WBT	WBR	SELn1
Capacity (vph)				1008
HCM Control Delay (s)	-	-	-	8.6
HCM Lane VC Ratio	-	-	-	0.016
HCM Lane LOS	-	-	-	A
HCM 95th Percentile Queue (veh)	-	-	-	0.049

Intersection	
Intersection Delay (sec/veh)	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	16	62	0	33
Demand Flow Rate (pc/h)	16	63	0	34
Vehicles Circulating (pc/h)	34	0	50	24
Vehicles Exiting (pc/h)	24	50	0	39
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	3.5	3.7	0.0	3.6
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	16	63	0	34
Capacity, Entry Lane (pc/h)	1092	1130	1075	1103
Entry HV Adjustment Factor	0.980	0.977	1.000	0.971
Flow Rate, Entry (vph)	16	62	0	33
Capacity, Entry (vph)	1068	1101	1072	1068
Volume to Capacity Ratio	0.015	0.056	0.000	0.031
Control Delay (sec/veh)	3.5	3.7	3.4	3.6
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

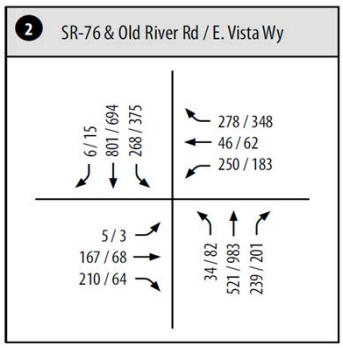
Appendix V

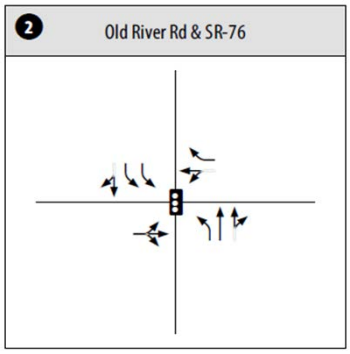
Ramp Intersection Capacity Analysis Worksheets – Existing Plus Project (Phase B) Conditions

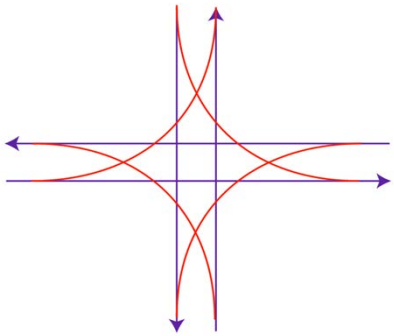
EXISTING + PROJECT PHASE B

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD RIVER ROAD / EAST VISTA WAY







PHASE 1:

34 / 82
AM/PM

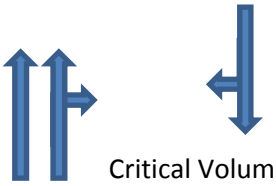


Critical Volume

268 / 375
AM/PM
134 / 188

PHASE 2:

760 / 1,184
AM/PM

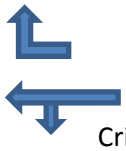


Critical Volume

807 / 709
AM/PM
707 / 603

PHASE 3

WBL	250 /	183
WBT	46 /	62
WBR	278 /	348
	AM /	PM

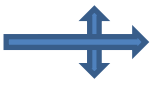


Critical Volume

296 / 348

PHASE 4

EBL	5 /	3
EBT	167 /	68
EBR	210 /	64
	AM /	PM



Critical Volume

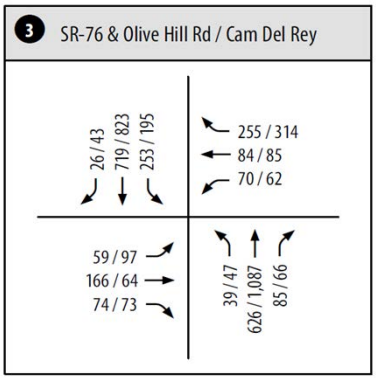
382 / 135

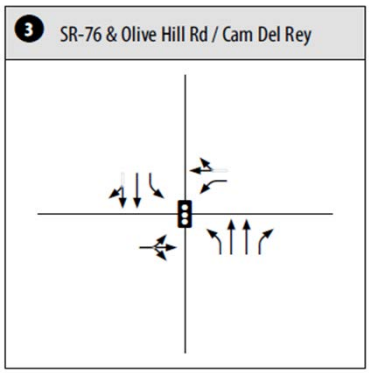
SUM	PHASE 1	134 / 188	AM	1,519 >1500: (Over Capacity)
	PHASE 2	707 / 603	PM	1,274 1200-1500: (At Capacity)
	PHASE 3	296 / 348		
	PHASE 4	382 / 135		
	TOTAL	1,519 / 1,274		

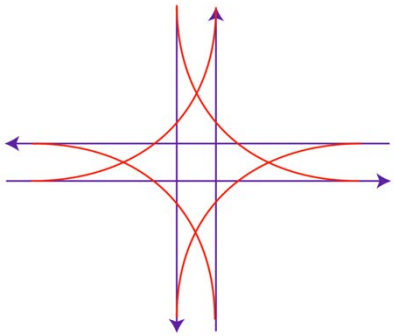
EXISTING + PROJECT PHASE B

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLIVE HILL RD / CAM DEL REY







PHASE 1:

39 / 47	
AM/PM	

Critical Volume

253 / 195
AM/PM
253 / 195

PHASE 2:

NBT	626 / 1,087
NBR	85 / 66
	AM/PM

Critical Volume

745 / 866
AM/PM
313 / 544

PHASE 3

WBL	70 /	62
WBT	84 /	85
WBR	255 /	314
	AM /	PM

Critical Volume 339 / 399

PHASE 4

EBL	59 /	97
EBT	166 /	64
EBR	74 /	73
	AM /	PM

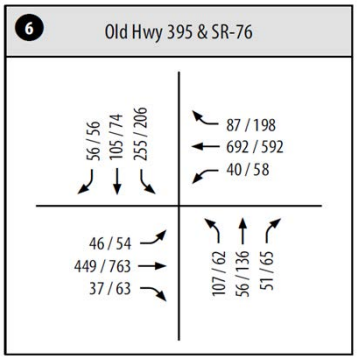
Critical Volume 299 / 234

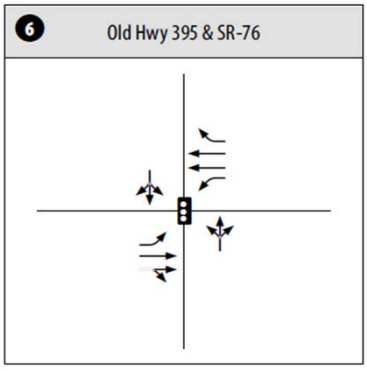
SUM	PHASE 1	253 / 195	AM	1,204 1200-1500: (At Capacity)
	PHASE 2	313 / 544	PM	1,372 1200-1500: (At Capacity)
	PHASE 3	339 / 399		
	PHASE 4	299 / 234		
	TOTAL	1,204 / 1,372		

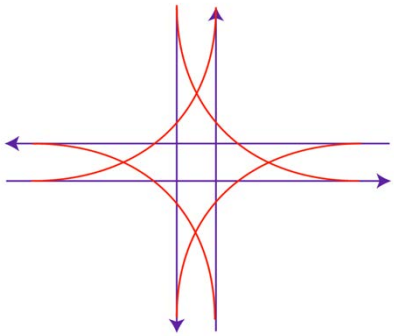
EXISTING + PROJECT PHASE B

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD HIGHWAY 395







PHASE 1:

46 / 54	
AM/PM	

Critical Volume

40 / 58	
AM/PM	
46 / 58	

PHASE 2:

NBT	449 / 763	
NBR	37 / 63	
	AM/PM	

Critical Volume

87 / 198	WBR
692 / 592	WBT
AM/PM	
346 / 413	

PHASE 3

NBL	107 /	62
NBT	56 /	136
NBR	51 /	65
	AM /	PM

Critical Volume 214 / 263

PHASE 4

SBL	255 /	206
SBT	105 /	74
SBR	56 /	56
	AM /	PM

Critical Volume 416 / 336

SUM	PHASE 1	46 / 58	AM	1,022 <1200: (Under Capacity)
	PHASE 2	346 / 413	PM	1,070 <1200: (Under Capacity)
	PHASE 3	214 / 263		
	PHASE 4	416 / 336		
	TOTAL	1,022 / 1,070		

Appendix W

Traffic Signal Warrants –

Existing Plus Project (Phase B) Conditions

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Phase B

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: Gopher Canyon Rd

Minor St: I-15 SB Ramps

Critical Approach Speed ____ mph

Critical Approach Speed ____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)

☐ URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or More 12,770	1 3,950
2 or More	2 or More
1	2 or More

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	**6,720**	2,400	**1,680**
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or More 12,770	1 3,950
2 or More	2 or More
1	2 or More

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	**10,080**	1,200	**850**
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied ____

No one condition satisfied, but following conditions fulfilled 80% or more..... ____ (A) ____ (B)

2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #15 : I-15 NB RAMPS / GOPHER CANYON ROAD - EXISTING + PHASE B

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

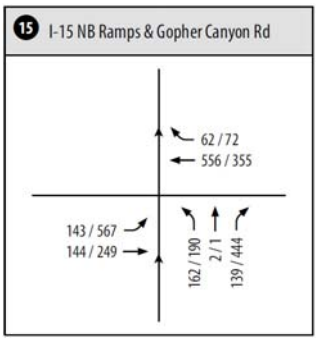
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 303 / 635
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,208 / 1878

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour	
Both Approaches - Major Street		X		905 / 1,243
Higher Approach - Minor Street	X			303 / 635

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



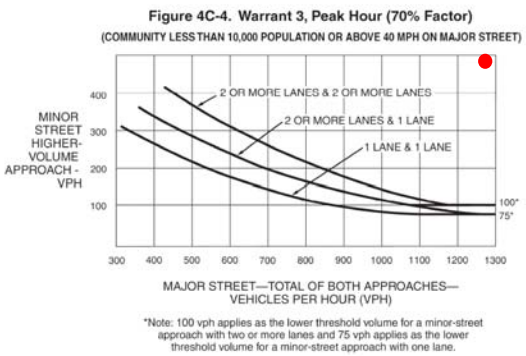


Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Phase B

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: Gopher Canyon Rd — Critical Approach Speed ____ mph

Minor St: I-15 NB Ramps — Critical Approach Speed ____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒ or ☐ In built up area of isolated community of < 10,000 population..... } **RURAL (R)**

☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More.....12,770.....	1.....7,200.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More..12,770.....	1.....7,200.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied ____

2 CONDITIONS 80% | 2 CONDITIONS 80%

No one condition satisfied, but following conditions fulfilled 80% or more..... ____ (A) ____ (B)

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #14 : I-15 SB RAMPS / GOPHER CANYON ROAD - EXISTING + PHASE B

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

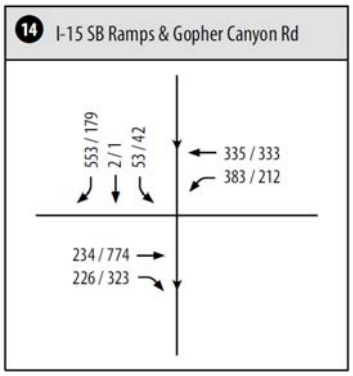
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 608 / 222
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,786 / 1,864

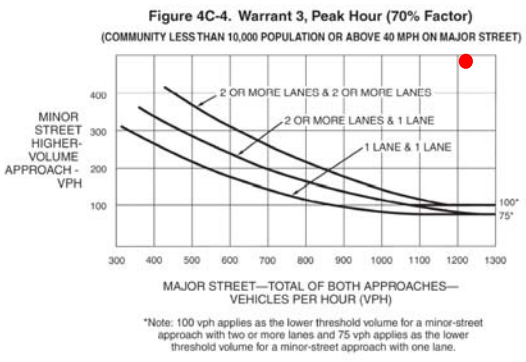
PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		X	1,178 / 1,642
Higher Approach - Minor Street	X		608 / 222

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.





Appendix X

Mitigated Peak Hour Intersection Capacity Worksheets – Existing Plus Project (Phase B) Conditions

EXISTING + PHASE B – PFFP REPORT

Phase B Mitigation Implementation Triggers by Building Permit

Existing Plus Project (Phases B) Conditions

Intersection #13: I-15 SB Ramps / Gopher Canyon Road

Mitigation Measure = Signalization

Worst Case = AM Peak Hour

Construction of Phase B of the project would increase the traffic volumes at the I-15 SB Ramps / Gopher Canyon Road interchange and cause the intersection delay to increase by more than 2 seconds during the PM Peak Hour, thus would result in a significant impact at this location based upon the CMP threshold. *Signalization would be required* by the 15th EDU of Phase B or 367th total EDU.

Existing Plus Project (Phases B) Conditions

Intersection: I-15 NB Ramps / Gopher Canyon Road

Mitigation Measure = Signalization

Worst Case = PM Peak Hour

Construction of Phase B of the project would increase the traffic volumes at the I-15 NB Ramps / Gopher Canyon Road interchange and would cause the intersection delay to increase by more than 2 seconds during the PM Peak Hour, thus would result in a significant impact at this location based upon the CMP threshold. *Signalization would be required* by the 15th EDU of Phase B or 367th total EDU.

EXISTING + PHASE B – MITIGATION SYNCHRO REPORTS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	234	226	383	335	0	0	0	0	53	2	553
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	304	0	445	390	0				56	2	350
Adj No. of Lanes	0	1	0	1	2	0				0	1	0
Peak Hour Factor	0.87	0.77	0.77	0.86	0.86	0.85				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	417	0	511	2058	0				62	2	386
Arrive On Green	0.00	0.22	0.00	0.29	0.58	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	1863	0	1774	3632	0				221	8	1380
Grp Volume(v), veh/h	0	304	0	445	390	0				408	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	1770	0				1608	0	0
Q Serve(g_s), s	0.0	8.7	0.0	13.7	3.0	0.0				14.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.7	0.0	13.7	3.0	0.0				14.1	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.00				0.14		0.86
Lane Grp Cap(c), veh/h	0	417	0	511	2058	0				450	0	0
V/C Ratio(X)	0.00	0.73	0.00	0.87	0.19	0.00				0.91	0.00	0.00
Avail Cap(c_a), veh/h	0	550	0	709	2706	0				782	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.7	0.0	19.5	5.7	0.0				20.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.4	0.0	8.6	0.0	0.0				8.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	0.0	7.9	1.4	0.0				7.3	0.0	0.0
LnGrp Delay(d),s/veh	0.0	24.1	0.0	28.1	5.7	0.0				28.2	0.0	0.0
LnGrp LOS		C		C	A					C		
Approach Vol, veh/h		304			835						408	
Approach Delay, s/veh		24.1			17.6						28.2	
Approach LOS		C			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	20.6	16.9		20.1		37.5		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	23.0	17.0		28.0		44.0		
Max Q Clear Time (g_c+I1), s	15.7	10.7		16.1		5.0		
Green Ext Time (p_c), s	0.9	2.2		0.0		4.6		

Intersection Summary	
HCM 2010 Ctrl Delay	21.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	143	144	0	0	556	62	162	2	139	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	146	147	0	0	604	0	182	2	134			
Adj No. of Lanes	1	2	0	0	2	0	0	1	0			
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.89	0.89	0.89			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	195	1938	0	0	1162	0	225	2	166			
Arrive On Green	0.11	0.55	0.00	0.00	0.33	0.00	0.23	0.23	0.23			
Sat Flow, veh/h	1774	3632	0	0	3725	0	967	11	712			
Grp Volume(v), veh/h	146	147	0	0	604	0	318	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	0	1689	0	0			
Q Serve(g_s), s	2.9	0.7	0.0	0.0	5.0	0.0	6.5	0.0	0.0			
Cycle Q Clear(g_c), s	2.9	0.7	0.0	0.0	5.0	0.0	6.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.00	0.57		0.42			
Lane Grp Cap(c), veh/h	195	1938	0	0	1162	0	393	0	0			
V/C Ratio(X)	0.75	0.08	0.00	0.00	0.52	0.00	0.81	0.00	0.00			
Avail Cap(c_a), veh/h	828	5050	0	0	3011	0	1390	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	15.7	3.9	0.0	0.0	9.9	0.0	13.2	0.0	0.0			
Incr Delay (d2), s/veh	5.7	0.0	0.0	0.0	0.4	0.0	4.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.4	0.0	0.0	2.5	0.0	3.4	0.0	0.0			
LnGrp Delay(d),s/veh	21.5	3.9	0.0	0.0	10.3	0.0	17.2	0.0	0.0			
LnGrp LOS	C	A			B		B					
Approach Vol, veh/h		293			604			318				
Approach Delay, s/veh		12.7			10.3			17.2				
Approach LOS		B			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		24.0			8.0	16.0		12.5
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		52.0			17.0	31.0		30.0
Max Q Clear Time (g_c+I1), s		2.7			4.9	7.0		8.5
Green Ext Time (p_c), s		5.5			0.3	4.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	774	323	212	333	0	0	0	0	42	1	179
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	823	0	219	343	0				44	1	165
Adj No. of Lanes	0	1	0	1	2	0				0	1	0
Peak Hour Factor	0.98	0.94	0.94	0.97	0.97	0.98				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	989	0	261	2599	0				52	1	196
Arrive On Green	0.00	0.53	0.00	0.15	0.73	0.00				0.15	0.15	0.15
Sat Flow, veh/h	0	1863	0	1774	3632	0				340	8	1274
Grp Volume(v), veh/h	0	823	0	219	343	0				210	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	1770	0				1621	0	0
Q Serve(g_s), s	0.0	26.6	0.0	8.6	2.0	0.0				9.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	26.6	0.0	8.6	2.0	0.0				9.0	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.00				0.21		0.79
Lane Grp Cap(c), veh/h	0	989	0	261	2599	0				249	0	0
V/C Ratio(X)	0.00	0.83	0.00	0.84	0.13	0.00				0.84	0.00	0.00
Avail Cap(c_a), veh/h	0	1563	0	298	3761	0				363	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	14.1	0.0	29.7	2.8	0.0				29.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.3	0.0	16.9	0.0	0.0				11.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.1	0.0	5.4	1.0	0.0				4.8	0.0	0.0
LnGrp Delay(d),s/veh	0.0	16.4	0.0	46.6	2.8	0.0				40.7	0.0	0.0
LnGrp LOS		B		D	A					D		
Approach Vol, veh/h		823			562						210	
Approach Delay, s/veh		16.4			19.9						40.7	
Approach LOS		B			B						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	14.5	42.0		15.0		56.5		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	12.0	60.0		16.0		76.0		
Max Q Clear Time (g_c+I1), s	10.6	28.6		11.0		4.0		
Green Ext Time (p_c), s	0.1	9.4		0.0		10.6		

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	567	249	0	0	355	72	190	2	444	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	585	257	0	0	366	0	200	2	309			
Adj No. of Lanes	1	2	0	0	2	0	0	1	0			
Peak Hour Factor	0.97	0.97	0.98	0.95	0.97	0.97	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	641	1964	0	0	479	0	213	2	329			
Arrive On Green	0.36	0.55	0.00	0.00	0.14	0.00	0.33	0.33	0.33			
Sat Flow, veh/h	1774	3632	0	0	3725	0	647	6	1000			
Grp Volume(v), veh/h	585	257	0	0	366	0	511	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	0	1654	0	0			
Q Serve(g_s), s	21.6	2.4	0.0	0.0	6.9	0.0	20.7	0.0	0.0			
Cycle Q Clear(g_c), s	21.6	2.4	0.0	0.0	6.9	0.0	20.7	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.00	0.39		0.60			
Lane Grp Cap(c), veh/h	641	1964	0	0	479	0	544	0	0			
V/C Ratio(X)	0.91	0.13	0.00	0.00	0.76	0.00	0.94	0.00	0.00			
Avail Cap(c_a), veh/h	798	2311	0	0	514	0	888	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	21.0	7.4	0.0	0.0	28.7	0.0	22.4	0.0	0.0			
Incr Delay (d2), s/veh	12.8	0.0	0.0	0.0	6.3	0.0	11.9	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.8	1.2	0.0	0.0	3.8	0.0	11.2	0.0	0.0			
LnGrp Delay(d),s/veh	33.8	7.4	0.0	0.0	35.0	0.0	34.3	0.0	0.0			
LnGrp LOS	C	A			D		C					
Approach Vol, veh/h		842			366			511				
Approach Delay, s/veh		25.7			35.0			34.3				
Approach LOS		C			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		42.2			28.9	13.3		26.7
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		45.0			31.0	10.0		37.0
Max Q Clear Time (g_c+I1), s		4.4			23.6	8.9		22.7
Green Ext Time (p_c), s		4.3			1.3	0.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.3
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

EXISTING + PHASE B – MITIGATION ALTERNATIVES - SYNCHRO REPORTS

Intersection	
Intersection Delay (sec/veh)	58.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	234	226	383	335	0	0	0	0	53	2	553
Peak Hour Factor	0.87	0.87	0.87	0.85	0.85	0.85	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	269	260	451	394	0	0	0	0	57	2	595
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	72.6	44.5	65.2
HCM LOS	F	E	F

Lane	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Volume Left (%)	0%	100%	0%	0%	96%	0%
Volume Thru (%)	51%	0%	100%	100%	4%	0%
Volume Right (%)	49%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume by Lane	460	383	168	168	55	553
Left Turning Volume	234	0	168	168	2	0
Through Volume	226	0	0	0	0	553
Right Turning Volume	0	383	0	0	53	0
Lane Flow Rate	529	451	197	197	59	595
Geometry Group	8	7	7	7	8	8
Degree of Utilization, X	1	1	0.424	0.326	0.149	1
Departure Headway, Hd	8.402	8.254	7.737	5.947	9.092	7.912
Convergence(Y/N)	Yes	Yes	Yes	Yes	Yes	Yes
Capacity	434	446	473	611	397	464
Service Time	6.106	5.857	5.357	3.625	6.792	5.612
HCM Lane V/C Ratio	1.219	1.011	0.416	0.322	0.149	1.282
HCM Control Delay	72.6	71.4	15.9	11.5	13.4	70.3
HCM Lane LOS	F	F	C	B	B	F
HCM 95th Percentile Queue	98.2	99.6	2.2	1.5	0.5	101.2

Intersection	
Intersection Delay (sec/veh)	17.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	143	144	0	0	556	62	162	2	139	0	0	0
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	146	147	0	0	604	67	182	2	156	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	1	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	3	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	3
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	12.3	21.8	14.2
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2
Volume Left (%)	99%	0%	100%	0%	0%	0%	0%
Volume Thru (%)	1%	0%	0%	100%	100%	100%	75%
Volume Right (%)	0%	100%	0%	0%	0%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume by Lane	164	139	143	72	72	371	247
Left Turning Volume	2	0	0	72	72	371	185
Through Volume	0	139	0	0	0	0	62
Right Turning Volume	162	0	143	0	0	0	0
Lane Flow Rate	184	156	146	73	73	403	269
Geometry Group	8	8	8	8	8	8	8
Degree of Utilization, X	0.402	0.288	0.323	0.152	0.116	0.741	0.481
Departure Headway, Hd	7.953	6.746	7.975	7.464	5.692	6.621	6.442
Convergence(Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Capacity	455	536	454	483	633	544	554
Service Time	5.653	4.446	5.675	5.164	3.392	4.413	4.234
HCM Lane V/C Ratio	0.404	0.291	0.322	0.151	0.115	0.741	0.486
HCM Control Delay	15.9	12.2	14.4	11.5	9.1	26.2	15.1
HCM Lane LOS	C	B	B	B	A	D	C
HCM 95th Percentile Queue	2	1.2	1.4	0.5	0.4	8.5	2.8

Intersection	
Intersection Delay (sec/veh)	40.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	774	323	212	333	0	0	0	0	42	1	179
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	790	330	216	340	0	0	0	0	44	1	186
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	60.3	11.3	14.6
HCM LOS	F	B	B

Lane	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Volume Left (%)	0%	100%	0%	0%	19%
Volume Thru (%)	71%	0%	100%	100%	0%
Volume Right (%)	29%	0%	0%	0%	81%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Volume by Lane	1097	212	167	167	222
Left Turning Volume	774	0	167	167	1
Through Volume	323	0	0	0	179
Right Turning Volume	0	212	0	0	42
Lane Flow Rate	1119	216	170	170	231
Geometry Group	7	7	7	7	7
Degree of Utilization, X	1	0.398	0.289	0.207	0.434
Departure Headway, Hd	5.84	6.624	6.124	4.39	6.752
Convergence(Y/N)	Yes	Yes	Yes	Yes	Yes
Capacity	627	543	586	816	532
Service Time	3.635	4.363	3.863	2.129	4.512
HCM Lane V/C Ratio	1.785	0.398	0.29	0.208	0.434
HCM Control Delay	60.3	13.7	11.3	8.3	14.6
HCM Lane LOS	F	B	B	A	B
HCM 95th Percentile Queue	116.8	2	1.2	0.8	2.3

Intersection	
Intersection Delay (sec/veh)	50
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	567	249	0	0	355	72	190	2	444	0	0	0
Peak Hour Factor	0.98	0.98	0.98	0.97	0.97	0.97	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	579	254	0	0	366	74	200	2	467	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	3	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	3
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	52.2	19.5	67.3
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2
Volume Left (%)	30%	100%	0%	0%	0%	0%
Volume Thru (%)	0%	0%	100%	100%	100%	62%
Volume Right (%)	70%	0%	0%	0%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume by Lane	636	567	125	125	237	190
Left Turning Volume	2	0	125	125	237	118
Through Volume	444	0	0	0	0	72
Right Turning Volume	190	567	0	0	0	0
Lane Flow Rate	669	579	127	127	244	196
Geometry Group	7	7	7	7	8	8
Degree of Utilization, X	1	1	0.261	0.199	0.566	0.441
Departure Headway, Hd	7.294	7.885	7.386	5.653	8.35	8.086
Convergence(Y/N)	Yes	Yes	Yes	Yes	Yes	Yes
Capacity	502	463	489	639	432	445
Service Time	4.999	5.585	5.086	3.353	6.111	5.847
HCM Lane V/C Ratio	1.333	1.251	0.26	0.199	0.565	0.44
HCM Control Delay	67.3	70.2	12.7	9.8	21.5	17.1
HCM Lane LOS	F	F	B	A	C	C
HCM 95th Percentile Queue	105.3	101.4	1.1	0.7	3.9	2.4

Intersection	
Intersection Delay (sec/veh):	22.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	234	226	383	335	0	0	0	0	53	2	553
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		250
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.85	0.85	0.85	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	269	260	451	394	0	0	0	0	57	2	595
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	1

Major/Minor	Major 1			Major 2						Minor 2		
Conflicting Flow Rate - All	394	0	0	529	0	-				1695	1825	197
Stage 1	-	-	-	-	-	-				1296	1296	-
Stage 2	-	-	-	-	-	-				399	529	-
Follow-up Headway	2.22	-	-	2.22	-	0				3.52	4.02	3.32
Pot Capacity-1 Maneuver	1161	-	-	1034	-	0				60	76	811
Stage 1	-	-	-	-	-	0				171	231	-
Stage 2	-	-	-	-	-	0				598	525	-
Time blocked-Platoon(%)	0	-	-	0	-	0				0	0	0
Mov Capacity-1 Maneuver	1161	-	-	1034	-	-				# 40	43	811
Mov Capacity-2 Maneuver	-	-	-	-	-	-				# 40	43	-
Stage 1	-	-	-	-	-	-				171	130	-
Stage 2	-	-	-	-	-	-				598	525	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	5.9	61.3
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (vph)						40	811
HCM Control Delay (s)	0	-	-	11.143	-	$ -1	20.6
HCM Lane VC Ratio	-	-	-	0.436	-	1.478	0.733
HCM Lane LOS	A	-	-	B	-	F	C
HCM 95th Percentile Queue (veh)	0	-	-	2.248	-	6.055	6.623

Intersection	
Intersection Delay (sec/veh):	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	143	144	0	0	556	62	162	2	139	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		250	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	146	147	0	0	604	67	182	2	156	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	1	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	671	0	-	147	0	0	741	1110	74
Stage 1	-	-	-	-	-	-	439	439	-
Stage 2	-	-	-	-	-	-	302	671	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	915	-	0	1432	-	-	305	208	973
Stage 1	-	-	0	-	-	-	567	576	-
Stage 2	-	-	0	-	-	-	682	453	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	915	-	-	1432	-	-	268	175	973
Mov Capacity-2 Maneuver	-	-	-	-	-	-	268	175	-
Stage 1	-	-	-	-	-	-	477	484	-
Stage 2	-	-	-	-	-	-	682	453	-

Approach	EB	WB	NB
HCM Control Delay (s)	4.8	0	28.3
HCM LOS	A	A	D

Lane	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	266	973					
HCM Control Delay (s)	44.3	9.4	9.679	-	0	-	-
HCM Lane VC Ratio	0.693	0.161	0.159	-	-	-	-
HCM Lane LOS	E	A	A	-	A	-	-
HCM 95th Percentile Queue (veh)	4.649	0.57	0.566	-	0	-	-

Intersection	
Intersection Delay (sec/veh):	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	774	323	212	333	0	0	0	0	42	1	179
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		250
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	790	330	216	340	0	0	0	0	44	1	186
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	1

Major/Minor	Major 1			Major 2						Minor 2		
Conflicting Flow Rate - All	340	0	0	1120	0	-				1727	1892	170
Stage 1	-	-	-	-	-	-				772	772	-
Stage 2	-	-	-	-	-	-				955	1120	-
Follow-up Headway	2.22	-	-	2.22	-	0				3.52	4.02	3.32
Pot Capacity-1 Maneuver	1216	-	-	619	-	0				57	69	844
Stage 1	-	-	-	-	-	0				358	407	-
Stage 2	-	-	-	-	-	0				278	280	-
Time blocked-Platoon(%)	0	-	-	0	-	0				0	0	0
Mov Capacity-1 Maneuver	1216	-	-	619	-	-				# 42	45	844
Mov Capacity-2 Maneuver	-	-	-	-	-	-				# 42	45	-
Stage 1	-	-	-	-	-	-				358	265	-
Stage 2	-	-	-	-	-	-				278	280	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	5.4	68.3
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (vph)						42	844
HCM Control Delay (s)	0	-	-	13.908	-	$ -1	10.5
HCM Lane VC Ratio	-	-	-	0.349	-	1.066	0.221
HCM Lane LOS	A	-	-	B	-	F	B
HCM 95th Percentile Queue (veh)	0	-	-	1.563	-	4.277	0.842

Intersection	
Intersection Delay (sec/veh):	199.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	567	249	0	0	355	72	190	2	444	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		250	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.97	0.97	0.97	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	579	254	0	0	366	74	200	2	467	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	1	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	440	0	-	254	0	0	1595	1852	127
Stage 1	-	-	-	-	-	-	1412	1412	-
Stage 2	-	-	-	-	-	-	183	440	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1116	-	0	1308	-	-	# 72	73	900
Stage 1	-	-	0	-	-	-	# 145	203	-
Stage 2	-	-	0	-	-	-	801	576	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	1116	-	-	1308	-	-	# 43	35	900
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 43	35	-
Stage 1	-	-	-	-	-	-	# 70	98	-
Stage 2	-	-	-	-	-	-	801	576	-

Approach	EB	WB	NB
HCM Control Delay (s)	8.1	0	$ 568.9
HCM LOS	A	A	F

Lane	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	43	900					
HCM Control Delay (s)	$ 1854.1	13.2	11.645	-	0	-	-
HCM Lane VC Ratio	4.7	0.519	0.518	-	-	-	-
HCM Lane LOS	F	B	B	-	A	-	-
HCM 95th Percentile Queue (veh)	23.161	3.067	3.088	-	0	-	-

Intersection	
Intersection Delay (sec/veh)	8.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	0	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	529	845	0	654
Demand Flow Rate (pc/h)	539	862	0	667
Vehicles Circulating (pc/h)	520	0	332	862
Vehicles Exiting (pc/h)	402	332	462	0
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	5.7	16.7	0.0	0.8
Approach LOS	A	C	-	A

Lane	Left	Bypass	Left		Left	Bypass
Designated moves	T	R	LT		LT	R
Assumed Moves	T	R	LT		LT	R
Right Turn Channelized		Free				Free
Lane Utilization	1.000		1.000		1.000	
Critical Headway (s)	5.193		5.193		5.193	
Entry Flow Rate (pc/h)	274	265	862		60	607
Capacity, Entry Lane (pc/h)	672	1938	1130		477	1938
Entry HV Adjustment Factor	0.980	0.980	0.980		0.983	0.980
Flow Rate, Entry (vph)	269	260	845		59	595
Capacity, Entry (vph)	659	1900	1108		469	1900
Volume to Capacity Ratio	0.408	0.137	0.763		0.126	0.313
Control Delay (sec/veh)	11.2	0.0	16.7		9.4	0.0
Level of Service	B	A	C		A	A
95th-Percentile Queue (veh)	2	0	8		0	1

Intersection	
Intersection Delay (sec/veh)	12.2
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	0
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	293	671	340	0
Demand Flow Rate (pc/h)	299	684	347	0
Vehicles Circulating (pc/h)	0	337	299	802
Vehicles Exiting (pc/h)	802	150	0	151
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	5.7	19.3	3.7	0.0
Approach LOS	A	C	A	-

Lane	Left	Left	Bypass	Left	Bypass
Designated moves	LT	T	R	LT	R
Assumed Moves	LT	T	R	LT	R
Right Turn Channelized			Free		Free
Lane Utilization	1.000	1.000		1.000	
Critical Headway (s)	5.193	5.193		5.193	
Entry Flow Rate (pc/h)	299	616	68	188	159
Capacity, Entry Lane (pc/h)	1130	807	1938	838	1938
Entry HV Adjustment Factor	0.980	0.980	0.980	0.979	0.980
Flow Rate, Entry (vph)	293	604	67	184	156
Capacity, Entry (vph)	1107	791	1900	820	1900
Volume to Capacity Ratio	0.265	0.764	0.035	0.224	0.082
Control Delay (sec/veh)	5.7	21.5	0.0	6.8	0.0
Level of Service	A	C	A	A	A
95th-Percentile Queue (veh)	1	7	0	1	0

Intersection	
Intersection Delay (sec/veh)	18.6
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	0	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	1120	556	0	231
Demand Flow Rate (pc/h)	1143	567	0	236
Vehicles Circulating (pc/h)	266	0	851	567
Vehicles Exiting (pc/h)	347	851	221	0
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	27.0	9.0	0.0	1.3
Approach LOS	D	A	-	A

Lane	Left	Bypass	Left		Left	Bypass
Designated moves	T	R	LT		LT	R
Assumed Moves	T	R	LT		LT	R
Right Turn Channelized		Free				Free
Lane Utilization	1.000		1.000		1.000	
Critical Headway (s)	5.193		5.193		5.193	
Entry Flow Rate (pc/h)	806	337	567		46	190
Capacity, Entry Lane (pc/h)	866	1938	1130		641	1938
Entry HV Adjustment Factor	0.980	0.980	0.981		0.978	0.980
Flow Rate, Entry (vph)	790	330	556		45	186
Capacity, Entry (vph)	849	1900	1108		627	1900
Volume to Capacity Ratio	0.931	0.174	0.502		0.072	0.098
Control Delay (sec/veh)	38.2	0.0	9.0		6.5	0.0
Level of Service	E	A	A		A	A
95th-Percentile Queue (veh)	14	1	3		0	0

Intersection	
Intersection Delay (sec/veh)	13.8
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	0
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	833	440	669	0
Demand Flow Rate (pc/h)	850	448	682	0
Vehicles Circulating (pc/h)	0	797	850	577
Vehicles Exiting (pc/h)	577	259	0	593
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	16.1	23.4	4.6	0.0
Approach LOS	C	C	A	-

Lane	Left	Left	Bypass	Left	Bypass
Designated moves	LT	T	R	LT	R
Assumed Moves	LT	T	R	LT	R
Right Turn Channelized			Free		Free
Lane Utilization	1.000	1.000		1.000	
Critical Headway (s)	5.193	5.193		5.193	
Entry Flow Rate (pc/h)	850	373	75	206	476
Capacity, Entry Lane (pc/h)	1130	509	1938	483	1938
Entry HV Adjustment Factor	0.980	0.980	0.980	0.980	0.980
Flow Rate, Entry (vph)	833	366	74	202	467
Capacity, Entry (vph)	1107	499	1900	473	1900
Volume to Capacity Ratio	0.752	0.732	0.039	0.427	0.246
Control Delay (sec/veh)	16.1	28.1	0.0	15.3	0.0
Level of Service	C	D	A	C	A
95th-Percentile Queue (veh)	7	6	0	2	1

Appendix Y

Arterial Analysis - Existing Plus Project (Phases C) Conditions

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing + C
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21260	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.615	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	60	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.750	

Results

Annual average daily traffic, AADT	21260	vpd
Two-way hourly volume	1913	vph
Hourly directional volume	1176	vph
Through-volume 15-min. flow rate	511	v
Running time	78.0	sec
v/c ratio	0.40	
Through capacity	1281	vph
Progression factor, PF	1.000	
Uniform delay	6.7	sec
Filtering/metering factor, I	0.922	
Incremental delay	0.9	sec
Control delay	7.5	sec/v
Total travel speed, Sa	38.7	mph
Total urban street LOS	B	

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+C
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21260	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.660	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	1	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	120.0	sec
Effective green ratio, g/C	0.760	

Results

Annual average daily traffic, AADT	21260	vpd
Two-way hourly volume	1488	vph
Hourly directional volume	982	vph
Through-volume 15-min. flow rate	1056	v
Running time	78.0	sec
v/c ratio	0.81	
Through capacity	1298	vph
Progression factor, PF	1.000	
Uniform delay	9.1	sec
Filtering/metering factor, I	0.477	
Incremental delay	2.8	sec
Control delay	11.8	sec/v
Total travel speed, Sa	35.4	mph
Total urban street LOS	B	

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing+C
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15750	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.668	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.500	

Results

Annual average daily traffic, AADT	15750	vpd
Two-way hourly volume	1417	vph
Hourly directional volume	946	vph
Through-volume 15-min. flow rate	514	v
Running time	504.0	sec
v/c ratio	0.71	
Through capacity	719	vph
Progression factor, PF	1.000	
Uniform delay	29.2	sec
Filtering/metering factor, I	0.630	
Incremental delay	3.8	sec
Control delay	33.0	sec/v
Total travel speed, Sa	44.2	mph
Total urban street LOS	A	

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing+C
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15750	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.685	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	20	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.440	

Results

Annual average daily traffic, AADT	15750	vpd
Two-way hourly volume	1102	vph
Hourly directional volume	754	vph
Through-volume 15-min. flow rate	655	v
Running time	504.0	sec
v/c ratio	1.03	
Through capacity	633	vph
Progression factor, PF	1.000	
Uniform delay	42.0	sec
Filtering/metering factor, I	0.090	
Incremental delay	21.2	sec
Control delay	63.2	sec/v
Total travel speed, Sa	40.0	mph
Total urban street LOS	B	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing + C
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15270	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.660	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.660	

Results

Annual average daily traffic, AADT	15270	vpd
Two-way hourly volume	1374	vph
Hourly directional volume	906	vph
Through-volume 15-min. flow rate	492	v
Running time	78.0	sec
v/c ratio	0.44	
Through capacity	1127	vph
Progression factor, PF	1.000	
Uniform delay	12.2	sec
Filtering/metering factor, I	0.901	
Incremental delay	1.1	sec
Control delay	13.3	sec/v
Total travel speed, Sa	34.4	mph
Total urban street LOS	B	

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+C
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15270	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.520	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	26	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	145.0	sec
Effective green ratio, g/C	0.520	

Results

Annual average daily traffic, AADT	15270	vpd
Two-way hourly volume	1068	vph
Hourly directional volume	555	vph
Through-volume 15-min. flow rate	446	v
Running time	78.0	sec
v/c ratio	0.50	
Through capacity	888	vph
Progression factor, PF	1.000	
Uniform delay	22.6	sec
Filtering/metering factor, I	0.856	
Incremental delay	1.7	sec
Control delay	24.3	sec/v
Total travel speed, Sa	28.4	mph
Total urban street LOS	C	

AASHTO's functional classes are based on travel volume, mileage, and the characteristic of service the urban street is intended to provide. The analysis method in this manual makes use of the AASHTO distinction between principal arterial and minor arterial. But a second classification step is used herein to determine the appropriate design category for the arterial. The design category depends on the posted speed limit, signal density, driveway/access-point density, and other design features. The third step is to determine the appropriate urban street class on the basis of a combination of functional category and design category. Exhibits 10-3 and 10-4 are useful for establishing urban street class.

Four urban street classes are defined in this manual. The classes are designated by number (i.e., I, II, III, and IV) and reflect unique combinations of street function and design, as shown in Exhibit 10-3. The functional component is separated into two categories: principal arterial and minor arterial. The design component is separated into four categories: high-speed, suburban, intermediate, and urban. The characteristics associated with each category are described in the remainder of this section. Exhibit 10-4 summarizes these characteristics.

EXHIBIT 10-3. URBAN STREET CLASS BASED ON FUNCTIONAL AND DESIGN CATEGORIES

	Functional Category	
Design Category	Principal Arterial	Minor Arterial
High-Speed	I	N/A
Suburban	II	II
Intermediate	II	III or IV
Urban	III or IV	IV

EXHIBIT 10-4. FUNCTIONAL AND DESIGN CATEGORIES

	Functional Category			
Criterion	Principal Arterial		Minor Arterial	
Mobility function	Very important		Important	
Access function	Very minor		Substantial	
Points connected	Freeways, important activity centers, major traffic generators		Principal arterials	
Predominant trips served	Relatively long trips between major points and through-trips entering, leaving, and passing through the city		Trips of moderate length within relatively small geographical areas	
	Design Category			
Criterion	High-Speed	Suburban	Intermediate	Urban
Driveway/access density	Very low density	Low density	Moderate density	High density
Arterial type	Multilane divided; undivided or two-lane with shoulders	Multilane divided; undivided or two-lane with shoulders	Multilane divided or undivided; one-way, two-lane	Undivided one-way, two-way, two or more lanes
Parking	No	No	Some	Significant
Separate left-turn lanes	Yes	Yes	Usually	Some
Signals/mi	0.5–2	1–5	4–10	6–12
Speed limit	45–55 mi/h	40–45 mi/h	30–40 mi/h	25–35 mi/h
Pedestrian activity	Very little	Little	Some	Usually
Roadside development	Low density	Low to medium density	Medium to moderate density	High density

A principal arterial serves major through movements between important centers of activity in a metropolitan area and a substantial portion of trips entering and leaving the area. It also connects freeways with major traffic generators. In smaller cities

other hand, longer urban street segments comprising heavily loaded intersections can provide reasonably good LOS, although an individual signalized intersection might be operating at a lower level. The term through vehicle refers to all vehicles passing directly through a street segment and not turning.

Exhibit 15-2 lists urban street LOS criteria based on average travel speed and urban street class. It should be noted that if demand volume exceeds capacity at any point on the facility, the average travel speed might not be a good measure of the LOS. The street classifications identified in Exhibit 15-2 are defined in the next section.

EXHIBIT 15-2. URBAN STREET LOS BY CLASS

Urban Street Class	I	II	III	IV
Range of free-flow speeds (FFS)	55 to 45 mi/h	45 to 35 mi/h	35 to 30 mi/h	35 to 25 mi/h
Typical FFS	50 mi/h	40 mi/h	35 mi/h	30 mi/h
LOS	Average Travel Speed (mi/h)			
A	> 42	> 35	> 30	> 25
B	> 34–42	> 28–35	> 24–30	> 19–25
C	> 27–34	> 22–28	> 18–24	> 13–19
D	> 21–27	> 17–22	> 14–18	> 9–13
E	> 16–21	> 13–17	> 10–14	> 7–9
F	≤ 16	≤ 13	≤ 10	≤ 7

Travel speed defines LOS on urban streets

DETERMINING URBAN STREET CLASS

The first step in the analysis is to determine the urban street's class. This can be based on direct field measurement of the FFS or on an assessment of the subject street's functional and design categories. A procedure for measuring the FFS is described in Appendix B.

If the FFS measurements are not available, the street's functional and design categories must be used to identify its class. The functional category is identified first, followed by the design category. This identification uses the definitions provided in Chapter 10 and Exhibit 10-4. After determining the functional and design categories, the urban street class can be established using Exhibit 10-3.

DETERMINING RUNNING TIME

Running time is estimated using FFS, urban street classification, and arterial segment length

There are two principal components of the total time that a vehicle spends on a segment of an urban street: running time and control delay at signalized intersections. To compute the running time for a segment, the analyst must know the street's classification, its segment length, and its FFS. The segment running time then can be found by using Exhibit 15-3.

Within each urban street class there are several influences on actual running time. Exhibit 15-3 shows the effect of street length. In addition, the presence of parking, side friction, local development, and street use can affect running time. In this chapter, these also are assumed to influence the FFS. Direct observation of the FFS, therefore, includes the effect of these factors and, by implication, their effect on the running speed.

If it is not possible to observe the FFS on the actual or a comparable facility, default values are given in a note to Exhibit 15-3.

DETERMINING DELAY

Computing the urban street or section speed requires the intersection control delays. Because the function of an urban street is to serve through traffic, the lane group for through traffic is used to characterize the urban street.

CAPACITY

Capacity = 1,700 pc/h for each direction, and 3,200 for both directions combined

The capacity of a two-lane highway is 1,700 pc/h for each direction of travel. The capacity is nearly independent of the directional distribution of traffic on the facility, except that for extended lengths of two-lane highway, the capacity will not exceed 3,200 pc/h for both directions of travel combined. For short lengths of two-lane highway—such as tunnels or bridges—a capacity of 3,200 to 3,400 pc/h for both directions of travel combined may be attained but cannot be expected for an extended length.

LEVELS OF SERVICE

For definitions of the service measures for two-lane highways, percent time-spent-following, and average travel speed, see Chapter 12, "Highway Concepts"

The service measures for a two-lane highway are defined in Chapter 12, "Highway Concepts." On Class I highways, efficient mobility is paramount, and LOS is defined in terms of both percent time-spent-following and average travel speed. On Class II highways, mobility is less critical, and LOS is defined only in terms of percent time-spent-following, without consideration of average travel speed. Drivers will tolerate higher levels of percent time-spent-following on a Class II facility than on a Class I facility, because Class II facilities usually serve shorter trips and different trip purposes.

For definitions of Class I and II highways, also see Chapter 12

LOS criteria for two-lane highways in Classes I and II are presented in Exhibits 20-2, 20-3, and 20-4. Exhibit 20-2 reflects the maximum values of percent time-spent-following and average travel speed for each LOS for Class I highways. A segment of a Class I highway must meet the criteria for both the percent time-spent-following and the average travel speed shown in Exhibit 20-2 to be classified in any particular LOS. Exhibit 20-3 illustrates the LOS criteria for Class I highways. For example, a Class I two-lane highway with percent time-spent-following equal to 45 percent and an average travel speed of 40 mi/h would be classified as LOS D based on Exhibit 20-2. However, a Class II highway with the same conditions would be classified as LOS B based on Exhibit 20-4. The difference between these LOS assessments represents the difference in motorist expectations for Class I and II facilities.

The LOS criteria in Exhibits 20-2 through 20-4 apply to all types of two-lane highways, including extended two-way segments, extended directional segments, specific upgrades, and specific downgrades.

TWO-WAY SEGMENTS

The two-way segment methodology estimates measures of traffic operation along a section of highway, based on terrain, geometric design, and traffic conditions. Terrain is classified as level or rolling, as described below. Mountainous terrain is addressed in the operational analysis of specific upgrades and downgrades, presented below. This methodology typically is applied to highway sections of at least 2.0 mi.

Traffic data needed to apply the two-way segment methodology include the two-way hourly volume, a peak-hour factor (PHF), and the directional distribution of traffic flow. The PHF may be computed from field data, or appropriate default values may be selected from the tabulated values presented in Chapter 12. Traffic data also include the proportion of trucks and recreational vehicles (RVs) in the traffic stream. The operational analysis of extended two-way segments for a two-lane highway involves several steps, described in the following sections.

EXHIBIT 20-2. LOS CRITERIA FOR TWO-LANE HIGHWAYS IN CLASS I

LOS	Percent Time-Spent-Following	Average Travel Speed (mi/h)
A	≤ 35	> 55
B	> 35–50	> 50–55
C	> 50–65	> 45–50
D	> 65–80	> 40–45
E	> 80	≤ 40

Note:
LOS F applies whenever the flow rate exceeds the segment capacity.

EXHIBIT 20-3. LOS CRITERIA (GRAPHICAL) FOR TWO-LANE HIGHWAYS IN CLASS I

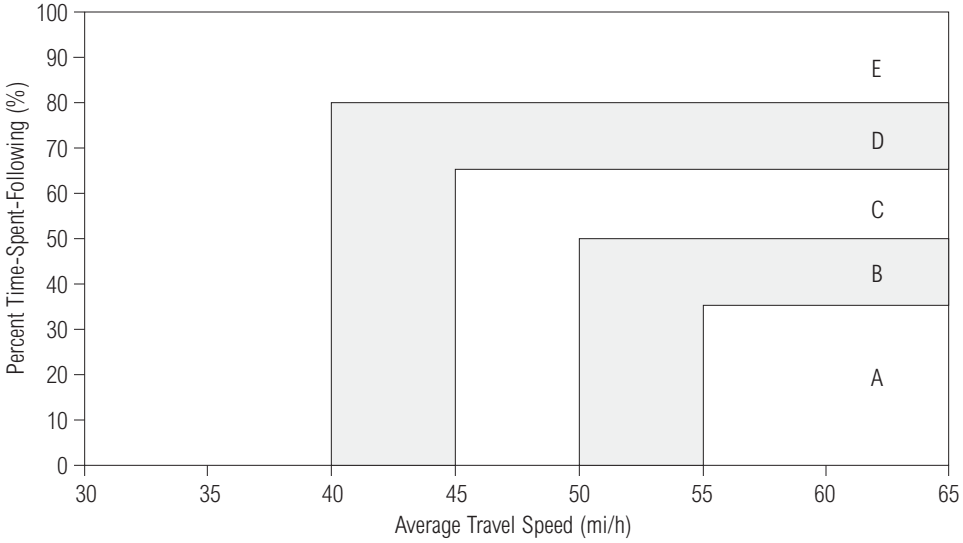


EXHIBIT 20-4. LOS CRITERIA FOR TWO-LANE HIGHWAYS IN CLASS II

LOS	Percent Time-Spent-Following
A	≤ 40
B	> 40–55
C	> 55–70
D	> 70–85
E	> 85

Note:
LOS F applies whenever the flow rate exceeds the segment capacity.

Determining Free-Flow Speed

Free-flow speed occurs at two-way flows of 200 pc/h or less

A key step in the assessment of the LOS of a two-lane highway is to determine the free-flow speed (FFS). The FFS is measured using the mean speed of traffic under low flow conditions (up to two-way flows of 200 pc/h). If field measurements must be made with two-way flow rates of more than 200 pc/h, a volume adjustment must be made in determining FFS. This volume adjustment is discussed below.

Two general methods can be used to determine the FFS for a two-lane highway: field measurement and estimation with the guidelines provided in this chapter. The field-measurement procedure assists in gathering these data directly or incorporating the measurements into a speed monitoring program. However, field measurements are not necessary for an operational analysis—the FFS can be estimated from field data and user knowledge of conditions on the highway.

Field Measurement

The FFS of a highway can be determined directly from a speed study conducted in the field. No adjustments are made to the field-measured data. The speed study should be conducted at a representative location within the highway segment being evaluated; for example, a site on a short upgrade should not be selected within a segment that is generally level. Any speed measurement technique acceptable for other types of traffic engineering speed studies may be used. The field study should be conducted in periods of low traffic flow (up to a two-way flow of 200 pc/h) and should measure the speeds of all vehicles or of a systematic sampling (e.g., of every 10th vehicle). A representative sample of the speeds of at least 100 vehicles, impeded or unimpeded, should be obtained.

Appendix Z

Peak Hour Intersection Capacity Worksheets – Existing Plus Project (Phases C) Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1	0	811	1	279	0	291	348	154	460	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	4	4	0	911	1	247	0	331	395	181	541	0
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	9	0	702	1	627	1	301	360	156	943	0
Arrive On Green	0.01	0.01	0.00	0.40	0.40	0.40	0.00	0.39	0.39	0.09	0.51	0.00
Sat Flow, veh/h	909	909	0	1772	2	1583	1774	775	925	1774	1863	0
Grp Volume(v), veh/h	8	0	0	912	0	247	0	0	726	181	541	0
Grp Sat Flow(s),veh/h/ln	1817	0	0	1774	0	1583	1774	0	1700	1774	1863	0
Q Serve(g_s), s	0.6	0.0	0.0	54.0	0.0	15.2	0.0	0.0	53.0	12.0	27.5	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	54.0	0.0	15.2	0.0	0.0	53.0	12.0	27.5	0.0
Prop In Lane	0.50		0.00	1.00		1.00	1.00		0.54	1.00		0.00
Lane Grp Cap(c), veh/h	17	0	0	703	0	627	1	0	661	156	943	0
V/C Ratio(X)	0.46	0.00	0.00	1.30	0.00	0.39	0.00	0.00	1.10	1.16	0.57	0.00
Avail Cap(c_a), veh/h	200	0	0	703	0	627	52	0	661	156	943	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.1	0.0	0.0	41.2	0.0	29.4	0.0	0.0	41.7	62.2	23.4	0.0
Incr Delay (d2), s/veh	17.7	0.0	0.0	144.3	0.0	0.4	0.0	0.0	65.1	121.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	54.5	0.0	6.7	0.0	0.0	36.7	11.1	14.3	0.0
LnGrp Delay(d),s/veh	84.8	0.0	0.0	185.4	0.0	29.8	0.0	0.0	106.7	183.3	24.3	0.0
LnGrp LOS	F			F		C			F	F	C	
Approach Vol, veh/h		8			1159			726			722	
Approach Delay, s/veh		84.8			152.3			106.7			64.1	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	57.0		5.3	0.0	73.0		58.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.0	53.0		15.0	4.0	61.0		54.0
Max Q Clear Time (g_c+I1), s	14.0	55.0		2.6	0.0	29.5		56.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	9.9		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		115.1
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	167	221	252	46	278	41	523	240	268	803	6
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	6	201	218	328	0	274	43	545	208	288	863	6
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.96	0.96	0.96	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	328	288	770	0	344	57	1308	407	408	1790	12
Arrive On Green	0.18	0.18	0.18	0.22	0.00	0.22	0.03	0.26	0.26	0.12	0.34	0.34
Sat Flow, veh/h	54	1806	1583	3548	0	1583	1774	5085	1583	3442	5210	36
Grp Volume(v), veh/h	207	0	218	328	0	274	43	545	208	288	561	308
Grp Sat Flow(s),veh/h/ln	1860	0	1583	1774	0	1583	1774	1695	1583	1721	1695	1856
Q Serve(g_s), s	7.3	0.0	9.3	5.7	0.0	11.6	1.7	6.3	8.0	5.7	9.2	9.2
Cycle Q Clear(g_c), s	7.3	0.0	9.3	5.7	0.0	11.6	1.7	6.3	8.0	5.7	9.2	9.2
Prop In Lane	0.03		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	338	0	288	770	0	344	57	1308	407	408	1164	638
V/C Ratio(X)	0.61	0.00	0.76	0.43	0.00	0.80	0.75	0.42	0.51	0.71	0.48	0.48
Avail Cap(c_a), veh/h	551	0	469	1350	0	603	200	1936	603	922	1816	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	27.5	24.0	0.0	26.3	34.0	21.9	22.5	30.1	18.3	18.3
Incr Delay (d2), s/veh	1.8	0.0	4.1	0.4	0.0	4.3	17.8	0.2	1.0	2.3	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	4.4	2.8	0.0	5.5	1.1	3.0	3.6	2.8	4.3	4.8
LnGrp Delay(d),s/veh	28.5	0.0	31.6	24.3	0.0	30.6	51.9	22.1	23.5	32.3	18.6	18.9
LnGrp LOS	C		C	C		C	D	C	C	C	B	B
Approach Vol, veh/h		425			602			796			1157	
Approach Delay, s/veh		30.1			27.2			24.1			22.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	28.4		19.4	12.4	22.2		16.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	38.0		27.0	19.0	27.0		21.0
Max Q Clear Time (g_c+I1), s	3.7	11.2		13.6	7.7	10.0		11.3
Green Ext Time (p_c), s	0.0	10.2		1.8	0.7	8.3		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	167	74	74	86	255	39	626	87	253	719	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	69	194	74	96	112	279	43	688	74	288	817	24
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.86	0.86	0.86	0.77	0.77	0.77	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	540	405	344	278	415	353	139	1327	413	449	1439	448
Arrive On Green	0.16	0.22	0.22	0.16	0.22	0.22	0.08	0.26	0.26	0.13	0.28	0.28
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	69	194	74	96	112	279	43	688	74	288	817	24
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	1.3	7.0	2.9	3.7	3.8	12.7	1.8	8.8	2.8	6.1	10.5	0.8
Cycle Q Clear(g_c), s	1.3	7.0	2.9	3.7	3.8	12.7	1.8	8.8	2.8	6.1	10.5	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	540	405	344	278	415	353	139	1327	413	449	1439	448
V/C Ratio(X)	0.13	0.48	0.21	0.34	0.27	0.79	0.31	0.52	0.18	0.64	0.57	0.05
Avail Cap(c_a), veh/h	869	607	516	485	655	557	302	1863	580	824	2062	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	26.1	24.6	28.7	24.6	28.0	33.3	24.1	21.9	31.5	23.4	20.0
Incr Delay (d2), s/veh	0.1	0.9	0.3	0.7	0.3	4.0	1.2	0.3	0.2	1.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.7	1.3	1.9	2.0	5.9	0.9	4.2	1.2	3.0	5.0	0.4
LnGrp Delay(d),s/veh	27.8	27.0	24.9	29.5	24.9	32.1	34.5	24.5	22.1	33.1	23.8	20.0
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		337			487			805			1129	
Approach Delay, s/veh		26.7			29.9			24.8			26.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	25.9	16.1	20.7	12.0	27.6	15.7	21.1
Change Period (Y+Rc), s	3.7	6.0	4.1	* 4.1	6.0	* 6	3.7	4.1
Max Green Setting (Gmax), s	18.3	28.0	20.9	* 25	13.0	* 31	19.3	26.9
Max Q Clear Time (g_c+I1), s	8.1	10.8	5.7	9.0	3.8	12.5	3.3	14.7
Green Ext Time (p_c), s	0.7	8.8	0.2	2.6	0.0	9.1	0.1	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	451	0	0	227	218	73
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	Free	Free
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	490	0	0	247	237	79
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	490	0	737	490
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	247	-
Follow-up Headway	-	0	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	1073	-	386	578
Stage 1	-	0	-	-	616	-
Stage 2	-	0	-	-	794	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1073	-	386	578
Mov Capacity-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	24.1
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (vph)	386	578			
HCM Control Delay (s)	28.1	12.2	-	0	-
HCM Lane VC Ratio	0.614	0.137	-	-	-
HCM Lane LOS	D	B	-	A	-
HCM 95th Percentile Queue (veh)	3.937	0.474	-	0	-

Intersection	
Intersection Delay (sec/veh):	6.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	234	257	290	10	4	267
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.78	0.78	0.73	0.73
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	308	338	372	13	5	366
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	385	0	0	0	1333	379
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	954	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1173	-	-	-	170	668
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	374	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1173	-	-	-	115	668
Mov Capacity-2 Maneuver	-	-	-	-	115	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	253	-

Approach	EB	WB	SB
HCM Control Delay (s)	4.4	0	17
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					115	668
HCM Control Delay (s)	9.158	-	-	-	37.9	16.7
HCM Lane VC Ratio	0.262	-	-	-	0.048	0.548
HCM Lane LOS	A	-	-	-	E	C
HCM 95th Percentile Queue (veh)	1.057	-	-	-	0.148	3.336

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	449	42	47	692	87	115	64	62	255	110	56
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	50	488	41	51	752	84	137	76	68	263	113	53
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	859	384	164	946	869	170	94	232	306	131	62
Arrive On Green	0.06	0.24	0.24	0.09	0.27	0.27	0.15	0.15	0.15	0.28	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1161	644	1583	1085	466	219
Grp Volume(v), veh/h	50	488	41	51	752	84	213	0	68	429	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1805	0	1583	1770	0	0
Q Serve(g_s), s	2.2	9.9	1.6	2.2	16.2	2.1	9.4	0.0	3.1	18.8	0.0	0.0
Cycle Q Clear(g_c), s	2.2	9.9	1.6	2.2	16.2	2.1	9.4	0.0	3.1	18.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.64		1.00	0.61		0.12
Lane Grp Cap(c), veh/h	103	859	384	164	946	869	264	0	232	499	0	0
V/C Ratio(X)	0.49	0.57	0.11	0.31	0.80	0.10	0.81	0.00	0.29	0.86	0.00	0.00
Avail Cap(c_a), veh/h	173	1159	518	260	1297	1026	397	0	348	731	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.4	27.2	24.1	34.7	27.9	8.8	33.8	0.0	31.2	27.9	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.6	0.1	1.1	2.5	0.0	7.2	0.0	0.7	7.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.9	0.7	1.1	8.2	1.5	5.2	0.0	1.4	10.2	0.0	0.0
LnGrp Delay(d),s/veh	40.9	27.8	24.2	35.8	30.4	8.8	41.0	0.0	31.9	34.9	0.0	0.0
LnGrp LOS	D	C	C	D	C	A	D		C	C		
Approach Vol, veh/h		579			887			281			429	
Approach Delay, s/veh		28.7			28.6			38.8			34.9	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.8	25.9		27.3	10.8	26.9		17.0
Change Period (Y+Rc), s	* 4.2	6.0		* 4.2	6.0	5.0		5.0
Max Green Setting (Gmax), s	* 12	26.8		* 34	8.0	30.0		18.0
Max Q Clear Time (g_c+I1), s	4.2	11.9		20.8	4.2	18.2		11.4
Green Ext Time (p_c), s	0.0	2.6		2.2	1.1	3.7		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	328	9	9	288	3	14	1	20	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.60	0.60	0.60	0.64	0.64	0.64	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	1	469	13	15	480	5	22	2	31	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	485	0	0	482	0	0	748	993	242	751	997	243
Stage 1	-	-	-	-	-	-	478	478	-	513	513	-
Stage 2	-	-	-	-	-	-	270	515	-	238	484	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1074	-	-	1077	-	-	301	244	759	299	243	758
Stage 1	-	-	-	-	-	-	537	554	-	512	534	-
Stage 2	-	-	-	-	-	-	713	533	-	744	550	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1074	-	-	1077	-	-	298	240	759	282	239	758
Mov Capacity-2 Maneuver	-	-	-	-	-	-	298	240	-	282	239	-
Stage 1	-	-	-	-	-	-	537	553	-	512	527	-
Stage 2	-	-	-	-	-	-	703	526	-	711	549	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.3	14.1	0
HCM LOS	A	A	B	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	452							0
HCM Control Delay (s)	14.1	8.356	0	-	8.39	0	-	0
HCM Lane VC Ratio	0.121	0.001	-	-	0.014	-	-	-
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th Percentile Queue (veh)	0.41	0.004	-	-	0.042	-	-	-

Intersection	
Intersection Delay (sec/veh):	8.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	253	116	120	88	21	202
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.81	0.81	0.81	0.81	0.85	0.85
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	312	143	148	109	25	238
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	491	203	0	0	257	0
Stage 1	203	-	-	-	-	-
Stage 2	288	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	537	838	-	-	1308	-
Stage 1	831	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	525	838	-	-	1308	-
Mov Capacity-2 Maneuver	525	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	17.9	0	0.7
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			525	838		
HCM Control Delay (s)	-	-	21.4	10.2	7.805	-
HCM Lane VC Ratio	-	-	0.595	0.171	0.019	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th Percentile Queue (veh)	-	-	3.849	0.614	0.058	-

Intersection	
Intersection Delay (sec/veh):	70.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	59	27	57	296	58	145	32	31	158	73	205	145
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		50	200		50	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.92	0.92	0.92	0.72	0.72	0.72	0.84	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	118	54	114	322	63	158	44	43	219	87	244	173
Number of Lanes	0	1	1	0	1	1	1	1	0	1	2	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	856	855	209	564	832	132	417	0	0	262	0	0
Stage 1	505	505	-	241	241	-	-	-	-	-	-	-
Stage 2	351	350	-	323	591	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	251	294	797	408	304	893	1138	-	-	1299	-	-
Stage 1	518	539	-	741	705	-	-	-	-	-	-	-
Stage 2	639	631	-	663	493	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	157	264	797	# 272	273	893	1138	-	-	1299	-	-
Mov Capacity-2 Maneuver	157	264	-	# 272	273	-	-	-	-	-	-	-
Stage 1	498	503	-	712	678	-	-	-	-	-	-	-
Stage 2	459	607	-	473	460	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	69.2	174.8	1.2	1.4
HCM LOS	F	F	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (vph)				180	797	272	893			
HCM Control Delay (s)	8.292	0	-	108.3	10.3	242.4	9.9	7.97	0.1	-
HCM Lane VC Ratio	0.039	-	-	0.956	0.143	1.415	0.176	0.067	-	-
HCM Lane LOS	A	A	-	F	B	F	A	A	A	-
HCM 95th Percentile Queue (veh)	0.122	-	-	7.547	0.498	20.977	0.639	0.215	-	-

Intersection	
Intersection Delay (sec/veh):	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	181	403	7	215	0	0	0	0	60	0	50
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	191	424	8	253	0	0	0	0	68	0	57
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 2		
Conflicting Flow Rate - All	-	0	0	615	0	-	672	884	127
Stage 1	-	-	-	-	-	-	269	269	-
Stage 2	-	-	-	-	-	-	403	615	-
Follow-up Headway	0	-	-	2.218	-	0	3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	965	-	0	370	284	923
Stage 1	0	-	-	-	-	0	737	687	-
Stage 2	0	-	-	-	-	0	624	482	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0
Mov Capacity-1 Maneuver	-	-	-	965	-	-	368	282	923
Mov Capacity-2 Maneuver	-	-	-	-	-	-	368	282	-
Stage 1	-	-	-	-	-	-	-	681	-
Stage 2	-	-	-	-	-	-	624	482	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.3	11.5
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					675
HCM Control Delay (s)	-	-	8.763	-	11.5
HCM Lane VC Ratio	-	-	0.009	-	0.185
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.026	-	0.675

Intersection	
Intersection Delay (sec/veh):	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	159	5	0	85	145	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	250
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	173	5	0	92	173	6
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	-	0	222	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	46	-
Follow-up Headway	-	-	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	-	0	-	746	837
Stage 1	-	-	0	-	837	-
Stage 2	-	-	0	-	971	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	746	837
Mov Capacity-2 Maneuver	-	-	-	-	746	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	971	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	11.2
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	EBR	WBT
Capacity (vph)	746	837			
HCM Control Delay (s)	11.3	9.3	-	-	-
HCM Lane VC Ratio	0.231	0.007	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th Percentile Queue (veh)	0.892	0.021	-	-	-

Intersection	
Intersection Delay (sec/veh):	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	12	189	109	90	168	19
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.89	0.89	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	14	220	122	101	177	20
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	532	99	197	0	0	0
Stage 1	187	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	508	957	1376	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	463	957	1376	-	-	-
Mov Capacity-2 Maneuver	463	-	-	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	653	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.4	4.3	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			900		
HCM Control Delay (s)	7.872	-	10.4	-	-
HCM Lane VC Ratio	0.089	-	0.26	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.293	-	1.039	-	-

Intersection	
Intersection Delay (sec/veh):	8.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	229	44	161	69	25	368
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.85	0.85	0.94	0.94
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	263	51	189	81	27	391
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	675	136	0	0	270	0
Stage 1	230	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	426	*1357	-	-	1306	-
Stage 1	840	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Time blocked-Platoon(%)	10	10	-	-	10	-
Mov Capacity-1 Maneuver	417	*1357	-	-	1306	-
Mov Capacity-2 Maneuver	417	-	-	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	26.8	0	0.5
HCM LOS	D	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			*469		
HCM Control Delay (s)	-	-	26.8	7.814	-
HCM Lane VC Ratio	-	-	0.669	0.02	-
HCM Lane LOS	-	-	D	A	-
HCM 95th Percentile Queue (veh)	-	-	4.852	0.062	-

Intersection	
Intersection Delay (sec/veh):	174.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	241	226	383	346	0	0	0	0	53	2	553
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.86	0.86	0.86	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	313	294	445	402	0	0	0	0	56	2	582
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	402	0	0	607	0	-			1752	1899	201
Stage 1	-	-	-	-	-	-			1292	1292	-
Stage 2	-	-	-	-	-	-			460	607	-
Follow-up Headway	2.22	-	-	2.22	-	0			3.52	4.02	3.32
Pot Capacity-1 Maneuver	1153	-	-	967	-	0			# 54	69	806
Stage 1	-	-	-	-	-	0			172	232	-
Stage 2	-	-	-	-	-	0			551	485	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	1153	-	-	967	-	-			# 35	37	806
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 35	37	-
Stage 1	-	-	-	-	-	-			172	125	-
Stage 2	-	-	-	-	-	-			551	485	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	6.2	$ 561.9
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						296
HCM Control Delay (s)	0	-	-	11.861	-	$ -1
HCM Lane VC Ratio	-	-	-	0.461	-	2.162
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	2.468	-	48

Intersection	
Intersection Delay (sec/veh):	9.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	143	151	0	0	567	62	162	2	139	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		25	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	146	154	0	0	616	67	182	2	156	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	683	0	-	154	0	0	754	1129	77
Stage 1	-	-	-	-	-	-	446	446	-
Stage 2	-	-	-	-	-	-	308	683	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	906	-	0	1424	-	-	298	203	968
Stage 1	-	-	0	-	-	-	561	572	-
Stage 2	-	-	0	-	-	-	677	447	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	906	-	-	1424	-	-	261	170	968
Mov Capacity-2 Maneuver	-	-	-	-	-	-	261	170	-
Stage 1	-	-	-	-	-	-	471	480	-
Stage 2	-	-	-	-	-	-	677	447	-

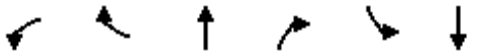
Approach	EB	WB	NB
HCM Control Delay (s)	4.7	0	34.1
HCM LOS	A	A	D

Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	449					
HCM Control Delay (s)	34.1	9.735	-	0	-	-
HCM Lane VC Ratio	0.758	0.161	-	-	-	-
HCM Lane LOS	D	A	-	A	-	-
HCM 95th Percentile Queue (veh)	6.395	0.572	-	0	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	145	145	247	85	216	382
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	165	91	274	94	237	349
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.90	0.90	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	261	550	356	1162	576	489
Arrive On Green	0.15	0.15	0.20	0.62	0.31	0.31
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	165	91	274	94	237	349
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	3.1	1.4	5.1	0.7	3.5	6.8
Cycle Q Clear(g_c), s	3.1	1.4	5.1	0.7	3.5	6.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	261	550	356	1162	576	489
V/C Ratio(X)	0.63	0.17	0.77	0.08	0.41	0.71
Avail Cap(c_a), veh/h	838	1065	711	1892	933	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	7.9	13.2	2.6	9.6	10.7
Incr Delay (d2), s/veh	2.5	0.1	3.5	0.0	0.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.5	2.8	0.3	1.9	3.2
LnGrp Delay(d),s/veh	16.5	8.0	16.8	2.6	10.0	12.7
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h	256			368	586	
Approach Delay, s/veh	13.5			13.1	11.6	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		25.8		9.1	11.0	14.8		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		35.5		16.5	14.0	17.5		
Max Q Clear Time (g_c+I1), s		2.7		5.1	7.1	8.8		
Green Ext Time (p_c), s		3.0		0.6	0.4	2.0		

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	88	270	61	29	163	199
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	232	423	757	174	242	1350
Arriving On Green	0.13	0.13	0.52	0.52	0.27	1.00
Sat Flow, veh/h	1774.0	1583.3	1466.7	336.6	1774.0	1862.7
Grp Volume(v), veh/h	104.8	166.7	0.0	93.8	194.0	236.9
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1803.3	1774.0	1862.7
Q Serve(g_s), s	3.0	4.8	0.0	1.5	5.6	0.0
Cycle Q Clear(g_c), s	3.0	4.8	0.0	1.5	5.6	0.0
Proportion In Lane	1.000	1.000		0.187	1.000	
Lane Grp Cap(c), veh/h	231.7	422.5	0.0	930.1	241.7	1349.6
V/C Ratio(X)	0.452	0.394	0.000	0.101	0.803	0.176
Avail Cap(c_a), veh/h	546.2	703.3	0.0	930.1	514.1	1349.6
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	0.977	0.977
Uniform Delay (d), s/veh	22.2	16.6	0.0	6.8	19.4	0.0
Incr Delay (d2), s/veh	1.4	0.6	0.0	0.2	6.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	23.6	17.2	0.0	7.0	25.4	0.3
Lane Group LOS	C	B		A	C	A
Approach Volume, veh/h	271		94			431
Approach Delay, s/veh	19.6		7.0			11.6
Approach LOS	B		A			B

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		32.48		11.52	44.00
Change Period (Y+Rc), s		4.00		4.00	4.00
Max Green Setting (Gmax), s		20.00		16.00	40.00
Max Q Clear Time (g_c+I1), s		3.47		7.62	2.00
Green Extension Time (p_c)		1.44		0.30	1.73

Intersection Summary	
HCM 2010 Control Delay	13.8
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	19	0	24	3	0	2	24	42	1	0	48	14
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.42	0.42	0.42	0.75	0.75	0.75	0.55	0.55	0.55
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	27	0	34	7	0	5	32	56	1	0	87	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	223	221	100	238	233	57	112	0	0	57	0	0
Stage 1	100	100	-	121	121	-	-	-	-	-	-	-
Stage 2	123	121	-	117	112	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	733	678	956	716	668	1009	1478	-	-	1547	-	-
Stage 1	906	813	-	883	796	-	-	-	-	-	-	-
Stage 2	881	796	-	888	803	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	717	663	956	679	653	1009	1478	-	-	1547	-	-
Mov Capacity-2 Maneuver	717	663	-	679	653	-	-	-	-	-	-	-
Stage 1	886	813	-	864	778	-	-	-	-	-	-	-
Stage 2	858	778	-	856	803	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	9.7	9.7	2.7	0
HCM LOS	A	A	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				833	781			
HCM Control Delay (s)	7.49	0	-	9.7	9.7	0	-	-
HCM Lane VC Ratio	0.022	-	-	0.074	0.015	-	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th Percentile Queue (veh)	0.066	-	-	0.238	0.046	0	-	-

Intersection	
Intersection Delay (sec/veh):	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	37	0	0	126	6	0	0	0	5	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.83	0.83	0.83	0.92	0.92	0.92	0.75	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	3	47	0	0	152	7	0	0	0	7	0	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	159	0	0	47	0	0	213	212	47	209	209	156
Stage 1	-	-	-	-	-	-	53	53	-	156	156	-
Stage 2	-	-	-	-	-	-	160	159	-	53	53	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1420	-	-	1560	-	-	744	685	1022	748	688	890
Stage 1	-	-	-	-	-	-	960	851	-	846	769	-
Stage 2	-	-	-	-	-	-	842	766	-	960	851	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1420	-	-	1560	-	-	735	684	1022	747	687	890
Mov Capacity-2 Maneuver	-	-	-	-	-	-	735	684	-	747	687	-
Stage 1	-	-	-	-	-	-	958	849	-	844	769	-
Stage 2	-	-	-	-	-	-	833	766	-	958	849	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.4	0	0	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	0							824
HCM Control Delay (s)	0	7.54	0	-	0	-	-	9.5
HCM Lane VC Ratio	-	0.002	-	-	-	-	-	0.019
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	-	0.005	-	-	0	-	-	0.059

Intersection	
Intersection Delay (sec/veh):	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	66	38	27	20	53	41
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.83	0.83	0.69	0.69
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	74	43	33	24	77	59
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	258	45	0	0	57	0
Stage 1	45	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	731	1025	-	-	1547	-
Stage 1	977	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	694	1025	-	-	1547	-
Mov Capacity-2 Maneuver	694	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	781	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	10.4	0	4.2
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			787		
HCM Control Delay (s)	-	-	10.4	7.449	-
HCM Lane VC Ratio	-	-	0.148	0.05	-
HCM Lane LOS	-	-	B	A	-
HCM 95th Percentile Queue (veh)	-	-	0.52	0.157	-

Intersection	
Intersection Delay (sec/veh):	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	13	77	42	63	100	33
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.67	0.67	0.82	0.82	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	19	115	51	77	133	44
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	334	155	177	0	0	0
Stage 1	155	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	661	891	1399	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	636	891	1399	-	-	-
Mov Capacity-2 Maneuver	636	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.1	3.1	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			842		
HCM Control Delay (s)	7.671	-	10.1	-	-
HCM Lane VC Ratio	0.037	-	0.16	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.114	-	0.566	-	-

Intersection	
Intersection Delay (sec/veh):	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	12	111	227	67	113	55
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.94	0.94	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	15	135	241	71	126	61
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	312	0	0	0	442	157
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	165	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1248	-	-	-	573	889
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	864	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1248	-	-	-	566	889
Mov Capacity-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	854	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.8	0	12.9
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					642
HCM Control Delay (s)	7.919	-	-	-	12.9
HCM Lane VC Ratio	0.012	-	-	-	0.291
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.036	-	-	-	1.204

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	129	0	201	0	0	0	112	284	0	3	662	154
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	0	1863	0	0	0	1863	1863	0	1863	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	236	0	211	0	0	0	225	2146	0	4	1543	312
Arriving On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.07	0.58	0.00	0.00	0.51	0.51
Sat Flow, veh/h	1774.0	0.0	1583.3	0.0	0.0	0.0	3441.6	3725.5	0.0	1774.0	3009.0	609.0
Grp Volume(v), veh/h	144.9	0.0	127.0	0.0	0.0	0.0	127.3	322.7	0.0	3.4	465.6	438.9
Grp Sat Flow(s),veh/h/ln	1774.0	0.0	1583.3	0.0	0.0	0.0	1720.8	1862.7	0.0	1774.0	1862.7	1755.3
Q Serve(g_s), s	3.2	5.5	3.1	0.0	0.0	0.0	1.5	1.7	0.0	0.1	6.7	6.8
Cycle Q Clear(g_c), s	3.2	5.5	3.1	0.0	0.0	0.0	1.5	1.7	0.0	0.1	6.7	6.8
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.000	1.000		0.347
Lane Grp Cap(c), veh/h	236.4	0.0	211.0	0.0	0.0	0.0	224.8	2146.0	0.0	4.3	954.9	899.8
V/C Ratio(X)	0.613	0.000	0.602	0.000	0.000	0.000	0.566	0.150	0.000	0.798	0.488	0.488
Avail Cap(c_a), veh/h	708.8	0.0	632.6	0.0	0.0	0.0	381.0	2146.0	0.0	192.1	954.9	899.8
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	17.0	0.0	17.0	0.0	0.0	0.0	18.8	4.1	0.0	20.7	6.6	6.6
Incr Delay (d2), s/veh	2.6	0.0	2.7	0.0	0.0	0.0	2.2	0.1	0.0	141.2	1.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	19.6	0.0	19.7	0.0	0.0	0.0	21.1	4.2	0.0	161.9	8.4	8.5
Lane Group LOS	B		B				C	A		F	A	A
Approach Volume, veh/h		272			0			450			908	
Approach Delay, s/veh		19.6			0.0			9.0			9.0	
Approach LOS		B						A			A	

Timer								
Assigned Phase	4		8		5	2		1	6	
Phase Duration (G+Y+Rc), s	9.54		0.00		6.71	27.93		4.08	25.30	
Change Period (Y+Rc), s	4.00		4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s	16.60		16.50		4.60	21.40		4.50	21.30	
Max Q Clear Time (g_c+I1), s	5.20		0.00		3.49	3.67		2.08	8.75	
Green Extension Time (p_c)	0.58		0.00		0.03	6.95		0.00	5.77	

Intersection Summary	
HCM 2010 Control Delay	10.8
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	26	690	808	4	9	64
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.91	0.91	0.70	0.70
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	31	831	888	4	13	91
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	892	0	0	0	1368	446
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	478	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	756	-	-	-	138	560
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	590	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	756	-	-	-	132	560
Mov Capacity-2 Maneuver	-	-	-	-	132	-
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	566	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.4	0	17.1
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					400
HCM Control Delay (s)	9.968	-	-	-	17.1
HCM Lane VC Ratio	0.041	-	-	-	0.261
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.129	-	-	-	1.029

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	343	318	37	16	332	143	24	13	17	195	25	466
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	452	599	509	25	595	140	229	124	76	300	38	529
Arriving On Green	0.13	0.32	0.32	0.01	0.20	0.20	0.24	0.24	0.24	0.19	0.19	0.19
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	2915.6	688.4	939.0	508.6	313.0	1581.0	202.7	2786.7
Grp Volume(v), veh/h	372.8	345.7	10.9	21.6	285.4	270.0	60.0	0.0	0.0	268.3	0.0	324.4
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1741.3	1760.6	0.0	0.0	1783.7	0.0	1393.3
Q Serve(g_s), s	7.3	10.7	0.3	0.8	10.0	10.1	1.8	0.0	0.0	9.9	0.0	7.4
Cycle Q Clear(g_c), s	7.3	10.7	0.3	0.8	10.0	10.1	1.8	0.0	0.0	9.9	0.0	7.4
Proportion In Lane	1.000		1.000	1.000		0.395	0.533		0.178	0.886		1.000
Lane Grp Cap(c), veh/h	452.2	598.6	508.8	24.8	379.9	355.1	429.6	0.0	0.0	338.4	0.0	528.6
V/C Ratio(X)	0.825	0.577	0.021	0.872	0.751	0.760	0.140	0.000	0.000	0.793	0.000	0.614
Avail Cap(c_a), veh/h	452.2	598.6	508.8	115.3	443.7	414.8	429.6	0.0	0.0	424.9	0.0	663.8
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	29.3	19.6	16.1	34.1	25.9	26.0	20.5	0.0	0.0	26.8	0.0	25.7
Incr Delay (d2), s/veh	11.8	1.4	0.0	54.8	6.0	6.8	0.7	0.0	0.0	7.9	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	41.1	21.0	16.1	88.8	31.9	32.8	21.2	0.0	0.0	34.7	0.0	26.9
Lane Group LOS	D	C	B	F	C	C	C			C		C
Approach Volume, veh/h		729			577			60			593	
Approach Delay, s/veh		31.2			34.5			21.2			30.4	
Approach LOS		C			C			C			C	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	13.10	26.26		4.97	18.13			20.90			17.14	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00			4.00			4.00	
Max Green Setting (Gmax), s	9.10	21.10		4.50	16.50			16.90			16.50	
Max Q Clear Time (g_c+I1), s	9.31	12.71		2.84	12.12			3.85			11.94	
Green Extension Time (p_c)	0.00	3.23		0.00	2.01			0.17			1.20	

Intersection Summary	
HCM 2010 Control Delay	31.6
HCM 2010 Level of Service	C

Intersection	
Intersection Delay (sec/veh)	6.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	291	388	72	126
Demand Flow Rate (pc/h)	297	396	73	128
Vehicles Circulating (pc/h)	13	109	280	452
Vehicles Exiting (pc/h)	567	244	30	53
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	5.8	7.9	5.1	7.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	297	396	73	128
Capacity, Entry Lane (pc/h)	1115	1013	854	719
Entry HV Adjustment Factor	0.981	0.981	0.984	0.984
Flow Rate, Entry (vph)	291	388	72	126
Capacity, Entry (vph)	1094	994	841	707
Volume to Capacity Ratio	0.266	0.391	0.085	0.178
Control Delay (sec/veh)	5.8	7.9	5.1	7.1
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	1	2	0	1

Intersection	
Intersection Delay (sec/veh)	5.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	38	114	280	230
Demand Flow Rate (pc/h)	38	116	285	234
Vehicles Circulating (pc/h)	234	302	73	27
Vehicles Exiting (pc/h)	27	56	199	391
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	4.4	5.8	6.1	5.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	38	116	285	234
Capacity, Entry Lane (pc/h)	894	835	1050	1100
Entry HV Adjustment Factor	0.997	0.982	0.981	0.981
Flow Rate, Entry (vph)	38	114	280	230
Capacity, Entry (vph)	892	820	1031	1079
Volume to Capacity Ratio	0.042	0.139	0.271	0.213
Control Delay (sec/veh)	4.4	5.8	6.1	5.3
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	1	1

Intersection	
Intersection Delay (sec/veh)	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	6	110	5	90	20	0	0	10	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	0	0	7	120	5	98	22	0	0	11	27
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.1	8.2	7.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Volume Left (%)	82%	5%	0%
Volume Thru (%)	18%	91%	29%
Volume Right (%)	0%	4%	71%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	110	121	35
Left Turning Volume	20	110	10
Through Volume	0	5	25
Right Turning Volume	90	6	0
Lane Flow Rate	120	132	38
Geometry Group	1	1	1
Degree of Utilization, X	0.145	0.153	0.042
Departure Headway, Hd	4.359	4.19	3.936
Convergence(Y/N)	Yes	Yes	Yes
Capacity	813	843	915
Service Time	2.438	2.28	1.936
HCM Lane V/C Ratio	0.148	0.157	0.042
HCM Control Delay	8.2	8.1	7.1
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.5	0.5	0.1

Intersection	
Intersection Delay (sec/veh)	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	20	50	40	0	0	0	0	90	6	10	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	22	54	43	0	0	0	0	98	7	11	10	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.6	7.7	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Volume Left (%)	0%	18%	53%
Volume Thru (%)	94%	45%	47%
Volume Right (%)	6%	36%	0%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	96	110	19
Left Turning Volume	90	50	9
Through Volume	6	40	0
Right Turning Volume	0	20	10
Lane Flow Rate	104	120	21
Geometry Group	1	1	1
Degree of Utilization, X	0.119	0.132	0.025
Departure Headway, Hd	4.121	3.968	4.33
Convergence(Y/N)	Yes	Yes	Yes
Capacity	863	894	817
Service Time	2.179	2.031	2.406
HCM Lane V/C Ratio	0.121	0.134	0.026
HCM Control Delay	7.7	7.6	7.5
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.4	0.5	0.1

Intersection	
Intersection Delay (sec/veh):	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	5	24	21	5	17	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	5	26	23	5	18	5
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	28	0	0	0	62	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	36	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1585	-	-	-	944	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	986	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1585	-	-	-	941	1050
Mov Capacity-2 Maneuver	-	-	-	-	941	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.3	0	8.8
HCM LOS	A	A	A

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					964
HCM Control Delay (s)	7.279	-	-	-	8.8
HCM Lane VC Ratio	0.003	-	-	-	0.025
HCM Lane LOS	A	-	-	-	A
HCM 95th Percentile Queue (veh)	0.01	-	-	-	0.076

Intersection	
Intersection Delay (sec/veh)	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	50	68	0	28
Demand Flow Rate (pc/h)	51	70	0	28
Vehicles Circulating (pc/h)	23	5	74	29
Vehicles Exiting (pc/h)	34	69	0	46
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	3.7	3.8	0.0	3.5
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	51	70	0	28
Capacity, Entry Lane (pc/h)	1104	1124	1049	1098
Entry HV Adjustment Factor	0.982	0.978	1.000	1.000
Flow Rate, Entry (vph)	50	68	0	28
Capacity, Entry (vph)	1085	1099	1049	1098
Volume to Capacity Ratio	0.046	0.062	0.000	0.026
Control Delay (sec/veh)	3.7	3.8	3.4	3.5
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	408	1	190	6	379	881	319	380	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	434	1	112	7	412	849	347	413	5
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	298	1	267	12	286	589	299	1282	16
Arrive On Green	0.00	0.00	0.00	0.17	0.17	0.17	0.01	0.53	0.53	0.17	0.70	0.70
Sat Flow, veh/h	0	1863	0	1770	4	1583	1774	544	1121	1774	1837	22
Grp Volume(v), veh/h	0	0	0	435	0	112	7	0	1261	347	0	418
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1583	1774	0	1665	1774	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	23.4	0.0	8.8	0.5	0.0	73.0	23.4	0.0	12.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	23.4	0.0	8.8	0.5	0.0	73.0	23.4	0.0	12.2
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.67	1.00		0.01
Lane Grp Cap(c), veh/h	0	1	0	299	0	267	12	0	874	299	0	1298
V/C Ratio(X)	0.00	0.00	0.00	1.46	0.00	0.42	0.58	0.00	1.44	1.16	0.00	0.32
Avail Cap(c_a), veh/h	0	94	0	299	0	267	51	0	874	299	0	1298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	57.8	0.0	51.7	68.8	0.0	33.0	57.8	0.0	8.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	223.1	0.0	1.1	37.0	0.0	205.5	103.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	30.0	0.0	3.9	0.4	0.0	83.2	20.0	0.0	6.2
LnGrp Delay(d),s/veh	0.0	0.0	0.0	280.9	0.0	52.8	105.8	0.0	238.5	161.1	0.0	8.3
LnGrp LOS				F		D	F		F	F		A
Approach Vol, veh/h		0			547			1268			765	
Approach Delay, s/veh		0.0			234.2			237.7			77.6	
Approach LOS					F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	29.0	81.0		0.0	4.9	105.1		29.0
Change Period (Y+Rc), s	5.6	8.0		4.0	4.0	* 8		5.6
Max Green Setting (Gmax), s	23.4	73.0		7.0	4.0	* 94		23.4
Max Q Clear Time (g_c+I1), s	25.4	75.0		0.0	2.5	14.2		25.4
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	28.2		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		189.5
HCM 2010 LOS		F

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	68	75	185	62	348	97	986	204	375	696	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	3	78	80	128	153	297	102	1038	173	383	710	10
Adj No. of Lanes	0	2	0	1	1	1	1	3	1	2	3	0
Peak Hour Factor	0.87	0.87	0.87	0.97	0.97	0.97	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	233	206	381	400	340	196	1512	471	477	1683	24
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.11	0.30	0.30	0.14	0.33	0.33
Sat Flow, veh/h	69	1790	1583	1774	1863	1583	1774	5085	1583	3442	5167	73
Grp Volume(v), veh/h	81	0	80	128	153	297	102	1038	173	383	466	254
Grp Sat Flow(s),veh/h/ln	1859	0	1583	1774	1863	1583	1774	1695	1583	1721	1695	1850
Q Serve(g_s), s	3.6	0.0	4.2	5.5	6.4	16.4	4.9	16.3	7.8	9.8	9.7	9.8
Cycle Q Clear(g_c), s	3.6	0.0	4.2	5.5	6.4	16.4	4.9	16.3	7.8	9.8	9.7	9.8
Prop In Lane	0.04		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	242	0	206	381	400	340	196	1512	471	477	1104	603
V/C Ratio(X)	0.34	0.00	0.39	0.34	0.38	0.87	0.52	0.69	0.37	0.80	0.42	0.42
Avail Cap(c_a), veh/h	328	0	279	452	475	403	313	1783	555	729	1308	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	0.0	36.1	30.2	30.5	34.4	38.1	28.1	25.1	37.9	23.9	23.9
Incr Delay (d2), s/veh	0.8	0.0	1.2	0.5	0.6	16.7	2.1	0.9	0.5	3.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.9	2.8	3.3	8.8	2.5	7.7	3.5	4.9	4.6	5.0
LnGrp Delay(d),s/veh	36.7	0.0	37.3	30.7	31.1	51.2	40.2	29.0	25.6	41.6	24.1	24.4
LnGrp LOS	D		D	C	C	D	D	C	C	D	C	C
Approach Vol, veh/h		161			578			1313			1103	
Approach Delay, s/veh		37.0			41.3			29.4			30.3	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.2	36.0		24.1	16.8	33.5		16.4
Change Period (Y+Rc), s	* 4.2	6.5		4.6	* 4.2	6.5		4.6
Max Green Setting (Gmax), s	* 16	35.0		23.1	* 19	31.8		16.0
Max Q Clear Time (g_c+I1), s	6.9	11.8		18.4	11.8	18.3		6.2
Green Ext Time (p_c), s	0.1	12.2		1.0	0.8	8.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.3
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	97	66	73	65	87	314	47	1087	71	195	823	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	101	69	71	80	107	314	49	1144	64	199	840	34
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.81	0.81	0.81	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	404	344	215	412	350	133	1598	497	348	1587	494
Arrive On Green	0.12	0.22	0.22	0.12	0.22	0.22	0.07	0.31	0.31	0.10	0.31	0.31
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	101	69	71	80	107	314	49	1144	64	199	840	34
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.6	3.0	3.6	4.1	4.7	19.1	2.6	19.7	2.9	5.5	13.5	1.5
Cycle Q Clear(g_c), s	2.6	3.0	3.6	4.1	4.7	19.1	2.6	19.7	2.9	5.5	13.5	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	417	404	344	215	412	350	133	1598	497	348	1587	494
V/C Ratio(X)	0.24	0.17	0.21	0.37	0.26	0.90	0.37	0.72	0.13	0.57	0.53	0.07
Avail Cap(c_a), veh/h	515	459	390	258	459	390	179	1798	560	410	1747	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	31.5	31.8	40.0	31.9	37.5	43.6	30.0	24.3	42.4	28.0	23.9
Incr Delay (d2), s/veh	0.3	0.2	0.3	1.1	0.3	21.3	1.7	1.2	0.1	1.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.6	1.6	2.1	2.4	10.4	1.3	9.4	1.3	2.7	6.3	0.7
LnGrp Delay(d),s/veh	39.7	31.7	32.1	41.1	32.2	58.7	45.3	31.2	24.4	43.9	28.3	24.0
LnGrp LOS	D	C	C	D	C	E	D	C	C	D	C	C
Approach Vol, veh/h		241			501			1257			1073	
Approach Delay, s/veh		35.1			50.2			31.4			31.1	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	39.1	17.6	27.1	15.4	38.9	17.2	27.5
Change Period (Y+Rc), s	* 5.2	8.0	5.6	* 5.6	8.0	* 8	* 5.2	5.6
Max Green Setting (Gmax), s	* 12	35.0	14.4	* 24	10.0	* 34	* 15	24.4
Max Q Clear Time (g_c+I1), s	7.5	21.7	6.1	5.6	4.6	15.5	4.6	21.1
Green Ext Time (p_c), s	0.2	9.4	0.1	2.2	0.0	11.9	0.2	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	34.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	233	0	0	270	105	124
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	Free	Free
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.95	0.95	0.93	0.93
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	265	0	0	284	113	133
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	265	0	549	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	284	-
Follow-up Headway	-	0	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	1299	-	497	774
Stage 1	-	0	-	-	779	-
Stage 2	-	0	-	-	764	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1299	-	497	774
Mov Capacity-2 Maneuver	-	-	-	-	497	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	764	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	12.3
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (vph)	497	774			
HCM Control Delay (s)	14.4	10.6	-	0	-
HCM Lane VC Ratio	0.227	0.172	-	-	-
HCM Lane LOS	B	B	-	A	-
HCM 95th Percentile Queue (veh)	0.866	0.62	-	0	-

Intersection	
Intersection Delay (sec/veh):	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	129	285	243	5	3	127
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.83	0.83
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	140	310	293	6	4	153
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	299	0	0	0	886	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	590	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1262	-	-	-	315	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	554	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1262	-	-	-	273	743
Mov Capacity-2 Maneuver	-	-	-	-	273	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	480	-

Approach	EB	WB	SB
HCM Control Delay (s)	2.6	0	11.3
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					273	743
HCM Control Delay (s)	8.209	-	-	-	18.4	11.1
HCM Lane VC Ratio	0.111	-	-	-	0.013	0.206
HCM Lane LOS	A	-	-	-	C	B
HCM 95th Percentile Queue (veh)	0.374	-	-	-	0.04	0.77

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	763	75	73	592	198	70	144	76	206	85	56
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	59	838	77	78	630	168	85	176	87	242	100	60
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.82	0.82	0.82	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	996	445	161	963	823	96	199	255	263	109	65
Arrive On Green	0.10	0.28	0.28	0.09	0.27	0.27	0.16	0.16	0.16	0.25	0.25	0.25
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	597	1236	1583	1061	439	263
Grp Volume(v), veh/h	59	838	77	78	630	168	261	0	87	402	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1833	0	1583	1763	0	0
Q Serve(g_s), s	3.4	24.6	4.1	4.6	17.4	6.3	15.4	0.0	5.4	24.5	0.0	0.0
Cycle Q Clear(g_c), s	3.4	24.6	4.1	4.6	17.4	6.3	15.4	0.0	5.4	24.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.33		1.00	0.60		0.15
Lane Grp Cap(c), veh/h	177	996	445	161	963	823	295	0	255	437	0	0
V/C Ratio(X)	0.33	0.84	0.17	0.49	0.65	0.20	0.88	0.00	0.34	0.92	0.00	0.00
Avail Cap(c_a), veh/h	190	1059	474	206	1091	880	332	0	287	479	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.3	37.3	30.0	47.7	35.6	14.2	45.3	0.0	41.1	40.4	0.0	0.0
Incr Delay (d2), s/veh	1.1	6.0	0.2	2.3	1.2	0.1	21.8	0.0	0.8	22.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	12.8	1.8	2.4	8.6	4.2	9.5	0.0	2.4	14.6	0.0	0.0
LnGrp Delay(d),s/veh	47.4	43.3	30.1	50.0	36.7	14.3	67.0	0.0	41.9	62.5	0.0	0.0
LnGrp LOS	D	D	C	D	D	B	E		D	E		
Approach Vol, veh/h		974			876			348			402	
Approach Delay, s/veh		42.5			33.6			60.8			62.5	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.2	37.0		23.8	15.2	38.0		33.3
Change Period (Y+Rc), s	* 5.2	7.0		6.0	* 5.2	7.0		6.0
Max Green Setting (Gmax), s	* 12	34.0		20.0	* 13	33.0		30.0
Max Q Clear Time (g_c+I1), s	5.4	19.4		17.4	6.6	26.6		26.5
Green Ext Time (p_c), s	0.0	8.2		0.4	0.1	4.4		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	356	27	20	445	7	14	1	13	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.60	0.60	0.60	0.60	0.60	0.60	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	509	39	33	742	12	23	2	22	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	754	0	0	548	0	0	966	1349	275	1070	1362	377
Stage 1	-	-	-	-	-	-	529	529	-	814	814	-
Stage 2	-	-	-	-	-	-	437	820	-	256	548	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	852	-	-	1018	-	-	209	150	722	175	147	621
Stage 1	-	-	-	-	-	-	501	526	-	338	390	-
Stage 2	-	-	-	-	-	-	568	387	-	726	515	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	852	-	-	1018	-	-	204	145	722	164	142	621
Mov Capacity-2 Maneuver	-	-	-	-	-	-	204	145	-	164	142	-
Stage 1	-	-	-	-	-	-	501	526	-	338	377	-
Stage 2	-	-	-	-	-	-	550	374	-	702	515	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.5	19.3	0
HCM LOS	A	A	C	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	299							0
HCM Control Delay (s)	19.3	0	-	-	8.656	0.1	-	0
HCM Lane VC Ratio	0.156	-	-	-	0.033	-	-	-
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th Percentile Queue (veh)	0.545	0	-	-	0.101	-	-	-

Intersection	
Intersection Delay (sec/veh):	5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	118	71	212	170	87	166
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.88	0.88	0.80	0.80
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	151	91	241	193	109	207
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	764	338	0	0	434	0
Stage 1	338	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	372	704	-	-	1126	-
Stage 1	722	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	331	704	-	-	1126	-
Mov Capacity-2 Maneuver	331	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	19.5	0	2.9
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			331	704		
HCM Control Delay (s)	-	-	24.7	10.9	8.539	-
HCM Lane VC Ratio	-	-	0.457	0.129	0.097	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th Percentile Queue (veh)	-	-	2.292	0.443	0.32	-

Intersection	
Intersection Delay (sec/veh):	188.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	49	61	37	223	40	114	72	205	375	184	60	22
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		50	200		50	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	53	66	40	235	42	120	76	216	395	200	65	24
Number of Lanes	0	1	1	0	1	1	1	1	0	1	2	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	1124	1240	45	1032	1055	306	89	0	0	611	0	0
Stage 1	477	477	-	566	566	-	-	-	-	-	-	-
Stage 2	647	763	-	466	489	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	160	174	1015	# 187	224	690	1504	-	-	964	-	-
Stage 1	538	554	-	476	506	-	-	-	-	-	-	-
Stage 2	426	411	-	546	548	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	87	131	1015	# 89	169	690	1504	-	-	964	-	-
Mov Capacity-2 Maneuver	87	131	-	# 89	169	-	-	-	-	-	-	-
Stage 1	511	439	-	452	480	-	-	-	-	-	-	-
Stage 2	305	390	-	353	434	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	150.2	$ 662.1	0.8	6.7
HCM LOS	F	F	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (vph)				107	1015	96	690			
HCM Control Delay (s)	7.521	0	-	197.8	8.7	$ 944.2	11.3	9.709	0.1	-
HCM Lane VC Ratio	0.05	-	-	1.117	0.04	2.884	0.174	0.207	-	-
HCM Lane LOS	A	A	-	F	A	F	B	A	A	-
HCM 95th Percentile Queue (veh)	0.159	-	-	7.527	0.124	26.52	0.626	0.779	-	-

Intersection	
Intersection Delay (sec/veh):	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	108	235	4	554	0	0	0	0	72	0	99
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.92	0.92	0.92	0.81	0.81	0.81
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	129	280	4	596	0	0	0	0	89	0	122
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	409	0	-			873	1013	298
Stage 1	-	-	-	-	-	-			604	604	-
Stage 2	-	-	-	-	-	-			269	409	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	1150	-	0			271	239	741
Stage 1	0	-	-	-	-	0			485	488	-
Stage 2	0	-	-	-	-	0			737	596	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	1150	-	-			270	238	741
Mov Capacity-2 Maneuver	-	-	-	-	-	-			270	238	-
Stage 1	-	-	-	-	-	-			-	486	-
Stage 2	-	-	-	-	-	-			737	596	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.1	13.4
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					641
HCM Control Delay (s)	-	-	8.142	-	13.4
HCM Lane VC Ratio	-	-	0.004	-	0.329
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.011	-	1.435

Intersection	
Intersection Delay (sec/veh):	9.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	120	0	0	259	362	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	250
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.80	0.80	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	143	0	0	324	421	20
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	305	143
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	162	-
Follow-up Headway	-	0	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	0	0	-	663	879
Stage 1	-	0	0	-	869	-
Stage 2	-	0	0	-	850	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	663	879
Mov Capacity-2 Maneuver	-	-	-	-	663	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	850	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	18.9
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	663	879		
HCM Control Delay (s)	19.4	9.2	-	-
HCM Lane VC Ratio	0.635	0.022	-	-
HCM Lane LOS	C	A	-	-
HCM 95th Percentile Queue (veh)	4.537	0.069	-	-

Intersection	
Intersection Delay (sec/veh):	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	28	154	179	214	133	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.93	0.93	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	34	186	192	230	139	18
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	762	79	157	0	0	0
Stage 1	148	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	373	981	1423	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	323	981	1423	-	-	-
Mov Capacity-2 Maneuver	323	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	11.8	3.6	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			747		
HCM Control Delay (s)	7.925	-	11.8	-	-
HCM Lane VC Ratio	0.135	-	0.294	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.468	-	1.224	-	-

Intersection	
Intersection Delay (sec/veh):	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	130	33	429	226	41	196
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.89	0.89	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	153	39	482	254	46	218
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	919	368	0	0	736	0
Stage 1	609	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	301	677	-	-	870	-
Stage 1	543	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	285	677	-	-	870	-
Mov Capacity-2 Maneuver	285	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	705	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	31.2	0	1.6
HCM LOS	D	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			323		
HCM Control Delay (s)	-	-	31.2	9.366	-
HCM Lane VC Ratio	-	-	0.594	0.052	-
HCM Lane LOS	-	-	D	A	-
HCM 95th Percentile Queue (veh)	-	-	3.596	0.166	-

Intersection	
Intersection Delay (sec/veh):	33.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	789	323	212	343	0	0	0	0	42	1	179
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	839	344	219	354	0	0	0	0	44	1	186
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	354	0	0	1183	0	-			1803	1975	177
Stage 1	-	-	-	-	-	-			792	792	-
Stage 2	-	-	-	-	-	-			1011	1183	-
Follow-up Headway	2.22	-	-	2.22	-	0			3.52	4.02	3.32
Pot Capacity-1 Maneuver	1201	-	-	586	-	0			50	61	835
Stage 1	-	-	-	-	-	0			349	399	-
Stage 2	-	-	-	-	-	0			257	261	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	1201	-	-	586	-	-			# 35	38	835
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 35	38	-
Stage 1	-	-	-	-	-	-			349	250	-
Stage 2	-	-	-	-	-	-			257	261	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	5.6	272.9
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						163
HCM Control Delay (s)	0	-	-	14.751	-	272.9
HCM Lane VC Ratio	-	-	-	0.373	-	1.419
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	1.72	-	14.508

Intersection	
Intersection Delay (sec/veh):	$ 738

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	567	264	0	0	365	72	190	1	444	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		25	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	585	272	0	0	376	74	200	1	467	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	450	0	-	272	0	0	1630	1892	136
Stage 1	-	-	-	-	-	-	1442	1442	-
Stage 2	-	-	-	-	-	-	188	450	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1107	-	0	1288	-	-	# 67	69	888
Stage 1	-	-	0	-	-	-	# 139	196	-
Stage 2	-	-	0	-	-	-	796	570	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	1107	-	-	1288	-	-	# 39	33	888
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 39	33	-
Stage 1	-	-	-	-	-	-	# 66	92	-
Stage 2	-	-	-	-	-	-	796	570	-

Approach	EB	WB	NB
HCM Control Delay (s)	8.1	0	$ 2171
HCM LOS	A	A	F

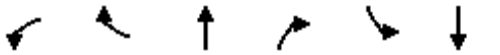
Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	118					
HCM Control Delay (s)	$ 2171	11.83	-	0	-	-
HCM Lane VC Ratio	5.665	0.528	-	-	-	-
HCM Lane LOS	F	B	-	A	-	-
HCM 95th Percentile Queue (veh)	72.271	3.2	-	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	444	264	217	211	106	220
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	462	207	244	237	122	178
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.89	0.89	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	559	803	309	881	359	305
Arrive On Green	0.31	0.31	0.17	0.47	0.19	0.19
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	462	207	244	237	122	178
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	10.2	3.1	5.6	3.3	2.4	4.3
Cycle Q Clear(g_c), s	10.2	3.1	5.6	3.3	2.4	4.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	559	803	309	881	359	305
V/C Ratio(X)	0.83	0.26	0.79	0.27	0.34	0.58
Avail Cap(c_a), veh/h	724	950	489	1480	768	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.5	5.9	16.8	6.8	14.8	15.6
Incr Delay (d2), s/veh	6.2	0.2	4.5	0.2	0.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	1.9	3.1	1.7	1.3	2.0
LnGrp Delay(d),s/veh	19.6	6.1	21.3	6.9	15.4	17.4
LnGrp LOS	B	A	C	A	B	B
Approach Vol, veh/h	669			481	300	
Approach Delay, s/veh	15.4			14.2	16.5	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	11.9	12.7		17.9		24.6		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	11.7	17.5		17.3		33.7		
Max Q Clear Time (g_c+I1), s	7.6	6.3		12.2		5.3		
Green Ext Time (p_c), s	0.3	1.8		1.1		2.4		

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	41	223	205	92	270	100
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	145	464	599	213	375	1399
Arriving On Green	0.08	0.08	0.46	0.46	0.21	0.75
Sat Flow, veh/h	1774.0	1583.3	1312.8	467.5	1774.0	1862.7
Grp Volume(v), veh/h	41.8	105.1	0.0	327.1	310.3	114.9
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1780.2	1774.0	1862.7
Q Serve(g_s), s	1.2	2.7	0.0	6.6	9.0	0.9
Cycle Q Clear(g_c), s	1.2	2.7	0.0	6.6	9.0	0.9
Proportion In Lane	1.000	1.000		0.263	1.000	
Lane Grp Cap(c), veh/h	145.5	464.5	0.0	812.3	374.9	1399.1
V/C Ratio(X)	0.288	0.226	0.000	0.403	0.828	0.082
Avail Cap(c_a), veh/h	510.0	789.7	0.0	812.3	575.8	1399.1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	23.3	14.4	0.0	9.8	20.3	1.8
Incr Delay (d2), s/veh	1.1	0.2	0.0	1.5	5.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	24.3	14.7	0.0	11.2	26.3	1.9
Lane Group LOS	C	B		B	C	A
Approach Volume, veh/h	147		327			425
Approach Delay, s/veh	17.4		11.2			19.7
Approach LOS	B		B			B

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		29.10		15.90	45.00
Change Period (Y+Rc), s		4.50		4.50	4.50
Max Green Setting (Gmax), s		18.50		17.50	40.50
Max Q Clear Time (g_c+I1), s		8.60		11.02	2.88
Green Extension Time (p_c)		1.63		0.49	2.46

Intersection Summary	
HCM 2010 Control Delay	16.2
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	16	2	35	0	2	1	40	74	1	1	44	24
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.46	0.46	0.46	0.75	0.75	0.75	0.75	0.75	0.75	0.79	0.79	0.79
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	35	4	76	0	3	1	53	99	1	1	56	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	281	279	71	319	294	100	86	0	0	100	0	0
Stage 1	73	73	-	206	206	-	-	-	-	-	-	-
Stage 2	208	206	-	113	88	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	671	629	991	634	617	956	1510	-	-	1493	-	-
Stage 1	937	834	-	796	732	-	-	-	-	-	-	-
Stage 2	794	731	-	892	822	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	648	605	991	565	594	956	1510	-	-	1493	-	-
Mov Capacity-2 Maneuver	648	605	-	565	594	-	-	-	-	-	-	-
Stage 1	902	833	-	767	705	-	-	-	-	-	-	-
Stage 2	761	704	-	818	821	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	10	10.3	2.6	0.1
HCM LOS	B	B	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				837	680			
HCM Control Delay (s)	7.471	0	-	10	10.3	7.413	0	-
HCM Lane VC Ratio	0.035	-	-	0.138	0.006	0.001	-	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th Percentile Queue (veh)	0.11	-	-	0.476	0.018	0.003	-	-

Intersection	
Intersection Delay (sec/veh):	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	113	1	0	72	2	1	0	0	2	0	3
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.72	0.72	0.72	0.25	0.25	0.25	0.63	0.63	0.63
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	4	124	1	0	100	3	4	0	0	3	0	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	103	0	0	125	0	0	237	236	125	235	235	102
Stage 1	-	-	-	-	-	-	133	133	-	102	102	-
Stage 2	-	-	-	-	-	-	104	103	-	133	133	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1489	-	-	1462	-	-	717	665	926	720	666	953
Stage 1	-	-	-	-	-	-	870	787	-	904	811	-
Stage 2	-	-	-	-	-	-	902	810	-	870	786	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1489	-	-	1462	-	-	712	663	926	718	664	953
Mov Capacity-2 Maneuver	-	-	-	-	-	-	712	663	-	718	664	-
Stage 1	-	-	-	-	-	-	867	785	-	901	811	-
Stage 2	-	-	-	-	-	-	897	810	-	867	784	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	0	10.1	9.3
HCM LOS	A	A	B	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	712							843
HCM Control Delay (s)	10.1	7.425	0	-	0	-	-	9.3
HCM Lane VC Ratio	0.006	0.003	-	-	-	-	-	0.009
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	0.017	0.009	-	-	0	-	-	0.029

Intersection	
Intersection Delay (sec/veh):	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	26	68	59	50	48	49
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.79	0.79	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	36	93	75	63	56	57
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	276	107	0	0	138	0
Stage 1	107	-	-	-	-	-
Stage 2	169	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	714	947	-	-	1446	-
Stage 1	917	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	685	947	-	-	1446	-
Mov Capacity-2 Maneuver	685	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.9	0	3.8
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			856		
HCM Control Delay (s)	-	-	9.9	7.59	-
HCM Lane VC Ratio	-	-	0.15	0.039	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.528	0.12	-

Intersection	
Intersection Delay (sec/veh):	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	37	56	67	85	75	32
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.75	0.75	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	47	72	89	113	87	37
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	397	106	124	0	0	0
Stage 1	106	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	608	948	1463	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	568	948	1463	-	-	-
Mov Capacity-2 Maneuver	568	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.7	3.4	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			749		
HCM Control Delay (s)	7.621	-	10.7	-	-
HCM Lane VC Ratio	0.061	-	0.159	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.195	-	0.564	-	-

Intersection	
Intersection Delay (sec/veh):	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	47	273	204	154	131	34
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.82	0.82
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	53	307	229	173	160	41
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	402	0	0	0	729	202
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	413	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1157	-	-	-	390	839
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	668	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1157	-	-	-	372	839
Mov Capacity-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	637	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.2	0	21.2
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					420
HCM Control Delay (s)	8.26	-	-	-	21.2
HCM Lane VC Ratio	0.046	-	-	-	0.479
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.143	-	-	-	2.526

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	273	1	192	0	1	10	251	754	2	0	633	313
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	0	1863	1863	1863	1863	1863	0	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	318	437	371	0	5	49	389	1960	5	0	885	345
Arriving On Green	0.23	0.23	0.23	0.00	0.03	0.03	0.11	0.53	0.53	0.00	0.35	0.35
Sat Flow, veh/h	1356.7	1862.7	1583.3	0.0	145.9	1459.3	3441.6	3713.9	9.9	0.0	2553.4	996.3
Grp Volume(v), veh/h	303.3	1.1	102.2	0.0	0.0	44.0	291.9	439.7	439.3	0.0	496.5	449.7
Grp Sat Flow(s),veh/h/ln	1356.7	1862.7	1583.3	0.0	0.0	1605.2	1720.8	1862.7	1861.0	0.0	1862.7	1686.9
Q Serve(g_s), s	14.6	0.0	3.5	0.0	0.0	1.8	5.4	9.6	9.6	0.1	15.7	15.7
Cycle Q Clear(g_c), s	14.6	0.0	3.5	0.0	0.0	1.8	5.4	9.6	9.6	0.1	15.7	15.7
Proportion In Lane	1.000		1.000	0.000		0.909	1.000		0.005	1.000		0.591
Lane Grp Cap(c), veh/h	318.2	436.9	371.4	0.0	0.0	53.8	389.0	982.9	981.9	0.0	645.5	584.6
V/C Ratio(X)	0.953	0.003	0.275	0.000	0.000	0.817	0.750	0.447	0.447	0.000	0.769	0.769
Avail Cap(c_a), veh/h	318.2	436.9	371.4	0.0	0.0	376.5	421.8	982.9	981.9	0.0	645.5	584.6
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	0.000	0.000	1.000	1.000	1.000	1.000	0.000	1.000	1.000
Uniform Delay (d), s/veh	24.9	19.4	20.7	0.0	0.0	31.7	28.4	9.7	9.7	0.0	19.2	19.2
Incr Delay (d2), s/veh	38.1	0.0	0.4	0.0	0.0	24.8	6.8	1.5	1.5	0.0	8.6	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	63.0	19.4	21.1	0.0	0.0	56.5	35.2	11.1	11.1	0.0	27.8	28.7
Lane Group LOS	E	B	C			E	D	B	B		C	C
Approach Volume, veh/h		407			44			1171			946	
Approach Delay, s/veh		52.3			56.5			17.1			28.2	
Approach LOS		D			E			B			C	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		20.00			6.72		11.97	39.37		0.00	27.40	
Change Period (Y+Rc), s		4.50			4.50		4.50	4.50		4.50	4.50	
Max Green Setting (Gmax), s		15.50			15.50		8.10	27.00		4.00	22.90	
Max Q Clear Time (g_c+I1), s		16.57			3.80		7.43	11.65		0.00	17.70	
Green Extension Time (p_c)		0.00			0.11		0.07	9.33		0.00	3.97	

Intersection Summary		
HCM 2010 Control Delay	27.5	
HCM 2010 Level of Service	C	

Intersection	
Intersection Delay (sec/veh):	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	73	999	855	24	9	48
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.80	0.80	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	78	1074	1069	30	11	57
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1099	0	0	0	1777	550
Stage 1	-	-	-	-	1084	-
Stage 2	-	-	-	-	693	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	631	-	-	-	74	479
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	457	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	631	-	-	-	65	479
Mov Capacity-2 Maneuver	-	-	-	-	65	-
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	401	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.8	0	25.9
HCM LOS	A	A	D

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					239
HCM Control Delay (s)	11.514	-	-	-	25.9
HCM Lane VC Ratio	0.124	-	-	-	0.284
HCM Lane LOS	B	-	-	-	D
HCM 95th Percentile Queue (veh)	0.424	-	-	-	1.13

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	506	409	51	19	424	105	43	31	33	154	24	405
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	638	709	603	25	619	138	147	106	58	353	55	637
Arriving On Green	0.19	0.38	0.38	0.01	0.21	0.21	0.18	0.18	0.18	0.23	0.23	0.23
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	2952.3	657.2	833.1	600.6	329.3	1544.8	240.7	2786.7
Grp Volume(v), veh/h	532.6	430.5	43.2	21.1	296.1	280.6	109.6	0.0	0.0	211.9	0.0	303.6
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1746.8	1763.0	0.0	0.0	1785.5	0.0	1393.3
Q Serve(g_s), s	13.4	16.7	1.6	1.1	13.4	13.6	4.9	0.0	0.0	9.3	0.0	8.5
Cycle Q Clear(g_c), s	13.4	16.7	1.6	1.1	13.4	13.6	4.9	0.0	0.0	9.3	0.0	8.5
Proportion In Lane	1.000		1.000	1.000		0.376	0.473		0.187	0.865		1.000
Lane Grp Cap(c), veh/h	637.9	709.4	603.0	24.8	390.2	366.0	310.4	0.0	0.0	407.9	0.0	636.7
V/C Ratio(X)	0.835	0.607	0.072	0.850	0.759	0.767	0.353	0.000	0.000	0.519	0.000	0.477
Avail Cap(c_a), veh/h	889.9	834.5	709.4	108.7	467.1	438.0	310.4	0.0	0.0	407.9	0.0	636.7
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	35.2	22.4	17.7	44.1	33.3	33.4	32.5	0.0	0.0	30.3	0.0	30.0
Incr Delay (d2), s/veh	5.0	0.9	0.0	50.8	5.9	6.6	3.1	0.0	0.0	4.7	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	40.2	23.3	17.7	94.9	39.2	40.0	35.6	0.0	0.0	35.0	0.0	32.5
Lane Group LOS	D	C	B	F	D	D	D			C		C
Approach Volume, veh/h		1006			598			110			515	
Approach Delay, s/veh		32.0			41.6			35.6			33.5	
Approach LOS		C			D			D			C	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	21.13	38.67		5.76	23.30			20.30			25.00	
Change Period (Y+Rc), s	4.50	4.50		4.50	4.50			4.50			4.50	
Max Green Setting (Gmax), s	23.20	40.20		5.50	22.50			15.80			20.50	
Max Q Clear Time (g_c+I1), s	15.38	18.70		3.07	15.57			6.90			11.32	
Green Extension Time (p_c)	1.25	5.94		0.00	3.23			0.31			1.61	

Intersection Summary	
HCM 2010 Control Delay	35.1
HCM 2010 Level of Service	D

Intersection	
Intersection Delay (sec/veh)	10.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	691	341	30	89
Demand Flow Rate (pc/h)	705	348	30	91
Vehicles Circulating (pc/h)	13	127	621	365
Vehicles Exiting (pc/h)	443	524	97	110
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	11.9	7.4	6.5	5.9
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	705	348	30	91
Capacity, Entry Lane (pc/h)	1115	995	607	784
Entry HV Adjustment Factor	0.980	0.981	0.998	0.976
Flow Rate, Entry (vph)	691	341	30	89
Capacity, Entry (vph)	1093	976	606	766
Volume to Capacity Ratio	0.632	0.350	0.049	0.116
Control Delay (sec/veh)	11.9	7.4	6.5	5.9
Level of Service	B	A	A	A
95th-Percentile Queue (veh)	5	2	0	0

Intersection	
Intersection Delay (sec/veh)	7.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	27	98	292	505
Demand Flow Rate (pc/h)	27	100	297	515
Vehicles Circulating (pc/h)	486	297	120	32
Vehicles Exiting (pc/h)	61	120	393	365
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	5.6	5.6	6.7	8.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	27	100	297	515
Capacity, Entry Lane (pc/h)	695	840	1002	1094
Entry HV Adjustment Factor	0.996	0.979	0.983	0.980
Flow Rate, Entry (vph)	27	98	292	505
Capacity, Entry (vph)	692	822	985	1072
Volume to Capacity Ratio	0.039	0.119	0.296	0.471
Control Delay (sec/veh)	5.6	5.6	6.7	8.7
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	1	3

Intersection	
Intersection Delay (sec/veh)	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	15	90	10	60	90	0	0	5	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	0	0	16	98	11	65	98	0	0	5	30
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.1	8.4	7.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Volume Left (%)	40%	13%	0%
Volume Thru (%)	60%	78%	15%
Volume Right (%)	0%	9%	85%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	150	115	33
Left Turning Volume	90	90	5
Through Volume	0	10	28
Right Turning Volume	60	15	0
Lane Flow Rate	163	125	36
Geometry Group	1	1	1
Degree of Utilization, X	0.193	0.151	0.039
Departure Headway, Hd	4.261	4.354	3.887
Convergence(Y/N)	Yes	Yes	Yes
Capacity	830	829	925
Service Time	2.347	2.356	1.894
HCM Lane V/C Ratio	0.196	0.151	0.039
HCM Control Delay	8.4	8.1	7.1
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.7	0.5	0.1

Intersection	
Intersection Delay (sec/veh)	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	90	90	80	0	0	0	0	60	10	5	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	98	98	87	0	0	0	0	65	11	5	16	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.9	8	7.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Volume Left (%)	0%	35%	25%
Volume Thru (%)	86%	35%	75%
Volume Right (%)	14%	31%	0%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	70	260	20
Left Turning Volume	60	90	15
Through Volume	10	80	0
Right Turning Volume	0	90	5
Lane Flow Rate	76	283	22
Geometry Group	1	1	1
Degree of Utilization, X	0.095	0.313	0.028
Departure Headway, Hd	4.491	3.988	4.691
Convergence(Y/N)	Yes	Yes	Yes
Capacity	803	890	767
Service Time	2.492	2.057	2.694
HCM Lane V/C Ratio	0.095	0.318	0.029
HCM Control Delay	8	8.9	7.8
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.3	1.4	0.1

Intersection	
Intersection Delay (sec/veh)	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	46	99	0	38
Demand Flow Rate (pc/h)	47	101	0	39
Vehicles Circulating (pc/h)	34	5	81	62
Vehicles Exiting (pc/h)	67	76	0	44
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	3.7	4.0	0.0	3.8
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	47	101	0	39
Capacity, Entry Lane (pc/h)	1092	1124	1042	1062
Entry HV Adjustment Factor	0.982	0.978	1.000	0.974
Flow Rate, Entry (vph)	46	99	0	38
Capacity, Entry (vph)	1073	1100	1042	1035
Volume to Capacity Ratio	0.043	0.090	0.000	0.037
Control Delay (sec/veh)	3.7	4.0	3.5	3.8
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

Intersection	
Intersection Delay (sec/veh):	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	5	23	37	22	15	10
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	120			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	5	25	40	24	16	11
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	64	0	0	0	87	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	35	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1538	-	-	-	914	1016
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	987	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1538	-	-	-	911	1016
Mov Capacity-2 Maneuver	-	-	-	-	911	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.3	0	8.9
HCM LOS	A	A	A

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					950
HCM Control Delay (s)	7.349	-	-	-	8.9
HCM Lane VC Ratio	0.004	-	-	-	0.029
HCM Lane LOS	A	-	-	-	A
HCM 95th Percentile Queue (veh)	0.011	-	-	-	0.088

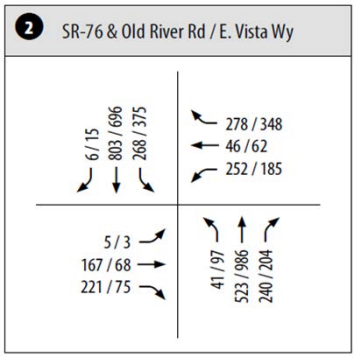
Appendix AA

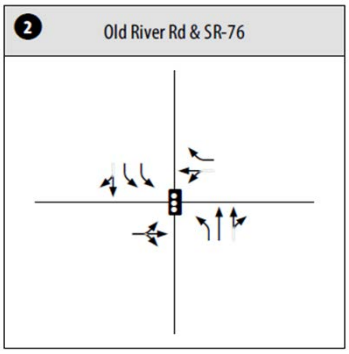
Ramp Intersection Capacity Analysis Worksheets – Existing Plus Project (Phases C) Conditions

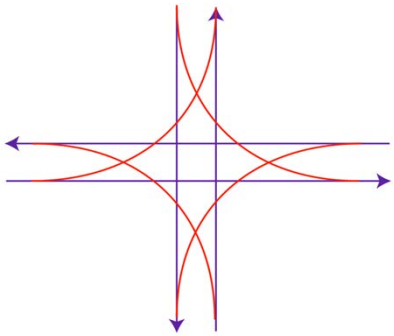
EXISTING + PROJECT PHASE C

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD RIVER ROAD / EAST VISTA WAY







PHASE 1:

41 / 97
AM/PM

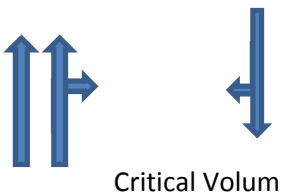


Critical Volume

268 / 375
AM/PM
134 / 188

PHASE 2:

763 / 1,190
AM/PM

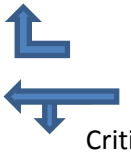


Critical Volume

809 / 711
AM/PM
716 / 620

PHASE 3

WBL	252 /	185
WBT	46 /	62
WBR	278 /	348
	AM /	PM



Critical Volume

298 / 348

PHASE 4

EBL	5 /	3
EBT	167 /	68
EBR	221 /	75
	AM /	PM



Critical Volume

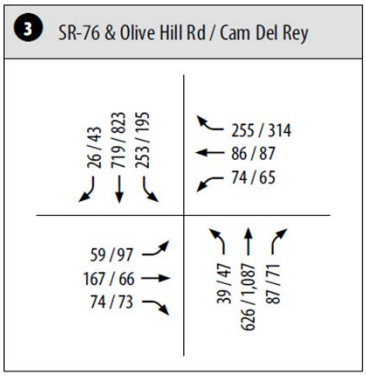
393 / 146

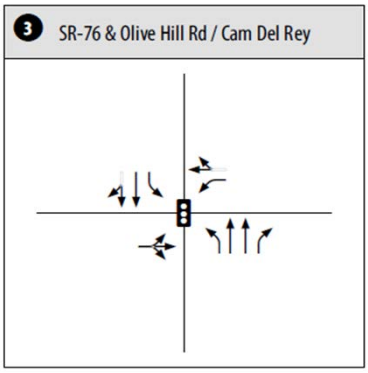
SUM	PHASE 1	134 / 188	AM	1,541 >1500: (Over Capacity)
	PHASE 2	716 / 620	PM	1,302 1200-1500: (At Capacity)
	PHASE 3	298 / 348		
	PHASE 4	393 / 146		
	TOTAL	1,541 / 1,302		

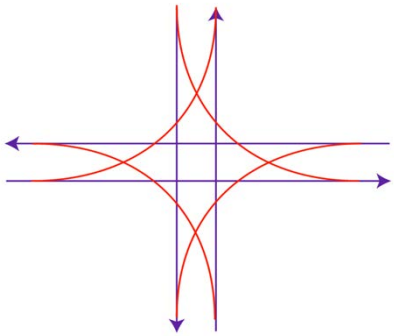
EXISTING + PROJECT PHASE C

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLIVE HILL RD / CAM DEL REY







PHASE 1:

39 / 47	
AM/PM	

Critical Volume

253 / 195
AM/PM
253 / 195

PHASE 2:

NBT	626 / 1,087
NBR	87 / 71
	AM/PM

Critical Volume

745 / 866
AM/PM
313 / 544

PHASE 3

WBL	74	/	65
WBT	86	/	87
WBR	255	/	314
	AM	/	PM

Critical Volume 341 / 401

PHASE 4

EBL	59	/	97
EBT	167	/	66
EBR	74	/	73
	AM	/	PM

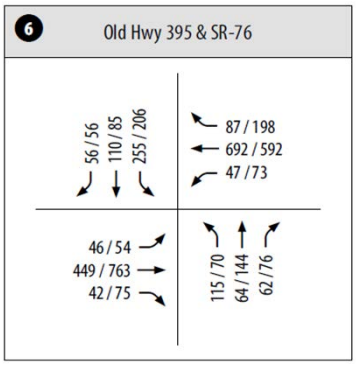
Critical Volume 300 / 236

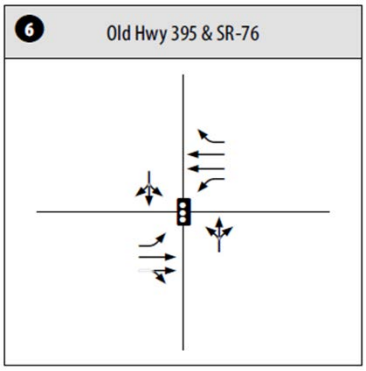
SUM	PHASE 1	253 / 195	AM	1,207 1200-1500: (At Capacity)
	PHASE 2	313 / 544	PM	1,376 1200-1500: (At Capacity)
	PHASE 3	341 / 401		
	PHASE 4	300 / 236		
	TOTAL	1,207 / 1,376		

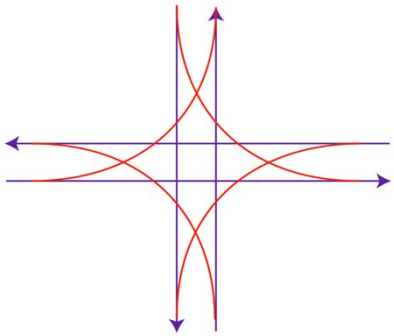
EXISTING + PROJECT PHASE C

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD HIGHWAY 395







PHASE 1:

46 / 54	
AM/PM	

Critical Volume

47 / 73
AM/PM
47 / 73

PHASE 2:

NBT	449 / 763	
NBR	42 / 75	
	AM/PM	

Critical Volume

87 / 198	WBR
692 / 592	WBT
AM/PM	
346 / 419	

PHASE 3

NBL	115 /	70
NBT	64 /	144
NBR	62 /	76
	AM /	PM

Critical Volume 241 / 290

PHASE 4

SBL	255 /	206
SBT	110 /	85
SBR	56 /	56
	AM /	PM

Critical Volume 421 / 347

SUM	PHASE 1	47 / 73	AM	1,055 <1200: (Under Capacity)
	PHASE 2	346 / 419	PM	1,129 <1200: (Under Capacity)
	PHASE 3	241 / 290		
	PHASE 4	421 / 347		
	TOTAL	1,055 / 1,129		

Appendix AB

Traffic Signal Warrants –

Existing Plus Project (Phases C) Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #9 : OLD HIGHWAY 395 / W. LILAC ROAD

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 499 / 377
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,286 / 1442

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More		Hour
Both Approaches - Major Street		x		644 / 918
Higher Approach - Minor Street	x			499 / 377

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

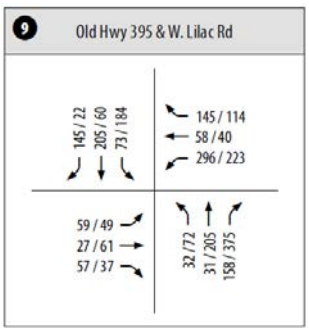
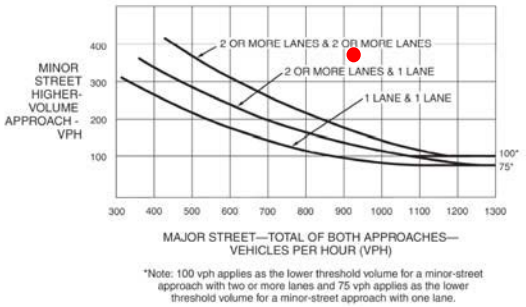


Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Phase C

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: Old Highway 395 Critical Approach Speed ____ mph

Minor St: West Lilac Road Critical Approach Speed ____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or } RURAL (R)
In built up area of isolated community of < 10,000 population..... ☐

☐ URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major 9,730 Street	Minor 10,340 Street
1.....	1.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major 9,730 Street	Minor 10,340 Street
1.....	1.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied ____

No one condition satisfied, but following conditions fulfilled 80% or more..... A ____ B ____

2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Phase C

DIST ____ CO ____ RTE ____ PM ____

CALC _____ DATE _____

CHK _____ DATE _____

Major St: Gopher Canyon Rd — Critical Approach Speed _____ mph

Minor St: I-15 SB Ramps — Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐

} RURAL (R)

☐ URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More.....13,020.....	1.....4,000.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More.....13,020.....	1.....4,000.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches) / Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)

Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied _____

2 CONDITIONS 80% / 2 CONDITIONS 80%

No one condition satisfied, but following conditions fulfilled 80% or more..... _____ A _____ B

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #14 : I-15 SB RAMPS / GOPHER CANYON ROAD - EXISTING + PHASE C

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

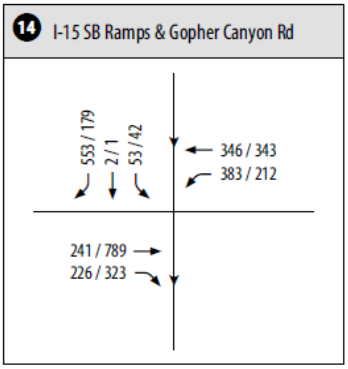
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 608 / 222
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,804 / 1,889

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		X	1,196 / 1,667
Higher Approach - Minor Street	X		608 / 222

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



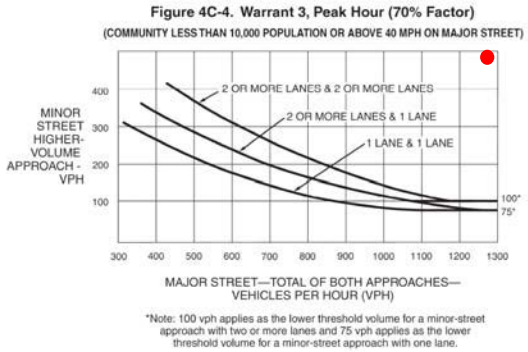


Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Phase C

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: Gopher Canyon Rd — Critical Approach Speed ____ mph

Minor St: I-15 NB Ramps — Critical Approach Speed ____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More.....12,700.....	1.....7,250.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More..12,700.....	1.....7,250.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches) / Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)

Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied ____

2 CONDITIONS 80% / 2 CONDITIONS 80%

No one condition satisfied, but following conditions fulfilled 80% or more..... ____ (A) ____ (B)

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #15 : I-15 NB RAMPS / GOPHER CANYON ROAD - EXISTING + PHASE C

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

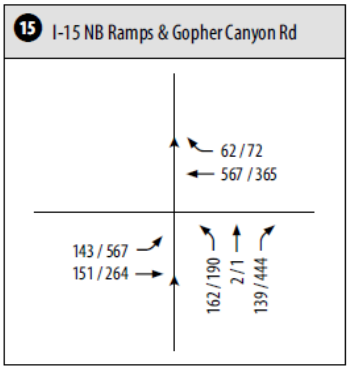
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 303 / 635
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,226 / 1,903

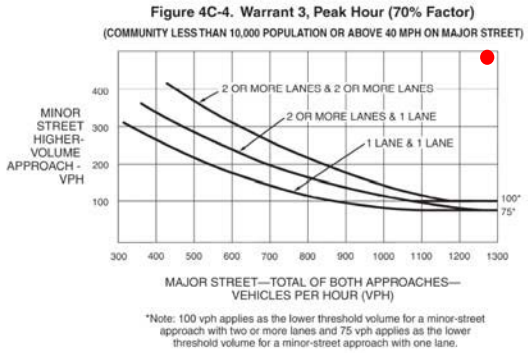
PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour	
Both Approaches - Major Street		X		923 / 1,268
Higher Approach - Minor Street	X			303 / 635

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.





Appendix AC

Mitigated Peak Hour Intersection Capacity Worksheets – Existing Plus Project (Phases C) Conditions

EXISTING + PHASE C – PFFP REPORT

Phase C Mitigation Implementation Triggers by Building Permit

Existing Plus Project (Phases C) Conditions

Intersection #9: Old Highway 395 / W. Lilac Road

Mitigation Measure = Signalization

Worst Case = PM Peak Hour

- Phases 1 & 2 PM Peak Hour Trip Generation: 585 (396 in / 189 out)

Signalization would be required (by 585 EDU or 585 PM peak hour project trips since PM intersection operations would dictate the need for signalization) at this intersection to mitigate direct project impacts.

Intersection	
Intersection Delay (sec/veh):	11.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	49	40	37	100	23	61	72	205	221	117	60	22
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		50	200		50	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	53	43	40	105	24	64	76	216	233	127	65	24
Number of Lanes	0	1	1	0	1	1	1	1	0	1	2	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	860	932	45	793	828	225	89	0	0	449	0	0
Stage 1	331	331	-	485	485	-	-	-	-	-	-	-
Stage 2	529	601	-	308	343	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	250	265	1015	279	305	778	1504	-	-	1108	-	-
Stage 1	656	644	-	532	550	-	-	-	-	-	-	-
Stage 2	501	488	-	677	636	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	187	223	1015	201	256	778	1504	-	-	1108	-	-
Mov Capacity-2 Maneuver	187	223	-	201	256	-	-	-	-	-	-	-
Stage 1	623	570	-	505	522	-	-	-	-	-	-	-
Stage 2	416	463	-	532	563	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	29.5	34.6	1.1	5.1
HCM LOS	D	D	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (vph)				202	1015	209	778			
HCM Control Delay (s)	7.521	0	-	38.2	8.7	46.8	10	8.67	0	-
HCM Lane VC Ratio	0.05	-	-	0.479	0.04	0.619	0.083	0.115	-	-
HCM Lane LOS	A	A	-	E	A	E	B	A	A	-
HCM 95th Percentile Queue (veh)	0.159	-	-	2.341	0.124	3.589	0.269	0.388	-	-

Phase C Mitigation Implementation Triggers by Building Permit

Existing Plus Project (Phases C) Conditions

Intersection #1: East Vista Way / Gopher Canyon Road

Mitigation Measure = +1 NBR (in addition to the +1 WBR constructed in Phase A)

East Vista Way between Gopher Canyon Road & Osborne Street - existing ADT / LOS : 21,020 / **F**

Allowable increased based upon County Standard (Table 2.8 of the TIS): 100 ADT

Percentage of project trips on East Vista Way between Gopher Canyon Road & Osborne Street: 2.1%

Project Trips Generation Phase B: 4,745 ADT (Table 4.5 of the TIS)

Trips Assignment to East Vista Way between Gopher Canyon Road & Osborne Street @ end of Phase B = 99.6 ADT (or at 475th EDU)

EDU when mitigation is triggered = 476th EDU or 100th ADT on East Vista Way

A dedicated right-turn lane at the northbound E. Vista Way approach of the East Vista Way / Gopher Canyon Road intersection, the constraining intersection along the impacted segment would be requied by the 476th EDU

EXISTING + PHASE C – MITIGATION SYNCHRO REPORTS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1	0	811	1	279	0	291	348	154	460	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	1	1	0	911	1	257	0	327	211	181	541	0
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	2	0	946	1	845	2	373	317	209	660	0
Arrive On Green	0.00	0.00	0.00	0.53	0.53	0.53	0.00	0.20	0.20	0.12	0.35	0.00
Sat Flow, veh/h	909	909	0	1772	2	1583	1774	1863	1583	1774	1863	0
Grp Volume(v), veh/h	2	0	0	912	0	257	0	327	211	181	541	0
Grp Sat Flow(s),veh/h/ln	1817	0	0	1774	0	1583	1774	1863	1583	1774	1863	0
Q Serve(g_s), s	0.1	0.0	0.0	54.2	0.0	9.9	0.0	18.7	13.5	11.0	29.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	54.2	0.0	9.9	0.0	18.7	13.5	11.0	29.0	0.0
Prop In Lane	0.50		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	5	0	0	947	0	845	2	373	317	209	660	0
V/C Ratio(X)	0.41	0.00	0.00	0.96	0.00	0.30	0.00	0.88	0.67	0.86	0.82	0.00
Avail Cap(c_a), veh/h	83	0	0	969	0	865	65	441	375	210	660	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.7	0.0	0.0	24.6	0.0	14.3	0.0	42.6	40.5	47.6	32.3	0.0
Incr Delay (d2), s/veh	46.6	0.0	0.0	20.3	0.0	0.2	0.0	16.0	3.5	29.2	8.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	31.7	0.0	4.3	0.0	11.3	6.2	7.1	16.4	0.0
LnGrp Delay(d),s/veh	101.3	0.0	0.0	44.9	0.0	14.5	0.0	58.6	44.0	76.8	40.3	0.0
LnGrp LOS	F			D		B		E	D	E	D	
Approach Vol, veh/h		2			1169			538			722	
Approach Delay, s/veh		101.3			38.2			52.9			49.5	
Approach LOS		F			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	26.0		4.3	0.0	42.9		62.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	13.0	26.0		5.0	4.0	35.0		60.0
Max Q Clear Time (g_c+I1), s	13.0	20.7		2.1	0.0	31.0		56.2
Green Ext Time (p_c), s	0.0	1.3		0.0	0.0	2.1		2.4

Intersection Summary		
HCM 2010 Ctrl Delay		44.8
HCM 2010 LOS		D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	408	0	190	0	379	881	319	380	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	0	0	0	434	0	149	0	499	470	347	413	0
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.94	0.92	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	0	2	0	467	0	417	2	661	562	375	1147	0
Arrive On Green	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.35	0.35	0.21	0.62	0.00
Sat Flow, veh/h	0	1863	0	1774	0	1583	1774	1863	1583	1774	1863	0
Grp Volume(v), veh/h	0	0	0	434	0	149	0	499	470	347	413	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1583	1774	1863	1583	1774	1863	0
Q Serve(g_s), s	0.0	0.0	0.0	26.9	0.0	8.6	0.0	26.6	30.7	21.6	12.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	26.9	0.0	8.6	0.0	26.6	30.7	21.6	12.3	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	467	0	417	2	661	562	375	1147	0
V/C Ratio(X)	0.00	0.00	0.00	0.93	0.00	0.36	0.00	0.75	0.84	0.93	0.36	0.00
Avail Cap(c_a), veh/h	0	264	0	494	0	441	63	893	759	400	1273	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	40.5	0.0	33.7	0.0	32.0	33.4	43.6	10.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	23.4	0.0	0.5	0.0	2.5	6.1	26.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	16.2	0.0	3.8	0.0	14.2	14.4	13.4	6.4	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	63.9	0.0	34.3	0.0	34.6	39.5	70.0	10.9	0.0
LnGrp LOS				E		C		C	D	E	B	
Approach Vol, veh/h		0			583			969			760	
Approach Delay, s/veh		0.0			56.3			36.9			37.9	
Approach LOS					E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	29.4	48.0		0.0	0.0	77.4		35.3
Change Period (Y+Rc), s	5.6	8.0		4.0	4.0	* 8		5.6
Max Green Setting (Gmax), s	25.4	54.0		16.0	4.0	* 77		31.4
Max Q Clear Time (g_c+I1), s	23.6	32.7		0.0	0.0	14.3		28.9
Green Ext Time (p_c), s	0.2	7.3		0.0	0.0	8.8		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	42.1
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	61	37	223	40	114	72	205	375	184	60	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	0	1	0	1	1	0	1	1	0	1	2	0
Capacity, veh/h	156	180	86	340	116	330	96	229	419	246	1247	434
Arriving On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.05	0.39	0.39	0.14	0.47	0.47
Sat Flow, veh/h	418.8	486.6	316.3	1221.5	427.9	1219.6	1774.0	591.0	1081.0	1774.0	2643.1	920.0
Grp Volume(v), veh/h	159.8	0.0	0.0	234.7	0.0	162.1	75.8	0.0	610.5	200.0	44.9	44.2
Grp Sat Flow(s),veh/h/ln	1256.5	0.0	0.0	1221.5	0.0	1647.5	1774.0	0.0	1672.0	1774.0	1862.7	1700.4
Q Serve(g_s), s	0.8	0.0	0.0	10.5	0.0	4.7	2.5	0.0	20.8	6.5	0.8	0.8
Cycle Q Clear(g_c), s	5.5	0.0	0.0	16.0	0.0	4.7	2.5	0.0	20.8	6.5	0.8	0.8
Proportion In Lane	0.333		0.252	1.000		0.740	1.000		0.647	1.000		0.541
Lane Grp Cap(c), veh/h	421.6	0.0	0.0	339.6	0.0	446.2	96.4	0.0	648.1	245.6	878.7	802.1
V/C Ratio(X)	0.379	0.000	0.000	0.691	0.000	0.363	0.786	0.000	0.942	0.814	0.051	0.055
Avail Cap(c_a), veh/h	421.6	0.0	0.0	339.6	0.0	446.2	180.2	0.0	650.9	270.3	878.7	802.1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	0.000	1.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	17.3	0.0	0.0	24.7	0.0	17.4	27.6	0.0	17.4	24.7	8.4	8.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	5.9	0.0	0.5	13.1	0.0	22.1	16.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	17.8	0.0	0.0	30.5	0.0	17.9	40.7	0.0	39.5	40.7	8.5	8.5
Lane Group LOS	B			C		B	D		D	D	A	A
Approach Volume, veh/h		160			397			686			289	
Approach Delay, s/veh		17.8			25.4			39.6			30.8	
Approach LOS		B			C			D			C	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		20.00			20.00		7.21	26.90		12.18	31.87	
Change Period (Y+Rc), s		4.00			4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s		16.00			16.00		6.00	23.00		9.00	26.00	
Max Q Clear Time (g_c+I1), s		7.47			18.00		4.49	22.81		8.47	2.83	
Green Extension Time (p_c)		1.86			0.00		0.02	0.09		0.03	4.44	

Intersection Summary		
HCM 2010 Control Delay	32.0	
HCM 2010 Level of Service	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	27	57	296	58	145	32	31	158	73	205	145
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	0	1	0	1	1	0	1	1	0	1	2	0
Capacity, veh/h	144	66	115	348	175	348	55	60	247	112	411	349
Arriving On Green	0.19	0.19	0.19	0.31	0.31	0.31	0.03	0.19	0.19	0.06	0.22	0.22
Sat Flow, veh/h	761.9	348.7	607.0	1108.8	558.9	1108.2	1774.0	318.0	1313.0	1774.0	1862.7	1583.3
Grp Volume(v), veh/h	266.0	0.0	0.0	321.7	0.0	188.0	44.4	0.0	220.8	86.9	244.0	136.9
Grp Sat Flow(s),veh/h/ln	1717.5	0.0	0.0	1108.8	0.0	1667.2	1774.0	0.0	1631.0	1774.0	1862.7	1583.3
Q Serve(g_s), s	9.7	0.0	0.0	18.3	0.0	5.7	1.6	0.0	8.3	3.1	7.7	4.8
Cycle Q Clear(g_c), s	9.7	0.0	0.0	18.3	0.0	5.7	1.6	0.0	8.3	3.1	7.7	4.8
Proportion In Lane	0.444		0.353	1.000		0.665	1.000		0.805	1.000		1.000
Lane Grp Cap(c), veh/h	325.2	0.0	0.0	348.1	0.0	523.3	54.7	0.0	307.4	111.6	410.9	349.2
V/C Ratio(X)	0.818	0.000	0.000	0.924	0.000	0.359	0.813	0.000	0.718	0.779	0.594	0.392
Avail Cap(c_a), veh/h	474.1	0.0	0.0	357.1	0.0	536.9	163.2	0.0	450.3	190.5	542.8	461.4
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	0.000	1.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	25.4	0.0	0.0	21.6	0.0	17.3	31.4	0.0	24.8	30.1	22.8	21.7
Incr Delay (d2), s/veh	7.1	0.0	0.0	28.9	0.0	0.4	24.0	0.0	3.1	11.0	1.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	32.5	0.0	0.0	50.5	0.0	17.7	55.4	0.0	28.0	41.2	24.2	22.4
Lane Group LOS	C			D		B	E		C	D	C	C
Approach Volume, veh/h		266			510			265			468	
Approach Delay, s/veh		32.5			38.4			32.6			26.8	
Approach LOS		C			D			C			C	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		16.34			24.47		6.01	16.29		8.10	18.38	
Change Period (Y+Rc), s		4.00			4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s		18.00			21.00		6.00	18.00		7.00	19.00	
Max Q Clear Time (g_c+I1), s		11.69			20.29		3.62	10.29		5.15	9.66	
Green Extension Time (p_c)		0.76			0.18		0.01	2.00		0.03	2.25	

Intersection Summary		
HCM 2010 Control Delay	32.7	
HCM 2010 Level of Service	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	241	226	383	346	0	0	0	0	53	2	553
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	313	0	445	402	0				56	2	350
Adj No. of Lanes	0	1	0	1	2	0				0	1	0
Peak Hour Factor	0.90	0.77	0.77	0.86	0.86	0.86				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	451	0	502	2091	0				61	2	384
Arrive On Green	0.00	0.24	0.00	0.28	0.59	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	1863	0	1774	3632	0				221	8	1380
Grp Volume(v), veh/h	0	313	0	445	402	0				408	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	1770	0				1608	0	0
Q Serve(g_s), s	0.0	9.3	0.0	14.7	3.2	0.0				15.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.3	0.0	14.7	3.2	0.0				15.0	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.00				0.14		0.86
Lane Grp Cap(c), veh/h	0	451	0	502	2091	0				447	0	0
V/C Ratio(X)	0.00	0.69	0.00	0.89	0.19	0.00				0.91	0.00	0.00
Avail Cap(c_a), veh/h	0	732	0	610	2841	0				474	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	21.1	0.0	20.9	5.8	0.0				21.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	12.9	0.0	0.0				21.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	0.0	9.0	1.6	0.0				9.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	23.0	0.0	33.8	5.8	0.0				42.5	0.0	0.0
LnGrp LOS		C		C	A					D		
Approach Vol, veh/h		313			847						408	
Approach Delay, s/veh		23.0			20.5						42.5	
Approach LOS		C			C						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.3	18.8		21.0		40.1		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	21.0	24.0		18.0		49.0		
Max Q Clear Time (g_c+I1), s	16.7	11.3		17.0		5.2		
Green Ext Time (p_c), s	0.6	3.5		0.0		4.8		

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	143	151	0	0	567	62	162	2	139	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	146	154	0	0	616	0	182	2	134			
Adj No. of Lanes	1	2	0	0	2	0	0	1	0			
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.89	0.89	0.89			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	192	1949	0	0	1181	0	225	2	165			
Arrive On Green	0.11	0.55	0.00	0.00	0.33	0.00	0.23	0.23	0.23			
Sat Flow, veh/h	1774	3632	0	0	3725	0	967	11	712			
Grp Volume(v), veh/h	146	154	0	0	616	0	318	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	0	1689	0	0			
Q Serve(g_s), s	2.9	0.8	0.0	0.0	5.2	0.0	6.6	0.0	0.0			
Cycle Q Clear(g_c), s	2.9	0.8	0.0	0.0	5.2	0.0	6.6	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.00	0.57		0.42			
Lane Grp Cap(c), veh/h	192	1949	0	0	1181	0	392	0	0			
V/C Ratio(X)	0.76	0.08	0.00	0.00	0.52	0.00	0.81	0.00	0.00			
Avail Cap(c_a), veh/h	626	4706	0	0	3073	0	825	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	16.0	3.9	0.0	0.0	9.9	0.0	13.4	0.0	0.0			
Incr Delay (d2), s/veh	6.0	0.0	0.0	0.0	0.4	0.0	4.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.4	0.0	0.0	2.5	0.0	3.4	0.0	0.0			
LnGrp Delay(d),s/veh	22.0	3.9	0.0	0.0	10.3	0.0	17.4	0.0	0.0			
LnGrp LOS	C	A			B		B					
Approach Vol, veh/h		300			616			318				
Approach Delay, s/veh		12.7			10.3			17.4				
Approach LOS		B			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		24.3			8.0	16.3		12.6
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		49.0			13.0	32.0		18.0
Max Q Clear Time (g_c+I1), s		2.8			4.9	7.2		8.6
Green Ext Time (p_c), s		5.6			0.2	5.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	789	323	212	343	0	0	0	0	42	1	179
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	839	0	219	354	0				44	1	186
Adj No. of Lanes	0	1	0	1	2	0				0	1	0
Peak Hour Factor	0.99	0.94	0.94	0.97	0.97	0.99				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	998	0	260	2595	0				51	1	215
Arrive On Green	0.00	0.54	0.00	0.15	0.73	0.00				0.16	0.16	0.16
Sat Flow, veh/h	0	1863	0	1774	3632	0				308	7	1302
Grp Volume(v), veh/h	0	839	0	219	354	0				231	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	1770	0				1618	0	0
Q Serve(g_s), s	0.0	29.8	0.0	9.4	2.3	0.0				10.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	29.8	0.0	9.4	2.3	0.0				10.9	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.00				0.19		0.81
Lane Grp Cap(c), veh/h	0	998	0	260	2595	0				266	0	0
V/C Ratio(X)	0.00	0.84	0.00	0.84	0.14	0.00				0.87	0.00	0.00
Avail Cap(c_a), veh/h	0	1618	0	317	3888	0				331	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.4	0.0	32.5	3.1	0.0				31.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.3	0.0	15.7	0.0	0.0				17.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.8	0.0	5.8	1.1	0.0				6.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	17.6	0.0	48.2	3.1	0.0				49.8	0.0	0.0
LnGrp LOS		B		D	A					D		
Approach Vol, veh/h		839			573						231	
Approach Delay, s/veh		17.6			20.4						49.8	
Approach LOS		B			C						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.5	45.9		16.9		61.4		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	14.0	68.0		16.0		86.0		
Max Q Clear Time (g_c+I1), s	11.4	31.8		12.9		4.3		
Green Ext Time (p_c), s	0.2	10.1		0.0		11.1		

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	567	264	0	0	365	72	190	1	444	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	585	272	0	0	376	0	200	1	309			
Adj No. of Lanes	1	2	0	0	2	0	0	1	0			
Peak Hour Factor	0.97	0.97	0.98	0.98	0.97	0.97	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	638	2013	0	0	555	0	212	1	327			
Arrive On Green	0.36	0.57	0.00	0.00	0.16	0.00	0.33	0.33	0.33			
Sat Flow, veh/h	1774	3632	0	0	3725	0	648	3	1002			
Grp Volume(v), veh/h	585	272	0	0	376	0	510	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	0	1654	0	0			
Q Serve(g_s), s	24.1	2.7	0.0	0.0	7.7	0.0	22.9	0.0	0.0			
Cycle Q Clear(g_c), s	24.1	2.7	0.0	0.0	7.7	0.0	22.9	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.00	0.39		0.61			
Lane Grp Cap(c), veh/h	638	2013	0	0	555	0	540	0	0			
V/C Ratio(X)	0.92	0.14	0.00	0.00	0.68	0.00	0.94	0.00	0.00			
Avail Cap(c_a), veh/h	813	2595	0	0	788	0	779	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	23.4	7.7	0.0	0.0	30.4	0.0	25.0	0.0	0.0			
Incr Delay (d2), s/veh	13.0	0.0	0.0	0.0	1.5	0.0	15.9	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.0	1.3	0.0	0.0	3.9	0.0	12.9	0.0	0.0			
LnGrp Delay(d),s/veh	36.3	7.7	0.0	0.0	31.8	0.0	40.9	0.0	0.0			
LnGrp LOS	D	A			C		D					
Approach Vol, veh/h		857			376			510				
Approach Delay, s/veh		27.2			31.8			40.9				
Approach LOS		C			C			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		47.4			31.5	16.0		28.9
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		56.0			35.0	17.0		36.0
Max Q Clear Time (g_c+I1), s		4.7			26.1	9.7		24.9
Green Ext Time (p_c), s		4.5			1.4	2.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Appendix AD

Arterial Analysis –

Existing Plus Project (Phase D) Conditions

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing + D
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21290	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.615	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	60	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.750	

Results

Annual average daily traffic, AADT	21290	vpd
Two-way hourly volume	1916	vph
Hourly directional volume	1178	vph
Through-volume 15-min. flow rate	512	v
Running time	78.0	sec
v/c ratio	0.40	
Through capacity	1281	vph
Progression factor, PF	1.000	
Uniform delay	6.7	sec
Filtering/metering factor, I	0.922	
Incremental delay	0.9	sec
Control delay	7.6	sec/v
Total travel speed, Sa	38.7	mph
Total urban street LOS	B	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+D
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21290	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.660	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	1	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	120.0	sec
Effective green ratio, g/C	0.760	

Results

Annual average daily traffic, AADT	21290	vpd
Two-way hourly volume	1490	vph
Hourly directional volume	983	vph
Through-volume 15-min. flow rate	1057	v
Running time	78.0	sec
v/c ratio	0.81	
Through capacity	1298	vph
Progression factor, PF	1.000	
Uniform delay	9.1	sec
Filtering/metering factor, I	0.475	
Incremental delay	2.8	sec
Control delay	11.9	sec/v
Total travel speed, Sa	35.4	mph
Total urban street LOS	B	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing+D
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15810	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.668	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.505	

Results

Annual average daily traffic, AADT	15810	vpd
Two-way hourly volume	1422	vph
Hourly directional volume	949	vph
Through-volume 15-min. flow rate	515	v
Running time	504.0	sec
v/c ratio	0.71	
Through capacity	726	vph
Progression factor, PF	1.000	
Uniform delay	28.6	sec
Filtering/metering factor, I	0.637	
Incremental delay	3.7	sec
Control delay	32.4	sec/v
Total travel speed, Sa	44.3	mph
Total urban street LOS	A	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+D
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15810	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.685	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	20	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	120.0	sec
Effective green ratio, g/C	0.440	

Results

Annual average daily traffic, AADT	15810	vpd
Two-way hourly volume	1106	vph
Hourly directional volume	757	vph
Through-volume 15-min. flow rate	658	v
Running time	504.0	sec
v/c ratio	1.04	
Through capacity	633	vph
Progression factor, PF	1.000	
Uniform delay	33.6	sec
Filtering/metering factor, I	0.090	
Incremental delay	23.0	sec
Control delay	56.6	sec/v
Total travel speed, Sa	40.8	mph
Total urban street LOS	B	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing + D
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15300	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.660	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.660	

Results

Annual average daily traffic, AADT	15300	vpd
Two-way hourly volume	1377	vph
Hourly directional volume	908	vph
Through-volume 15-min. flow rate	493	v
Running time	78.0	sec
v/c ratio	0.44	
Through capacity	1127	vph
Progression factor, PF	1.000	
Uniform delay	12.2	sec
Filtering/metering factor, I	0.901	
Incremental delay	1.1	sec
Control delay	13.3	sec/v
Total travel speed, Sa	34.4	mph
Total urban street LOS	B	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+D
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15300	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.520	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	26	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	145.0	sec
Effective green ratio, g/C	0.510	

Results

Annual average daily traffic, AADT	15300	vpd
Two-way hourly volume	1071	vph
Hourly directional volume	556	vph
Through-volume 15-min. flow rate	447	v
Running time	78.0	sec
v/c ratio	0.51	
Through capacity	871	vph
Progression factor, PF	1.000	
Uniform delay	23.6	sec
Filtering/metering factor, I	0.848	
Incremental delay	1.8	sec
Control delay	25.4	sec/v
Total travel speed, Sa	27.9	mph
Total urban street LOS	C	

Appendix AE

Peak Hour Intersection Capacity Worksheets – Existing Plus Project (Phase D) Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1	0	810	1	281	0	293	347	156	462	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	1	1	0	910	1	237	0	329	221	184	544	0
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	2	0	960	1	857	2	370	315	213	658	0
Arrive On Green	0.00	0.00	0.00	0.54	0.54	0.54	0.00	0.20	0.20	0.12	0.35	0.00
Sat Flow, veh/h	909	909	0	1772	2	1583	1774	1863	1583	1774	1863	0
Grp Volume(v), veh/h	2	0	0	911	0	237	0	329	221	184	544	0
Grp Sat Flow(s),veh/h/ln	1817	0	0	1774	0	1583	1774	1863	1583	1774	1863	0
Q Serve(g_s), s	0.1	0.0	0.0	56.3	0.0	9.4	0.0	20.0	15.1	11.8	31.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	56.3	0.0	9.4	0.0	20.0	15.1	11.8	31.0	0.0
Prop In Lane	0.50		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	4	0	0	961	0	857	2	370	315	213	658	0
V/C Ratio(X)	0.51	0.00	0.00	0.95	0.00	0.28	0.00	0.89	0.70	0.86	0.83	0.00
Avail Cap(c_a), veh/h	62	0	0	1022	0	912	61	424	361	252	658	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.0	0.0	0.0	25.1	0.0	14.4	0.0	45.3	43.4	50.2	34.4	0.0
Incr Delay (d2), s/veh	77.1	0.0	0.0	16.6	0.0	0.2	0.0	18.3	5.1	22.7	8.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	31.8	0.0	4.1	0.0	12.1	7.1	7.2	17.4	0.0
LnGrp Delay(d),s/veh	135.0	0.0	0.0	41.8	0.0	14.6	0.0	63.7	48.5	72.9	42.9	0.0
LnGrp LOS	F			D		B		E	D	E	D	
Approach Vol, veh/h		2			1148			550			728	
Approach Delay, s/veh		135.0			36.2			57.6			50.5	
Approach LOS		F			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.0	27.1		4.3	0.0	45.1		67.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	16.5	26.5		4.0	4.0	39.0		67.0
Max Q Clear Time (g_c+I1), s	13.8	22.0		2.1	0.0	33.0		58.3
Green Ext Time (p_c), s	0.1	1.1		0.0	0.0	2.9		4.7

Intersection Summary	
HCM 2010 Ctrl Delay	45.4
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	169	220	254	48	278	40	524	242	268	805	6
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	6	204	217	331	0	274	42	546	210	288	866	6
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.96	0.96	0.96	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	327	287	770	0	344	56	1313	409	408	1797	12
Arrive On Green	0.18	0.18	0.18	0.22	0.00	0.22	0.03	0.26	0.26	0.12	0.34	0.34
Sat Flow, veh/h	53	1807	1583	3548	0	1583	1774	5085	1583	3442	5210	36
Grp Volume(v), veh/h	210	0	217	331	0	274	42	546	210	288	563	309
Grp Sat Flow(s),veh/h/ln	1860	0	1583	1774	0	1583	1774	1695	1583	1721	1695	1856
Q Serve(g_s), s	7.4	0.0	9.2	5.7	0.0	11.6	1.7	6.3	8.1	5.7	9.3	9.3
Cycle Q Clear(g_c), s	7.4	0.0	9.2	5.7	0.0	11.6	1.7	6.3	8.1	5.7	9.3	9.3
Prop In Lane	0.03		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	337	0	287	770	0	344	56	1313	409	408	1169	640
V/C Ratio(X)	0.62	0.00	0.76	0.43	0.00	0.80	0.75	0.42	0.51	0.71	0.48	0.48
Avail Cap(c_a), veh/h	550	0	468	1348	0	602	200	1932	602	920	1813	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	27.6	24.0	0.0	26.3	34.1	21.9	22.5	30.1	18.3	18.3
Incr Delay (d2), s/veh	1.9	0.0	4.1	0.4	0.0	4.3	17.6	0.2	1.0	2.3	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	4.4	2.8	0.0	5.5	1.1	3.0	3.6	2.8	4.4	4.8
LnGrp Delay(d),s/veh	28.7	0.0	31.7	24.4	0.0	30.6	51.7	22.1	23.5	32.4	18.6	18.9
LnGrp LOS	C		C	C		C	D	C	C	C	B	B
Approach Vol, veh/h		427			605			798			1160	
Approach Delay, s/veh		30.2			27.2			24.1			22.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	28.5		19.4	12.4	22.3		16.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	38.0		27.0	19.0	27.0		21.0
Max Q Clear Time (g_c+I1), s	3.7	11.3		13.6	7.7	10.1		11.2
Green Ext Time (p_c), s	0.0	10.2		1.8	0.7	8.3		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	167	74	77	86	255	39	626	89	253	719	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	69	194	74	100	112	279	43	688	87	288	817	24
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.86	0.86	0.86	0.77	0.77	0.77	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	543	404	343	280	414	352	139	1315	410	452	1430	445
Arrive On Green	0.16	0.22	0.22	0.16	0.22	0.22	0.08	0.26	0.26	0.13	0.28	0.28
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	69	194	74	100	112	279	43	688	87	288	817	24
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	1.3	6.9	2.9	3.8	3.8	12.7	1.7	8.8	3.3	6.0	10.5	0.8
Cycle Q Clear(g_c), s	1.3	6.9	2.9	3.8	3.8	12.7	1.7	8.8	3.3	6.0	10.5	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	543	404	343	280	414	352	139	1315	410	452	1430	445
V/C Ratio(X)	0.13	0.48	0.22	0.36	0.27	0.79	0.31	0.52	0.21	0.64	0.57	0.05
Avail Cap(c_a), veh/h	1009	537	456	604	635	539	280	1806	562	783	2007	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	26.0	24.5	28.6	24.5	27.9	33.1	24.2	22.1	31.3	23.4	19.9
Incr Delay (d2), s/veh	0.1	0.9	0.3	0.8	0.3	4.6	1.2	0.3	0.3	1.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.7	1.3	1.9	2.0	6.0	0.9	4.2	1.5	3.0	4.9	0.4
LnGrp Delay(d),s/veh	27.6	26.9	24.8	29.3	24.8	32.5	34.3	24.5	22.4	32.8	23.8	20.0
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	B
Approach Vol, veh/h		337			491			818			1129	
Approach Delay, s/veh		26.6			30.1			24.8			26.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	25.7	16.1	20.6	12.0	27.4	15.7	21.0
Change Period (Y+Rc), s	3.7	6.0	4.1	* 4.1	6.0	* 6	3.7	4.1
Max Green Setting (Gmax), s	17.3	27.0	25.9	* 22	12.0	* 30	22.3	25.9
Max Q Clear Time (g_c+I1), s	8.0	10.8	5.8	8.9	3.7	12.5	3.3	14.7
Green Ext Time (p_c), s	0.6	8.5	0.2	2.4	0.0	8.9	0.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	7.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	453	0	0	273	218	83
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	Free	Free
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	492	0	0	297	237	90
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	492	0	789	492
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	297	-
Follow-up Headway	-	0	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	1071	-	359	577
Stage 1	-	0	-	-	615	-
Stage 2	-	0	-	-	754	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1071	-	359	577
Mov Capacity-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	27
HCM LOS	A	A	D

Lane	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (vph)	359	577			
HCM Control Delay (s)	32.5	12.4	-	0	-
HCM Lane VC Ratio	0.66	0.156	-	-	-
HCM Lane LOS	D	B	-	A	-
HCM 95th Percentile Queue (veh)	4.498	0.551	-	0	-

Intersection	
Intersection Delay (sec/veh):	6.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	232	260	293	10	4	265
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.78	0.78	0.73	0.73
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	305	342	376	13	5	363
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	389	0	0	0	1335	383
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	952	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1170	-	-	-	169	664
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	375	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1170	-	-	-	115	664
Mov Capacity-2 Maneuver	-	-	-	-	115	-
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	254	-

Approach	EB	WB	SB
HCM Control Delay (s)	4.3	0	17.1
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					115	664
HCM Control Delay (s)	9.16	-	-	-	37.9	16.8
HCM Lane VC Ratio	0.261	-	-	-	0.048	0.547
HCM Lane LOS	A	-	-	-	E	C
HCM 95th Percentile Queue (veh)	1.049	-	-	-	0.148	3.324

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	449	43	46	692	87	116	65	61	255	111	56
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	50	488	42	50	752	84	138	77	67	263	114	53
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	862	386	162	945	869	171	95	233	305	132	62
Arrive On Green	0.06	0.24	0.24	0.09	0.27	0.27	0.15	0.15	0.15	0.28	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1158	646	1583	1083	469	218
Grp Volume(v), veh/h	50	488	42	50	752	84	215	0	67	430	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1805	0	1583	1770	0	0
Q Serve(g_s), s	2.2	9.9	1.7	2.2	16.2	2.1	9.5	0.0	3.1	18.9	0.0	0.0
Cycle Q Clear(g_c), s	2.2	9.9	1.7	2.2	16.2	2.1	9.5	0.0	3.1	18.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.64		1.00	0.61		0.12
Lane Grp Cap(c), veh/h	103	862	386	162	945	869	266	0	233	499	0	0
V/C Ratio(X)	0.49	0.57	0.11	0.31	0.80	0.10	0.81	0.00	0.29	0.86	0.00	0.00
Avail Cap(c_a), veh/h	173	1155	517	259	1292	1025	395	0	347	728	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.5	27.3	24.1	34.9	28.0	8.8	33.9	0.0	31.2	28.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.6	0.1	1.1	2.5	0.0	7.5	0.0	0.7	7.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.9	0.7	1.1	8.3	1.5	5.3	0.0	1.4	10.2	0.0	0.0
LnGrp Delay(d),s/veh	41.0	27.9	24.3	36.0	30.5	8.9	41.4	0.0	31.9	35.2	0.0	0.0
LnGrp LOS	D	C	C	D	C	A	D		C	D		
Approach Vol, veh/h		580			886			282			430	
Approach Delay, s/veh		28.7			28.8			39.2			35.2	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.7	26.0		27.4	10.8	26.9		17.1
Change Period (Y+Rc), s	* 4.2	6.0		* 4.2	6.0	5.0		5.0
Max Green Setting (Gmax), s	* 12	26.8		* 34	8.0	30.0		18.0
Max Q Clear Time (g_c+I1), s	4.2	11.9		20.9	4.2	18.2		11.5
Green Ext Time (p_c), s	0.0	2.6		2.2	1.1	3.7		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	31.4
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	328	9	11	288	3	14	1	22	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.60	0.60	0.60	0.60	0.60	0.60	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	1	469	13	18	480	5	23	2	37	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	485	0	0	482	0	0	754	999	242	757	1003	243
Stage 1	-	-	-	-	-	-	478	478	-	519	519	-
Stage 2	-	-	-	-	-	-	276	521	-	238	484	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1074	-	-	1077	-	-	298	242	759	297	241	758
Stage 1	-	-	-	-	-	-	537	554	-	508	531	-
Stage 2	-	-	-	-	-	-	707	530	-	744	550	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1074	-	-	1077	-	-	294	238	759	277	237	758
Mov Capacity-2 Maneuver	-	-	-	-	-	-	294	238	-	277	237	-
Stage 1	-	-	-	-	-	-	537	553	-	508	522	-
Stage 2	-	-	-	-	-	-	695	521	-	705	549	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.3	14.1	0
HCM LOS	A	A	B	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	458							0
HCM Control Delay (s)	14.1	8.356	0	-	8.4	0	-	0
HCM Lane VC Ratio	0.135	0.001	-	-	0.017	-	-	-
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th Percentile Queue (veh)	0.462	0.004	-	-	0.052	-	-	-

Intersection	
Intersection Delay (sec/veh):	8.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	258	116	121	95	21	203
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.81	0.81	0.81	0.81	0.85	0.85
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	319	143	149	117	25	239
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	497	208	0	0	266	0
Stage 1	208	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	532	832	-	-	1298	-
Stage 1	827	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	520	832	-	-	1298	-
Mov Capacity-2 Maneuver	520	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	18.5	0	0.7
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			520	832		
HCM Control Delay (s)	-	-	22.3	10.2	7.827	-
HCM Lane VC Ratio	-	-	0.613	0.172	0.019	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th Percentile Queue (veh)	-	-	4.081	0.619	0.058	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	25	57	289	57	147	32	37	154	74	211	145
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	0	1	0	1	1	0	1	1	0	1	2	0
Capacity, veh/h	272	129	207	454	225	580	54	71	295	112	480	408
Arriving On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.03	0.22	0.22	0.06	0.26	0.26
Sat Flow, veh/h	440.5	183.7	425.6	1081.0	461.8	1190.8	1774.0	315.9	1314.8	1774.0	1862.7	1583.3
Grp Volume(v), veh/h	293.8	0.0	0.0	314.1	0.0	221.7	44.4	0.0	265.3	88.1	251.2	172.6
Grp Sat Flow(s),veh/h/ln	1052.7	0.0	0.0	1081.0	0.0	1652.6	1774.0	0.0	1630.7	1774.0	1862.7	1583.3
Q Serve(g_s), s	6.0	0.0	0.0	15.4	0.0	4.2	1.3	0.0	8.0	2.6	6.2	4.8
Cycle Q Clear(g_c), s	10.2	0.0	0.0	25.7	0.0	4.2	1.3	0.0	8.0	2.6	6.2	4.8
Proportion In Lane	0.418		0.404	1.000		0.721	1.000		0.806	1.000		1.000
Lane Grp Cap(c), veh/h	608.5	0.0	0.0	454.0	0.0	805.1	53.5	0.0	366.4	112.3	480.2	408.2
V/C Ratio(X)	0.483	0.000	0.000	0.692	0.000	0.275	0.830	0.000	0.724	0.785	0.523	0.423
Avail Cap(c_a), veh/h	608.5	0.0	0.0	454.0	0.0	805.1	166.2	0.0	488.9	199.5	593.4	504.4
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	0.000	1.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	9.1	0.0	0.0	18.7	0.0	8.1	25.7	0.0	19.2	24.6	17.0	16.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	4.5	0.0	0.2	26.4	0.0	3.5	11.3	0.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	9.7	0.0	0.0	23.1	0.0	8.3	52.1	0.0	22.7	35.9	17.9	17.2
Lane Group LOS	A			C		A	D		C	D	B	B
Approach Volume, veh/h		294			536			310			512	
Approach Delay, s/veh		9.7			17.0			26.9			20.8	
Approach LOS		A			B			C			C	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		30.00			30.00		5.61	15.99		7.38	17.76	
Change Period (Y+Rc), s		4.00			4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s		26.00			26.00		5.00	16.00		6.00	17.00	
Max Q Clear Time (g_c+I1), s		12.25			27.65		3.33	10.04		4.61	8.17	
Green Extension Time (p_c)		4.09			0.00		0.01	1.95		0.02	2.54	

Intersection Summary	
HCM 2010 Control Delay	18.7
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	187	396	7	218	0	0	0	0	67	0	50
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		0	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	197	417	8	256	0	0	0	0	76	0	57
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	614	0	-			678	886	128
Stage 1	-	-	-	-	-	-			272	272	-
Stage 2	-	-	-	-	-	-			406	614	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	965	-	0			366	284	922
Stage 1	0	-	-	-	-	0			734	685	-
Stage 2	0	-	-	-	-	0			622	483	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	965	-	-			364	282	922
Mov Capacity-2 Maneuver	-	-	-	-	-	-			364	282	-
Stage 1	-	-	-	-	-	-			-	679	-
Stage 2	-	-	-	-	-	-			622	483	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.3	12.2
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					636
HCM Control Delay (s)	-	-	8.763	-	12.2
HCM Lane VC Ratio	-	-	0.009	-	0.209
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.026	-	0.783

Intersection	
Intersection Delay (sec/veh):	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	171	5	0	92	141	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	250
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	186	5	0	100	168	6
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	-	0	239	189
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	50	-
Follow-up Headway	-	-	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	-	0	-	728	821
Stage 1	-	-	0	-	824	-
Stage 2	-	-	0	-	966	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	728	821
Mov Capacity-2 Maneuver	-	-	-	-	728	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	11.3
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	EBR	WBT
Capacity (vph)	728	821			
HCM Control Delay (s)	11.4	9.4	-	-	-
HCM Lane VC Ratio	0.231	0.007	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th Percentile Queue (veh)	0.888	0.022	-	-	-

Intersection	
Intersection Delay (sec/veh):	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	12	192	112	104	181	19
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.89	0.89	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	14	223	126	117	191	20
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	570	106	211	0	0	0
Stage 1	201	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	483	948	1360	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	438	948	1360	-	-	-
Mov Capacity-2 Maneuver	438	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	634	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.5	4.1	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			887		
HCM Control Delay (s)	7.917	-	10.5	-	-
HCM Lane VC Ratio	0.093	-	0.267	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.305	-	1.081	-	-

Intersection	
Intersection Delay (sec/veh):	14.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	256	62	161	99	36	368
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.85	0.85	0.94	0.94
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	294	71	189	116	38	391
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	714	153	0	0	305	0
Stage 1	247	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	403	968	-	-	1264	-
Stage 1	823	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Time blocked-Platoon(%)	10	10	-	-	10	-
Mov Capacity-1 Maneuver	390	968	-	-	1264	-
Mov Capacity-2 Maneuver	390	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	612	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	41.9	0	0.7
HCM LOS	E	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			441		
HCM Control Delay (s)	-	-	41.9	7.937	-
HCM Lane VC Ratio	-	-	0.829	0.03	-
HCM Lane LOS	-	-	E	A	-
HCM 95th Percentile Queue (veh)	-	-	7.905	0.094	-

Intersection	
Intersection Delay (sec/veh):	183.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	242	226	383	347	0	0	0	0	53	2	553
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.86	0.86	0.86	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	314	294	445	403	0	0	0	0	56	2	582
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	403	0	0	608	0	-			1754	1901	202
Stage 1	-	-	-	-	-	-			1293	1293	-
Stage 2	-	-	-	-	-	-			461	608	-
Follow-up Headway	2.22	-	-	2.22	-	0			3.52	4.02	3.32
Pot Capacity-1 Maneuver	1152	-	-	966	-	0			# 54	68	805
Stage 1	-	-	-	-	-	0			172	231	-
Stage 2	-	-	-	-	-	0			550	484	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	1152	-	-	966	-	-			# 34	37	805
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 34	37	-
Stage 1	-	-	-	-	-	-			172	125	-
Stage 2	-	-	-	-	-	-			550	484	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	6.2	$ 592.9
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						287
HCM Control Delay (s)	0	-	-	11.874	-	$ -1
HCM Lane VC Ratio	-	-	-	0.461	-	2.23
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	2.472	-	49.021

Intersection	
Intersection Delay (sec/veh):	9.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	143	152	0	0	569	62	162	2	138	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		25	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	146	155	0	0	618	67	182	2	155	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	685	0	-	155	0	0	756	1132	78
Stage 1	-	-	-	-	-	-	447	447	-
Stage 2	-	-	-	-	-	-	309	685	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	904	-	0	1423	-	-	297	202	967
Stage 1	-	-	0	-	-	-	560	572	-
Stage 2	-	-	0	-	-	-	676	447	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	904	-	-	1423	-	-	260	169	967
Mov Capacity-2 Maneuver	-	-	-	-	-	-	260	169	-
Stage 1	-	-	-	-	-	-	470	480	-
Stage 2	-	-	-	-	-	-	676	447	-

Approach	EB	WB	NB
HCM Control Delay (s)	4.7	0	34.3
HCM LOS	A	A	D

Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	447					
HCM Control Delay (s)	34.3	9.747	-	0	-	-
HCM Lane VC Ratio	0.759	0.161	-	-	-	-
HCM Lane LOS	D	A	-	A	-	-
HCM 95th Percentile Queue (veh)	6.406	0.574	-	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	145	145	247	86	217	386
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	165	91	274	96	238	353
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.90	0.90	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	240	529	353	1191	610	519
Arrive On Green	0.14	0.14	0.20	0.64	0.33	0.33
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	165	91	274	96	238	353
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	3.1	1.4	5.2	0.7	3.5	6.8
Cycle Q Clear(g_c), s	3.1	1.4	5.2	0.7	3.5	6.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	240	529	353	1191	610	519
V/C Ratio(X)	0.69	0.17	0.78	0.08	0.39	0.68
Avail Cap(c_a), veh/h	300	583	650	2414	1522	1293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	8.3	13.5	2.4	9.2	10.3
Incr Delay (d2), s/veh	4.7	0.2	3.7	0.0	0.4	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.5	2.9	0.4	1.9	3.2
LnGrp Delay(d),s/veh	19.4	8.5	17.1	2.5	9.6	11.9
LnGrp LOS	B	A	B	A	A	B
Approach Vol, veh/h	256			370	591	
Approach Delay, s/veh	15.5			13.3	11.0	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		26.7		8.8	11.1	15.6		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		46.0		6.0	13.0	29.0		
Max Q Clear Time (g_c+I1), s		2.7		5.1	7.2	8.8		
Green Ext Time (p_c), s		3.0		0.1	0.4	2.8		

Intersection Summary	
HCM 2010 Ctrl Delay	12.6
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	88	270	62	29	163	200
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	232	423	759	171	242	1350
Arriving On Green	0.13	0.13	0.52	0.52	0.27	1.00
Sat Flow, veh/h	1774.0	1583.3	1471.8	332.3	1774.0	1862.7
Grp Volume(v), veh/h	104.8	166.7	0.0	95.0	194.0	238.1
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1804.1	1774.0	1862.7
Q Serve(g_s), s	3.0	4.8	0.0	1.5	5.6	0.0
Cycle Q Clear(g_c), s	3.0	4.8	0.0	1.5	5.6	0.0
Proportion In Lane	1.000	1.000		0.184	1.000	
Lane Grp Cap(c), veh/h	231.7	422.5	0.0	930.5	241.7	1349.6
V/C Ratio(X)	0.452	0.394	0.000	0.102	0.803	0.176
Avail Cap(c_a), veh/h	546.2	703.3	0.0	930.5	514.1	1349.6
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	0.975	0.975
Uniform Delay (d), s/veh	22.2	16.6	0.0	6.8	19.4	0.0
Incr Delay (d2), s/veh	1.4	0.6	0.0	0.2	6.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	23.6	17.2	0.0	7.1	25.4	0.3
Lane Group LOS	C	B		A	C	A
Approach Volume, veh/h	271		95			432
Approach Delay, s/veh	19.6		7.1			11.5
Approach LOS	B		A			B

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		32.48		11.52	44.00
Change Period (Y+Rc), s		4.00		4.00	4.00
Max Green Setting (Gmax), s		20.00		16.00	40.00
Max Q Clear Time (g_c+I1), s		3.49		7.62	2.00
Green Extension Time (p_c)		1.45		0.30	1.74

Intersection Summary	
HCM 2010 Control Delay	13.8
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	0	6	3	0	2	8	42	1	0	48	10
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.42	0.42	0.42	0.74	0.74	0.74	0.55	0.55	0.55
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	19	0	9	7	0	5	11	57	1	0	87	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	178	176	96	181	185	58	105	0	0	58	0	0
Stage 1	96	96	-	80	80	-	-	-	-	-	-	-
Stage 2	82	80	-	101	105	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	784	717	960	781	710	1008	1486	-	-	1546	-	-
Stage 1	911	815	-	929	829	-	-	-	-	-	-	-
Stage 2	926	828	-	905	808	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	776	711	960	769	704	1008	1486	-	-	1546	-	-
Mov Capacity-2 Maneuver	776	711	-	769	704	-	-	-	-	-	-	-
Stage 1	904	815	-	922	822	-	-	-	-	-	-	-
Stage 2	914	821	-	897	808	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	9.5	9.3	1.2	0
HCM LOS	A	A	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				826	850			
HCM Control Delay (s)	7.44	0	-	9.5	9.3	0	-	-
HCM Lane VC Ratio	0.007	-	-	0.033	0.014	-	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th Percentile Queue (veh)	0.022	-	-	0.102	0.043	0	-	-

Intersection	
Intersection Delay (sec/veh):	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	52	23	0	0	110	10	0	0	0	10	0	69
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.83	0.83	0.83	0.92	0.92	0.92	0.75	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	67	29	0	0	133	12	0	0	0	13	0	92
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	145	0	0	29	0	0	348	308	29	302	302	139
Stage 1	-	-	-	-	-	-	163	163	-	139	139	-
Stage 2	-	-	-	-	-	-	185	145	-	163	163	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1437	-	-	1584	-	-	607	606	1046	650	611	909
Stage 1	-	-	-	-	-	-	839	763	-	864	782	-
Stage 2	-	-	-	-	-	-	817	777	-	839	763	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1437	-	-	1584	-	-	526	578	1046	627	582	909
Mov Capacity-2 Maneuver	-	-	-	-	-	-	526	578	-	627	582	-
Stage 1	-	-	-	-	-	-	800	727	-	823	782	-
Stage 2	-	-	-	-	-	-	734	777	-	800	727	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	5.3	0	0	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	0							860
HCM Control Delay (s)	0	7.627	0	-	0	-	-	9.8
HCM Lane VC Ratio	-	0.046	-	-	-	-	-	0.122
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	-	0.146	-	-	0	-	-	0.417

Intersection	
Intersection Delay (sec/veh):	6.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	70	37	13	25	51	25
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.83	0.83	0.69	0.69
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	79	42	16	30	74	36
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	215	31	0	0	46	0
Stage 1	31	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	773	1043	-	-	1562	-
Stage 1	992	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	736	1043	-	-	1562	-
Mov Capacity-2 Maneuver	736	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	10.2	0	5
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			819		
HCM Control Delay (s)	-	-	10.2	7.419	-
HCM Lane VC Ratio	-	-	0.147	0.047	-
HCM Lane LOS	-	-	B	A	-
HCM 95th Percentile Queue (veh)	-	-	0.513	0.149	-

Intersection	
Intersection Delay (sec/veh):	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	14	80	44	63	100	34
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.67	0.67	0.82	0.82	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	21	119	54	77	133	45
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	341	156	178	0	0	0
Stage 1	156	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	655	890	1398	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	629	890	1398	-	-	-
Mov Capacity-2 Maneuver	629	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.2	3.2	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			838		
HCM Control Delay (s)	7.678	-	10.2	-	-
HCM Lane VC Ratio	0.038	-	0.167	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.12	-	0.599	-	-

Intersection	
Intersection Delay (sec/veh):	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	12	111	227	70	115	55
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.94	0.94	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	15	135	241	74	128	61
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	315	0	0	0	443	158
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	165	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1245	-	-	-	572	887
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	864	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1245	-	-	-	565	887
Mov Capacity-2 Maneuver	-	-	-	-	565	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	854	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.8	0	13
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					640
HCM Control Delay (s)	7.926	-	-	-	13
HCM Lane VC Ratio	0.012	-	-	-	0.295
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.036	-	-	-	1.229

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	0	201	0	0	0	112	284	0	3	662	155
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	0	1863	0	0	0	1863	1863	0	1863	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	238	0	212	0	0	0	225	2144	0	4	1539	314
Arriving On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.07	0.58	0.00	0.00	0.51	0.51
Sat Flow, veh/h	1774.0	0.0	1583.3	0.0	0.0	0.0	3441.6	3725.5	0.0	1774.0	3004.7	612.6
Grp Volume(v), veh/h	146.1	0.0	127.0	0.0	0.0	0.0	127.3	322.7	0.0	3.4	466.3	439.4
Grp Sat Flow(s),veh/h/ln	1774.0	0.0	1583.3	0.0	0.0	0.0	1720.8	1862.7	0.0	1774.0	1862.7	1754.6
Q Serve(g_s), s	3.2	5.6	3.1	0.0	0.0	0.0	1.5	1.7	0.0	0.1	6.8	6.8
Cycle Q Clear(g_c), s	3.2	5.6	3.1	0.0	0.0	0.0	1.5	1.7	0.0	0.1	6.8	6.8
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.000	1.000		0.349
Lane Grp Cap(c), veh/h	237.5	0.0	212.0	0.0	0.0	0.0	224.8	2144.4	0.0	4.3	954.1	898.7
V/C Ratio(X)	0.615	0.000	0.599	0.000	0.000	0.000	0.566	0.150	0.000	0.799	0.489	0.489
Avail Cap(c_a), veh/h	708.2	0.0	632.0	0.0	0.0	0.0	380.7	2144.4	0.0	192.0	954.1	898.7
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	17.0	0.0	17.0	0.0	0.0	0.0	18.9	4.1	0.0	20.7	6.6	6.6
Incr Delay (d2), s/veh	2.6	0.0	2.7	0.0	0.0	0.0	2.2	0.1	0.0	141.4	1.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	19.6	0.0	19.7	0.0	0.0	0.0	21.1	4.2	0.0	162.2	8.4	8.5
Lane Group LOS	B		B				C	A		F	A	A
Approach Volume, veh/h		273			0			450			909	
Approach Delay, s/veh		19.6			0.0			9.0			9.0	
Approach LOS		B						A			A	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		9.57			0.00		6.72	27.94		4.08	25.30	
Change Period (Y+Rc), s		4.00			4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s		16.60			16.50		4.60	21.40		4.50	21.30	
Max Q Clear Time (g_c+I1), s		5.23			0.00		3.49	3.67		2.08	8.78	
Green Extension Time (p_c)		0.59			0.00		0.03	6.95		0.00	5.77	

Intersection Summary	
HCM 2010 Control Delay	10.8
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	26	691	809	4	9	64
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.91	0.91	0.70	0.70
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	31	833	889	4	13	91
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	893	0	0	0	1370	447
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	479	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	755	-	-	-	137	559
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	589	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	755	-	-	-	131	559
Mov Capacity-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.4	0	17.2
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					398
HCM Control Delay (s)	9.975	-	-	-	17.2
HCM Lane VC Ratio	0.041	-	-	-	0.262
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.13	-	-	-	1.036

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	339	318	37	16	333	143	24	13	17	195	25	461
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	447	594	505	25	592	139	227	123	76	312	40	550
Arriving On Green	0.13	0.32	0.32	0.01	0.20	0.20	0.24	0.24	0.24	0.20	0.20	0.20
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	2917.4	686.9	939.0	508.6	313.0	1581.0	202.7	2786.7
Grp Volume(v), veh/h	368.5	345.7	10.9	21.6	286.1	270.7	60.0	0.0	0.0	268.3	0.0	440.2
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1741.5	1760.6	0.0	0.0	1783.7	0.0	1393.3
Q Serve(g_s), s	7.3	10.9	0.3	0.9	10.1	10.3	1.9	0.0	0.0	10.0	0.0	10.5
Cycle Q Clear(g_c), s	7.3	10.9	0.3	0.9	10.1	10.3	1.9	0.0	0.0	10.0	0.0	10.5
Proportion In Lane	1.000		1.000	1.000		0.394	0.533		0.178	0.886		1.000
Lane Grp Cap(c), veh/h	447.0	594.1	505.0	24.8	378.2	353.6	424.7	0.0	0.0	352.2	0.0	550.2
V/C Ratio(X)	0.824	0.582	0.022	0.871	0.756	0.765	0.141	0.000	0.000	0.762	0.000	0.800
Avail Cap(c_a), veh/h	447.0	594.1	505.0	113.9	438.7	410.2	424.7	0.0	0.0	420.1	0.0	656.3
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	29.7	19.9	16.4	34.5	26.3	26.3	20.9	0.0	0.0	26.6	0.0	26.8
Incr Delay (d2), s/veh	11.9	1.4	0.0	54.5	6.3	7.3	0.7	0.0	0.0	6.7	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	41.6	21.4	16.4	89.0	32.6	33.6	21.6	0.0	0.0	33.2	0.0	32.7
Lane Group LOS	D	C	B	F	C	C	C			C		C
Approach Volume, veh/h		725			578			60			709	
Approach Delay, s/veh		31.6			35.2			21.6			32.9	
Approach LOS		C			D			C			C	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	13.10	26.35		4.98	18.23			20.90			17.83	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00			4.00			4.00	
Max Green Setting (Gmax), s	9.10	21.10		4.50	16.50			16.90			16.50	
Max Q Clear Time (g_c+I1), s	9.31	12.87		2.85	12.28			3.88			12.55	
Green Extension Time (p_c)	0.00	3.19		0.00	1.95			0.17			1.28	

Intersection Summary	
HCM 2010 Control Delay	32.8
HCM 2010 Level of Service	C

Intersection	
Intersection Delay (sec/veh)	6.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	288	381	72	126
Demand Flow Rate (pc/h)	294	388	73	128
Vehicles Circulating (pc/h)	13	109	277	444
Vehicles Exiting (pc/h)	559	241	30	53
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	5.8	7.8	5.1	7.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	294	388	73	128
Capacity, Entry Lane (pc/h)	1115	1013	857	725
Entry HV Adjustment Factor	0.981	0.981	0.984	0.984
Flow Rate, Entry (vph)	288	381	72	126
Capacity, Entry (vph)	1094	994	843	713
Volume to Capacity Ratio	0.264	0.383	0.085	0.177
Control Delay (sec/veh)	5.8	7.8	5.1	7.0
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	1	2	0	1

Intersection	
Intersection Delay (sec/veh)	5.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	38	108	278	226
Demand Flow Rate (pc/h)	38	110	283	231
Vehicles Circulating (pc/h)	231	300	67	27
Vehicles Exiting (pc/h)	27	50	202	383
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	4.4	5.7	6.1	5.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	38	110	283	231
Capacity, Entry Lane (pc/h)	897	837	1057	1100
Entry HV Adjustment Factor	0.997	0.981	0.982	0.980
Flow Rate, Entry (vph)	38	108	278	226
Capacity, Entry (vph)	895	821	1037	1078
Volume to Capacity Ratio	0.042	0.131	0.268	0.210
Control Delay (sec/veh)	4.4	5.7	6.1	5.3
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	1	1

Intersection	
Intersection Delay (sec/veh)	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	6	103	5	95	20	0	0	10	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	0	0	7	112	5	103	22	0	0	11	27
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8	8.2	7.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Volume Left (%)	83%	5%	0%
Volume Thru (%)	17%	90%	29%
Volume Right (%)	0%	4%	71%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	115	114	35
Left Turning Volume	20	103	10
Through Volume	0	5	25
Right Turning Volume	95	6	0
Lane Flow Rate	125	124	38
Geometry Group	1	1	1
Degree of Utilization, X	0.151	0.145	0.041
Departure Headway, Hd	4.347	4.199	3.925
Convergence(Y/N)	Yes	Yes	Yes
Capacity	816	841	918
Service Time	2.422	2.289	1.925
HCM Lane V/C Ratio	0.153	0.147	0.041
HCM Control Delay	8.2	8	7.1
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.5	0.5	0.1

Intersection	
Intersection Delay (sec/veh)	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	20	46	46	0	0	0	0	95	6	10	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	22	50	50	0	0	0	0	103	7	11	10	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.6	7.8	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Volume Left (%)	0%	18%	53%
Volume Thru (%)	94%	41%	47%
Volume Right (%)	6%	41%	0%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	101	112	19
Left Turning Volume	95	46	9
Through Volume	6	46	0
Right Turning Volume	0	20	10
Lane Flow Rate	110	122	21
Geometry Group	1	1	1
Degree of Utilization, X	0.126	0.134	0.025
Departure Headway, Hd	4.127	3.948	4.339
Convergence(Y/N)	Yes	Yes	Yes
Capacity	862	898	816
Service Time	2.185	2.016	2.416
HCM Lane V/C Ratio	0.128	0.136	0.026
HCM Control Delay	7.8	7.6	7.5
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.4	0.5	0.1

Intersection	
Intersection Delay (sec/veh):	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	5	20	14	5	17	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	5	22	15	5	18	5
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	20	0	0	0	50	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	32	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1596	-	-	-	959	1061
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	991	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1596	-	-	-	956	1061
Mov Capacity-2 Maneuver	-	-	-	-	956	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.5	0	8.8
HCM LOS	A	A	A

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					978
HCM Control Delay (s)	7.263	-	-	-	8.8
HCM Lane VC Ratio	0.003	-	-	-	0.024
HCM Lane LOS	A	-	-	-	A
HCM 95th Percentile Queue (veh)	0.01	-	-	-	0.075

Intersection	
Intersection Delay (sec/veh)	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	40	50	5	27
Demand Flow Rate (pc/h)	41	51	5	27
Vehicles Circulating (pc/h)	22	10	59	15
Vehicles Exiting (pc/h)	20	54	4	46
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	3.6	3.7	3.5	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	41	51	5	27
Capacity, Entry Lane (pc/h)	1105	1119	1065	1113
Entry HV Adjustment Factor	0.983	0.975	0.980	0.997
Flow Rate, Entry (vph)	40	50	5	27
Capacity, Entry (vph)	1086	1090	1044	1110
Volume to Capacity Ratio	0.037	0.046	0.005	0.024
Control Delay (sec/veh)	3.6	3.7	3.5	3.4
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	407	1	193	6	381	880	323	382	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	433	1	152	7	414	528	351	415	5
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	2	0	460	1	412	70	631	536	378	970	12
Arrive On Green	0.00	0.00	0.00	0.26	0.26	0.26	0.04	0.34	0.34	0.21	0.53	0.53
Sat Flow, veh/h	0	1863	0	1770	4	1583	1774	1863	1583	1774	1837	22
Grp Volume(v), veh/h	0	0	0	434	0	152	7	414	528	351	0	420
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1583	1774	1863	1583	1774	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	24.4	0.0	8.0	0.4	19.3	33.7	19.8	0.0	14.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	24.4	0.0	8.0	0.4	19.3	33.7	19.8	0.0	14.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	2	0	461	0	412	70	631	536	378	0	982
V/C Ratio(X)	0.00	0.00	0.00	0.94	0.00	0.37	0.10	0.66	0.98	0.93	0.00	0.43
Avail Cap(c_a), veh/h	0	73	0	463	0	413	70	631	536	378	0	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	36.9	0.0	30.9	47.2	28.7	33.4	39.3	0.0	14.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	27.5	0.0	0.6	0.6	2.5	34.8	29.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	15.5	0.0	3.5	0.2	10.3	19.9	12.7	0.0	7.2
LnGrp Delay(d),s/veh	0.0	0.0	0.0	64.5	0.0	31.4	47.8	31.1	68.3	68.3	0.0	15.0
LnGrp LOS				E		C	D	C	E	E		B
Approach Vol, veh/h		0			586			949			771	
Approach Delay, s/veh		0.0			55.9			51.9			39.3	
Approach LOS					E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	27.3	42.5		0.0	8.0	61.8		32.1
Change Period (Y+Rc), s	5.6	8.0		4.0	4.0	* 8		5.6
Max Green Setting (Gmax), s	21.7	34.5		4.0	4.0	* 54		26.6
Max Q Clear Time (g_c+I1), s	21.8	35.7		0.0	2.4	16.0		26.4
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	8.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	48.7
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	70	73	187	64	348	95	990	207	375	698	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	3	80	78	130	155	297	100	1042	176	383	712	10
Adj No. of Lanes	0	2	0	1	1	1	1	3	1	2	3	0
Peak Hour Factor	0.87	0.87	0.87	0.97	0.97	0.97	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	232	205	380	399	339	195	1520	473	477	1693	24
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.11	0.30	0.30	0.14	0.33	0.33
Sat Flow, veh/h	67	1792	1583	1774	1863	1583	1774	5085	1583	3442	5168	72
Grp Volume(v), veh/h	83	0	78	130	155	297	100	1042	176	383	467	255
Grp Sat Flow(s),veh/h/ln	1859	0	1583	1774	1863	1583	1774	1695	1583	1721	1695	1850
Q Serve(g_s), s	3.7	0.0	4.1	5.7	6.5	16.5	4.8	16.4	8.0	9.8	9.8	9.8
Cycle Q Clear(g_c), s	3.7	0.0	4.1	5.7	6.5	16.5	4.8	16.4	8.0	9.8	9.8	9.8
Prop In Lane	0.04		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	241	0	205	380	399	339	195	1520	473	477	1110	606
V/C Ratio(X)	0.34	0.00	0.38	0.34	0.39	0.88	0.51	0.69	0.37	0.80	0.42	0.42
Avail Cap(c_a), veh/h	327	0	279	445	467	397	312	1795	559	727	1316	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	36.2	30.3	30.6	34.6	38.2	28.1	25.1	38.0	23.8	23.9
Incr Delay (d2), s/veh	0.8	0.0	1.2	0.5	0.6	17.4	2.1	0.9	0.5	3.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.9	2.8	3.4	8.9	2.5	7.7	3.5	4.9	4.6	5.0
LnGrp Delay(d),s/veh	36.9	0.0	37.4	30.8	31.3	52.0	40.2	29.0	25.6	41.8	24.1	24.3
LnGrp LOS	D		D	C	C	D	D	C	C	D	C	C
Approach Vol, veh/h		161			582			1318			1105	
Approach Delay, s/veh		37.1			41.7			29.4			30.3	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.2	36.3		24.1	16.8	33.7		16.4
Change Period (Y+Rc), s	* 4.2	6.5		4.6	* 4.2	6.5		4.6
Max Green Setting (Gmax), s	* 16	35.3		22.8	* 19	32.1		16.0
Max Q Clear Time (g_c+I1), s	6.8	11.8		18.5	11.8	18.4		6.1
Green Ext Time (p_c), s	0.1	12.3		1.0	0.8	8.8		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	97	66	73	67	87	314	47	1087	74	196	823	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	101	69	71	83	107	314	49	1144	67	200	840	34
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.81	0.81	0.81	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	418	401	341	216	409	348	133	1601	498	347	1589	495
Arrive On Green	0.12	0.22	0.22	0.12	0.22	0.22	0.07	0.31	0.31	0.10	0.31	0.31
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	101	69	71	83	107	314	49	1144	67	200	840	34
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.6	3.0	3.6	4.3	4.7	19.1	2.6	19.6	3.0	5.5	13.4	1.5
Cycle Q Clear(g_c), s	2.6	3.0	3.6	4.3	4.7	19.1	2.6	19.6	3.0	5.5	13.4	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	418	401	341	216	409	348	133	1601	498	347	1589	495
V/C Ratio(X)	0.24	0.17	0.21	0.38	0.26	0.90	0.37	0.71	0.13	0.58	0.53	0.07
Avail Cap(c_a), veh/h	551	461	392	259	442	375	180	1804	562	412	1752	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	31.5	31.8	39.9	31.9	37.5	43.4	29.9	24.2	42.3	27.9	23.8
Incr Delay (d2), s/veh	0.3	0.2	0.3	1.1	0.3	23.4	1.7	1.2	0.1	1.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.6	1.6	2.1	2.4	10.5	1.3	9.4	1.3	2.7	6.3	0.7
LnGrp Delay(d),s/veh	39.5	31.7	32.1	41.1	32.2	60.9	45.1	31.1	24.3	43.9	28.2	23.9
LnGrp LOS	D	C	C	D	C	E	D	C	C	D	C	C
Approach Vol, veh/h		241			504			1260			1074	
Approach Delay, s/veh		35.1			51.6			31.3			31.0	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	39.1	17.6	26.9	15.4	38.8	17.2	27.3
Change Period (Y+Rc), s	* 5.2	8.0	5.6	* 5.6	8.0	* 8	* 5.2	5.6
Max Green Setting (Gmax), s	* 12	35.0	14.4	* 24	10.0	* 34	* 16	23.4
Max Q Clear Time (g_c+I1), s	7.5	21.6	6.3	5.6	4.6	15.4	4.6	21.1
Green Ext Time (p_c), s	0.2	9.4	0.1	2.2	0.0	12.0	0.2	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	34.8
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	238	0	0	273	105	122
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	None	None
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.95	0.95	0.93	0.93
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	270	0	0	287	113	131
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	270	0	557	270
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	287	-
Follow-up Headway	-	0	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	1293	-	491	769
Stage 1	-	0	-	-	775	-
Stage 2	-	0	-	-	762	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1293	-	491	769
Mov Capacity-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	762	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	12.4
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (vph)	491	769			
HCM Control Delay (s)	14.5	10.6	-	0	-
HCM Lane VC Ratio	0.23	0.171	-	-	-
HCM Lane LOS	B	B	-	A	-
HCM 95th Percentile Queue (veh)	0.879	0.612	-	0	-

Intersection	
Intersection Delay (sec/veh):	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	126	291	247	5	3	125
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.83	0.83
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	137	316	298	6	4	151
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	304	0	0	0	891	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	590	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1257	-	-	-	313	739
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	554	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1257	-	-	-	272	739
Mov Capacity-2 Maneuver	-	-	-	-	272	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	481	-

Approach	EB	WB	SB
HCM Control Delay (s)	2.5	0	11.3
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					272	739
HCM Control Delay (s)	8.214	-	-	-	18.4	11.1
HCM Lane VC Ratio	0.109	-	-	-	0.013	0.204
HCM Lane LOS	A	-	-	-	C	B
HCM 95th Percentile Queue (veh)	0.366	-	-	-	0.04	0.76

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	763	76	72	592	198	71	145	75	206	87	56
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	59	838	73	77	630	168	87	177	79	242	102	54
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.82	0.82	0.82	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	960	430	182	1024	839	96	195	252	258	109	58
Arrive On Green	0.09	0.27	0.27	0.10	0.29	0.29	0.16	0.16	0.16	0.24	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	604	1229	1583	1074	453	240
Grp Volume(v), veh/h	59	838	73	77	630	168	264	0	79	398	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1833	0	1583	1767	0	0
Q Serve(g_s), s	3.4	24.2	3.8	4.4	16.5	6.0	15.1	0.0	4.7	23.6	0.0	0.0
Cycle Q Clear(g_c), s	3.4	24.2	3.8	4.4	16.5	6.0	15.1	0.0	4.7	23.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.33		1.00	0.61		0.14
Lane Grp Cap(c), veh/h	151	960	430	182	1024	839	291	0	252	425	0	0
V/C Ratio(X)	0.39	0.87	0.17	0.42	0.62	0.20	0.91	0.00	0.31	0.94	0.00	0.00
Avail Cap(c_a), veh/h	196	993	444	212	1026	840	291	0	252	430	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.3	37.2	29.8	45.0	32.9	13.2	44.2	0.0	39.8	39.8	0.0	0.0
Incr Delay (d2), s/veh	1.6	8.4	0.2	1.5	1.1	0.1	29.8	0.0	0.7	28.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	12.9	1.7	2.2	8.2	4.0	10.0	0.0	2.1	14.8	0.0	0.0
LnGrp Delay(d),s/veh	47.9	45.6	29.9	46.5	34.0	13.3	74.0	0.0	40.5	67.8	0.0	0.0
LnGrp LOS	D	D	C	D	C	B	E		D	E		
Approach Vol, veh/h		970			875			343			398	
Approach Delay, s/veh		44.6			31.1			66.3			67.8	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.3	37.9		23.0	16.2	36.0		31.7
Change Period (Y+Rc), s	* 5.2	7.0		6.0	* 5.2	7.0		6.0
Max Green Setting (Gmax), s	* 12	31.0		17.0	* 13	30.0		26.0
Max Q Clear Time (g_c+I1), s	5.4	18.5		17.1	6.4	26.2		25.6
Green Ext Time (p_c), s	0.0	7.4		0.0	0.1	2.8		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	46.5
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	356	27	23	445	7	14	1	15	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.60	0.60	0.60	0.60	0.60	0.60	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	509	39	38	742	12	23	2	25	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	754	0	0	548	0	0	976	1359	275	1080	1372	377
Stage 1	-	-	-	-	-	-	529	529	-	824	824	-
Stage 2	-	-	-	-	-	-	447	830	-	256	548	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	852	-	-	1018	-	-	206	148	722	172	145	621
Stage 1	-	-	-	-	-	-	501	526	-	333	385	-
Stage 2	-	-	-	-	-	-	560	383	-	726	515	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	852	-	-	1018	-	-	200	142	722	160	140	621
Mov Capacity-2 Maneuver	-	-	-	-	-	-	200	142	-	160	140	-
Stage 1	-	-	-	-	-	-	501	526	-	333	371	-
Stage 2	-	-	-	-	-	-	539	369	-	699	515	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.5	19	0
HCM LOS	A	A	C	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	307							0
HCM Control Delay (s)	19	0	-	-	8.675	0.1	-	0
HCM Lane VC Ratio	0.163	-	-	-	0.038	-	-	-
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th Percentile Queue (veh)	0.573	0	-	-	0.117	-	-	-

Intersection	
Intersection Delay (sec/veh):	6.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	129	71	214	178	87	168
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.88	0.88	0.80	0.80
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	165	91	243	202	109	210
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	772	344	0	0	445	0
Stage 1	344	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	368	699	-	-	1115	-
Stage 1	718	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	327	699	-	-	1115	-
Mov Capacity-2 Maneuver	327	-	-	-	-	-
Stage 1	718	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	21.2	0	2.9
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			327	699		
HCM Control Delay (s)	-	-	26.8	10.9	8.577	-
HCM Lane VC Ratio	-	-	0.506	0.13	0.098	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th Percentile Queue (veh)	-	-	2.707	0.447	0.323	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	59	37	218	38	125	72	213	368	186	71	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	0	1	0	1	1	0	1	1	0	1	2	0
Capacity, veh/h	179	201	76	370	147	368	98	258	349	253	1393	230
Arriving On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.36	0.36	0.14	0.45	0.45
Sat Flow, veh/h	442.9	503.4	244.1	1209.2	472.6	1181.6	1774.0	719.0	972.2	1774.0	3119.9	514.8
Grp Volume(v), veh/h	170.9	0.0	0.0	237.0	0.0	144.6	76.6	0.0	533.0	209.0	46.8	46.4
Grp Sat Flow(s),veh/h/ln	1220.3	0.0	0.0	1209.2	0.0	1654.2	1774.0	0.0	1691.2	1774.0	1862.7	1771.9
Q Serve(g_s), s	2.1	0.0	0.0	12.3	0.0	4.2	2.7	0.0	18.9	7.4	0.9	1.0
Cycle Q Clear(g_c), s	6.3	0.0	0.0	18.6	0.0	4.2	2.7	0.0	18.9	7.4	0.9	1.0
Proportion In Lane	0.363		0.200	1.000		0.714	1.000		0.575	1.000		0.291
Lane Grp Cap(c), veh/h	456.5	0.0	0.0	370.0	0.0	515.2	98.0	0.0	607.1	253.2	831.6	791.0
V/C Ratio(X)	0.374	0.000	0.000	0.640	0.000	0.281	0.781	0.000	0.878	0.826	0.056	0.059
Avail Cap(c_a), veh/h	456.5	0.0	0.0	370.0	0.0	515.2	193.4	0.0	737.4	276.3	899.2	855.4
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	0.000	1.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	16.8	0.0	0.0	24.7	0.0	16.7	30.0	0.0	19.3	26.7	10.1	10.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	3.7	0.0	0.3	12.6	0.0	10.2	17.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	17.3	0.0	0.0	28.4	0.0	17.0	42.5	0.0	29.4	43.8	10.1	10.1
Lane Group LOS	B			C		B	D		C	D	B	B
Approach Volume, veh/h		171			382			610			302	
Approach Delay, s/veh		17.3			24.1			31.1			33.4	
Approach LOS		B			C			C			C	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		24.00			24.00		7.55	27.05		13.16	32.67	
Change Period (Y+Rc), s		4.00			4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s		20.00			20.00		7.00	28.00		10.00	31.00	
Max Q Clear Time (g_c+I1), s		8.31			20.62		4.74	20.94		9.35	2.96	
Green Extension Time (p_c)		2.18			0.00		0.03	2.11		0.04	3.92	

Intersection Summary		
HCM 2010 Control Delay	28.1	
HCM 2010 Level of Service	C	

Intersection	
Intersection Delay (sec/veh):	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	120	230	4	555	0	0	0	0	86	0	99
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.92	0.92	0.92	0.81	0.81	0.81
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	143	274	4	597	0	0	0	0	106	0	122
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	417	0	-			885	1022	299
Stage 1	-	-	-	-	-	-			605	605	-
Stage 2	-	-	-	-	-	-			280	417	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	1142	-	0			266	236	741
Stage 1	0	-	-	-	-	0			485	487	-
Stage 2	0	-	-	-	-	0			727	591	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	1142	-	-			265	235	741
Mov Capacity-2 Maneuver	-	-	-	-	-	-			265	235	-
Stage 1	-	-	-	-	-	-			-	485	-
Stage 2	-	-	-	-	-	-			727	591	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.1	15.5
HCM LOS	A	A	C

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					570
HCM Control Delay (s)	-	-	8.164	-	15.5
HCM Lane VC Ratio	-	-	0.004	-	0.401
HCM Lane LOS	-	-	A	-	C
HCM 95th Percentile Queue (veh)	-	-	0.011	-	1.919

Intersection	
Intersection Delay (sec/veh):	9.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	134	0	0	268	354	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	250
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.79	0.79	0.85	0.85
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	163	0	0	339	416	20
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	333	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	170	-
Follow-up Headway	-	0	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	0	0	-	636	853
Stage 1	-	0	0	-	849	-
Stage 2	-	0	0	-	843	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	636	853
Mov Capacity-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	843	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	20.2
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	636	853		
HCM Control Delay (s)	20.7	9.3	-	-
HCM Lane VC Ratio	0.655	0.023	-	-
HCM Lane LOS	C	A	-	-
HCM 95th Percentile Queue (veh)	4.838	0.072	-	-

Intersection	
Intersection Delay (sec/veh):	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	28	160	184	234	157	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.93	0.93	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	34	193	198	252	164	18
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	821	91	182	0	0	0
Stage 1	173	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	344	967	1393	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	295	967	1393	-	-	-
Mov Capacity-2 Maneuver	295	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	12.2	3.5	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			722		
HCM Control Delay (s)	8.012	-	12.2	-	-
HCM Lane VC Ratio	0.142	-	0.314	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.495	-	1.342	-	-

Intersection	
Intersection Delay (sec/veh):	14.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	157	59	429	264	71	196
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.82	0.82	0.89	0.89	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	191	72	482	297	79	218
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	1007	390	0	0	779	0
Stage 1	631	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	267	658	-	-	838	-
Stage 1	530	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	242	658	-	-	838	-
Mov Capacity-2 Maneuver	242	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	68.6	0	2.6
HCM LOS	F	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			293		
HCM Control Delay (s)	-	-	68.6	9.742	-
HCM Lane VC Ratio	-	-	0.899	0.094	-
HCM Lane LOS	-	-	F	A	-
HCM 95th Percentile Queue (veh)	-	-	8.26	0.311	-

Intersection	
Intersection Delay (sec/veh):	35.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	792	323	218	345	0	0	0	0	42	1	179
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	843	344	225	356	0	0	0	0	44	1	186
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	356	0	0	1187	0	-			1821	1993	178
Stage 1	-	-	-	-	-	-			806	806	-
Stage 2	-	-	-	-	-	-			1015	1187	-
Follow-up Headway	2.22	-	-	2.22	-	0			3.52	4.02	3.32
Pot Capacity-1 Maneuver	1199	-	-	584	-	0			48	60	834
Stage 1	-	-	-	-	-	0			342	393	-
Stage 2	-	-	-	-	-	0			255	260	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	1199	-	-	584	-	-			# 34	37	834
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 34	37	-
Stage 1	-	-	-	-	-	-			342	242	-
Stage 2	-	-	-	-	-	-			255	260	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	5.8	288.9
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						159
HCM Control Delay (s)	0	-	-	14.968	-	288.9
HCM Lane VC Ratio	-	-	-	0.385	-	1.454
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	1.804	-	14.865

Intersection
Intersection Delay (sec/veh): $ 759.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	567	268	0	0	373	72	190	1	442	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		25	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	585	276	0	0	385	74	200	1	465	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	459	0	-	276	0	0	1639	1905	138
Stage 1	-	-	-	-	-	-	1446	1446	-
Stage 2	-	-	-	-	-	-	193	459	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1098	-	0	1284	-	-	# 66	68	885
Stage 1	-	-	0	-	-	-	# 138	195	-
Stage 2	-	-	0	-	-	-	790	565	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	1098	-	-	1284	-	-	# 38	32	885
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 38	32	-
Stage 1	-	-	-	-	-	-	# 64	91	-
Stage 2	-	-	-	-	-	-	790	565	-

Approach	EB	WB	NB
HCM Control Delay (s)	8.1	0	$ 2254.2
HCM LOS	A	A	F

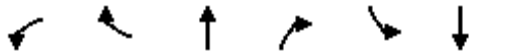
Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	114					
HCM Control Delay (s)	$ 2254.2	11.947	-	0	-	-
HCM Lane VC Ratio	5.845	0.532	-	-	-	-
HCM Lane LOS	F	B	-	A	-	-
HCM 95th Percentile Queue (veh)	72.487	3.251	-	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	446	264	217	213	107	230
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	465	207	244	239	123	189
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.89	0.89	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	559	812	309	887	369	313
Arrive On Green	0.32	0.32	0.17	0.48	0.20	0.20
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	465	207	244	239	123	189
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	10.5	3.2	5.7	3.3	2.4	4.7
Cycle Q Clear(g_c), s	10.5	3.2	5.7	3.3	2.4	4.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	559	812	309	887	369	313
V/C Ratio(X)	0.83	0.25	0.79	0.27	0.33	0.60
Avail Cap(c_a), veh/h	712	949	481	1456	756	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	5.9	17.1	6.8	14.9	15.8
Incr Delay (d2), s/veh	6.7	0.2	4.8	0.2	0.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	1.9	3.2	1.7	1.3	2.2
LnGrp Delay(d),s/veh	20.4	6.0	21.8	6.9	15.4	17.6
LnGrp LOS	C	A	C	A	B	B
Approach Vol, veh/h	672			483	312	
Approach Delay, s/veh	16.0			14.5	16.7	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	12.0	13.0		18.1		25.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	11.7	17.5		17.3		33.7		
Max Q Clear Time (g_c+I1), s	7.7	6.7		12.5		5.3		
Green Ext Time (p_c), s	0.2	1.8		1.1		2.5		

Intersection Summary	
HCM 2010 Ctrl Delay	15.6
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	41	224	206	92	270	101
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	146	463	607	215	374	1405
Arriving On Green	0.08	0.08	0.46	0.46	0.21	0.75
Sat Flow, veh/h	1774.0	1583.3	1314.7	465.9	1774.0	1862.7
Grp Volume(v), veh/h	41.8	106.1	0.0	328.2	310.3	116.1
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1780.5	1774.0	1862.7
Q Serve(g_s), s	1.2	2.8	0.0	6.7	9.2	0.9
Cycle Q Clear(g_c), s	1.2	2.8	0.0	6.7	9.2	0.9
Proportion In Lane	1.000	1.000		0.262	1.000	
Lane Grp Cap(c), veh/h	145.7	463.5	0.0	822.4	373.6	1405.0
V/C Ratio(X)	0.287	0.229	0.000	0.399	0.831	0.083
Avail Cap(c_a), veh/h	467.5	750.7	0.0	822.4	564.3	1405.0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	23.7	14.7	0.0	9.8	20.8	1.8
Incr Delay (d2), s/veh	1.1	0.2	0.0	1.4	6.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	24.8	15.0	0.0	11.2	27.2	1.9
Lane Group LOS	C	B		B	C	A
Approach Volume, veh/h	148		328			426
Approach Delay, s/veh	17.8		11.2			20.3
Approach LOS	B		B			C

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		29.91		16.09	46.00
Change Period (Y+Rc), s		4.50		4.50	4.50
Max Green Setting (Gmax), s		19.50		17.50	41.50
Max Q Clear Time (g_c+I1), s		8.69		11.21	2.90
Green Extension Time (p_c)		1.72		0.48	2.48

Intersection Summary	
HCM 2010 Control Delay	16.6
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	11	2	11	0	2	1	10	74	1	1	44	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.46	0.46	0.46	0.75	0.75	0.75	0.75	0.75	0.75	0.79	0.79	0.79
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	24	4	24	0	3	1	13	99	1	1	56	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	197	195	67	209	206	100	78	0	0	100	0	0
Stage 1	69	69	-	126	126	-	-	-	-	-	-	-
Stage 2	128	126	-	83	80	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	762	700	997	748	691	956	1520	-	-	1493	-	-
Stage 1	941	837	-	878	792	-	-	-	-	-	-	-
Stage 2	876	792	-	925	828	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	753	693	997	721	684	956	1520	-	-	1493	-	-
Mov Capacity-2 Maneuver	753	693	-	721	684	-	-	-	-	-	-	-
Stage 1	933	836	-	870	785	-	-	-	-	-	-	-
Stage 2	864	785	-	897	827	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	9.6	9.8	0.9	0.1
HCM LOS	A	A	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				841	756			
HCM Control Delay (s)	7.389	0	-	9.6	9.8	7.413	0	-
HCM Lane VC Ratio	0.009	-	-	0.062	0.005	0.001	-	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th Percentile Queue (veh)	0.027	-	-	0.198	0.016	0.003	-	-

Intersection	
Intersection Delay (sec/veh):	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	100	86	1	0	50	10	1	0	0	8	0	77
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.72	0.72	0.72	0.25	0.25	0.25	0.63	0.63	0.63
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	110	95	1	0	69	14	4	0	0	13	0	122
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	83	0	0	96	0	0	453	399	96	392	392	76
Stage 1	-	-	-	-	-	-	316	316	-	76	76	-
Stage 2	-	-	-	-	-	-	137	83	-	316	316	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1514	-	-	1498	-	-	517	539	960	567	544	985
Stage 1	-	-	-	-	-	-	695	655	-	933	832	-
Stage 2	-	-	-	-	-	-	866	826	-	695	655	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1514	-	-	1498	-	-	426	497	960	534	502	985
Mov Capacity-2 Maneuver	-	-	-	-	-	-	426	497	-	534	502	-
Stage 1	-	-	-	-	-	-	641	605	-	861	832	-
Stage 2	-	-	-	-	-	-	759	826	-	641	605	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	4	0	13.5	9.6
HCM LOS	A	A	B	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	426							912
HCM Control Delay (s)	13.5	7.564	0	-	0	-	-	9.6
HCM Lane VC Ratio	0.009	0.073	-	-	-	-	-	0.148
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	0.028	0.234	-	-	0	-	-	0.518

Intersection	
Intersection Delay (sec/veh):	6.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	34	70	32	56	46	27
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.50	0.50	0.75	0.75	0.80	0.80
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	68	140	43	75	57	34
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	231	81	0	0	118	0
Stage 1	81	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	757	979	-	-	1470	-
Stage 1	942	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	727	979	-	-	1470	-
Mov Capacity-2 Maneuver	727	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	10.4	0	4.8
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			879		
HCM Control Delay (s)	-	-	10.4	7.549	-
HCM Lane VC Ratio	-	-	0.237	0.039	-
HCM Lane LOS	-	-	B	A	-
HCM 95th Percentile Queue (veh)	-	-	0.92	0.122	-

Intersection	
Intersection Delay (sec/veh):	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	38	60	72	85	75	33
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.75	0.75	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	49	77	96	113	87	38
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	411	106	125	0	0	0
Stage 1	106	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	597	948	1462	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	555	948	1462	-	-	-
Mov Capacity-2 Maneuver	555	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	696	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.8	3.5	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			744		
HCM Control Delay (s)	7.635	-	10.8	-	-
HCM Lane VC Ratio	0.066	-	0.169	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.211	-	0.605	-	-

Intersection	
Intersection Delay (sec/veh):	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	47	273	204	159	134	34
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.82	0.82
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	53	307	229	179	163	41
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	408	0	0	0	732	205
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	413	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1151	-	-	-	388	836
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	668	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1151	-	-	-	370	836
Mov Capacity-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	637	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.2	0	21.7
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					417
HCM Control Delay (s)	8.278	-	-	-	21.7
HCM Lane VC Ratio	0.046	-	-	-	0.491
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.144	-	-	-	2.636

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	274	1	192	0	1	0	251	754	2	0	633	315
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	0	1863	0	1863	1863	1863	0	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	264	349	297	0	8	0	393	2218	6	0	1051	413
Arriving On Green	0.19	0.19	0.19	0.00	0.00	0.00	0.11	0.60	0.60	0.00	0.41	0.41
Sat Flow, veh/h	1406.7	1862.7	1583.3	0.0	1862.7	0.0	3441.6	3713.9	9.9	0.0	2546.9	1001.8
Grp Volume(v), veh/h	304.4	1.1	146.7	0.0	4.0	0.0	291.9	439.7	439.3	0.0	497.8	450.6
Grp Sat Flow(s),veh/h/ln	1406.7	1862.7	1583.3	0.0	1862.7	0.0	1720.8	1862.7	1861.0	0.0	1862.7	1686.0
Q Serve(g_s), s	12.0	0.0	5.3	0.0	0.1	0.0	5.3	8.0	8.0	0.1	13.7	13.7
Cycle Q Clear(g_c), s	12.0	0.0	5.3	0.0	0.1	0.0	5.3	8.0	8.0	0.1	13.7	13.7
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.005	1.000		0.594
Lane Grp Cap(c), veh/h	263.8	349.4	297.0	0.0	8.0	0.0	392.9	1112.3	1111.3	0.0	768.7	695.7
V/C Ratio(X)	1.154	0.003	0.494	0.000	0.501	0.000	0.743	0.395	0.395	0.000	0.648	0.648
Avail Cap(c_a), veh/h	263.8	349.4	297.0	0.0	451.3	0.0	435.7	1112.3	1111.3	0.0	768.7	695.7
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	0.000	1.000	0.000	1.000	1.000	1.000	0.000	1.000	1.000
Uniform Delay (d), s/veh	26.0	21.1	23.3	0.0	31.8	0.0	27.4	6.8	6.8	0.0	15.1	15.1
Incr Delay (d2), s/veh	103.5	0.0	1.3	0.0	41.2	0.0	6.1	1.1	1.1	0.0	4.2	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	129.5	21.1	24.5	0.0	73.0	0.0	33.5	7.9	7.9	0.0	19.3	19.7
Lane Group LOS	F	C	C		E		C	A	A		B	B
Approach Volume, veh/h		452			4			1171			948	
Approach Delay, s/veh		95.2			73.0			14.2			19.5	
Approach LOS		F			E			B			B	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		16.50			4.77		11.80	42.70		0.00	30.90	
Change Period (Y+Rc), s		4.50			4.50		4.50	4.50		4.50	4.50	
Max Green Setting (Gmax), s		12.00			15.50		8.10	30.50		4.00	26.40	
Max Q Clear Time (g_c+I1), s		14.00			2.14		7.25	9.96		0.00	15.71	
Green Extension Time (p_c)		0.00			0.00		0.09	11.21		0.00	7.21	

Intersection Summary		
HCM 2010 Control Delay	30.5	
HCM 2010 Level of Service	C	

Intersection	
Intersection Delay (sec/veh):	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	73	1000	857	24	9	48
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.80	0.80	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	78	1075	1071	30	11	57
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1101	0	0	0	1780	551
Stage 1	-	-	-	-	1086	-
Stage 2	-	-	-	-	694	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	630	-	-	-	73	478
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	457	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	630	-	-	-	64	478
Mov Capacity-2 Maneuver	-	-	-	-	64	-
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	400	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.8	0	26.3
HCM LOS	A	A	D

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					236
HCM Control Delay (s)	11.526	-	-	-	26.3
HCM Lane VC Ratio	0.125	-	-	-	0.288
HCM Lane LOS	B	-	-	-	D
HCM 95th Percentile Queue (veh)	0.424	-	-	-	1.148

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	506	410	51	19	425	99	43	31	33	154	24	406
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	638	705	599	25	626	123	147	106	58	354	55	639
Arriving On Green	0.19	0.38	0.38	0.01	0.21	0.21	0.18	0.18	0.18	0.23	0.23	0.23
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	3026.1	594.5	833.1	600.6	329.3	1544.8	240.7	2786.7
Grp Volume(v), veh/h	532.6	431.6	37.9	21.1	289.6	276.0	109.6	0.0	0.0	211.9	0.0	364.3
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1757.8	1763.0	0.0	0.0	1785.5	0.0	1393.3
Q Serve(g_s), s	13.3	16.8	1.4	1.1	13.0	13.2	4.9	0.0	0.0	9.3	0.0	10.4
Cycle Q Clear(g_c), s	13.3	16.8	1.4	1.1	13.0	13.2	4.9	0.0	0.0	9.3	0.0	10.4
Proportion In Lane	1.000		1.000	1.000		0.338	0.473		0.187	0.865		1.000
Lane Grp Cap(c), veh/h	638.5	705.1	599.4	24.8	385.6	363.9	311.6	0.0	0.0	409.5	0.0	639.1
V/C Ratio(X)	0.834	0.612	0.063	0.851	0.751	0.758	0.352	0.000	0.000	0.517	0.000	0.570
Avail Cap(c_a), veh/h	893.3	837.7	712.1	109.2	468.9	442.5	311.6	0.0	0.0	409.5	0.0	639.1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	35.1	22.5	17.7	44.0	33.3	33.3	32.3	0.0	0.0	30.1	0.0	30.5
Incr Delay (d2), s/veh	4.9	1.0	0.0	50.9	5.4	6.0	3.1	0.0	0.0	4.6	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	40.0	23.4	17.7	94.8	38.7	39.4	35.4	0.0	0.0	34.7	0.0	34.2
Lane Group LOS	D	C	B	F	D	D	D			C		C
Approach Volume, veh/h		1002			587			110			576	
Approach Delay, s/veh		32.0			41.0			35.4			34.4	
Approach LOS		C			D			D			C	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	21.08	38.34		5.75	23.01			20.30			25.00	
Change Period (Y+Rc), s	4.50	4.50		4.50	4.50			4.50			4.50	
Max Green Setting (Gmax), s	23.20	40.20		5.50	22.50			15.80			20.50	
Max Q Clear Time (g_c+I1), s	15.33	18.75		3.06	15.20			6.88			12.36	
Green Extension Time (p_c)	1.25	5.84		0.00	3.30			0.31			1.69	

Intersection Summary	
HCM 2010 Control Delay	35.1
HCM 2010 Level of Service	D

Intersection	
Intersection Delay (sec/veh)	12.5
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	796	400	35	103
Demand Flow Rate (pc/h)	812	408	36	105
Vehicles Circulating (pc/h)	21	147	716	427
Vehicles Exiting (pc/h)	511	604	117	128
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	15.5	8.5	7.5	6.5
Approach LOS	C	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	812	408	36	105
Capacity, Entry Lane (pc/h)	1106	975	552	737
Entry HV Adjustment Factor	0.981	0.981	0.970	0.979
Flow Rate, Entry (vph)	796	400	35	103
Capacity, Entry (vph)	1085	957	536	722
Volume to Capacity Ratio	0.734	0.418	0.065	0.142
Control Delay (sec/veh)	15.5	8.5	7.5	6.5
Level of Service	C	A	A	A
95th-Percentile Queue (veh)	7	2	0	0

HCM research expects at least one 'Stop' controlled approach at the intersection.

Intersection	
Intersection Delay (sec/veh)	7.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	28	72	290	515
Demand Flow Rate (pc/h)	28	73	295	526
Vehicles Circulating (pc/h)	498	300	113	23
Vehicles Exiting (pc/h)	51	108	413	350
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	5.7	5.2	6.6	8.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	28	73	295	526
Capacity, Entry Lane (pc/h)	687	837	1009	1104
Entry HV Adjustment Factor	0.996	0.985	0.982	0.980
Flow Rate, Entry (vph)	28	72	290	515
Capacity, Entry (vph)	684	824	991	1082
Volume to Capacity Ratio	0.041	0.087	0.292	0.476
Control Delay (sec/veh)	5.7	5.2	6.6	8.7
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	1	3

HCM research expects at least one 'Stop' controlled approach at the intersection.

Intersection	
Intersection Delay (sec/veh)	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	15	90	10	68	90	0	0	5	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	0	0	16	98	11	74	98	0	0	5	30
Number of Lanes	0	0	0	0	1	0	1	0	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.2	8.5	7.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Volume Left (%)	43%	13%	0%
Volume Thru (%)	57%	78%	15%
Volume Right (%)	0%	9%	85%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	158	115	33
Left Turning Volume	90	90	5
Through Volume	0	10	28
Right Turning Volume	68	15	0
Lane Flow Rate	172	125	36
Geometry Group	1	1	1
Degree of Utilization, X	0.204	0.152	0.039
Departure Headway, Hd	4.267	4.375	3.897
Convergence(Y/N)	Yes	Yes	Yes
Capacity	830	824	923
Service Time	2.355	2.377	1.905
HCM Lane V/C Ratio	0.207	0.152	0.039
HCM Control Delay	8.5	8.2	7.1
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.8	0.5	0.1

Intersection	
Intersection Delay (sec/veh)	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	90	90	89	0	0	0	0	68	10	5	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	98	98	97	0	0	0	0	74	11	5	16	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9	8.1	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Volume Left (%)	0%	33%	25%
Volume Thru (%)	87%	33%	75%
Volume Right (%)	13%	33%	0%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	78	269	20
Left Turning Volume	68	90	15
Through Volume	10	89	0
Right Turning Volume	0	90	5
Lane Flow Rate	85	292	22
Geometry Group	1	1	1
Degree of Utilization, X	0.107	0.324	0.029
Departure Headway, Hd	4.523	3.985	4.724
Convergence(Y/N)	Yes	Yes	Yes
Capacity	797	889	762
Service Time	2.524	2.066	2.728
HCM Lane V/C Ratio	0.107	0.328	0.029
HCM Control Delay	8.1	9	7.9
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.4	1.4	0.1

Intersection	
Intersection Delay (sec/veh):	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	5	23	37	22	15	10
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	120			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	5	25	40	24	16	11
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	64	0	0	0	87	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	35	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1538	-	-	-	914	1016
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	987	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1538	-	-	-	911	1016
Mov Capacity-2 Maneuver	-	-	-	-	911	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.3	0	8.9
HCM LOS	A	A	A

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					950
HCM Control Delay (s)	7.349	-	-	-	8.9
HCM Lane VC Ratio	0.004	-	-	-	0.029
HCM Lane LOS	A	-	-	-	A
HCM 95th Percentile Queue (veh)	0.011	-	-	-	0.088

Intersection	
Intersection Delay (sec/veh)	3.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	32	83	0	39
Demand Flow Rate (pc/h)	33	85	0	40
Vehicles Circulating (pc/h)	35	0	68	54
Vehicles Exiting (pc/h)	59	68	0	31
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	3.6	3.9	0.0	3.8
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	33	85	0	40
Capacity, Entry Lane (pc/h)	1091	1130	1056	1071
Entry HV Adjustment Factor	0.980	0.976	1.000	0.975
Flow Rate, Entry (vph)	32	83	0	39
Capacity, Entry (vph)	1070	1103	1056	1044
Volume to Capacity Ratio	0.030	0.075	0.000	0.037
Control Delay (sec/veh)	3.6	3.9	3.4	3.8
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

HCM research expects at least one 'Stop' controlled approach at the intersection.

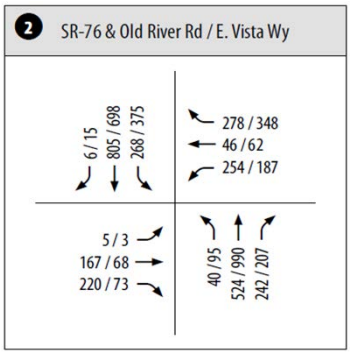
Appendix AF

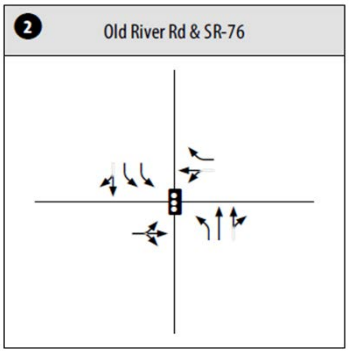
Ramp Intersection Capacity Analysis Worksheets – Existing Plus Project (Phase D) Conditions

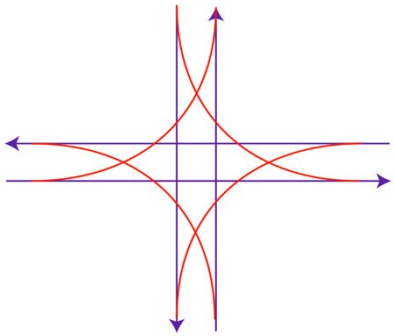
EXISTING + PROJECT PHASE D

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD RIVER ROAD / EAST VISTA WAY







PHASE 1:

40 / 95
AM/PM

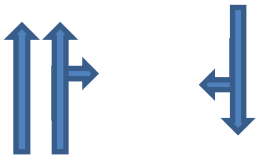


268 / 375
AM/PM

Critical Volume | 134 / 188 |

PHASE 2:

766 / 1,197
AM/PM



811 / 713
AM/PM

Critical Volume | 717 / 620 |

PHASE 3

WBL	254	187
WBT	46	62
WBR	278	348
	AM /	PM



Critical Volume | 300 / 348 |

PHASE 4

EBL	5	3
EBT	167	68
EBR	226	73
	AM /	PM



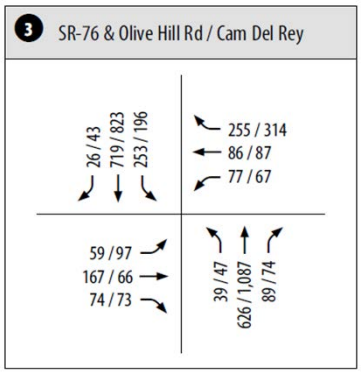
Critical Volume | 398 / 144 |

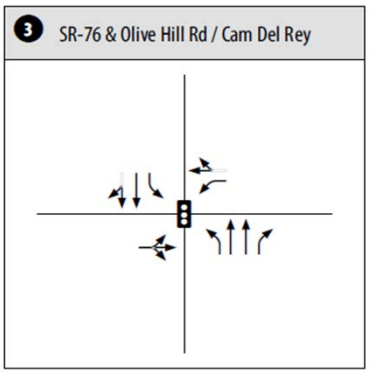
SUM	PHASE 1	134 / 188	AM	1,549 >1500: (Over Capacity)
	PHASE 2	717 / 620	PM	1,300 1200-1500: (At Capacity)
	PHASE 3	300 / 348		
	PHASE 4	398 / 144		
	TOTAL	1,549 / 1,300		

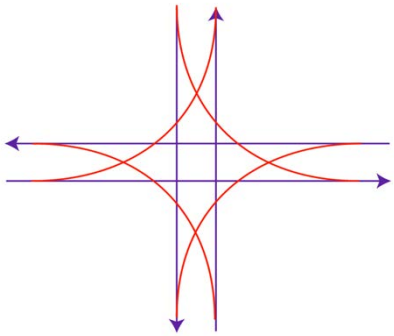
EXISTING + PROJECT PHASE D

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLIVE HILL RD / CAM DEL REY







PHASE 1:

39 / 47	
AM/PM	

Critical Volume

253 / 196
AM/PM
253 / 196

PHASE 2:

NBT	626 / 1,087
NBR	89 / 74
	AM/PM

Critical Volume

745 / 866
AM/PM
313 / 544

PHASE 3

WBL	77	67
WBT	86	87
WBR	255	314
	AM /	PM

Critical Volume 341 / 401

PHASE 4

EBL	59	97
EBT	167	66
EBR	74	73
	AM /	PM

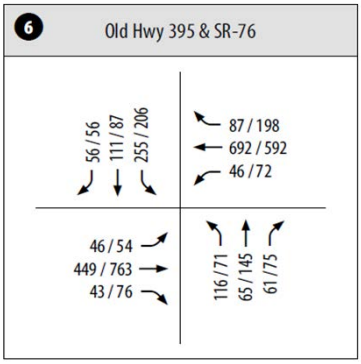
Critical Volume 300 / 236

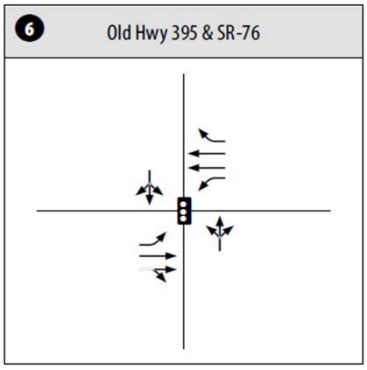
SUM	PHASE 1	253 / 196	AM	1,207 1200-1500: (At Capacity)
	PHASE 2	313 / 544	PM	1,377 1200-1500: (At Capacity)
	PHASE 3	341 / 401		
	PHASE 4	300 / 236		
	TOTAL	1,207 / 1,377		

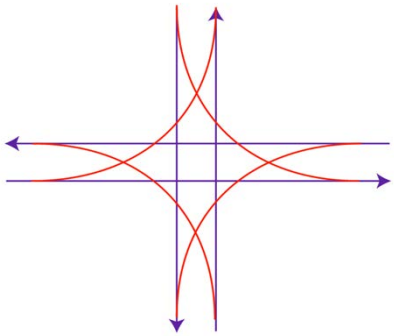
EXISTING + PROJECT PHASE D

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD HIGHWAY 395







PHASE 1:

46 / 54	
AM/PM	

Critical Volume

46 / 72	
AM/PM	
46 / 72	

PHASE 2:

NBT	449 / 763	
NBR	73 / 76	
	AM/PM	

Critical Volume

87 / 198	WBR
692 / 592	WBT
AM/PM	
346 / 420	

PHASE 3

NBL	116	71
NBT	65	145
NBR	61	75
	AM /	PM

Critical Volume 242 / 291

PHASE 4

SBL	255	206
SBT	111	87
SBR	56	56
	AM /	PM

Critical Volume 422 / 349

SUM	PHASE 1	46 / 72	AM	1,056 <1200: (Under Capacity)
	PHASE 2	346 / 420	PM	1,132 <1200: (Under Capacity)
	PHASE 3	242 / 291		
	PHASE 4	422 / 349		
	TOTAL	1,056 / 1,132		

Appendix AG

Traffic Signal Warrants –

Existing Plus Project (Phase D) Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #13 : OLD HIGHWAY 395 / CIRCLE R DRIVE - EXISTING + PHASE D

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 292 / 195
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,235 / 1,121

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour	
Both Approaches - Major Street	X			643 / 926
Higher Approach - Minor Street	X			292 / 195

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

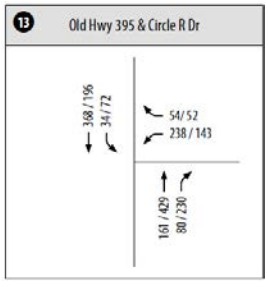
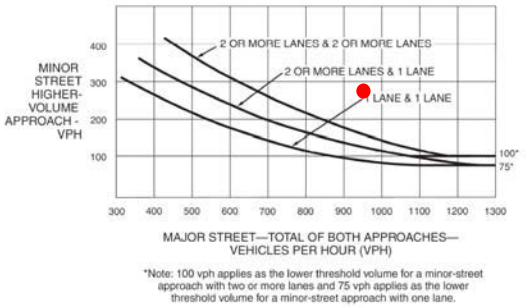


Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Phase D

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: Old Highway 395 Critical Approach Speed ____ mph

Minor St: Circle R Drive Critical Approach Speed ____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)

☐ URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major 12,250 Street	Minor 5,770 Street
1.....	1.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major 12,250 Street	Minor 5,770 Street
1.....	1.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied ____

2 CONDITIONS 80%

2 CONDITIONS 80%

No one condition satisfied, but following conditions fulfilled 80% or more..... ____ (A) ____ (B)

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Phase D

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: Gopher Canyon Rd — Critical Approach Speed ____ mph

Minor St: I-15 SB Ramps — Critical Approach Speed ____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒ or
In built up area of isolated community of < 10,000 population..... ☐ } **RURAL (R)**

☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More.....13,230.....	1.....4,050.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More.....13,230.....	1.....4,050.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied ____

2 CONDITIONS 80% | 2 CONDITIONS 80%

No one condition satisfied, but following conditions fulfilled 80% or more..... ____ (A) ____ (B)

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #14 : I-15 SB RAMPS / GOPHER CANYON ROAD - EXISTING + PHASE D

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

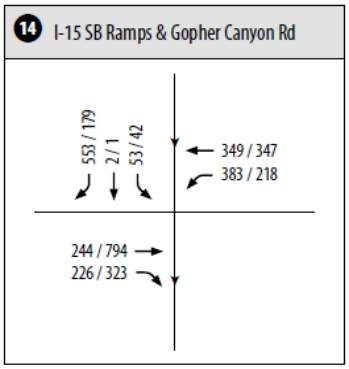
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 608 / 222
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,810 / 1,904

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour	
Both Approaches - Major Street		X		1,202 / 1,682
Higher Approach - Minor Street	X			608 / 222

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



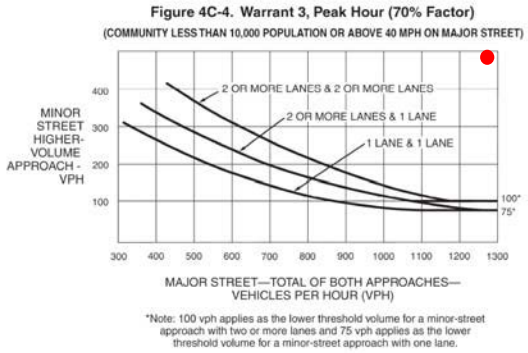


Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #15 : I-15 NB RAMPS / GOPHER CANYON ROAD - EXISTING + PHASE D

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

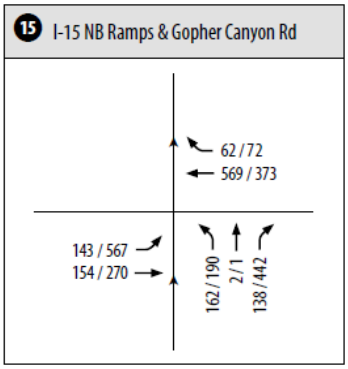
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 302 / 633
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,230 / 1,915

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		X	928 / 1,282
Higher Approach - Minor Street	X		302 / 633

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



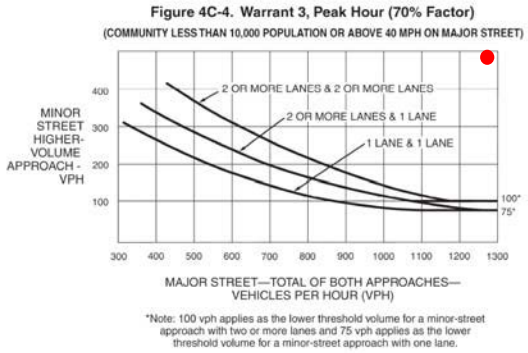


Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Phase D

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: Gopher Canyon Rd

Minor St: I-15 NB Ramps

Critical Approach Speed ____ mph

Critical Approach Speed ____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)

☐ URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or More 13,070	1 7,300
2 or More	2 or More
1	2 or More

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or More 13,070	1 7,300
2 or More	2 or More
1	2 or More

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied ____

No one condition satisfied, but following conditions fulfilled 80% or more..... ____ (A) ____ (B)

2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Appendix AH

Mitigated Peak Hour Intersection Capacity Worksheets – Existing Plus Project (Phase D) Conditions

EXISTING + PHASE D – PFFP REPORT

Phase D Mitigation Implementation Triggers by Building Permit

Existing Plus Project (Phases D) Conditions

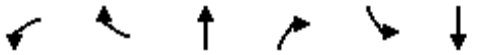
Intersection #12: Old Highway 395 / Circle R Drive

Mitigation Measure = Signalization

Worst Case = PM Peak Hour

The opening of the on-site LHR Road connection between Main Street and Mountain Ridge Road would cause this intersection to operate at substandard LOS F during the PM Peak Hour. *Signalization would be required by the 210th EDU from combined Phases 4 and 5 or by 210th project (Phases 4 and 5) PM peak hour trips since PM peak hour intersection operation dictates the need for signalization ; or 1,220 total EDU.*

EXISTING + PHASE D – MITIGATION SYNCHRO REPORTS



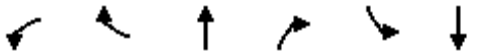
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	138	52	429	230	72	196
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	168	63	482	258	80	218
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.82	0.82	0.89	0.89	0.90	0.90
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	209	78	715	607	114	1073
Arrive On Green	0.17	0.17	0.38	0.38	0.06	0.58
Sat Flow, veh/h	1244	467	1863	1583	1774	1863
Grp Volume(v), veh/h	232	0	482	258	80	218
Grp Sat Flow(s),veh/h/ln	1718	0	1863	1583	1774	1863
Q Serve(g_s), s	4.1	0.0	6.7	3.7	1.4	1.8
Cycle Q Clear(g_c), s	4.1	0.0	6.7	3.7	1.4	1.8
Prop In Lane	0.72	0.27		1.00	1.00	
Lane Grp Cap(c), veh/h	289	0	715	607	114	1073
V/C Ratio(X)	0.80	0.00	0.67	0.42	0.70	0.20
Avail Cap(c_a), veh/h	880	0	1074	913	227	1551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	0.0	8.0	7.1	14.3	3.2
Incr Delay (d2), s/veh	5.2	0.0	1.1	0.5	7.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	3.6	1.7	0.9	0.9
LnGrp Delay(d),s/veh	17.7	0.0	9.1	7.6	22.0	3.3
LnGrp LOS	B		A	A	C	A
Approach Vol, veh/h	232		740			298
Approach Delay, s/veh	17.7		8.6			8.3
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.0	16.0				22.0		9.2
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	4.0	18.0				26.0		16.0
Max Q Clear Time (g_c+I1), s	3.4	8.7				3.8		6.1
Green Ext Time (p_c), s	0.0	3.3				4.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	238	54	161	80	34	368
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	274	62	189	94	36	391
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.87	0.87	0.85	0.85	0.94	0.94
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	335	76	495	421	62	847
Arrive On Green	0.24	0.24	0.27	0.27	0.04	0.45
Sat Flow, veh/h	1411	319	1863	1583	1774	1863
Grp Volume(v), veh/h	337	0	189	94	36	391
Grp Sat Flow(s),veh/h/ln	1736	0	1863	1583	1774	1863
Q Serve(g_s), s	4.8	0.0	2.2	1.2	0.5	3.8
Cycle Q Clear(g_c), s	4.8	0.0	2.2	1.2	0.5	3.8
Prop In Lane	0.81	0.18		1.00	1.00	
Lane Grp Cap(c), veh/h	413	0	495	421	62	847
V/C Ratio(X)	0.82	0.00	0.38	0.22	0.58	0.46
Avail Cap(c_a), veh/h	1068	0	1217	1035	341	1862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	7.8	7.5	12.4	4.9
Incr Delay (d2), s/veh	4.0	0.0	0.5	0.3	8.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	1.2	0.6	0.4	1.9
LnGrp Delay(d),s/veh	13.4	0.0	8.3	7.7	20.5	5.3
LnGrp LOS	B		A	A	C	A
Approach Vol, veh/h	337		283			427
Approach Delay, s/veh	13.4		8.1			6.6
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.9	10.9				15.8		10.2
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	5.0	17.0				26.0		16.0
Max Q Clear Time (g_c+I1), s	2.5	4.2				5.8		6.8
Green Ext Time (p_c), s	0.0	2.8				3.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	242	226	383	347	0	0	0	0	53	2	553
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	314	0	445	403	0				56	2	350
Adj No. of Lanes	0	1	0	1	2	0				0	1	0
Peak Hour Factor	0.77	0.77	0.77	0.86	0.86	0.86				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	470	0	505	2135	0				58	2	365
Arrive On Green	0.00	0.25	0.00	0.28	0.60	0.00				0.26	0.26	0.26
Sat Flow, veh/h	0	1863	0	1774	3632	0				221	8	1380
Grp Volume(v), veh/h	0	314	0	445	403	0				408	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	1770	0				1608	0	0
Q Serve(g_s), s	0.0	9.2	0.0	14.5	3.1	0.0				15.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.2	0.0	14.5	3.1	0.0				15.1	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.00				0.14		0.86
Lane Grp Cap(c), veh/h	0	470	0	505	2135	0				425	0	0
V/C Ratio(X)	0.00	0.67	0.00	0.88	0.19	0.00				0.96	0.00	0.00
Avail Cap(c_a), veh/h	0	924	0	645	3277	0				425	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.3	0.0	20.7	5.4	0.0				21.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	11.2	0.0	0.0				33.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	0.0	8.6	1.5	0.0				10.6	0.0	0.0
LnGrp Delay(d),s/veh	0.0	22.0	0.0	31.9	5.4	0.0				55.1	0.0	0.0
LnGrp LOS		C		C	A					E		
Approach Vol, veh/h		314			848						408	
Approach Delay, s/veh		22.0			19.3						55.1	
Approach LOS		C			B						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.2	19.3		20.0		40.5		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	22.0	30.0		16.0		56.0		
Max Q Clear Time (g_c+I1), s	16.5	11.2		17.1		5.1		
Green Ext Time (p_c), s	0.7	4.1		0.0		4.9		

Intersection Summary	
HCM 2010 Ctrl Delay	29.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	143	152	0	0	569	62	162	2	138	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	146	155	0	0	618	0	182	2	155			
Adj No. of Lanes	1	2	0	0	2	0	0	1	0			
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.89	0.89	0.89			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	186	1854	0	0	1066	0	217	2	185			
Arrive On Green	0.10	0.52	0.00	0.00	0.30	0.00	0.24	0.24	0.24			
Sat Flow, veh/h	1774	3632	0	0	3725	0	903	10	769			
Grp Volume(v), veh/h	146	155	0	0	618	0	339	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	0	1682	0	0			
Q Serve(g_s), s	2.7	0.7	0.0	0.0	5.0	0.0	6.5	0.0	0.0			
Cycle Q Clear(g_c), s	2.7	0.7	0.0	0.0	5.0	0.0	6.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.00	0.54		0.46			
Lane Grp Cap(c), veh/h	186	1854	0	0	1066	0	404	0	0			
V/C Ratio(X)	0.78	0.08	0.00	0.00	0.58	0.00	0.84	0.00	0.00			
Avail Cap(c_a), veh/h	314	2710	0	0	1668	0	793	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	14.8	4.0	0.0	0.0	10.0	0.0	12.3	0.0	0.0			
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.0	0.5	0.0	4.7	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.3	0.0	0.0	2.5	0.0	3.5	0.0	0.0			
LnGrp Delay(d),s/veh	21.9	4.0	0.0	0.0	10.5	0.0	17.0	0.0	0.0			
LnGrp LOS	C	A			B		B					
Approach Vol, veh/h		301			618			339				
Approach Delay, s/veh		12.7			10.5			17.0				
Approach LOS		B			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		21.8			7.6	14.2		12.2
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		26.0			6.0	16.0		16.0
Max Q Clear Time (g_c+I1), s		2.7			4.7	7.0		8.5
Green Ext Time (p_c), s		5.1			0.0	3.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	792	323	218	345	0	0	0	0	42	1	179
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	843	0	225	356	0				44	1	188
Adj No. of Lanes	0	1	0	1	2	0				0	1	0
Peak Hour Factor	0.98	0.94	0.94	0.97	0.97	0.98				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	951	0	270	2545	0				51	1	219
Arrive On Green	0.00	0.51	0.00	0.15	0.72	0.00				0.17	0.17	0.17
Sat Flow, veh/h	0	1863	0	1774	3632	0				305	7	1305
Grp Volume(v), veh/h	0	843	0	225	356	0				233	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	1770	0				1617	0	0
Q Serve(g_s), s	0.0	28.7	0.0	8.7	2.2	0.0				9.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	28.7	0.0	8.7	2.2	0.0				9.9	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.00				0.19		0.81
Lane Grp Cap(c), veh/h	0	951	0	270	2545	0				272	0	0
V/C Ratio(X)	0.00	0.89	0.00	0.83	0.14	0.00				0.86	0.00	0.00
Avail Cap(c_a), veh/h	0	1075	0	350	2941	0				979	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.5	0.0	29.2	3.1	0.0				28.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.4	0.0	12.6	0.0	0.0				7.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.7	0.0	5.2	1.1	0.0				5.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	23.9	0.0	41.8	3.1	0.0				36.3	0.0	0.0
LnGrp LOS		C		D	A					D		
Approach Vol, veh/h		843			581						233	
Approach Delay, s/veh		23.9			18.1						36.3	
Approach LOS		C			B						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	14.8	40.3		15.9		55.1		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	14.0	41.0		43.0		59.0		
Max Q Clear Time (g_c+I1), s	10.7	30.7		11.9		4.2		
Green Ext Time (p_c), s	0.2	5.5		0.0		10.9		

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	567	268	0	0	373	72	190	1	442	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	585	276	0	0	385	0	200	1	307			
Adj No. of Lanes	1	2	0	0	2	0	0	1	0			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	633	2009	0	0	558	0	212	1	325			
Arrive On Green	0.36	0.57	0.00	0.00	0.16	0.00	0.33	0.33	0.33			
Sat Flow, veh/h	1774	3632	0	0	3725	0	651	3	999			
Grp Volume(v), veh/h	585	276	0	0	385	0	508	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	0	1654	0	0			
Q Serve(g_s), s	23.7	2.7	0.0	0.0	7.7	0.0	22.4	0.0	0.0			
Cycle Q Clear(g_c), s	23.7	2.7	0.0	0.0	7.7	0.0	22.4	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.00	0.39		0.60			
Lane Grp Cap(c), veh/h	633	2009	0	0	558	0	539	0	0			
V/C Ratio(X)	0.92	0.14	0.00	0.00	0.69	0.00	0.94	0.00	0.00			
Avail Cap(c_a), veh/h	733	2406	0	0	755	0	683	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	23.2	7.6	0.0	0.0	29.9	0.0	24.6	0.0	0.0			
Incr Delay (d2), s/veh	16.1	0.0	0.0	0.0	1.6	0.0	19.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.4	1.4	0.0	0.0	3.9	0.0	13.0	0.0	0.0			
LnGrp Delay(d),s/veh	39.3	7.6	0.0	0.0	31.5	0.0	43.7	0.0	0.0			
LnGrp LOS	D	A			C		D					
Approach Vol, veh/h		861			385			508				
Approach Delay, s/veh		29.1			31.5			43.7				
Approach LOS		C			C			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		46.6			30.8	15.8		28.4
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		51.0			31.0	16.0		31.0
Max Q Clear Time (g_c+I1), s		4.7			25.7	9.7		24.4
Green Ext Time (p_c), s		4.6			1.0	2.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	33.9
HCM 2010 LOS	C

Appendix AI

Arterial Analysis - Existing Plus Project (Buildout) Conditions

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing + E
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15330	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.660	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.660	

Results

Annual average daily traffic, AADT	15330	vpd
Two-way hourly volume	1379	vph
Hourly directional volume	910	vph
Through-volume 15-min. flow rate	494	v
Running time	78.0	sec
v/c ratio	0.44	
Through capacity	1127	vph
Progression factor, PF	1.000	
Uniform delay	12.2	sec
Filtering/metering factor, I	0.900	
Incremental delay	1.1	sec
Control delay	13.3	sec/v
Total travel speed, Sa	34.4	mph
Total urban street LOS	B	

HCS+: Urban Streets Release 5.3

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	3/31/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+E
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15330	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.520	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	26	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	120.0	sec
Effective green ratio, g/C	0.480	

Results

Annual average daily traffic, AADT	15330	vpd
Two-way hourly volume	1073	vph
Hourly directional volume	557	vph
Through-volume 15-min. flow rate	448	v
Running time	78.0	sec
v/c ratio	0.55	
Through capacity	820	vph
Progression factor, PF	1.000	
Uniform delay	22.0	sec
Filtering/metering factor, I	0.820	
Incremental delay	2.1	sec
Control delay	24.1	sec/v
Total travel speed, Sa	28.5	mph
Total urban street LOS	C	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing + E
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21340	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.615	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	60	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	45	mph
Urban class	2	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.750	

Results

Annual average daily traffic, AADT	21340	vpd
Two-way hourly volume	1920	vph
Hourly directional volume	1180	vph
Through-volume 15-min. flow rate	513	v
Running time	88.0	sec
v/c ratio	0.40	
Through capacity	1281	vph
Progression factor, PF	1.000	
Uniform delay	6.7	sec
Filtering/metering factor, I	0.922	
Incremental delay	0.9	sec
Control delay	7.6	sec/v
Total travel speed, Sa	34.9	mph
Total urban street LOS	B	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan Associates
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	East Vista Way - South
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	E+E
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	21340	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.660	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	1	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	1.00	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	130.0	sec
Effective green ratio, g/C	0.760	

Results

Annual average daily traffic, AADT	21340	vpd
Two-way hourly volume	1493	vph
Hourly directional volume	985	vph
Through-volume 15-min. flow rate	1059	v
Running time	78.0	sec
v/c ratio	0.82	
Through capacity	1298	vph
Progression factor, PF	1.000	
Uniform delay	9.9	sec
Filtering/metering factor, I	0.473	
Incremental delay	2.8	sec
Control delay	12.7	sec/v
Total travel speed, Sa	34.8	mph
Total urban street LOS	B	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	PM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing+E
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15890	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.668	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.512	

Results

Annual average daily traffic, AADT	15890	vpd
Two-way hourly volume	1430	vph
Hourly directional volume	955	vph
Through-volume 15-min. flow rate	519	v
Running time	504.0	sec
v/c ratio	0.71	
Through capacity	736	vph
Progression factor, PF	1.000	
Uniform delay	28.0	sec
Filtering/metering factor, I	0.643	
Incremental delay	3.7	sec
Control delay	31.6	sec/v
Total travel speed, Sa	44.4	mph
Total urban street LOS	A	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	PHN
Agency/Co.:	Chen Ryan
Date Performed:	4/1/2014
Analysis Time Period:	AM
Urban Street:	Gopher Canyon Road
Direction of Travel:	
Jurisdiction:	San Diego County
Analysis Year:	Existing+E
Project ID:	LHR

Traffic Characteristics

Annual average daily traffic, AADT	15890	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.685	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	20	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	50	mph
Urban class	1	
Section length	7.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	120.0	sec
Effective green ratio, g/C	0.440	

Results

Annual average daily traffic, AADT	15890	vpd
Two-way hourly volume	1112	vph
Hourly directional volume	761	vph
Through-volume 15-min. flow rate	661	v
Running time	504.0	sec
v/c ratio	1.04	
Through capacity	633	vph
Progression factor, PF	1.000	
Uniform delay	33.6	sec
Filtering/metering factor, I	0.090	
Incremental delay	24.8	sec
Control delay	58.4	sec/v
Total travel speed, Sa	40.6	mph
Total urban street LOS	B	

Appendix AJ

Peak Hour Intersection Capacity Worksheets – Existing Plus Project (Buildout) Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1	0	814	1	282	0	293	348	157	462	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	4	4	0	915	1	238	0	333	213	185	544	0
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	4	0	947	1	846	2	376	319	206	659	0
Arrive On Green	0.00	0.00	0.00	0.53	0.53	0.53	0.00	0.20	0.20	0.12	0.35	0.00
Sat Flow, veh/h	909	909	0	1772	2	1583	1774	1863	1583	1774	1863	0
Grp Volume(v), veh/h	8	0	0	916	0	238	0	333	213	185	544	0
Grp Sat Flow(s),veh/h/ln	1817	0	0	1774	0	1583	1774	1863	1583	1774	1863	0
Q Serve(g_s), s	0.5	0.0	0.0	55.7	0.0	9.2	0.0	19.5	13.9	11.5	29.8	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	55.7	0.0	9.2	0.0	19.5	13.9	11.5	29.8	0.0
Prop In Lane	0.50		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	9	0	0	948	0	846	2	376	319	206	659	0
V/C Ratio(X)	0.90	0.00	0.00	0.97	0.00	0.28	0.00	0.89	0.67	0.90	0.83	0.00
Avail Cap(c_a), veh/h	65	0	0	967	0	863	63	433	368	206	659	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.7	0.0	0.0	25.1	0.0	14.3	0.0	43.4	41.2	48.8	33.0	0.0
Incr Delay (d2), s/veh	111.6	0.0	0.0	21.0	0.0	0.2	0.0	17.7	3.7	36.1	8.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	32.5	0.0	4.1	0.0	11.8	6.4	7.7	16.8	0.0
LnGrp Delay(d),s/veh	167.3	0.0	0.0	46.1	0.0	14.5	0.0	61.1	44.9	85.0	41.5	0.0
LnGrp LOS	F			D		B		E	D	F	D	
Approach Vol, veh/h		8			1154			546			729	
Approach Delay, s/veh		167.3			39.6			54.8			52.6	
Approach LOS		F			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	26.6		4.5	0.0	43.6		63.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	13.0	26.0		4.0	4.0	35.0		61.0
Max Q Clear Time (g_c+I1), s	13.5	21.5		2.5	0.0	31.8		57.7
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	1.7		2.2

Intersection Summary		
HCM 2010 Ctrl Delay		47.3
HCM 2010 LOS		D

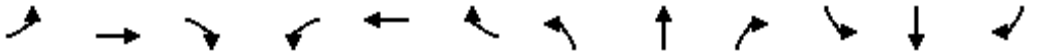
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	169	226	254	48	278	45	527	241	268	811	6
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	6	204	224	331	0	274	47	549	209	288	872	6
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.96	0.96	0.96	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	336	295	777	0	347	61	1264	394	409	1736	12
Arrive On Green	0.19	0.19	0.19	0.22	0.00	0.22	0.03	0.25	0.25	0.12	0.33	0.33
Sat Flow, veh/h	53	1807	1583	3548	0	1583	1774	5085	1583	3442	5211	36
Grp Volume(v), veh/h	210	0	224	331	0	274	47	549	209	288	567	311
Grp Sat Flow(s),veh/h/ln	1860	0	1583	1774	0	1583	1774	1695	1583	1721	1695	1856
Q Serve(g_s), s	7.3	0.0	9.4	5.6	0.0	11.5	1.8	6.4	8.0	5.7	9.4	9.4
Cycle Q Clear(g_c), s	7.3	0.0	9.4	5.6	0.0	11.5	1.8	6.4	8.0	5.7	9.4	9.4
Prop In Lane	0.03		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	346	0	295	777	0	347	61	1264	394	409	1130	619
V/C Ratio(X)	0.61	0.00	0.76	0.43	0.00	0.79	0.78	0.43	0.53	0.70	0.50	0.50
Avail Cap(c_a), veh/h	556	0	473	1514	0	676	202	1736	541	930	1688	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	27.1	23.6	0.0	25.9	33.7	22.2	22.9	29.8	18.8	18.8
Incr Delay (d2), s/veh	1.7	0.0	4.0	0.4	0.0	4.1	18.7	0.2	1.1	2.2	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	4.4	2.8	0.0	5.4	1.2	3.0	3.6	2.8	4.5	4.9
LnGrp Delay(d),s/veh	28.0	0.0	31.2	24.0	0.0	30.0	52.4	22.5	24.0	32.0	19.1	19.4
LnGrp LOS	C		C	C		C	D	C	C	C	B	B
Approach Vol, veh/h		434			605			805			1166	
Approach Delay, s/veh		29.6			26.7			24.6			22.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	27.4		19.4	12.4	21.5		17.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	35.0		30.0	19.0	24.0		21.0
Max Q Clear Time (g_c+I1), s	3.8	11.4		13.5	7.7	10.0		11.4
Green Ext Time (p_c), s	0.0	9.8		1.9	0.7	7.4		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	168	74	82	87	256	39	626	93	253	719	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	69	195	74	106	113	280	43	688	91	288	817	24
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.86	0.86	0.86	0.77	0.77	0.77	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	550	298	253	380	399	339	140	1322	412	457	1441	449
Arrive On Green	0.16	0.16	0.16	0.21	0.21	0.21	0.08	0.26	0.26	0.13	0.28	0.28
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	69	195	74	106	113	280	43	688	91	288	817	24
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	1.3	7.4	3.1	3.7	3.8	12.7	1.7	8.7	3.4	5.9	10.3	0.8
Cycle Q Clear(g_c), s	1.3	7.4	3.1	3.7	3.8	12.7	1.7	8.7	3.4	5.9	10.3	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	550	298	253	380	399	339	140	1322	412	457	1441	449
V/C Ratio(X)	0.13	0.66	0.29	0.28	0.28	0.83	0.31	0.52	0.22	0.63	0.57	0.05
Avail Cap(c_a), veh/h	1068	578	491	588	618	525	284	1829	569	793	2032	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	29.6	27.8	24.6	24.7	28.1	32.6	23.8	21.8	30.8	23.0	19.6
Incr Delay (d2), s/veh	0.1	2.4	0.6	0.4	0.4	6.2	1.2	0.3	0.3	1.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.0	1.4	1.9	2.0	6.1	0.9	4.1	1.5	2.9	4.8	0.4
LnGrp Delay(d),s/veh	27.1	32.0	28.4	25.0	25.1	34.4	33.9	24.1	22.1	32.2	23.3	19.6
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	B
Approach Vol, veh/h		338			499			822			1129	
Approach Delay, s/veh		30.3			30.3			24.4			25.5	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.7	25.5		15.7	11.9	27.3		20.2
Change Period (Y+Rc), s	3.7	6.0		3.7	6.0	* 6		4.1
Max Green Setting (Gmax), s	17.3	27.0		23.3	12.0	* 30		24.9
Max Q Clear Time (g_c+I1), s	7.9	10.7		9.4	3.7	12.3		14.7
Green Ext Time (p_c), s	0.6	8.6		1.2	0.0	9.0		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.6
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	9.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	457	0	0	0	218	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	None	None
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.64	0.64	0.74	0.74
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	692	0	0	0	295	0
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	692	0	692	692
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	0	-
Follow-up Headway	-	0	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	903	-	410	444
Stage 1	-	0	-	-	497	-
Stage 2	-	0	-	-	-	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	903	-	410	444
Mov Capacity-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	33.2
HCM LOS	A	A	D

Lane	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (vph)	410	0			
HCM Control Delay (s)	33.2	0	-	0	-
HCM Lane VC Ratio	0.719	-	-	-	-
HCM Lane LOS	D	A	-	A	-
HCM 95th Percentile Queue (veh)	5.535	-	-	0	-

Intersection	
Intersection Delay (sec/veh):	6.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	242	257	290	10	4	282
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.78	0.78	0.73	0.73
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	318	338	372	13	5	386
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	385	0	0	0	1353	379
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	974	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1173	-	-	-	165	668
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	366	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1173	-	-	-	110	668
Mov Capacity-2 Maneuver	-	-	-	-	110	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	244	-

Approach	EB	WB	SB
HCM Control Delay (s)	4.5	0	17.8
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					110	668
HCM Control Delay (s)	9.209	-	-	-	39.4	17.5
HCM Lane VC Ratio	0.271	-	-	-	0.05	0.578
HCM Lane LOS	A	-	-	-	E	C
HCM 95th Percentile Queue (veh)	1.106	-	-	-	0.155	3.721

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	449	46	53	692	87	123	70	72	255	114	56
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	50	488	45	58	752	84	146	83	80	263	118	53
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	825	369	172	932	865	179	102	246	304	136	61
Arrive On Green	0.06	0.23	0.23	0.10	0.26	0.26	0.16	0.16	0.16	0.28	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1151	654	1583	1073	481	216
Grp Volume(v), veh/h	50	488	45	58	752	84	229	0	80	434	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1805	0	1583	1771	0	0
Q Serve(g_s), s	2.3	10.3	1.9	2.6	16.7	2.1	10.3	0.0	3.8	19.5	0.0	0.0
Cycle Q Clear(g_c), s	2.3	10.3	1.9	2.6	16.7	2.1	10.3	0.0	3.8	19.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.64		1.00	0.61		0.12
Lane Grp Cap(c), veh/h	102	825	369	172	932	865	280	0	246	501	0	0
V/C Ratio(X)	0.49	0.59	0.12	0.34	0.81	0.10	0.82	0.00	0.33	0.87	0.00	0.00
Avail Cap(c_a), veh/h	169	1089	487	254	1224	996	409	0	359	714	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.3	28.6	25.4	35.3	28.9	9.1	34.3	0.0	31.5	28.5	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.7	0.1	1.1	3.1	0.0	8.1	0.0	0.8	7.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.1	0.8	1.3	8.5	1.5	5.8	0.0	1.7	10.6	0.0	0.0
LnGrp Delay(d),s/veh	41.9	29.3	25.5	36.5	31.9	9.2	42.4	0.0	32.3	36.4	0.0	0.0
LnGrp LOS	D	C	C	D	C	A	D		C	D		
Approach Vol, veh/h		583			894			309			434	
Approach Delay, s/veh		30.1			30.1			39.8			36.4	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.4	25.5		27.9	10.8	27.1		18.0
Change Period (Y+Rc), s	* 4.2	6.0		* 4.2	6.0	5.0		5.0
Max Green Setting (Gmax), s	* 12	25.8		* 34	8.0	29.0		19.0
Max Q Clear Time (g_c+I1), s	4.6	12.3		21.5	4.3	18.7		12.3
Green Ext Time (p_c), s	0.0	2.5		2.2	1.1	3.4		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	333	9	13	291	3	14	1	27	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	2	555	15	22	485	5	23	2	45	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	490	0	0	570	0	0	854	1101	286	815	1106	246
Stage 1	-	-	-	-	-	-	567	567	-	532	532	-
Stage 2	-	-	-	-	-	-	287	534	-	283	574	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1070	-	-	999	-	-	252	211	711	269	209	754
Stage 1	-	-	-	-	-	-	476	505	-	499	524	-
Stage 2	-	-	-	-	-	-	696	523	-	700	501	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1070	-	-	999	-	-	247	206	711	246	204	754
Mov Capacity-2 Maneuver	-	-	-	-	-	-	247	206	-	246	204	-
Stage 1	-	-	-	-	-	-	475	504	-	498	512	-
Stage 2	-	-	-	-	-	-	681	511	-	652	500	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.5	15.2	0
HCM LOS	A	A	C	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	422							0
HCM Control Delay (s)	15.2	8.37	0	-	8.683	0.1	-	0
HCM Lane VC Ratio	0.166	0.002	-	-	0.022	-	-	-
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th Percentile Queue (veh)	0.589	0.005	-	-	0.066	-	-	-

Intersection	
Intersection Delay (sec/veh):	10.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	273	116	144	122	21	216
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.81	0.81	0.81	0.81	0.85	0.85
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	337	143	178	151	25	254
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	558	254	0	0	329	0
Stage 1	254	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	491	785	-	-	1231	-
Stage 1	788	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	479	785	-	-	1231	-
Mov Capacity-2 Maneuver	479	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	23.2	0	0.7
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			479	785		
HCM Control Delay (s)	-	-	28.5	10.6	7.984	-
HCM Lane VC Ratio	-	-	0.704	0.182	0.02	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th Percentile Queue (veh)	-	-	5.449	0.664	0.061	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	37	58	291	73	204	33	31	160	109	205	145
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	0	1	0	1	1	0	1	1	0	1	2	0
Capacity, veh/h	253	162	163	403	239	569	56	62	280	166	506	430
Arriving On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.03	0.21	0.21	0.09	0.27	0.27
Sat Flow, veh/h	411.0	265.1	334.4	1074.9	489.7	1167.1	1774.0	295.1	1332.5	1774.0	1862.7	1583.3
Grp Volume(v), veh/h	300.0	0.0	0.0	316.3	0.0	268.5	45.8	0.0	237.5	129.8	244.0	172.6
Grp Sat Flow(s),veh/h/ln	1003.1	0.0	0.0	1074.9	0.0	1656.8	1774.0	0.0	1627.6	1774.0	1862.7	1583.3
Q Serve(g_s), s	7.5	0.0	0.0	14.8	0.0	5.7	1.5	0.0	7.7	4.1	6.3	5.1
Cycle Q Clear(g_c), s	13.2	0.0	0.0	28.0	0.0	5.7	1.5	0.0	7.7	4.1	6.3	5.1
Proportion In Lane	0.410		0.333	1.000		0.704	1.000		0.819	1.000		1.000
Lane Grp Cap(c), veh/h	577.7	0.0	0.0	403.5	0.0	808.1	55.9	0.0	341.6	165.6	506.1	430.2
V/C Ratio(X)	0.519	0.000	0.000	0.784	0.000	0.332	0.820	0.000	0.695	0.784	0.482	0.401
Avail Cap(c_a), veh/h	577.7	0.0	0.0	403.5	0.0	808.1	185.4	0.0	510.3	216.3	616.5	524.0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	0.000	1.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	10.1	0.0	0.0	22.2	0.0	9.0	27.6	0.0	21.0	25.5	17.5	17.1
Incr Delay (d2), s/veh	0.8	0.0	0.0	9.7	0.0	0.2	24.4	0.0	2.5	13.0	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	10.9	0.0	0.0	31.9	0.0	9.2	52.1	0.0	23.5	38.4	18.2	17.7
Lane Group LOS	B			C		A	D		C	D	B	B
Approach Volume, veh/h		300			585			283			546	
Approach Delay, s/veh		10.9			21.5			28.1			22.9	
Approach LOS		B			C			C			C	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		32.00			32.00		5.81	16.05		9.36	19.60	
Change Period (Y+Rc), s		4.00			4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s		28.00			28.00		6.00	18.00		7.00	19.00	
Max Q Clear Time (g_c+I1), s		15.15			30.00		3.47	9.75		6.11	8.30	
Green Extension Time (p_c)		4.29			0.00		0.01	2.30		0.02	2.68	

Intersection Summary	
HCM 2010 Control Delay	21.2
HCM 2010 Level of Service	C

Intersection	
Intersection Delay (sec/veh):	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	178	401	7	208	0	0	0	0	71	0	60
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		0	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	187	422	8	245	0	0	0	0	81	0	68
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 2		
Conflicting Flow Rate - All	-	0	0	609	0	-	659	870	123
Stage 1	-	-	-	-	-	-	261	261	-
Stage 2	-	-	-	-	-	-	398	609	-
Follow-up Headway	0	-	-	2.218	-	0	3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	970	-	0	377	290	928
Stage 1	0	-	-	-	-	0	744	692	-
Stage 2	0	-	-	-	-	0	628	485	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0
Mov Capacity-1 Maneuver	-	-	-	970	-	-	375	288	928
Mov Capacity-2 Maneuver	-	-	-	-	-	-	375	288	-
Stage 1	-	-	-	-	-	-	-	686	-
Stage 2	-	-	-	-	-	-	628	485	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.3	11.6
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					692
HCM Control Delay (s)	-	-	8.743	-	11.6
HCM Lane VC Ratio	-	-	0.008	-	0.215
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.026	-	0.813

Intersection	
Intersection Delay (sec/veh):	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	152	5	0	76	146	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	250
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	165	5	0	83	174	6
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	-	0	210	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	42	-
Follow-up Headway	-	-	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	-	0	-	759	847
Stage 1	-	-	0	-	844	-
Stage 2	-	-	0	-	975	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	759	847
Mov Capacity-2 Maneuver	-	-	-	-	759	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	11
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	EBR	WBT
Capacity (vph)	759	847			
HCM Control Delay (s)	11.1	9.3	-	-	-
HCM Lane VC Ratio	0.229	0.007	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th Percentile Queue (veh)	0.88	0.021	-	-	-

Intersection	
Intersection Delay (sec/veh):	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	12	189	110	103	161	20
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.89	0.89	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	14	220	124	116	169	21
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	544	96	190	0	0	0
Stage 1	180	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	500	960	1384	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	455	960	1384	-	-	-
Mov Capacity-2 Maneuver	455	-	-	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.4	4.1	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			900		
HCM Control Delay (s)	7.856	-	10.4	-	-
HCM Lane VC Ratio	0.089	-	0.26	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.294	-	1.039	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	344	64	152	133	33	353
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	0.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	0	1	1	1	1
Capacity, veh/h	0	0	722	614	37	1312
Arriving On Green	0.00	0.00	0.39	0.39	0.02	0.70
Sat Flow, veh/h	0.0		1862.7	1583.3	1774.0	1862.7
Grp Volume(v), veh/h	0.0		178.8	156.5	35.1	375.5
Grp Sat Flow(s),veh/h/ln	0.0		1862.7	1583.3	1774.0	1862.7
Q Serve(g_s), s	0.0		1.0	1.0	0.3	1.1
Cycle Q Clear(g_c), s	0.0		1.0	1.0	0.3	1.1
Proportion In Lane	0.000			1.000	1.000	
Lane Grp Cap(c), veh/h	0.0		722.3	614.0	37.1	1312.0
V/C Ratio(X)	0.000		0.248	0.255	0.947	0.286
Avail Cap(c_a), veh/h	0.0		2019.4	1716.5	466.2	3059.8
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	0.000		1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	0.0		3.2	3.2	7.4	0.8
Incr Delay (d2), s/veh	0.0		0.2	0.2	56.0	0.1
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	0.0		3.3	3.4	63.4	1.0
Lane Group LOS			A	A	E	A
Approach Volume, veh/h	0		335			411
Approach Delay, s/veh	0.0		3.4			6.3
Approach LOS			A			A

Timer						
Assigned Phase			2		1	6
Phase Duration (G+Y+Rc), s			10.40		4.82	15.22
Change Period (Y+Rc), s			4.50		4.50	4.50
Max Green Setting (Gmax), s			16.50		4.00	25.00
Max Q Clear Time (g_c+I1), s			3.02		2.30	3.14
Green Extension Time (p_c)			2.88		0.01	3.37

Intersection Summary	
HCM 2010 Control Delay	5.0
HCM 2010 Level of Service	A

Intersection	
Intersection Delay (sec/veh):	198.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	245	226	391	353	0	0	0	0	53	2	553
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.86	0.86	0.86	0.90	0.90	0.90	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	318	294	455	410	0	0	0	0	56	2	582
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	410	0	0	612	0	-			1785	1932	205
Stage 1	-	-	-	-	-	-			1320	1320	-
Stage 2	-	-	-	-	-	-			465	612	-
Follow-up Headway	2.22	-	-	2.22	-	0			3.52	4.02	3.32
Pot Capacity-1 Maneuver	1145	-	-	963	-	0			# 51	65	802
Stage 1	-	-	-	-	-	0			166	225	-
Stage 2	-	-	-	-	-	0			547	482	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	1145	-	-	963	-	-			# 32	34	802
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 32	34	-
Stage 1	-	-	-	-	-	-			166	119	-
Stage 2	-	-	-	-	-	-			547	482	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	6.3	$ 649.3
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						272
HCM Control Delay (s)	0	-	-	12.036	-	$ -1
HCM Lane VC Ratio	-	-	-	0.472	-	2.353
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	2.578	-	50.731

Intersection	
Intersection Delay (sec/veh):	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	143	155	0	0	583	62	162	2	140	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		25	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	146	158	0	0	634	67	182	2	157	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	701	0	-	158	0	0	767	1151	79
Stage 1	-	-	-	-	-	-	450	450	-
Stage 2	-	-	-	-	-	-	317	701	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	892	-	0	1419	-	-	292	197	965
Stage 1	-	-	0	-	-	-	558	570	-
Stage 2	-	-	0	-	-	-	669	439	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	892	-	-	1419	-	-	255	165	965
Mov Capacity-2 Maneuver	-	-	-	-	-	-	255	165	-
Stage 1	-	-	-	-	-	-	467	477	-
Stage 2	-	-	-	-	-	-	669	439	-

Approach	EB	WB	NB
HCM Control Delay (s)	4.7	0	36
HCM LOS	A	A	E

Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	441					
HCM Control Delay (s)	36	9.824	-	0	-	-
HCM Lane VC Ratio	0.775	0.164	-	-	-	-
HCM Lane LOS	E	A	-	A	-	-
HCM 95th Percentile Queue (veh)	6.697	0.583	-	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	152	145	247	88	222	398
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	173	91	274	98	244	366
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.90	0.90	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	283	574	360	1091	475	404
Arrive On Green	0.16	0.16	0.20	0.59	0.25	0.25
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	173	91	274	98	244	366
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	2.9	1.2	4.6	0.7	3.5	7.0
Cycle Q Clear(g_c), s	2.9	1.2	4.6	0.7	3.5	7.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	283	574	360	1091	475	404
V/C Ratio(X)	0.61	0.16	0.76	0.09	0.51	0.91
Avail Cap(c_a), veh/h	1470	1633	791	1543	475	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	6.8	11.8	2.8	10.0	11.3
Incr Delay (d2), s/veh	2.1	0.1	3.3	0.0	0.9	23.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.3	2.5	0.4	1.9	5.7
LnGrp Delay(d),s/veh	14.4	6.9	15.1	2.9	11.0	35.0
LnGrp LOS	B	A	B	A	B	D
Approach Vol, veh/h	264			372	610	
Approach Delay, s/veh	11.8			11.9	25.4	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		22.4		9.0	10.4	12.0		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		26.0		26.0	14.0	8.0		
Max Q Clear Time (g_c+I1), s		2.7		4.9	6.6	9.0		
Green Ext Time (p_c), s		3.0		0.7	0.5	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	88	271	64	29	165	202
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	289	474	728	159	242	1299
Arriving On Green	0.16	0.16	0.49	0.49	0.27	1.00
Sat Flow, veh/h	1774.0	1583.3	1481.5	324.1	1774.0	1862.7
Grp Volume(v), veh/h	104.8	227.4	0.0	97.5	196.4	240.5
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1805.6	1774.0	1862.7
Q Serve(g_s), s	3.0	6.7	0.0	1.7	5.9	0.0
Cycle Q Clear(g_c), s	3.0	6.7	0.0	1.7	5.9	0.0
Proportion In Lane	1.000	1.000		0.179	1.000	
Lane Grp Cap(c), veh/h	289.1	474.0	0.0	887.2	242.0	1299.3
V/C Ratio(X)	0.362	0.480	0.000	0.110	0.812	0.185
Avail Cap(c_a), veh/h	525.9	685.3	0.0	887.2	433.1	1299.3
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	0.973	0.973
Uniform Delay (d), s/veh	21.3	16.4	0.0	7.8	20.2	0.0
Incr Delay (d2), s/veh	0.8	0.8	0.0	0.3	6.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	22.1	17.2	0.0	8.1	26.4	0.3
Lane Group LOS	C	B		A	C	A
Approach Volume, veh/h	332		98			437
Approach Delay, s/veh	18.7		8.1			12.1
Approach LOS	B		A			B

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		32.18		11.82	44.00
Change Period (Y+Rc), s		4.00		4.00	4.00
Max Green Setting (Gmax), s		22.00		14.00	40.00
Max Q Clear Time (g_c+I1), s		3.66		7.93	2.00
Green Extension Time (p_c)		1.53		0.25	1.77

Intersection Summary	
HCM 2010 Control Delay	14.2
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	9	0	48	3	0	2	32	23	1	19	14	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.42	0.42	0.42	0.75	0.75	0.75	0.55	0.55	0.55
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	13	0	69	7	0	5	43	31	1	35	25	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	220	218	30	252	222	32	34	0	0	32	0	0
Stage 1	100	100	-	118	118	-	-	-	-	-	-	-
Stage 2	120	118	-	134	104	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	736	681	1044	701	677	1042	1578	-	-	1580	-	-
Stage 1	906	813	-	887	798	-	-	-	-	-	-	-
Stage 2	884	798	-	869	809	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	704	647	1044	630	643	1042	1578	-	-	1580	-	-
Mov Capacity-2 Maneuver	704	647	-	630	643	-	-	-	-	-	-	-
Stage 1	881	794	-	862	776	-	-	-	-	-	-	-
Stage 2	855	776	-	793	790	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	9.1	9.9	4.2	3.7
HCM LOS	A	A	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				970	748			
HCM Control Delay (s)	7.345	0	-	9.1	9.9	7.329	0	-
HCM Lane VC Ratio	0.027	-	-	0.084	0.016	0.022	-	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th Percentile Queue (veh)	0.083	-	-	0.274	0.048	0.067	-	-

Intersection	
Intersection Delay (sec/veh):	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	93	23	0	0	110	8	0	0	0	8	0	162
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.83	0.83	0.83	0.92	0.92	0.92	0.75	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	119	29	0	0	133	10	0	0	0	11	0	216
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	143	0	0	29	0	0	513	410	29	405	405	138
Stage 1	-	-	-	-	-	-	267	267	-	138	138	-
Stage 2	-	-	-	-	-	-	246	143	-	267	267	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1440	-	-	1584	-	-	472	531	1046	556	535	910
Stage 1	-	-	-	-	-	-	738	688	-	865	782	-
Stage 2	-	-	-	-	-	-	758	779	-	738	688	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1440	-	-	1584	-	-	337	486	1046	520	490	910
Mov Capacity-2 Maneuver	-	-	-	-	-	-	337	486	-	520	490	-
Stage 1	-	-	-	-	-	-	676	630	-	792	782	-
Stage 2	-	-	-	-	-	-	578	779	-	676	630	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	6.2	0	0	10.5
HCM LOS	A	A	A	B

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	0							879
HCM Control Delay (s)	0	7.726	0	-	0	-	-	10.5
HCM Lane VC Ratio	-	0.083	-	-	-	-	-	0.258
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th Percentile Queue (veh)	-	0.27	-	-	0	-	-	1.029

Intersection	
Intersection Delay (sec/veh):	6.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	75	42	13	35	59	25
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.83	0.83	0.69	0.69
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	84	47	16	42	86	36
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	245	37	0	0	58	0
Stage 1	37	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	743	1035	-	-	1546	-
Stage 1	985	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	701	1035	-	-	1546	-
Mov Capacity-2 Maneuver	701	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	10.4	0	5.2
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			793		
HCM Control Delay (s)	-	-	10.4	7.465	-
HCM Lane VC Ratio	-	-	0.166	0.055	-
HCM Lane LOS	-	-	B	A	-
HCM 95th Percentile Queue (veh)	-	-	0.592	0.175	-

Intersection	
Intersection Delay (sec/veh):	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	17	95	53	63	100	35
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.67	0.67	0.82	0.82	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	25	142	65	77	133	47
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	364	157	180	0	0	0
Stage 1	157	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	635	889	1396	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	604	889	1396	-	-	-
Mov Capacity-2 Maneuver	604	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.4	3.5	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			830		
HCM Control Delay (s)	7.704	-	10.4	-	-
HCM Lane VC Ratio	0.046	-	0.201	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.146	-	0.75	-	-

Intersection	
Intersection Delay (sec/veh):	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	12	111	227	76	130	55
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.94	0.94	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	15	135	241	81	144	61
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	322	0	0	0	447	162
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	165	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1238	-	-	-	569	883
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	864	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1238	-	-	-	562	883
Mov Capacity-2 Maneuver	-	-	-	-	562	-
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	854	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.8	0	13.5
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					630
HCM Control Delay (s)	7.943	-	-	-	13.5
HCM Lane VC Ratio	0.012	-	-	-	0.326
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.036	-	-	-	1.415

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	135	0	203	0	0	0	113	284	0	3	662	157
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	0	1863	0	0	0	1863	1863	0	1863	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	244	0	218	0	0	0	226	2137	0	4	1527	316
Arriving On Green	0.14	0.00	0.14	0.00	0.00	0.00	0.07	0.57	0.00	0.00	0.51	0.51
Sat Flow, veh/h	1774.0	0.0	1583.3	0.0	0.0	0.0	3441.6	3725.5	0.0	1774.0	2996.1	619.9
Grp Volume(v), veh/h	151.7	0.0	129.2	0.0	0.0	0.0	128.4	322.7	0.0	3.4	467.7	440.3
Grp Sat Flow(s),veh/h/ln	1774.0	0.0	1583.3	0.0	0.0	0.0	1720.8	1862.7	0.0	1774.0	1862.7	1753.3
Q Serve(g_s), s	3.4	5.7	3.2	0.0	0.0	0.0	1.5	1.7	0.0	0.1	6.9	6.9
Cycle Q Clear(g_c), s	3.4	5.7	3.2	0.0	0.0	0.0	1.5	1.7	0.0	0.1	6.9	6.9
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.000	1.000		0.354
Lane Grp Cap(c), veh/h	243.8	0.0	217.6	0.0	0.0	0.0	226.4	2136.6	0.0	4.2	949.4	893.6
V/C Ratio(X)	0.622	0.000	0.594	0.000	0.000	0.000	0.567	0.151	0.000	0.803	0.493	0.493
Avail Cap(c_a), veh/h	704.7	0.0	628.9	0.0	0.0	0.0	378.8	2136.6	0.0	191.0	949.4	893.6
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	17.0	0.0	16.9	0.0	0.0	0.0	18.9	4.2	0.0	20.8	6.7	6.7
Incr Delay (d2), s/veh	2.6	0.0	2.6	0.0	0.0	0.0	2.2	0.1	0.0	143.0	1.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	19.6	0.0	19.5	0.0	0.0	0.0	21.2	4.3	0.0	163.8	8.5	8.6
Lane Group LOS	B		B				C	A		F	A	A
Approach Volume, veh/h		281			0			451			911	
Approach Delay, s/veh		19.5			0.0			9.1			9.2	
Approach LOS		B						A			A	

Timer								
Assigned Phase	4		8		5	2		1	6	
Phase Duration (G+Y+Rc), s	9.74		0.00		6.75	27.97		4.08	25.30	
Change Period (Y+Rc), s	4.00		4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s	16.60		16.50		4.60	21.40		4.50	21.30	
Max Q Clear Time (g_c+I1), s	5.37		0.00		3.51	3.69		2.08	8.87	
Green Extension Time (p_c)	0.60		0.00		0.03	6.97		0.00	5.76	

Intersection Summary	
HCM 2010 Control Delay	10.9
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	27	695	812	4	9	64
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.91	0.91	0.70	0.70
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	33	837	892	4	13	91
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	896	0	0	0	1379	448
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	485	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	753	-	-	-	136	558
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	585	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	753	-	-	-	130	558
Mov Capacity-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	559	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.4	0	17.3
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					397
HCM Control Delay (s)	9.997	-	-	-	17.3
HCM Lane VC Ratio	0.043	-	-	-	0.263
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.135	-	-	-	1.039

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	341	317	37	16	329	143	25	13	17	195	25	462
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	447	593	504	25	588	140	231	120	74	313	40	551
Arriving On Green	0.13	0.32	0.32	0.01	0.20	0.20	0.24	0.24	0.24	0.20	0.20	0.20
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	2909.9	693.2	957.0	497.6	306.2	1581.0	202.7	2786.7
Grp Volume(v), veh/h	370.7	344.6	10.9	21.6	283.3	268.0	61.3	0.0	0.0	268.3	0.0	441.5
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1740.4	1760.9	0.0	0.0	1783.7	0.0	1393.3
Q Serve(g_s), s	7.3	10.8	0.3	0.9	10.0	10.2	1.9	0.0	0.0	9.9	0.0	10.6
Cycle Q Clear(g_c), s	7.3	10.8	0.3	0.9	10.0	10.2	1.9	0.0	0.0	9.9	0.0	10.6
Proportion In Lane	1.000		1.000	1.000		0.398	0.543		0.174	0.886		1.000
Lane Grp Cap(c), veh/h	447.4	592.5	503.6	24.8	376.4	351.7	425.2	0.0	0.0	352.9	0.0	551.4
V/C Ratio(X)	0.828	0.582	0.022	0.871	0.753	0.762	0.144	0.000	0.000	0.760	0.000	0.801
Avail Cap(c_a), veh/h	447.4	592.5	503.6	114.1	439.1	410.3	425.2	0.0	0.0	420.5	0.0	656.9
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	29.7	20.0	16.4	34.4	26.3	26.3	20.9	0.0	0.0	26.5	0.0	26.8
Incr Delay (d2), s/veh	12.2	1.4	0.0	54.5	6.1	7.0	0.7	0.0	0.0	6.6	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	41.9	21.4	16.4	89.0	32.4	33.4	21.6	0.0	0.0	33.1	0.0	32.7
Lane Group LOS	D	C	B	F	C	C	C			C		C
Approach Volume, veh/h		726			573			61			710	
Approach Delay, s/veh		31.8			35.0			21.6			32.9	
Approach LOS		C			C			C			C	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	13.10	26.26		4.98	18.14			20.90			17.85	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00			4.00			4.00	
Max Green Setting (Gmax), s	9.10	21.10		4.50	16.50			16.90			16.50	
Max Q Clear Time (g_c+I1), s	9.35	12.83		2.85	12.17			3.92			12.57	
Green Extension Time (p_c)	0.00	3.18		0.00	1.98			0.18			1.28	

Intersection Summary	
HCM 2010 Control Delay	32.7
HCM 2010 Level of Service	C

Intersection	
Intersection Delay (sec/veh)	8.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	346	496	95	165
Demand Flow Rate (pc/h)	353	506	97	168
Vehicles Circulating (pc/h)	15	157	324	582
Vehicles Exiting (pc/h)	735	264	44	81
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	6.4	10.5	5.7	9.2
Approach LOS	A	B	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	353	506	97	168
Capacity, Entry Lane (pc/h)	1113	966	817	631
Entry HV Adjustment Factor	0.980	0.981	0.978	0.982
Flow Rate, Entry (vph)	346	496	95	165
Capacity, Entry (vph)	1091	947	800	620
Volume to Capacity Ratio	0.317	0.524	0.119	0.266
Control Delay (sec/veh)	6.4	10.5	5.7	9.2
Level of Service	A	B	A	A
95th-Percentile Queue (veh)	1	3	0	1

Intersection	
Intersection Delay (sec/veh)	6.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	38	77	424	260
Demand Flow Rate (pc/h)	38	78	432	264
Vehicles Circulating (pc/h)	253	442	43	21
Vehicles Exiting (pc/h)	32	33	248	499
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	4.5	6.2	7.6	5.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	38	78	432	264
Capacity, Entry Lane (pc/h)	877	726	1082	1106
Entry HV Adjustment Factor	0.997	0.986	0.981	0.983
Flow Rate, Entry (vph)	38	77	424	260
Capacity, Entry (vph)	875	716	1062	1088
Volume to Capacity Ratio	0.043	0.107	0.399	0.239
Control Delay (sec/veh)	4.5	6.2	7.6	5.5
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	2	1

Intersection	
Intersection Delay (sec/veh)	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	15	120	5	136	5	0	0	5	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	0	0	16	130	5	148	5	0	0	5	22
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.3	8.6	7.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Volume Left (%)	96%	11%	0%
Volume Thru (%)	4%	86%	20%
Volume Right (%)	0%	4%	80%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	141	140	25
Left Turning Volume	5	120	5
Through Volume	0	5	20
Right Turning Volume	136	15	0
Lane Flow Rate	153	152	27
Geometry Group	1	1	1
Degree of Utilization, X	0.188	0.184	0.03
Departure Headway, Hd	4.518	4.354	3.976
Convergence(Y/N)	Yes	Yes	Yes
Capacity	798	829	904
Service Time	2.518	2.356	1.986
HCM Lane V/C Ratio	0.192	0.183	0.03
HCM Control Delay	8.6	8.3	7.1
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.7	0.7	0.1

Intersection	
Intersection Delay (sec/veh)	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	85	61	0	0	0	0	136	15	10	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	5	92	66	0	0	0	0	148	16	11	11	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	8.3	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Volume Left (%)	0%	3%	50%
Volume Thru (%)	90%	56%	50%
Volume Right (%)	10%	40%	0%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	151	151	20
Left Turning Volume	136	85	10
Through Volume	15	61	0
Right Turning Volume	0	5	10
Lane Flow Rate	164	164	22
Geometry Group	1	1	1
Degree of Utilization, X	0.191	0.188	0.028
Departure Headway, Hd	4.179	4.12	4.57
Convergence(Y/N)	Yes	Yes	Yes
Capacity	845	876	786
Service Time	2.271	2.122	2.58
HCM Lane V/C Ratio	0.194	0.187	0.028
HCM Control Delay	8.3	8.1	7.7
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.7	0.7	0.1

Intersection	
Intersection Delay (sec/veh):	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	5	20	10	10	17	25
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	5	22	11	11	18	27
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	22	0	0	0	49	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	32	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1593	-	-	-	960	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	991	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1593	-	-	-	957	1062
Mov Capacity-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.5	0	8.7
HCM LOS	A	A	A

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					1017
HCM Control Delay (s)	7.268	-	-	-	8.7
HCM Lane VC Ratio	0.003	-	-	-	0.045
HCM Lane LOS	A	-	-	-	A
HCM 95th Percentile Queue (veh)	0.01	-	-	-	0.141

Intersection	
Intersection Delay (sec/veh)	3.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	32	52	68	51
Demand Flow Rate (pc/h)	32	53	69	52
Vehicles Circulating (pc/h)	52	69	47	21
Vehicles Exiting (pc/h)	21	47	37	101
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	3.7	3.9	3.9	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	32	53	69	52
Capacity, Entry Lane (pc/h)	1073	1055	1078	1106
Entry HV Adjustment Factor	0.987	0.977	0.983	0.990
Flow Rate, Entry (vph)	32	52	68	51
Capacity, Entry (vph)	1058	1030	1060	1095
Volume to Capacity Ratio	0.030	0.050	0.064	0.047
Control Delay (sec/veh)	3.7	3.9	3.9	3.7
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	411	1	191	6	379	886	323	380	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	437	1	150	7	412	561	351	413	5
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	2	0	471	1	421	60	665	566	379	948	11
Arrive On Green	0.00	0.00	0.00	0.27	0.27	0.27	0.03	0.36	0.36	0.21	0.52	0.52
Sat Flow, veh/h	0	1863	0	1770	4	1583	1774	1863	1583	1774	1837	22
Grp Volume(v), veh/h	0	0	0	438	0	150	7	412	561	351	0	418
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1583	1774	1863	1583	1774	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	28.3	0.0	9.0	0.4	21.5	41.5	22.8	0.0	16.5
Cycle Q Clear(g_c), s	0.0	0.0	0.0	28.3	0.0	9.0	0.4	21.5	41.5	22.8	0.0	16.5
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	2	0	472	0	421	60	665	566	379	0	960
V/C Ratio(X)	0.00	0.00	0.00	0.93	0.00	0.36	0.12	0.62	0.99	0.93	0.00	0.44
Avail Cap(c_a), veh/h	0	63	0	504	0	450	60	665	566	413	0	996
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	42.1	0.0	35.0	55.1	31.2	37.6	45.3	0.0	17.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	22.9	0.0	0.5	0.8	1.8	35.6	25.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	16.9	0.0	4.0	0.2	11.3	23.7	13.9	0.0	8.6
LnGrp Delay(d),s/veh	0.0	0.0	0.0	65.0	0.0	35.5	55.9	32.9	73.2	71.1	0.0	18.1
LnGrp LOS				E		D	E	C	E	E		B
Approach Vol, veh/h		0			588			980			769	
Approach Delay, s/veh		0.0			57.5			56.2			42.3	
Approach LOS					E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	30.7	50.0		0.0	12.0	68.7		36.9
Change Period (Y+Rc), s	5.6	8.0		4.0	8.0	* 8		5.6
Max Green Setting (Gmax), s	27.4	42.0		4.0	4.0	* 63		33.4
Max Q Clear Time (g_c+I1), s	24.8	43.5		0.0	2.4	18.5		30.3
Green Ext Time (p_c), s	0.3	0.0		0.0	0.0	8.4		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.9
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	68	76	186	62	348	101	995	205	375	701	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	3	78	76	128	154	297	106	1047	174	383	715	10
Adj No. of Lanes	0	2	0	1	1	1	1	3	1	2	3	0
Peak Hour Factor	0.87	0.87	0.87	0.97	0.97	0.97	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	232	205	379	398	339	195	1524	474	477	1696	24
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.11	0.30	0.30	0.14	0.33	0.33
Sat Flow, veh/h	69	1790	1583	1774	1863	1583	1774	5085	1583	3442	5168	72
Grp Volume(v), veh/h	81	0	76	128	154	297	106	1047	174	383	469	256
Grp Sat Flow(s),veh/h/ln	1859	0	1583	1774	1863	1583	1774	1695	1583	1721	1695	1850
Q Serve(g_s), s	3.6	0.0	4.0	5.6	6.4	16.5	5.1	16.5	7.9	9.8	9.8	9.8
Cycle Q Clear(g_c), s	3.6	0.0	4.0	5.6	6.4	16.5	5.1	16.5	7.9	9.8	9.8	9.8
Prop In Lane	0.04		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	241	0	205	379	398	339	195	1524	474	477	1113	607
V/C Ratio(X)	0.34	0.00	0.37	0.34	0.39	0.88	0.54	0.69	0.37	0.80	0.42	0.42
Avail Cap(c_a), veh/h	327	0	278	444	467	397	312	1794	558	726	1315	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	36.2	30.3	30.7	34.6	38.3	28.1	25.1	38.0	23.8	23.8
Incr Delay (d2), s/veh	0.8	0.0	1.1	0.5	0.6	17.5	2.4	0.9	0.5	3.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.8	2.8	3.4	8.9	2.7	7.9	3.5	4.9	4.6	5.1
LnGrp Delay(d),s/veh	36.9	0.0	37.3	30.8	31.3	52.1	40.7	29.0	25.6	41.8	24.1	24.3
LnGrp LOS	D		D	C	C	D	D	C	C	D	C	C
Approach Vol, veh/h		157			579			1327			1108	
Approach Delay, s/veh		37.1			41.8			29.5			30.3	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.2	36.4		24.1	16.8	33.8		16.4
Change Period (Y+Rc), s	* 4.2	6.5		4.6	* 4.2	6.5		4.6
Max Green Setting (Gmax), s	* 16	35.3		22.8	* 19	32.1		16.0
Max Q Clear Time (g_c+I1), s	7.1	11.8		18.5	11.8	18.5		6.0
Green Ext Time (p_c), s	0.1	12.3		0.9	0.8	8.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	97	68	73	70	87	315	47	1087	80	196	823	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	101	71	66	86	107	315	49	1144	42	200	840	41
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.81	0.81	0.81	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	403	342	217	410	349	133	1588	494	349	1577	491
Arrive On Green	0.12	0.22	0.22	0.12	0.22	0.22	0.08	0.31	0.31	0.10	0.31	0.31
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	101	71	66	86	107	315	49	1144	42	200	840	41
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	5.2	3.1	3.4	4.4	4.7	19.0	2.6	19.6	1.8	5.5	13.4	1.8
Cycle Q Clear(g_c), s	5.2	3.1	3.4	4.4	4.7	19.0	2.6	19.6	1.8	5.5	13.4	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	403	342	217	410	349	133	1588	494	349	1577	491
V/C Ratio(X)	0.47	0.18	0.19	0.40	0.26	0.90	0.37	0.72	0.08	0.57	0.53	0.08
Avail Cap(c_a), veh/h	285	403	342	458	462	393	180	1779	554	399	1707	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	31.4	31.5	39.8	31.7	37.3	43.3	30.0	23.9	42.2	28.0	24.0
Incr Delay (d2), s/veh	1.6	0.2	0.3	1.2	0.3	22.0	1.7	1.3	0.1	1.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.6	1.5	2.2	2.4	10.4	1.3	9.4	0.8	2.7	6.3	0.8
LnGrp Delay(d),s/veh	41.7	31.6	31.8	41.0	32.0	59.3	44.9	31.3	24.0	43.7	28.3	24.1
LnGrp LOS	D	C	C	D	C	E	D	C	C	D	C	C
Approach Vol, veh/h		238			508			1235			1081	
Approach Delay, s/veh		36.0			50.5			31.6			31.0	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	38.7	17.6	26.9	15.4	38.5	17.2	27.3
Change Period (Y+Rc), s	* 5.2	8.0	5.6	* 5.6	8.0	* 8	* 5.2	5.6
Max Green Setting (Gmax), s	* 11	34.4	25.4	* 14	10.0	* 33	* 16	24.4
Max Q Clear Time (g_c+I1), s	7.5	21.6	6.4	5.4	4.6	15.4	7.2	21.0
Green Ext Time (p_c), s	0.2	9.1	0.2	1.6	0.0	11.5	0.1	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	34.8
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	243	0	0	276	105	128
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	Free	Free
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.95	0.95	0.93	0.93
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	276	0	0	291	113	138
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	276	0	567	276
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	291	-
Follow-up Headway	-	0	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	1287	-	485	763
Stage 1	-	0	-	-	771	-
Stage 2	-	0	-	-	759	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1287	-	485	763
Mov Capacity-2 Maneuver	-	-	-	-	485	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	759	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	12.6
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (vph)	485	763			
HCM Control Delay (s)	14.7	10.8	-	0	-
HCM Lane VC Ratio	0.233	0.18	-	-	-
HCM Lane LOS	B	B	-	A	-
HCM 95th Percentile Queue (veh)	0.893	0.655	-	0	-

Intersection	
Intersection Delay (sec/veh):	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	143	285	243	5	3	135
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.83	0.83
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	155	310	293	6	4	163
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	299	0	0	0	916	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	620	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1262	-	-	-	302	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	536	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1262	-	-	-	257	743
Mov Capacity-2 Maneuver	-	-	-	-	257	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	SB
HCM Control Delay (s)	2.8	0	11.4
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					257	743
HCM Control Delay (s)	8.253	-	-	-	19.2	11.2
HCM Lane VC Ratio	0.123	-	-	-	0.014	0.219
HCM Lane LOS	A	-	-	-	C	B
HCM 95th Percentile Queue (veh)	0.42	-	-	-	0.043	0.831

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	763	81	83	592	198	74	147	80	206	92	56
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	59	838	78	88	630	168	90	179	86	242	108	54
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.82	0.82	0.82	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	965	432	170	1002	834	98	195	254	258	115	58
Arrive On Green	0.09	0.27	0.27	0.10	0.28	0.28	0.16	0.16	0.16	0.24	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	613	1219	1583	1059	473	236
Grp Volume(v), veh/h	59	838	78	88	630	168	269	0	86	404	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1832	0	1583	1768	0	0
Q Serve(g_s), s	3.3	24.0	4.0	5.0	16.5	6.0	15.3	0.0	5.1	23.8	0.0	0.0
Cycle Q Clear(g_c), s	3.3	24.0	4.0	5.0	16.5	6.0	15.3	0.0	5.1	23.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.33		1.00	0.60		0.13
Lane Grp Cap(c), veh/h	152	965	432	170	1002	834	293	0	254	430	0	0
V/C Ratio(X)	0.39	0.87	0.18	0.52	0.63	0.20	0.92	0.00	0.34	0.94	0.00	0.00
Avail Cap(c_a), veh/h	197	1000	447	214	1033	848	293	0	254	433	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	36.8	29.5	45.7	33.2	13.3	43.9	0.0	39.6	39.4	0.0	0.0
Incr Delay (d2), s/veh	1.6	8.1	0.2	2.4	1.2	0.1	31.8	0.0	0.8	28.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	12.7	1.8	2.6	8.2	4.0	10.4	0.0	2.3	14.9	0.0	0.0
LnGrp Delay(d),s/veh	47.6	44.9	29.7	48.1	34.4	13.4	75.7	0.0	40.4	67.7	0.0	0.0
LnGrp LOS	D	D	C	D	C	B	E		D	E		
Approach Vol, veh/h		975			886			355			404	
Approach Delay, s/veh		43.8			31.8			67.2			67.7	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.3	37.1		23.0	15.4	36.0		31.8
Change Period (Y+Rc), s	* 5.2	7.0		6.0	* 5.2	7.0		6.0
Max Green Setting (Gmax), s	* 12	31.0		17.0	* 13	30.0		26.0
Max Q Clear Time (g_c+I1), s	5.3	18.5		17.3	7.0	26.0		25.8
Green Ext Time (p_c), s	0.0	7.4		0.0	0.1	3.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	46.6
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	357	27	28	449	7	14	1	17	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.60	0.60	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	595	45	40	641	10	20	1	24	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	651	0	0	640	0	0	1019	1349	321	1024	1366	326
Stage 1	-	-	-	-	-	-	618	618	-	726	726	-
Stage 2	-	-	-	-	-	-	401	731	-	298	640	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	931	-	-	940	-	-	191	150	675	190	146	670
Stage 1	-	-	-	-	-	-	443	479	-	382	428	-
Stage 2	-	-	-	-	-	-	597	425	-	686	468	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	931	-	-	940	-	-	185	144	675	176	140	670
Mov Capacity-2 Maneuver	-	-	-	-	-	-	185	144	-	176	140	-
Stage 1	-	-	-	-	-	-	443	479	-	382	410	-
Stage 2	-	-	-	-	-	-	572	407	-	659	468	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.6	19.3	0
HCM LOS	A	A	C	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	297							0
HCM Control Delay (s)	19.3	0	-	-	9	0.1	-	0
HCM Lane VC Ratio	0.154	-	-	-	0.043	-	-	-
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th Percentile Queue (veh)	0.537	0	-	-	0.133	-	-	-

Intersection	
Intersection Delay (sec/veh):	7.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	151	71	224	186	87	189
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.88	0.88	0.80	0.80
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	194	91	255	211	109	236
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	815	361	0	0	466	0
Stage 1	361	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	347	684	-	-	1095	-
Stage 1	705	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	307	684	-	-	1095	-
Mov Capacity-2 Maneuver	307	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	27.2	0	2.7
HCM LOS	D	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			307	684		
HCM Control Delay (s)	-	-	34.8	11.1	8.65	-
HCM Lane VC Ratio	-	-	0.631	0.133	0.099	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th Percentile Queue (veh)	-	-	3.995	0.458	0.33	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	74	38	196	47	152	73	205	339	241	60	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	0	1	0	1	1	0	1	1	0	1	2	0
Capacity, veh/h	159	221	70	333	142	368	100	257	299	318	1364	265
Arriving On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.33	0.33	0.18	0.45	0.45
Sat Flow, veh/h	395.8	579.8	226.2	1187.1	459.5	1192.8	1774.0	785.4	915.7	1774.0	3032.5	589.0
Grp Volume(v), veh/h	191.1	0.0	0.0	213.0	0.0	183.7	77.7	0.0	472.3	270.8	40.6	40.3
Grp Sat Flow(s),veh/h/ln	1219.7	0.0	0.0	1187.1	0.0	1652.3	1774.0	0.0	1701.1	1774.0	1862.7	1758.8
Q Serve(g_s), s	2.3	0.0	0.0	11.5	0.0	5.6	2.8	0.0	16.8	9.6	0.8	0.8
Cycle Q Clear(g_c), s	7.9	0.0	0.0	19.4	0.0	5.6	2.8	0.0	16.8	9.6	0.8	0.8
Proportion In Lane	0.325		0.185	1.000		0.722	1.000		0.538	1.000		0.335
Lane Grp Cap(c), veh/h	450.1	0.0	0.0	333.0	0.0	510.1	99.7	0.0	556.1	317.8	838.0	791.2
V/C Ratio(X)	0.425	0.000	0.000	0.640	0.000	0.360	0.779	0.000	0.849	0.852	0.048	0.051
Avail Cap(c_a), veh/h	450.1	0.0	0.0	333.0	0.0	510.1	219.1	0.0	787.8	356.0	1006.4	950.2
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	0.000	1.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	17.3	0.0	0.0	26.1	0.0	17.4	30.2	0.0	20.3	25.8	10.0	10.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	4.1	0.0	0.4	12.3	0.0	6.2	16.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	18.0	0.0	0.0	30.2	0.0	17.8	42.4	0.0	26.5	42.1	10.0	10.1
Lane Group LOS	B			C		B	D		C	D	B	B
Approach Volume, veh/h		191			397			550			352	
Approach Delay, s/veh		18.0			24.5			28.8			34.7	
Approach LOS		B			C			C			C	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		24.00			24.00		7.64	25.18		15.61	33.14	
Change Period (Y+Rc), s		4.00			4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s		20.00			20.00		8.00	30.00		13.00	35.00	
Max Q Clear Time (g_c+I1), s		9.89			21.41		4.80	18.76		11.58	2.83	
Green Extension Time (p_c)		2.26			0.00		0.04	2.42		0.12	3.40	

Intersection Summary		
HCM 2010 Control Delay	27.7	
HCM 2010 Level of Service	C	

Intersection	
Intersection Delay (sec/veh):	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	98	220	4	508	0	0	0	0	97	0	110
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		0	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.92	0.92	0.92	0.81	0.81	0.81
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	117	262	4	546	0	0	0	0	120	0	136
Number of Lanes	0	1	0	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	379	0	-			802	933	273
Stage 1	-	-	-	-	-	-			554	554	-
Stage 2	-	-	-	-	-	-			248	379	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	1179	-	0			302	266	766
Stage 1	0	-	-	-	-	0			517	514	-
Stage 2	0	-	-	-	-	0			756	615	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	1179	-	-			301	265	766
Mov Capacity-2 Maneuver	-	-	-	-	-	-			301	265	-
Stage 1	-	-	-	-	-	-			-	512	-
Stage 2	-	-	-	-	-	-			756	615	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.1	14.3
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					642
HCM Control Delay (s)	-	-	8.065	-	14.3
HCM Lane VC Ratio	-	-	0.004	-	0.398
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.011	-	1.908

Intersection	
Intersection Delay (sec/veh):	8.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	128	0	0	232	344	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	250
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.80	0.80	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	152	0	0	290	400	20
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	297	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	145	-
Follow-up Headway	-	0	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	0	0	-	670	867
Stage 1	-	0	0	-	860	-
Stage 2	-	0	0	-	867	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	670	867
Mov Capacity-2 Maneuver	-	-	-	-	670	-
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	17.6
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	670	867		
HCM Control Delay (s)	18	9.2	-	-
HCM Lane VC Ratio	0.597	0.023	-	-
HCM Lane LOS	C	A	-	-
HCM 95th Percentile Queue (veh)	3.976	0.07	-	-

Intersection	
Intersection Delay (sec/veh):	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	30	155	180	200	142	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.93	0.93	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	36	187	194	215	148	18
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	760	83	166	0	0	0
Stage 1	157	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	374	976	1412	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	323	976	1412	-	-	-
Mov Capacity-2 Maneuver	323	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	12	3.8	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			735		
HCM Control Delay (s)	7.954	-	12	-	-
HCM Lane VC Ratio	0.137	-	0.303	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.475	-	1.28	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	204	43	407	361	64	183
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	0.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	0	1	1	1	1
Capacity, veh/h	0	0	960	816	82	1455
Arriving On Green	0.00	0.00	0.52	0.52	0.05	0.78
Sat Flow, veh/h	0.0		1862.7	1583.3	1774.0	1862.7
Grp Volume(v), veh/h	0.0		457.3	405.6	71.1	203.3
Grp Sat Flow(s),veh/h/ln	0.0		1862.7	1583.3	1774.0	1862.7
Q Serve(g_s), s	0.0		3.2	3.4	0.8	0.6
Cycle Q Clear(g_c), s	0.0		3.2	3.4	0.8	0.6
Proportion In Lane	0.000			1.000	1.000	
Lane Grp Cap(c), veh/h	0.0		960.1	816.1	82.2	1454.6
V/C Ratio(X)	0.000		0.476	0.497	0.865	0.140
Avail Cap(c_a), veh/h	0.0		2585.0	2197.3	561.5	3582.7
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	0.000		1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	0.0		3.2	3.2	9.7	0.6
Incr Delay (d2), s/veh	0.0		0.4	0.5	22.2	0.0
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	0.0		3.6	3.7	32.0	0.6
Lane Group LOS			A	A	C	A
Approach Volume, veh/h	0		863			274
Approach Delay, s/veh	0.0		3.6			8.7
Approach LOS			A			A

Timer						
Assigned Phase			2		1	6
Phase Duration (G+Y+Rc), s			15.09		5.45	20.54
Change Period (Y+Rc), s			4.50		4.50	4.50
Max Green Setting (Gmax), s			28.50		6.50	39.50
Max Q Clear Time (g_c+I1), s			5.43		2.82	2.55
Green Extension Time (p_c)			5.16		0.04	5.55

Intersection Summary	
HCM 2010 Control Delay	4.9
HCM 2010 Level of Service	A

Intersection	
Intersection Delay (sec/veh):	35

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	798	323	212	349	0	0	0	0	42	1	179
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	849	344	219	360	0	0	0	0	44	1	186
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	360	0	0	1193	0	-			1819	1991	180
Stage 1	-	-	-	-	-	-			798	798	-
Stage 2	-	-	-	-	-	-			1021	1193	-
Follow-up Headway	2.22	-	-	2.22	-	0			3.52	4.02	3.32
Pot Capacity-1 Maneuver	1195	-	-	581	-	0			48	60	832
Stage 1	-	-	-	-	-	0			346	396	-
Stage 2	-	-	-	-	-	0			253	258	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	1195	-	-	581	-	-			# 34	37	832
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 34	37	-
Stage 1	-	-	-	-	-	-			346	247	-
Stage 2	-	-	-	-	-	-			253	258	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	5.6	288.9
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						159
HCM Control Delay (s)	0	-	-	14.884	-	288.9
HCM Lane VC Ratio	-	-	-	0.376	-	1.454
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	1.742	-	14.865

Intersection
Intersection Delay (sec/veh): $ 761.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	567	273	0	0	368	72	190	1	450	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		25	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	585	281	0	0	379	74	200	1	474	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	453	0	-	281	0	0	1641	1904	141
Stage 1	-	-	-	-	-	-	1451	1451	-
Stage 2	-	-	-	-	-	-	190	453	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1104	-	0	1278	-	-	# 66	68	881
Stage 1	-	-	0	-	-	-	# 137	194	-
Stage 2	-	-	0	-	-	-	794	568	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	1104	-	-	1278	-	-	# 38	32	881
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 38	32	-
Stage 1	-	-	-	-	-	-	# 64	91	-
Stage 2	-	-	-	-	-	-	794	568	-

Approach	EB	WB	NB
HCM Control Delay (s)	8	0	$ 2240.4
HCM LOS	A	A	F

Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	116					
HCM Control Delay (s)	$ 2240.4	11.869	-	0	-	-
HCM Lane VC Ratio	5.817	0.529	-	-	-	-
HCM Lane LOS	F	B	-	A	-	-
HCM 95th Percentile Queue (veh)	73.294	3.216	-	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	459	264	217	218	109	223
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	478	207	244	245	125	181
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.89	0.89	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	570	815	308	877	360	306
Arrive On Green	0.32	0.32	0.17	0.47	0.19	0.19
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	478	207	244	245	125	181
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	10.8	3.2	5.7	3.5	2.5	4.5
Cycle Q Clear(g_c), s	10.8	3.2	5.7	3.5	2.5	4.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	570	815	308	877	360	306
V/C Ratio(X)	0.84	0.25	0.79	0.28	0.35	0.59
Avail Cap(c_a), veh/h	716	945	471	1439	752	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	5.9	17.2	7.0	15.1	15.9
Incr Delay (d2), s/veh	7.1	0.2	5.2	0.2	0.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	1.9	3.2	1.8	1.3	2.1
LnGrp Delay(d),s/veh	20.8	6.0	22.3	7.2	15.7	17.7
LnGrp LOS	C	A	C	A	B	B
Approach Vol, veh/h	685			489	306	
Approach Delay, s/veh	16.3			14.7	16.9	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	12.0	12.9		18.4		24.9		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	11.5	17.5		17.5		33.5		
Max Q Clear Time (g_c+I1), s	7.7	6.5		12.8		5.5		
Green Ext Time (p_c), s	0.2	1.9		1.1		2.5		

Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	41	225	209	92	271	101
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	189	503	579	202	374	1361
Arriving On Green	0.11	0.11	0.44	0.44	0.21	0.73
Sat Flow, veh/h	1774.0	1583.3	1320.2	461.1	1774.0	1862.7
Grp Volume(v), veh/h	41.8	148.0	0.0	331.8	311.5	116.1
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1781.4	1774.0	1862.7
Q Serve(g_s), s	1.2	3.9	0.0	7.1	9.3	1.0
Cycle Q Clear(g_c), s	1.2	3.9	0.0	7.1	9.3	1.0
Proportion In Lane	1.000	1.000		0.259	1.000	
Lane Grp Cap(c), veh/h	189.3	503.0	0.0	781.5	374.3	1361.5
V/C Ratio(X)	0.221	0.294	0.000	0.425	0.832	0.085
Avail Cap(c_a), veh/h	496.2	777.0	0.0	781.5	560.3	1361.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	22.6	14.2	0.0	10.7	20.9	2.1
Incr Delay (d2), s/veh	0.6	0.3	0.0	1.7	6.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	23.2	14.6	0.0	12.4	27.6	2.3
Lane Group LOS	C	B		B	C	A
Approach Volume, veh/h	190		332			428
Approach Delay, s/veh	16.5		12.4			20.7
Approach LOS	B		B			C

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		28.81		16.19	45.00
Change Period (Y+Rc), s		4.50		4.50	4.50
Max Green Setting (Gmax), s		18.50		17.50	40.50
Max Q Clear Time (g_c+I1), s		9.12		11.31	2.99
Green Extension Time (p_c)		1.60		0.48	2.50

Intersection Summary	
HCM 2010 Control Delay	17.0
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	2	39	0	2	1	61	28	1	24	17	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.46	0.46	0.46	0.75	0.75	0.75	0.75	0.75	0.75	0.79	0.79	0.79
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	4	4	85	0	3	1	81	37	1	30	22	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	289	287	27	331	291	38	31	0	0	38	0	0
Stage 1	87	87	-	200	200	-	-	-	-	-	-	-
Stage 2	202	200	-	131	91	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	663	623	1048	622	620	1034	1582	-	-	1572	-	-
Stage 1	921	823	-	802	736	-	-	-	-	-	-	-
Stage 2	800	736	-	873	820	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	625	579	1048	538	577	1034	1582	-	-	1572	-	-
Mov Capacity-2 Maneuver	625	579	-	538	577	-	-	-	-	-	-	-
Stage 1	873	807	-	760	698	-	-	-	-	-	-	-
Stage 2	755	698	-	783	804	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	9.1	10.3	5	3.7
HCM LOS	A	B	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				980	677			
HCM Control Delay (s)	7.399	0	-	9.1	10.3	7.335	0	-
HCM Lane VC Ratio	0.051	-	-	0.095	0.006	0.019	-	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th Percentile Queue (veh)	0.162	-	-	0.315	0.018	0.059	-	-

Intersection	
Intersection Delay (sec/veh):	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	194	86	1	0	50	6	1	0	0	4	0	114
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.70	0.72	0.72	0.25	0.25	0.25	0.63	0.63	0.63
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	216	96	1	0	69	8	4	0	0	6	0	181
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	77	0	0	97	0	0	693	606	97	602	602	73
Stage 1	-	-	-	-	-	-	529	529	-	73	73	-
Stage 2	-	-	-	-	-	-	164	77	-	529	529	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1522	-	-	1496	-	-	358	412	959	412	414	989
Stage 1	-	-	-	-	-	-	533	527	-	937	834	-
Stage 2	-	-	-	-	-	-	838	831	-	533	527	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1522	-	-	1496	-	-	259	350	959	365	352	989
Mov Capacity-2 Maneuver	-	-	-	-	-	-	259	350	-	365	352	-
Stage 1	-	-	-	-	-	-	453	448	-	796	834	-
Stage 2	-	-	-	-	-	-	685	831	-	453	448	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	5.4	0	19.1	9.8
HCM LOS	A	A	C	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	259							935
HCM Control Delay (s)	19.1	7.755	0	-	0	-	-	9.8
HCM Lane VC Ratio	0.015	0.142	-	-	-	-	-	0.2
HCM Lane LOS	C	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	0.047	0.493	-	-	0	-	-	0.746

Intersection	
Intersection Delay (sec/veh):	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	44	75	32	60	47	27
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.65	0.65	0.65	0.65	0.70	0.70
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	68	115	49	92	67	39
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	268	95	0	0	141	0
Stage 1	95	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	721	962	-	-	1442	-
Stage 1	929	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	687	962	-	-	1442	-
Mov Capacity-2 Maneuver	687	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	10.5	0	4.8
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			838		
HCM Control Delay (s)	-	-	10.5	7.618	-
HCM Lane VC Ratio	-	-	0.218	0.047	-
HCM Lane LOS	-	-	B	A	-
HCM 95th Percentile Queue (veh)	-	-	0.83	0.146	-

Intersection	
Intersection Delay (sec/veh):	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	38	64	85	85	75	35
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.75	0.75	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	49	82	113	113	87	41
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	447	108	128	0	0	0
Stage 1	108	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	569	946	1458	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	522	946	1458	-	-	-
Mov Capacity-2 Maneuver	522	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	11	3.8	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			726		
HCM Control Delay (s)	7.677	-	11	-	-
HCM Lane VC Ratio	0.078	-	0.18	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.252	-	0.653	-	-

Intersection	
Intersection Delay (sec/veh):	5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	48	273	204	159	140	35
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.82	0.82
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	54	307	229	179	171	43
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	408	0	0	0	734	205
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	415	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1151	-	-	-	387	836
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	666	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1151	-	-	-	369	836
Mov Capacity-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.2	0	22.5
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					415
HCM Control Delay (s)	8.281	-	-	-	22.5
HCM Lane VC Ratio	0.047	-	-	-	0.514
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.147	-	-	-	2.853

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	276	1	193	0	1	0	253	754	2	0	633	320
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	0	1863	0	1863	1863	1863	0	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	367	486	413	0	8	0	419	1783	5	0	692	278
Arriving On Green	0.26	0.26	0.26	0.00	0.00	0.00	0.12	0.48	0.48	0.00	0.27	0.27
Sat Flow, veh/h	1406.7	1862.7	1583.3	0.0	1862.7	0.0	3441.6	3713.9	9.9	0.0	2530.8	1015.5
Grp Volume(v), veh/h	306.7	1.1	103.3	0.0	4.0	0.0	294.2	439.7	439.3	0.0	501.0	452.8
Grp Sat Flow(s),veh/h/ln	1406.7	1862.7	1583.3	0.0	1862.7	0.0	1720.8	1862.7	1861.0	0.0	1862.7	1683.5
Q Serve(g_s), s	10.9	0.0	2.7	0.0	0.1	0.0	4.4	8.5	8.5	0.1	14.2	14.2
Cycle Q Clear(g_c), s	10.9	0.0	2.7	0.0	0.1	0.0	4.4	8.5	8.5	0.1	14.2	14.2
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.005	1.000		0.603
Lane Grp Cap(c), veh/h	366.9	485.9	413.0	0.0	8.0	0.0	418.7	894.4	893.5	0.0	509.6	460.6
V/C Ratio(X)	0.836	0.002	0.250	0.000	0.498	0.000	0.703	0.492	0.492	0.000	0.983	0.983
Avail Cap(c_a), veh/h	634.3	839.9	713.9	0.0	544.7	0.0	525.9	894.4	893.5	0.0	509.6	460.6
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	0.000	1.000	0.000	1.000	1.000	1.000	0.000	1.000	1.000
Uniform Delay (d), s/veh	18.5	14.5	15.5	0.0	26.3	0.0	22.4	9.4	9.4	0.0	19.1	19.1
Incr Delay (d2), s/veh	5.0	0.0	0.3	0.0	40.6	0.0	3.1	1.9	1.9	0.0	35.9	38.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	23.6	14.5	15.8	0.0	66.9	0.0	25.4	11.3	11.3	0.0	55.0	57.1
Lane Group LOS	C	B	B		E		C	B	B		E	E
Approach Volume, veh/h		411			4			1173			954	
Approach Delay, s/veh		21.6			66.9			14.8			56.0	
Approach LOS		C			E			B			E	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		18.33			4.73		10.95	29.95		0.00	19.00	
Change Period (Y+Rc), s		4.50			4.50		4.50	4.50		4.50	4.50	
Max Green Setting (Gmax), s		23.90			15.50		8.10	18.60		4.00	14.50	
Max Q Clear Time (g_c+I1), s		12.92			2.11		6.35	10.52		0.00	16.17	
Green Extension Time (p_c)		0.94			0.00		0.18	5.79		0.00	0.00	

Intersection Summary	
HCM 2010 Control Delay	31.5
HCM 2010 Level of Service	C

Intersection	
Intersection Delay (sec/veh):	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	74	1001	862	24	9	49
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.80	0.80	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	80	1076	1077	30	11	58
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1108	0	0	0	1791	554
Stage 1	-	-	-	-	1093	-
Stage 2	-	-	-	-	698	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	626	-	-	-	72	476
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	455	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	626	-	-	-	63	476
Mov Capacity-2 Maneuver	-	-	-	-	63	-
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	397	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.8	0	26.4
HCM LOS	A	A	D

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					236
HCM Control Delay (s)	11.586	-	-	-	26.4
HCM Lane VC Ratio	0.127	-	-	-	0.293
HCM Lane LOS	B	-	-	-	D
HCM 95th Percentile Queue (veh)	0.434	-	-	-	1.175

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	507	410	51	19	427	99	44	31	33	154	24	407
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	639	706	600	25	628	123	149	105	58	354	55	639
Arriving On Green	0.19	0.38	0.38	0.01	0.21	0.21	0.18	0.18	0.18	0.23	0.23	0.23
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	3028.7	592.3	843.2	594.1	325.8	1544.8	240.7	2786.7
Grp Volume(v), veh/h	533.7	431.6	27.4	21.1	290.7	277.1	110.8	0.0	0.0	211.9	0.0	365.5
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1758.2	1763.1	0.0	0.0	1785.5	0.0	1393.3
Q Serve(g_s), s	13.4	16.8	1.0	1.1	13.1	13.3	4.9	0.0	0.0	9.3	0.0	10.4
Cycle Q Clear(g_c), s	13.4	16.8	1.0	1.1	13.1	13.3	4.9	0.0	0.0	9.3	0.0	10.4
Proportion In Lane	1.000		1.000	1.000		0.337	0.478		0.185	0.865		1.000
Lane Grp Cap(c), veh/h	639.4	706.0	600.1	24.8	386.0	364.3	311.4	0.0	0.0	409.2	0.0	638.6
V/C Ratio(X)	0.835	0.611	0.046	0.851	0.753	0.760	0.356	0.000	0.000	0.518	0.000	0.572
Avail Cap(c_a), veh/h	892.6	837.1	711.5	109.1	468.5	442.2	311.4	0.0	0.0	409.2	0.0	638.6
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	35.1	22.4	17.6	44.0	33.3	33.4	32.4	0.0	0.0	30.2	0.0	30.6
Incr Delay (d2), s/veh	4.9	1.0	0.0	50.8	5.5	6.2	3.2	0.0	0.0	4.6	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	40.0	23.4	17.6	94.8	38.8	39.5	35.5	0.0	0.0	34.8	0.0	34.3
Lane Group LOS	D	C	B	F	D	D	D			C		C
Approach Volume, veh/h		993			589			111			577	
Approach Delay, s/veh		32.2			41.1			35.5			34.5	
Approach LOS		C			D			D			C	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	21.12	38.40		5.75	23.04			20.30			25.00	
Change Period (Y+Rc), s	4.50	4.50		4.50	4.50			4.50			4.50	
Max Green Setting (Gmax), s	23.20	40.20		5.50	22.50			15.80			20.50	
Max Q Clear Time (g_c+I1), s	15.37	18.75		3.06	15.27			6.94			12.41	
Green Extension Time (p_c)	1.25	5.82		0.00	3.27			0.31			1.68	

Intersection Summary	
HCM 2010 Control Delay	35.3
HCM 2010 Level of Service	D

Intersection	
Intersection Delay (sec/veh)	10.8
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	700	436	45	116
Demand Flow Rate (pc/h)	714	444	46	118
Vehicles Circulating (pc/h)	19	180	619	463
Vehicles Exiting (pc/h)	562	485	114	161
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	12.3	9.6	6.9	7.0
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	714	444	46	118
Capacity, Entry Lane (pc/h)	1109	944	608	711
Entry HV Adjustment Factor	0.980	0.981	0.976	0.982
Flow Rate, Entry (vph)	700	436	45	116
Capacity, Entry (vph)	1087	926	594	698
Volume to Capacity Ratio	0.644	0.470	0.076	0.166
Control Delay (sec/veh)	12.3	9.6	6.9	7.0
Level of Service	B	A	A	A
95th-Percentile Queue (veh)	5	3	0	1

HCM research expects at least one 'Stop' controlled approach at the intersection.

Intersection	
Intersection Delay (sec/veh)	7.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	27	49	306	476
Demand Flow Rate (pc/h)	27	50	311	486
Vehicles Circulating (pc/h)	486	311	94	38
Vehicles Exiting (pc/h)	38	94	419	323
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	5.6	5.0	6.6	8.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	27	50	311	486
Capacity, Entry Lane (pc/h)	695	828	1029	1088
Entry HV Adjustment Factor	0.996	0.978	0.982	0.980
Flow Rate, Entry (vph)	27	49	306	476
Capacity, Entry (vph)	692	810	1011	1066
Volume to Capacity Ratio	0.039	0.060	0.302	0.447
Control Delay (sec/veh)	5.6	5.0	6.6	8.3
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	1	2

HCM research expects at least one 'Stop' controlled approach at the intersection.

Intersection	
Intersection Delay (sec/veh)	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	25	120	10	78	60	0	0	10	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	0	0	27	130	11	85	65	0	0	11	27
Number of Lanes	0	0	0	0	1	0	1	0	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.5	8.5	7.3
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Volume Left (%)	57%	16%	0%
Volume Thru (%)	43%	77%	29%
Volume Right (%)	0%	6%	71%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	138	155	35
Left Turning Volume	60	120	10
Through Volume	0	10	25
Right Turning Volume	78	25	0
Lane Flow Rate	150	168	38
Geometry Group	1	1	1
Degree of Utilization, X	0.187	0.204	0.043
Departure Headway, Hd	4.478	4.358	4.063
Convergence(Y/N)	Yes	Yes	Yes
Capacity	804	826	884
Service Time	2.49	2.371	2.077
HCM Lane V/C Ratio	0.187	0.203	0.043
HCM Control Delay	8.5	8.5	7.3
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.7	0.8	0.1

Intersection	
Intersection Delay (sec/veh)	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	65	170	92	0	0	0	0	78	30	10	25	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	71	185	100	0	0	0	0	85	33	11	27	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.1	8.4	8.2
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	SBLn1
Volume Left (%)	0%	20%	29%
Volume Thru (%)	72%	52%	71%
Volume Right (%)	28%	28%	0%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	108	327	35
Left Turning Volume	78	170	25
Through Volume	30	92	0
Right Turning Volume	0	65	10
Lane Flow Rate	117	355	38
Geometry Group	1	1	1
Degree of Utilization, X	0.15	0.413	0.052
Departure Headway, Hd	4.609	4.179	4.929
Convergence(Y/N)	Yes	Yes	Yes
Capacity	778	864	727
Service Time	2.633	2.194	2.958
HCM Lane V/C Ratio	0.15	0.411	0.052
HCM Control Delay	8.4	10.1	8.2
HCM Lane LOS	A	B	A
HCM 95th Percentile Queue	0.5	2.1	0.2

Intersection	
Intersection Delay (sec/veh):	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	30	33	26	10	10	10
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	120			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	33	36	28	11	11	11
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	39	0	0	0	136	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	102	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1571	-	-	-	857	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	922	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1571	-	-	-	839	1039
Mov Capacity-2 Maneuver	-	-	-	-	839	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	903	-

Approach	EB	WB	SB
HCM Control Delay (s)	3.5	0	9
HCM LOS	A	A	A

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					928
HCM Control Delay (s)	7.34	-	-	-	9
HCM Lane VC Ratio	0.021	-	-	-	0.023
HCM Lane LOS	A	-	-	-	A
HCM 95th Percentile Queue (veh)	0.064	-	-	-	0.072

Intersection	
Intersection Delay (sec/veh)	3.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	47	66	38	42
Demand Flow Rate (pc/h)	47	67	38	43
Vehicles Circulating (pc/h)	49	38	52	45
Vehicles Exiting (pc/h)	39	52	44	60
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	3.7	3.9	3.7	3.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	47	67	38	43
Capacity, Entry Lane (pc/h)	1076	1088	1073	1080
Entry HV Adjustment Factor	0.992	0.978	0.989	0.972
Flow Rate, Entry (vph)	47	66	38	42
Capacity, Entry (vph)	1067	1064	1061	1050
Volume to Capacity Ratio	0.044	0.062	0.035	0.040
Control Delay (sec/veh)	3.7	3.9	3.7	3.8
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

HCM research expects at least one 'Stop' controlled approach at the intersection.

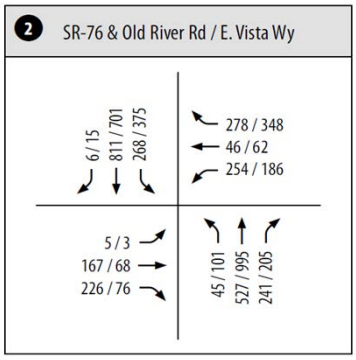
Appendix AK

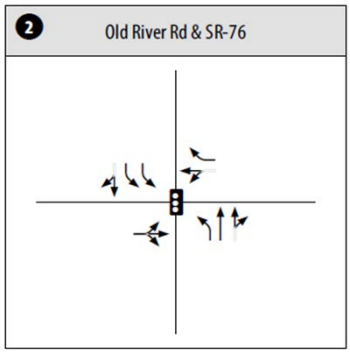
Ramp Intersection Capacity Analysis Worksheets – Existing Plus Project (Buildout) Conditions

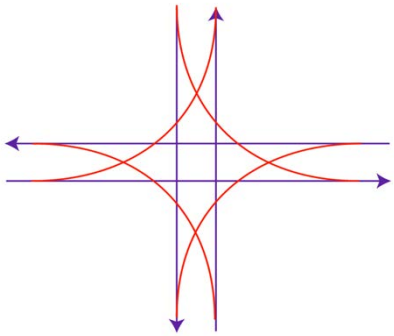
EXISTING + PROJECT PHASE E (BUILDOUT)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD RIVER ROAD / EAST VISTA WAY







PHASE 1:

45 / 101
AM/PM

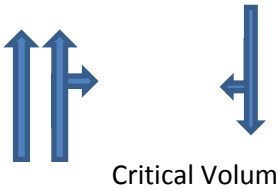


268 / 375
AM/PM

Critical Volume 134 / 188

PHASE 2:

768 / 1,200
AM/PM

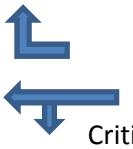


817 / 716
AM/PM

Critical Volume 728 / 629

PHASE 3

WBL	254	186
WBT	46	62
WBR	278	348
	AM /	PM



Critical Volume 300 / 348

PHASE 4

EBL	5	3
EBT	167	68
EBR	226	76
	AM /	PM



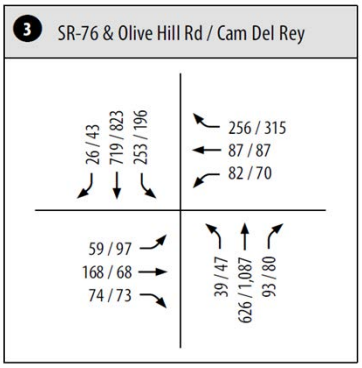
Critical Volume 398 / 147

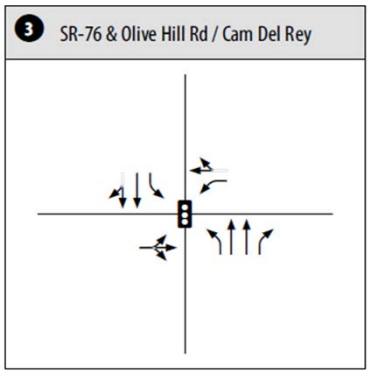
SUM	PHASE 1	134 / 188	AM	1,560 >1500: (Over Capacity)
	PHASE 2	728 / 629	PM	1,312 1200-1500: (At Capacity)
	PHASE 3	300 / 348		
	PHASE 4	398 / 147		
	TOTAL	1,560 / 1,312		

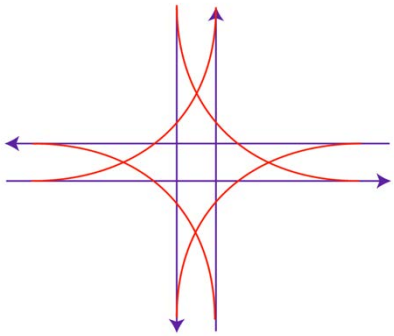
EXISTING + PROJECT PHASE E (BUILDOUT)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLIVE HILL RD / CAM DEL REY







PHASE 1:

39 / 47	
AM/PM	

Critical Volume

253 / 196
AM/PM
253 / 196

PHASE 2:

NBT	626 / 1,087
NBR	93 / 80
	AM/PM

Critical Volume

745 / 866
AM/PM
313 / 544

PHASE 3

WBL	82	70
WBT	87	86
WBR	256	315
	AM /	PM

Critical Volume

343 / 401

PHASE 4

EBL	59	97
EBT	168	68
EBR	74	73
	AM /	PM

Critical Volume

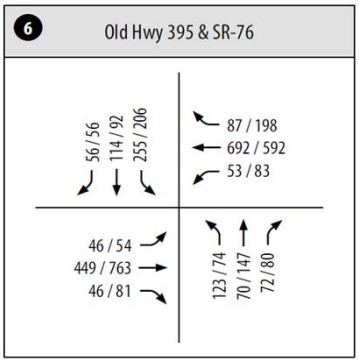
301 / 238

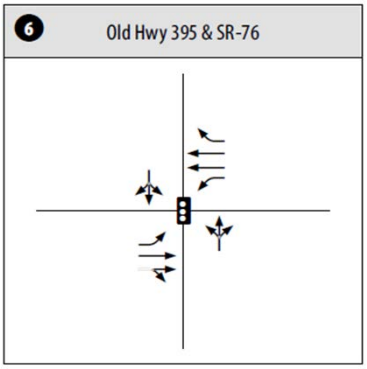
SUM	PHASE 1	253 / 196	AM	1,210	1200-1500: (At Capacity)
	PHASE 2	313 / 544	PM	1,379	1200-1500: (At Capacity)
	PHASE 3	343 / 401			
	PHASE 4	301 / 238			
	TOTAL	1,210 / 1,379			

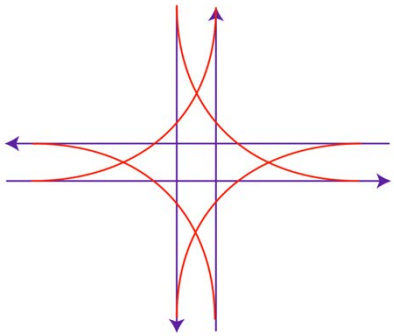
EXISTING + PROJECT PHASE E (BUILDOUT)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD HIGHWAY 395







PHASE 1:

46 / 54	
AM/PM	

Critical Volume

53 / 83	
AM/PM	
53 / 83	

PHASE 2:

NBT	449 / 763	
NBR	46 / 81	
	AM/PM	

Critical Volume

87 / 198	WBR
692 / 592	WBT
AM/PM	
346 / 422	

PHASE 3

NBL	123	74
NBT	70	147
NBR	72	80
	AM /	PM

Critical Volume 265 / 301

PHASE 4

SBL	255	206
SBT	114	92
SBR	56	56
	AM /	PM

Critical Volume 425 / 354

SUM	PHASE 1	53 / 83	AM	1,089 <1200: (Under Capacity)
	PHASE 2	346 / 422	PM	1,160 <1200: (Under Capacity)
	PHASE 3	265 / 301		
	PHASE 4	425 / 354		
	TOTAL	1,089 / 1,160		

Appendix AL

Traffic Signal Warrants –

Existing Plus Project (Buildout) Conditions

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Phase E

DIST ____ CO ____ RTE ____ PM ____

CALC _____ DATE _____

CHK _____ DATE _____

Major St: Gopher Canyon Rd — Critical Approach Speed _____ mph

Minor St: I-15 SB Ramps — Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)

☐ URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or More 13,320	1 4,100
2 or More	2 or More
1	2 or More

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or More 13,320	1 4,100
2 or More	2 or More
1	2 or More

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied _____

No one condition satisfied, but following conditions fulfilled 80% or more..... _____ A _____ B

2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Phase E

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: Gopher Canyon Rd ____ Critical Approach Speed ____ mph

Minor St: I-15 NB Ramps ____ Critical Approach Speed ____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒ or ☐ **RURAL (R)**

In built up area of isolated community of < 10,000 population..... ☐ ☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More.....13,140.....	1.....7,350.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More..13,140.....	1.....7,350.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied ____

2 CONDITIONS 80%

2 CONDITIONS 80%

No one condition satisfied, but following conditions fulfilled 80% or more..... ____ (A) ____ (B)

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

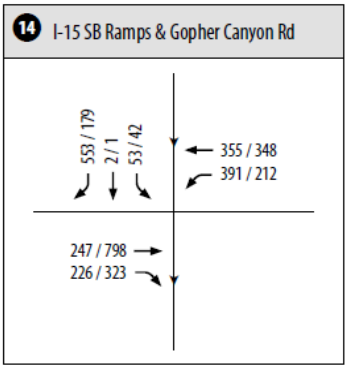
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 608 / 222
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,827 / 1,903

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		X	1,219 / 1,681
Higher Approach - Minor Street	X		608 / 222

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



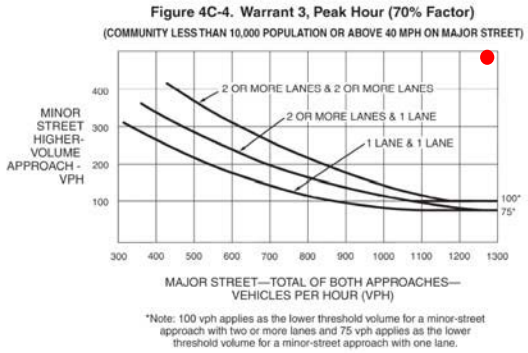


Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #15 : I-15 NB RAMPS / GOPHER CANYON ROAD - EXISTING + PHASE E

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

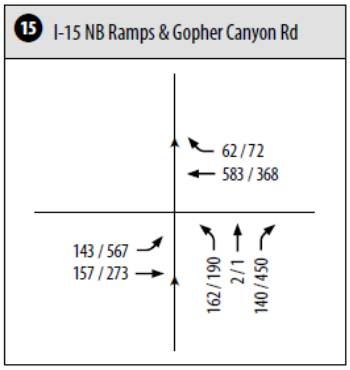
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 304 / 641
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,249 / 1,921

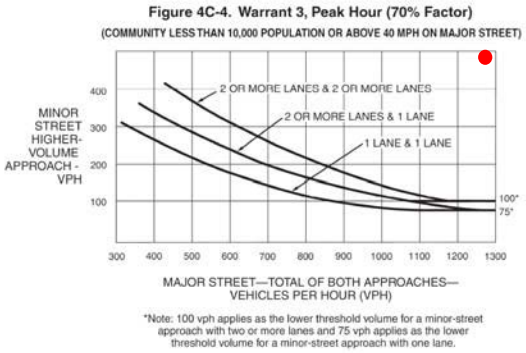
PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		X	945 / 1,280
Higher Approach - Minor Street	X		304 / 641

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

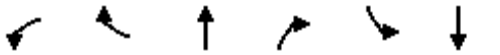
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.





Appendix AM

Mitigated Peak Hour Intersection Capacity Worksheets – Existing Plus Project (Buildout) Conditions



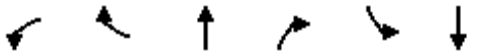
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	267	67	152	88	42	353
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	307	77	179	104	45	376
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.87	0.87	0.85	0.85	0.94	0.94
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	367	92	440	374	74	801
Arrive On Green	0.27	0.27	0.24	0.24	0.04	0.43
Sat Flow, veh/h	1382	347	1863	1583	1774	1863
Grp Volume(v), veh/h	385	0	179	104	45	376
Grp Sat Flow(s),veh/h/ln	1733	0	1863	1583	1774	1863
Q Serve(g_s), s	6.2	0.0	2.4	1.6	0.7	4.3
Cycle Q Clear(g_c), s	6.2	0.0	2.4	1.6	0.7	4.3
Prop In Lane	0.80	0.20		1.00	1.00	
Lane Grp Cap(c), veh/h	460	0	440	374	74	801
V/C Ratio(X)	0.84	0.00	0.41	0.28	0.61	0.47
Avail Cap(c_a), veh/h	937	0	1039	883	240	1574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	0.0	9.5	9.2	13.9	6.0
Incr Delay (d2), s/veh	4.1	0.0	0.6	0.4	7.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	1.3	0.7	0.5	2.2
LnGrp Delay(d),s/veh	14.4	0.0	10.2	9.6	21.7	6.4
LnGrp LOS	B		B	A	C	A
Approach Vol, veh/h	385		283			421
Approach Delay, s/veh	14.4		10.0			8.1
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.7	11.5				17.2		12.4
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	4.0	16.5				25.0		16.0
Max Q Clear Time (g_c+I1), s	2.7	4.4				6.3		8.2
Green Ext Time (p_c), s	0.0	2.6				3.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	148	57	407	269	68	183
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	180	70	457	302	76	203
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.82	0.82	0.89	0.89	0.90	0.90
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	222	86	712	605	105	1057
Arrive On Green	0.18	0.18	0.38	0.38	0.06	0.57
Sat Flow, veh/h	1231	479	1863	1583	1774	1863
Grp Volume(v), veh/h	251	0	457	302	76	203
Grp Sat Flow(s),veh/h/ln	1717	0	1863	1583	1774	1863
Q Serve(g_s), s	5.0	0.0	7.2	5.2	1.5	1.9
Cycle Q Clear(g_c), s	5.0	0.0	7.2	5.2	1.5	1.9
Prop In Lane	0.72	0.28		1.00	1.00	
Lane Grp Cap(c), veh/h	309	0	712	605	105	1057
V/C Ratio(X)	0.81	0.00	0.64	0.50	0.72	0.19
Avail Cap(c_a), veh/h	794	0	1488	1265	323	2062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	9.0	8.4	16.5	3.7
Incr Delay (d2), s/veh	5.1	0.0	1.0	0.6	9.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	3.7	2.4	1.0	1.0
LnGrp Delay(d),s/veh	19.2	0.0	10.0	9.1	25.5	3.8
LnGrp LOS	B		A	A	C	A
Approach Vol, veh/h	251		759			279
Approach Delay, s/veh	19.2		9.6			9.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.6	18.1				24.8		10.9
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	6.5	28.5				39.5		16.5
Max Q Clear Time (g_c+I1), s	3.5	9.2				3.9		7.0
Green Ext Time (p_c), s	0.0	4.5				5.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	245	226	391	353	0	0	0	0	53	2	553
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	318	0	455	410	0				56	2	350
Adj No. of Lanes	0	1	0	1	2	0				0	1	0
Peak Hour Factor	0.89	0.77	0.77	0.86	0.86	0.91				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	468	0	509	2138	0				58	2	364
Arrive On Green	0.00	0.25	0.00	0.29	0.60	0.00				0.26	0.26	0.26
Sat Flow, veh/h	0	1863	0	1774	3632	0				221	8	1380
Grp Volume(v), veh/h	0	318	0	455	410	0				408	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	1770	0				1608	0	0
Q Serve(g_s), s	0.0	9.3	0.0	14.9	3.1	0.0				15.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.3	0.0	14.9	3.1	0.0				15.2	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.00				0.14		0.86
Lane Grp Cap(c), veh/h	0	468	0	509	2138	0				424	0	0
V/C Ratio(X)	0.00	0.68	0.00	0.89	0.19	0.00				0.96	0.00	0.00
Avail Cap(c_a), veh/h	0	829	0	585	2977	0				424	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.5	0.0	20.7	5.4	0.0				22.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.0	14.8	0.0	0.0				33.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	0.0	9.3	1.6	0.0				10.7	0.0	0.0
LnGrp Delay(d),s/veh	0.0	22.2	0.0	35.5	5.4	0.0				55.7	0.0	0.0
LnGrp LOS		C		D	A					E		
Approach Vol, veh/h		318			865						408	
Approach Delay, s/veh		22.2			21.3						55.7	
Approach LOS		C			C						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.4	19.2		20.0		40.6		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	20.0	27.0		16.0		51.0		
Max Q Clear Time (g_c+I1), s	16.9	11.3		17.2		5.1		
Green Ext Time (p_c), s	0.5	3.9		0.0		4.9		

Intersection Summary	
HCM 2010 Ctrl Delay	30.3
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	143	155	0	0	583	62	162	2	140	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	146	158	0	0	634	0	182	2	135			
Adj No. of Lanes	1	2	0	0	2	0	0	1	0			
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.89	0.89	0.89			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	186	2015	0	0	1425	0	296	3	220			
Arrive On Green	0.11	0.57	0.00	0.00	0.40	0.00	0.31	0.31	0.31			
Sat Flow, veh/h	1774	3632	0	0	3725	0	963	11	715			
Grp Volume(v), veh/h	146	158	0	0	634	0	319	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	0	1688	0	0			
Q Serve(g_s), s	5.2	1.3	0.0	0.0	8.5	0.0	10.5	0.0	0.0			
Cycle Q Clear(g_c), s	5.2	1.3	0.0	0.0	8.5	0.0	10.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.00	0.57		0.42			
Lane Grp Cap(c), veh/h	186	2015	0	0	1425	0	520	0	0			
V/C Ratio(X)	0.78	0.08	0.00	0.00	0.44	0.00	0.61	0.00	0.00			
Avail Cap(c_a), veh/h	328	2015	0	0	1425	0	520	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.28	0.28	0.00	0.00	0.79	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	28.4	6.3	0.0	0.0	14.1	0.0	19.2	0.0	0.0			
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.0	0.2	0.0	5.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.7	0.6	0.0	0.0	4.2	0.0	5.6	0.0	0.0			
LnGrp Delay(d),s/veh	30.4	6.3	0.0	0.0	14.3	0.0	24.6	0.0	0.0			
LnGrp LOS	C	A			B		C					
Approach Vol, veh/h		304			634			319				
Approach Delay, s/veh		17.9			14.3			24.6				
Approach LOS		B			B			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		41.0			10.8	30.2		24.0
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		37.0			12.0	21.0		20.0
Max Q Clear Time (g_c+I1), s		3.3			7.2	10.5		12.5
Green Ext Time (p_c), s		5.6			0.1	3.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	17.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	798	323	212	349	0	0	0	0	42	1	179
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	849	0	219	360	0				44	1	186
Adj No. of Lanes	0	1	0	1	2	0				0	1	0
Peak Hour Factor	0.98	0.94	0.94	0.97	0.97	0.98				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	1004	0	224	2552	0				51	1	217
Arrive On Green	0.00	0.54	0.00	0.13	0.72	0.00				0.17	0.17	0.17
Sat Flow, veh/h	0	1863	0	1774	3632	0				308	7	1302
Grp Volume(v), veh/h	0	849	0	219	360	0				231	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	1770	0				1618	0	0
Q Serve(g_s), s	0.0	27.6	0.0	8.8	2.3	0.0				9.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	27.6	0.0	8.8	2.3	0.0				9.9	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.00				0.19		0.81
Lane Grp Cap(c), veh/h	0	1004	0	224	2552	0				270	0	0
V/C Ratio(X)	0.00	0.85	0.00	0.98	0.14	0.00				0.86	0.00	0.00
Avail Cap(c_a), veh/h	0	1382	0	224	3270	0				362	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	13.9	0.0	31.1	3.1	0.0				28.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.7	0.0	54.3	0.0	0.0				14.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.9	0.0	7.6	1.1	0.0				5.5	0.0	0.0
LnGrp Delay(d),s/veh	0.0	17.6	0.0	85.4	3.1	0.0				43.0	0.0	0.0
LnGrp LOS		B		F	A					D		
Approach Vol, veh/h		849			579						231	
Approach Delay, s/veh		17.6			34.2						43.0	
Approach LOS		B			C						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		55.5			13.0	42.5		15.9
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		66.0			9.0	53.0		16.0
Max Q Clear Time (g_c+I1), s		4.3			10.8	29.6		11.9
Green Ext Time (p_c), s		11.2			0.0	9.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	567	273	0	0	368	72	190	1	450	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	585	281	0	0	379	0	200	1	316			
Adj No. of Lanes	1	2	0	0	2	0	0	1	0			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	635	2000	0	0	545	0	210	1	332			
Arrive On Green	0.36	0.57	0.00	0.00	0.15	0.00	0.33	0.33	0.33			
Sat Flow, veh/h	1774	3632	0	0	3725	0	639	3	1010			
Grp Volume(v), veh/h	585	281	0	0	379	0	517	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	0	1653	0	0			
Q Serve(g_s), s	26.8	3.2	0.0	0.0	8.6	0.0	26.0	0.0	0.0			
Cycle Q Clear(g_c), s	26.8	3.2	0.0	0.0	8.6	0.0	26.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.00	0.39		0.61			
Lane Grp Cap(c), veh/h	635	2000	0	0	545	0	544	0	0			
V/C Ratio(X)	0.92	0.14	0.00	0.00	0.70	0.00	0.95	0.00	0.00			
Avail Cap(c_a), veh/h	846	2645	0	0	771	0	826	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	26.1	8.7	0.0	0.0	34.1	0.0	27.8	0.0	0.0			
Incr Delay (d2), s/veh	12.6	0.0	0.0	0.0	1.6	0.0	15.5	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	15.2	1.6	0.0	0.0	4.3	0.0	14.1	0.0	0.0			
LnGrp Delay(d),s/veh	38.7	8.8	0.0	0.0	35.7	0.0	43.4	0.0	0.0			
LnGrp LOS	D	A			D		D					
Approach Vol, veh/h		866			379			517				
Approach Delay, s/veh		29.0			35.7			43.4				
Approach LOS		C			D			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.9	17.6		32.5		52.5		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	40.5	18.5		42.5		63.5		
Max Q Clear Time (g_c+I1), s	28.8	10.6		28.0		5.2		
Green Ext Time (p_c), s	1.6	2.5		0.0		4.6		

Intersection Summary	
HCM 2010 Ctrl Delay	34.7
HCM 2010 LOS	C

Appendix AN

SANDAG Trip Generation Report Including the List of Cumulative Projects

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
1	Campus Park	Mixed-use development, including: 529 single-family dwelling (SFR) units, 555 multi-family dwelling (MFR) units, a town center (retail) of 62,000 square feet (sf), an office building with 150,000 sf, a sports complex of 5.2 acres, and a small neighborhood park.	TM 5338 GPA 03-004	417	Just north of SR-76, 0.25 mile east of I-15
2	Campus Park West	Mixed-use development including approximately 355 MFR units, 400,000 sf Commercial, 50,000 sf Office Professional, 347,000 sf of Light Industrial, and possible Civic Uses..	TM 5424, S 05-014, SPA 05-001 GPA 05-003 REZ 05-005	118.5	Northeast quadrant of I-15 and SR-76
3	Pala Mesa Highlands	Maximum of 130 SFR. Density 1.6 DU/acre. Lot sizes vary from 5,500 sf to 23,500 sf, two parks totaling 4.3 acres, trails, 36.5 acres of open space. SPA to allow clustering.	TM 5187 RPL[11] SPA 99-005 MUP 99-020 REZ 99-020 MUP/REZ 04-024	84.6	West of Old Highway 395 between Pala Mesa Drive and Via Belamonte
4	Tedder TM	Split lot into 13 SFR lots, ranging in size from 1.0 to 6.43 acres net.	TM 4729 RPL[3] TE	29.5	South side of Pala Mesa Drive, west of I-15 and east of Daisy Lane
5	Hukari subdivision	Minor residential subdivision with road improvements. 4 SFR lots plus one remainder lot (3.4 to 7.7 net acres each).	TPM 20830	30	Northern terminus of Mountain View Road and West Lilac Road on west side of Bonsall
6	Fallbrook Ranch	11 SFR lots	TM 5532 S 07-012	--	East of Old Highway 395 and Sterling View Drive (at Mission Road), Fallbrook
7	Los Willows Inn and Spa	Add additional units to a Bed and Breakfast	MUP 03-127	--	532 Stewart Canyon Road
8	Reeve TPM	Minor residential subdivision. 3 SFR lots (2 acres minimum).	TPM 20411	8.8	2987 Sumac Road, Fallbrook
9	Evans TPM	Minor subdivision into 2 residential/agricultural parcels (2.00 and 2.10 acres). Private septic system.	TPM 20491	4.10	West side of Sage Road between Sumac Road and Pala Road, Fallbrook

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
10	Bridge Pac West I TPM	Minor residential subdivision. 4 SFR lots plus one remainder lot (2.04, 2.08, 2.12, 2.14 and remainder 7.08 net acres each).	TPM 20841	15.90	3321 Sage Road, Fallbrook
11	Pala Mesa Resort	Specific Plan Amendment for modification and construction of new recreation and resort-related facilities. Addition of 186 resort rooms and wedding facility. Expansion of resort by 6 acres.	SPA 03-005 R 00-000 MUP 00-000 P 74-120W[1] P 74-121M[10]; MUP 03-006; MUP 04-005	181.2	2001 Old Highway 395 at Tecalote Lane, north of SR 76 and immediately west of I-15, Fallbrook
12	Lung TPM	Minor residential subdivision. 2 SFR lots (6.7 and 4.0 acres)	TPM 20431 S 98-006	10.7	Citrus Drive and Calle Canonero, Fallbrook
13	Chipman TPM	Minor residential subdivision. 4 SFR lots plus one remainder lot, ranging from 2.13 to 2.85 net acres each and remainder 4.00 net acres. Septic system.	TPM 20440	13.54	East side of Citrus Lane between Peony Drive and Dos Ninos, Fallbrook
14	Bierman TPM	Minor residential subdivision. 4 SFR lots, ranging from 2.01 to 2.19 net acres each. Septic system.	TPM 20484	9.91	4065 Calle Canonero, Fallbrook, south of Vern Drive and west of Lorita Lane
15	Cooke Residence	4,723 s.f. SFR	S 04-026	N/A	3974 Citrus Drive between Wilt Road and Vern Drive
16	Treister TPM	Minor residential subdivision. 4 SFR lots plus one remainder lot.	TPM 20581	21.81	Donut-shaped parcel surrounding 401 Ranger Road, Fallbrook
17	Mission Ridge Road TPM	Minor residential subdivision. 4 SFR lots.	TPM 20793 03-02-068	19.55	235 Mission Ridge Road east of I-15 off Mission Road, Fallbrook
18	Rancho Alegre TPM	Part of 116-acre subdivision (33 lots). This project consists of 20 lots in the eastern portion of property and proposes a different street alignment, grading, and lot arrangement.	TM 5413	70	West side of Ranger Road approx. 0.4 mile north of Reche Road

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
19	Rarick TPM	Minor residential subdivision. 4 SFR lots (ranging from 2.02 to 2.25 acres each). Septic system.	TPM 20853	8.77	3261 Reche Road, Fallbrook
20	Fernandez TPM	Minor residential subdivision. 4 SFR lots. Minimum lot size 2 acres. 2 existing SFR on-site.	TPM 20936	10.4	3838 Foxglove Lane, Fallbrook
21	Rabuchin TPM	Subdivision of 2 lots into 4 SFR lots. Existing SFR on site	TPM 20944	9.91	4065 Calle Canonero, Fallbrook
22	Pala Casino	187,300 s.f. casino, hotel, theater.	NA	TBD	Pala Road and Pala Mission Road
23	Rosemary's Mountain/Palomar Aggregates Quarry	Aggregate rock quarry and processing plants for concrete and asphalt. Approximately 22 million tons of rock would be mined over 20 years. Realignment of SR 76 from Project site west to I-15. Reclamation Plan to designate lower portion of site as water storage reservoir after completion of mining activities.	MUP 87-021 RPL[2] REZ P87-001 RPL[2]	96.4	North side of SR 76, 1.25 miles east of I-15
24	Patapoff Minor Residential Subdivision	Subdivide property into four parcels of 4.3 acres, 4.2 acres, 9.6 acres, 8acres, and a 33-acre parcel	TPM 20542	59.1	Southern end of Rainbow Hills Road
25	Prominence at Pala	Subdivide the property into 30 SFR and two open space lots ranging in size from 4 to 96 acres	TM 5321	346.6	Pala Del Norte Road. 1/3 mile north of SR-76 and approximately two miles west of the Pala Indian Reservation
26	Palomar College North Education Center District Master Plan	New Community College campus to serve approximately 12,000 students, to include classroom and administration buildings, parking, open space, athletic fields, and off-site road, water and sewer improvements.	NA	85	East side of I-15 between Pankey Road and Pala Mesa Heights Drive
27	Caltrans Realignment of SR-76	Realignment and widening of roadway, improvements to northbound I-15 on- and off-ramps.	NA	NA	From I-15 to west of Rice Canyon Road

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
28	San Luis Rey Municipal Water District (SLRMWD) Water, Wastewater and Recycled Water Master Plan	Exploration of pipeline and water storage options.	NA	Over 3,000	SLRMWD service area and vicinity, north and south of SR-76 between I-15 and Pala Temecula Road
29	--	39 condo units	TM 5231	30.48	Canonita Drive and Old Hwy 395, Fallbrook
30	--	8 SFR lots	TM 5276	12.8	Aqueduct Road and Via Urner, Bonsall
31	--	9 SFR lots	TM 5346	38.4	Old Hwy 395 and Via Urner, Bonsall
32	Marquart Ranch	9 SFR lots. Includes improvements to Mesa Lilac Road, and drainage improvements.	TM 5410	44.2	West Lilac Road and Mesa Lilac Road, Bonsall
33	Fallbrook Oaks	19 SFR lots	TM 5449	26	Reche Road and Ranger Road, Fallbrook
34	Ridge Creek Drive	14 SFR lots	TM 5469	30.4	Ridge Creek east of Live Oak Park Road and Ridge Drive, Fallbrook
35	Club Estates	31 SFR lots	TM 5499	48.3	SR 76 east of Cole Grade Road at Pauma Valley Drive
36	Oak Tree Ranch TM	24 SFR	TM 5540; MUP 07-007	9.95	15560 Spring Valley Road
37	Turnbull TM	17 lots	TM 5545	22.9	32979 Temet Drive
38	Wexler TPM	4 lots	TPM 20913	2.54	--
39	Shadow Run Ranch	54 SFR lots and 2 open space lots. MUP filed concurrently for Planned Residential Development that would cluster residential development on minimum 2-acre lots.	TM 5223 MUP 00-030	263	Shadow Run Ranch, SR-76 and Adams Drive, Pala
40	Diana Acres	3 lots	TPM 20896	--	Adams Drive off SR-76, Pauma Valley

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
41	Hunter Subdivsion	3 lots	TPM 20804	7.5	15550 Adams Drive
42	Burge TPM	4 lots plus remainder	TPM 20538	12.58	34487 Citracado Drive, Pala
43	Pauma Valley Packing Company	Packing and processing	MUP 99-001	4.14	34188 Hampton Road
44	Shadow Run Ranch/ Schoepe-Pauma TM	13 lots	TM 5223; MUP 00-030	263.17	15040 Adams Drive
45	Warner Ranch	732 SFR lots, 168 condo units, community park, fire station lot	TM 5508	513	Pala-Pauma
46	Pauma Casino and Hotel	400 room hotel and 171,000 s.f. casino	CASINO	--	Approximately 11 miles east of I-15 along SR-76
47	De Jong/Pala Minor Subdivision	Minor residential subdivision. 3 SFR lots (1.03, 2.06 and 2.31 net acres each).	TPM 20451	5.62	Canonita Drive between I-15 and Tecalote Drive
48	Crossroads Investors Minor Subdivision	Minor residential subdivision. 4 SFR lots plus one remainder lot. Existing SFR and grove on site	TPM 20800	15.5	Ranger Road, Fallbrook
49	Chaffin/Red Mountain Ranch Subdivisions	Withdrawn TM 5217: Residential development with 29 SFR lots (2.28 to 18.33 acres) and 2 biological open space zones. TM 5225: 55 acres divided into 6 SFR lots (8.1 to 13.9 acres). TM 5227: 44.5 acres divided into 4 SFR lots (8.08 to 13.71 acres each).TM 5228: 19.1 acres divided into 2 lots (8.4 and 10.7 acres).	TM 5217/5225/5227/ 5228 MUP 00-027	455.9	Rainbow Glen Road and Red Mountain Dam Road, Fallbrook
50	John Collins TPM	2 lots	TPM 20505	8.29	Margarita in Fallbrook
51	Brannon Trust TPM Remai	4+ lots	TPM 21085	--	411 Yucca Road, Fallbrook
52	Dien N Do TPM	4+ lots	TPM 20976	--	405 Ranger Road
53	Tim Rosa TPM	4 lots plus remainder	TPM 20373	13	2973 Los Alisos Drive

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
54	Leising TPM	4 lots	TPM 20427	10.83	1246 Via Vista
55	Atteberry TPM	3 lots	TPM 20434	9	1166 Sierra Bonita
56	Johnson TPM	2 lots	TPM 20980	--	3035 Trelawney Lane
57	Chipman TPM	4 lots plus remainder	TPM 20381	24.5	Camino Zasa, Fallbrook
58	American Lotus Bhuddist Association TPM	4 lots plus remainder lot	TPM 21047	--	Reche Road at Rabbit Hill, Fallbrook
59	Reche Road TM	12 SFR lots	TM 5547	33.5	3129 Reche Road, Bonsall
60	Palisades Estates	51 lots	TM 5158; RPL3	408.4	3880 Dos Niños Road/Elevado Road
61	Dion TPM and time extension	2 lots	TPM 19742	7.5	3562 Canonita Drive
62	Patricia Daniels TPM	4 lots plus remainder	TPM 20476	13.2	3609 Canonita Road, Fallbrook
63	Cameron Subdivision	Minor residential subdivision. 3 SFR lots (2.22, 2.44 and 6.37 acres each). Septic system.	TPM 20443	11.31	2644 Vista de Palomar, Fallbrook. North side of Vista de Palomar between Post Hill and Via Rancheros
64	Tesla Gray TPM	Minor residential subdivision. 4 SFR lots plus one remainder lot. Future development of 5 SFR	TPM 20473	28.91	East end of Vista de Palomar, and north end of Old Post Road, Fallbrook
65	Aspel TPM	Minor residential subdivision. 2 SFR lots (2.09 and 5.20 acres each).	TPM 20592	7.32	3107 Old Post Road, Fallbrook
66	James Patapoff TPM	Subdivision of 16.8 acres into 4 lots plus a remainder lot	TPM 20317	16.8	2639 Via Alicia, Fallbrook
67	Yew Tree Spring Water Corporation	3 residential lots	TPM 20503	7.48	3573 Diego Estates Drive, Fallbrook
68	Haugh, Granger TPM	4 lots	TPM 20610	12.94	Fallbrook
69	Brown, Lee & Karen, TPM	3 lots	TPM 20614; RPL1	6.46	3850 Gird Road

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
70	Pepper Drive TPM	4 residential lots	TPM 20648	1.39	3926 Flowerwood Lane
71	Surf Properties TM	15 lots	TM 4971	46.89	3545 Vista Corona
72	Brook Hills TM	35 lots	TM 4908	96.71	4061 La Cañada Road, Fallbrook
73	Latter-Day Saints/Via Monserate	17,000 sq. ft. church and meeting rooms	MUP 02-011	7.96	Fallbrook
74	Leeds and Strausss TM	17 SFR lots – TM time extension until 09/13/2009	TM 4976; RPL4	45.76	North side of Olive Hill Road, near intersection with SR-76, Bonsall
75	Murray Davidson	7 lots	TM 5398	4.28	3956 Pala Mesa Road, Bonsall
76	Shamrock Partners TPM	3 lots	TPM 20173	10	Shamrock Road, Bonsall
77	Crook TPM	5 lots	TPM 20851	--	32179 Shamrock Road
78	Tabata Bonsall TPM RPL1	4 lots	TPM 20729	33.75	5546 Mission Road
79	Berezousky TPM (311 Same as one in original latch)	Subdivision of 3.11 acre into 4 residential lots. Existing SFR on site	TPM 20874	3.11	4040 Pala Mesa Drive, Fallbrook
80	Murray Davidson TPM	Subdivision of 1 lot into 4 SFR lots plus a remainder lot	TPM 20932	--	3956 Pala Mesa Road, Fallbrook
81	Sumac TPM	4 lots	TPM 21076	--	3111 Sumac Road
82	Janikowski SFR	3,200 s.f. SFR	S 03-024	5.12	9686 Pala Road (SR 76), Fallbrook, on north side of SR 76
83	Kratochvid TPM; expired map	4 lots	TPM 19827	12.3	Old Highway 395
84	Kohl TPM	4 lots plus remainder	TPM 20319	9.71	7641 Mount Ararat Way, Bonsall
85	Woodhead TPM	4 lots plus remainder	TPM 20541	12.54	Mt. Ararat Way, Bonsall
86	Rockefeller TPM	2 lots	TPM 20596	5	9590 Lilac Way, VC

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
87	McNulty TPM	2 lots	TPM 20763	5.19	32171 Dos Niñas
88	Stehly Caminito Quieto TPM	4 lots	TPM 20799	11.69	32009 Caminito Quieto at West Lilac Road
89	Sanders TPM	4 lots plus remainder lot	TPM 20845	--	West Lilac Road, 1.25 miles west of Old Highway 395
90	Pala Shopping Center	Addition of 5 commercial buildings to an existing commercial site with grocery store.	S 02-061	3.88	On Old Highway 395 just northwest of the intersection of I-15 and SR 76
91	Monserate TM	7 SFR	TM 5489	24.6	3624 Monserate Hill Road
92	Dimitri, Diffendale, and Kirk TPM	4 lots	TPM 21075	--	Monserate Hill Road and Monserate Place
93	Madrigal TPM	3 lots	TPM 20994	--	1055 Rainbow Valley Boulevard near Old Hwy 395
94	Singh Power Plant	Power Generation facility	MUP 07-009	8.5	4 miles NE of I-15 on Pala Del Norte Road, north of SR 76
95	Gregory Landfill	Landfill site for solid waste	37-AA-0032	1,770	Approximately 3.5 miles east of I-15 on SR-76
96	Meadowood	355 single-family dwelling units, 503 multi-family dwelling units, a 10 acre neighborhood park, and an elementary school.	TM 5354 & GPA 04-02	--	Just north of SR-76, 0.25 mile east of I-15
97	Bonsall - BO 18,20,22,29,32, 33	61 Rural Single Family Residential - 1 unit per every 4 acres.	Bonsall - BO 18,20,22,29,32,3 3	--	Bonsall - North of Camino Del Rey, west of I-15
98	Fallbrook - FB 17, 18	28 Single Family Rural Residential - splitting between SR1 and SR2 classification.	Fallbrook - FB 17, 18	--	Reche Road, West of Ranger Road
99	Fallbrook - FB 21,22,23	7 Single Family Rural Residential - SR10 Class.	Fallbrook - FB 21,22,23	--	Northern border of county, next to river side county
100	Fallbrook - SR2	3 Single Family Rural Residential - SR10 class.	Fallbrook - SR2	--	East of I-15 / Mission Road interchange

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
101	Fallbrook - FB19,25,26	13 Single Family Rural Residential - SR10 class.	Fallbrook - FB19,25,26	--	North of Pala, East of I-15, west of Rice Canyon
102	Fallbrook - FB 21,22,23	7 Single Family Rural Residential.	Fallbrook - FB 21,22,23	--	Northern border of county, next to river side county
103	North County Metro - NC22	44 Single Family Rural Residential - SR1 class.	North County Metro - NC22	--	North of San Marcos Boundary, along Las Posas Road
104	North County Metro - NC37	30 Single Family Rural Residential - to SR4	North County Metro - NC37	--	West of Twin Oak Valley Road, northwest of Deer Spring road, at Calafia Road
105	North County Metro - NC3A	10 Single Family Residential - SR10	North County Metro - NC3A	--	North-East of Broadway/Jesmon Dende, Access Vista Verde
106	North County Metro - NC42/ Sierra (former Merriam Mountains)	The Sierra (former Merriam Mountains) Development project is expected to request the construction of 2,100 residential units compose mostly of Multi Family Residential and a combination of SR.5, SR2 or RL20 on the remaining land.	North County Metro - NC42/ Sierra (former Merriam Mountains)	--	North of Deer Spring, West of I-15, South of Gopher Canyon
107	Valley Center - VC51	15 Single Family Rural Residential - SR-4	Valley Center - VC51	--	Corner of Courser Canyon and Lilac Road
108	Valley Center - VC57, 63, 64	238 Single Family Rural Residential - SR-2	Valley Center - VC57, 63, 64	--	Corner of Valley Center Road / Mactan Road
109	Valley Center - VC67	North and south of Valley center road between Miller Road and Cole Grade Road	Valley Center - VC67	--	North and south of Valley center road between Miller Road and Cole Grade Road
110	Valley Center – VC7, 11, 20A, 20B, 54, 61 ,66	261 Single Family Rural Residential - SR-2	Valley Center – VC7, 11, 20A, 20B, 54, 61, 66	--	East of I-15, south of W. Lilac Road
111	Casa de amparo, mup	This project is a Major Use Permit for a group residential care facility to serve up to 60 children and the child development center would have the capacity to serve 46 children.	04-14603	--	325 Buena Creek Rd

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
112	Dai dang meditation center	The permit will provide for the development of the following buildings totaling 22,796 square feet: a Meditation Hall, Residence Quarters, and the Main Worship Hall	04-11468	--	6326 Camino Del Rey
113	Dougherty pet resort/mup 10-027	The project also includes a proposed 1,056 square foot kennel with a rooftop grass deck and pedestrian bridge. Enough kennel for 40 dogs/cats	07-0081283	--	1412 Windsong Lane
114	Gainer, major use permit, p08-052	The project consists of construction of an approximately 10,368 square foot horse stable to accommodate up to 18 horses, construction of a 10,800 square foot covered riding arena, and improvement of the existing driveway.	08-0096048	--	6893 West Lilac Road
115	Patnode ; mup 08-036	The project proposes to construct a 4,000 square foot reception hall (not permitted in the zone), pave driveways for a shuttle to move the event attendees, and to use the existing residence as a staging area for scheduled events. Also, an unpaved parking area is proposed (not permitted).	08-0100394	--	14044 Horse Creek Trail
116	Valley center comm church	The project is a Major Use Permit for a new church campus on a 20.56-acre parcel. Construction will occur in four phases; at the completion of the final phase of construction, the church campus would consist of six main structures totaling approximately 65,000 square feet with associated parking, landscaping and outdoor areas.	04-13720	20.56	29010 Cole Grade Road
117	Casa de amparo mup minor deviation p 03-	Foster Care Facility for Casa de Amparo - 4-Bldgs for a total sq footage of 28353.	10-0121634	--	325 Buena Creek Road
118	Champagne lakes, mup, mod	Modification for the relocation of 51 RV spaces and one mobile home space to include full hookups to 20 RV spaces, a new restroom, and an area screened by landscaping for vehicle storage.	06-0055819	--	8310 Nelson Way

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
119	Crossroads church, mup mod for pre-schoo	The modification proposes to install and operate relocatable pre-school classrooms. The pre-school classrooms will have a maximum of 100 students and will operate from 6am to 6:30pm Monday through Friday.	08-0094758	--	2406 N. Twin Oaks Valley Road
120	Moody creek farms llc, mup mod; p79-134w	The project will consist of expansion of the footprint of the previously approved Major Use Permit to include all of the stables; barns; riding rings and arenas; ¾ mile horse training track; ranch manager's residence; farm employee housing; and accessory structures associated with the Equestrian Facility.	09-0107476	--	30185 and 30321 Camino De Los Caballos; 31257 Via Maria Elena
121	Vista valley country club, spa and mup m	Total increase of 12,520 sq. feet enclosed and 4,442 sq. feet un-enclosed.	08-0100054	--	2262 Gopher Canyon Road
122	Hidden meadows - oak woodlands rezone	The Project will contain 17.3 acres of General Commercial, 5.6 acres of Office/Professional, 7.7 acres of 10.9 DU/AC Multifamily Residential and 5.2 acres of 15.0 DU/AC Multifamily Residential.	04-16685	17.3	This property is within the Northern Village Town Center of the Valley Center Community.
123	Mountain gate rezone for tm timex	Tentative Map Time Extension and Rezone to make sure that only those uses consistent with the Specific Plan are permitted. Tentative Map authorized a total of 147 single family lots.	04-15133	--	27319, 27321, 27329 Mountain Meadow Road
124	Orchard run major subdivision (296 lot)	The project will contain 300 Single Family Residential, 5.8 acres Waste Water Treatment Plant, 1.4 Acres of Community Recreation	08-0092691	--	Valley Center Road; 13675 Old Road; 28290 Lilac Road
125	Tentative map	Approved Tentative Map for 16 dwelling units on 41.7 acres.	04-20072	41.7	14357 Tyler Road
126	Alti, gpa, rez,	GPA withdrawn; however, the Tentative Map (TM 5551) proposes to subdivide 59.52 acre site into 71 lots.	06-0064250	59.52	14096 Sunday Drive; 27845 Valley Center Road

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
127	Beauvais tm	Tentative Map to subdivide 23.2 acres into 7 residential lots.	04-13906	23.2	South of intersection of Bella Linda and Old Castle Road
128	Brisa del mar	The project is a Tentative Map for a residential subdivision of 206 acres into 27 x 2-acre minimum lots.	06-0060719	206	31002 Aquaduct Road; 7520, 7530, 7570, 7574, 7650 Camino Del Rey
129	Canyon villas welk tm, rez and stp	The project is a Rezone and Tentative Map (TM 5313) to subdivide 20.89 acres into 177 time share units.	04-13850	20.89	28833, 28915 Champagne Blvd; 8860 Welk View Drive
130	Charles froehlich tm	The project is a residential subdivision of two parent parcels, resulting in a total of six lots. The site is located on Double K Road within the Valley Center Community Planning Group in unincorporated San Diego County.	06-0061043	--	Sierra Roja and Double K
131	Circle p lane tm5468rpl3	The project is a Major Subdivision of 11 proposed lots ranging in area from 1.03 to 2 gross acres on a 15.48-acre property with access via a private easement road from Mountain Meadows Road. The subject property is designated (2) Residential by the North County Metropolitan Subregional Plan	05-0055339	15.48	10264 Circle P Lane; 27446 Mountain Meadow Road
132	Dabbs tentative map	This is a request for a tentative map on 38.4 acres (gross acres). The subdivision proposes 9 lots. Each proposed lot will be 4 acres in size (net acres).	04-11658	38.4	32006 Aquaduct Road
133	Foxenwood prd tm4836 & stp89-041	Tentative Map to subdivide 45.2 acres into 17 dwelling units.	04-20362	45.2	Mirar De Valle
134	Golf green estates/s/site plan	116 Lot subdivisions of 6,000 square foot parcels.	06-0061925	--	Old River Road and Camino Del Rey
135	Kawano subdivision	Tentative Map to subdivide 10.51 into 8 residential lots.	04-0029730	10.51	1050 Ora Avo Drive
136	Mcintyre subdivision tm5014	Lilac Mtn Rch: 22-lot/108-ac	05-0060917	--	11278 Lilac Vista Drive;

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
137	Oak glen	The project proposes major subdivision of 20.01 acres. The subdivision proposes nine single family residences on 2 acre minimum lots. 9 Single Family Residential.	05-0046937	20.01	14099 West Oak Glen Road
138	Orchard vista, tm, rez	Withdrawn	06-0064848	--	13278 Orchard Vista Road
139	Pauma ranches	The project is a Tentative Map to subdivide 100 acres into 22 residential lots, with each lot no less than 4 acres in size.	06-0064845	100	30434 Montrachet Street;
140	Rabbit run, tm, 10 lots	The project is a major subdivision of 17.70 gross acres into 7 lots ranging in size from 2.03 to 4.02 gross acres.	06-0057789	17.7	29222, 29270 Duffwood Lane
141	West lilac farms i & ii	Approved Tentative Map for 28 single family lots on 92.8 acres.	04-14957	92.8	31817 Via Ararat Drive; 32542 Aquaduct Road
142	Boyer tpm 20794	Approved Tentative Parcel Map for 3 lots on 3 acres.	04-11552	3	
143	Cunningham , tpm, 2 lots	The project proposes to create two legal lots from Assessor Parcel Numbers 172-140-62 and 64. Parcel 1 is 7.40 net acres and Parcel 2 is 17.6 net acres.	05-0060144	25	1221 Tarek Trail
144	Fitzpatrick tpm	The project is a minor subdivision of a 10.8-acre parcel currently being used for agriculture (avocado grove). The project proposes to develop four residential lots ranging in size from 2.3 to 3.1 acre.	04-0023583	10.8	Tomsyl Road
145	Gangavalli, tpm, 2 lots	The project proposes to divide 5.05 net acres into 2 parcels measuring 2.51 acres gross (2.29 acres net), and 2.51 acres gross (2.45 acres net).	07-0086629	5.05	10418 King Sanday Lane
146	Goodnight ranchos, tpm, 2 lots	The project proposes to divide 5.0 acres into 2 parcels measuring 2.45 acres net each. The proposed parcels will have frontage upon Circle R Lane.	06-0058961	5.0	30359 Circle R Lane

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
147	Harlow minor subdivision (3 lots); tpm	3 Lot Subdivision	08-0096323	--	12542 Betsworth Road
148	Hefner/brown 4 lot and remainder tpm: tp	Subdivide a +/-57.9 acre parcel into four lots plus a remainder (lots range from 7.4 to 13.1 net acres).	09-0108702	57.9	31460 Aquaduct Road
149	Kim tentative parcel map	4 lots TPM w/ Remainder Parcel The project is a tentative parcel map application to subdivide a 46.72 acre parcel into 4 lots plus a remainder lot, ranging in area from 7.4 acres to 12.2 acres, for residential land use.	10-0135167	46.72	29640 Pamoosa Lane
150	Kirkorowicz, tpm,	The project proposes a two lot subdivision for the creation of two single-family residences and associated driveways and septic.	05-0054874	8.58	Fairview Road
151	Matheson, 2 lot tpm; tpm 21173	12.83 acres into 2 residential lots of 4.013 and 8.259 net acres.	10-0122579	12.83	1202 Rancho Luiseno Road
152	McBride, tpm, 2 lots	2-lot residential subdivision	07-0086911	--	29945 Spearhead Trail
153	McNally rd parcel map	The project proposes to divide 78.3 acres into 4 parcels and a remainder measuring 8.3 acres net, 4.2 acres net, 4.0 acres net, 4.0 acres net and 57.8 acres net, respectively.	06-0059622	78.3	McNally Road; Lilac Road
154	Moddelmoa tpm	Tentative Parcel Map to subdivide 21.1 acres into 4 parcels and a remainder.	04-13025	21.1	30455 and 30463 Roadrunner Ridge South
155	Mustafa tpm	Tentative Parcel Map to subdivide 16.4 acres into 4 parcels and a remainder.	04-11418	16.4	9770 Circle R Road
156	Nichols whitman, tpm, 4 lots	TPM 4 Lots	05-0045920	--	10015 W Lilac Road
157	Rimsa tpm 2 lots	2 Single Family Residential lots	06-0058024	--	235 West Camino Calafia
158	Rios, tentative parcel map; tpm 21143	The project is a minor subdivision to create 2 parcels	08-0103568	--	12902 Mirar de Valle Road

TABLE 6.1
CUMULATIVE PROJECTS

Map Key #	Project	Description	Project Reference Numbers	Area (acres)	Location
159	Robinson, tpm, 4 lots	4 Single Family Residential lots	07-0087850	--	10127 Circle R Drive
160	Sage meadow tpm	2 Single Family Residential lots	06-0070181	--	13510 Sage Meadow Lane
161	Sanders, tpm, bc, 4 lots +	Tentative Parcel Map: Standard 4 lots plus a reminder lot	04-0022522	--	6993 W Lilac Road
162	Souris, tpm, 4 lots	Divide 38.8 net acres into 4 parcels ranging in size from 4.01 to 21.47 net acres. One existing single-family residence and guesthouse resides on Parcel 3 and will remain	05-0060924	38.8	14174 Sun Rocks Drive
163	Tran tentative parcel map	4 Single Family Residential lots	04-0021712	--	29623 Valley of the King Road
164	Turner, tpm	4 Single Family Residential lots	08-0090536	--	29133 Sandy Hill Drive
165	Weber, 4 lot tpm, tpm 21128	4 Single Family Residential lots	08-0097087	4.67	3458 Royal Road
166	Wild, tentative parcel map; tpm 21170	4 Single Family Residential lots	09-0117871	--	1560 Wild Acres Road
167	Yuan, minor subdivision + remainder, tpm	The project is a Tentative Map to subdivide 89.88 acres into four parcels plus a remainder parcel.	07-0082675	89.88	Old River Road and Dentro de Lomas
168	Pfaff, tpm, 3 lots	Tentative parcel map to divide a 7.79 acre parcel into three residential lots of 2.5, 2.1 and 2.7 net acres (Parcels 1, 2 and 3 respectively). The site contains an existing single-family residence on proposed Parcel 1 that would be retained.	06-0061790	7.79	32010 Caminito Quieto
169	Kohne residence, rez	Withdrawn	05-0045714	--	Calle Oro Verde
170	Castle creek condominiums, gpa, spa, rez	The project is a General Plan Amendment, Specific Plan Amendment, and Tentative Map to change the existing Land Use Designations to (21) Specific Plan Area in order to increase the density from 1.29 to 1.37 to allow a Tentative Map to subdivide the site into 63 dwelling units.	05-0061049	--	8790 Old Castle Road

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
15	101	SINGLE FAMILY	du	184.0	2245.	1567.
15	4112	RIGHT-OF-WAY	acre	6.5	0.	0.
15	4113	COMMUNICATION OR UTILITY	acre	176.6	565.	441.
15	6105	FIRE OR POLICE STATION	site	1.0	309.	228.
15	8001	ORCHARDS OR VINEYARD	acre	174.1	17.	14.
15	8002	INTENSIVE AGRICULTURE	acre	9.2	3.	2.
15	8003	FIELD CROPS	acre	8.6	1.	1.
15	9101	INACTIVE USE	acre	1456.3	0.	0.
15		TOTAL			3140.	2252.
32	101	SINGLE FAMILY	du	115.0	1403.	979.
32	1503	RESORT	acre	11.2	1765.	1086.
32	4112	RIGHT-OF-WAY	acre	118.1	0.	0.
32	4113	COMMUNICATION OR UTILITY	acre	3.3	11.	8.
32	8001	ORCHARDS OR VINEYARD	acre	782.9	78.	61.
32	8003	FIELD CROPS	acre	68.7	7.	5.
32	9101	INACTIVE USE	acre	1119.3	0.	0.
32		TOTAL			3264.	2140.
36	101	SINGLE FAMILY	du	90.0	1098.	766.
36	4112	RIGHT-OF-WAY	acre	130.7	0.	0.
36	6105	FIRE OR POLICE STATION	site	1.0	309.	228.
36	8001	ORCHARDS OR VINEYARD	acre	3.4	0.	0.
36	8003	FIELD CROPS	acre	10.3	1.	1.
36	9101	INACTIVE USE	acre	1.5	0.	0.
36		TOTAL			1408.	995.
43	101	SINGLE FAMILY	du	250.0	3050.	2129.
43	4112	RIGHT-OF-WAY	acre	15.2	0.	0.
43	8001	ORCHARDS OR VINEYARD	acre	75.0	8.	6.
43	8002	INTENSIVE AGRICULTURE	acre	2.9	1.	1.
43	8003	FIELD CROPS	acre	43.5	4.	3.
43	9101	INACTIVE USE	acre	113.0	0.	0.
43		TOTAL			3063.	2139.
47	101	SINGLE FAMILY	du	75.0	915.	639.
47	2201	EXTRACTIVE INDUSTRY	acre	87.7	114.	96.
47	4112	RIGHT-OF-WAY	acre	11.2	0.	0.
47	8001	ORCHARDS OR VINEYARD	acre	534.2	53.	42.
47	8003	FIELD CROPS	acre	704.4	70.	55.
47	9101	INACTIVE USE	acre	38.7	0.	0.
47		TOTAL			1153.	831.
71	101	SINGLE FAMILY	du	59.0	720.	502.
71	4112	RIGHT-OF-WAY	acre	41.6	0.	0.
71	8001	ORCHARDS OR VINEYARD	acre	265.1	27.	21.
71	8003	FIELD CROPS	acre	29.0	3.	2.
71	9101	INACTIVE USE	acre	31.1	0.	0.
71		TOTAL			749.	525.
83	101	SINGLE FAMILY	du	215.0	2623.	1831.
83	102	MULTI-FAMILY	du	3.0	26.	18.

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
83	103	MOBILE HOME PARK	du	108.0	713.	473.
83	1503	RESORT	acre	12.3	1938.	1193.
83	1522	HIGH-RISE HOTEL	room	186.0	3032.	1869.
83	4112	RIGHT-OF-WAY	acre	88.1	0.	0.
83	4113	COMMUNICATION OR UTILITY	acre	24.5	78.	61.
83	7204	GOLF COURSE	acre	21.6	0.	0.
83	8001	ORCHARDS OR VINEYARD	acre	150.1	15.	12.
83	9101	INACTIVE USE	acre	257.1	0.	0.
83		TOTAL			8426.	5456.
87	101	SINGLE FAMILY	du	89.0	1086.	758.
87	2301	JUNKYARD/DUMP/LANDFILL	acre	3.2	50.	41.
87	4112	RIGHT-OF-WAY	acre	5.2	0.	0.
87	4113	COMMUNICATION OR UTILITY	acre	0.5	2.	1.
87	8001	ORCHARDS OR VINEYARD	acre	46.5	5.	4.
87	8002	INTENSIVE AGRICULTURE	acre	17.2	5.	4.
87	8003	FIELD CROPS	acre	0.2	0.	0.
87	9101	INACTIVE USE	acre	225.6	0.	0.
87		TOTAL			1147.	808.
99	101	SINGLE FAMILY	du	145.0	1769.	1235.
99	4112	RIGHT-OF-WAY	acre	23.2	0.	0.
99	8001	ORCHARDS OR VINEYARD	acre	101.4	10.	8.
99	8003	FIELD CROPS	acre	2.4	0.	0.
99	9101	INACTIVE USE	acre	20.3	0.	0.
99		TOTAL			1779.	1243.
101	101	SINGLE FAMILY	du	13.0	159.	111.
101	1522	HIGH-RISE HOTEL	room	400.0	6520.	4019.
101	4112	RIGHT-OF-WAY	acre	23.1	0.	0.
101	7209	CASINO	unique	0.0	16594.	11187.
101	8001	ORCHARDS OR VINEYARD	acre	0.8	0.	0.
101	9101	INACTIVE USE	acre	4.9	0.	0.
101		TOTAL			23273.	15316.
102	101	SINGLE FAMILY	du	142.0	1732.	1209.
102	103	MOBILE HOME PARK	du	132.0	871.	578.
102	4112	RIGHT-OF-WAY	acre	12.2	0.	0.
102	5009	OTHER COMMERCIAL	acre	0.5	59.	43.
102	6102	CHURCH	acre	4.6	243.	187.
102	6806	ELEMENTARY SCHOOL	site	1.0	2117.	1183.
102	8001	ORCHARDS OR VINEYARD	acre	337.2	34.	26.
102	8002	INTENSIVE AGRICULTURE	acre	40.6	12.	10.
102	8003	FIELD CROPS	acre	176.8	18.	14.
102	9101	INACTIVE USE	acre	985.9	0.	0.
102		TOTAL			5087.	3250.
113	6823	JUNIOR COLLEGE	other	12000.0	18000.	14235.
113	8003	FIELD CROPS	acre	793.3	79.	62.
113	9101	INACTIVE USE	acre	61.8	0.	0.
113		TOTAL			18079.	14297.

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
121	101	SINGLE FAMILY	du	37.0	451.	315.
121	8001	ORCHARDS OR VINEYARD	acre	54.8	5.	4.
121	9101	INACTIVE USE	acre	7.8	0.	0.
121		TOTAL			457.	319.
132	101	SINGLE FAMILY	du	222.0	2708.	1890.
132	1501	LOW-RISE HOTEL OR MOTEL	acre	2.0	672.	414.
132	4112	RIGHT-OF-WAY	acre	110.1	0.	0.
132	4114	PARKING	acre	1.5	0.	0.
132	5009	OTHER COMMERCIAL	acre	4.2	499.	363.
132	6105	FIRE OR POLICE STATION	site	1.0	309.	228.
132	9101	INACTIVE USE	acre	130.0	0.	0.
132		TOTAL			4188.	2895.
133	101	SINGLE FAMILY	du	111.0	1354.	945.
133	4112	RIGHT-OF-WAY	acre	5.9	0.	0.
133	8001	ORCHARDS OR VINEYARD	acre	176.0	18.	14.
133	9101	INACTIVE USE	acre	66.9	0.	0.
133		TOTAL			1372.	959.
136	101	SINGLE FAMILY	du	1076.0	13127.	9163.
136	4112	RIGHT-OF-WAY	acre	28.0	0.	0.
136	5002	REGIONAL COMMERCIAL	acre	10.0	7223.	5102.
136	5027	STREETFRONT COMMERCIAL	ksf	171.2	21195.	15394.
136	6022	LOW RISE OFFICE	ksf	457.0	11928.	9185.
136	7601	ACTIVE PARK	acre	5.2	346.	228.
136	8003	FIELD CROPS	acre	60.2	6.	5.
136		TOTAL			53824.	39077.
145	101	SINGLE FAMILY	du	147.0	1793.	1252.
145	4112	RIGHT-OF-WAY	acre	22.5	0.	0.
145	4113	COMMUNICATION OR UTILITY	acre	6.2	20.	15.
145	8001	ORCHARDS OR VINEYARD	acre	885.3	89.	69.
145	8003	FIELD CROPS	acre	57.3	6.	4.
145	9101	INACTIVE USE	acre	28.6	0.	0.
145		TOTAL			1907.	1341.
147	101	SINGLE FAMILY	du	85.0	1037.	724.
147	4112	RIGHT-OF-WAY	acre	26.9	0.	0.
147	8001	ORCHARDS OR VINEYARD	acre	242.2	24.	19.
147	9101	INACTIVE USE	acre	175.0	0.	0.
147		TOTAL			1061.	743.
149	101	SINGLE FAMILY	du	131.0	1598.	1116.
149	4112	RIGHT-OF-WAY	acre	25.4	0.	0.
149	4113	COMMUNICATION OR UTILITY	acre	12.2	39.	30.
149	5009	OTHER COMMERCIAL	acre	10.1	1200.	874.
149	6102	CHURCH	acre	6.9	364.	280.
149	6104	POST OFFICE	acre	0.4	439.	305.
149	8001	ORCHARDS OR VINEYARD	acre	1662.1	166.	129.
149	8003	FIELD CROPS	acre	169.8	17.	13.
149	9101	INACTIVE USE	acre	1699.2	0.	0.
149		TOTAL			3823.	2747.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
153	101	SINGLE FAMILY	du	165.0	2013.	1405.
153	4112	RIGHT-OF-WAY	acre	18.4	0.	0.
153	9101	INACTIVE USE	acre	2.2	0.	0.
153		TOTAL			2013.	1405.
156	101	SINGLE FAMILY	du	179.0	2184.	1524.
156	4112	RIGHT-OF-WAY	acre	32.8	0.	0.
156	5009	OTHER COMMERCIAL	acre	2.3	273.	199.
156	6122	CHURCH	ksf	17.0	199.	153.
156	7204	GOLF COURSE	acre	151.8	0.	0.
156	7205	GOLF CLUB HOUSE	site	1.0	708.	483.
156	8001	ORCHARDS OR VINEYARD	acre	1.3	0.	0.
156	8003	FIELD CROPS	acre	48.5	5.	4.
156	9101	INACTIVE USE	acre	117.5	0.	0.
156		TOTAL			3369.	2363.
162	101	SINGLE FAMILY	du	567.0	6917.	4828.
162	1503	RESORT	acre	6.6	1040.	640.
162	4104	AIRSTRIP	acre	42.7	30.	23.
162	4112	RIGHT-OF-WAY	acre	75.6	0.	0.
162	4113	COMMUNICATION OR UTILITY	acre	7.9	25.	20.
162	7204	GOLF COURSE	acre	144.8	0.	0.
162	7205	GOLF CLUB HOUSE	site	1.0	708.	483.
162	8001	ORCHARDS OR VINEYARD	acre	234.3	23.	18.
162	8003	FIELD CROPS	acre	153.5	15.	12.
162	9101	INACTIVE USE	acre	100.9	0.	0.
162		TOTAL			8759.	6024.
164	101	SINGLE FAMILY	du	71.0	866.	605.
164	4112	RIGHT-OF-WAY	acre	50.0	0.	0.
164	4113	COMMUNICATION OR UTILITY	acre	1.3	4.	3.
164	5007	STREETFRONT COMMERCIAL	acre	0.7	895.	650.
164	8001	ORCHARDS OR VINEYARD	acre	316.4	32.	25.
164	8002	INTENSIVE AGRICULTURE	acre	0.5	0.	0.
164	9101	INACTIVE USE	acre	170.8	0.	0.
164		TOTAL			1797.	1283.
172	101	SINGLE FAMILY	du	121.0	1476.	1030.
172	4112	RIGHT-OF-WAY	acre	96.1	0.	0.
172	4113	COMMUNICATION OR UTILITY	acre	6.3	20.	16.
172	8001	ORCHARDS OR VINEYARD	acre	460.1	46.	36.
172	8002	INTENSIVE AGRICULTURE	acre	67.8	20.	17.
172	8003	FIELD CROPS	acre	5.0	1.	0.
172	9101	INACTIVE USE	acre	27.4	0.	0.
172		TOTAL			1563.	1099.
174	101	SINGLE FAMILY	du	109.0	1330.	928.
174	4112	RIGHT-OF-WAY	acre	15.5	0.	0.
174	5004	NEIGHBORHOOD COMMERCIAL	acre	4.1	5379.	3807.
174	5007	STREETFRONT COMMERCIAL	acre	0.3	384.	279.
174	5008	SERVICE STATION	acre	1.9	7848.	5714.
174	7204	GOLF COURSE	acre	53.0	0.	0.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
174	8003	FIELD CROPS	acre	1.6	0.	0.
174	9101	INACTIVE USE	acre	33.5	0.	0.
174		TOTAL			14940.	10728.
176	101	SINGLE FAMILY	du	56.0	683.	477.
176	4112	RIGHT-OF-WAY	acre	12.8	0.	0.
176	4119	OTHER TRANSPORTATION	acre	7.3	791.	606.
176	5004	NEIGHBORHOOD COMMERCIAL	acre	15.8	20728.	14670.
176	8003	FIELD CROPS	acre	25.7	3.	2.
176	9101	INACTIVE USE	acre	39.0	0.	0.
176		TOTAL			22205.	15755.
178	101	SINGLE FAMILY	du	36.0	439.	307.
178	4112	RIGHT-OF-WAY	acre	9.1	0.	0.
178	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
178	8001	ORCHARDS OR VINEYARD	acre	109.0	11.	8.
178	8003	FIELD CROPS	acre	412.4	41.	32.
178	9101	INACTIVE USE	acre	25.0	0.	0.
178		TOTAL			491.	347.
187	101	SINGLE FAMILY	du	117.0	1427.	996.
187	4112	RIGHT-OF-WAY	acre	168.5	0.	0.
187	4113	COMMUNICATION OR UTILITY	acre	13.0	42.	32.
187	8001	ORCHARDS OR VINEYARD	acre	187.2	19.	15.
187	8002	INTENSIVE AGRICULTURE	acre	68.0	20.	17.
187	8003	FIELD CROPS	acre	14.7	1.	1.
187	9101	INACTIVE USE	acre	140.8	0.	0.
187		TOTAL			1510.	1061.
200	101	SINGLE FAMILY	du	57.0	695.	485.
200	1501	LOW-RISE HOTEL OR MOTEL	acre	3.8	1277.	786.
200	4113	COMMUNICATION OR UTILITY	acre	42.9	137.	107.
200	8001	ORCHARDS OR VINEYARD	acre	57.1	6.	4.
200	9101	INACTIVE USE	acre	353.2	0.	0.
200		TOTAL			2116.	1383.
215	101	SINGLE FAMILY	du	122.0	1488.	1039.
215	2201	EXTRACTIVE INDUSTRY	acre	10.0	13.	11.
215	4112	RIGHT-OF-WAY	acre	35.9	0.	0.
215	7210	OTHER RECREATION-HIGH	acre	1.6	94.	64.
215	7211	OTHER RECREATION-LOW	acre	823.6	5436.	3710.
215	9101	INACTIVE USE	acre	307.0	0.	0.
215		TOTAL			7031.	4824.
221	101	SINGLE FAMILY	du	210.0	2562.	1788.
221	102	MULTI-FAMILY	du	161.0	1401.	983.
221	4112	RIGHT-OF-WAY	acre	11.1	0.	0.
221	4113	COMMUNICATION OR UTILITY	acre	24.2	77.	60.
221	5007	STREETFRONT COMMERCIAL	acre	17.3	22118.	16065.
221	6002	LOW RISE OFFICE	acre	5.6	1636.	1260.
221	6102	CHURCH	acre	2.9	153.	118.
221	8001	ORCHARDS OR VINEYARD	acre	272.4	27.	21.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
221	8002	INTENSIVE AGRICULTURE	acre	30.5	9.	7.
221	8003	FIELD CROPS	acre	41.4	4.	3.
221	9101	INACTIVE USE	acre	257.5	0.	0.
221	9500	UNDER CONTRUCTION	acre	19.2	113.	89.
221		TOTAL			28101.	20395.
258	101	SINGLE FAMILY	du	445.0	5429.	3789.
258	2201	EXTRACTIVE INDUSTRY	acre	111.5	145.	122.
258	4112	RIGHT-OF-WAY	acre	19.7	0.	0.
258	7204	GOLF COURSE	acre	120.8	0.	0.
258	7205	GOLF CLUB HOUSE	site	1.0	708.	483.
258	7607	RESIDENTIAL RECREATION	acre	0.3	0.	0.
258	8001	ORCHARDS OR VINEYARD	acre	75.8	8.	6.
258	8002	INTENSIVE AGRICULTURE	acre	3.2	1.	1.
258	8003	FIELD CROPS	acre	36.0	4.	3.
258	9101	INACTIVE USE	acre	374.2	0.	0.
258		TOTAL			6294.	4404.
262	101	SINGLE FAMILY	du	195.0	2379.	1661.
262	102	MULTI-FAMILY	du	6.0	52.	37.
262	103	MOBILE HOME PARK	du	81.0	535.	355.
262	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	101.	62.
262	4112	RIGHT-OF-WAY	acre	53.0	0.	0.
262	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
262	7205	GOLF CLUB HOUSE	site	1.0	708.	483.
262	9101	INACTIVE USE	acre	362.4	0.	0.
262		TOTAL			3775.	2597.
294	101	SINGLE FAMILY	du	118.0	1440.	1005.
294	4112	RIGHT-OF-WAY	acre	9.2	0.	0.
294	6102	CHURCH	acre	2.0	106.	81.
294	6122	CHURCH	ksf	6.5	76.	58.
294	6806	ELEMENTARY SCHOOL	site	1.0	2117.	1183.
294	8001	ORCHARDS OR VINEYARD	acre	129.5	13.	10.
294	8003	FIELD CROPS	acre	113.5	11.	9.
294	9101	INACTIVE USE	acre	7.5	0.	0.
294		TOTAL			3763.	2346.
296	101	SINGLE FAMILY	du	856.0	10443.	7289.
296	4112	RIGHT-OF-WAY	acre	40.0	0.	0.
296	4113	COMMUNICATION OR UTILITY	acre	1.2	4.	3.
296	7607	RESIDENTIAL RECREATION	acre	4.4	0.	0.
296	8001	ORCHARDS OR VINEYARD	acre	18.8	2.	1.
296	9101	INACTIVE USE	acre	573.8	0.	0.
296	9500	UNDER CONTRUCTION	acre	35.4	209.	164.
296		TOTAL			10658.	7458.
302	101	SINGLE FAMILY	du	416.0	5075.	3542.
302	102	MULTI-FAMILY	du	651.0	5664.	3976.
302	4112	RIGHT-OF-WAY	acre	17.6	0.	0.
302	7601	ACTIVE PARK	acre	3.5	233.	153.
302	7607	RESIDENTIAL RECREATION	acre	0.4	0.	0.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
302	9101	INACTIVE USE	acre	22.5	0.	0.
302		TOTAL			10972.	7672.
361	101	SINGLE FAMILY	du	626.0	7637.	5331.
361	4112	RIGHT-OF-WAY	acre	33.5	0.	0.
361	7204	GOLF COURSE	acre	250.8	0.	0.
361	7211	OTHER RECREATION-LOW	acre	29.3	193.	132.
361	8001	ORCHARDS OR VINEYARD	acre	267.2	27.	21.
361	8002	INTENSIVE AGRICULTURE	acre	1.9	1.	0.
361	8003	FIELD CROPS	acre	149.6	15.	12.
361	9101	INACTIVE USE	acre	231.2	0.	0.
361		TOTAL			7873.	5496.
368	101	SINGLE FAMILY	du	202.0	2464.	1720.
368	4112	RIGHT-OF-WAY	acre	11.5	0.	0.
368	9101	INACTIVE USE	acre	1.9	0.	0.
368		TOTAL			2464.	1720.
444	101	SINGLE FAMILY	du	1204.0	14689.	10253.
444	4112	RIGHT-OF-WAY	acre	58.8	0.	0.
444	5008	SERVICE STATION	acre	1.6	6609.	4812.
444	6102	CHURCH	acre	3.0	158.	122.
444	8001	ORCHARDS OR VINEYARD	acre	51.7	5.	4.
444	8002	INTENSIVE AGRICULTURE	acre	36.0	11.	9.
444	8003	FIELD CROPS	acre	24.5	2.	2.
444	9101	INACTIVE USE	acre	883.9	0.	0.
444		TOTAL			21474.	15201.
456	101	SINGLE FAMILY	du	197.0	2403.	1678.
456	4112	RIGHT-OF-WAY	acre	27.7	0.	0.
456	4113	COMMUNICATION OR UTILITY	acre	4.2	13.	10.
456	8001	ORCHARDS OR VINEYARD	acre	4.5	0.	0.
456	8002	INTENSIVE AGRICULTURE	acre	11.5	3.	3.
456	8003	FIELD CROPS	acre	15.6	2.	1.
456	9101	INACTIVE USE	acre	208.1	0.	0.
456		TOTAL			2422.	1692.
457	101	SINGLE FAMILY	du	411.0	5014.	3500.
457	4112	RIGHT-OF-WAY	acre	73.2	0.	0.
457	4113	COMMUNICATION OR UTILITY	acre	4.4	14.	11.
457	5009	OTHER COMMERCIAL	acre	10.4	1236.	900.
457	7210	OTHER RECREATION-HIGH	acre	9.7	569.	389.
457	8001	ORCHARDS OR VINEYARD	acre	336.2	34.	26.
457	8002	INTENSIVE AGRICULTURE	acre	31.2	9.	8.
457	9101	INACTIVE USE	acre	302.9	0.	0.
457		TOTAL			6876.	4833.
567	101	SINGLE FAMILY	du	2.0	24.	17.
567	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	605.	372.
567	4112	RIGHT-OF-WAY	acre	5.5	0.	0.
567	5004	NEIGHBORHOOD COMMERCIAL	acre	8.6	11282.	7985.
567	5007	STREETFRONT COMMERCIAL	acre	3.2	4091.	2972.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
567	5009	OTHER COMMERCIAL	acre	0.8	95.	69.
567		TOTAL			16098.	11415.
595	2105	PUBLIC STORAGE	acre	5.1	143.	120.
595	4113	COMMUNICATION OR UTILITY	acre	20.9	67.	52.
595	5006	AUTO COMMERCIAL	acre	4.8	2140.	1516.
595	5007	STREETFRONT COMMERCIAL	acre	0.8	1023.	743.
595	5008	SERVICE STATION	acre	1.3	5370.	3910.
595	5009	OTHER COMMERCIAL	acre	5.0	594.	433.
595	6509	OTHER HEALTH CARE	acre	0.9	433.	322.
595	6804	SENIOR HIGH SCHOOL	site	1.0	5347.	2406.
595	6806	ELEMENTARY SCHOOL	site	1.0	2117.	1183.
595		TOTAL			17234.	10684.
653	101	SINGLE FAMILY	du	70.0	854.	596.
653	8001	ORCHARDS OR VINEYARD	acre	6.8	1.	1.
653	8003	FIELD CROPS	acre	1.5	0.	0.
653	9101	INACTIVE USE	acre	61.2	0.	0.
653		TOTAL			855.	597.

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trip generation and land use by zone

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1		TOTAL			0	0
2		TOTAL			0	0
3		TOTAL			0	0
4		TOTAL			0	0
5		TOTAL			0	0
6		TOTAL			0	0
7		TOTAL			0	0
8		TOTAL			0	0
9		TOTAL			0	0
10		TOTAL			0	0
11		TOTAL			0	0
12		TOTAL			0	0

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
13	101	SINGLE FAMILY	du	421.0	4542	3378
13	4104	AIRSTRIP	acre	11.4	8	6
13	4112	RIGHT-OF-WAY	acre	78.9	0	0
13	4113	COMMUNICATION OR UTILITY	acre	18.8	55	42
13	6105	FIRE OR POLICE STATION	site	1.0	254	184
13	6701	MILITARY USE	acre	197.3	0	0
13	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
13	7211	OTHER RECREATION-LOW	acre	15.9	100	69
13	8001	ORCHARDS OR VINEYARD	acre	1396.1	162	129
13	8002	INTENSIVE AGRICULTURE	acre	200.3	46	37
13	8003	FIELD CROPS	acre	457.1	38	30
13	9101	INACTIVE USE	acre	19006.7	0	0
13		TOTAL			7317	4989
14	101	SINGLE FAMILY	du	137.0	1524	1108
14	4112	RIGHT-OF-WAY	acre	29.0	0	0
14	4113	COMMUNICATION OR UTILITY	acre	4.1	12	9
14	8001	ORCHARDS OR VINEYARD	acre	909.1	91	71
14	8003	FIELD CROPS	acre	11.8	1	1
14	9101	INACTIVE USE	acre	2533.6	0	0
14		TOTAL			1628	1189
15	101	SINGLE FAMILY	du	107.0	1220	872
15	4112	RIGHT-OF-WAY	acre	6.5	0	0
15	4113	COMMUNICATION OR UTILITY	acre	176.6	519	399
15	6105	FIRE OR POLICE STATION	site	1.0	254	183
15	8001	ORCHARDS OR VINEYARD	acre	174.1	16	12
15	8002	INTENSIVE AGRICULTURE	acre	9.2	2	2
15	8003	FIELD CROPS	acre	8.6	1	1
15	9101	INACTIVE USE	acre	1456.3	0	0
15		TOTAL			2012	1469
16	101	SINGLE FAMILY	du	2.0	11	8
16	4112	RIGHT-OF-WAY	acre	94.7	0	0
16	8003	FIELD CROPS	acre	116.8	6	5
16	9101	INACTIVE USE	acre	10084.0	0	0
16		TOTAL			17	13
17	4112	RIGHT-OF-WAY	acre	34.0	0	0
17	4113	COMMUNICATION OR UTILITY	acre	2.8	5	4
17	8001	ORCHARDS OR VINEYARD	acre	365.8	21	16
17	9101	INACTIVE USE	acre	113330.3	0	0
17		TOTAL			26	20
18	101	SINGLE FAMILY	du	138.0	812	574
18	4112	RIGHT-OF-WAY	acre	79.8	0	0
18	6701	MILITARY USE	acre	33.0	0	0
18	7211	OTHER RECREATION-LOW	acre	20.1	85	58
18	8002	INTENSIVE AGRICULTURE	acre	4.8	1	1
18	8003	FIELD CROPS	acre	41.1	2	2
18	9101	INACTIVE USE	acre	16951.4	0	0
18		TOTAL			900	635

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
19	101	SINGLE FAMILY	du	29.0	328	235
19	2103	LIGHT INDUSTRY	acre	5.1	321	262
19	4112	RIGHT-OF-WAY	acre	96.1	0	0
19	5009	OTHER COMMERCIAL	acre	7.7	891	652
19	6102	CHURCH	acre	1.3	66	51
19	8001	ORCHARDS OR VINEYARD	acre	3.6	0	0
19	8002	INTENSIVE AGRICULTURE	acre	60.4	100	86
19	8003	FIELD CROPS	acre	6.4	47	41
19		TOTAL			1753	1327
20	101	SINGLE FAMILY	du	22.0	125	91
20	4112	RIGHT-OF-WAY	acre	17.9	0	0
20	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
20	6105	FIRE OR POLICE STATION	site	1.0	85	61
20	7211	OTHER RECREATION-LOW	acre	602.3	2554	1747
20	9101	INACTIVE USE	acre	70695.2	0	0
20		TOTAL			2764	1899
21	101	SINGLE FAMILY	du	13.0	151	106
21	4112	RIGHT-OF-WAY	acre	0.5	0	0
21	4113	COMMUNICATION OR UTILITY	acre	1.6	5	4
21	8001	ORCHARDS OR VINEYARD	acre	9.2	1	1
21	8003	FIELD CROPS	acre	90.2	7	6
21	9101	INACTIVE USE	acre	648.5	0	0
21		TOTAL			164	117
22	101	SINGLE FAMILY	du	302.0	3423	2457
22	4112	RIGHT-OF-WAY	acre	29.8	0	0
22	8001	ORCHARDS OR VINEYARD	acre	114.8	10	7
22	8003	FIELD CROPS	acre	1.6	0	0
22	9101	INACTIVE USE	acre	365.1	0	0
22		TOTAL			3433	2464
23	101	SINGLE FAMILY	du	426.0	4923	3494
23	4112	RIGHT-OF-WAY	acre	20.3	0	0
23	4113	COMMUNICATION OR UTILITY	acre	6.1	18	14
23	6002	LOW RISE OFFICE	acre	0.8	196	148
23	8001	ORCHARDS OR VINEYARD	acre	46.6	4	3
23	8003	FIELD CROPS	acre	1.2	0	0
23	9101	INACTIVE USE	acre	157.2	0	0
23		TOTAL			5141	3659
24	101	SINGLE FAMILY	du	44.0	504	359
24	4112	RIGHT-OF-WAY	acre	32.5	0	0
24	5007	STREETFRONT COMMERCIAL	acre	1.5	1775	1286
24	6102	CHURCH	acre	7.6	375	289
24	6109	OTHER PUBLIC SERVICE	acre	0.7	225	159
24	6806	ELEMENTARY SCHOOL	site	1.0	2297	1273
24	7601	ACTIVE PARK	acre	4.3	275	178
24	8001	ORCHARDS OR VINEYARD	acre	0.7	0	0
24	8002	INTENSIVE AGRICULTURE	acre	40.5	224	193

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
24	8003	FIELD CROPS	acre	45.9	11	9
24	9101	INACTIVE USE	acre	20.9	0	0
24		TOTAL			5686	3746
25	101	SINGLE FAMILY	du	105.0	1181	850
25	4112	RIGHT-OF-WAY	acre	12.2	0	0
25	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
25	8001	ORCHARDS OR VINEYARD	acre	116.4	12	10
25	9101	INACTIVE USE	acre	132.7	0	0
25		TOTAL			1194	861
26	101	SINGLE FAMILY	du	111.0	1268	905
26	4112	RIGHT-OF-WAY	acre	7.6	0	0
26	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
26	8001	ORCHARDS OR VINEYARD	acre	95.2	73	62
26	8002	INTENSIVE AGRICULTURE	acre	13.4	41	35
26	8003	FIELD CROPS	acre	17.6	2	1
26	9101	INACTIVE USE	acre	63.2	0	0
26		TOTAL			1384	1003
27	101	SINGLE FAMILY	du	242.0	2861	1999
27	1409	OTHER GROUP QUARTERS	acre	1.3	5	4
27	4112	RIGHT-OF-WAY	acre	3.5	0	0
27	6101	CEMETERY	acre	9.6	34	28
27	8001	ORCHARDS OR VINEYARD	acre	39.4	3	3
27	9101	INACTIVE USE	acre	143.7	0	0
27		TOTAL			2903	2034
28	101	SINGLE FAMILY	du	68.0	780	556
28	4112	RIGHT-OF-WAY	acre	4.3	0	0
28	4113	COMMUNICATION OR UTILITY	acre	9.3	66	55
28	8001	ORCHARDS OR VINEYARD	acre	375.5	33	26
28	8003	FIELD CROPS	acre	9.3	2	2
28	9101	INACTIVE USE	acre	1054.2	0	0
28		TOTAL			881	639
29	101	SINGLE FAMILY	du	106.0	1251	873
29	102	MULTI-FAMILY	du	201.0	1964	1316
29	4112	RIGHT-OF-WAY	acre	4.2	0	0
29	8001	ORCHARDS OR VINEYARD	acre	12.6	1	1
29	8002	INTENSIVE AGRICULTURE	acre	5.0	26	22
29	9101	INACTIVE USE	acre	137.9	0	0
29		TOTAL			3242	2212
30	101	SINGLE FAMILY	du	66.0	746	536
30	4112	RIGHT-OF-WAY	acre	2.3	0	0
30	8001	ORCHARDS OR VINEYARD	acre	1.0	0	0
30	9101	INACTIVE USE	acre	6.5	0	0
30		TOTAL			746	536
31	101	SINGLE FAMILY	du	160.0	1805	1301

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
31	4112	RIGHT-OF-WAY	acre	12.7	0	0
31	8001	ORCHARDS OR VINEYARD	acre	53.0	5	3
31	8002	INTENSIVE AGRICULTURE	acre	25.9	6	5
31	8003	FIELD CROPS	acre	27.7	2	2
31	9101	INACTIVE USE	acre	39.3	0	0
31		TOTAL			1818	1311
32	101	SINGLE FAMILY	du	97.0	1096	789
32	1503	RESORT	acre	11.2	1703	1030
32	4112	RIGHT-OF-WAY	acre	118.1	0	0
32	4113	COMMUNICATION OR UTILITY	acre	3.3	10	8
32	8001	ORCHARDS OR VINEYARD	acre	782.9	69	53
32	8003	FIELD CROPS	acre	68.7	6	5
32	9101	INACTIVE USE	acre	1119.3	0	0
32		TOTAL			2884	1885
33	101	SINGLE FAMILY	du	53.0	589	427
33	4112	RIGHT-OF-WAY	acre	0.6	0	0
33	8001	ORCHARDS OR VINEYARD	acre	222.1	18	14
33	8002	INTENSIVE AGRICULTURE	acre	3.2	1	1
33	9101	INACTIVE USE	acre	267.7	0	0
33		TOTAL			608	442
34	6701	MILITARY USE	unique	0.0	15281	12517
34		TOTAL			15281	12517
35	101	SINGLE FAMILY	du	50.0	574	408
35	4112	RIGHT-OF-WAY	acre	9.1	0	0
35	4113	COMMUNICATION OR UTILITY	acre	3.6	10	8
35	8001	ORCHARDS OR VINEYARD	acre	3.4	0	0
35	8002	INTENSIVE AGRICULTURE	acre	10.3	2	2
35	9101	INACTIVE USE	acre	1.5	0	0
35		TOTAL			586	418
36	101	SINGLE FAMILY	du	49.0	554	398
36	4112	RIGHT-OF-WAY	acre	130.7	0	0
36	6105	FIRE OR POLICE STATION	site	1.0	254	183
36	8001	ORCHARDS OR VINEYARD	acre	108.0	9	7
36	8003	FIELD CROPS	acre	11.6	1	1
36	9101	INACTIVE USE	acre	51.3	0	0
36		TOTAL			818	589
37	101	SINGLE FAMILY	du	184.0	2169	1516
37	102	MULTI-FAMILY	du	6.0	58	39
37	103	MOBILE HOME PARK	du	106.0	767	468
37	4112	RIGHT-OF-WAY	acre	10.7	0	0
37	5009	OTHER COMMERCIAL	acre	1.7	191	139
37	6002	LOW RISE OFFICE	acre	0.3	68	51
37	6102	CHURCH	acre	4.7	233	179
37	9101	INACTIVE USE	acre	2.1	0	0
37		TOTAL			3486	2392

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
38	101	SINGLE FAMILY	du	105.0	1203	859
38	102	MULTI-FAMILY	du	69.0	647	448
38	103	MOBILE HOME PARK	du	23.0	153	100
38	4112	RIGHT-OF-WAY	acre	8.9	0	0
38	4114	PARKING	acre	0.5	0	0
38	5007	STREETFRONT COMMERCIAL	acre	0.8	972	703
38	5009	OTHER COMMERCIAL	acre	0.5	58	43
38	6002	LOW RISE OFFICE	acre	0.7	238	187
38	6102	CHURCH	acre	0.6	31	24
38	9101	INACTIVE USE	acre	0.6	0	0
38		TOTAL			3302	2364
39	101	SINGLE FAMILY	du	83.0	970	687
39	4112	RIGHT-OF-WAY	acre	5.0	0	0
39	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
39	4114	PARKING	acre	0.4	0	0
39	5007	STREETFRONT COMMERCIAL	acre	0.7	796	574
39	5009	OTHER COMMERCIAL	acre	1.4	160	117
39	6102	CHURCH	acre	0.5	24	18
39	9101	INACTIVE USE	acre	2.4	0	0
39		TOTAL			1950	1396
40	101	SINGLE FAMILY	du	4.0	44	33
40	102	MULTI-FAMILY	du	80.0	775	526
40	2103	LIGHT INDUSTRY	acre	30.7	2158	1771
40	2105	PUBLIC STORAGE	acre	1.6	44	37
40	4112	RIGHT-OF-WAY	acre	5.8	0	0
40	4113	COMMUNICATION OR UTILITY	acre	3.6	11	8
40	5007	STREETFRONT COMMERCIAL	acre	0.4	478	346
40	5008	SERVICE STATION	acre	1.9	7425	5421
40	5009	OTHER COMMERCIAL	acre	5.4	643	473
40	6002	LOW RISE OFFICE	acre	3.0	791	606
40	9101	INACTIVE USE	acre	3.6	0	0
40		TOTAL			12369	9221
41	101	SINGLE FAMILY	du	53.0	624	439
41	2103	LIGHT INDUSTRY	acre	9.4	579	472
41	4112	RIGHT-OF-WAY	acre	0.6	0	0
41	8003	FIELD CROPS	acre	1.0	0	0
41	9101	INACTIVE USE	acre	3.1	0	0
41		TOTAL			1203	911
42	101	SINGLE FAMILY	du	152.0	1723	1239
42	4112	RIGHT-OF-WAY	acre	8.5	0	0
42	6806	ELEMENTARY SCHOOL	site	1.0	2210	1198
42	8001	ORCHARDS OR VINEYARD	acre	7.1	1	0
42	8002	INTENSIVE AGRICULTURE	acre	4.7	3	3
42	8003	FIELD CROPS	acre	25.3	2	2
42	9101	INACTIVE USE	acre	65.8	0	0
42		TOTAL			3939	2442

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
43	101	SINGLE FAMILY	du	232.0	2608	1886
43	4112	RIGHT-OF-WAY	acre	15.2	0	0
43	8001	ORCHARDS OR VINEYARD	acre	75.0	13	10
43	8002	INTENSIVE AGRICULTURE	acre	2.9	1	0
43	8003	FIELD CROPS	acre	43.5	4	3
43	9101	INACTIVE USE	acre	113.0	0	0
43		TOTAL			2626	1899
44	101	SINGLE FAMILY	du	25.0	291	206
44	4112	RIGHT-OF-WAY	acre	0.8	0	0
44	9101	INACTIVE USE	acre	3.5	0	0
44		TOTAL			291	206
45	101	SINGLE FAMILY	du	169.0	1984	1391
45	2201	EXTRACTIVE INDUSTRY	acre	2.7	2	2
45	4112	RIGHT-OF-WAY	acre	10.3	0	0
45	4114	PARKING	acre	1.5	0	0
45	6105	FIRE OR POLICE STATION	site	1.0	258	186
45	8002	INTENSIVE AGRICULTURE	acre	8.4	2	2
45	8003	FIELD CROPS	acre	112.8	10	7
45	9101	INACTIVE USE	acre	287.9	0	0
45		TOTAL			2256	1588
46	101	SINGLE FAMILY	du	122.0	1431	1001
46	102	MULTI-FAMILY	du	7.0	65	46
46	2201	EXTRACTIVE INDUSTRY	acre	170.3	150	125
46	4112	RIGHT-OF-WAY	acre	28.4	0	0
46	4113	COMMUNICATION OR UTILITY	acre	2.3	7	5
46	6102	CHURCH	acre	11.7	742	588
46	6108	MISSION	acre	6.3	266	189
46	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
46	7210	OTHER RECREATION-HIGH	acre	11.7	815	586
46	8001	ORCHARDS OR VINEYARD	acre	163.7	14	10
46	8003	FIELD CROPS	acre	14.2	1	1
46	9101	INACTIVE USE	acre	39.3	0	0
46		TOTAL			5603	3664
47	101	SINGLE FAMILY	du	17.0	196	139
47	2201	EXTRACTIVE INDUSTRY	acre	87.7	64	53
47	4112	RIGHT-OF-WAY	acre	11.2	0	0
47	8001	ORCHARDS OR VINEYARD	acre	534.2	53	42
47	8003	FIELD CROPS	acre	704.4	59	45
47	9101	INACTIVE USE	acre	38.7	0	0
47		TOTAL			372	279
48	101	SINGLE FAMILY	du	15.0	168	121
48	102	MULTI-FAMILY	du	68.0	638	441
48	4112	RIGHT-OF-WAY	acre	6.4	0	0
48	5007	STREETFRONT COMMERCIAL	acre	2.5	2974	2158
48	6002	LOW RISE OFFICE	acre	1.1	295	225
48	6102	CHURCH	acre	1.0	48	37

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
48	6109	OTHER PUBLIC SERVICE	acre	0.8	254	180
48		TOTAL			4377	3162
49	101	SINGLE FAMILY	du	6.0	66	49
49	4112	RIGHT-OF-WAY	acre	3.5	0	0
49	5007	STREETFRONT COMMERCIAL	acre	2.8	3354	2426
49	5009	OTHER COMMERCIAL	acre	3.4	398	292
49	6002	LOW RISE OFFICE	acre	0.6	167	128
49	6003	GOV'T OFFICE OR CENTER	acre	0.3	284	208
49	6102	CHURCH	acre	0.5	35	28
49	6105	FIRE OR POLICE STATION	site	1.0	257	186
49	6509	OTHER HEALTH CARE	acre	0.2	74	55
49		TOTAL			4635	3372
50	102	MULTI-FAMILY	du	60.0	571	392
50	2103	LIGHT INDUSTRY	acre	0.9	69	57
50	4112	RIGHT-OF-WAY	acre	2.2	0	0
50	5009	OTHER COMMERCIAL	acre	3.3	385	283
50	9101	INACTIVE USE	acre	0.5	0	0
50	9703	MIXED USE 25% STREETFRONT	acre	2.5	766	557
50		TOTAL			1791	1289
51	101	SINGLE FAMILY	du	6.0	67	49
51	102	MULTI-FAMILY	du	4.0	35	25
51	4112	RIGHT-OF-WAY	acre	3.2	0	0
51	6002	LOW RISE OFFICE	acre	1.0	408	327
51	6105	FIRE OR POLICE STATION	site	1.0	321	241
51	6807	SCHOOL DISTRICT OFFICE	acre	4.2	1249	983
51	7210	OTHER RECREATION-HIGH	acre	2.0	145	105
51	7601	ACTIVE PARK	acre	3.1	196	127
51	9101	INACTIVE USE	acre	1.9	0	0
51		TOTAL			2421	1857
52	101	SINGLE FAMILY	du	49.0	557	397
52	102	MULTI-FAMILY	du	26.0	241	167
52	4112	RIGHT-OF-WAY	acre	4.9	0	0
52	9101	INACTIVE USE	acre	1.2	0	0
52		TOTAL			798	564
53	101	SINGLE FAMILY	du	89.0	1057	736
53	102	MULTI-FAMILY	du	207.0	2036	1355
53	4112	RIGHT-OF-WAY	acre	3.4	0	0
53	9101	INACTIVE USE	acre	0.4	0	0
53	9703	MIXED USE 25% STREETFRONT	acre	2.2	668	486
53		TOTAL			3761	2577
54	101	SINGLE FAMILY	du	41.0	486	338
54	4112	RIGHT-OF-WAY	acre	4.5	0	0
54	8003	FIELD CROPS	acre	2.8	0	0
54	9101	INACTIVE USE	acre	1.3	0	0
54		TOTAL			486	338

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
55	101	SINGLE FAMILY	du	12.0	136	98
55	2103	LIGHT INDUSTRY	acre	3.4	306	254
55	4112	RIGHT-OF-WAY	acre	2.4	0	0
55	5007	STREETFRONT COMMERCIAL	acre	2.4	2937	2131
55	5009	OTHER COMMERCIAL	acre	1.0	132	98
55	6002	LOW RISE OFFICE	acre	1.2	368	285
55	6105	FIRE OR POLICE STATION	site	1.0	254	183
55	9101	INACTIVE USE	acre	1.2	0	0
55		TOTAL			4133	3049
56	101	SINGLE FAMILY	du	95.0	1125	785
56	4112	RIGHT-OF-WAY	acre	1.7	0	0
56	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
56	9101	INACTIVE USE	acre	0.7	0	0
56		TOTAL			3237	1899
57	101	SINGLE FAMILY	du	16.0	179	129
57	4112	RIGHT-OF-WAY	acre	5.6	0	0
57	4114	PARKING	acre	1.4	0	0
57	5006	AUTO COMMERCIAL	acre	0.2	77	54
57	5007	STREETFRONT COMMERCIAL	acre	3.1	3707	2684
57	5009	OTHER COMMERCIAL	acre	0.2	24	18
57	6002	LOW RISE OFFICE	acre	2.4	774	606
57	6103	LIBRARY	acre	0.5	223	156
57	6109	OTHER PUBLIC SERVICE	acre	0.2	63	45
57	9101	INACTIVE USE	acre	0.9	0	0
57		TOTAL			5047	3692
58	101	SINGLE FAMILY	du	71.0	803	578
58	102	MULTI-FAMILY	du	10.0	88	64
58	4112	RIGHT-OF-WAY	acre	4.9	0	0
58	6102	CHURCH	acre	1.6	81	62
58	6809	OTHER SCHOOL	acre	0.8	158	131
58	9101	INACTIVE USE	acre	2.5	0	0
58		TOTAL			1130	835
59	101	SINGLE FAMILY	du	82.0	964	676
59	4112	RIGHT-OF-WAY	acre	3.3	0	0
59	9101	INACTIVE USE	acre	1.6	0	0
59		TOTAL			964	676
60	101	SINGLE FAMILY	du	36.0	414	295
60	102	MULTI-FAMILY	du	21.0	194	136
60	4112	RIGHT-OF-WAY	acre	2.5	0	0
60	6502	HOSPITAL	acre	1.5	401	287
60	9101	INACTIVE USE	acre	4.8	0	0
60	9703	MIXED USE 25% STREETFRONT	acre	0.6	188	137
60		TOTAL			1197	855
61	101	SINGLE FAMILY	du	18.0	207	147
61	6502	HOSPITAL	acre	3.5	1502	1165
61		TOTAL			1709	1312

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
62	101	SINGLE FAMILY	du	203.0	2325	1673
62	4112	RIGHT-OF-WAY	acre	5.1	0	0
62	6102	CHURCH	acre	5.4	265	204
62	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
62	8001	ORCHARDS OR VINEYARD	acre	11.9	1	1
62	9101	INACTIVE USE	acre	26.1	0	0
62		TOTAL			4703	2991
63	101	SINGLE FAMILY	du	161.0	1904	1327
63	4112	RIGHT-OF-WAY	acre	5.6	0	0
63	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
63	7601	ACTIVE PARK	acre	5.8	566	411
63	9101	INACTIVE USE	acre	4.0	0	0
63		TOTAL			4582	2852
64	101	SINGLE FAMILY	du	128.0	1499	1056
64	4112	RIGHT-OF-WAY	acre	7.7	0	0
64	6102	CHURCH	acre	1.4	70	54
64		TOTAL			1569	1110
65	101	SINGLE FAMILY	du	69.0	811	567
65	102	MULTI-FAMILY	du	141.0	1398	923
65	4112	RIGHT-OF-WAY	acre	9.5	0	0
65	6806	ELEMENTARY SCHOOL	site	1.0	2445	1402
65		TOTAL			4654	2892
66	101	SINGLE FAMILY	du	3.0	33	24
66	2103	LIGHT INDUSTRY	acre	5.2	345	283
66	4112	RIGHT-OF-WAY	acre	2.7	0	0
66	9101	INACTIVE USE	acre	0.7	0	0
66		TOTAL			378	307
67	101	SINGLE FAMILY	du	97.0	1122	796
67	102	MULTI-FAMILY	du	142.0	1409	929
67	4112	RIGHT-OF-WAY	acre	3.1	0	0
67	5009	OTHER COMMERCIAL	acre	1.0	110	80
67	6102	CHURCH	acre	1.0	50	39
67	9101	INACTIVE USE	acre	0.6	0	0
67		TOTAL			2691	1844
68	101	SINGLE FAMILY	du	17.0	186	136
68	102	MULTI-FAMILY	du	5.0	44	32
68	4112	RIGHT-OF-WAY	acre	4.8	0	0
68	5007	STREETFRONT COMMERCIAL	acre	3.3	3914	2832
68	5008	SERVICE STATION	acre	0.6	2382	1739
68	5009	OTHER COMMERCIAL	acre	4.0	529	397
68	6002	LOW RISE OFFICE	acre	0.8	243	189
68	6102	CHURCH	acre	0.5	24	19
68		TOTAL			7322	5344
69	101	SINGLE FAMILY	du	29.0	337	238

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
69	102	MULTI-FAMILY	du	84.0	885	560
69	1409	OTHER GROUP QUARTERS	acre	5.1	20	15
69	4112	RIGHT-OF-WAY	acre	2.0	0	0
69	6509	OTHER HEALTH CARE	acre	3.8	1666	1230
69	9101	INACTIVE USE	acre	1.0	0	0
69		TOTAL			2908	2043
70	101	SINGLE FAMILY	du	112.0	1334	930
70	102	MULTI-FAMILY	du	92.0	919	607
70	1409	OTHER GROUP QUARTERS	acre	3.2	13	9
70	4112	RIGHT-OF-WAY	acre	7.2	0	0
70	6509	OTHER HEALTH CARE	acre	1.5	647	478
70	9101	INACTIVE USE	acre	0.5	0	0
70		TOTAL			2913	2024
71	101	SINGLE FAMILY	du	6.0	65	48
71	4112	RIGHT-OF-WAY	acre	41.6	0	0
71	8001	ORCHARDS OR VINEYARD	acre	265.1	58	48
71	8003	FIELD CROPS	acre	29.0	2	2
71	9101	INACTIVE USE	acre	31.1	0	0
71		TOTAL			125	98
72	101	SINGLE FAMILY	du	152.0	1720	1232
72	4112	RIGHT-OF-WAY	acre	9.4	0	0
72	8001	ORCHARDS OR VINEYARD	acre	152.4	19	15
72	8003	FIELD CROPS	acre	19.4	2	1
72	9101	INACTIVE USE	acre	54.6	0	0
72		TOTAL			1741	1248
73	101	SINGLE FAMILY	du	59.0	712	490
73	102	MULTI-FAMILY	du	620.0	6205	4079
73	4112	RIGHT-OF-WAY	acre	6.8	0	0
73	7601	ACTIVE PARK	acre	0.7	47	30
73	9101	INACTIVE USE	acre	6.4	0	0
73		TOTAL			6964	4599
74	101	SINGLE FAMILY	du	61.0	724	504
74	4112	RIGHT-OF-WAY	acre	3.1	0	0
74	6002	LOW RISE OFFICE	acre	2.5	701	542
74	6104	POST OFFICE	acre	3.5	3596	2495
74		TOTAL			5021	3541
75	101	SINGLE FAMILY	du	12.0	140	99
75	103	MOBILE HOME PARK	du	40.0	283	178
75	4112	RIGHT-OF-WAY	acre	8.2	0	0
75	4113	COMMUNICATION OR UTILITY	acre	1.1	3	2
75	5004	NEIGHBORHOOD COMMERCIAL	acre	7.2	9066	6410
75	5007	STREETFRONT COMMERCIAL	acre	4.8	5731	4148
75	5008	SERVICE STATION	acre	0.6	2377	1735
75	5009	OTHER COMMERCIAL	acre	2.1	254	188
75	6002	LOW RISE OFFICE	acre	4.4	1174	900
75		TOTAL			19028	13660

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
76	101	SINGLE FAMILY	du	39.0	468	323
76	102	MULTI-FAMILY	du	200.0	1988	1316
76	103	MOBILE HOME PARK	du	37.0	270	164
76	4112	RIGHT-OF-WAY	acre	8.2	0	0
76	4114	PARKING	acre	0.2	0	0
76	5007	STREETFRONT COMMERCIAL	acre	4.0	4766	3450
76	5008	SERVICE STATION	acre	0.4	1738	1269
76	5009	OTHER COMMERCIAL	acre	3.0	409	309
76	6002	LOW RISE OFFICE	acre	1.4	381	293
76	6109	OTHER PUBLIC SERVICE	acre	1.5	496	354
76	9101	INACTIVE USE	acre	1.1	0	0
76		TOTAL			10516	7478
77	101	SINGLE FAMILY	du	134.0	1601	1112
77	4112	RIGHT-OF-WAY	acre	7.3	0	0
77	8001	ORCHARDS OR VINEYARD	acre	0.6	0	0
77	8003	FIELD CROPS	acre	1.5	0	0
77	9101	INACTIVE USE	acre	2.3	0	0
77		TOTAL			1601	1112
78	101	SINGLE FAMILY	du	215.0	2586	1789
78	4112	RIGHT-OF-WAY	acre	9.5	0	0
78	8001	ORCHARDS OR VINEYARD	acre	8.4	1	0
78	8002	INTENSIVE AGRICULTURE	acre	0.5	0	0
78	8003	FIELD CROPS	acre	10.3	1	1
78	9101	INACTIVE USE	acre	6.4	0	0
78		TOTAL			2588	1790
79	101	SINGLE FAMILY	du	232.0	2778	1928
79	4112	RIGHT-OF-WAY	acre	10.4	0	0
79	6102	CHURCH	acre	1.1	53	41
79	7607	RESIDENTIAL RECREATION	acre	2.9	0	0
79	9101	INACTIVE USE	acre	2.4	0	0
79		TOTAL			2831	1969
80	101	SINGLE FAMILY	du	41.0	503	342
80	4112	RIGHT-OF-WAY	acre	2.6	0	0
80	6102	CHURCH	acre	2.2	109	84
80	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
80		TOTAL			2724	1540
81	101	SINGLE FAMILY	du	21.0	262	177
81	4112	RIGHT-OF-WAY	acre	3.2	0	0
81	4113	COMMUNICATION OR UTILITY	acre	1.2	4	3
81	6102	CHURCH	acre	13.4	737	576
81	8003	FIELD CROPS	acre	3.2	0	0
81	9101	INACTIVE USE	acre	2.6	0	0
81		TOTAL			1003	756
82	101	SINGLE FAMILY	du	1.0	11	8
82	2103	LIGHT INDUSTRY	acre	3.7	236	193

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
82	2104	WAREHOUSING	acre	4.3	178	148
82	2105	PUBLIC STORAGE	acre	2.5	66	56
82	4112	RIGHT-OF-WAY	acre	5.3	0	0
82	5004	NEIGHBORHOOD COMMERCIAL	acre	14.1	17528	12376
82		TOTAL			18019	12781
83	101	SINGLE FAMILY	du	196.0	2211	1595
83	103	MOBILE HOME PARK	du	108.0	708	464
83	1503	RESORT	acre	12.3	1852	1114
83	4112	RIGHT-OF-WAY	acre	88.1	0	0
83	4113	COMMUNICATION OR UTILITY	acre	24.5	72	55
83	7204	GOLF COURSE	acre	21.6	0	0
83	8001	ORCHARDS OR VINEYARD	acre	150.1	12	10
83	9101	INACTIVE USE	acre	257.1	0	0
83		TOTAL			4855	3238
84	101	SINGLE FAMILY	du	90.0	1081	746
84	4112	RIGHT-OF-WAY	acre	6.6	0	0
84	7607	RESIDENTIAL RECREATION	acre	3.5	0	0
84	9101	INACTIVE USE	acre	16.3	0	0
84		TOTAL			1081	746
85	101	SINGLE FAMILY	du	103.0	1241	853
85	4112	RIGHT-OF-WAY	acre	1.4	0	0
85	9101	INACTIVE USE	acre	0.8	0	0
85		TOTAL			1241	853
86	101	SINGLE FAMILY	du	155.0	1750	1269
86	4112	RIGHT-OF-WAY	acre	7.8	0	0
86	6102	CHURCH	acre	4.6	225	174
86	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
86	8002	INTENSIVE AGRICULTURE	acre	0.2	0	0
86	8003	FIELD CROPS	acre	0.0	0	0
86	9101	INACTIVE USE	acre	18.3	0	0
86		TOTAL			4201	2655
87	101	SINGLE FAMILY	du	59.0	682	483
87	2301	JUNKYARD/DUMP/LANDFILL	acre	3.2	36	29
87	4112	RIGHT-OF-WAY	acre	5.2	0	0
87	4113	COMMUNICATION OR UTILITY	acre	0.5	2	1
87	8001	ORCHARDS OR VINEYARD	acre	46.5	4	3
87	8002	INTENSIVE AGRICULTURE	acre	17.2	8	6
87	8003	FIELD CROPS	acre	0.2	0	0
87	9101	INACTIVE USE	acre	225.6	0	0
87		TOTAL			732	522
88	101	SINGLE FAMILY	du	14.0	165	115
88	102	MULTI-FAMILY	du	438.0	4297	2868
88	2103	LIGHT INDUSTRY	acre	2.2	132	108
88	2104	WAREHOUSING	acre	0.5	21	17
88	2105	PUBLIC STORAGE	acre	1.4	39	33

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
88	4112	RIGHT-OF-WAY	acre	1.9	0	0
88		TOTAL			4654	3141
89	101	SINGLE FAMILY	du	107.0	1266	880
89	102	MULTI-FAMILY	du	209.0	2055	1367
89	103	MOBILE HOME PARK	du	48.0	339	211
89	1501	LOW-RISE HOTEL OR MOTEL	acre	7.0	2302	1403
89	2103	LIGHT INDUSTRY	acre	2.2	116	94
89	4112	RIGHT-OF-WAY	acre	13.7	0	0
89	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
89	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	2698	1897
89	5007	STREETFRONT COMMERCIAL	acre	1.4	1709	1241
89	5009	OTHER COMMERCIAL	acre	8.1	1032	769
89	6002	LOW RISE OFFICE	acre	0.5	141	109
89	6109	OTHER PUBLIC SERVICE	acre	2.0	641	453
89	8001	ORCHARDS OR VINEYARD	acre	10.4	1	1
89	9101	INACTIVE USE	acre	6.4	0	0
89	9500	UNDER CONTRUCTION	acre	1.1	7	5
89		TOTAL			12308	8431
90	101	SINGLE FAMILY	du	38.0	217	155
90	103	MOBILE HOME PARK	du	47.0	167	107
90	4112	RIGHT-OF-WAY	acre	103.3	0	0
90	5009	OTHER COMMERCIAL	acre	6.8	497	360
90	8003	FIELD CROPS	acre	753.1	42	32
90	9101	INACTIVE USE	acre	1633.4	0	0
90		TOTAL			923	654
91	101	SINGLE FAMILY	du	203.0	2415	1671
91	102	MULTI-FAMILY	du	142.0	1398	930
91	103	MOBILE HOME PARK	du	150.0	1075	658
91	2103	LIGHT INDUSTRY	acre	5.8	357	291
91	2105	PUBLIC STORAGE	acre	1.7	45	38
91	4112	RIGHT-OF-WAY	acre	14.5	0	0
91	4113	COMMUNICATION OR UTILITY	acre	50.6	152	118
91	6101	CEMETERY	acre	3.6	13	11
91	8002	INTENSIVE AGRICULTURE	acre	29.1	57	49
91	9101	INACTIVE USE	acre	9.0	0	0
91		TOTAL			5512	3766
92	101	SINGLE FAMILY	du	177.0	2115	1462
92	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	157	108
92	4112	RIGHT-OF-WAY	acre	11.2	0	0
92	5004	NEIGHBORHOOD COMMERCIAL	acre	5.6	6940	4887
92	5007	STREETFRONT COMMERCIAL	acre	0.9	1179	861
92	5009	OTHER COMMERCIAL	acre	12.7	1438	1049
92	6002	LOW RISE OFFICE	acre	1.6	474	368
92	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
92	8001	ORCHARDS OR VINEYARD	acre	0.4	0	0
92	8003	FIELD CROPS	acre	22.1	57	49
92	9101	INACTIVE USE	acre	25.8	0	0
92		TOTAL			12360	8784

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
93	101	SINGLE FAMILY	du	146.0	1725	1203
93	4112	RIGHT-OF-WAY	acre	12.8	0	0
93	5009	OTHER COMMERCIAL	acre	5.9	657	479
93	7607	RESIDENTIAL RECREATION	acre	1.0	0	0
93	8001	ORCHARDS OR VINEYARD	acre	21.4	2	1
93	8003	FIELD CROPS	acre	4.3	4	3
93	9101	INACTIVE USE	acre	1.0	0	0
93		TOTAL			2388	1686
94	101	SINGLE FAMILY	du	126.0	1496	1038
94	4112	RIGHT-OF-WAY	acre	4.9	0	0
94	8001	ORCHARDS OR VINEYARD	acre	9.5	1	1
94	8003	FIELD CROPS	acre	9.2	1	0
94	9101	INACTIVE USE	acre	6.2	0	0
94		TOTAL			1498	1039
95	101	SINGLE FAMILY	du	88.0	1023	727
95	4112	RIGHT-OF-WAY	acre	2.9	0	0
95	8002	INTENSIVE AGRICULTURE	acre	19.0	55	47
95	8003	FIELD CROPS	acre	5.9	1	0
95	9101	INACTIVE USE	acre	2.7	0	0
95		TOTAL			1079	774
96	101	SINGLE FAMILY	du	99.0	1161	815
96	4112	RIGHT-OF-WAY	acre	2.5	0	0
96	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
96	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4270	2538
96	9101	INACTIVE USE	acre	1.4	0	0
96		TOTAL			5432	3354
97	101	SINGLE FAMILY	du	150.0	1735	1231
97	4112	RIGHT-OF-WAY	acre	17.4	0	0
97	5007	STREETFRONT COMMERCIAL	acre	1.7	2052	1496
97	8001	ORCHARDS OR VINEYARD	acre	25.1	2	1
97	8002	INTENSIVE AGRICULTURE	acre	8.5	2	2
97	8003	FIELD CROPS	acre	42.5	4	3
97	9101	INACTIVE USE	acre	44.6	0	0
97		TOTAL			3795	2733
98	101	SINGLE FAMILY	du	278.0	3127	2259
98	4112	RIGHT-OF-WAY	acre	91.2	0	0
98	7204	GOLF COURSE	acre	101.6	201	174
98	7205	GOLF CLUB HOUSE	site	1.0	639	430
98	8001	ORCHARDS OR VINEYARD	acre	15.6	1	1
98	9101	INACTIVE USE	acre	61.1	0	0
98		TOTAL			3968	2864
99	101	SINGLE FAMILY	du	123.0	1381	1000
99	4112	RIGHT-OF-WAY	acre	23.2	0	0
99	8001	ORCHARDS OR VINEYARD	acre	101.4	8	6
99	8003	FIELD CROPS	acre	2.4	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
99	9101	INACTIVE USE	acre	20.3	0	0
99		TOTAL			1389	1006
100	101	SINGLE FAMILY	du	90.0	1034	737
100	4112	RIGHT-OF-WAY	acre	11.9	0	0
100	4113	COMMUNICATION OR UTILITY	acre	2.8	8	6
100	8001	ORCHARDS OR VINEYARD	acre	0.8	0	0
100	9101	INACTIVE USE	acre	4.9	0	0
100		TOTAL			1042	743
101	101	SINGLE FAMILY	du	13.0	145	105
101	4112	RIGHT-OF-WAY	acre	23.1	0	0
101	7209	CASINO	unique	35.6	18777	13208
101	8003	FIELD CROPS	acre	59.4	5	4
101	9101	INACTIVE USE	acre	104.6	0	0
101		TOTAL			18927	13317
102	101	SINGLE FAMILY	du	105.0	1226	865
102	103	MOBILE HOME PARK	du	132.0	953	592
102	4112	RIGHT-OF-WAY	acre	12.2	0	0
102	5009	OTHER COMMERCIAL	acre	0.5	57	41
102	6102	CHURCH	acre	4.6	232	180
102	6806	ELEMENTARY SCHOOL	site	1.0	2151	1147
102	8001	ORCHARDS OR VINEYARD	acre	337.2	28	22
102	8002	INTENSIVE AGRICULTURE	acre	40.6	10	7
102	8003	FIELD CROPS	acre	176.8	15	11
102	9101	INACTIVE USE	acre	985.9	0	0
102		TOTAL			4672	2865
103	101	SINGLE FAMILY	du	70.0	798	570
103	2201	EXTRACTIVE INDUSTRY	acre	71.2	58	48
103	4112	RIGHT-OF-WAY	acre	27.8	0	0
103	4113	COMMUNICATION OR UTILITY	acre	12.7	37	29
103	8001	ORCHARDS OR VINEYARD	acre	73.1	6	5
103	8002	INTENSIVE AGRICULTURE	acre	72.8	17	13
103	8003	FIELD CROPS	acre	457.1	38	29
103	9101	INACTIVE USE	acre	283.3	0	0
103		TOTAL			954	694
104	101	SINGLE FAMILY	du	65.0	766	536
104	4112	RIGHT-OF-WAY	acre	2.5	0	0
104	8003	FIELD CROPS	acre	27.1	2	2
104		TOTAL			768	538
105	101	SINGLE FAMILY	du	83.0	980	684
105	103	MOBILE HOME PARK	du	51.0	360	224
105	4112	RIGHT-OF-WAY	acre	5.5	0	0
105	8001	ORCHARDS OR VINEYARD	acre	3.6	0	0
105	8002	INTENSIVE AGRICULTURE	acre	10.7	3	2
105	9101	INACTIVE USE	acre	1.0	0	0
105		TOTAL			1343	910

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
106	101	SINGLE FAMILY	du	152.0	1728	1242
106	4112	RIGHT-OF-WAY	acre	9.3	0	0
106	4113	COMMUNICATION OR UTILITY	acre	11.9	35	27
106	8001	ORCHARDS OR VINEYARD	acre	32.1	3	2
106	9101	INACTIVE USE	acre	6.3	0	0
106		TOTAL			1766	1271
107	101	SINGLE FAMILY	du	32.0	195	133
107	4112	RIGHT-OF-WAY	acre	8.8	0	0
107	6101	CEMETERY	acre	53.9	129	105
107	8003	FIELD CROPS	acre	136.6	7	6
107	9101	INACTIVE USE	acre	403.6	0	0
107		TOTAL			331	244
108	101	SINGLE FAMILY	du	228.0	2625	1868
108	4112	RIGHT-OF-WAY	acre	12.4	0	0
108	6102	CHURCH	acre	9.7	479	370
108	8001	ORCHARDS OR VINEYARD	acre	140.5	13	10
108	8002	INTENSIVE AGRICULTURE	acre	9.4	2	2
108	8003	FIELD CROPS	acre	22.4	61	53
108	9101	INACTIVE USE	acre	6.5	0	0
108	9500	UNDER CONTRUCTION	acre	2.1	12	9
108		TOTAL			3192	2312
109	101	SINGLE FAMILY	du	220.0	2629	1815
109	4112	RIGHT-OF-WAY	acre	1.7	0	0
109	8001	ORCHARDS OR VINEYARD	acre	2.3	0	0
109	8003	FIELD CROPS	acre	2.9	0	0
109	9101	INACTIVE USE	acre	34.5	0	0
109		TOTAL			2629	1815
110	4103	GENERAL AVIATION AIRPORT	acre	278.4	1583	1202
110	4112	RIGHT-OF-WAY	acre	1.8	0	0
110	7210	OTHER RECREATION-HIGH	acre	5.9	315	212
110	7601	ACTIVE PARK	acre	9.4	596	387
110		TOTAL			2494	1801
111	101	SINGLE FAMILY	du	156.0	1866	1293
111	4112	RIGHT-OF-WAY	acre	9.1	0	0
111	6804	SENIOR HIGH SCHOOL	site	1.0	5422	2262
111	8003	FIELD CROPS	acre	11.6	1	1
111	9101	INACTIVE USE	acre	1.4	7	6
111		TOTAL			7296	3562
112	101	SINGLE FAMILY	du	84.0	981	694
112	4112	RIGHT-OF-WAY	acre	14.1	0	0
112	6804	SENIOR HIGH SCHOOL	site	3.0	17291	7672
112	8001	ORCHARDS OR VINEYARD	acre	13.4	76	66
112	8002	INTENSIVE AGRICULTURE	acre	3.5	1	1
112	9101	INACTIVE USE	acre	19.3	0	0
112		TOTAL			18349	8433

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
113	8003	FIELD CROPS	acre	79.3	7	5
113	9101	INACTIVE USE	acre	61.8	0	0
113		TOTAL			7	5
114	8003	FIELD CROPS	acre	107.4	9	7
114		TOTAL			9	7
115	101	SINGLE FAMILY	du	34.0	385	277
115	4112	RIGHT-OF-WAY	acre	32.5	0	0
115	8001	ORCHARDS OR VINEYARD	acre	385.5	36	28
115	8002	INTENSIVE AGRICULTURE	acre	13.4	3	3
115	8003	FIELD CROPS	acre	526.1	44	33
115	9101	INACTIVE USE	acre	292.2	0	0
115		TOTAL			468	341
116	101	SINGLE FAMILY	du	117.0	1363	958
116	4112	RIGHT-OF-WAY	acre	56.8	0	0
116	4113	COMMUNICATION OR UTILITY	acre	0.2	1	0
116	5009	OTHER COMMERCIAL	acre	1.0	114	83
116	8001	ORCHARDS OR VINEYARD	acre	526.8	44	34
116	8003	FIELD CROPS	acre	23.8	2	2
116	9101	INACTIVE USE	acre	825.9	0	0
116		TOTAL			1524	1077
117	101	SINGLE FAMILY	du	97.0	1097	791
117	4112	RIGHT-OF-WAY	acre	5.9	0	0
117	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
117	7204	GOLF COURSE	acre	23.5	0	0
117	8001	ORCHARDS OR VINEYARD	acre	33.5	11	10
117	8002	INTENSIVE AGRICULTURE	acre	16.9	89	76
117	9101	INACTIVE USE	acre	4.8	0	0
117		TOTAL			1197	877
118	101	SINGLE FAMILY	du	3.0	34	25
118	8001	ORCHARDS OR VINEYARD	acre	80.9	7	5
118	8003	FIELD CROPS	acre	9.0	1	1
118		TOTAL			42	31
119	101	SINGLE FAMILY	du	269.0	3120	2211
119	4112	RIGHT-OF-WAY	acre	18.0	0	0
119	4113	COMMUNICATION OR UTILITY	acre	14.7	84	69
119	5009	OTHER COMMERCIAL	acre	3.2	357	259
119	8001	ORCHARDS OR VINEYARD	acre	18.1	2	1
119	8002	INTENSIVE AGRICULTURE	acre	0.1	0	0
119	8003	FIELD CROPS	acre	20.2	2	1
119	9101	INACTIVE USE	acre	1.0	0	0
119		TOTAL			3565	2541
120	101	SINGLE FAMILY	du	156.0	1806	1279
120	4112	RIGHT-OF-WAY	acre	10.5	0	0
120	8001	ORCHARDS OR VINEYARD	acre	69.2	6	4

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
120	8003	FIELD CROPS	acre	8.9	1	1
120	9101	INACTIVE USE	acre	1.2	0	0
120		TOTAL			1813	1284
121	101	SINGLE FAMILY	du	31.0	347	252
121	8001	ORCHARDS OR VINEYARD	acre	54.8	4	3
121	9101	INACTIVE USE	acre	7.8	0	0
121		TOTAL			351	255
122	101	SINGLE FAMILY	du	247.0	2811	2014
122	102	MULTI-FAMILY	du	9.0	84	58
122	4112	RIGHT-OF-WAY	acre	28.8	0	0
122	7204	GOLF COURSE	acre	47.0	0	0
122	8001	ORCHARDS OR VINEYARD	acre	4.1	0	0
122	9101	INACTIVE USE	acre	22.9	0	0
122		TOTAL			2895	2072
123	101	SINGLE FAMILY	du	300.0	3453	2460
123	4112	RIGHT-OF-WAY	acre	7.2	0	0
123	4119	OTHER TRANSPORTATION	acre	4.5	451	341
123	8003	FIELD CROPS	acre	0.4	0	0
123	9101	INACTIVE USE	acre	0.2	0	0
123		TOTAL			3904	2801
124	101	SINGLE FAMILY	du	268.0	3020	2179
124	4112	RIGHT-OF-WAY	acre	19.8	0	0
124	6105	FIRE OR POLICE STATION	site	1.0	254	184
124	8001	ORCHARDS OR VINEYARD	acre	19.7	2	1
124	8002	INTENSIVE AGRICULTURE	acre	1.0	0	0
124	9101	INACTIVE USE	acre	7.8	0	0
124		TOTAL			3276	2364
125	101	SINGLE FAMILY	du	178.0	2002	1450
125	4112	RIGHT-OF-WAY	acre	0.4	0	0
125	7204	GOLF COURSE	acre	12.6	0	0
125	8001	ORCHARDS OR VINEYARD	acre	115.8	17	14
125	8003	FIELD CROPS	acre	8.6	1	1
125	9101	INACTIVE USE	acre	33.1	0	0
125		TOTAL			2020	1465
126	6701	MILITARY USE	unique	0.0	57303	46941
126		TOTAL			57303	46941
127	101	SINGLE FAMILY	du	47.0	528	384
127	4112	RIGHT-OF-WAY	acre	5.4	0	0
127	7204	GOLF COURSE	acre	23.6	46	40
127	7205	GOLF CLUB HOUSE	site	1.0	642	433
127	9101	INACTIVE USE	acre	1.0	0	0
127		TOTAL			1216	857
128	101	SINGLE FAMILY	du	338.0	3851	2756

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
128	4112	RIGHT-OF-WAY	acre	18.6	0	0
128	7204	GOLF COURSE	acre	29.1	0	0
128	8001	ORCHARDS OR VINEYARD	acre	37.1	3	2
128	8002	INTENSIVE AGRICULTURE	acre	4.8	1	1
128	9101	INACTIVE USE	acre	11.7	0	0
128		TOTAL			3855	2759
129	8001	ORCHARDS OR VINEYARD	acre	22.1	2	1
129	9101	INACTIVE USE	acre	11.8	0	0
129		TOTAL			2	1
130	101	SINGLE FAMILY	du	160.0	1841	1311
130	4112	RIGHT-OF-WAY	acre	19.3	0	0
130	8001	ORCHARDS OR VINEYARD	acre	19.5	2	1
130	8002	INTENSIVE AGRICULTURE	acre	55.1	13	10
130	8003	FIELD CROPS	acre	46.8	479	414
130	9101	INACTIVE USE	acre	18.6	0	0
130		TOTAL			2335	1736
131	101	SINGLE FAMILY	du	3.0	33	24
131	4112	RIGHT-OF-WAY	acre	1.1	0	0
131	8003	FIELD CROPS	acre	35.0	3	2
131	9101	INACTIVE USE	acre	55.3	0	0
131		TOTAL			36	26
132	101	SINGLE FAMILY	du	92.0	1049	752
132	1501	LOW-RISE HOTEL OR MOTEL	acre	2.0	660	402
132	4112	RIGHT-OF-WAY	acre	110.1	0	0
132	4114	PARKING	acre	1.5	5	4
132	5009	OTHER COMMERCIAL	acre	4.2	459	332
132	6105	FIRE OR POLICE STATION	site	1.0	254	183
132	9101	INACTIVE USE	acre	130.0	0	0
132		TOTAL			2427	1673
133	101	SINGLE FAMILY	du	94.0	1047	765
133	4112	RIGHT-OF-WAY	acre	5.9	0	0
133	8001	ORCHARDS OR VINEYARD	acre	176.0	15	11
133	9101	INACTIVE USE	acre	66.9	0	0
133		TOTAL			1062	776
134	101	SINGLE FAMILY	du	30.0	341	243
134	4104	AIRSTRIP	acre	3.0	2	2
134	4112	RIGHT-OF-WAY	acre	10.4	0	0
134	8001	ORCHARDS OR VINEYARD	acre	774.1	78	61
134	8003	FIELD CROPS	acre	19.4	2	1
134	9101	INACTIVE USE	acre	706.2	0	0
134		TOTAL			423	307
135	101	SINGLE FAMILY	du	253.0	1621	1083
135	1409	OTHER GROUP QUARTERS	acre	38.5	101	75
135	1503	RESORT	acre	60.2	6180	3750

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
135	4104	AIRSTRIP	acre	104.2	64	50
135	4112	RIGHT-OF-WAY	acre	296.2	0	0
135	4113	COMMUNICATION OR UTILITY	acre	40.8	80	62
135	6105	FIRE OR POLICE STATION	site	1.0	85	62
135	6804	SENIOR HIGH SCHOOL	site	1.0	1888	820
135	7204	GOLF COURSE	acre	193.0	0	0
135	7210	OTHER RECREATION-HIGH	acre	32.3	1145	770
135	7211	OTHER RECREATION-LOW	acre	18.7	79	54
135	7601	ACTIVE PARK	acre	19.1	808	525
135	7602	PASSIVE PARK	acre	2.1	0	0
135	8003	FIELD CROPS	acre	613.8	35	27
135	9101	INACTIVE USE	acre	3006.4	0	0
135		TOTAL			12086	7278
136	4112	RIGHT-OF-WAY	acre	28.0	0	0
136	8003	FIELD CROPS	acre	60.2	5	4
136		TOTAL			5	4
137	101	SINGLE FAMILY	du	571.0	6455	4650
137	4112	RIGHT-OF-WAY	acre	69.8	0	0
137	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
137	7607	RESIDENTIAL RECREATION	acre	15.0	0	0
137	8001	ORCHARDS OR VINEYARD	acre	125.1	10	8
137	8003	FIELD CROPS	acre	10.3	1	1
137	9101	INACTIVE USE	acre	387.1	0	0
137		TOTAL			6466	4659
138	101	SINGLE FAMILY	du	1.0	11	8
138	4112	RIGHT-OF-WAY	acre	5.0	0	0
138	8001	ORCHARDS OR VINEYARD	acre	8.1	3	3
138	8003	FIELD CROPS	acre	3.9	0	0
138		TOTAL			14	11
139	101	SINGLE FAMILY	du	5.0	57	40
139	8001	ORCHARDS OR VINEYARD	acre	21.5	2	1
139	8002	INTENSIVE AGRICULTURE	acre	74.2	19	16
139	8003	FIELD CROPS	acre	25.7	2	2
139	9101	INACTIVE USE	acre	99.0	0	0
139		TOTAL			80	59
140	101	SINGLE FAMILY	du	446.0	2598	1847
140	4112	RIGHT-OF-WAY	acre	95.9	0	0
140	7204	GOLF COURSE	acre	153.7	0	0
140	7205	GOLF CLUB HOUSE	site	1.0	465	320
140	7607	RESIDENTIAL RECREATION	acre	1.5	0	0
140	8001	ORCHARDS OR VINEYARD	acre	1641.9	102	79
140	9101	INACTIVE USE	acre	2829.4	0	0
140		TOTAL			3165	2246
141	101	SINGLE FAMILY	du	54.0	636	446
141	4112	RIGHT-OF-WAY	acre	1.6	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
141	6105	FIRE OR POLICE STATION	site	1.0	254	184
141	6109	OTHER PUBLIC SERVICE	acre	1.9	613	433
141	7209	CASINO	unique	52.1	9542	6521
141	8001	ORCHARDS OR VINEYARD	acre	58.5	11	9
141	8003	FIELD CROPS	acre	31.4	4	3
141	9101	INACTIVE USE	acre	4.2	0	0
141		TOTAL			11060	7596
142	4112	RIGHT-OF-WAY	acre	23.1	0	0
142	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
142	8001	ORCHARDS OR VINEYARD	acre	56.3	8	7
142	8003	FIELD CROPS	acre	4.7	0	0
142		TOTAL			8	7
143	101	SINGLE FAMILY	du	250.0	2833	2039
143	4112	RIGHT-OF-WAY	acre	10.3	0	0
143	4113	COMMUNICATION OR UTILITY	acre	1.2	4	3
143	9101	INACTIVE USE	acre	4.6	0	0
143		TOTAL			2837	2042
144	101	SINGLE FAMILY	du	117.0	1359	961
144	4112	RIGHT-OF-WAY	acre	10.5	0	0
144	4113	COMMUNICATION OR UTILITY	acre	2.0	6	4
144	8001	ORCHARDS OR VINEYARD	acre	38.0	3	3
144	8003	FIELD CROPS	acre	6.6	1	0
144	9101	INACTIVE USE	acre	28.9	0	0
144		TOTAL			1369	968
145	101	SINGLE FAMILY	du	132.0	1481	1072
145	4112	RIGHT-OF-WAY	acre	22.5	0	0
145	4113	COMMUNICATION OR UTILITY	acre	6.2	18	14
145	8001	ORCHARDS OR VINEYARD	acre	885.3	83	65
145	8003	FIELD CROPS	acre	57.3	5	4
145	9101	INACTIVE USE	acre	28.6	0	0
145		TOTAL			1587	1155
146	101	SINGLE FAMILY	du	303.0	1820	1269
146	2301	JUNKYARD/DUMP/LANDFILL	acre	1.6	20	17
146	4112	RIGHT-OF-WAY	acre	140.7	0	0
146	4113	COMMUNICATION OR UTILITY	acre	9.4	19	14
146	4119	OTHER TRANSPORTATION	acre	4.2	282	213
146	5009	OTHER COMMERCIAL	acre	3.5	256	186
146	7211	OTHER RECREATION-LOW	acre	90.6	384	263
146	8001	ORCHARDS OR VINEYARD	acre	8.8	1	1
146	8003	FIELD CROPS	acre	870.6	49	37
146	9101	INACTIVE USE	acre	3339.4	0	0
146		TOTAL			2831	2000
147	101	SINGLE FAMILY	du	68.0	774	554
147	4112	RIGHT-OF-WAY	acre	26.9	0	0
147	8001	ORCHARDS OR VINEYARD	acre	242.2	20	15

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
147	9101	INACTIVE USE	acre	175.0	0	0
147		TOTAL			794	569
148	101	SINGLE FAMILY	du	3.0	32	24
148	103	MOBILE HOME PARK	du	230.0	1559	994
148	4112	RIGHT-OF-WAY	acre	140.6	0	0
148	4113	COMMUNICATION OR UTILITY	acre	11.9	51	41
148	7204	GOLF COURSE	acre	18.4	0	0
148	7205	GOLF CLUB HOUSE	site	1.0	638	429
148	8002	INTENSIVE AGRICULTURE	acre	55.7	17	13
148	9101	INACTIVE USE	acre	20.6	0	0
148		TOTAL			2297	1501
149	101	SINGLE FAMILY	du	109.0	1264	892
149	4112	RIGHT-OF-WAY	acre	25.4	0	0
149	4113	COMMUNICATION OR UTILITY	acre	12.2	35	27
149	5009	OTHER COMMERCIAL	acre	10.1	1098	795
149	6102	CHURCH	acre	6.9	340	262
149	6104	POST OFFICE	acre	0.4	674	504
149	8001	ORCHARDS OR VINEYARD	acre	1662.1	162	126
149	8003	FIELD CROPS	acre	169.8	58	49
149	9101	INACTIVE USE	acre	1699.2	0	0
149		TOTAL			3631	2655
150	101	SINGLE FAMILY	du	175.0	2050	1442
150	4112	RIGHT-OF-WAY	acre	9.3	0	0
150	8001	ORCHARDS OR VINEYARD	acre	1.5	0	0
150	8003	FIELD CROPS	acre	23.8	2	1
150	9101	INACTIVE USE	acre	19.4	0	0
150		TOTAL			2052	1443
151	101	SINGLE FAMILY	du	135.0	1537	1102
151	4112	RIGHT-OF-WAY	acre	6.8	0	0
151		TOTAL			1537	1102
152	101	SINGLE FAMILY	du	68.0	781	556
152	4112	RIGHT-OF-WAY	acre	5.9	0	0
152	5004	NEIGHBORHOOD COMMERCIAL	acre	4.4	5564	3935
152	5009	OTHER COMMERCIAL	acre	7.2	820	598
152	8002	INTENSIVE AGRICULTURE	acre	1.5	0	0
152	8003	FIELD CROPS	acre	8.2	1	0
152	9101	INACTIVE USE	acre	4.4	0	0
152		TOTAL			7166	5089
153	101	SINGLE FAMILY	du	130.0	1466	1059
153	4112	RIGHT-OF-WAY	acre	18.4	0	0
153	9101	INACTIVE USE	acre	2.2	0	0
153		TOTAL			1466	1059
154	101	SINGLE FAMILY	du	97.0	1108	789
154	4112	RIGHT-OF-WAY	acre	4.1	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
154	6105	FIRE OR POLICE STATION	site	1.0	254	183
154	8001	ORCHARDS OR VINEYARD	acre	485.4	107	89
154	8002	INTENSIVE AGRICULTURE	acre	29.7	7	6
154	8003	FIELD CROPS	acre	162.7	14	10
154	9101	INACTIVE USE	acre	1091.1	0	0
154	9500	UNDER CONTRUCTION	acre	1.8	10	8
154		TOTAL			1500	1085
155	101	SINGLE FAMILY	du	40.0	445	323
155	4113	COMMUNICATION OR UTILITY	acre	1.0	3	2
155	8001	ORCHARDS OR VINEYARD	acre	1536.0	201	161
155	8003	FIELD CROPS	acre	144.9	12	10
155	9101	INACTIVE USE	acre	201.5	0	0
155		TOTAL			661	496
156	101	SINGLE FAMILY	du	160.0	1816	1303
156	4112	RIGHT-OF-WAY	acre	32.8	0	0
156	5009	OTHER COMMERCIAL	acre	2.3	270	199
156	7204	GOLF COURSE	acre	151.8	72	62
156	7205	GOLF CLUB HOUSE	site	1.0	639	429
156	8001	ORCHARDS OR VINEYARD	acre	1.3	0	0
156	8003	FIELD CROPS	acre	48.5	167	144
156	9101	INACTIVE USE	acre	117.5	0	0
156		TOTAL			2964	2137
157	101	SINGLE FAMILY	du	139.0	1576	1130
157	4112	RIGHT-OF-WAY	acre	29.1	0	0
157	7607	RESIDENTIAL RECREATION	acre	4.4	0	0
157	9101	INACTIVE USE	acre	11.3	0	0
157		TOTAL			1576	1130
158	101	SINGLE FAMILY	du	341.0	3988	2818
158	4112	RIGHT-OF-WAY	acre	45.8	0	0
158	6105	FIRE OR POLICE STATION	site	1.0	254	183
158	8001	ORCHARDS OR VINEYARD	acre	4.1	0	0
158	8003	FIELD CROPS	acre	0.1	0	0
158	9101	INACTIVE USE	acre	7.4	0	0
158		TOTAL			4242	3001
159	101	SINGLE FAMILY	du	317.0	3598	2582
159	4112	RIGHT-OF-WAY	acre	56.0	0	0
159	7607	RESIDENTIAL RECREATION	acre	5.3	0	0
159	8001	ORCHARDS OR VINEYARD	acre	3.8	0	0
159	8002	INTENSIVE AGRICULTURE	acre	34.2	9	8
159	8003	FIELD CROPS	acre	1.1	0	0
159	9101	INACTIVE USE	acre	79.2	0	0
159		TOTAL			3607	2590
160	101	SINGLE FAMILY	du	14.0	152	112
160	4112	RIGHT-OF-WAY	acre	1.3	0	0
160	4113	COMMUNICATION OR UTILITY	acre	8.0	24	18

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
160	8001	ORCHARDS OR VINEYARD	acre	1520.5	169	133
160	8002	INTENSIVE AGRICULTURE	acre	62.5	19	16
160	8003	FIELD CROPS	acre	232.9	20	15
160	9101	INACTIVE USE	acre	189.5	0	0
160		TOTAL			384	294
161	101	SINGLE FAMILY	du	90.0	1027	734
161	4112	RIGHT-OF-WAY	acre	29.3	0	0
161	8001	ORCHARDS OR VINEYARD	acre	8.8	0	0
161	8003	FIELD CROPS	acre	8.9	1	0
161	9101	INACTIVE USE	acre	80.2	0	0
161	9500	UNDER CONTRUCTION	acre	4.0	23	18
161		TOTAL			1051	752
162	101	SINGLE FAMILY	du	515.0	6016	4252
162	1503	RESORT	acre	6.6	997	600
162	4104	AIRSTRIP	acre	42.7	34	26
162	4112	RIGHT-OF-WAY	acre	75.6	0	0
162	4113	COMMUNICATION OR UTILITY	acre	7.9	23	18
162	7204	GOLF COURSE	acre	144.8	68	59
162	7205	GOLF CLUB HOUSE	site	1.0	638	429
162	8001	ORCHARDS OR VINEYARD	acre	234.3	35	28
162	8003	FIELD CROPS	acre	153.5	25	21
162	9101	INACTIVE USE	acre	100.9	0	0
162		TOTAL			7836	5433
163	101	SINGLE FAMILY	du	25.0	283	204
163	4112	RIGHT-OF-WAY	acre	29.9	0	0
163	4113	COMMUNICATION OR UTILITY	acre	6.7	19	15
163	6809	OTHER SCHOOL	acre	0.9	159	131
163	8001	ORCHARDS OR VINEYARD	acre	472.8	199	169
163	9101	INACTIVE USE	acre	1313.0	0	0
163		TOTAL			660	519
164	101	SINGLE FAMILY	du	60.0	673	485
164	4112	RIGHT-OF-WAY	acre	50.0	0	0
164	4113	COMMUNICATION OR UTILITY	acre	1.3	4	3
164	5007	STREETFRONT COMMERCIAL	acre	0.7	853	622
164	8001	ORCHARDS OR VINEYARD	acre	316.4	41	33
164	8002	INTENSIVE AGRICULTURE	acre	0.5	0	0
164	9101	INACTIVE USE	acre	170.8	0	0
164		TOTAL			1571	1143
165	101	SINGLE FAMILY	du	73.0	821	592
165	4112	RIGHT-OF-WAY	acre	110.1	0	0
165	4113	COMMUNICATION OR UTILITY	acre	2.3	7	5
165	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4266	2534
165	8001	ORCHARDS OR VINEYARD	acre	428.5	36	28
165	8002	INTENSIVE AGRICULTURE	acre	257.9	105	87
165	8003	FIELD CROPS	acre	64.5	6	4
165	9101	INACTIVE USE	acre	680.2	0	0
165		TOTAL			5241	3250

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
166	101	SINGLE FAMILY	du	52.0	585	421
166	4112	RIGHT-OF-WAY	acre	17.2	0	0
166	8001	ORCHARDS OR VINEYARD	acre	31.5	3	2
166	8003	FIELD CROPS	acre	8.0	1	0
166	9101	INACTIVE USE	acre	6.5	0	0
166		TOTAL			589	423
167	101	SINGLE FAMILY	du	169.0	1940	1380
167	103	MOBILE HOME PARK	du	7.0	49	31
167	4112	RIGHT-OF-WAY	acre	124.5	0	0
167	6105	FIRE OR POLICE STATION	site	1.0	254	183
167	7211	OTHER RECREATION-LOW	acre	113.8	720	493
167	8002	INTENSIVE AGRICULTURE	acre	8.3	2	2
167	8003	FIELD CROPS	acre	945.2	120	96
167	9101	INACTIVE USE	acre	2235.0	0	0
167		TOTAL			3085	2185
168	101	SINGLE FAMILY	du	68.0	765	553
168	4112	RIGHT-OF-WAY	acre	5.6	0	0
168	6102	CHURCH	acre	4.7	229	177
168	8001	ORCHARDS OR VINEYARD	acre	6.3	1	1
168	8003	FIELD CROPS	acre	40.9	3	3
168	9101	INACTIVE USE	acre	8.3	0	0
168		TOTAL			998	734
169	101	SINGLE FAMILY	du	4.0	22	16
169	4112	RIGHT-OF-WAY	acre	61.0	0	0
169	8001	ORCHARDS OR VINEYARD	acre	718.5	40	31
169	8003	FIELD CROPS	acre	35.8	2	2
169	9101	INACTIVE USE	acre	1201.4	0	0
169		TOTAL			64	49
170	101	SINGLE FAMILY	du	1.0	5	4
170	2301	JUNKYARD/DUMP/LANDFILL	acre	42.9	271	218
170	4112	RIGHT-OF-WAY	acre	69.8	0	0
170	9101	INACTIVE USE	acre	11022.4	0	0
170		TOTAL			276	222
171	101	SINGLE FAMILY	du	63.0	730	516
171	4112	RIGHT-OF-WAY	acre	8.7	0	0
171	8001	ORCHARDS OR VINEYARD	acre	242.0	20	16
171	9101	INACTIVE USE	acre	3.5	0	0
171		TOTAL			750	532
172	101	SINGLE FAMILY	du	86.0	971	700
172	4112	RIGHT-OF-WAY	acre	96.1	0	0
172	4113	COMMUNICATION OR UTILITY	acre	6.3	19	14
172	8001	ORCHARDS OR VINEYARD	acre	460.1	78	64
172	8002	INTENSIVE AGRICULTURE	acre	67.8	15	12
172	8003	FIELD CROPS	acre	5.0	1	0
172	9101	INACTIVE USE	acre	27.4	0	0
172		TOTAL			1084	790

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
173	101	SINGLE FAMILY	du	126.0	1475	1039
173	4112	RIGHT-OF-WAY	acre	59.0	0	0
173	4113	COMMUNICATION OR UTILITY	acre	7.3	21	17
173	8001	ORCHARDS OR VINEYARD	acre	727.5	107	86
173	8002	INTENSIVE AGRICULTURE	acre	674.5	295	246
173	8003	FIELD CROPS	acre	13.4	1	1
173	9101	INACTIVE USE	acre	39.8	0	0
173		TOTAL			1899	1389
174	101	SINGLE FAMILY	du	88.0	1014	720
174	4112	RIGHT-OF-WAY	acre	15.5	0	0
174	5004	NEIGHBORHOOD COMMERCIAL	acre	4.1	5126	3613
174	5007	STREETFRONT COMMERCIAL	acre	0.3	331	239
174	5008	SERVICE STATION	acre	1.9	7464	5449
174	7204	GOLF COURSE	acre	53.0	0	0
174	8003	FIELD CROPS	acre	1.6	0	0
174	9101	INACTIVE USE	acre	33.5	0	0
174		TOTAL			13935	10021
175	101	SINGLE FAMILY	du	2.0	21	16
175	4112	RIGHT-OF-WAY	acre	12.8	0	0
175	4119	OTHER TRANSPORTATION	acre	7.3	736	557
175	5004	NEIGHBORHOOD COMMERCIAL	acre	15.8	20255	14388
175	8003	FIELD CROPS	acre	25.7	2	2
175	9101	INACTIVE USE	acre	39.0	0	0
175		TOTAL			21014	14963
176	101	SINGLE FAMILY	du	24.0	269	196
176	4112	RIGHT-OF-WAY	acre	4.3	0	0
176	8001	ORCHARDS OR VINEYARD	acre	21.2	2	1
176	8003	FIELD CROPS	acre	147.0	13	10
176	9101	INACTIVE USE	acre	59.0	0	0
176		TOTAL			284	207
177	101	SINGLE FAMILY	du	144.0	1680	1187
177	4112	RIGHT-OF-WAY	acre	0.4	0	0
177	8001	ORCHARDS OR VINEYARD	acre	338.6	29	23
177	8002	INTENSIVE AGRICULTURE	acre	22.9	5	4
177	8003	FIELD CROPS	acre	1.1	0	0
177	9101	INACTIVE USE	acre	26.8	0	0
177		TOTAL			1714	1214
178	101	SINGLE FAMILY	du	14.0	159	114
178	4112	RIGHT-OF-WAY	acre	9.1	0	0
178	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
178	8001	ORCHARDS OR VINEYARD	acre	109.0	9	7
178	8003	FIELD CROPS	acre	412.4	60	49
178	9101	INACTIVE USE	acre	25.0	0	0
178		TOTAL			228	170
179	101	SINGLE FAMILY	du	115.0	1312	940

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
179	4112	RIGHT-OF-WAY	acre	6.4	0	0
179	4113	COMMUNICATION OR UTILITY	acre	1.1	3	3
179	8001	ORCHARDS OR VINEYARD	acre	430.3	36	28
179	9101	INACTIVE USE	acre	11.1	0	0
179		TOTAL			1351	971
180	101	SINGLE FAMILY	du	149.0	1715	1215
180	102	MULTI-FAMILY	du	329.0	3108	2125
180	4112	RIGHT-OF-WAY	acre	15.1	0	0
180	9101	INACTIVE USE	acre	54.0	0	0
180		TOTAL			4823	3340
181	101	SINGLE FAMILY	du	59.0	670	479
181	4112	RIGHT-OF-WAY	acre	10.0	0	0
181	8001	ORCHARDS OR VINEYARD	acre	933.2	80	61
181	8003	FIELD CROPS	acre	45.6	4	3
181	9101	INACTIVE USE	acre	99.2	0	0
181		TOTAL			754	543
182	101	SINGLE FAMILY	du	2.0	11	8
182	4103	GENERAL AVIATION AIRPORT	acre	185.5	707	537
182	4112	RIGHT-OF-WAY	acre	54.5	0	0
182	4113	COMMUNICATION OR UTILITY	acre	2.4	5	4
182	8001	ORCHARDS OR VINEYARD	acre	211.1	42	35
182	9101	INACTIVE USE	acre	4021.5	0	0
182		TOTAL			765	584
183	101	SINGLE FAMILY	du	180.0	2066	1469
183	4112	RIGHT-OF-WAY	acre	10.9	0	0
183	7203	RACETRACK	acre	130.8	1681	1145
183	8001	ORCHARDS OR VINEYARD	acre	12.6	1	1
183	8003	FIELD CROPS	acre	70.8	43	36
183	9101	INACTIVE USE	acre	84.2	0	0
183		TOTAL			3791	2651
184	101	SINGLE FAMILY	du	127.0	1446	1037
184	4112	RIGHT-OF-WAY	acre	22.8	0	0
184	7211	OTHER RECREATION-LOW	acre	36.8	233	159
184	8001	ORCHARDS OR VINEYARD	acre	87.2	8	6
184	8002	INTENSIVE AGRICULTURE	acre	53.2	15	12
184	8003	FIELD CROPS	acre	15.0	1	1
184	9101	INACTIVE USE	acre	99.1	0	0
184		TOTAL			1703	1215
185	101	SINGLE FAMILY	du	97.0	1090	788
185	4112	RIGHT-OF-WAY	acre	58.1	0	0
185	5009	OTHER COMMERCIAL	acre	2.1	225	163
185	8001	ORCHARDS OR VINEYARD	acre	134.2	11	9
185	8002	INTENSIVE AGRICULTURE	acre	14.2	3	3
185	8003	FIELD CROPS	acre	45.2	4	3
185	9101	INACTIVE USE	acre	378.5	0	0
185		TOTAL			1333	966

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
186	101	SINGLE FAMILY	du	79.0	898	639
186	4112	RIGHT-OF-WAY	acre	3.0	0	0
186	8001	ORCHARDS OR VINEYARD	acre	1012.6	112	89
186	8003	FIELD CROPS	acre	153.1	13	10
186	9101	INACTIVE USE	acre	147.6	0	0
186		TOTAL			1023	738
187	101	SINGLE FAMILY	du	29.0	313	233
187	4112	RIGHT-OF-WAY	acre	168.5	0	0
187	4113	COMMUNICATION OR UTILITY	acre	13.0	38	29
187	8001	ORCHARDS OR VINEYARD	acre	187.2	328	282
187	8002	INTENSIVE AGRICULTURE	acre	68.0	18	15
187	8003	FIELD CROPS	acre	14.7	1	1
187	9101	INACTIVE USE	acre	140.8	0	0
187		TOTAL			698	560
188	101	SINGLE FAMILY	du	36.0	412	294
188	4112	RIGHT-OF-WAY	acre	5.1	0	0
188	4113	COMMUNICATION OR UTILITY	acre	4.6	14	11
188	5009	OTHER COMMERCIAL	acre	5.1	549	397
188	6105	FIRE OR POLICE STATION	site	1.0	254	183
188	7204	GOLF COURSE	acre	6.4	0	0
188	8001	ORCHARDS OR VINEYARD	acre	10.5	1	1
188	8003	FIELD CROPS	acre	18.8	2	1
188	9101	INACTIVE USE	acre	79.2	0	0
188		TOTAL			1232	887
189	101	SINGLE FAMILY	du	273.0	3110	2229
189	102	MULTI-FAMILY	du	2.0	19	13
189	4112	RIGHT-OF-WAY	acre	21.6	0	0
189	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
189	6105	FIRE OR POLICE STATION	site	1.0	254	184
189	6806	ELEMENTARY SCHOOL	site	1.0	2407	1369
189	7204	GOLF COURSE	acre	59.7	0	0
189	7205	GOLF CLUB HOUSE	site	1.0	723	503
189	8001	ORCHARDS OR VINEYARD	acre	64.1	5	4
189	8002	INTENSIVE AGRICULTURE	acre	2.8	1	0
189	8003	FIELD CROPS	acre	110.6	86	73
189	9101	INACTIVE USE	acre	205.0	0	0
189		TOTAL			6605	4375
190	101	SINGLE FAMILY	du	1.0	11	8
190	4112	RIGHT-OF-WAY	acre	17.2	0	0
190	5009	OTHER COMMERCIAL	acre	2.2	237	171
190	6102	CHURCH	acre	0.8	41	31
190	7204	GOLF COURSE	acre	70.2	0	0
190	9101	INACTIVE USE	acre	187.1	0	0
190		TOTAL			289	210
191	101	SINGLE FAMILY	du	229.0	2672	1883
191	103	MOBILE HOME PARK	du	89.0	606	388

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
191	2103	LIGHT INDUSTRY	acre	10.0	595	484
191	4112	RIGHT-OF-WAY	acre	14.4	0	0
191	4113	COMMUNICATION OR UTILITY	acre	0.7	2	2
191	6102	CHURCH	acre	1.7	83	64
191	6109	OTHER PUBLIC SERVICE	acre	2.8	1008	728
191	6509	OTHER HEALTH CARE	acre	5.8	2390	1748
191	7209	CASINO	unique	66.7	14983	10417
191	8001	ORCHARDS OR VINEYARD	acre	46.6	4	3
191	8002	INTENSIVE AGRICULTURE	acre	20.0	5	4
191	8003	FIELD CROPS	acre	349.1	29	22
191	9101	INACTIVE USE	acre	289.1	0	0
191		TOTAL			22377	15743
192	101	SINGLE FAMILY	du	1560.0	18595	12981
192	4112	RIGHT-OF-WAY	acre	94.7	2	2
192	4113	COMMUNICATION OR UTILITY	acre	1.7	5	4
192	4114	PARKING	acre	0.7	0	0
192	6806	ELEMENTARY SCHOOL	site	1.0	2277	1256
192	7204	GOLF COURSE	acre	174.0	0	0
192	7205	GOLF CLUB HOUSE	site	2.0	1277	859
192	7607	RESIDENTIAL RECREATION	acre	2.7	0	0
192	8001	ORCHARDS OR VINEYARD	acre	19.1	64	55
192	8002	INTENSIVE AGRICULTURE	acre	23.0	5	4
192	8003	FIELD CROPS	acre	16.6	1	1
192	9101	INACTIVE USE	acre	113.6	0	0
192		TOTAL			22226	15162
193	101	SINGLE FAMILY	du	154.0	1751	1250
193	4112	RIGHT-OF-WAY	acre	10.8	0	0
193	4113	COMMUNICATION OR UTILITY	acre	7.1	21	16
193	8001	ORCHARDS OR VINEYARD	acre	438.7	79	65
193	8002	INTENSIVE AGRICULTURE	acre	160.8	42	34
193	8003	FIELD CROPS	acre	29.9	3	2
193	9101	INACTIVE USE	acre	118.1	0	0
193		TOTAL			1896	1367
194	101	SINGLE FAMILY	du	47.0	532	382
194	4112	RIGHT-OF-WAY	acre	12.8	0	0
194	4113	COMMUNICATION OR UTILITY	acre	0.8	2	2
194	8001	ORCHARDS OR VINEYARD	acre	263.3	22	17
194	8002	INTENSIVE AGRICULTURE	acre	32.1	7	6
194	8003	FIELD CROPS	acre	120.3	11	8
194	9101	INACTIVE USE	acre	106.5	0	0
194		TOTAL			574	415
195	101	SINGLE FAMILY	du	239.0	2739	1957
195	4112	RIGHT-OF-WAY	acre	7.1	0	0
195	6102	CHURCH	acre	7.0	358	277
195	6804	SENIOR HIGH SCHOOL	site	1.0	5728	2526
195	8001	ORCHARDS OR VINEYARD	acre	65.8	5	4
195	8002	INTENSIVE AGRICULTURE	acre	20.0	5	4

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
195	8003	FIELD CROPS	acre	227.8	19	14
195	9101	INACTIVE USE	acre	18.4	0	0
195		TOTAL			8854	4782
196	101	SINGLE FAMILY	du	352.0	4040	2888
196	4112	RIGHT-OF-WAY	acre	26.9	0	0
196	4113	COMMUNICATION OR UTILITY	acre	3.7	11	8
196	8001	ORCHARDS OR VINEYARD	acre	367.3	43	35
196	8003	FIELD CROPS	acre	198.5	45	37
196	9101	INACTIVE USE	acre	321.7	0	0
196		TOTAL			4139	2968
197	101	SINGLE FAMILY	du	33.0	375	268
197	103	MOBILE HOME PARK	du	74.0	503	325
197	2201	EXTRACTIVE INDUSTRY	acre	4.5	3	3
197	4112	RIGHT-OF-WAY	acre	21.5	0	0
197	4113	COMMUNICATION OR UTILITY	acre	3.2	9	7
197	5009	OTHER COMMERCIAL	acre	1.0	177	138
197	8001	ORCHARDS OR VINEYARD	acre	32.3	3	2
197	8002	INTENSIVE AGRICULTURE	acre	5.3	1	1
197	9101	INACTIVE USE	acre	124.7	0	0
197		TOTAL			1071	744
198	101	SINGLE FAMILY	du	101.0	1144	826
198	4104	AIRSTRIP	acre	6.6	4	3
198	4112	RIGHT-OF-WAY	acre	21.8	0	0
198	8001	ORCHARDS OR VINEYARD	acre	72.4	6	5
198	8002	INTENSIVE AGRICULTURE	acre	63.0	14	12
198	8003	FIELD CROPS	acre	0.1	0	0
198	9101	INACTIVE USE	acre	45.3	0	0
198	9500	UNDER CONTRUCTION	acre	4.3	24	19
198		TOTAL			1192	865
199	101	SINGLE FAMILY	du	1.0	5	4
199	4112	RIGHT-OF-WAY	acre	29.7	0	0
199	8001	ORCHARDS OR VINEYARD	acre	79.1	4	3
199	8003	FIELD CROPS	acre	1.0	0	0
199	9101	INACTIVE USE	acre	824.7	0	0
199		TOTAL			9	7
200	101	SINGLE FAMILY	du	41.0	232	169
200	1501	LOW-RISE HOTEL OR MOTEL	acre	3.8	826	497
200	4112	RIGHT-OF-WAY	acre	41.0	0	0
200	4113	COMMUNICATION OR UTILITY	acre	1.9	4	3
200	8001	ORCHARDS OR VINEYARD	acre	57.1	3	3
200	9101	INACTIVE USE	acre	353.2	0	0
200		TOTAL			1065	672
201	101	SINGLE FAMILY	du	664.0	7971	5530
201	103	MOBILE HOME PARK	du	203.0	1469	916
201	4112	RIGHT-OF-WAY	acre	63.2	1	1

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
201	7601	ACTIVE PARK	acre	10.1	639	415
201	7607	RESIDENTIAL RECREATION	acre	2.3	0	0
201	8003	FIELD CROPS	acre	118.4	10	8
201	9101	INACTIVE USE	acre	167.2	0	0
201		TOTAL			10090	6870
202	101	SINGLE FAMILY	du	52.0	598	429
202	103	MOBILE HOME PARK	du	7.0	42	29
202	4112	RIGHT-OF-WAY	acre	3.5	0	0
202	9101	INACTIVE USE	acre	152.6	0	0
202		TOTAL			640	458
203	101	SINGLE FAMILY	du	110.0	1252	898
203	103	MOBILE HOME PARK	du	27.0	179	117
203	4112	RIGHT-OF-WAY	acre	6.6	0	0
203	4113	COMMUNICATION OR UTILITY	acre	2.6	8	6
203	8001	ORCHARDS OR VINEYARD	acre	170.9	14	11
203	8003	FIELD CROPS	acre	10.2	1	1
203	9101	INACTIVE USE	acre	212.9	0	0
203		TOTAL			1454	1033
204	101	SINGLE FAMILY	du	69.0	786	563
204	4112	RIGHT-OF-WAY	acre	7.1	0	0
204	8001	ORCHARDS OR VINEYARD	acre	106.3	9	7
204	8003	FIELD CROPS	acre	52.5	4	3
204	9101	INACTIVE USE	acre	325.8	0	0
204		TOTAL			799	573
205	101	SINGLE FAMILY	du	44.0	492	358
205	4112	RIGHT-OF-WAY	acre	4.3	0	0
205	8001	ORCHARDS OR VINEYARD	acre	242.4	22	17
205	9101	INACTIVE USE	acre	208.6	0	0
205		TOTAL			514	375
206	101	SINGLE FAMILY	du	36.0	431	301
206	4112	RIGHT-OF-WAY	acre	28.2	0	0
206	8001	ORCHARDS OR VINEYARD	acre	103.7	79	67
206	8002	INTENSIVE AGRICULTURE	acre	515.7	179	148
206	8003	FIELD CROPS	acre	155.0	13	10
206	9101	INACTIVE USE	acre	28.8	0	0
206		TOTAL			702	526
207	101	SINGLE FAMILY	du	257.0	2919	2092
207	4104	AIRSTRIP	acre	9.6	6	5
207	4112	RIGHT-OF-WAY	acre	33.0	0	0
207	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
207	8001	ORCHARDS OR VINEYARD	acre	392.9	41	33
207	8003	FIELD CROPS	acre	44.8	4	3
207	9101	INACTIVE USE	acre	136.5	0	0
207	9500	UNDER CONTRUCTION	acre	2.5	14	11
207		TOTAL			2984	2144

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
208	101	SINGLE FAMILY	du	14.0	75	56
208	4104	AIRSTRIP	acre	7.6	3	3
208	4112	RIGHT-OF-WAY	acre	142.9	0	0
208	7210	OTHER RECREATION-HIGH	acre	1.8	63	43
208	7211	OTHER RECREATION-LOW	acre	22.4	95	65
208	8003	FIELD CROPS	acre	829.8	61	48
208	9101	INACTIVE USE	acre	9032.7	0	0
208		TOTAL			297	215
209	101	SINGLE FAMILY	du	152.0	1740	1251
209	102	MULTI-FAMILY	du	4.0	37	26
209	1409	OTHER GROUP QUARTERS	acre	2.2	9	6
209	4112	RIGHT-OF-WAY	acre	10.3	0	0
209	4113	COMMUNICATION OR UTILITY	acre	0.8	2	2
209	5007	STREETFRONT COMMERCIAL	acre	1.4	1593	1150
209	5009	OTHER COMMERCIAL	acre	2.1	313	239
209	6102	CHURCH	acre	2.3	116	90
209	8001	ORCHARDS OR VINEYARD	acre	190.9	16	12
209	8002	INTENSIVE AGRICULTURE	acre	10.3	2	2
209	8003	FIELD CROPS	acre	25.6	2	2
209	9101	INACTIVE USE	acre	232.4	0	0
209		TOTAL			3830	2780
210	101	SINGLE FAMILY	du	127.0	1459	1044
210	4112	RIGHT-OF-WAY	acre	24.1	0	0
210	8001	ORCHARDS OR VINEYARD	acre	128.1	11	8
210	8003	FIELD CROPS	acre	68.9	13	11
210	9101	INACTIVE USE	acre	323.2	0	0
210	9500	UNDER CONTRUCTION	acre	5.0	28	22
210		TOTAL			1511	1085
211	101	SINGLE FAMILY	du	462.0	5372	3807
211	1503	RESORT	acre	3.7	561	338
211	4112	RIGHT-OF-WAY	acre	52.1	0	0
211	4113	COMMUNICATION OR UTILITY	acre	11.4	34	26
211	6105	FIRE OR POLICE STATION	site	1.0	272	199
211	7204	GOLF COURSE	acre	119.1	0	0
211	7205	GOLF CLUB HOUSE	site	1.0	693	476
211	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
211	8001	ORCHARDS OR VINEYARD	acre	316.5	26	20
211	8002	INTENSIVE AGRICULTURE	acre	1.2	0	0
211	9101	INACTIVE USE	acre	475.2	0	0
211		TOTAL			6958	4866
212	101	SINGLE FAMILY	du	3.0	16	12
212	4112	RIGHT-OF-WAY	acre	15.9	0	0
212	4113	COMMUNICATION OR UTILITY	acre	4.5	9	7
212	8002	INTENSIVE AGRICULTURE	acre	37.7	6	5
212	8003	FIELD CROPS	acre	110.2	6	5
212	9101	INACTIVE USE	acre	279.4	0	0
212		TOTAL			37	29

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
213	4112	RIGHT-OF-WAY	acre	6.1	0	0
213	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
213	9101	INACTIVE USE	acre	317.8	0	0
213		TOTAL			0	0
214	101	SINGLE FAMILY	du	242.0	2769	1971
214	1409	OTHER GROUP QUARTERS	acre	2.3	9	7
214	4112	RIGHT-OF-WAY	acre	20.9	0	0
214	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
214	5007	STREETFRONT COMMERCIAL	acre	0.2	210	152
214	5009	OTHER COMMERCIAL	acre	1.5	196	147
214	8001	ORCHARDS OR VINEYARD	acre	19.7	8	7
214	8002	INTENSIVE AGRICULTURE	acre	2.4	1	1
214	8003	FIELD CROPS	acre	0.2	0	0
214	9101	INACTIVE USE	acre	96.9	0	0
214		TOTAL			3193	2285
215	101	SINGLE FAMILY	du	53.0	313	220
215	2201	EXTRACTIVE INDUSTRY	acre	10.0	5	4
215	4112	RIGHT-OF-WAY	acre	35.9	0	0
215	7210	OTHER RECREATION-HIGH	acre	1.6	56	38
215	7211	OTHER RECREATION-LOW	acre	823.6	3493	2389
215	9101	INACTIVE USE	acre	307.0	0	0
215		TOTAL			3867	2651
216	101	SINGLE FAMILY	du	1.0	6	4
216	103	MOBILE HOME PARK	du	411.0	1448	933
216	4112	RIGHT-OF-WAY	acre	17.6	0	0
216	7204	GOLF COURSE	acre	107.7	0	0
216	7205	GOLF CLUB HOUSE	site	2.0	881	597
216	9101	INACTIVE USE	acre	76.2	0	0
216		TOTAL			2335	1534
217	101	SINGLE FAMILY	du	358.0	4268	2973
217	4112	RIGHT-OF-WAY	acre	25.8	0	0
217	7204	GOLF COURSE	acre	91.1	0	0
217	7205	GOLF CLUB HOUSE	site	1.0	638	429
217	9101	INACTIVE USE	acre	67.5	0	0
217		TOTAL			4906	3402
218	4112	RIGHT-OF-WAY	acre	8.3	0	0
218	6804	SENIOR HIGH SCHOOL	site	1.0	1918	846
218	7210	OTHER RECREATION-HIGH	acre	11.9	500	351
218	9101	INACTIVE USE	acre	113.4	0	0
218		TOTAL			2418	1197
219	101	SINGLE FAMILY	du	73.0	400	297
219	103	MOBILE HOME PARK	du	26.0	83	57
219	1501	LOW-RISE HOTEL OR MOTEL	acre	1.5	331	200
219	1503	RESORT	acre	13.0	1309	789

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
219	4112	RIGHT-OF-WAY	acre	44.8	0	0
219	7210	OTHER RECREATION-HIGH	acre	5.4	190	128
219	9101	INACTIVE USE	acre	290.0	0	0
219		TOTAL			2313	1471
220	101	SINGLE FAMILY	du	17.0	95	69
220	2104	WAREHOUSING	acre	1.2	31	26
220	4112	RIGHT-OF-WAY	acre	7.1	0	0
220	5009	OTHER COMMERCIAL	acre	14.6	1177	868
220	6105	FIRE OR POLICE STATION	site	1.0	85	62
220	9101	INACTIVE USE	acre	237.7	0	0
220		TOTAL			1388	1025
221	101	SINGLE FAMILY	du	210.0	2409	1718
221	4112	RIGHT-OF-WAY	acre	11.1	0	0
221	4113	COMMUNICATION OR UTILITY	acre	24.2	71	55
221	6102	CHURCH	acre	2.9	143	110
221	8001	ORCHARDS OR VINEYARD	acre	272.4	34	27
221	8002	INTENSIVE AGRICULTURE	acre	30.5	23	19
221	8003	FIELD CROPS	acre	41.4	4	3
221	9101	INACTIVE USE	acre	257.5	0	0
221	9500	UNDER CONTRUCTION	acre	19.2	109	85
221		TOTAL			2793	2017
222	101	SINGLE FAMILY	du	53.0	631	441
222	102	MULTI-FAMILY	du	10.0	95	63
222	1409	OTHER GROUP QUARTERS	acre	7.9	31	23
222	2201	EXTRACTIVE INDUSTRY	acre	3.7	3	2
222	4112	RIGHT-OF-WAY	acre	3.3	0	0
222	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
222	6509	OTHER HEALTH CARE	acre	5.1	2156	1581
222	8002	INTENSIVE AGRICULTURE	acre	0.3	0	0
222	8003	FIELD CROPS	acre	0.5	0	0
222	9101	INACTIVE USE	acre	29.9	0	0
222		TOTAL			2916	2110
223	101	SINGLE FAMILY	du	80.0	916	656
223	102	MULTI-FAMILY	du	5.0	47	33
223	4112	RIGHT-OF-WAY	acre	6.8	0	0
223	6102	CHURCH	acre	2.2	109	84
223	8001	ORCHARDS OR VINEYARD	acre	216.4	26	20
223	8003	FIELD CROPS	acre	4.9	0	0
223	9101	INACTIVE USE	acre	21.0	0	0
223		TOTAL			1098	793
224	101	SINGLE FAMILY	du	171.0	1963	1399
224	4112	RIGHT-OF-WAY	acre	23.8	0	0
224	5009	OTHER COMMERCIAL	acre	9.6	1047	758
224	6509	OTHER HEALTH CARE	acre	4.9	2049	1499
224	8001	ORCHARDS OR VINEYARD	acre	175.3	26	21
224	8003	FIELD CROPS	acre	19.2	2	1

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
224	9101	INACTIVE USE	acre	26.8	0	0
224		TOTAL			5087	3678
225	101	SINGLE FAMILY	du	236.0	2714	1942
225	4112	RIGHT-OF-WAY	acre	1.5	0	0
225	4113	COMMUNICATION OR UTILITY	acre	1.1	3	2
225	6102	CHURCH	acre	33.0	1630	1258
225	8001	ORCHARDS OR VINEYARD	acre	54.8	5	4
225	8002	INTENSIVE AGRICULTURE	acre	2.2	1	0
225	8003	FIELD CROPS	acre	1.8	0	0
225	9101	INACTIVE USE	acre	120.7	0	0
225		TOTAL			4353	3206
226	101	SINGLE FAMILY	du	542.0	6759	4556
226	4112	RIGHT-OF-WAY	acre	36.8	0	0
226	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
226	7601	ACTIVE PARK	acre	2.5	161	105
226	9101	INACTIVE USE	acre	13.1	0	0
226		TOTAL			9146	5873
227	101	SINGLE FAMILY	du	147.0	1671	1199
227	4112	RIGHT-OF-WAY	acre	65.2	0	0
227	4113	COMMUNICATION OR UTILITY	acre	15.4	45	35
227	8001	ORCHARDS OR VINEYARD	acre	121.3	12	10
227	8002	INTENSIVE AGRICULTURE	acre	18.5	36	31
227	8003	FIELD CROPS	acre	6.3	1	0
227	9101	INACTIVE USE	acre	220.8	0	0
227	9500	UNDER CONTRUCTION	acre	3.6	20	16
227		TOTAL			1785	1291
228	101	SINGLE FAMILY	du	569.0	6799	4739
228	4112	RIGHT-OF-WAY	acre	37.8	0	0
228	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
228	7204	GOLF COURSE	acre	4.0	0	0
228	7601	ACTIVE PARK	acre	18.4	1166	759
228	9101	INACTIVE USE	acre	1.4	0	0
228		TOTAL			10191	6710
229	101	SINGLE FAMILY	du	40.0	484	334
229	4112	RIGHT-OF-WAY	acre	8.9	0	0
229	6102	CHURCH	acre	7.5	369	285
229	6109	OTHER PUBLIC SERVICE	acre	2.5	817	577
229	8002	INTENSIVE AGRICULTURE	acre	234.4	54	43
229	9101	INACTIVE USE	acre	68.8	0	0
229		TOTAL			1724	1239
230	101	SINGLE FAMILY	du	1.0	11	8
230	1409	OTHER GROUP QUARTERS	acre	6.7	26	20
230	8003	FIELD CROPS	acre	138.5	12	9
230	9101	INACTIVE USE	acre	13.1	0	0
230		TOTAL			49	37

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
231	101	SINGLE FAMILY	du	38.0	208	155
231	1501	LOW-RISE HOTEL OR MOTEL	acre	0.7	143	86
231	4112	RIGHT-OF-WAY	acre	17.4	0	0
231	6102	CHURCH	acre	7.9	273	212
231	7210	OTHER RECREATION-HIGH	acre	5.6	950	783
231	9101	INACTIVE USE	acre	103.5	0	0
231		TOTAL			1574	1236
232	101	SINGLE FAMILY	du	97.0	1138	803
232	4112	RIGHT-OF-WAY	acre	15.4	0	0
232	5009	OTHER COMMERCIAL	acre	12.0	1300	941
232	6804	SENIOR HIGH SCHOOL	site	1.0	5705	2507
232	8002	INTENSIVE AGRICULTURE	acre	50.3	262	226
232	8003	FIELD CROPS	acre	44.2	4	3
232	9101	INACTIVE USE	acre	42.0	0	0
232		TOTAL			8409	4480
233	101	SINGLE FAMILY	du	210.0	2446	1731
233	102	MULTI-FAMILY	du	292.0	2726	1834
233	4112	RIGHT-OF-WAY	acre	22.1	0	0
233	4113	COMMUNICATION OR UTILITY	acre	46.0	135	104
233	7204	GOLF COURSE	acre	56.8	32	28
233	7607	RESIDENTIAL RECREATION	acre	1.6	0	0
233	9101	INACTIVE USE	acre	89.8	0	0
233		TOTAL			5339	3697
234	101	SINGLE FAMILY	du	89.0	1076	744
234	4112	RIGHT-OF-WAY	acre	8.6	1	1
234	5004	NEIGHBORHOOD COMMERCIAL	acre	4.1	5037	3547
234		TOTAL			6114	4292
235	101	SINGLE FAMILY	du	387.0	4687	3237
235	4112	RIGHT-OF-WAY	acre	28.0	0	0
235	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
235		TOTAL			6892	4431
236	101	SINGLE FAMILY	du	61.0	701	501
236	4112	RIGHT-OF-WAY	acre	16.1	0	0
236	6806	ELEMENTARY SCHOOL	site	1.0	2305	1280
236	9101	INACTIVE USE	acre	35.9	0	0
236		TOTAL			3006	1781
237	101	SINGLE FAMILY	du	27.0	1052	613
237	102	MULTI-FAMILY	du	201.0	7335	4160
237	4112	RIGHT-OF-WAY	acre	126.6	0	0
237	5007	STREETFRONT COMMERCIAL	acre	0.0	29	21
237	6105	FIRE OR POLICE STATION	site	1.0	254	183
237	6701	MILITARY USE	acre	1104.2	0	0
237	8003	FIELD CROPS	acre	297.3	25	19
237		TOTAL			8695	4996

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
238	101	SINGLE FAMILY	du	150.0	1736	1237
238	4112	RIGHT-OF-WAY	acre	21.5	0	0
238	8001	ORCHARDS OR VINEYARD	acre	1.1	0	0
238	9101	INACTIVE USE	acre	3.1	0	0
238		TOTAL			1736	1237
239	101	SINGLE FAMILY	du	410.0	4869	3398
239	4112	RIGHT-OF-WAY	acre	39.9	0	0
239	7607	RESIDENTIAL RECREATION	acre	8.7	0	0
239	9101	INACTIVE USE	acre	94.1	0	0
239		TOTAL			4869	3398
240	101	SINGLE FAMILY	du	30.0	348	246
240	1503	RESORT	acre	3.7	638	408
240	4112	RIGHT-OF-WAY	acre	8.6	0	0
240	8003	FIELD CROPS	acre	3.0	0	0
240	9101	INACTIVE USE	acre	441.5	0	0
240		TOTAL			986	654
241	101	SINGLE FAMILY	du	607.0	7240	5045
241	102	MULTI-FAMILY	du	48.0	445	301
241	4112	RIGHT-OF-WAY	acre	46.3	0	0
241	9101	INACTIVE USE	acre	156.0	0	0
241		TOTAL			7685	5346
242	102	MULTI-FAMILY	du	402.0	3790	2544
242	4112	RIGHT-OF-WAY	acre	8.6	0	0
242	4113	COMMUNICATION OR UTILITY	acre	2.2	7	5
242	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2169	1521
242	9101	INACTIVE USE	acre	6.1	0	0
242	9702	MIXED USE 67% STREETFRONT	acre	9.6	7901	5750
242		TOTAL			13867	9820
243	101	SINGLE FAMILY	du	140.0	1548	1131
243	4112	RIGHT-OF-WAY	acre	1.2	0	0
243	4113	COMMUNICATION OR UTILITY	acre	2.1	6	5
243	8001	ORCHARDS OR VINEYARD	acre	293.2	31	25
243	8002	INTENSIVE AGRICULTURE	acre	10.9	3	2
243	8003	FIELD CROPS	acre	30.1	11	10
243	9101	INACTIVE USE	acre	184.7	0	0
243		TOTAL			1599	1173
244	101	SINGLE FAMILY	du	54.0	607	437
244	4112	RIGHT-OF-WAY	acre	3.8	0	0
244	8001	ORCHARDS OR VINEYARD	acre	124.8	25	21
244	8002	INTENSIVE AGRICULTURE	acre	21.6	5	4
244	8003	FIELD CROPS	acre	123.9	14	11
244	9101	INACTIVE USE	acre	278.4	0	0
244		TOTAL			651	473
245	101	SINGLE FAMILY	du	251.0	2909	2070

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
245	4112	RIGHT-OF-WAY	acre	19.2	0	0
245	8003	FIELD CROPS	acre	23.4	223	193
245	9101	INACTIVE USE	acre	0.9	0	0
245		TOTAL			3132	2263
246	101	SINGLE FAMILY	du	3.0	16	12
246	103	MOBILE HOME PARK	du	39.0	147	93
246	4112	RIGHT-OF-WAY	acre	9.0	0	0
246	4113	COMMUNICATION OR UTILITY	acre	2.0	15	12
246	5009	OTHER COMMERCIAL	acre	3.6	279	204
246	6003	GOV'T OFFICE OR CENTER	acre	0.5	332	246
246	9101	INACTIVE USE	acre	13.6	0	0
246		TOTAL			789	567
247	2104	WAREHOUSING	acre	0.2	6	5
247	4112	RIGHT-OF-WAY	acre	9.3	0	0
247	5008	SERVICE STATION	acre	0.9	2354	1719
247	5009	OTHER COMMERCIAL	acre	0.3	31	23
247	6002	LOW RISE OFFICE	acre	0.1	22	16
247	7601	ACTIVE PARK	acre	2.2	95	62
247	9101	INACTIVE USE	acre	10.8	0	0
247		TOTAL			2508	1825
248	101	SINGLE FAMILY	du	27.0	149	110
248	1503	RESORT	acre	5.2	525	317
248	4112	RIGHT-OF-WAY	acre	14.9	0	0
248	5008	SERVICE STATION	acre	0.6	1615	1179
248	5009	OTHER COMMERCIAL	acre	18.1	1482	1096
248	6103	LIBRARY	acre	0.1	84	66
248	6104	POST OFFICE	acre	0.6	423	294
248	6105	FIRE OR POLICE STATION	site	1.0	85	61
248	9101	INACTIVE USE	acre	32.8	0	0
248		TOTAL			4363	3123
249	101	SINGLE FAMILY	du	29.0	162	119
249	1501	LOW-RISE HOTEL OR MOTEL	acre	9.4	2024	1220
249	4112	RIGHT-OF-WAY	acre	4.4	0	0
249	5009	OTHER COMMERCIAL	acre	0.0	1	1
249	7607	RESIDENTIAL RECREATION	acre	1.9	0	0
249	9101	INACTIVE USE	acre	5.8	0	0
249		TOTAL			2187	1340
250	101	SINGLE FAMILY	du	12.0	65	49
250	4112	RIGHT-OF-WAY	acre	9.8	0	0
250	4113	COMMUNICATION OR UTILITY	acre	16.8	33	26
250	8003	FIELD CROPS	acre	131.4	9	7
250	9101	INACTIVE USE	acre	4623.4	0	0
250		TOTAL			107	82
251	4112	RIGHT-OF-WAY	acre	9.8	0	0
251	8003	FIELD CROPS	acre	3159.1	267	205

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
251	9101	INACTIVE USE	acre	13651.2	0	0
251		TOTAL			267	205
252	101	SINGLE FAMILY	du	164.0	1937	1360
252	4112	RIGHT-OF-WAY	acre	5.1	0	0
252	9101	INACTIVE USE	acre	9.0	0	0
252		TOTAL			1937	1360
253	101	SINGLE FAMILY	du	651.0	7870	5417
253	102	MULTI-FAMILY	du	56.0	531	354
253	4112	RIGHT-OF-WAY	acre	44.5	1	1
253	6102	CHURCH	acre	2.5	144	113
253	9101	INACTIVE USE	acre	8.1	0	0
253		TOTAL			8546	5885
254	101	SINGLE FAMILY	du	743.0	9039	6211
254	102	MULTI-FAMILY	du	420.0	3994	2643
254	103	MOBILE HOME PARK	du	254.0	1929	1173
254	4112	RIGHT-OF-WAY	acre	29.9	0	0
254	6806	ELEMENTARY SCHOOL	site	1.0	2215	1202
254	7210	OTHER RECREATION-HIGH	acre	1.4	86	59
254	7601	ACTIVE PARK	acre	15.1	963	628
254	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
254		TOTAL			18226	11916
255	101	SINGLE FAMILY	du	54.0	601	437
255	2301	JUNKYARD/DUMP/LANDFILL	acre	121.6	1136	913
255	4112	RIGHT-OF-WAY	acre	150.2	0	0
255	4113	COMMUNICATION OR UTILITY	acre	21.2	62	48
255	8001	ORCHARDS OR VINEYARD	acre	531.3	50	39
255	9101	INACTIVE USE	acre	617.1	0	0
255		TOTAL			1849	1437
256	101	SINGLE FAMILY	du	3.0	16	12
256	2103	LIGHT INDUSTRY	acre	2.1	128	106
256	6806	ELEMENTARY SCHOOL	site	1.0	770	427
256	9101	INACTIVE USE	acre	598.2	0	0
256		TOTAL			914	545
257	101	SINGLE FAMILY	du	278.0	1716	1169
257	102	MULTI-FAMILY	du	31.0	138	96
257	1501	LOW-RISE HOTEL OR MOTEL	acre	9.5	2034	1226
257	4112	RIGHT-OF-WAY	acre	69.0	0	0
257	4113	COMMUNICATION OR UTILITY	acre	1.0	2	2
257	7204	GOLF COURSE	acre	81.4	0	0
257	7205	GOLF CLUB HOUSE	site	1.0	428	288
257	7607	RESIDENTIAL RECREATION	acre	1.4	0	0
257	8001	ORCHARDS OR VINEYARD	acre	33.1	2	1
257	9101	INACTIVE USE	acre	988.7	0	0
257		TOTAL			4320	2782

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
258	101	SINGLE FAMILY	du	187.0	2172	1531
258	2201	EXTRACTIVE INDUSTRY	acre	111.5	90	75
258	4112	RIGHT-OF-WAY	acre	19.7	0	0
258	7204	GOLF COURSE	acre	120.8	0	0
258	7205	GOLF CLUB HOUSE	site	1.0	694	478
258	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
258	8001	ORCHARDS OR VINEYARD	acre	75.8	71	61
258	8002	INTENSIVE AGRICULTURE	acre	3.2	1	1
258	8003	FIELD CROPS	acre	36.0	3	2
258	9101	INACTIVE USE	acre	374.2	0	0
258		TOTAL			3031	2148
259	103	MOBILE HOME PARK	du	143.0	531	329
259	1503	RESORT	acre	7.7	770	463
259	4112	RIGHT-OF-WAY	acre	18.7	0	0
259	6102	CHURCH	acre	12.4	410	317
259	9101	INACTIVE USE	acre	324.3	0	0
259		TOTAL			1711	1109
260	102	MULTI-FAMILY	du	30.0	137	95
260	4112	RIGHT-OF-WAY	acre	6.7	0	0
260	9101	INACTIVE USE	acre	45.3	0	0
260		TOTAL			137	95
261	101	SINGLE FAMILY	du	150.0	1662	1212
261	102	MULTI-FAMILY	du	8.0	73	51
261	4112	RIGHT-OF-WAY	acre	26.1	0	0
261	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
261	4114	PARKING	acre	0.7	0	0
261	5009	OTHER COMMERCIAL	acre	4.4	485	352
261	7204	GOLF COURSE	acre	1.7	0	0
261	8001	ORCHARDS OR VINEYARD	acre	3.3	0	0
261	8002	INTENSIVE AGRICULTURE	acre	30.2	7	5
261	9101	INACTIVE USE	acre	216.2	0	0
261		TOTAL			2227	1620
262	101	SINGLE FAMILY	du	195.0	1153	816
262	102	MULTI-FAMILY	du	6.0	26	19
262	103	MOBILE HOME PARK	du	81.0	306	189
262	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	59	36
262	4112	RIGHT-OF-WAY	acre	53.0	0	0
262	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
262	9101	INACTIVE USE	acre	362.4	0	0
262		TOTAL			1544	1060
263	101	SINGLE FAMILY	du	81.0	942	668
263	4112	RIGHT-OF-WAY	acre	11.0	0	0
263	5009	OTHER COMMERCIAL	acre	11.5	1252	906
263	6102	CHURCH	acre	4.8	239	184
263	9101	INACTIVE USE	acre	19.9	0	0
263		TOTAL			2433	1758

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
264	101	SINGLE FAMILY	du	242.0	2868	2007
264	4112	RIGHT-OF-WAY	acre	12.0	0	0
264	6806	ELEMENTARY SCHOOL	site	1.0	2223	1209
264	9101	INACTIVE USE	acre	13.2	0	0
264		TOTAL			5091	3216
265	101	SINGLE FAMILY	du	521.0	6200	4327
265	102	MULTI-FAMILY	du	144.0	1329	904
265	4112	RIGHT-OF-WAY	acre	36.0	0	0
265	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4138	2424
265	7601	ACTIVE PARK	acre	30.2	1910	1241
265	9101	INACTIVE USE	acre	72.2	0	0
265		TOTAL			13577	8896
266	101	SINGLE FAMILY	du	210.0	2419	1715
266	102	MULTI-FAMILY	du	5.0	46	33
266	4112	RIGHT-OF-WAY	acre	13.9	0	0
266	4113	COMMUNICATION OR UTILITY	acre	1.9	6	4
266	5009	OTHER COMMERCIAL	acre	2.1	230	167
266	8001	ORCHARDS OR VINEYARD	acre	5.9	0	0
266	8003	FIELD CROPS	acre	5.8	1	0
266	9101	INACTIVE USE	acre	9.4	0	0
266	9500	UNDER CONTRUCTION	acre	0.5	3	3
266		TOTAL			2705	1922
267	101	SINGLE FAMILY	du	25.0	142	104
267	4104	AIRSTRIP	acre	10.7	5	4
267	4112	RIGHT-OF-WAY	acre	14.9	0	0
267	4113	COMMUNICATION OR UTILITY	acre	1.4	3	2
267	9101	INACTIVE USE	acre	42271.2	0	0
267		TOTAL			150	110
268	101	SINGLE FAMILY	du	458.0	5406	3765
268	103	MOBILE HOME PARK	du	24.0	168	104
268	4112	RIGHT-OF-WAY	acre	27.3	0	0
268	6102	CHURCH	acre	1.8	86	66
268	9101	INACTIVE USE	acre	7.0	0	0
268		TOTAL			5660	3935
269	101	SINGLE FAMILY	du	282.0	3337	2336
269	4112	RIGHT-OF-WAY	acre	25.9	0	0
269	9101	INACTIVE USE	acre	19.0	0	0
269		TOTAL			3337	2336
270	8002	INTENSIVE AGRICULTURE	acre	16.8	4	3
270	8003	FIELD CROPS	acre	119.9	10	8
270	9101	INACTIVE USE	acre	241.8	0	0
270		TOTAL			14	11
271	2103	LIGHT INDUSTRY	acre	12.7	798	651
271	2104	WAREHOUSING	acre	34.4	1337	1109

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
271	2105	PUBLIC STORAGE	acre	10.0	270	226
271	4112	RIGHT-OF-WAY	acre	3.1	0	0
271	5006	AUTO COMMERCIAL	acre	31.6	12980	9112
271	8002	INTENSIVE AGRICULTURE	acre	4.4	109	94
271	8003	FIELD CROPS	acre	11.4	1	1
271	9101	INACTIVE USE	acre	0.1	0	0
271		TOTAL			15495	11193
272	101	SINGLE FAMILY	du	179.0	2089	1478
272	4112	RIGHT-OF-WAY	acre	27.9	0	0
272	7601	ACTIVE PARK	acre	2.7	170	110
272	8002	INTENSIVE AGRICULTURE	acre	4.4	1	1
272	9101	INACTIVE USE	acre	237.1	0	0
272		TOTAL			2260	1589
273	101	SINGLE FAMILY	du	174.0	1017	717
273	4112	RIGHT-OF-WAY	acre	93.3	0	0
273	5009	OTHER COMMERCIAL	acre	4.6	333	241
273	6105	FIRE OR POLICE STATION	site	1.0	95	70
273	7211	OTHER RECREATION-LOW	acre	8.0	34	23
273	8002	INTENSIVE AGRICULTURE	acre	9.9	2	1
273	8003	FIELD CROPS	acre	849.1	47	36
273	9101	INACTIVE USE	acre	9823.4	0	0
273		TOTAL			1528	1088
274	4112	RIGHT-OF-WAY	acre	3.3	0	0
274	5003	COMMUNITY COMMERCIAL	acre	37.1	28709	20230
274		TOTAL			28709	20230
275	101	SINGLE FAMILY	du	41.0	233	167
275	103	MOBILE HOME PARK	du	68.0	262	162
275	4112	RIGHT-OF-WAY	acre	39.5	0	0
275	5009	OTHER COMMERCIAL	acre	2.8	205	148
275	8003	FIELD CROPS	acre	300.0	17	13
275	9101	INACTIVE USE	acre	2008.1	0	0
275		TOTAL			717	490
276	101	SINGLE FAMILY	du	240.0	2831	1992
276	4112	RIGHT-OF-WAY	acre	9.3	0	0
276	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
276	8002	INTENSIVE AGRICULTURE	acre	0.6	0	0
276	9101	INACTIVE USE	acre	3.4	0	0
276		TOTAL			4943	3106
277	101	SINGLE FAMILY	du	265.0	3127	2195
277	4112	RIGHT-OF-WAY	acre	22.8	0	0
277	6105	FIRE OR POLICE STATION	site	1.0	254	183
277	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4304	2567
277	6806	ELEMENTARY SCHOOL	site	1.0	2207	1195
277	7601	ACTIVE PARK	acre	6.9	438	284
277	9101	INACTIVE USE	acre	9.2	0	0
277		TOTAL			10330	6424

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
278	101	SINGLE FAMILY	du	1.0	11	8
278	5004	NEIGHBORHOOD COMMERCIAL	acre	5.2	6383	4490
278	5008	SERVICE STATION	acre	0.8	3286	2399
278		TOTAL			9680	6897
279	101	SINGLE FAMILY	du	268.0	3177	2224
279	4112	RIGHT-OF-WAY	acre	22.7	0	0
279	9101	INACTIVE USE	acre	129.1	0	0
279		TOTAL			3177	2224
280	101	SINGLE FAMILY	du	163.0	1947	1350
280	102	MULTI-FAMILY	du	548.0	5102	3429
280	4112	RIGHT-OF-WAY	acre	9.4	0	0
280	9101	INACTIVE USE	acre	1.5	0	0
280		TOTAL			7049	4779
281	101	SINGLE FAMILY	du	669.0	7650	5504
281	4112	RIGHT-OF-WAY	acre	53.8	1	1
281	9101	INACTIVE USE	acre	9.2	0	0
281		TOTAL			7651	5505
282	101	SINGLE FAMILY	du	63.0	374	264
282	4112	RIGHT-OF-WAY	acre	74.8	0	0
282	6102	CHURCH	acre	3.4	111	86
282	9101	INACTIVE USE	acre	4828.2	0	0
282		TOTAL			485	350
283	101	SINGLE FAMILY	du	123.0	1418	1006
283	4113	COMMUNICATION OR UTILITY	acre	18.0	53	41
283	9101	INACTIVE USE	acre	109.3	0	0
283		TOTAL			1471	1047
284	4112	RIGHT-OF-WAY	acre	7.7	0	0
284	5003	COMMUNITY COMMERCIAL	acre	33.6	26126	18438
284	9101	INACTIVE USE	acre	37.6	0	0
284		TOTAL			26126	18438
285	101	SINGLE FAMILY	du	389.0	4326	3152
285	103	MOBILE HOME PARK	du	103.0	675	442
285	2301	JUNKYARD/DUMP/LANDFILL	acre	41.0	383	308
285	4112	RIGHT-OF-WAY	acre	26.3	0	0
285	4113	COMMUNICATION OR UTILITY	acre	11.1	36	28
285	5009	OTHER COMMERCIAL	acre	8.8	982	714
285	6102	CHURCH	acre	2.2	111	85
285	6109	OTHER PUBLIC SERVICE	acre	0.9	300	212
285	8001	ORCHARDS OR VINEYARD	acre	174.2	29	24
285	8002	INTENSIVE AGRICULTURE	acre	2.0	1	1
285	8003	FIELD CROPS	acre	56.0	5	3
285	9101	INACTIVE USE	acre	414.2	0	0
285		TOTAL			6848	4969

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
286	101	SINGLE FAMILY	du	828.0	9959	6880
286	4112	RIGHT-OF-WAY	acre	56.0	1	1
286	8003	FIELD CROPS	acre	30.5	3	2
286	9101	INACTIVE USE	acre	50.4	0	0
286		TOTAL			9963	6883
287	101	SINGLE FAMILY	du	599.0	7098	4953
287	4112	RIGHT-OF-WAY	acre	42.2	0	0
287	6806	ELEMENTARY SCHOOL	site	1.0	2306	1282
287	9101	INACTIVE USE	acre	45.4	0	0
287		TOTAL			9404	6235
288	101	SINGLE FAMILY	du	438.0	5190	3641
288	4112	RIGHT-OF-WAY	acre	34.5	0	0
288	9101	INACTIVE USE	acre	17.0	0	0
288		TOTAL			5190	3641
289	101	SINGLE FAMILY	du	283.0	3351	2348
289	4112	RIGHT-OF-WAY	acre	24.4	0	0
289		TOTAL			3351	2348
290	101	SINGLE FAMILY	du	13.0	150	106
290	6101	CEMETERY	acre	1.7	11	9
290	8001	ORCHARDS OR VINEYARD	acre	43.6	4	3
290		TOTAL			165	118
291	101	SINGLE FAMILY	du	212.0	2541	1764
291	4112	RIGHT-OF-WAY	acre	24.1	0	0
291	9101	INACTIVE USE	acre	4.3	0	0
291		TOTAL			2541	1764
292	101	SINGLE FAMILY	du	2.0	21	16
292	103	MOBILE HOME PARK	du	458.0	2937	1961
292	1503	RESORT	acre	54.4	8538	5235
292	2105	PUBLIC STORAGE	acre	1.6	44	37
292	4112	RIGHT-OF-WAY	acre	131.0	0	0
292	5008	SERVICE STATION	acre	0.6	2181	1592
292	7204	GOLF COURSE	acre	98.2	8	7
292	7205	GOLF CLUB HOUSE	site	1.0	639	429
292	7607	RESIDENTIAL RECREATION	acre	4.5	0	0
292	9101	INACTIVE USE	acre	397.6	2	2
292		TOTAL			14370	9279
293	101	SINGLE FAMILY	du	151.0	835	614
293	102	MULTI-FAMILY	du	10.0	42	31
293	4112	RIGHT-OF-WAY	acre	76.3	0	0
293	4113	COMMUNICATION OR UTILITY	acre	2.1	4	3
293	6102	CHURCH	acre	1.2	40	31
293	9101	INACTIVE USE	acre	458.5	0	0
293		TOTAL			921	679

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
294	101	SINGLE FAMILY	du	118.0	1360	966
294	4112	RIGHT-OF-WAY	acre	9.2	0	0
294	6102	CHURCH	acre	2.0	100	77
294	6806	ELEMENTARY SCHOOL	site	1.0	2254	1236
294	8001	ORCHARDS OR VINEYARD	acre	129.5	16	13
294	8003	FIELD CROPS	acre	113.5	55	47
294	9101	INACTIVE USE	acre	7.5	0	0
294		TOTAL			3785	2339
295	101	SINGLE FAMILY	du	132.0	1522	1083
295	4112	RIGHT-OF-WAY	acre	13.8	0	0
295	8001	ORCHARDS OR VINEYARD	acre	198.0	37	31
295	8003	FIELD CROPS	acre	8.5	1	1
295	9101	INACTIVE USE	acre	85.3	0	0
295		TOTAL			1560	1115
296	101	SINGLE FAMILY	du	679.0	7615	5512
296	4112	RIGHT-OF-WAY	acre	40.0	0	0
296	4113	COMMUNICATION OR UTILITY	acre	1.2	4	3
296	7607	RESIDENTIAL RECREATION	acre	4.4	0	0
296	8001	ORCHARDS OR VINEYARD	acre	18.8	2	2
296	9101	INACTIVE USE	acre	573.8	0	0
296	9500	UNDER CONTRUCTION	acre	35.4	199	157
296		TOTAL			7820	5674
297	101	SINGLE FAMILY	du	147.0	1685	1200
297	4112	RIGHT-OF-WAY	acre	14.4	0	0
297	4113	COMMUNICATION OR UTILITY	acre	15.6	46	35
297	6105	FIRE OR POLICE STATION	site	1.0	263	191
297	8001	ORCHARDS OR VINEYARD	acre	48.8	4	3
297	8002	INTENSIVE AGRICULTURE	acre	88.5	24	20
297	8003	FIELD CROPS	acre	122.3	10	8
297	9101	INACTIVE USE	acre	3332.7	0	0
297		TOTAL			2032	1457
298	101	SINGLE FAMILY	du	558.0	6264	4529
298	102	MULTI-FAMILY	du	60.0	552	385
298	4112	RIGHT-OF-WAY	acre	45.8	0	0
298	4113	COMMUNICATION OR UTILITY	acre	1.4	4	3
298	5009	OTHER COMMERCIAL	acre	0.7	86	64
298	7204	GOLF COURSE	acre	119.2	0	0
298	7205	GOLF CLUB HOUSE	site	1.0	639	430
298	7607	RESIDENTIAL RECREATION	acre	1.7	0	0
298	8001	ORCHARDS OR VINEYARD	acre	139.2	12	9
298	8002	INTENSIVE AGRICULTURE	acre	26.9	6	5
298	9101	INACTIVE USE	acre	607.1	0	0
298	9500	UNDER CONTRUCTION	acre	1.8	10	8
298		TOTAL			7573	5433
299	101	SINGLE FAMILY	du	281.0	3327	2329
299	103	MOBILE HOME PARK	du	327.0	2375	1485

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
299	4112	RIGHT-OF-WAY	acre	22.0	0	0
299	4119	OTHER TRANSPORTATION	acre	0.5	51	38
299	6101	CEMETERY	acre	1.5	5	4
299	6806	ELEMENTARY SCHOOL	site	1.0	2265	1245
299	7201	TOURIST ATTRACTION	acre	1.5	0	0
299	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
299	9101	INACTIVE USE	acre	1.4	0	0
299		TOTAL			8023	5101
300	4112	RIGHT-OF-WAY	acre	0.7	0	0
300	5004	NEIGHBORHOOD COMMERCIAL	acre	7.5	9350	6602
300	5008	SERVICE STATION	acre	1.1	4238	3094
300		TOTAL			13588	9696
301	101	SINGLE FAMILY	du	311.0	3696	2584
301	4112	RIGHT-OF-WAY	acre	35.5	0	0
301	9101	INACTIVE USE	acre	11.1	0	0
301		TOTAL			3696	2584
302	101	SINGLE FAMILY	du	225.0	2680	1864
302	102	MULTI-FAMILY	du	651.0	6039	4071
302	4112	RIGHT-OF-WAY	acre	17.6	0	0
302	7601	ACTIVE PARK	acre	3.5	220	143
302	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
302	9101	INACTIVE USE	acre	22.5	0	0
302		TOTAL			8939	6078
303	101	SINGLE FAMILY	du	34.0	188	139
303	1501	LOW-RISE HOTEL OR MOTEL	acre	3.4	727	438
303	4112	RIGHT-OF-WAY	acre	37.4	0	0
303	4119	OTHER TRANSPORTATION	acre	7.0	476	360
303	6102	CHURCH	acre	10.2	338	261
303	9101	INACTIVE USE	acre	560.8	0	0
303		TOTAL			1729	1198
304	4112	RIGHT-OF-WAY	acre	6.1	0	0
304	9500	UNDER CONTRUCTION	acre	40.6	229	180
304		TOTAL			229	180
305	101	SINGLE FAMILY	du	412.0	4780	3389
305	4112	RIGHT-OF-WAY	acre	17.9	0	0
305	9101	INACTIVE USE	acre	7.8	0	0
305		TOTAL			4780	3389
306	101	SINGLE FAMILY	du	507.0	5942	4196
306	102	MULTI-FAMILY	du	321.0	2966	2014
306	4112	RIGHT-OF-WAY	acre	22.5	0	0
306	6102	CHURCH	acre	3.6	180	139
306	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
306	9101	INACTIVE USE	acre	4.8	0	0
306		TOTAL			9088	6349

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
307	101	SINGLE FAMILY	du	424.0	5000	3512
307	102	MULTI-FAMILY	du	284.0	2639	1779
307	4112	RIGHT-OF-WAY	acre	33.5	0	0
307	9101	INACTIVE USE	acre	86.6	0	0
307		TOTAL			7639	5291
308	101	SINGLE FAMILY	du	282.0	3343	2341
308	4112	RIGHT-OF-WAY	acre	26.7	0	0
308	8002	INTENSIVE AGRICULTURE	acre	2.8	1	1
308	9101	INACTIVE USE	acre	14.7	0	0
308		TOTAL			3344	2342
309	101	SINGLE FAMILY	du	559.0	6573	4624
309	4112	RIGHT-OF-WAY	acre	20.0	0	0
309	9101	INACTIVE USE	acre	0.6	0	0
309		TOTAL			6573	4624
310	101	SINGLE FAMILY	du	316.0	3755	2607
310	4112	RIGHT-OF-WAY	acre	17.3	0	0
310	5009	OTHER COMMERCIAL	acre	1.1	122	88
310	7607	RESIDENTIAL RECREATION	acre	1.5	0	0
310	9101	INACTIVE USE	acre	5.8	0	0
310		TOTAL			3877	2695
311	101	SINGLE FAMILY	du	144.0	1682	1193
311	1404	MONASTERY	acre	20.1	98	72
311	2301	JUNKYARD/DUMP/LANDFILL	acre	35.4	331	265
311	4112	RIGHT-OF-WAY	acre	16.8	0	0
311	4113	COMMUNICATION OR UTILITY	acre	10.6	31	24
311	6102	CHURCH	acre	0.8	40	31
311	9101	INACTIVE USE	acre	396.4	0	0
311		TOTAL			2182	1585
312	101	SINGLE FAMILY	du	278.0	3245	2279
312	2101	INDUSTRIAL PARK	acre	1.4	174	142
312	2105	PUBLIC STORAGE	acre	4.6	125	105
312	4112	RIGHT-OF-WAY	acre	13.7	0	0
312	4113	COMMUNICATION OR UTILITY	acre	1.9	6	4
312	5009	OTHER COMMERCIAL	acre	1.0	117	86
312	6102	CHURCH	acre	1.2	82	65
312	9101	INACTIVE USE	acre	17.2	0	0
312	9500	UNDER CONTRUCTION	acre	0.6	3	2
312		TOTAL			3752	2683
313	101	SINGLE FAMILY	du	210.0	2451	1740
313	4112	RIGHT-OF-WAY	acre	22.1	0	0
313	9101	INACTIVE USE	acre	50.0	0	0
313		TOTAL			2451	1740
314	101	SINGLE FAMILY	du	631.0	7515	5235
314	4112	RIGHT-OF-WAY	acre	30.9	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
314	4113	COMMUNICATION OR UTILITY	acre	2.0	6	4
314	9101	INACTIVE USE	acre	67.7	0	0
314		TOTAL			7521	5239
315	102	MULTI-FAMILY	du	70.0	651	437
315	103	MOBILE HOME PARK	du	790.0	5715	3565
315	4112	RIGHT-OF-WAY	acre	14.0	2	2
315		TOTAL			6368	4004
316	4112	RIGHT-OF-WAY	acre	7.4	0	0
316	7601	ACTIVE PARK	acre	15.5	982	639
316	9101	INACTIVE USE	acre	126.5	0	0
316		TOTAL			982	639
317	102	MULTI-FAMILY	du	261.0	2440	1638
317		TOTAL			2440	1638
318	4112	RIGHT-OF-WAY	acre	8.5	0	0
318	6108	MISSION	acre	30.6	1733	1297
318	6109	OTHER PUBLIC SERVICE	acre	0.9	307	218
318	6809	OTHER SCHOOL	acre	3.0	539	445
318	7601	ACTIVE PARK	acre	14.4	949	625
318	9101	INACTIVE USE	acre	24.6	0	0
318		TOTAL			3528	2585
319	101	SINGLE FAMILY	du	203.0	2373	1672
319	1409	OTHER GROUP QUARTERS	acre	1.8	7	5
319	4112	RIGHT-OF-WAY	acre	8.4	0	0
319	9101	INACTIVE USE	acre	20.6	0	0
319	9500	UNDER CONTRUCTION	acre	10.3	58	46
319		TOTAL			2438	1723
320	101	SINGLE FAMILY	du	2.0	21	16
320	4112	RIGHT-OF-WAY	acre	4.6	0	0
320	5008	SERVICE STATION	acre	0.3	1275	931
320	5009	OTHER COMMERCIAL	acre	0.5	81	62
320	6002	LOW RISE OFFICE	acre	0.6	155	117
320	6104	POST OFFICE	acre	1.1	1135	793
320	8003	FIELD CROPS	acre	43.4	4	3
320		TOTAL			2671	1922
321	102	MULTI-FAMILY	du	40.0	389	261
321	4112	RIGHT-OF-WAY	acre	1.9	0	0
321	5007	STREETFRONT COMMERCIAL	acre	1.5	1763	1274
321	8001	ORCHARDS OR VINEYARD	acre	1.6	1	1
321		TOTAL			2153	1536
322	4112	RIGHT-OF-WAY	acre	1.0	0	0
322	4113	COMMUNICATION OR UTILITY	acre	25.9	76	58
322	6105	FIRE OR POLICE STATION	site	1.0	254	184
322	9101	INACTIVE USE	acre	3.9	0	0
322		TOTAL			330	242

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
323	101	SINGLE FAMILY	du	35.0	399	283
323	4112	RIGHT-OF-WAY	acre	16.5	0	0
323	4113	COMMUNICATION OR UTILITY	acre	9.4	58	48
323	8001	ORCHARDS OR VINEYARD	acre	61.7	5	4
323	8002	INTENSIVE AGRICULTURE	acre	19.5	5	4
323	8003	FIELD CROPS	acre	126.9	10	8
323	9101	INACTIVE USE	acre	12.9	0	0
323		TOTAL			477	347
324	101	SINGLE FAMILY	du	40.0	454	325
324	4112	RIGHT-OF-WAY	acre	11.8	0	0
324	5009	OTHER COMMERCIAL	acre	2.5	267	193
324	8001	ORCHARDS OR VINEYARD	acre	68.5	6	5
324	8003	FIELD CROPS	acre	65.6	5	4
324		TOTAL			732	527
325	101	SINGLE FAMILY	du	7.0	80	57
325	2301	JUNKYARD/DUMP/LANDFILL	acre	4.8	56	46
325	4112	RIGHT-OF-WAY	acre	5.1	0	0
325	5004	NEIGHBORHOOD COMMERCIAL	acre	2.9	3504	2460
325	5007	STREETFRONT COMMERCIAL	acre	1.4	1620	1169
325	5009	OTHER COMMERCIAL	acre	0.5	66	50
325		TOTAL			5326	3782
326	4112	RIGHT-OF-WAY	acre	15.0	0	0
326	5003	COMMUNITY COMMERCIAL	acre	22.1	17187	12129
326	9101	INACTIVE USE	acre	2.4	0	0
326		TOTAL			17187	12129
327	101	SINGLE FAMILY	du	12.0	138	99
327	2104	WAREHOUSING	acre	2.2	89	74
327	4112	RIGHT-OF-WAY	acre	3.4	0	0
327	5008	SERVICE STATION	acre	0.7	2609	1905
327	5009	OTHER COMMERCIAL	acre	5.0	579	424
327	6002	LOW RISE OFFICE	acre	2.4	616	471
327	6105	FIRE OR POLICE STATION	site	1.0	254	183
327	6109	OTHER PUBLIC SERVICE	acre	4.8	1577	1118
327	9101	INACTIVE USE	acre	4.8	0	0
327		TOTAL			5862	4274
328	103	MOBILE HOME PARK	du	369.0	2654	1667
328	4114	PARKING	acre	0.1	0	0
328	6108	MISSION	acre	34.4	1434	1013
328	9101	INACTIVE USE	acre	0.3	0	0
328		TOTAL			4088	2680
329	4112	RIGHT-OF-WAY	acre	2.9	0	0
329	4113	COMMUNICATION OR UTILITY	acre	10.6	31	24
329	5003	COMMUNITY COMMERCIAL	acre	33.4	25619	18026
329	9101	INACTIVE USE	acre	29.3	0	0
329		TOTAL			25650	18050

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
330	101	SINGLE FAMILY	du	423.0	4990	3511
330	4112	RIGHT-OF-WAY	acre	34.0	0	0
330	9101	INACTIVE USE	acre	36.2	0	0
330		TOTAL			4990	3511
331	101	SINGLE FAMILY	du	19.0	214	155
331	4112	RIGHT-OF-WAY	acre	9.4	1	1
331	5003	COMMUNITY COMMERCIAL	acre	19.0	14556	10238
331	9101	INACTIVE USE	acre	15.0	0	0
331		TOTAL			14771	10394
332	101	SINGLE FAMILY	du	278.0	3260	2302
332	102	MULTI-FAMILY	du	333.0	3163	2095
332	4112	RIGHT-OF-WAY	acre	16.5	0	0
332	6804	SENIOR HIGH SCHOOL	site	1.0	5446	2283
332	9101	INACTIVE USE	acre	36.8	0	0
332		TOTAL			11869	6680
333	101	SINGLE FAMILY	du	158.0	1840	1300
333	102	MULTI-FAMILY	du	447.0	4095	2799
333	4112	RIGHT-OF-WAY	acre	16.3	0	0
333	9101	INACTIVE USE	acre	51.2	0	0
333		TOTAL			5935	4099
334	101	SINGLE FAMILY	du	12.0	130	96
334	2103	LIGHT INDUSTRY	acre	9.3	598	488
334	2104	WAREHOUSING	acre	4.1	177	147
334	2105	PUBLIC STORAGE	acre	6.4	173	145
334	4112	RIGHT-OF-WAY	acre	9.1	0	0
334	4113	COMMUNICATION OR UTILITY	acre	1.1	3	3
334	5004	NEIGHBORHOOD COMMERCIAL	acre	1.3	1593	1129
334	5009	OTHER COMMERCIAL	acre	3.1	341	248
334	6002	LOW RISE OFFICE	acre	3.6	882	670
334	6102	CHURCH	acre	1.4	71	55
334	8002	INTENSIVE AGRICULTURE	acre	0.8	0	0
334	8003	FIELD CROPS	acre	15.2	1	1
334	9101	INACTIVE USE	acre	19.1	0	0
334		TOTAL			3969	2982
335	101	SINGLE FAMILY	du	151.0	1764	1245
335	102	MULTI-FAMILY	du	376.0	3423	2345
335	4112	RIGHT-OF-WAY	acre	7.9	0	0
335	4113	COMMUNICATION OR UTILITY	acre	1.1	3	3
335	7601	ACTIVE PARK	acre	29.3	1849	1202
335	7607	RESIDENTIAL RECREATION	acre	2.0	0	0
335	9101	INACTIVE USE	acre	13.5	10	8
335		TOTAL			7049	4803
336	101	SINGLE FAMILY	du	50.0	575	409
336	4112	RIGHT-OF-WAY	acre	11.9	0	0
336	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
336	5009	OTHER COMMERCIAL	acre	2.1	230	166
336	6002	LOW RISE OFFICE	acre	1.1	313	241
336	8003	FIELD CROPS	acre	37.9	3	3
336	9101	INACTIVE USE	acre	37.7	0	0
336		TOTAL			1121	819
337	101	SINGLE FAMILY	du	626.0	7263	5155
337	4112	RIGHT-OF-WAY	acre	49.5	0	0
337	4113	COMMUNICATION OR UTILITY	acre	3.2	9	7
337	9101	INACTIVE USE	acre	21.7	0	0
337		TOTAL			7272	5162
338	101	SINGLE FAMILY	du	259.0	3008	2124
338	102	MULTI-FAMILY	du	50.0	477	323
338	4112	RIGHT-OF-WAY	acre	17.8	0	0
338	5007	STREETFRONT COMMERCIAL	acre	0.3	368	266
338	5009	OTHER COMMERCIAL	acre	0.6	62	45
338	6809	OTHER SCHOOL	acre	0.5	106	89
338	9101	INACTIVE USE	acre	3.3	0	0
338		TOTAL			4021	2847
339	101	SINGLE FAMILY	du	162.0	1866	1324
339	4112	RIGHT-OF-WAY	acre	12.5	0	0
339	6804	SENIOR HIGH SCHOOL	site	1.0	6026	2784
339	9101	INACTIVE USE	acre	9.7	0	0
339		TOTAL			7892	4108
340	101	SINGLE FAMILY	du	194.0	2353	1616
340	102	MULTI-FAMILY	du	238.0	2171	1480
340	4112	RIGHT-OF-WAY	acre	11.1	0	0
340		TOTAL			4524	3096
341	101	SINGLE FAMILY	du	5.0	57	41
341	102	MULTI-FAMILY	du	64.0	606	413
341	1409	OTHER GROUP QUARTERS	acre	4.2	17	12
341	4112	RIGHT-OF-WAY	acre	1.6	0	0
341	5007	STREETFRONT COMMERCIAL	acre	1.6	1859	1342
341	5008	SERVICE STATION	acre	0.8	3224	2354
341	5009	OTHER COMMERCIAL	acre	1.5	161	117
341	9101	INACTIVE USE	acre	3.7	0	0
341		TOTAL			5924	4279
342	101	SINGLE FAMILY	du	135.0	1568	1098
342	4112	RIGHT-OF-WAY	acre	11.3	0	0
342	6102	CHURCH	acre	4.0	201	156
342	7210	OTHER RECREATION-HIGH	acre	8.4	448	302
342	8003	FIELD CROPS	acre	14.4	7	6
342	9101	INACTIVE USE	acre	8.8	0	0
342		TOTAL			2224	1562
343	101	SINGLE FAMILY	du	3.0	32	24

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
343	2104	WAREHOUSING	acre	2.0	77	64
343	4112	RIGHT-OF-WAY	acre	7.1	0	0
343	5004	NEIGHBORHOOD COMMERCIAL	acre	24.2	29762	20949
343	5007	STREETFRONT COMMERCIAL	acre	3.9	4610	3340
343	6104	POST OFFICE	acre	1.4	1428	990
343		TOTAL			35909	25367
344	101	SINGLE FAMILY	du	261.0	2870	2113
344	102	MULTI-FAMILY	du	635.0	5415	3874
344	4112	RIGHT-OF-WAY	acre	56.4	3	2
344	9101	INACTIVE USE	acre	23.6	0	0
344		TOTAL			8288	5989
345	101	SINGLE FAMILY	du	393.0	4624	3233
345	102	MULTI-FAMILY	du	472.0	4686	3107
345	103	MOBILE HOME PARK	du	548.0	3801	2403
345	1409	OTHER GROUP QUARTERS	acre	6.2	24	18
345	4112	RIGHT-OF-WAY	acre	16.4	0	0
345	5004	NEIGHBORHOOD COMMERCIAL	acre	5.5	6723	4723
345	5009	OTHER COMMERCIAL	acre	1.0	112	81
345	6102	CHURCH	acre	6.8	333	257
345	9101	INACTIVE USE	acre	11.1	0	0
345		TOTAL			20303	13822
346	101	SINGLE FAMILY	du	8.0	88	64
346	4112	RIGHT-OF-WAY	acre	11.2	0	0
346	8002	INTENSIVE AGRICULTURE	acre	0.8	0	0
346	8003	FIELD CROPS	acre	31.6	22	19
346	9101	INACTIVE USE	acre	21.7	0	0
346		TOTAL			110	83
347	101	SINGLE FAMILY	du	3.0	32	24
347	4112	RIGHT-OF-WAY	acre	5.2	2	2
347	5003	COMMUNITY COMMERCIAL	acre	10.7	8202	5770
347	5004	NEIGHBORHOOD COMMERCIAL	acre	4.0	4936	3469
347	6105	FIRE OR POLICE STATION	site	1.0	289	213
347		TOTAL			13461	9478
348	4112	RIGHT-OF-WAY	acre	1.7	0	0
348	6102	CHURCH	acre	14.2	700	541
348		TOTAL			700	541
349	4112	RIGHT-OF-WAY	acre	3.0	0	0
349	8003	FIELD CROPS	acre	5.2	0	0
349	9101	INACTIVE USE	acre	27.1	0	0
349		TOTAL			0	0
350	101	SINGLE FAMILY	du	229.0	2682	1882
350	102	MULTI-FAMILY	du	140.0	1352	915
350	4112	RIGHT-OF-WAY	acre	16.2	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
350	6804	SENIOR HIGH SCHOOL	site	1.0	5537	2362
350	7607	RESIDENTIAL RECREATION	acre	0.1	0	0
350	8002	INTENSIVE AGRICULTURE	acre	10.6	4	3
350	9101	INACTIVE USE	acre	3.0	0	0
350		TOTAL			9575	5162
351	101	SINGLE FAMILY	du	309.0	3663	2562
351	4112	RIGHT-OF-WAY	acre	32.0	0	0
351	6806	ELEMENTARY SCHOOL	site	1.0	2231	1216
351	7601	ACTIVE PARK	acre	14.3	1316	944
351	9101	INACTIVE USE	acre	2.7	0	0
351		TOTAL			7210	4722
352	101	SINGLE FAMILY	du	545.0	6414	4514
352	4112	RIGHT-OF-WAY	acre	14.8	0	0
352	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
352	9101	INACTIVE USE	acre	75.8	5	4
352		TOTAL			6419	4518
353	101	SINGLE FAMILY	du	199.0	1132	821
353	4112	RIGHT-OF-WAY	acre	46.7	0	0
353	4113	COMMUNICATION OR UTILITY	acre	1.1	2	2
353	9101	INACTIVE USE	acre	836.9	0	0
353		TOTAL			1134	823
354	101	SINGLE FAMILY	du	2.0	21	16
354	4112	RIGHT-OF-WAY	acre	1.7	0	0
354	6003	GOV'T OFFICE OR CENTER	acre	3.1	2727	1998
354	6807	SCHOOL DISTRICT OFFICE	acre	7.6	3427	2786
354		TOTAL			6175	4800
355	101	SINGLE FAMILY	du	57.0	663	471
355	4112	RIGHT-OF-WAY	acre	18.2	0	0
355	5004	NEIGHBORHOOD COMMERCIAL	acre	7.4	8977	6301
355	5008	SERVICE STATION	acre	0.9	3665	2676
355	9101	INACTIVE USE	acre	48.0	0	0
355		TOTAL			13305	9448
356	101	SINGLE FAMILY	du	450.0	5200	3680
356	4112	RIGHT-OF-WAY	acre	30.3	0	0
356	7607	RESIDENTIAL RECREATION	acre	1.4	0	0
356	8001	ORCHARDS OR VINEYARD	acre	1.4	0	0
356	8002	INTENSIVE AGRICULTURE	acre	7.6	4	4
356	9101	INACTIVE USE	acre	23.2	0	0
356	9500	UNDER CONTRUCTION	acre	4.6	25	20
356		TOTAL			5229	3704
357	101	SINGLE FAMILY	du	1.0	11	8
357	2105	PUBLIC STORAGE	acre	3.0	79	66
357	4112	RIGHT-OF-WAY	acre	4.4	0	0
357	4119	OTHER TRANSPORTATION	acre	0.4	40	30

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
357	5007	STREETFRONT COMMERCIAL	acre	2.1	2488	1802
357	5009	OTHER COMMERCIAL	acre	3.2	374	274
357	9101	INACTIVE USE	acre	0.9	0	0
357		TOTAL			2992	2180
358	101	SINGLE FAMILY	du	15.0	173	123
358	2201	EXTRACTIVE INDUSTRY	acre	36.7	27	22
358	4112	RIGHT-OF-WAY	acre	27.4	0	0
358	4113	COMMUNICATION OR UTILITY	acre	8.3	25	19
358	8001	ORCHARDS OR VINEYARD	acre	15.1	1	1
358	8002	INTENSIVE AGRICULTURE	acre	1.5	0	0
358	9101	INACTIVE USE	acre	943.5	0	0
358		TOTAL			226	165
359	101	SINGLE FAMILY	du	517.0	5952	4230
359	102	MULTI-FAMILY	du	171.0	1590	1076
359	4112	RIGHT-OF-WAY	acre	33.2	0	0
359	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
359	9101	INACTIVE USE	acre	21.3	0	0
359		TOTAL			7542	5306
360	101	SINGLE FAMILY	du	141.0	1647	1158
360	4112	RIGHT-OF-WAY	acre	0.8	0	0
360	4113	COMMUNICATION OR UTILITY	acre	27.9	82	63
360	8001	ORCHARDS OR VINEYARD	acre	142.2	12	9
360	8002	INTENSIVE AGRICULTURE	acre	24.3	6	5
360	9101	INACTIVE USE	acre	689.0	0	0
360		TOTAL			1747	1235
361	101	SINGLE FAMILY	du	317.0	3658	2608
361	4112	RIGHT-OF-WAY	acre	33.5	0	0
361	7204	GOLF COURSE	acre	250.8	0	0
361	7211	OTHER RECREATION-LOW	acre	29.3	185	127
361	8001	ORCHARDS OR VINEYARD	acre	267.2	22	17
361	8002	INTENSIVE AGRICULTURE	acre	1.9	3	2
361	8003	FIELD CROPS	acre	149.6	12	10
361	9101	INACTIVE USE	acre	231.2	0	0
361		TOTAL			3880	2764
362	101	SINGLE FAMILY	du	143.0	1637	1174
362	4112	RIGHT-OF-WAY	acre	11.4	0	0
362	4113	COMMUNICATION OR UTILITY	acre	4.0	12	9
362	6003	GOV'T OFFICE OR CENTER	acre	6.9	6152	4523
362	6102	CHURCH	acre	3.5	172	133
362	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4212	2488
362	7209	CASINO	unique	26.4	11012	7536
362	8001	ORCHARDS OR VINEYARD	acre	219.8	18	14
362	8002	INTENSIVE AGRICULTURE	acre	75.2	17	14
362	8003	FIELD CROPS	acre	26.5	2	2
362	9101	INACTIVE USE	acre	108.3	0	0
362		TOTAL			23234	15893

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
363	101	SINGLE FAMILY	du	774.0	8879	6355
363	4112	RIGHT-OF-WAY	acre	41.6	1	1
363	6102	CHURCH	acre	10.1	522	405
363		TOTAL			9402	6761
364	101	SINGLE FAMILY	du	326.0	3651	2647
364	4112	RIGHT-OF-WAY	acre	1.8	0	0
364	8001	ORCHARDS OR VINEYARD	acre	0.4	0	0
364	8003	FIELD CROPS	acre	11.5	1	1
364	9101	INACTIVE USE	acre	31.0	0	0
364		TOTAL			3652	2648
365	101	SINGLE FAMILY	du	126.0	1486	1043
365	2101	INDUSTRIAL PARK	acre	42.3	5204	4267
365	4103	GENERAL AVIATION AIRPORT	acre	52.5	427	338
365	4112	RIGHT-OF-WAY	acre	24.9	0	0
365	9101	INACTIVE USE	acre	98.5	0	0
365		TOTAL			7117	5648
366	101	SINGLE FAMILY	du	474.0	5658	3941
366	4112	RIGHT-OF-WAY	acre	62.0	1	1
366	4113	COMMUNICATION OR UTILITY	acre	12.9	38	29
366	4114	PARKING	acre	1.9	0	0
366	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
366	9101	INACTIVE USE	acre	67.8	0	0
366		TOTAL			7923	5183
367	101	SINGLE FAMILY	du	632.0	7246	5184
367	4112	RIGHT-OF-WAY	acre	28.6	0	0
367	9101	INACTIVE USE	acre	18.2	0	0
367		TOTAL			7246	5184
368	101	SINGLE FAMILY	du	183.0	2161	1507
368	4112	RIGHT-OF-WAY	acre	11.5	0	0
368	9101	INACTIVE USE	acre	1.9	0	0
368		TOTAL			2161	1507
369	101	SINGLE FAMILY	du	575.0	6727	4748
369	102	MULTI-FAMILY	du	234.0	2135	1457
369	4112	RIGHT-OF-WAY	acre	20.8	0	0
369	7607	RESIDENTIAL RECREATION	acre	0.9	0	0
369	9101	INACTIVE USE	acre	22.9	0	0
369		TOTAL			8862	6205
370	101	SINGLE FAMILY	du	352.0	4023	2894
370	4112	RIGHT-OF-WAY	acre	15.4	0	0
370		TOTAL			4023	2894
371	101	SINGLE FAMILY	du	52.0	609	430
371	103	MOBILE HOME PARK	du	99.0	708	449
371	4112	RIGHT-OF-WAY	acre	1.8	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
371	5009	OTHER COMMERCIAL	acre	2.3	249	180
371	6102	CHURCH	acre	6.2	308	238
371	9101	INACTIVE USE	acre	2.8	0	0
371		TOTAL			1874	1297
372	101	SINGLE FAMILY	du	62.0	721	507
372	102	MULTI-FAMILY	du	555.0	5591	3683
372	103	MOBILE HOME PARK	du	137.0	957	602
372	4112	RIGHT-OF-WAY	acre	8.3	0	0
372	6102	CHURCH	acre	4.3	258	204
372	9101	INACTIVE USE	acre	1.5	0	0
372		TOTAL			7527	4996
373	4112	RIGHT-OF-WAY	acre	2.6	0	0
373	5007	STREETFRONT COMMERCIAL	acre	0.3	438	320
373	5009	OTHER COMMERCIAL	acre	2.4	261	189
373	6104	POST OFFICE	acre	3.3	3332	2308
373	9101	INACTIVE USE	acre	4.6	0	0
373		TOTAL			4031	2817
374	101	SINGLE FAMILY	du	100.0	1142	820
374	4112	RIGHT-OF-WAY	acre	8.1	0	0
374	5009	OTHER COMMERCIAL	acre	3.2	414	309
374	6102	CHURCH	acre	1.3	64	49
374	8003	FIELD CROPS	acre	0.7	0	0
374	9101	INACTIVE USE	acre	3.7	0	0
374		TOTAL			1620	1178
375	101	SINGLE FAMILY	du	25.0	285	205
375	102	MULTI-FAMILY	du	592.0	5309	3686
375	4112	RIGHT-OF-WAY	acre	1.7	0	0
375	5004	NEIGHBORHOOD COMMERCIAL	acre	3.8	4550	3194
375	6806	ELEMENTARY SCHOOL	site	1.0	2359	1327
375		TOTAL			12503	8412
376	101	SINGLE FAMILY	du	153.0	1786	1259
376	4112	RIGHT-OF-WAY	acre	17.6	0	0
376	6102	CHURCH	acre	6.6	357	279
376	9101	INACTIVE USE	acre	6.4	0	0
376		TOTAL			2143	1538
377	101	SINGLE FAMILY	du	7.0	78	57
377	4112	RIGHT-OF-WAY	acre	10.4	1	1
377	4113	COMMUNICATION OR UTILITY	acre	1.0	3	2
377	5004	NEIGHBORHOOD COMMERCIAL	acre	11.7	14974	10629
377	5007	STREETFRONT COMMERCIAL	acre	0.6	723	527
377	5008	SERVICE STATION	acre	0.7	2833	2068
377	9101	INACTIVE USE	acre	8.3	0	0
377		TOTAL			18612	13284
378	101	SINGLE FAMILY	du	455.0	5436	3779

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
378	4112	RIGHT-OF-WAY	acre	35.7	0	0
378	7601	ACTIVE PARK	acre	12.0	760	494
378	9101	INACTIVE USE	acre	135.5	0	0
378		TOTAL			6196	4273
379	101	SINGLE FAMILY	du	208.0	2586	1747
379	4112	RIGHT-OF-WAY	acre	17.0	0	0
379	6102	CHURCH	acre	0.9	44	34
379		TOTAL			2630	1781
380	101	SINGLE FAMILY	du	172.0	2125	1439
380	4112	RIGHT-OF-WAY	acre	9.0	0	0
380		TOTAL			2125	1439
381	101	SINGLE FAMILY	du	18.0	209	147
381	2104	WAREHOUSING	acre	0.9	34	28
381	4112	RIGHT-OF-WAY	acre	7.4	0	0
381	5004	NEIGHBORHOOD COMMERCIAL	acre	8.4	10366	7299
381	5007	STREETFRONT COMMERCIAL	acre	1.9	2238	1616
381	5009	OTHER COMMERCIAL	acre	4.1	498	368
381	6806	ELEMENTARY SCHOOL	site	1.0	2247	1230
381	9101	INACTIVE USE	acre	5.8	0	0
381		TOTAL			15592	10688
382	101	SINGLE FAMILY	du	23.0	290	192
382	1409	OTHER GROUP QUARTERS	acre	5.3	21	15
382	4112	RIGHT-OF-WAY	acre	1.8	0	0
382	6809	OTHER SCHOOL	acre	5.0	1131	943
382	9101	INACTIVE USE	acre	4.0	0	0
382		TOTAL			1442	1150
383	101	SINGLE FAMILY	du	216.0	2670	1806
383	4112	RIGHT-OF-WAY	acre	13.7	0	0
383	9101	INACTIVE USE	acre	2.3	0	0
383		TOTAL			2670	1806
384	102	MULTI-FAMILY	du	163.0	1499	1020
384	4112	RIGHT-OF-WAY	acre	5.3	0	0
384	5007	STREETFRONT COMMERCIAL	acre	1.1	1334	963
384	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
384	7601	ACTIVE PARK	acre	15.4	977	634
384		TOTAL			6015	3811
385	4112	RIGHT-OF-WAY	acre	121.0	0	0
385	9101	INACTIVE USE	acre	36814.4	0	0
385		TOTAL			0	0
386	101	SINGLE FAMILY	du	80.0	905	651
386	4112	RIGHT-OF-WAY	acre	10.8	1	0
386	4113	COMMUNICATION OR UTILITY	acre	0.6	5	4

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
386	5008	SERVICE STATION	acre	2.4	9667	7058
386	5009	OTHER COMMERCIAL	acre	1.2	136	99
386	6002	LOW RISE OFFICE	acre	1.5	358	270
386	6105	FIRE OR POLICE STATION	site	1.0	275	202
386	6109	OTHER PUBLIC SERVICE	acre	1.7	562	399
386	7601	ACTIVE PARK	acre	10.4	659	428
386	8002	INTENSIVE AGRICULTURE	acre	29.9	22	18
386	8003	FIELD CROPS	acre	62.6	5	4
386	9101	INACTIVE USE	acre	3.1	0	0
386		TOTAL			12595	9133
387	101	SINGLE FAMILY	du	972.0	10793	7897
387	4112	RIGHT-OF-WAY	acre	10.6	0	0
387	7204	GOLF COURSE	acre	18.3	15	13
387	7205	GOLF CLUB HOUSE	site	1.0	638	429
387	7607	RESIDENTIAL RECREATION	acre	2.9	0	0
387	9101	INACTIVE USE	acre	92.5	10	9
387		TOTAL			11456	8348
388	102	MULTI-FAMILY	du	451.0	3939	2777
388	4112	RIGHT-OF-WAY	acre	4.9	0	0
388	7607	RESIDENTIAL RECREATION	acre	1.4	0	0
388	9101	INACTIVE USE	acre	9.6	0	0
388		TOTAL			3939	2777
389	101	SINGLE FAMILY	du	73.0	807	592
389	4112	RIGHT-OF-WAY	acre	2.7	0	0
389	6804	SENIOR HIGH SCHOOL	site	1.0	5745	2541
389	9101	INACTIVE USE	acre	13.3	0	0
389		TOTAL			6552	3133
390	101	SINGLE FAMILY	du	28.0	332	230
390	2101	INDUSTRIAL PARK	acre	15.4	2162	1785
390	2103	LIGHT INDUSTRY	acre	5.4	504	419
390	2105	PUBLIC STORAGE	acre	6.1	165	138
390	4112	RIGHT-OF-WAY	acre	14.2	0	0
390	4113	COMMUNICATION OR UTILITY	acre	1.0	3	2
390	5007	STREETFRONT COMMERCIAL	acre	0.5	622	449
390	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
390	9101	INACTIVE USE	acre	21.9	0	0
390	9500	UNDER CONTRUCTION	acre	4.7	27	21
390		TOTAL			6041	4256
391	2101	INDUSTRIAL PARK	acre	5.6	779	643
391	4112	RIGHT-OF-WAY	acre	6.8	0	0
391	6003	GOV'T OFFICE OR CENTER	acre	22.2	19810	14560
391	9101	INACTIVE USE	acre	7.9	0	0
391		TOTAL			20589	15203
392	101	SINGLE FAMILY	du	1.0	11	8
392	4112	RIGHT-OF-WAY	acre	2.3	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
392	5004	NEIGHBORHOOD COMMERCIAL	acre	10.1	12347	8688
392	5008	SERVICE STATION	acre	0.9	3694	2697
392	6806	ELEMENTARY SCHOOL	site	1.0	2331	1302
392		TOTAL			18383	12695
393	101	SINGLE FAMILY	du	1.0	11	8
393	102	MULTI-FAMILY	du	80.0	747	501
393	1501	LOW-RISE HOTEL OR MOTEL	acre	2.3	754	458
393	2101	INDUSTRIAL PARK	acre	24.2	3766	3124
393	4112	RIGHT-OF-WAY	acre	14.3	0	0
393	5004	NEIGHBORHOOD COMMERCIAL	acre	3.3	4030	2837
393	5007	STREETFRONT COMMERCIAL	acre	1.5	1776	1282
393	5008	SERVICE STATION	acre	0.4	1439	1051
393	9101	INACTIVE USE	acre	14.5	0	0
393		TOTAL			12523	9261
394	101	SINGLE FAMILY	du	362.0	4221	2986
394	4112	RIGHT-OF-WAY	acre	7.4	0	0
394	9101	INACTIVE USE	acre	1.7	0	0
394		TOTAL			4221	2986
395	4112	RIGHT-OF-WAY	acre	2.0	0	0
395	5004	NEIGHBORHOOD COMMERCIAL	acre	2.8	3436	2411
395	5008	SERVICE STATION	acre	0.5	1891	1380
395	6002	LOW RISE OFFICE	acre	1.0	244	185
395	9101	INACTIVE USE	acre	2.2	0	0
395		TOTAL			5571	3976
396	2101	INDUSTRIAL PARK	acre	53.3	7836	6484
396	4112	RIGHT-OF-WAY	acre	18.8	0	0
396	7601	ACTIVE PARK	acre	9.6	610	396
396	9101	INACTIVE USE	acre	12.1	0	0
396		TOTAL			8446	6880
397	102	MULTI-FAMILY	du	258.0	2520	1698
397	4112	RIGHT-OF-WAY	acre	2.2	0	0
397	6102	CHURCH	acre	4.2	209	161
397	6109	OTHER PUBLIC SERVICE	acre	2.9	929	656
397		TOTAL			3658	2515
398	2101	INDUSTRIAL PARK	acre	37.8	5817	4823
398	4112	RIGHT-OF-WAY	acre	10.3	0	0
398	4114	PARKING	acre	32.7	0	0
398	6104	POST OFFICE	acre	10.6	10876	7548
398	9101	INACTIVE USE	acre	40.0	0	0
398		TOTAL			16693	12371
399	101	SINGLE FAMILY	du	123.0	1401	1001
399	4112	RIGHT-OF-WAY	acre	11.5	0	0
399	8002	INTENSIVE AGRICULTURE	acre	48.0	15	12
399	8003	FIELD CROPS	acre	13.7	1	1

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
399	9101	INACTIVE USE	acre	6.9	0	0
399		TOTAL			1417	1014
400	101	SINGLE FAMILY	du	227.0	2498	1839
400	102	MULTI-FAMILY	du	424.0	3778	2617
400	4112	RIGHT-OF-WAY	acre	11.2	0	0
400	9101	INACTIVE USE	acre	39.0	0	0
400		TOTAL			6276	4456
401	101	SINGLE FAMILY	du	123.0	1515	1031
401	4112	RIGHT-OF-WAY	acre	7.1	0	0
401	6102	CHURCH	acre	3.6	177	136
401	9101	INACTIVE USE	acre	0.7	0	0
401		TOTAL			1692	1167
402	101	SINGLE FAMILY	du	314.0	3967	2641
402	102	MULTI-FAMILY	du	146.0	1526	970
402	4112	RIGHT-OF-WAY	acre	12.1	0	0
402	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
402	5009	OTHER COMMERCIAL	acre	1.6	172	124
402	7601	ACTIVE PARK	acre	4.5	283	184
402	9101	INACTIVE USE	acre	4.5	0	0
402		TOTAL			5949	3920
403	2101	INDUSTRIAL PARK	acre	50.0	7342	6074
403	2105	PUBLIC STORAGE	acre	2.8	74	62
403	4112	RIGHT-OF-WAY	acre	40.6	0	0
403	4119	OTHER TRANSPORTATION	acre	16.8	1692	1279
403	5007	STREETFRONT COMMERCIAL	acre	2.0	2415	1749
403	5008	SERVICE STATION	acre	1.1	4473	3266
403	9101	INACTIVE USE	acre	7.8	0	0
403		TOTAL			15996	12430
404	101	SINGLE FAMILY	du	92.0	1168	777
404	102	MULTI-FAMILY	du	97.0	954	639
404	103	MOBILE HOME PARK	du	84.0	661	382
404	4112	RIGHT-OF-WAY	acre	3.7	0	0
404	9101	INACTIVE USE	acre	0.2	0	0
404		TOTAL			2783	1798
405	101	SINGLE FAMILY	du	11.0	124	91
405	4112	RIGHT-OF-WAY	acre	4.1	0	0
405	5004	NEIGHBORHOOD COMMERCIAL	acre	4.1	4898	3434
405	5007	STREETFRONT COMMERCIAL	acre	3.4	3976	2876
405	5008	SERVICE STATION	acre	0.7	2905	2121
405	5009	OTHER COMMERCIAL	acre	1.7	183	133
405		TOTAL			12086	8655
406	4112	RIGHT-OF-WAY	acre	4.8	0	0
406	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4260	2529
406		TOTAL			4260	2529

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
407	2101	INDUSTRIAL PARK	acre	28.6	3974	3279
407	4112	RIGHT-OF-WAY	acre	6.5	0	0
407	9101	INACTIVE USE	acre	42.0	0	0
407	9500	UNDER CONTRUCTION	acre	26.1	147	116
407		TOTAL			4121	3395
408	101	SINGLE FAMILY	du	63.0	785	528
408	102	MULTI-FAMILY	du	96.0	1005	643
408	4112	RIGHT-OF-WAY	acre	7.8	0	0
408	5004	NEIGHBORHOOD COMMERCIAL	acre	4.8	5848	4104
408	5007	STREETFRONT COMMERCIAL	acre	1.9	2273	1648
408	9101	INACTIVE USE	acre	2.4	0	0
408		TOTAL			9911	6923
409	101	SINGLE FAMILY	du	84.0	970	687
409	103	MOBILE HOME PARK	du	28.0	191	123
409	4112	RIGHT-OF-WAY	acre	10.6	0	0
409	8003	FIELD CROPS	acre	4.4	0	0
409	9101	INACTIVE USE	acre	13.5	0	0
409		TOTAL			1161	810
410	101	SINGLE FAMILY	du	1.0	13	8
410	102	MULTI-FAMILY	du	88.0	918	590
410	4112	RIGHT-OF-WAY	acre	2.7	0	0
410	5004	NEIGHBORHOOD COMMERCIAL	acre	5.1	6163	4328
410	5006	AUTO COMMERCIAL	acre	4.6	1912	1349
410	5009	OTHER COMMERCIAL	acre	0.7	109	84
410	9101	INACTIVE USE	acre	0.4	0	0
410		TOTAL			9115	6359
411	2101	INDUSTRIAL PARK	acre	32.0	4744	3927
411	2105	PUBLIC STORAGE	acre	5.1	136	114
411	4112	RIGHT-OF-WAY	acre	7.4	0	0
411		TOTAL			4880	4041
412	4113	COMMUNICATION OR UTILITY	acre	2.3	5	3
412	9101	INACTIVE USE	acre	372.9	0	0
412		TOTAL			5	3
413	2101	INDUSTRIAL PARK	acre	25.8	3227	2648
413	4112	RIGHT-OF-WAY	acre	1.4	0	0
413	9101	INACTIVE USE	acre	52.0	0	0
413		TOTAL			3227	2648
414	2101	INDUSTRIAL PARK	acre	14.1	1894	1560
414	9101	INACTIVE USE	acre	13.8	0	0
414		TOTAL			1894	1560
415	101	SINGLE FAMILY	du	246.0	2836	2025
415	102	MULTI-FAMILY	du	165.0	1473	1025
415	4112	RIGHT-OF-WAY	acre	19.0	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
415	5007	STREETFRONT COMMERCIAL	acre	2.4	2914	2111
415	5008	SERVICE STATION	acre	1.4	5535	4041
415	9101	INACTIVE USE	acre	8.0	0	0
415		TOTAL			12758	9202
416	101	SINGLE FAMILY	du	8.0	92	65
416	102	MULTI-FAMILY	du	250.0	2406	1584
416	2101	INDUSTRIAL PARK	acre	3.4	499	412
416	4112	RIGHT-OF-WAY	acre	21.6	0	0
416	4119	OTHER TRANSPORTATION	acre	6.2	626	473
416	6102	CHURCH	acre	20.1	992	766
416	9101	INACTIVE USE	acre	33.5	0	0
416		TOTAL			4615	3300
417	101	SINGLE FAMILY	du	95.0	1108	779
417	4112	RIGHT-OF-WAY	acre	8.0	0	0
417	9101	INACTIVE USE	acre	3.7	0	0
417		TOTAL			1108	779
418	101	SINGLE FAMILY	du	59.0	708	487
418	2101	INDUSTRIAL PARK	acre	7.0	1080	895
418	2103	LIGHT INDUSTRY	acre	2.7	183	150
418	2104	WAREHOUSING	acre	3.8	153	127
418	4112	RIGHT-OF-WAY	acre	7.0	0	0
418	4114	PARKING	acre	4.6	0	0
418	6102	CHURCH	acre	3.9	196	151
418	9101	INACTIVE USE	acre	1.9	0	0
418		TOTAL			2320	1810
419	101	SINGLE FAMILY	du	119.0	1458	996
419	102	MULTI-FAMILY	du	99.0	1019	661
419	4112	RIGHT-OF-WAY	acre	7.9	0	0
419	5009	OTHER COMMERCIAL	acre	0.7	80	58
419	6102	CHURCH	acre	1.0	49	38
419	9101	INACTIVE USE	acre	0.6	0	0
419		TOTAL			2606	1753
420	101	SINGLE FAMILY	du	216.0	2522	1774
420	4112	RIGHT-OF-WAY	acre	26.8	0	0
420	7601	ACTIVE PARK	acre	77.7	4921	3200
420	9101	INACTIVE USE	acre	7.5	0	0
420		TOTAL			7443	4974
421	101	SINGLE FAMILY	du	159.0	2025	1338
421	102	MULTI-FAMILY	du	429.0	4536	2865
421	1409	OTHER GROUP QUARTERS	acre	2.4	9	7
421	4112	RIGHT-OF-WAY	acre	11.4	1	1
421	5009	OTHER COMMERCIAL	acre	2.5	300	221
421	6102	CHURCH	acre	2.0	97	75
421	9101	INACTIVE USE	acre	0.3	0	0
421		TOTAL			6968	4507

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
422	4112	RIGHT-OF-WAY	acre	7.8	1	1
422	5007	STREETFRONT COMMERCIAL	acre	1.0	1220	888
422	7207	MARINA	acre	89.2	3454	2348
422	7604	ACTIVE BEACH	acre	18.2	61	39
422	9101	INACTIVE USE	acre	9.6	0	0
422		TOTAL			4736	3276
423	101	SINGLE FAMILY	du	19.0	217	156
423	102	MULTI-FAMILY	du	100.0	932	629
423	4112	RIGHT-OF-WAY	acre	7.0	0	0
423	4113	COMMUNICATION OR UTILITY	acre	7.6	22	17
423	9101	INACTIVE USE	acre	41.2	5	4
423		TOTAL			1176	806
424	101	SINGLE FAMILY	du	15.0	175	124
424	102	MULTI-FAMILY	du	117.0	1073	732
424	4112	RIGHT-OF-WAY	acre	5.5	1	1
424	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4287	2552
424	6806	ELEMENTARY SCHOOL	site	1.0	2255	1237
424	9101	INACTIVE USE	acre	30.1	0	0
424		TOTAL			7791	4646
425	101	SINGLE FAMILY	du	130.0	1454	1054
425	4112	RIGHT-OF-WAY	acre	79.9	0	0
425	7204	GOLF COURSE	acre	15.9	0	0
425	7601	ACTIVE PARK	acre	0.1	6	4
425	8001	ORCHARDS OR VINEYARD	acre	65.0	14	12
425	9101	INACTIVE USE	acre	295.0	0	0
425		TOTAL			1474	1070
426	101	SINGLE FAMILY	du	681.0	8109	5628
426	103	MOBILE HOME PARK	du	83.0	624	376
426	4112	RIGHT-OF-WAY	acre	49.6	0	0
426	4114	PARKING	acre	0.2	0	0
426	6102	CHURCH	acre	2.1	105	81
426	7607	RESIDENTIAL RECREATION	acre	3.7	0	0
426	9101	INACTIVE USE	acre	5.9	0	0
426	9500	UNDER CONTRUCTION	acre	15.1	85	67
426		TOTAL			8923	6152
427	101	SINGLE FAMILY	du	355.0	4293	2957
427	102	MULTI-FAMILY	du	36.0	340	226
427	4112	RIGHT-OF-WAY	acre	63.2	0	0
427	6102	CHURCH	acre	0.9	45	34
427	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
427	9101	INACTIVE USE	acre	9.7	0	0
427		TOTAL			6904	4429
428	101	SINGLE FAMILY	du	95.0	1179	794
428	102	MULTI-FAMILY	du	37.0	383	247
428	4112	RIGHT-OF-WAY	acre	2.8	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
428	5009	OTHER COMMERCIAL	acre	1.0	111	81
428	7607	RESIDENTIAL RECREATION	acre	1.6	0	0
428	9101	INACTIVE USE	acre	0.6	0	0
428		TOTAL			1673	1122
429	101	SINGLE FAMILY	du	245.0	2906	2034
429	4112	RIGHT-OF-WAY	acre	16.8	0	0
429	7601	ACTIVE PARK	acre	17.9	1130	734
429	9101	INACTIVE USE	acre	29.7	0	0
429		TOTAL			4036	2768
430	1501	LOW-RISE HOTEL OR MOTEL	acre	3.0	998	612
430	2101	INDUSTRIAL PARK	acre	8.5	1184	977
430	4112	RIGHT-OF-WAY	acre	9.6	1	1
430	5004	NEIGHBORHOOD COMMERCIAL	acre	3.6	4388	3085
430	6002	LOW RISE OFFICE	acre	2.5	706	544
430	6509	OTHER HEALTH CARE	acre	4.5	1884	1380
430	9101	INACTIVE USE	acre	32.8	0	0
430	9500	UNDER CONTRUCTION	acre	2.5	14	11
430		TOTAL			9175	6610
431	4112	RIGHT-OF-WAY	acre	10.9	0	0
431	9101	INACTIVE USE	acre	370.1	0	0
431		TOTAL			0	0
432	101	SINGLE FAMILY	du	303.0	3364	2457
432	4112	RIGHT-OF-WAY	acre	3.8	0	0
432	7204	GOLF COURSE	acre	15.4	0	0
432	9101	INACTIVE USE	acre	34.2	5	4
432		TOTAL			3369	2461
433	2101	INDUSTRIAL PARK	acre	24.2	3628	3005
433	4112	RIGHT-OF-WAY	acre	6.7	0	0
433	6102	CHURCH	acre	2.2	107	82
433	9101	INACTIVE USE	acre	13.3	0	0
433		TOTAL			3735	3087
434	101	SINGLE FAMILY	du	77.0	913	635
434	4112	RIGHT-OF-WAY	acre	10.4	1	1
434	6002	LOW RISE OFFICE	acre	3.2	818	624
434		TOTAL			1732	1260
435	101	SINGLE FAMILY	du	54.0	641	446
435	102	MULTI-FAMILY	du	262.0	2655	1726
435	4112	RIGHT-OF-WAY	acre	4.8	0	0
435	5007	STREETFRONT COMMERCIAL	acre	0.6	788	576
435	6509	OTHER HEALTH CARE	acre	2.0	1112	848
435	9101	INACTIVE USE	acre	0.4	0	0
435		TOTAL			5196	3596

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
436	101	SINGLE FAMILY	du	37.0	427	304
436	102	MULTI-FAMILY	du	4.0	38	26
436	4112	RIGHT-OF-WAY	acre	2.8	0	0
436	5007	STREETFRONT COMMERCIAL	acre	2.4	2849	2062
436	6002	LOW RISE OFFICE	acre	1.7	441	338
436	6102	CHURCH	acre	1.5	80	62
436		TOTAL			3835	2792
437	2101	INDUSTRIAL PARK	acre	37.5	5062	4171
437	4112	RIGHT-OF-WAY	acre	5.4	0	0
437		TOTAL			5062	4171
438	101	SINGLE FAMILY	du	279.0	3299	2311
438	4112	RIGHT-OF-WAY	acre	16.9	0	0
438	4113	COMMUNICATION OR UTILITY	acre	2.6	8	6
438		TOTAL			3307	2317
439	101	SINGLE FAMILY	du	182.0	2305	1526
439	102	MULTI-FAMILY	du	213.0	2246	1422
439	4112	RIGHT-OF-WAY	acre	6.8	0	0
439	4114	PARKING	acre	0.2	0	0
439	5009	OTHER COMMERCIAL	acre	2.8	340	252
439	9101	INACTIVE USE	acre	0.1	0	0
439		TOTAL			4891	3200
440	2101	INDUSTRIAL PARK	acre	36.1	4929	4064
440	4112	RIGHT-OF-WAY	acre	12.2	0	0
440	9101	INACTIVE USE	acre	1.1	0	0
440		TOTAL			4929	4064
441	101	SINGLE FAMILY	du	529.0	6313	4382
441	4112	RIGHT-OF-WAY	acre	41.7	1	1
441	9101	INACTIVE USE	acre	6.0	0	0
441		TOTAL			6314	4383
442	101	SINGLE FAMILY	du	237.0	3015	1991
442	102	MULTI-FAMILY	du	90.0	947	601
442	4112	RIGHT-OF-WAY	acre	7.4	0	0
442	7601	ACTIVE PARK	acre	1.0	83	59
442	9101	INACTIVE USE	acre	0.2	0	0
442		TOTAL			4045	2651
443	101	SINGLE FAMILY	du	87.0	999	710
443	4112	RIGHT-OF-WAY	acre	13.5	0	0
443	4113	COMMUNICATION OR UTILITY	acre	3.1	9	7
443	5009	OTHER COMMERCIAL	acre	7.9	1087	819
443	8001	ORCHARDS OR VINEYARD	acre	392.4	39	31
443	8002	INTENSIVE AGRICULTURE	acre	124.1	68	57
443	8003	FIELD CROPS	acre	77.3	24	20
443	9101	INACTIVE USE	acre	67.2	0	0
443		TOTAL			2226	1644

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
444	101	SINGLE FAMILY	du	31.0	366	254
444	4112	RIGHT-OF-WAY	acre	58.8	0	0
444	5008	SERVICE STATION	acre	1.6	6547	4780
444	6102	CHURCH	acre	3.0	147	113
444	8001	ORCHARDS OR VINEYARD	acre	51.7	4	3
444	8002	INTENSIVE AGRICULTURE	acre	36.0	23	20
444	8003	FIELD CROPS	acre	24.5	55	47
444	9101	INACTIVE USE	acre	883.9	0	0
444		TOTAL			7142	5217
445	101	SINGLE FAMILY	du	1.0	11	8
445	4112	RIGHT-OF-WAY	acre	0.6	0	0
445	5007	STREETFRONT COMMERCIAL	acre	3.8	4477	3239
445		TOTAL			4488	3247
446	102	MULTI-FAMILY	du	20.0	90	63
446	1503	RESORT	acre	17.7	1860	1139
446	4112	RIGHT-OF-WAY	acre	18.0	0	0
446	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
446	5008	SERVICE STATION	acre	3.9	10428	7613
446	5009	OTHER COMMERCIAL	acre	2.3	170	123
446	9101	INACTIVE USE	acre	58.8	0	0
446		TOTAL			12548	8938
447	101	SINGLE FAMILY	du	318.0	3705	2615
447	4112	RIGHT-OF-WAY	acre	22.3	0	0
447	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4368	2622
447	8002	INTENSIVE AGRICULTURE	acre	6.2	3	2
447	8003	FIELD CROPS	acre	6.8	1	0
447	9101	INACTIVE USE	acre	30.4	0	0
447		TOTAL			8077	5239
448	101	SINGLE FAMILY	du	11.0	127	89
448	102	MULTI-FAMILY	du	27.0	270	181
448	4112	RIGHT-OF-WAY	acre	8.9	0	0
448	4114	PARKING	acre	0.5	0	0
448	5004	NEIGHBORHOOD COMMERCIAL	acre	3.2	4094	2902
448	5007	STREETFRONT COMMERCIAL	acre	2.9	3516	2548
448	5009	OTHER COMMERCIAL	acre	6.6	828	615
448	6102	CHURCH	acre	2.3	262	216
448	6509	OTHER HEALTH CARE	acre	0.3	141	103
448	9101	INACTIVE USE	acre	0.1	0	0
448		TOTAL			9238	6654
449	101	SINGLE FAMILY	du	298.0	3470	2455
449	4112	RIGHT-OF-WAY	acre	12.2	0	0
449	4113	COMMUNICATION OR UTILITY	acre	62.8	184	142
449	8001	ORCHARDS OR VINEYARD	acre	105.7	9	7
449	8002	INTENSIVE AGRICULTURE	acre	8.6	2	1
449	9101	INACTIVE USE	acre	247.1	0	0
449		TOTAL			3665	2605

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
450	101	SINGLE FAMILY	du	167.0	1915	1376
450	103	MOBILE HOME PARK	du	6.0	41	27
450	4112	RIGHT-OF-WAY	acre	4.5	0	0
450	5009	OTHER COMMERCIAL	acre	5.8	684	503
450	6002	LOW RISE OFFICE	acre	2.5	602	456
450	8003	FIELD CROPS	acre	4.0	0	0
450	9101	INACTIVE USE	acre	3.2	0	0
450		TOTAL			3242	2362
451	101	SINGLE FAMILY	du	2.0	21	16
451	102	MULTI-FAMILY	du	76.0	727	481
451	4112	RIGHT-OF-WAY	acre	3.0	0	0
451	9101	INACTIVE USE	acre	0.2	0	0
451		TOTAL			748	497
452	4112	RIGHT-OF-WAY	acre	2.3	0	0
452	5004	NEIGHBORHOOD COMMERCIAL	acre	4.6	5739	4048
452	5008	SERVICE STATION	acre	0.5	1910	1394
452	6002	LOW RISE OFFICE	acre	6.9	2665	2123
452	9101	INACTIVE USE	acre	1.0	0	0
452		TOTAL			10314	7565
453	101	SINGLE FAMILY	du	73.0	828	593
453	103	MOBILE HOME PARK	du	44.0	293	190
453	4112	RIGHT-OF-WAY	acre	4.0	0	0
453	4113	COMMUNICATION OR UTILITY	acre	2.6	8	6
453	8001	ORCHARDS OR VINEYARD	acre	103.9	11	9
453	8002	INTENSIVE AGRICULTURE	acre	44.3	10	8
453	8003	FIELD CROPS	acre	34.6	62	53
453	9101	INACTIVE USE	acre	22.4	0	0
453		TOTAL			1212	859
454	103	MOBILE HOME PARK	du	56.0	395	250
454	1501	LOW-RISE HOTEL OR MOTEL	acre	2.3	792	490
454	1503	RESORT	acre	4.7	743	457
454	4112	RIGHT-OF-WAY	acre	17.6	0	0
454	5007	STREETFRONT COMMERCIAL	acre	2.3	2665	1924
454	5008	SERVICE STATION	acre	0.8	3076	2245
454	7207	MARINA	acre	4.5	160	106
454	9101	INACTIVE USE	acre	17.9	0	0
454		TOTAL			7831	5472
455	101	SINGLE FAMILY	du	239.0	2736	1954
455	103	MOBILE HOME PARK	du	224.0	1489	971
455	4112	RIGHT-OF-WAY	acre	38.2	0	0
455	4113	COMMUNICATION OR UTILITY	acre	3.8	11	9
455	7204	GOLF COURSE	acre	12.2	0	0
455	7205	GOLF CLUB HOUSE	site	1.0	638	429
455	8001	ORCHARDS OR VINEYARD	acre	516.3	43	33
455	8002	INTENSIVE AGRICULTURE	acre	8.4	2	2
455	8003	FIELD CROPS	acre	209.0	18	14

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
455	9101	INACTIVE USE	acre	824.0	0	0
455		TOTAL			4937	3412
456	101	SINGLE FAMILY	du	183.0	2126	1499
456	4112	RIGHT-OF-WAY	acre	27.7	0	0
456	4113	COMMUNICATION OR UTILITY	acre	4.2	12	10
456	8001	ORCHARDS OR VINEYARD	acre	4.5	0	0
456	8002	INTENSIVE AGRICULTURE	acre	11.5	3	2
456	8003	FIELD CROPS	acre	15.6	1	1
456	9101	INACTIVE USE	acre	208.1	0	0
456		TOTAL			2142	1512
457	101	SINGLE FAMILY	du	264.0	3060	2165
457	4112	RIGHT-OF-WAY	acre	73.2	0	0
457	4113	COMMUNICATION OR UTILITY	acre	4.4	13	10
457	5009	OTHER COMMERCIAL	acre	10.1	1283	955
457	7210	OTHER RECREATION-HIGH	acre	9.7	513	345
457	8001	ORCHARDS OR VINEYARD	acre	336.2	30	24
457	8002	INTENSIVE AGRICULTURE	acre	31.2	7	6
457	9101	INACTIVE USE	acre	302.9	0	0
457		TOTAL			4906	3505
458	102	MULTI-FAMILY	du	311.0	2893	1946
458	4112	RIGHT-OF-WAY	acre	1.5	0	0
458	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
458		TOTAL			5098	3140
459	101	SINGLE FAMILY	du	153.0	1787	1257
459	102	MULTI-FAMILY	du	105.0	1003	685
459	4112	RIGHT-OF-WAY	acre	14.0	0	0
459	5008	SERVICE STATION	acre	1.5	5903	4310
459	5009	OTHER COMMERCIAL	acre	5.1	657	490
459	8001	ORCHARDS OR VINEYARD	acre	2.1	0	0
459	8003	FIELD CROPS	acre	6.4	1	1
459	9101	INACTIVE USE	acre	4.5	0	0
459	9703	MIXED USE 25% STREETFRONT	acre	2.0	616	448
459		TOTAL			9967	7191
460	101	SINGLE FAMILY	du	5.0	53	40
460	4112	RIGHT-OF-WAY	acre	2.5	0	0
460	4113	COMMUNICATION OR UTILITY	acre	24.2	71	55
460	7601	ACTIVE PARK	acre	5.2	336	219
460	8001	ORCHARDS OR VINEYARD	acre	7.8	1	0
460	8003	FIELD CROPS	acre	141.5	12	9
460	9101	INACTIVE USE	acre	3936.7	0	0
460		TOTAL			473	323
461	101	SINGLE FAMILY	du	6.0	68	49
461	4112	RIGHT-OF-WAY	acre	2.5	0	0
461	5009	OTHER COMMERCIAL	acre	0.4	44	32
461	6806	ELEMENTARY SCHOOL	site	1.0	2500	1449

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
461	9101	INACTIVE USE	acre	0.5	0	0
461		TOTAL			2612	1530
462	4112	RIGHT-OF-WAY	acre	11.6	1	1
462	9101	INACTIVE USE	acre	100.3	0	0
462		TOTAL			1	1
463	101	SINGLE FAMILY	du	475.0	5565	3924
463	102	MULTI-FAMILY	du	191.0	1776	1189
463	4112	RIGHT-OF-WAY	acre	41.9	1	1
463	5007	STREETFRONT COMMERCIAL	acre	1.1	1338	968
463	6102	CHURCH	acre	6.4	318	246
463	9101	INACTIVE USE	acre	24.8	0	0
463		TOTAL			8998	6328
464	101	SINGLE FAMILY	du	96.0	1249	808
464	102	MULTI-FAMILY	du	74.0	808	498
464	4112	RIGHT-OF-WAY	acre	9.0	0	0
464	6102	CHURCH	acre	1.6	80	62
464	9101	INACTIVE USE	acre	0.7	0	0
464		TOTAL			2137	1368
465	4112	RIGHT-OF-WAY	acre	4.0	0	0
465	5003	COMMUNITY COMMERCIAL	acre	10.1	7717	5422
465	5008	SERVICE STATION	acre	0.9	3726	2720
465	6002	LOW RISE OFFICE	acre	6.5	1738	1333
465	6509	OTHER HEALTH CARE	acre	1.4	700	529
465	6807	SCHOOL DISTRICT OFFICE	acre	4.0	956	734
465	9101	INACTIVE USE	acre	0.2	0	0
465		TOTAL			14837	10738
466	101	SINGLE FAMILY	du	326.0	3926	2710
466	102	MULTI-FAMILY	du	552.0	5301	3486
466	4112	RIGHT-OF-WAY	acre	39.5	1	1
466	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
466	9101	INACTIVE USE	acre	11.5	0	0
466		TOTAL			9229	6198
467	101	SINGLE FAMILY	du	55.0	661	458
467	102	MULTI-FAMILY	du	658.0	6209	4138
467	4112	RIGHT-OF-WAY	acre	6.8	0	0
467	6102	CHURCH	acre	0.9	46	36
467	9101	INACTIVE USE	acre	0.1	0	0
467		TOTAL			6916	4632
468	101	SINGLE FAMILY	du	2.0	21	16
468	4112	RIGHT-OF-WAY	acre	4.4	0	0
468	5004	NEIGHBORHOOD COMMERCIAL	acre	9.1	11295	7976
468	9101	INACTIVE USE	acre	3.6	0	0
468		TOTAL			11316	7992

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
469	101	SINGLE FAMILY	du	145.0	1673	1187
469	102	MULTI-FAMILY	du	22.0	212	144
469	4112	RIGHT-OF-WAY	acre	2.7	0	0
469	6102	CHURCH	acre	1.8	90	70
469	7607	RESIDENTIAL RECREATION	acre	2.1	0	0
469	9101	INACTIVE USE	acre	2.9	0	0
469		TOTAL			1975	1401
470	101	SINGLE FAMILY	du	210.0	2425	1723
470	4112	RIGHT-OF-WAY	acre	10.1	0	0
470	8001	ORCHARDS OR VINEYARD	acre	7.4	1	1
470	8002	INTENSIVE AGRICULTURE	acre	17.1	116	100
470	8003	FIELD CROPS	acre	0.1	0	0
470	9101	INACTIVE USE	acre	116.1	0	0
470		TOTAL			2542	1824
471	5004	NEIGHBORHOOD COMMERCIAL	acre	7.3	9021	6355
471		TOTAL			9021	6355
472	2101	INDUSTRIAL PARK	acre	29.9	4207	3474
472	4112	RIGHT-OF-WAY	acre	11.5	0	0
472	6102	CHURCH	acre	7.5	413	323
472	9101	INACTIVE USE	acre	38.6	0	0
472	9500	UNDER CONTRUCTION	acre	4.5	25	20
472		TOTAL			4645	3817
473	2101	INDUSTRIAL PARK	acre	132.8	17475	14381
473	4112	RIGHT-OF-WAY	acre	18.9	0	0
473	9101	INACTIVE USE	acre	1.0	0	0
473		TOTAL			17475	14381
474	102	MULTI-FAMILY	du	144.0	1379	908
474	4112	RIGHT-OF-WAY	acre	38.4	0	0
474		TOTAL			1379	908
475	101	SINGLE FAMILY	du	82.0	941	674
475	4112	RIGHT-OF-WAY	acre	5.1	0	0
475	9101	INACTIVE USE	acre	3.9	0	0
475		TOTAL			941	674
476	5004	NEIGHBORHOOD COMMERCIAL	acre	10.9	13516	9538
476	9101	INACTIVE USE	acre	2.8	0	0
476		TOTAL			13516	9538
477	101	SINGLE FAMILY	du	74.0	883	612
477	4112	RIGHT-OF-WAY	acre	0.2	0	0
477	9101	INACTIVE USE	acre	1.6	0	0
477		TOTAL			883	612
478	101	SINGLE FAMILY	du	132.0	1523	1078
478	8001	ORCHARDS OR VINEYARD	acre	72.6	6	5

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
478	8002	INTENSIVE AGRICULTURE	acre	7.0	100	86
478	8003	FIELD CROPS	acre	13.2	1	1
478	9101	INACTIVE USE	acre	42.0	0	0
478		TOTAL			1630	1170
479	2103	LIGHT INDUSTRY	acre	8.1	635	524
479	7210	OTHER RECREATION-HIGH	acre	3.0	180	125
479		TOTAL			815	649
480	101	SINGLE FAMILY	du	216.0	2586	1794
480	4112	RIGHT-OF-WAY	acre	4.2	0	0
480	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
480	9101	INACTIVE USE	acre	10.1	0	0
480		TOTAL			2586	1794
481	101	SINGLE FAMILY	du	1.0	11	8
481	4112	RIGHT-OF-WAY	acre	0.3	0	0
481	5004	NEIGHBORHOOD COMMERCIAL	acre	2.9	3562	2500
481	5007	STREETFRONT COMMERCIAL	acre	1.6	1917	1387
481	5009	OTHER COMMERCIAL	acre	0.3	44	34
481	6109	OTHER PUBLIC SERVICE	acre	1.8	592	419
481	9101	INACTIVE USE	acre	0.4	0	0
481		TOTAL			6126	4348
482	101	SINGLE FAMILY	du	149.0	1834	1242
482	102	MULTI-FAMILY	du	148.0	1536	989
482	4112	RIGHT-OF-WAY	acre	3.2	0	0
482	5009	OTHER COMMERCIAL	acre	0.7	82	60
482	6102	CHURCH	acre	0.5	23	18
482	9101	INACTIVE USE	acre	0.1	0	0
482		TOTAL			3475	2309
483	101	SINGLE FAMILY	du	3.0	33	24
483	2101	INDUSTRIAL PARK	acre	6.2	924	765
483	2104	WAREHOUSING	acre	1.1	73	61
483	2105	PUBLIC STORAGE	acre	5.7	152	128
483	4112	RIGHT-OF-WAY	acre	3.5	0	0
483	4113	COMMUNICATION OR UTILITY	acre	4.2	12	10
483	7601	ACTIVE PARK	acre	1.8	116	76
483		TOTAL			1310	1064
484	101	SINGLE FAMILY	du	97.0	545	397
484	4112	RIGHT-OF-WAY	acre	60.3	0	0
484	4113	COMMUNICATION OR UTILITY	acre	0.7	1	1
484	7607	RESIDENTIAL RECREATION	acre	2.2	0	0
484	9101	INACTIVE USE	acre	2725.7	0	0
484		TOTAL			546	398
485	101	SINGLE FAMILY	du	1.0	11	8
485	4111	TRANSIT STATION	acre	2.1	549	415
485	4112	RIGHT-OF-WAY	acre	9.9	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
485	5004	NEIGHBORHOOD COMMERCIAL	acre	9.1	11191	7875
485	5008	SERVICE STATION	acre	1.2	4686	3421
485		TOTAL			16437	11719
486	101	SINGLE FAMILY	du	55.0	655	454
486	102	MULTI-FAMILY	du	53.0	533	349
486	2103	LIGHT INDUSTRY	acre	0.9	89	74
486	4111	TRANSIT STATION	acre	1.2	306	231
486	4112	RIGHT-OF-WAY	acre	9.3	0	0
486	5008	SERVICE STATION	acre	0.4	1682	1228
486	5009	OTHER COMMERCIAL	acre	4.2	517	382
486	6102	CHURCH	acre	0.2	8	6
486	9101	INACTIVE USE	acre	3.6	0	0
486		TOTAL			3790	2724
487	101	SINGLE FAMILY	du	111.0	1420	934
487	102	MULTI-FAMILY	du	65.0	702	438
487	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
487	4112	RIGHT-OF-WAY	acre	6.7	0	0
487	5007	STREETFRONT COMMERCIAL	acre	0.4	444	323
487	5009	OTHER COMMERCIAL	acre	0.8	84	61
487		TOTAL			2651	1757
488	101	SINGLE FAMILY	du	635.0	7527	5238
488	4112	RIGHT-OF-WAY	acre	50.8	0	0
488	6105	FIRE OR POLICE STATION	site	1.0	254	184
488	6806	ELEMENTARY SCHOOL	site	2.0	4445	2418
488	8002	INTENSIVE AGRICULTURE	acre	8.9	3	3
488	9101	INACTIVE USE	acre	22.7	0	0
488		TOTAL			12229	7843
489	101	SINGLE FAMILY	du	44.0	512	361
489	102	MULTI-FAMILY	du	70.0	650	437
489	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	689	417
489	4112	RIGHT-OF-WAY	acre	9.0	0	0
489	5007	STREETFRONT COMMERCIAL	acre	1.7	2031	1475
489	5008	SERVICE STATION	acre	0.3	1090	796
489	9101	INACTIVE USE	acre	0.6	0	0
489		TOTAL			4972	3486
490	101	SINGLE FAMILY	du	24.0	283	198
490	103	MOBILE HOME PARK	du	132.0	945	587
490	2103	LIGHT INDUSTRY	acre	2.0	105	85
490	2104	WAREHOUSING	acre	2.9	134	111
490	4112	RIGHT-OF-WAY	acre	5.3	0	0
490	4119	OTHER TRANSPORTATION	acre	0.5	47	36
490	5007	STREETFRONT COMMERCIAL	acre	1.0	1161	842
490	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4598	2822
490	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
490	9101	INACTIVE USE	acre	4.4	0	0
490		TOTAL			9385	5795

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
491	101	SINGLE FAMILY	du	233.0	2776	1930
491	102	MULTI-FAMILY	du	72.0	681	454
491	4112	RIGHT-OF-WAY	acre	13.4	0	0
491	7601	ACTIVE PARK	acre	3.8	261	174
491	9101	INACTIVE USE	acre	2.1	0	0
491		TOTAL			3718	2558
492	101	SINGLE FAMILY	du	30.0	357	248
492	102	MULTI-FAMILY	du	322.0	3043	2033
492	4112	RIGHT-OF-WAY	acre	2.2	0	0
492	5007	STREETFRONT COMMERCIAL	acre	3.7	4541	3300
492	5008	SERVICE STATION	acre	1.2	4754	3471
492	9101	INACTIVE USE	acre	1.0	0	0
492		TOTAL			12695	9052
493	101	SINGLE FAMILY	du	17.0	93	69
493	4112	RIGHT-OF-WAY	acre	25.5	0	0
493	5009	OTHER COMMERCIAL	acre	1.2	85	61
493	6101	CEMETERY	acre	1.1	3	2
493	9101	INACTIVE USE	acre	3752.5	0	0
493		TOTAL			181	132
494	101	SINGLE FAMILY	du	163.0	1891	1337
494	102	MULTI-FAMILY	du	206.0	1955	1334
494	4112	RIGHT-OF-WAY	acre	8.7	0	0
494	9101	INACTIVE USE	acre	1.7	0	0
494		TOTAL			3846	2671
495	2101	INDUSTRIAL PARK	acre	25.1	3695	3057
495	2105	PUBLIC STORAGE	acre	3.3	90	76
495	4111	TRANSIT STATION	acre	2.1	558	422
495	4112	RIGHT-OF-WAY	acre	23.3	0	0
495	9101	INACTIVE USE	acre	36.9	0	0
495		TOTAL			4343	3555
496	101	SINGLE FAMILY	du	136.0	1619	1124
496	102	MULTI-FAMILY	du	18.0	169	113
496	103	MOBILE HOME PARK	du	231.0	1692	1043
496	1501	LOW-RISE HOTEL OR MOTEL	acre	7.2	2411	1476
496	4112	RIGHT-OF-WAY	acre	5.9	0	0
496	4119	OTHER TRANSPORTATION	acre	0.2	17	13
496	5007	STREETFRONT COMMERCIAL	acre	3.9	4754	3461
496	9101	INACTIVE USE	acre	2.8	0	0
496		TOTAL			10662	7230
497	101	SINGLE FAMILY	du	60.0	710	494
497	102	MULTI-FAMILY	du	248.0	2322	1554
497	2105	PUBLIC STORAGE	acre	3.4	92	77
497	4112	RIGHT-OF-WAY	acre	3.5	0	0
497	5004	NEIGHBORHOOD COMMERCIAL	acre	3.5	4285	3005
497	6002	LOW RISE OFFICE	acre	1.2	298	226
497		TOTAL			7707	5356

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
498	102	MULTI-FAMILY	du	31.0	293	202
498	4112	RIGHT-OF-WAY	acre	1.0	0	0
498	6002	LOW RISE OFFICE	acre	3.9	1404	1113
498	6003	GOV'T OFFICE OR CENTER	acre	6.3	6365	4777
498	6103	LIBRARY	acre	2.3	965	659
498	6109	OTHER PUBLIC SERVICE	acre	1.9	610	431
498	7601	ACTIVE PARK	acre	5.9	515	365
498		TOTAL			10152	7547
499	101	SINGLE FAMILY	du	303.0	3540	2485
499	4112	RIGHT-OF-WAY	acre	13.2	0	0
499	7607	RESIDENTIAL RECREATION	acre	3.8	0	0
499	9101	INACTIVE USE	acre	0.5	0	0
499		TOTAL			3540	2485
500	101	SINGLE FAMILY	du	1.0	11	8
500	102	MULTI-FAMILY	du	331.0	3068	2083
500	103	MOBILE HOME PARK	du	70.0	503	319
500	2101	INDUSTRIAL PARK	acre	32.8	4547	3752
500	2103	LIGHT INDUSTRY	acre	2.1	113	92
500	2105	PUBLIC STORAGE	acre	7.2	194	163
500	4111	TRANSIT STATION	acre	2.1	556	419
500	4112	RIGHT-OF-WAY	acre	18.6	0	0
500	9101	INACTIVE USE	acre	0.1	0	0
500		TOTAL			8992	6836
501	101	SINGLE FAMILY	du	109.0	1285	895
501	4112	RIGHT-OF-WAY	acre	21.2	0	0
501	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
501	7601	ACTIVE PARK	acre	27.5	1746	1136
501		TOTAL			3031	2031
502	101	SINGLE FAMILY	du	100.0	1148	820
502	4112	RIGHT-OF-WAY	acre	11.5	0	0
502	5009	OTHER COMMERCIAL	acre	2.4	314	235
502	9101	INACTIVE USE	acre	7.1	0	0
502		TOTAL			1462	1055
503	101	SINGLE FAMILY	du	294.0	3569	2460
503	4112	RIGHT-OF-WAY	acre	23.8	1	1
503	9101	INACTIVE USE	acre	0.1	0	0
503		TOTAL			3570	2461
504	101	SINGLE FAMILY	du	14.0	163	115
504	102	MULTI-FAMILY	du	27.0	277	181
504	4112	RIGHT-OF-WAY	acre	2.8	0	0
504	5009	OTHER COMMERCIAL	acre	3.0	340	248
504	6002	LOW RISE OFFICE	acre	0.2	55	41
504	6509	OTHER HEALTH CARE	acre	0.2	95	70
504	9101	INACTIVE USE	acre	1.9	0	0
504		TOTAL			930	655

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
505	4112	RIGHT-OF-WAY	acre	4.2	0	0
505	5007	STREETFRONT COMMERCIAL	acre	1.3	1576	1146
505	6002	LOW RISE OFFICE	acre	2.1	538	411
505	6003	GOV'T OFFICE OR CENTER	acre	2.6	2639	1983
505	6803	JUNIOR COLLEGE	acre	7.6	1952	1550
505		TOTAL			6705	5090
506	4112	RIGHT-OF-WAY	acre	12.2	0	0
506	5007	STREETFRONT COMMERCIAL	acre	0.6	658	476
506	5009	OTHER COMMERCIAL	acre	5.3	721	542
506	6002	LOW RISE OFFICE	acre	1.1	276	209
506	6102	CHURCH	acre	0.8	40	31
506	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4329	2589
506	9101	INACTIVE USE	acre	0.7	0	0
506		TOTAL			6024	3847
507	101	SINGLE FAMILY	du	463.0	5449	3814
507	102	MULTI-FAMILY	du	499.0	4958	3294
507	4112	RIGHT-OF-WAY	acre	30.4	0	0
507	5009	OTHER COMMERCIAL	acre	1.1	147	110
507	6806	ELEMENTARY SCHOOL	site	1.0	2245	1229
507	7601	ACTIVE PARK	acre	7.2	457	297
507	9101	INACTIVE USE	acre	1.7	0	0
507		TOTAL			13256	8744
508	101	SINGLE FAMILY	du	111.0	1356	922
508	102	MULTI-FAMILY	du	76.0	753	498
508	103	MOBILE HOME PARK	du	270.0	1912	1181
508	2101	INDUSTRIAL PARK	acre	1.3	164	135
508	2103	LIGHT INDUSTRY	acre	1.1	71	58
508	4112	RIGHT-OF-WAY	acre	5.2	0	0
508		TOTAL			4256	2794
509	101	SINGLE FAMILY	du	895.0	10436	7366
509	102	MULTI-FAMILY	du	367.0	3636	2414
509	4112	RIGHT-OF-WAY	acre	58.6	0	0
509	6002	LOW RISE OFFICE	acre	2.8	706	537
509	6109	OTHER PUBLIC SERVICE	acre	3.7	1213	857
509	9101	INACTIVE USE	acre	4.9	0	0
509		TOTAL			15991	11174
510	101	SINGLE FAMILY	du	82.0	955	674
510	102	MULTI-FAMILY	du	17.0	155	105
510	1501	LOW-RISE HOTEL OR MOTEL	acre	0.7	223	136
510	4112	RIGHT-OF-WAY	acre	31.2	1	1
510	5007	STREETFRONT COMMERCIAL	acre	2.2	2633	1907
510	5009	OTHER COMMERCIAL	acre	1.0	144	109
510	9101	INACTIVE USE	acre	2.1	0	0
510		TOTAL			4111	2932
511	101	SINGLE FAMILY	du	267.0	1523	1101

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
511	4112	RIGHT-OF-WAY	acre	120.4	0	0
511	4113	COMMUNICATION OR UTILITY	acre	2.5	5	4
511	6502	HOSPITAL	acre	11.8	2083	1496
511	7204	GOLF COURSE	acre	245.3	0	0
511	7205	GOLF CLUB HOUSE	site	1.0	428	288
511	7607	RESIDENTIAL RECREATION	acre	14.6	0	0
511	9101	INACTIVE USE	acre	3211.3	0	0
511		TOTAL			4039	2889
512	101	SINGLE FAMILY	du	101.0	1200	833
512	102	MULTI-FAMILY	du	286.0	2848	1879
512	2101	INDUSTRIAL PARK	acre	0.5	58	48
512	2103	LIGHT INDUSTRY	acre	2.0	126	103
512	4112	RIGHT-OF-WAY	acre	4.3	0	0
512	5008	SERVICE STATION	acre	0.2	861	628
512	5009	OTHER COMMERCIAL	acre	2.0	246	182
512	7607	RESIDENTIAL RECREATION	acre	1.9	0	0
512	9101	INACTIVE USE	acre	2.6	0	0
512	9500	UNDER CONTRUCTION	acre	1.5	8	6
512		TOTAL			5347	3679
513	101	SINGLE FAMILY	du	23.0	262	188
513	102	MULTI-FAMILY	du	13.0	118	84
513	4111	TRANSIT STATION	acre	1.5	404	305
513	4112	RIGHT-OF-WAY	acre	6.1	0	0
513	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
513	4114	PARKING	acre	0.8	0	0
513	5009	OTHER COMMERCIAL	acre	1.8	305	235
513	6003	GOV'T OFFICE OR CENTER	acre	2.1	1998	1488
513	9101	INACTIVE USE	acre	3.2	0	0
513		TOTAL			3088	2301
514	101	SINGLE FAMILY	du	420.0	4986	3484
514	4112	RIGHT-OF-WAY	acre	24.8	0	0
514	7601	ACTIVE PARK	acre	22.1	1395	907
514	9101	INACTIVE USE	acre	75.0	0	0
514		TOTAL			6381	4391
515	101	SINGLE FAMILY	du	206.0	2388	1685
515	4112	RIGHT-OF-WAY	acre	11.6	0	0
515	8002	INTENSIVE AGRICULTURE	acre	16.4	6	5
515	9101	INACTIVE USE	acre	31.6	0	0
515		TOTAL			2394	1690
516	101	SINGLE FAMILY	du	197.0	2421	1642
516	102	MULTI-FAMILY	du	607.0	5759	3812
516	4112	RIGHT-OF-WAY	acre	21.9	0	0
516	6102	CHURCH	acre	6.8	347	269
516	7204	GOLF COURSE	acre	69.6	21	18
516	7205	GOLF CLUB HOUSE	site	1.0	639	429
516	9101	INACTIVE USE	acre	24.1	0	0
516		TOTAL			9187	6170

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
517	101	SINGLE FAMILY	du	9.0	101	73
517	102	MULTI-FAMILY	du	548.0	4803	3356
517	4112	RIGHT-OF-WAY	acre	7.1	0	0
517	4114	PARKING	acre	2.8	0	0
517	7604	ACTIVE BEACH	acre	7.9	27	17
517	9101	INACTIVE USE	acre	0.3	0	0
517		TOTAL			4931	3446
518	101	SINGLE FAMILY	du	174.0	2006	1422
518	4112	RIGHT-OF-WAY	acre	26.5	0	0
518	4113	COMMUNICATION OR UTILITY	acre	2.1	6	5
518	7601	ACTIVE PARK	acre	5.2	328	214
518	9101	INACTIVE USE	acre	496.5	0	0
518		TOTAL			2340	1641
519	101	SINGLE FAMILY	du	130.0	1512	1070
519	102	MULTI-FAMILY	du	339.0	3122	2110
519	1409	OTHER GROUP QUARTERS	acre	0.7	3	2
519	4112	RIGHT-OF-WAY	acre	27.8	2	2
519	4114	PARKING	acre	0.1	0	0
519	6002	LOW RISE OFFICE	acre	0.3	82	61
519	6509	OTHER HEALTH CARE	acre	3.8	1642	1207
519	9101	INACTIVE USE	acre	0.1	0	0
519		TOTAL			6363	4452
520	101	SINGLE FAMILY	du	52.0	590	423
520	4112	RIGHT-OF-WAY	acre	8.6	0	0
520	9101	INACTIVE USE	acre	37.7	0	0
520		TOTAL			590	423
521	4112	RIGHT-OF-WAY	acre	5.2	2	2
521	4114	PARKING	acre	0.6	0	0
521	5003	COMMUNITY COMMERCIAL	acre	10.7	8171	5747
521	6105	FIRE OR POLICE STATION	site	1.0	254	183
521	7210	OTHER RECREATION-HIGH	acre	4.4	298	213
521	7601	ACTIVE PARK	acre	11.7	740	481
521		TOTAL			9465	6626
522	2101	INDUSTRIAL PARK	acre	0.1	17	14
522	2103	LIGHT INDUSTRY	acre	12.8	689	556
522	4112	RIGHT-OF-WAY	acre	15.8	0	0
522	5009	OTHER COMMERCIAL	acre	18.1	1968	1424
522	8002	INTENSIVE AGRICULTURE	acre	55.8	13	10
522		TOTAL			2687	2004
523	101	SINGLE FAMILY	du	25.0	293	205
523	2103	LIGHT INDUSTRY	acre	0.8	47	39
523	4112	RIGHT-OF-WAY	acre	13.7	0	0
523	5003	COMMUNITY COMMERCIAL	acre	18.1	14359	10178
523	5007	STREETFRONT COMMERCIAL	acre	2.3	2695	1948
523	5009	OTHER COMMERCIAL	acre	3.7	442	325

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
523	7210	OTHER RECREATION-HIGH	acre	8.5	451	303
523	9101	INACTIVE USE	acre	0.7	0	0
523		TOTAL			18287	12998
524	101	SINGLE FAMILY	du	270.0	3121	2216
524	102	MULTI-FAMILY	du	529.0	5102	3455
524	103	MOBILE HOME PARK	du	76.0	536	333
524	1409	OTHER GROUP QUARTERS	acre	1.6	6	5
524	2103	LIGHT INDUSTRY	acre	3.4	206	168
524	4112	RIGHT-OF-WAY	acre	16.4	0	0
524	5006	AUTO COMMERCIAL	acre	2.0	867	612
524	5009	OTHER COMMERCIAL	acre	0.4	44	32
524	6102	CHURCH	acre	3.8	247	196
524	9101	INACTIVE USE	acre	6.8	0	0
524		TOTAL			10129	7017
525	101	SINGLE FAMILY	du	2.0	21	16
525	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	683	415
525	4112	RIGHT-OF-WAY	acre	2.4	0	0
525	5007	STREETFRONT COMMERCIAL	acre	1.4	1636	1182
525	5008	SERVICE STATION	acre	0.6	2227	1626
525	6104	POST OFFICE	acre	2.1	2340	1656
525	7209	CASINO	acre	3.3	381	330
525	9101	INACTIVE USE	acre	0.9	0	0
525		TOTAL			7288	5225
526	101	SINGLE FAMILY	du	34.0	393	278
526	102	MULTI-FAMILY	du	24.0	215	149
526	4112	RIGHT-OF-WAY	acre	3.8	0	0
526	4114	PARKING	acre	0.1	0	0
526	5007	STREETFRONT COMMERCIAL	acre	1.9	2210	1601
526	5008	SERVICE STATION	acre	0.3	1382	1009
526	9101	INACTIVE USE	acre	0.5	0	0
526		TOTAL			4200	3037
527	2101	INDUSTRIAL PARK	acre	45.7	6331	5224
527	2103	LIGHT INDUSTRY	acre	4.0	216	175
527	2105	PUBLIC STORAGE	acre	3.2	87	73
527	4112	RIGHT-OF-WAY	acre	18.0	0	0
527	5007	STREETFRONT COMMERCIAL	acre	2.6	3142	2276
527	5008	SERVICE STATION	acre	0.4	1546	1129
527		TOTAL			11322	8877
528	2103	LIGHT INDUSTRY	acre	3.0	241	199
528	4112	RIGHT-OF-WAY	acre	6.5	0	0
528	6102	CHURCH	acre	3.7	184	142
528	6105	FIRE OR POLICE STATION	site	1.0	254	183
528	6804	SENIOR HIGH SCHOOL	site	1.0	5599	2415
528	9101	INACTIVE USE	acre	59.7	0	0
528		TOTAL			6278	2939

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
529	101	SINGLE FAMILY	du	166.0	1915	1357
529	102	MULTI-FAMILY	du	82.0	789	533
529	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	77	46
529	4112	RIGHT-OF-WAY	acre	11.4	0	0
529	6002	LOW RISE OFFICE	acre	2.2	1268	1038
529	6509	OTHER HEALTH CARE	acre	0.5	191	140
529	6809	OTHER SCHOOL	acre	0.4	108	91
529	9101	INACTIVE USE	acre	5.9	0	0
529		TOTAL			4348	3205
530	101	SINGLE FAMILY	du	26.0	296	213
530	4112	RIGHT-OF-WAY	acre	5.6	0	0
530	5009	OTHER COMMERCIAL	acre	0.3	47	36
530	6002	LOW RISE OFFICE	acre	3.7	1064	824
530	6102	CHURCH	acre	0.6	44	36
530	6509	OTHER HEALTH CARE	acre	0.2	100	73
530		TOTAL			1551	1182
531	101	SINGLE FAMILY	du	158.0	1857	1305
531	1409	OTHER GROUP QUARTERS	acre	0.9	3	2
531	4112	RIGHT-OF-WAY	acre	7.1	0	0
531	8002	INTENSIVE AGRICULTURE	acre	29.1	52	45
531	8003	FIELD CROPS	acre	4.8	0	0
531	9101	INACTIVE USE	acre	47.1	0	0
531		TOTAL			1912	1352
532	4112	RIGHT-OF-WAY	acre	3.2	0	0
532	5003	COMMUNITY COMMERCIAL	acre	11.3	8713	6138
532	6002	LOW RISE OFFICE	acre	0.3	76	57
532		TOTAL			8789	6195
533	101	SINGLE FAMILY	du	434.0	5136	3574
533	102	MULTI-FAMILY	du	103.0	995	669
533	4112	RIGHT-OF-WAY	acre	23.2	0	0
533	6102	CHURCH	acre	0.8	63	51
533	6109	OTHER PUBLIC SERVICE	acre	1.1	372	263
533	9101	INACTIVE USE	acre	5.1	0	0
533		TOTAL			6566	4557
534	101	SINGLE FAMILY	du	52.0	594	423
534	102	MULTI-FAMILY	du	263.0	2350	1617
534	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	149	90
534	1503	RESORT	acre	0.3	52	31
534	4112	RIGHT-OF-WAY	acre	2.2	0	0
534	7604	ACTIVE BEACH	unique	15.6	5416	3489
534	9101	INACTIVE USE	acre	0.0	0	0
534		TOTAL			8561	5650
535	101	SINGLE FAMILY	du	331.0	3830	2726
535	102	MULTI-FAMILY	du	256.0	2358	1607
535	4112	RIGHT-OF-WAY	acre	21.9	1	1

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
535	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
535	7601	ACTIVE PARK	acre	6.4	407	264
535	9101	INACTIVE USE	acre	24.6	0	0
535		TOTAL			8822	5810
536	101	SINGLE FAMILY	du	603.0	7483	5061
536	4112	RIGHT-OF-WAY	acre	34.3	0	0
536	5007	STREETFRONT COMMERCIAL	acre	2.1	2525	1828
536	7601	ACTIVE PARK	acre	10.4	657	427
536	9101	INACTIVE USE	acre	0.0	0	0
536		TOTAL			10665	7316
537	101	SINGLE FAMILY	du	16.0	188	131
537	2103	LIGHT INDUSTRY	acre	1.1	58	47
537	4112	RIGHT-OF-WAY	acre	12.2	0	0
537	5006	AUTO COMMERCIAL	acre	0.3	124	88
537	5007	STREETFRONT COMMERCIAL	acre	2.1	2525	1826
537	5009	OTHER COMMERCIAL	acre	2.9	375	280
537	6002	LOW RISE OFFICE	acre	3.3	862	658
537	6102	CHURCH	acre	2.7	131	101
537	6109	OTHER PUBLIC SERVICE	acre	0.3	115	82
537	6509	OTHER HEALTH CARE	acre	0.2	102	76
537		TOTAL			4480	3289
538	101	SINGLE FAMILY	du	38.0	435	312
538	102	MULTI-FAMILY	du	60.0	534	370
538	4112	RIGHT-OF-WAY	acre	3.8	0	0
538	5007	STREETFRONT COMMERCIAL	acre	0.3	414	299
538	5009	OTHER COMMERCIAL	acre	0.1	12	8
538		TOTAL			1395	989
539	101	SINGLE FAMILY	du	60.0	701	493
539	102	MULTI-FAMILY	du	132.0	1267	831
539	4112	RIGHT-OF-WAY	acre	5.1	1	1
539	6109	OTHER PUBLIC SERVICE	acre	4.5	1474	1043
539	9101	INACTIVE USE	acre	1.4	0	0
539		TOTAL			3443	2368
540	101	SINGLE FAMILY	du	364.0	4320	3028
540	102	MULTI-FAMILY	du	240.0	2255	1518
540	4112	RIGHT-OF-WAY	acre	20.9	0	0
540	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
540		TOTAL			6575	4546
541	101	SINGLE FAMILY	du	139.0	1658	1147
541	102	MULTI-FAMILY	du	33.0	317	215
541	4112	RIGHT-OF-WAY	acre	10.0	0	0
541	5009	OTHER COMMERCIAL	acre	2.1	268	200
541	6002	LOW RISE OFFICE	acre	1.7	405	306
541	6105	FIRE OR POLICE STATION	site	1.0	264	192
541	6809	OTHER SCHOOL	acre	8.4	1567	1296

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
541	7607	RESIDENTIAL RECREATION	acre	1.5	0	0
541		TOTAL			4479	3356
542	101	SINGLE FAMILY	du	96.0	1156	797
542	102	MULTI-FAMILY	du	477.0	4628	3017
542	4112	RIGHT-OF-WAY	acre	12.6	0	0
542	6109	OTHER PUBLIC SERVICE	acre	0.3	125	90
542	6804	SENIOR HIGH SCHOOL	site	1.0	5766	2559
542	9101	INACTIVE USE	acre	0.2	0	0
542		TOTAL			11675	6463
543	101	SINGLE FAMILY	du	22.0	128	91
543	4112	RIGHT-OF-WAY	acre	85.8	0	0
543	8003	FIELD CROPS	acre	2736.2	157	121
543	9101	INACTIVE USE	acre	656.4	0	0
543		TOTAL			285	212
544	101	SINGLE FAMILY	du	23.0	264	188
544	102	MULTI-FAMILY	du	33.0	293	203
544	4112	RIGHT-OF-WAY	acre	7.4	0	0
544	4114	PARKING	acre	0.7	4	4
544	6002	LOW RISE OFFICE	acre	5.8	1782	1390
544	6003	GOV'T OFFICE OR CENTER	acre	2.3	2408	1814
544	6103	LIBRARY	acre	1.2	2013	1650
544	6105	FIRE OR POLICE STATION	site	1.0	276	202
544	9702	MIXED USE 67% STREETFRONT	acre	0.5	408	297
544		TOTAL			7448	5748
545	101	SINGLE FAMILY	du	86.0	980	703
545	102	MULTI-FAMILY	du	102.0	943	635
545	4112	RIGHT-OF-WAY	acre	10.5	2	2
545	4114	PARKING	acre	1.9	0	0
545	5007	STREETFRONT COMMERCIAL	acre	4.5	5490	3988
545	6002	LOW RISE OFFICE	acre	0.2	55	41
545	9101	INACTIVE USE	acre	0.5	0	0
545	9702	MIXED USE 67% STREETFRONT	acre	0.7	576	419
545		TOTAL			8046	5788
546	101	SINGLE FAMILY	du	522.0	6052	4291
546	102	MULTI-FAMILY	du	28.0	255	174
546	4112	RIGHT-OF-WAY	acre	30.1	0	0
546	4113	COMMUNICATION OR UTILITY	acre	7.5	62	52
546	6101	CEMETERY	acre	45.5	163	132
546	7601	ACTIVE PARK	acre	5.7	362	235
546	7607	RESIDENTIAL RECREATION	acre	0.1	0	0
546	9101	INACTIVE USE	acre	129.6	0	0
546		TOTAL			6894	4884
547	101	SINGLE FAMILY	du	638.0	7245	5225
547	4112	RIGHT-OF-WAY	acre	48.8	1	1
547	7204	GOLF COURSE	acre	109.6	57	49

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
547	7205	GOLF CLUB HOUSE	site	1.0	638	429
547	9101	INACTIVE USE	acre	14.7	0	0
547		TOTAL			7941	5704
548	101	SINGLE FAMILY	du	219.0	2681	1829
548	4112	RIGHT-OF-WAY	acre	12.3	1	1
548		TOTAL			2682	1830
549	101	SINGLE FAMILY	du	66.0	789	546
549	102	MULTI-FAMILY	du	27.0	256	170
549	4112	RIGHT-OF-WAY	acre	5.0	0	0
549	4114	PARKING	acre	0.7	0	0
549	6002	LOW RISE OFFICE	acre	3.5	1055	820
549	9702	MIXED USE 67% STREETFRONT	acre	1.5	1216	885
549		TOTAL			3316	2421
550	101	SINGLE FAMILY	du	434.0	5120	3581
550	102	MULTI-FAMILY	du	54.0	521	352
550	2105	PUBLIC STORAGE	acre	0.5	13	11
550	4112	RIGHT-OF-WAY	acre	21.6	0	0
550	4114	PARKING	acre	2.6	11	9
550	5009	OTHER COMMERCIAL	acre	0.2	23	17
550	6102	CHURCH	acre	3.9	193	149
550	9101	INACTIVE USE	acre	5.7	0	0
550		TOTAL			5881	4119
551	101	SINGLE FAMILY	du	35.0	409	287
551	102	MULTI-FAMILY	du	293.0	2627	1806
551	1503	RESORT	acre	1.4	338	238
551	4112	RIGHT-OF-WAY	acre	6.4	0	0
551	6109	OTHER PUBLIC SERVICE	acre	1.0	354	254
551	7604	ACTIVE BEACH	acre	0.0	0	0
551	9101	INACTIVE USE	acre	0.1	0	0
551	9702	MIXED USE 67% STREETFRONT	acre	1.0	810	589
551		TOTAL			4538	3174
552	1501	LOW-RISE HOTEL OR MOTEL	acre	1.0	333	205
552	2103	LIGHT INDUSTRY	acre	1.7	106	86
552	4112	RIGHT-OF-WAY	acre	2.9	0	0
552	6509	OTHER HEALTH CARE	acre	0.7	277	203
552	7210	OTHER RECREATION-HIGH	acre	2.6	184	133
552		TOTAL			900	627
553	4112	RIGHT-OF-WAY	acre	1.8	0	0
553	5003	COMMUNITY COMMERCIAL	acre	10.1	7757	5457
553	5009	OTHER COMMERCIAL	acre	12.6	1517	1119
553	9101	INACTIVE USE	acre	2.1	0	0
553		TOTAL			9274	6576
554	101	SINGLE FAMILY	du	2.0	21	16
554	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	46	27

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
554	2103	LIGHT INDUSTRY	acre	1.7	98	80
554	4112	RIGHT-OF-WAY	acre	11.9	0	0
554	5007	STREETFRONT COMMERCIAL	acre	1.7	1986	1438
554	5009	OTHER COMMERCIAL	acre	9.1	1146	853
554	9101	INACTIVE USE	acre	2.5	0	0
554		TOTAL			3297	2414
555	101	SINGLE FAMILY	du	143.0	1715	1185
555	102	MULTI-FAMILY	du	17.0	147	103
555	4112	RIGHT-OF-WAY	acre	10.8	3	3
555	4114	PARKING	acre	0.2	0	0
555	5004	NEIGHBORHOOD COMMERCIAL	acre	2.7	3418	2419
555	5007	STREETFRONT COMMERCIAL	acre	7.2	8622	6254
555	5009	OTHER COMMERCIAL	acre	0.3	38	28
555	6102	CHURCH	acre	0.7	34	27
555	6104	POST OFFICE	acre	0.4	410	291
555	7601	ACTIVE PARK	acre	0.4	27	17
555	9702	MIXED USE 67% STREETFRONT	acre	2.7	2218	1614
555		TOTAL			16632	11941
556	101	SINGLE FAMILY	du	401.0	4706	3296
556	102	MULTI-FAMILY	du	472.0	4438	2952
556	4112	RIGHT-OF-WAY	acre	35.0	0	0
556	5007	STREETFRONT COMMERCIAL	acre	0.4	421	305
556	6002	LOW RISE OFFICE	acre	0.3	111	87
556	6102	CHURCH	acre	1.8	120	96
556	6509	OTHER HEALTH CARE	acre	0.2	116	88
556	9101	INACTIVE USE	acre	0.8	0	0
556		TOTAL			9912	6824
557	4112	RIGHT-OF-WAY	acre	16.0	0	0
557	5006	AUTO COMMERCIAL	acre	4.8	2343	1703
557	6002	LOW RISE OFFICE	acre	4.5	1501	1180
557	6102	CHURCH	acre	6.1	472	380
557	9101	INACTIVE USE	acre	1.3	0	0
557		TOTAL			4316	3263
558	101	SINGLE FAMILY	du	1.0	12	8
558	102	MULTI-FAMILY	du	42.0	390	262
558	1501	LOW-RISE HOTEL OR MOTEL	acre	0.8	259	160
558	4112	RIGHT-OF-WAY	acre	4.9	0	0
558	5004	NEIGHBORHOOD COMMERCIAL	acre	5.1	6390	4520
558	5007	STREETFRONT COMMERCIAL	acre	1.6	1899	1378
558	5008	SERVICE STATION	acre	0.5	1962	1433
558	6002	LOW RISE OFFICE	acre	1.0	286	220
558	6102	CHURCH	acre	1.0	50	39
558	6109	OTHER PUBLIC SERVICE	acre	0.5	214	160
558		TOTAL			11462	8180
559	101	SINGLE FAMILY	du	264.0	3223	2200
559	102	MULTI-FAMILY	du	528.0	5076	3322

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
559	1409	OTHER GROUP QUARTERS	acre	0.1	0	0
559	1501	LOW-RISE HOTEL OR MOTEL	acre	2.3	765	467
559	4112	RIGHT-OF-WAY	acre	54.6	1	1
559	5008	SERVICE STATION	acre	0.5	2147	1567
559	6109	OTHER PUBLIC SERVICE	acre	0.7	223	158
559	9101	INACTIVE USE	acre	2.8	0	0
559		TOTAL			11435	7715
560	101	SINGLE FAMILY	du	273.0	3171	2247
560	102	MULTI-FAMILY	du	22.0	201	137
560	4112	RIGHT-OF-WAY	acre	35.5	0	0
560	6102	CHURCH	acre	4.4	220	171
560	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4320	2581
560	6809	OTHER SCHOOL	acre	0.7	127	105
560	9101	INACTIVE USE	acre	31.6	0	0
560		TOTAL			8039	5241
561	101	SINGLE FAMILY	du	63.0	720	513
561	4112	RIGHT-OF-WAY	acre	4.5	0	0
561	8003	FIELD CROPS	acre	32.2	3	2
561	9101	INACTIVE USE	acre	220.8	0	0
561		TOTAL			723	515
562	101	SINGLE FAMILY	du	115.0	1320	940
562	102	MULTI-FAMILY	du	94.0	835	578
562	1503	RESORT	acre	2.7	431	265
562	4111	TRANSIT STATION	acre	2.4	617	466
562	4112	RIGHT-OF-WAY	acre	9.5	0	0
562	5009	OTHER COMMERCIAL	acre	0.7	79	58
562	7210	OTHER RECREATION-HIGH	acre	1.0	106	81
562	7601	ACTIVE PARK	acre	4.3	274	178
562	7604	ACTIVE BEACH	unique	9.9	1106	712
562	9101	INACTIVE USE	acre	0.8	0	0
562	9702	MIXED USE 67% STREETFRONT	acre	2.4	1988	1446
562		TOTAL			6756	4724
563	101	SINGLE FAMILY	du	34.0	395	277
563	103	MOBILE HOME PARK	du	32.0	203	136
563	4112	RIGHT-OF-WAY	acre	8.4	0	0
563	4113	COMMUNICATION OR UTILITY	acre	1.9	5	4
563	5009	OTHER COMMERCIAL	acre	3.1	333	241
563	6105	FIRE OR POLICE STATION	site	1.0	254	183
563	8001	ORCHARDS OR VINEYARD	acre	360.7	30	23
563	8002	INTENSIVE AGRICULTURE	acre	13.5	33	28
563	9101	INACTIVE USE	acre	66.5	0	0
563		TOTAL			1253	892
564	2101	INDUSTRIAL PARK	acre	0.7	88	72
564	2105	PUBLIC STORAGE	acre	3.0	80	67
564	4112	RIGHT-OF-WAY	acre	24.7	1	1
564	5003	COMMUNITY COMMERCIAL	acre	4.5	3511	2484

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
564	5004	NEIGHBORHOOD COMMERCIAL	acre	13.3	16302	11471
564	6002	LOW RISE OFFICE	acre	4.2	1250	970
564	9101	INACTIVE USE	acre	16.1	0	0
564		TOTAL			21232	15065
565	101	SINGLE FAMILY	du	308.0	3481	2516
565	102	MULTI-FAMILY	du	272.0	2421	1675
565	4112	RIGHT-OF-WAY	acre	28.8	0	0
565	7607	RESIDENTIAL RECREATION	acre	0.9	0	0
565		TOTAL			5902	4191
566	101	SINGLE FAMILY	du	2.0	21	16
566	4112	RIGHT-OF-WAY	acre	6.4	0	0
566	4114	PARKING	acre	2.2	0	0
566	5007	STREETFRONT COMMERCIAL	acre	1.1	1391	1010
566	6002	LOW RISE OFFICE	acre	1.4	338	256
566		TOTAL			1750	1282
567	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	566	341
567	4112	RIGHT-OF-WAY	acre	5.5	0	0
567	5004	NEIGHBORHOOD COMMERCIAL	acre	8.6	10793	7630
567	5007	STREETFRONT COMMERCIAL	acre	3.2	3818	2760
567	5009	OTHER COMMERCIAL	acre	0.8	93	69
567		TOTAL			15270	10800
568	4112	RIGHT-OF-WAY	acre	1.6	0	0
568	5003	COMMUNITY COMMERCIAL	acre	8.4	6588	4653
568	5004	NEIGHBORHOOD COMMERCIAL	acre	7.8	9533	6709
568	6105	FIRE OR POLICE STATION	site	1.0	352	268
568	7204	GOLF COURSE	acre	1.3	0	0
568		TOTAL			16473	11630
569	101	SINGLE FAMILY	du	52.0	589	425
569	102	MULTI-FAMILY	du	156.0	1396	967
569	2101	INDUSTRIAL PARK	acre	0.9	115	94
569	4111	TRANSIT STATION	acre	2.7	715	540
569	4112	RIGHT-OF-WAY	acre	26.0	0	0
569	4113	COMMUNICATION OR UTILITY	acre	0.5	3	2
569	4114	PARKING	acre	6.2	5	4
569	5007	STREETFRONT COMMERCIAL	acre	13.1	15637	11323
569	5008	SERVICE STATION	acre	0.2	947	691
569	5009	OTHER COMMERCIAL	acre	0.5	51	37
569	6002	LOW RISE OFFICE	acre	0.6	1355	1157
569	9101	INACTIVE USE	acre	1.4	0	0
569		TOTAL			20813	15240
570	101	SINGLE FAMILY	du	2.0	21	16
570	4112	RIGHT-OF-WAY	acre	18.3	0	0
570	5004	NEIGHBORHOOD COMMERCIAL	acre	12.2	14992	10543
570	5008	SERVICE STATION	acre	0.5	2068	1510
570	6002	LOW RISE OFFICE	acre	10.0	2602	1989

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
570	6102	CHURCH	acre	3.1	237	191
570	6809	OTHER SCHOOL	acre	1.8	315	260
570	9101	INACTIVE USE	acre	1.0	0	0
570		TOTAL			20235	14509
571	101	SINGLE FAMILY	du	3.0	32	24
571	102	MULTI-FAMILY	du	5.0	44	32
571	4112	RIGHT-OF-WAY	acre	17.6	0	0
571	5007	STREETFRONT COMMERCIAL	acre	8.8	10487	7591
571	6002	LOW RISE OFFICE	acre	5.2	1523	1180
571	6102	CHURCH	acre	0.6	27	21
571	6509	OTHER HEALTH CARE	acre	2.3	996	735
571	9101	INACTIVE USE	acre	1.2	0	0
571		TOTAL			13109	9583
572	101	SINGLE FAMILY	du	5.0	58	41
572	103	MOBILE HOME PARK	du	28.0	196	122
572	2103	LIGHT INDUSTRY	acre	0.3	26	22
572	4112	RIGHT-OF-WAY	acre	4.5	22	19
572	5007	STREETFRONT COMMERCIAL	acre	4.1	4928	3569
572	5008	SERVICE STATION	acre	0.9	3501	2556
572	5009	OTHER COMMERCIAL	acre	1.6	172	124
572	9101	INACTIVE USE	acre	0.2	0	0
572		TOTAL			8903	6453
573	101	SINGLE FAMILY	du	417.0	4754	3415
573	102	MULTI-FAMILY	du	64.0	570	397
573	4112	RIGHT-OF-WAY	acre	29.3	0	0
573	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
573	9101	INACTIVE USE	acre	17.0	0	0
573		TOTAL			5324	3812
574	101	SINGLE FAMILY	du	388.0	4507	3179
574	4112	RIGHT-OF-WAY	acre	42.7	0	0
574	6102	CHURCH	acre	3.9	191	148
574	6509	OTHER HEALTH CARE	acre	1.1	474	346
574	6809	OTHER SCHOOL	acre	1.0	173	143
574	9101	INACTIVE USE	acre	3.3	0	0
574		TOTAL			5345	3816
575	6803	JUNIOR COLLEGE	acre	120.7	28836	22730
575		TOTAL			28836	22730
576	101	SINGLE FAMILY	du	4.0	42	32
576	1401	JAIL	acre	24.2	411	299
576	4112	RIGHT-OF-WAY	acre	17.9	0	0
576	5004	NEIGHBORHOOD COMMERCIAL	acre	8.2	10107	7125
576	5008	SERVICE STATION	acre	1.4	5608	4094
576	5009	OTHER COMMERCIAL	acre	3.7	482	359
576	6003	GOV'T OFFICE OR CENTER	acre	7.1	6225	4560
576	9101	INACTIVE USE	acre	12.1	0	0
576		TOTAL			22875	16469

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
577	101	SINGLE FAMILY	du	858.0	9714	7008
577	102	MULTI-FAMILY	du	300.0	2632	1849
577	4112	RIGHT-OF-WAY	acre	63.2	0	0
577	9101	INACTIVE USE	acre	24.1	5	4
577		TOTAL			12351	8861
578	101	SINGLE FAMILY	du	79.0	921	649
578	102	MULTI-FAMILY	du	540.0	5061	3491
578	4112	RIGHT-OF-WAY	acre	19.5	0	0
578	6002	LOW RISE OFFICE	acre	5.4	1441	1104
578	9101	INACTIVE USE	acre	15.0	0	0
578	9500	UNDER CONTRUCTION	acre	1.9	11	8
578		TOTAL			7434	5252
579	101	SINGLE FAMILY	du	57.0	356	244
579	4112	RIGHT-OF-WAY	acre	36.7	0	0
579	7209	CASINO	unique	639.0	3215	2207
579	8003	FIELD CROPS	acre	160.9	10	8
579	9101	INACTIVE USE	acre	2904.4	0	0
579		TOTAL			3581	2459
580	101	SINGLE FAMILY	du	510.0	6147	4258
580	102	MULTI-FAMILY	du	35.0	347	224
580	1409	OTHER GROUP QUARTERS	acre	2.9	11	8
580	4112	RIGHT-OF-WAY	acre	33.9	0	0
580	6002	LOW RISE OFFICE	acre	3.3	1577	1276
580	6502	HOSPITAL	acre	9.3	2926	2172
580		TOTAL			11008	7938
581	101	SINGLE FAMILY	du	7.0	79	57
581	102	MULTI-FAMILY	du	17.0	173	113
581	103	MOBILE HOME PARK	du	31.0	264	145
581	1409	OTHER GROUP QUARTERS	acre	1.4	6	4
581	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	49	30
581	4112	RIGHT-OF-WAY	acre	10.8	0	0
581	4114	PARKING	acre	1.0	0	0
581	5004	NEIGHBORHOOD COMMERCIAL	acre	3.8	4611	3238
581	5007	STREETFRONT COMMERCIAL	acre	5.6	6685	4836
581	5009	OTHER COMMERCIAL	acre	9.0	1228	924
581	6002	LOW RISE OFFICE	acre	1.4	362	276
581	6104	POST OFFICE	acre	2.4	2678	1895
581	6109	OTHER PUBLIC SERVICE	acre	1.2	388	274
581	6509	OTHER HEALTH CARE	acre	0.2	108	80
581	9101	INACTIVE USE	acre	2.6	0	0
581		TOTAL			16631	11872
582	101	SINGLE FAMILY	du	135.0	1721	1149
582	102	MULTI-FAMILY	du	164.0	1577	1046
582	1409	OTHER GROUP QUARTERS	acre	11.4	45	33
582	4112	RIGHT-OF-WAY	acre	10.3	0	0
582	5007	STREETFRONT COMMERCIAL	acre	0.9	1118	814

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
582	5008	SERVICE STATION	acre	0.9	3584	2617
582	6102	CHURCH	acre	6.7	741	611
582	6806	ELEMENTARY SCHOOL	site	1.0	2117	1118
582	9101	INACTIVE USE	acre	0.1	3	2
582		TOTAL			10906	7390
583	101	SINGLE FAMILY	du	76.0	863	621
583	102	MULTI-FAMILY	du	410.0	3688	2547
583	1501	LOW-RISE HOTEL OR MOTEL	acre	3.2	1532	1055
583	4112	RIGHT-OF-WAY	acre	13.5	1	1
583	5004	NEIGHBORHOOD COMMERCIAL	acre	3.9	4845	3420
583	5007	STREETFRONT COMMERCIAL	acre	4.0	4797	3472
583	6002	LOW RISE OFFICE	acre	11.4	4382	3490
583	7204	GOLF COURSE	acre	0.3	0	0
583	9101	INACTIVE USE	acre	8.8	0	0
583	9500	UNDER CONTRUCTION	acre	1.8	10	8
583		TOTAL			20118	14614
584	101	SINGLE FAMILY	du	161.0	1942	1335
584	4112	RIGHT-OF-WAY	acre	12.2	0	0
584	9101	INACTIVE USE	acre	14.9	0	0
584		TOTAL			1942	1335
585	4112	RIGHT-OF-WAY	acre	8.9	0	0
585	5003	COMMUNITY COMMERCIAL	acre	25.6	19780	13940
585	9101	INACTIVE USE	acre	24.5	0	0
585		TOTAL			19780	13940
586	101	SINGLE FAMILY	du	13.0	147	105
586	1503	RESORT	acre	26.4	4162	2554
586	4112	RIGHT-OF-WAY	acre	12.4	0	0
586	4113	COMMUNICATION OR UTILITY	acre	0.2	1	0
586	8001	ORCHARDS OR VINEYARD	acre	87.3	7	6
586	8002	INTENSIVE AGRICULTURE	acre	29.3	51	44
586	8003	FIELD CROPS	acre	28.5	17	15
586	9101	INACTIVE USE	acre	97.9	0	0
586		TOTAL			4385	2724
587	101	SINGLE FAMILY	du	128.0	1466	1049
587	102	MULTI-FAMILY	du	676.0	6182	4223
587	4112	RIGHT-OF-WAY	acre	15.5	0	0
587	6002	LOW RISE OFFICE	acre	5.0	1733	1367
587	6102	CHURCH	acre	4.4	216	167
587	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
587	9101	INACTIVE USE	acre	7.9	0	0
587		TOTAL			9597	6806
588	101	SINGLE FAMILY	du	210.0	2445	1727
588	102	MULTI-FAMILY	du	475.0	4509	3087
588	103	MOBILE HOME PARK	du	256.0	1718	1105
588	4112	RIGHT-OF-WAY	acre	18.8	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
588	7607	RESIDENTIAL RECREATION	acre	1.5	0	0
588	9101	INACTIVE USE	acre	8.7	0	0
588		TOTAL			8672	5919
589	101	SINGLE FAMILY	du	34.0	426	285
589	102	MULTI-FAMILY	du	40.0	419	268
589	2103	LIGHT INDUSTRY	acre	0.2	10	8
589	4112	RIGHT-OF-WAY	acre	2.9	0	0
589	5007	STREETFRONT COMMERCIAL	acre	0.9	1109	803
589	9101	INACTIVE USE	acre	0.2	0	0
589		TOTAL			1964	1364
590	101	SINGLE FAMILY	du	345.0	3997	2832
590	4112	RIGHT-OF-WAY	acre	19.6	0	0
590	9101	INACTIVE USE	acre	7.8	0	0
590		TOTAL			3997	2832
591	101	SINGLE FAMILY	du	61.0	703	499
591	4112	RIGHT-OF-WAY	acre	9.8	0	0
591	8001	ORCHARDS OR VINEYARD	acre	42.5	5	4
591	8002	INTENSIVE AGRICULTURE	acre	6.6	64	55
591	8003	FIELD CROPS	acre	14.5	1	1
591	9101	INACTIVE USE	acre	178.1	0	0
591		TOTAL			773	559
592	101	SINGLE FAMILY	du	177.0	1999	1439
592	102	MULTI-FAMILY	du	244.0	2141	1494
592	1503	RESORT	acre	0.7	100	60
592	4112	RIGHT-OF-WAY	acre	12.6	0	0
592	4114	PARKING	acre	0.3	0	0
592	5009	OTHER COMMERCIAL	acre	0.1	20	16
592	7604	ACTIVE BEACH	unique	9.0	1103	710
592	9101	INACTIVE USE	acre	0.7	0	0
592		TOTAL			5363	3719
593	101	SINGLE FAMILY	du	77.0	905	633
593	102	MULTI-FAMILY	du	481.0	4816	3158
593	4111	TRANSIT STATION	acre	1.5	381	288
593	4112	RIGHT-OF-WAY	acre	12.5	0	0
593	5007	STREETFRONT COMMERCIAL	acre	1.0	1177	855
593	5008	SERVICE STATION	acre	0.7	2660	1942
593	6102	CHURCH	acre	0.4	18	14
593	9101	INACTIVE USE	acre	2.5	0	0
593		TOTAL			9957	6890
594	101	SINGLE FAMILY	du	244.0	2847	2008
594	4112	RIGHT-OF-WAY	acre	15.2	1	1
594	6806	ELEMENTARY SCHOOL	site	1.0	2115	1116
594	9101	INACTIVE USE	acre	1.0	0	0
594		TOTAL			4963	3125

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
595	2105	PUBLIC STORAGE	acre	5.1	136	114
595	4112	RIGHT-OF-WAY	acre	20.9	0	0
595	5006	AUTO COMMERCIAL	acre	4.8	2007	1419
595	5007	STREETFRONT COMMERCIAL	acre	0.8	929	676
595	5008	SERVICE STATION	acre	1.3	5158	3765
595	5009	OTHER COMMERCIAL	acre	5.0	632	470
595	6509	OTHER HEALTH CARE	acre	0.9	373	273
595	6804	SENIOR HIGH SCHOOL	site	1.0	5422	2262
595		TOTAL			14657	8979
596	5009	OTHER COMMERCIAL	acre	0.6	72	53
596	9101	INACTIVE USE	acre	6.9	0	0
596		TOTAL			72	53
597	101	SINGLE FAMILY	du	272.0	3197	2242
597	102	MULTI-FAMILY	du	69.0	627	428
597	4112	RIGHT-OF-WAY	acre	29.0	1	1
597	6102	CHURCH	acre	1.6	103	82
597	6806	ELEMENTARY SCHOOL	site	2.0	4301	2294
597	9101	INACTIVE USE	acre	4.0	0	0
597		TOTAL			8229	5047
598	101	SINGLE FAMILY	du	214.0	2548	1766
598	4112	RIGHT-OF-WAY	acre	17.2	0	0
598	6102	CHURCH	acre	22.5	1112	859
598	7601	ACTIVE PARK	acre	208.5	13224	8603
598	8003	FIELD CROPS	acre	1.5	0	0
598	9101	INACTIVE USE	acre	249.9	0	0
598		TOTAL			16884	11228
599	101	SINGLE FAMILY	du	208.0	2428	1712
599	102	MULTI-FAMILY	du	50.0	451	310
599	103	MOBILE HOME PARK	du	330.0	2319	1465
599	4112	RIGHT-OF-WAY	acre	13.5	1	1
599	5007	STREETFRONT COMMERCIAL	acre	0.4	493	356
599	7601	ACTIVE PARK	acre	3.2	205	133
599		TOTAL			5897	3977
600	101	SINGLE FAMILY	du	368.0	4253	3013
600	102	MULTI-FAMILY	du	44.0	419	286
600	2103	LIGHT INDUSTRY	acre	0.6	39	32
600	4112	RIGHT-OF-WAY	acre	21.4	0	0
600	5007	STREETFRONT COMMERCIAL	acre	0.6	712	519
600	5009	OTHER COMMERCIAL	acre	1.0	112	81
600	6809	OTHER SCHOOL	acre	4.8	866	715
600	9101	INACTIVE USE	acre	4.1	0	0
600		TOTAL			6401	4646
601	101	SINGLE FAMILY	du	206.0	2362	1683
601	102	MULTI-FAMILY	du	4.0	37	26
601	103	MOBILE HOME PARK	du	119.0	794	513

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
601	4112	RIGHT-OF-WAY	acre	11.9	0	0
601	9101	INACTIVE USE	acre	20.9	0	0
601		TOTAL			3193	2222
602	101	SINGLE FAMILY	du	3.0	36	25
602	102	MULTI-FAMILY	du	266.0	2534	1674
602	1409	OTHER GROUP QUARTERS	acre	2.1	9	6
602	1501	LOW-RISE HOTEL OR MOTEL	acre	0.7	221	133
602	2105	PUBLIC STORAGE	acre	1.9	50	42
602	4112	RIGHT-OF-WAY	acre	9.9	0	0
602	5004	NEIGHBORHOOD COMMERCIAL	acre	4.5	5467	3844
602	5007	STREETFRONT COMMERCIAL	acre	2.1	2489	1803
602	5008	SERVICE STATION	acre	0.5	1981	1446
602	5009	OTHER COMMERCIAL	acre	8.3	1081	808
602	6002	LOW RISE OFFICE	acre	4.3	1025	774
602	6102	CHURCH	acre	3.2	580	487
602	6509	OTHER HEALTH CARE	acre	0.5	221	163
602		TOTAL			15694	11205
603	101	SINGLE FAMILY	du	164.0	1908	1348
603	4112	RIGHT-OF-WAY	acre	12.3	0	0
603	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
603	8002	INTENSIVE AGRICULTURE	acre	2.5	1	1
603	9101	INACTIVE USE	acre	3.8	0	0
603		TOTAL			4114	2543
604	101	SINGLE FAMILY	du	367.0	4252	3011
604	102	MULTI-FAMILY	du	14.0	134	91
604	4112	RIGHT-OF-WAY	acre	9.8	0	0
604	9101	INACTIVE USE	acre	28.1	0	0
604	9500	UNDER CONTRUCTION	acre	1.3	7	6
604		TOTAL			4393	3108
605	101	SINGLE FAMILY	du	1.0	11	8
605	102	MULTI-FAMILY	du	8.0	73	51
605	5009	OTHER COMMERCIAL	acre	6.8	797	585
605	9101	INACTIVE USE	acre	2.2	0	0
605		TOTAL			881	644
606	101	SINGLE FAMILY	du	318.0	3697	2615
606	4112	RIGHT-OF-WAY	acre	15.6	0	0
606	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
606	9101	INACTIVE USE	acre	1.2	0	0
606		TOTAL			3698	2616
607	101	SINGLE FAMILY	du	72.0	841	594
607	102	MULTI-FAMILY	du	164.0	1536	1026
607	103	MOBILE HOME PARK	du	105.0	786	477
607	2101	INDUSTRIAL PARK	acre	1.8	232	190
607	2103	LIGHT INDUSTRY	acre	0.5	39	32
607	4112	RIGHT-OF-WAY	acre	24.1	3	2

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
607	5004	NEIGHBORHOOD COMMERCIAL	acre	3.2	3980	2806
607	5007	STREETFRONT COMMERCIAL	acre	11.4	13532	9787
607	5009	OTHER COMMERCIAL	acre	2.1	275	206
607	6102	CHURCH	acre	0.2	16	13
607	9101	INACTIVE USE	acre	2.0	0	0
607		TOTAL			21240	15133
608	101	SINGLE FAMILY	du	185.0	2123	1512
608	4112	RIGHT-OF-WAY	acre	18.5	0	0
608	4113	COMMUNICATION OR UTILITY	acre	2.7	8	6
608	8001	ORCHARDS OR VINEYARD	acre	6.4	0	0
608	8003	FIELD CROPS	acre	1.8	0	0
608	9101	INACTIVE USE	acre	146.1	0	0
608		TOTAL			2131	1518
609	101	SINGLE FAMILY	du	387.0	4495	3184
609	4112	RIGHT-OF-WAY	acre	37.8	0	0
609	6102	CHURCH	acre	3.7	181	140
609	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
609	8002	INTENSIVE AGRICULTURE	acre	2.3	1	0
609	9101	INACTIVE USE	acre	1.9	0	0
609		TOTAL			6903	4536
610	101	SINGLE FAMILY	du	156.0	1800	1273
610	102	MULTI-FAMILY	du	240.0	2231	1550
610	4112	RIGHT-OF-WAY	acre	6.0	0	0
610	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
610	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
610	9101	INACTIVE USE	acre	0.4	0	0
610		TOTAL			4031	2823
611	102	MULTI-FAMILY	du	169.0	1619	1072
611	4112	RIGHT-OF-WAY	acre	12.9	0	0
611	6502	HOSPITAL	acre	44.3	15444	11646
611		TOTAL			17063	12718
612	101	SINGLE FAMILY	du	356.0	4131	2924
612	4112	RIGHT-OF-WAY	acre	39.5	1	1
612	6102	CHURCH	acre	8.9	446	345
612	9101	INACTIVE USE	acre	3.5	0	0
612		TOTAL			4578	3270
613	101	SINGLE FAMILY	du	55.0	653	453
613	2103	LIGHT INDUSTRY	acre	0.3	16	13
613	4112	RIGHT-OF-WAY	acre	15.6	0	0
613	5007	STREETFRONT COMMERCIAL	acre	0.3	387	279
613	5008	SERVICE STATION	acre	0.7	2870	2096
613	5009	OTHER COMMERCIAL	acre	8.1	1016	754
613	6002	LOW RISE OFFICE	acre	1.0	246	186
613	9101	INACTIVE USE	acre	16.0	0	0
613		TOTAL			5188	3781

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
614	101	SINGLE FAMILY	du	119.0	1356	977
614	102	MULTI-FAMILY	du	323.0	2836	1994
614	1501	LOW-RISE HOTEL OR MOTEL	acre	2.4	894	573
614	4112	RIGHT-OF-WAY	acre	4.0	0	0
614	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
614	6002	LOW RISE OFFICE	acre	1.9	487	373
614	6509	OTHER HEALTH CARE	acre	1.7	699	511
614	7204	GOLF COURSE	acre	3.7	0	0
614	9101	INACTIVE USE	acre	1.8	0	0
614		TOTAL			6272	4428
615	101	SINGLE FAMILY	du	115.0	1291	934
615	102	MULTI-FAMILY	du	386.0	3374	2360
615	4112	RIGHT-OF-WAY	acre	11.9	2	2
615	5007	STREETFRONT COMMERCIAL	acre	0.2	198	143
615	9101	INACTIVE USE	acre	0.4	0	0
615		TOTAL			4865	3439
616	2104	WAREHOUSING	acre	1.0	39	33
616	4112	RIGHT-OF-WAY	acre	19.1	0	0
616	5004	NEIGHBORHOOD COMMERCIAL	acre	14.6	18178	12838
616	5007	STREETFRONT COMMERCIAL	acre	5.2	6157	4449
616	5009	OTHER COMMERCIAL	acre	0.7	95	71
616	6509	OTHER HEALTH CARE	acre	10.3	4787	3568
616	9101	INACTIVE USE	acre	1.0	0	0
616		TOTAL			29256	20959
617	4112	RIGHT-OF-WAY	acre	1.8	0	0
617	6102	CHURCH	acre	3.5	173	134
617	6806	ELEMENTARY SCHOOL	site	1.0	2244	1227
617	7211	OTHER RECREATION-LOW	acre	5.7	36	25
617	7601	ACTIVE PARK	acre	4.6	288	187
617		TOTAL			2741	1573
618	4112	RIGHT-OF-WAY	acre	1.2	0	0
618	5003	COMMUNITY COMMERCIAL	acre	28.1	21837	15403
618		TOTAL			21837	15403
619	101	SINGLE FAMILY	du	1.0	11	8
619	4112	RIGHT-OF-WAY	acre	2.1	1	1
619	5003	COMMUNITY COMMERCIAL	acre	11.9	9258	6535
619	5007	STREETFRONT COMMERCIAL	acre	1.1	1264	912
619	6002	LOW RISE OFFICE	acre	3.8	1401	1112
619		TOTAL			11935	8568
620	101	SINGLE FAMILY	du	153.0	1746	1247
620	4112	RIGHT-OF-WAY	acre	5.6	0	0
620		TOTAL			1746	1247
621	101	SINGLE FAMILY	du	20.0	231	164
621	102	MULTI-FAMILY	du	17.0	154	106

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
621	4112	RIGHT-OF-WAY	acre	1.6	0	0
621	5003	COMMUNITY COMMERCIAL	acre	9.5	7554	5359
621	6002	LOW RISE OFFICE	acre	2.5	868	685
621		TOTAL			8807	6314
622	101	SINGLE FAMILY	du	41.0	473	336
622	4112	RIGHT-OF-WAY	acre	10.0	0	0
622	5007	STREETFRONT COMMERCIAL	acre	0.8	911	658
622	5009	OTHER COMMERCIAL	acre	0.5	59	43
622	6809	OTHER SCHOOL	acre	3.9	754	625
622	8002	INTENSIVE AGRICULTURE	acre	19.2	19	16
622	8003	FIELD CROPS	acre	13.9	1	1
622	9101	INACTIVE USE	acre	4.2	0	0
622		TOTAL			2217	1679
623	101	SINGLE FAMILY	du	223.0	2596	1832
623	4112	RIGHT-OF-WAY	acre	18.7	0	0
623	6102	CHURCH	acre	1.5	76	58
623	9101	INACTIVE USE	acre	10.1	0	0
623		TOTAL			2672	1890
624	101	SINGLE FAMILY	du	119.0	1382	977
624	4112	RIGHT-OF-WAY	acre	34.9	0	0
624	6102	CHURCH	acre	8.3	410	316
624	6806	ELEMENTARY SCHOOL	site	1.0	2367	1334
624	7601	ACTIVE PARK	acre	38.4	2429	1579
624	8002	INTENSIVE AGRICULTURE	acre	15.8	33	29
624	8003	FIELD CROPS	acre	15.1	1	1
624	9101	INACTIVE USE	acre	57.5	0	0
624		TOTAL			6622	4236
625	101	SINGLE FAMILY	du	519.0	6061	4279
625	102	MULTI-FAMILY	du	10.0	93	63
625	4112	RIGHT-OF-WAY	acre	40.6	1	1
625	6002	LOW RISE OFFICE	acre	0.1	33	25
625	6102	CHURCH	acre	2.8	136	105
625	6105	FIRE OR POLICE STATION	site	1.0	254	184
625	9101	INACTIVE USE	acre	2.0	0	0
625		TOTAL			6578	4657
626	101	SINGLE FAMILY	du	17.0	191	139
626	102	MULTI-FAMILY	du	37.0	332	227
626	103	MOBILE HOME PARK	du	69.0	484	309
626	2101	INDUSTRIAL PARK	acre	1.4	170	140
626	4112	RIGHT-OF-WAY	acre	8.9	1	1
626	4114	PARKING	acre	0.2	0	0
626	5007	STREETFRONT COMMERCIAL	acre	2.4	2814	2037
626	5008	SERVICE STATION	acre	0.3	1320	964
626	5009	OTHER COMMERCIAL	acre	0.6	82	61
626	6101	CEMETERY	acre	3.6	13	11
626	9101	INACTIVE USE	acre	1.5	0	0
626		TOTAL			5407	3889

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
627	101	SINGLE FAMILY	du	70.0	801	570
627	4112	RIGHT-OF-WAY	acre	8.5	0	0
627	6102	CHURCH	acre	0.9	43	33
627	6809	OTHER SCHOOL	acre	2.0	367	302
627	8003	FIELD CROPS	acre	8.6	1	1
627	9101	INACTIVE USE	acre	0.7	0	0
627		TOTAL			1212	906
628	101	SINGLE FAMILY	du	18.0	209	149
628	103	MOBILE HOME PARK	du	96.0	678	434
628	5009	OTHER COMMERCIAL	acre	2.2	283	212
628	9101	INACTIVE USE	acre	0.2	0	0
628		TOTAL			1170	795
629	102	MULTI-FAMILY	du	192.0	1734	1187
629	103	MOBILE HOME PARK	du	237.0	1636	1053
629	2103	LIGHT INDUSTRY	acre	2.0	110	89
629	2104	WAREHOUSING	acre	4.5	174	144
629	2105	PUBLIC STORAGE	acre	1.9	52	44
629	4112	RIGHT-OF-WAY	acre	10.5	0	0
629	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
629	4119	OTHER TRANSPORTATION	acre	0.4	46	35
629	5005	SPECIALTY COMMERCIAL	acre	0.7	855	604
629	5006	AUTO COMMERCIAL	acre	0.3	134	95
629	5009	OTHER COMMERCIAL	acre	5.4	627	459
629	7210	OTHER RECREATION-HIGH	acre	1.4	102	75
629	9101	INACTIVE USE	acre	1.0	0	0
629	9702	MIXED USE 67% STREETFRONT	acre	9.6	7985	5811
629		TOTAL			13455	9596
630	101	SINGLE FAMILY	du	89.0	1011	724
630	102	MULTI-FAMILY	du	2.0	18	13
630	4112	RIGHT-OF-WAY	acre	3.0	0	0
630	5009	OTHER COMMERCIAL	acre	1.1	123	89
630		TOTAL			1152	826
631	101	SINGLE FAMILY	du	52.0	591	428
631	102	MULTI-FAMILY	du	147.0	1308	910
631	4112	RIGHT-OF-WAY	acre	3.6	0	0
631	6102	CHURCH	acre	4.0	199	154
631		TOTAL			2098	1492
632	4112	RIGHT-OF-WAY	acre	14.2	0	0
632	5003	COMMUNITY COMMERCIAL	acre	43.1	33794	23895
632	5006	AUTO COMMERCIAL	acre	5.0	2072	1460
632	9101	INACTIVE USE	acre	1.0	0	0
632		TOTAL			35866	25355
633	1501	LOW-RISE HOTEL OR MOTEL	acre	1.9	628	383
633	4112	RIGHT-OF-WAY	acre	16.7	0	0
633	5003	COMMUNITY COMMERCIAL	acre	1.2	976	691

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
633	5007	STREETFRONT COMMERCIAL	acre	6.2	7389	5353
633		TOTAL			8993	6427
634	101	SINGLE FAMILY	du	190.0	2248	1565
634	4112	RIGHT-OF-WAY	acre	21.8	0	0
634	8003	FIELD CROPS	acre	16.0	1	1
634	9101	INACTIVE USE	acre	0.2	0	0
634		TOTAL			2249	1566
635	5003	COMMUNITY COMMERCIAL	acre	43.9	33956	23935
635	5008	SERVICE STATION	acre	1.1	4417	3224
635		TOTAL			38373	27159
636	101	SINGLE FAMILY	du	374.0	4319	3075
636	102	MULTI-FAMILY	du	260.0	2375	1621
636	4112	RIGHT-OF-WAY	acre	12.4	0	0
636	7607	RESIDENTIAL RECREATION	acre	1.9	0	0
636	9101	INACTIVE USE	acre	22.4	0	0
636		TOTAL			6694	4696
637	101	SINGLE FAMILY	du	272.0	3162	2228
637	1409	OTHER GROUP QUARTERS	acre	0.3	1	1
637	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1290	776
637	4112	RIGHT-OF-WAY	acre	15.8	0	0
637	6102	CHURCH	acre	3.9	191	148
637	7210	OTHER RECREATION-HIGH	acre	4.4	231	155
637	9101	INACTIVE USE	acre	1.0	0	0
637		TOTAL			4875	3308
638	4112	RIGHT-OF-WAY	acre	1.2	1	1
638	5003	COMMUNITY COMMERCIAL	acre	9.6	7600	5382
638	6003	GOV'T OFFICE OR CENTER	acre	3.4	2955	2166
638		TOTAL			10556	7549
639	102	MULTI-FAMILY	du	216.0	1934	1346
639	4112	RIGHT-OF-WAY	acre	18.7	0	0
639	4114	PARKING	acre	0.9	0	0
639	6002	LOW RISE OFFICE	acre	1.6	382	288
639	9101	INACTIVE USE	acre	3.9	0	0
639	9702	MIXED USE 67% STREETFRONT	acre	14.2	11736	8540
639		TOTAL			14052	10174
640	101	SINGLE FAMILY	du	6.0	68	49
640	102	MULTI-FAMILY	du	280.0	2488	1725
640	4112	RIGHT-OF-WAY	acre	16.0	0	0
640	9500	UNDER CONTRUCTION	acre	10.1	57	45
640		TOTAL			2613	1819
641	101	SINGLE FAMILY	du	234.0	2629	1915
641	103	MOBILE HOME PARK	du	248.0	1663	1094
641	4112	RIGHT-OF-WAY	acre	14.6	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
641	9101	INACTIVE USE	acre	5.2	0	0
641		TOTAL			4292	3009
642	101	SINGLE FAMILY	du	589.0	6663	4825
642	4112	RIGHT-OF-WAY	acre	43.8	0	0
642	6102	CHURCH	acre	4.2	206	159
642		TOTAL			6869	4984
643	101	SINGLE FAMILY	du	135.0	1553	1105
643	102	MULTI-FAMILY	du	305.0	2729	1879
643	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	86	51
643	4112	RIGHT-OF-WAY	acre	17.3	0	0
643	4113	COMMUNICATION OR UTILITY	acre	6.7	20	15
643	7601	ACTIVE PARK	acre	2.3	147	95
643	7604	ACTIVE BEACH	acre	1.0	3	2
643	9101	INACTIVE USE	acre	5.4	0	0
643	9500	UNDER CONTRUCTION	acre	0.1	1	1
643		TOTAL			4539	3148
644	5003	COMMUNITY COMMERCIAL	acre	7.2	5479	3840
644	5007	STREETFRONT COMMERCIAL	acre	1.2	1381	999
644	9101	INACTIVE USE	acre	7.4	0	0
644		TOTAL			6860	4839
645	4112	RIGHT-OF-WAY	acre	1.6	3	2
645	5003	COMMUNITY COMMERCIAL	acre	16.9	13101	9237
645	5004	NEIGHBORHOOD COMMERCIAL	acre	10.4	12799	9021
645	5007	STREETFRONT COMMERCIAL	acre	2.3	2712	1964
645		TOTAL			28615	20224
646	101	SINGLE FAMILY	du	353.0	4098	2896
646	4112	RIGHT-OF-WAY	acre	13.4	0	0
646	7607	RESIDENTIAL RECREATION	acre	3.5	0	0
646	9101	INACTIVE USE	acre	8.8	0	0
646		TOTAL			4098	2896
647	101	SINGLE FAMILY	du	989.0	11392	8149
647	4112	RIGHT-OF-WAY	acre	44.5	2	2
647	7210	OTHER RECREATION-HIGH	acre	13.1	724	493
647	7607	RESIDENTIAL RECREATION	acre	6.1	0	0
647	9101	INACTIVE USE	acre	76.4	0	0
647		TOTAL			12118	8644
648	101	SINGLE FAMILY	du	1.0	11	8
648	4112	RIGHT-OF-WAY	acre	2.8	1	1
648	5004	NEIGHBORHOOD COMMERCIAL	acre	14.2	17531	12358
648	5008	SERVICE STATION	acre	1.2	4881	3564
648		TOTAL			22424	15931
649	101	SINGLE FAMILY	du	420.0	4824	3460
649	9101	INACTIVE USE	acre	112.2	0	0
649		TOTAL			4824	3460

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
650	101	SINGLE FAMILY	du	32.0	373	261
650	2103	LIGHT INDUSTRY	acre	6.6	371	300
650	4112	RIGHT-OF-WAY	acre	3.6	0	0
650	8001	ORCHARDS OR VINEYARD	acre	34.3	3	2
650	8002	INTENSIVE AGRICULTURE	acre	21.1	25	21
650	8003	FIELD CROPS	acre	19.5	2	1
650	9101	INACTIVE USE	acre	24.4	0	0
650		TOTAL			774	585
651	101	SINGLE FAMILY	du	113.0	1319	933
651	4112	RIGHT-OF-WAY	acre	2.2	0	0
651	8001	ORCHARDS OR VINEYARD	acre	8.0	1	1
651	8003	FIELD CROPS	acre	25.2	29	25
651	9101	INACTIVE USE	acre	2.4	0	0
651		TOTAL			1349	959
652	4112	RIGHT-OF-WAY	acre	76.1	0	0
652	5002	REGIONAL COMMERCIAL	acre	7.3	4817	3351
652	5007	STREETFRONT COMMERCIAL	acre	1.0	1266	928
652	9101	INACTIVE USE	acre	61.8	0	0
652		TOTAL			6083	4279
653	101	SINGLE FAMILY	du	26.0	293	213
653	8001	ORCHARDS OR VINEYARD	acre	6.8	1	0
653	8003	FIELD CROPS	acre	1.5	0	0
653	9101	INACTIVE USE	acre	61.2	0	0
653		TOTAL			294	213
654	101	SINGLE FAMILY	du	39.0	440	316
654	4112	RIGHT-OF-WAY	acre	18.6	0	0
654	4113	COMMUNICATION OR UTILITY	acre	1.9	6	4
654	9101	INACTIVE USE	acre	59.8	0	0
654		TOTAL			446	320
655	101	SINGLE FAMILY	du	48.0	549	391
655	4112	RIGHT-OF-WAY	acre	3.4	0	0
655	8002	INTENSIVE AGRICULTURE	acre	8.8	2	2
655	9101	INACTIVE USE	acre	1.0	0	0
655		TOTAL			551	393
656	9101	INACTIVE USE	acre	95.5	0	0
656		TOTAL			0	0
657	102	MULTI-FAMILY	du	99.0	881	615
657	4112	RIGHT-OF-WAY	acre	5.7	0	0
657	4113	COMMUNICATION OR UTILITY	acre	0.5	2	1
657	5002	REGIONAL COMMERCIAL	acre	74.0	50778	35641
657	5003	COMMUNITY COMMERCIAL	acre	16.0	12517	8847
657	9101	INACTIVE USE	acre	5.4	0	0
657	9702	MIXED USE 67% STREETFRONT	acre	0.2	184	134
657		TOTAL			64362	45238

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
658	101	SINGLE FAMILY	du	2.0	21	16
658	103	MOBILE HOME PARK	du	65.0	443	282
658	4104	AIRSTRIP	acre	8.4	5	4
658	4112	RIGHT-OF-WAY	acre	26.5	0	0
658	8001	ORCHARDS OR VINEYARD	acre	9.1	2	2
658	8003	FIELD CROPS	acre	11.8	1	1
658	9101	INACTIVE USE	acre	1042.5	7	6
658		TOTAL			479	311
659	101	SINGLE FAMILY	du	122.0	1470	1007
659	1409	OTHER GROUP QUARTERS	acre	3.8	15	11
659	4112	RIGHT-OF-WAY	acre	14.4	0	0
659	6109	OTHER PUBLIC SERVICE	acre	2.0	666	471
659	9101	INACTIVE USE	acre	12.2	0	0
659		TOTAL			2151	1489
660	102	MULTI-FAMILY	du	152.0	1440	960
660	1409	OTHER GROUP QUARTERS	acre	10.7	42	31
660	4112	RIGHT-OF-WAY	acre	3.7	0	0
660	6105	FIRE OR POLICE STATION	site	1.0	254	183
660	6809	OTHER SCHOOL	acre	1.2	215	178
660		TOTAL			1951	1352
661	101	SINGLE FAMILY	du	27.0	304	219
661	4112	RIGHT-OF-WAY	acre	29.4	0	0
661	8001	ORCHARDS OR VINEYARD	acre	13.8	1	1
661	8002	INTENSIVE AGRICULTURE	acre	98.0	23	18
661	8003	FIELD CROPS	acre	644.1	55	42
661	9101	INACTIVE USE	acre	860.6	0	0
661		TOTAL			383	280
662	101	SINGLE FAMILY	du	90.0	1019	732
662	4112	RIGHT-OF-WAY	acre	14.8	0	0
662	9101	INACTIVE USE	acre	2.0	0	0
662		TOTAL			1019	732
663	101	SINGLE FAMILY	du	267.0	3147	2202
663	102	MULTI-FAMILY	du	9.0	83	56
663	4112	RIGHT-OF-WAY	acre	23.8	1	1
663	4114	PARKING	acre	1.0	0	0
663	6002	LOW RISE OFFICE	acre	0.3	69	53
663	6102	CHURCH	acre	1.0	51	40
663	6509	OTHER HEALTH CARE	acre	0.1	72	55
663	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
663	9101	INACTIVE USE	acre	0.0	0	0
663		TOTAL			5649	3619
664	101	SINGLE FAMILY	du	110.0	1302	904
664	4112	RIGHT-OF-WAY	acre	1.8	0	0
664	8003	FIELD CROPS	acre	1.7	0	0
664	9101	INACTIVE USE	acre	0.6	0	0
664		TOTAL			1302	904

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
665	101	SINGLE FAMILY	du	15.0	167	122
665	2201	EXTRACTIVE INDUSTRY	acre	11.4	13	11
665	4112	RIGHT-OF-WAY	acre	12.8	0	0
665	7601	ACTIVE PARK	acre	17.9	1132	736
665	8001	ORCHARDS OR VINEYARD	acre	2.2	0	0
665	9101	INACTIVE USE	acre	449.8	0	0
665		TOTAL			1312	869
666	4112	RIGHT-OF-WAY	acre	9.1	1	1
666	5003	COMMUNITY COMMERCIAL	acre	35.5	27923	19749
666	9101	INACTIVE USE	acre	17.7	0	0
666		TOTAL			27924	19750
667	101	SINGLE FAMILY	du	195.0	2216	1600
667	4112	RIGHT-OF-WAY	acre	22.2	0	0
667	6102	CHURCH	acre	1.9	91	70
667	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
667	8002	INTENSIVE AGRICULTURE	acre	4.1	1	1
667	9101	INACTIVE USE	acre	92.9	0	0
667		TOTAL			4420	2785
668	101	SINGLE FAMILY	du	2.0	10	8
668	4104	AIRSTRIP	acre	21.8	10	7
668	4112	RIGHT-OF-WAY	acre	98.9	0	0
668	8003	FIELD CROPS	acre	384.1	22	17
668	9101	INACTIVE USE	acre	17359.6	0	0
668		TOTAL			42	32
669	101	SINGLE FAMILY	du	102.0	1171	833
669	103	MOBILE HOME PARK	du	1.0	6	4
669	4112	RIGHT-OF-WAY	acre	9.0	0	0
669	9101	INACTIVE USE	acre	6.1	0	0
669		TOTAL			1177	837
670	101	SINGLE FAMILY	du	335.0	3885	2758
670	102	MULTI-FAMILY	du	114.0	1034	712
670	4112	RIGHT-OF-WAY	acre	13.9	0	0
670	9101	INACTIVE USE	acre	12.3	0	0
670		TOTAL			4919	3470
671	101	SINGLE FAMILY	du	70.0	804	576
671	102	MULTI-FAMILY	du	197.0	1813	1227
671	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
671	4112	RIGHT-OF-WAY	acre	18.6	0	0
671	5007	STREETFRONT COMMERCIAL	acre	9.3	11135	8071
671	5008	SERVICE STATION	acre	0.4	1778	1298
671		TOTAL			15531	11173
672	101	SINGLE FAMILY	du	50.0	572	409
672	4112	RIGHT-OF-WAY	acre	7.3	0	0
672	8002	INTENSIVE AGRICULTURE	acre	26.5	18	16

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
672	9101	INACTIVE USE	acre	18.0	0	0
672		TOTAL			590	425
673	101	SINGLE FAMILY	du	445.0	5267	3677
673	102	MULTI-FAMILY	du	272.0	2574	1754
673	4112	RIGHT-OF-WAY	acre	22.9	0	0
673	6102	CHURCH	acre	1.4	69	54
673	6806	ELEMENTARY SCHOOL	site	1.0	2354	1323
673	9101	INACTIVE USE	acre	0.5	0	0
673		TOTAL			10264	6808
674	101	SINGLE FAMILY	du	19.0	214	156
674	4112	RIGHT-OF-WAY	acre	4.0	0	0
674	5009	OTHER COMMERCIAL	acre	5.6	724	540
674	9101	INACTIVE USE	acre	0.5	0	0
674		TOTAL			938	696
675	101	SINGLE FAMILY	du	232.0	2658	1910
675	4112	RIGHT-OF-WAY	acre	15.5	0	0
675	9101	INACTIVE USE	acre	6.6	0	0
675		TOTAL			2658	1910
676	101	SINGLE FAMILY	du	265.0	3049	2181
676	102	MULTI-FAMILY	du	322.0	2896	2009
676	4112	RIGHT-OF-WAY	acre	23.4	0	0
676	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
676	6002	LOW RISE OFFICE	acre	2.3	599	457
676	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
676	9101	INACTIVE USE	acre	70.7	0	0
676		TOTAL			6547	4649
677	101	SINGLE FAMILY	du	1.0	12	8
677	102	MULTI-FAMILY	du	89.0	828	561
677	4112	RIGHT-OF-WAY	acre	2.9	2	2
677	5004	NEIGHBORHOOD COMMERCIAL	acre	10.1	12857	9123
677	6002	LOW RISE OFFICE	acre	6.0	1779	1381
677		TOTAL			15478	11075
678	101	SINGLE FAMILY	du	293.0	3330	2387
678	102	MULTI-FAMILY	du	318.0	2958	2054
678	4112	RIGHT-OF-WAY	acre	31.3	0	0
678	6102	CHURCH	acre	5.3	267	207
678	7601	ACTIVE PARK	acre	8.8	553	360
678	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
678	9101	INACTIVE USE	acre	4.4	0	0
678		TOTAL			7108	5008
679	101	SINGLE FAMILY	du	113.0	1313	932
679	102	MULTI-FAMILY	du	141.0	1286	875
679	4112	RIGHT-OF-WAY	acre	8.5	0	0
679	5004	NEIGHBORHOOD COMMERCIAL	acre	0.8	1038	744

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
679	5007	STREETFRONT COMMERCIAL	acre	2.0	2387	1727
679	6002	LOW RISE OFFICE	acre	0.3	79	61
679	6109	OTHER PUBLIC SERVICE	acre	0.2	81	57
679	9101	INACTIVE USE	acre	24.8	0	0
679		TOTAL			6184	4396
680	101	SINGLE FAMILY	du	18.0	203	146
680	9101	INACTIVE USE	acre	45.3	0	0
680		TOTAL			203	146
681	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
681	6804	SENIOR HIGH SCHOOL	site	1.0	5743	2540
681	9101	INACTIVE USE	acre	736.1	0	0
681		TOTAL			5744	2541
682	101	SINGLE FAMILY	du	539.0	6080	4411
682	4112	RIGHT-OF-WAY	acre	39.0	0	0
682	4113	COMMUNICATION OR UTILITY	acre	12.6	37	29
682	5004	NEIGHBORHOOD COMMERCIAL	acre	6.5	8179	5786
682	6102	CHURCH	acre	11.9	795	633
682	7601	ACTIVE PARK	acre	6.5	408	265
682	9101	INACTIVE USE	acre	65.1	0	0
682		TOTAL			15499	11124
683	101	SINGLE FAMILY	du	39.0	238	164
683	4112	RIGHT-OF-WAY	acre	16.3	0	0
683	8003	FIELD CROPS	acre	2885.4	161	123
683	9101	INACTIVE USE	acre	2684.3	0	0
683		TOTAL			399	287
684	101	SINGLE FAMILY	du	39.0	449	319
684	4112	RIGHT-OF-WAY	acre	2.8	0	0
684	5009	OTHER COMMERCIAL	acre	4.8	596	442
684	9101	INACTIVE USE	acre	0.3	0	0
684		TOTAL			1045	761
685	101	SINGLE FAMILY	du	330.0	3784	2712
685	102	MULTI-FAMILY	du	222.0	1962	1376
685	2105	PUBLIC STORAGE	acre	4.1	110	92
685	4112	RIGHT-OF-WAY	acre	23.2	0	0
685	4113	COMMUNICATION OR UTILITY	acre	4.6	14	11
685	6806	ELEMENTARY SCHOOL	site	1.0	2215	1202
685	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
685	9101	INACTIVE USE	acre	106.4	0	0
685		TOTAL			8085	5393
686	101	SINGLE FAMILY	du	1.0	11	8
686	4112	RIGHT-OF-WAY	acre	4.8	0	0
686	5004	NEIGHBORHOOD COMMERCIAL	acre	9.3	11263	7907
686	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4138	2424
686	6806	ELEMENTARY SCHOOL	site	1.0	2387	1351

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
686	7601	ACTIVE PARK	acre	9.9	627	407
686	9101	INACTIVE USE	acre	2.0	0	0
686		TOTAL			18426	12097
687	101	SINGLE FAMILY	du	96.0	1095	781
687	4112	RIGHT-OF-WAY	acre	20.0	0	0
687	8002	INTENSIVE AGRICULTURE	acre	2.0	0	0
687	9101	INACTIVE USE	acre	12.9	0	0
687		TOTAL			1095	781
688	101	SINGLE FAMILY	du	38.0	438	312
688	102	MULTI-FAMILY	du	272.0	2475	1686
688	1409	OTHER GROUP QUARTERS	acre	0.3	1	1
688	4112	RIGHT-OF-WAY	acre	10.1	0	0
688	5007	STREETFRONT COMMERCIAL	acre	5.9	7195	5229
688	5008	SERVICE STATION	acre	0.9	3585	2618
688		TOTAL			13694	9846
689	101	SINGLE FAMILY	du	347.0	4045	2867
689	4112	RIGHT-OF-WAY	acre	24.2	0	0
689	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4138	2424
689	6806	ELEMENTARY SCHOOL	site	1.0	2255	1237
689	9101	INACTIVE USE	acre	46.1	0	0
689		TOTAL			10438	6528
690	101	SINGLE FAMILY	du	401.0	4624	3304
690	4112	RIGHT-OF-WAY	acre	39.8	0	0
690	4113	COMMUNICATION OR UTILITY	acre	1.1	3	2
690	7607	RESIDENTIAL RECREATION	acre	0.1	0	0
690	9101	INACTIVE USE	acre	77.6	0	0
690		TOTAL			4627	3306
691	102	MULTI-FAMILY	du	495.0	4452	3088
691	4112	RIGHT-OF-WAY	acre	4.3	8	7
691	9101	INACTIVE USE	acre	0.3	0	0
691		TOTAL			4460	3095
692	101	SINGLE FAMILY	du	121.0	1363	983
692	4112	RIGHT-OF-WAY	acre	3.5	0	0
692	5009	OTHER COMMERCIAL	acre	6.2	1120	874
692	6102	CHURCH	acre	2.1	120	94
692	9101	INACTIVE USE	acre	0.4	0	0
692		TOTAL			2603	1951
693	101	SINGLE FAMILY	du	98.0	1138	808
693	102	MULTI-FAMILY	du	370.0	3386	2312
693	4112	RIGHT-OF-WAY	acre	20.0	2	2
693	5009	OTHER COMMERCIAL	acre	0.4	48	35
693	6002	LOW RISE OFFICE	acre	0.2	41	31
693	6509	OTHER HEALTH CARE	acre	0.4	159	116
693	7601	ACTIVE PARK	acre	0.9	59	39

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
693	7607	RESIDENTIAL RECREATION	acre	0.1	0	0
693	9101	INACTIVE USE	acre	84.0	0	0
693		TOTAL			4833	3343
694	101	SINGLE FAMILY	du	733.0	8390	5977
694	4112	RIGHT-OF-WAY	acre	22.1	0	0
694	8002	INTENSIVE AGRICULTURE	acre	10.7	6	5
694	9101	INACTIVE USE	acre	21.1	0	0
694		TOTAL			8396	5982
695	101	SINGLE FAMILY	du	46.0	534	376
695	4112	RIGHT-OF-WAY	acre	3.0	0	0
695	6806	ELEMENTARY SCHOOL	site	1.0	2531	1476
695	7204	GOLF COURSE	acre	21.8	0	0
695		TOTAL			3065	1852
696	101	SINGLE FAMILY	du	146.0	1723	1203
696	4112	RIGHT-OF-WAY	acre	9.9	0	0
696	8001	ORCHARDS OR VINEYARD	acre	16.4	1	1
696	8003	FIELD CROPS	acre	19.6	2	1
696	9101	INACTIVE USE	acre	161.1	0	0
696		TOTAL			1726	1205
697	101	SINGLE FAMILY	du	174.0	2023	1436
697	102	MULTI-FAMILY	du	71.0	638	441
697	4112	RIGHT-OF-WAY	acre	19.9	0	0
697	7605	PASSIVE BEACH	acre	1.9	4	2
697	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
697	9101	INACTIVE USE	acre	9.0	0	0
697		TOTAL			2665	1879
698	102	MULTI-FAMILY	du	314.0	2901	2024
698	4112	RIGHT-OF-WAY	acre	20.8	0	0
698	6002	LOW RISE OFFICE	acre	1.4	328	248
698		TOTAL			3229	2272
699	101	SINGLE FAMILY	du	698.0	7883	5671
699	4112	RIGHT-OF-WAY	acre	38.0	0	0
699	4113	COMMUNICATION OR UTILITY	acre	3.9	11	9
699	7607	RESIDENTIAL RECREATION	acre	6.8	0	0
699	9101	INACTIVE USE	acre	299.0	7	6
699		TOTAL			7901	5686
700	101	SINGLE FAMILY	du	154.0	1752	1267
700	4112	RIGHT-OF-WAY	acre	10.2	0	0
700	6102	CHURCH	acre	1.0	62	49
700	8002	INTENSIVE AGRICULTURE	acre	2.8	1	1
700	9101	INACTIVE USE	acre	3.1	0	0
700		TOTAL			1815	1317
701	1409	OTHER GROUP QUARTERS	acre	3.7	14	10

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
701	4112	RIGHT-OF-WAY	acre	4.0	0	0
701	5009	OTHER COMMERCIAL	acre	1.5	175	128
701	6102	CHURCH	acre	9.9	492	380
701		TOTAL			681	518
702	101	SINGLE FAMILY	du	6.0	66	48
702	5003	COMMUNITY COMMERCIAL	acre	45.6	35124	24727
702	6802	UNIVERSITY OR COLLEGE	acre	9.8	2573	2137
702		TOTAL			37763	26912
703	101	SINGLE FAMILY	du	406.0	4709	3355
703	4112	RIGHT-OF-WAY	acre	33.4	0	0
703	9101	INACTIVE USE	acre	19.9	0	0
703		TOTAL			4709	3355
704	101	SINGLE FAMILY	du	65.0	755	530
704	103	MOBILE HOME PARK	du	30.0	197	128
704	4112	RIGHT-OF-WAY	acre	97.0	0	0
704	9101	INACTIVE USE	acre	2.3	0	0
704		TOTAL			952	658
705	101	SINGLE FAMILY	du	79.0	925	649
705	4112	RIGHT-OF-WAY	acre	4.6	0	0
705		TOTAL			925	649
706	101	SINGLE FAMILY	du	591.0	6781	4866
706	102	MULTI-FAMILY	du	48.0	431	300
706	4112	RIGHT-OF-WAY	acre	57.2	0	0
706	4113	COMMUNICATION OR UTILITY	acre	1.4	4	3
706	6102	CHURCH	acre	1.3	66	51
706	6109	OTHER PUBLIC SERVICE	acre	0.9	307	217
706	8002	INTENSIVE AGRICULTURE	acre	0.3	0	0
706	9101	INACTIVE USE	acre	12.1	0	0
706	9500	UNDER CONTRUCTION	acre	0.2	1	1
706		TOTAL			7590	5438
707	101	SINGLE FAMILY	du	31.0	357	255
707	102	MULTI-FAMILY	du	96.0	866	597
707	4112	RIGHT-OF-WAY	acre	7.6	0	0
707	5007	STREETFRONT COMMERCIAL	acre	5.9	7082	5127
707		TOTAL			8305	5979
708	2105	PUBLIC STORAGE	acre	2.4	64	53
708	4112	RIGHT-OF-WAY	acre	4.0	0	0
708		TOTAL			64	53
709	101	SINGLE FAMILY	du	551.0	6272	4483
709	102	MULTI-FAMILY	du	210.0	1942	1353
709	4112	RIGHT-OF-WAY	acre	27.6	0	0
709	7204	GOLF COURSE	acre	31.1	0	0
709	7607	RESIDENTIAL RECREATION	acre	0.9	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
709	9101	INACTIVE USE	acre	1.1	0	0
709		TOTAL			8214	5836
710	102	MULTI-FAMILY	du	200.0	1926	1306
710	4112	RIGHT-OF-WAY	acre	3.3	0	0
710		TOTAL			1926	1306
711	101	SINGLE FAMILY	du	126.0	1468	1031
711	4112	RIGHT-OF-WAY	acre	14.4	0	0
711	9101	INACTIVE USE	acre	12.2	0	0
711		TOTAL			1468	1031
712	101	SINGLE FAMILY	du	455.0	5373	3750
712	4112	RIGHT-OF-WAY	acre	46.5	0	0
712	7204	GOLF COURSE	acre	54.6	0	0
712	7205	GOLF CLUB HOUSE	site	1.0	703	485
712	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
712	8001	ORCHARDS OR VINEYARD	acre	1.1	0	0
712	8003	FIELD CROPS	acre	3.2	0	0
712	9101	INACTIVE USE	acre	12.0	5	4
712		TOTAL			6081	4239
713	101	SINGLE FAMILY	du	238.0	2749	1964
713	4112	RIGHT-OF-WAY	acre	17.2	0	0
713	9101	INACTIVE USE	acre	3.8	0	0
713		TOTAL			2749	1964
714	101	SINGLE FAMILY	du	1397.0	16670	11502
714	4112	RIGHT-OF-WAY	acre	81.6	0	0
714	4113	COMMUNICATION OR UTILITY	acre	1.1	3	3
714	6806	ELEMENTARY SCHOOL	site	1.0	2314	1289
714	7601	ACTIVE PARK	acre	13.2	837	544
714	7607	RESIDENTIAL RECREATION	acre	1.0	0	0
714	9101	INACTIVE USE	acre	139.2	0	0
714		TOTAL			19824	13338
715	101	SINGLE FAMILY	du	361.0	4340	2981
715	102	MULTI-FAMILY	du	155.0	1584	1024
715	2103	LIGHT INDUSTRY	acre	4.2	288	236
715	4112	RIGHT-OF-WAY	acre	24.9	0	0
715	5007	STREETFRONT COMMERCIAL	acre	1.2	1518	1103
715	5008	SERVICE STATION	acre	1.5	5849	4270
715	5009	OTHER COMMERCIAL	acre	4.9	654	490
715	7607	RESIDENTIAL RECREATION	acre	0.9	0	0
715	9101	INACTIVE USE	acre	0.2	0	0
715	9500	UNDER CONTRUCTION	acre	3.6	20	16
715		TOTAL			14253	10120
716	101	SINGLE FAMILY	du	28.0	320	229
716	102	MULTI-FAMILY	du	212.0	1899	1313
716	4112	RIGHT-OF-WAY	acre	6.2	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
716	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	2992	2099
716	6102	CHURCH	acre	4.9	241	186
716	9101	INACTIVE USE	acre	0.1	0	0
716		TOTAL			5452	3827
717	101	SINGLE FAMILY	du	152.0	1735	1250
717	4112	RIGHT-OF-WAY	acre	32.0	5	4
717	4114	PARKING	acre	1.2	0	0
717	6002	LOW RISE OFFICE	acre	3.8	1872	1520
717	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
717	8002	INTENSIVE AGRICULTURE	acre	3.8	1	1
717	9101	INACTIVE USE	acre	2.1	0	0
717	9500	UNDER CONTRUCTION	acre	0.2	1	1
717		TOTAL			5832	3981
718	101	SINGLE FAMILY	du	524.0	5906	4288
718	102	MULTI-FAMILY	du	404.0	3551	2493
718	4112	RIGHT-OF-WAY	acre	34.8	0	0
718	7607	RESIDENTIAL RECREATION	acre	4.5	0	0
718	9101	INACTIVE USE	acre	26.6	0	0
718		TOTAL			9457	6781
719	101	SINGLE FAMILY	du	602.0	7198	4964
719	4112	RIGHT-OF-WAY	acre	45.7	0	0
719	5004	NEIGHBORHOOD COMMERCIAL	acre	0.6	717	505
719	7607	RESIDENTIAL RECREATION	acre	2.2	0	0
719	9101	INACTIVE USE	acre	140.7	0	0
719		TOTAL			7915	5469
720	4112	RIGHT-OF-WAY	acre	6.4	0	0
720	5003	COMMUNITY COMMERCIAL	acre	21.5	16705	11787
720	5007	STREETFRONT COMMERCIAL	acre	0.8	883	637
720	9101	INACTIVE USE	acre	2.6	0	0
720		TOTAL			17588	12424
721	101	SINGLE FAMILY	du	487.0	5549	3963
721	102	MULTI-FAMILY	du	560.0	5313	3632
721	4112	RIGHT-OF-WAY	acre	33.5	0	0
721	7204	GOLF COURSE	acre	104.5	9	7
721	7205	GOLF CLUB HOUSE	site	1.0	723	503
721	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
721	9101	INACTIVE USE	acre	2.4	0	0
721		TOTAL			11594	8105
722	101	SINGLE FAMILY	du	423.0	4925	3467
722	4112	RIGHT-OF-WAY	acre	21.7	0	0
722	9101	INACTIVE USE	acre	28.4	0	0
722		TOTAL			4925	3467
723	101	SINGLE FAMILY	du	19.0	216	155
723	1501	LOW-RISE HOTEL OR MOTEL	acre	2.5	802	487

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
723	4112	RIGHT-OF-WAY	acre	23.3	0	0
723	5007	STREETFRONT COMMERCIAL	acre	1.4	1686	1223
723	5008	SERVICE STATION	acre	0.9	3405	2486
723	6002	LOW RISE OFFICE	acre	7.4	1861	1415
723	6102	CHURCH	acre	3.4	168	130
723	6109	OTHER PUBLIC SERVICE	acre	1.0	328	231
723	9101	INACTIVE USE	acre	0.1	0	0
723		TOTAL			8466	6127
724	101	SINGLE FAMILY	du	23.0	269	189
724	4112	RIGHT-OF-WAY	acre	1.4	0	0
724	8002	INTENSIVE AGRICULTURE	acre	9.1	2	2
724	8003	FIELD CROPS	acre	17.0	1	1
724	9101	INACTIVE USE	acre	2.5	0	0
724		TOTAL			272	192
725	101	SINGLE FAMILY	du	229.0	2619	1880
725	102	MULTI-FAMILY	du	241.0	2182	1511
725	4112	RIGHT-OF-WAY	acre	19.4	0	0
725	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
725	6109	OTHER PUBLIC SERVICE	acre	1.0	371	267
725	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
725	9101	INACTIVE USE	acre	85.3	0	0
725		TOTAL			5173	3659
726	101	SINGLE FAMILY	du	152.0	1759	1251
726	102	MULTI-FAMILY	du	228.0	2083	1427
726	1409	OTHER GROUP QUARTERS	acre	4.4	17	13
726	4112	RIGHT-OF-WAY	acre	10.5	0	0
726	6002	LOW RISE OFFICE	acre	0.5	176	139
726	9101	INACTIVE USE	acre	0.0	0	0
726		TOTAL			4035	2830
727	101	SINGLE FAMILY	du	39.0	433	317
727	102	MULTI-FAMILY	du	126.0	1087	772
727	1409	OTHER GROUP QUARTERS	acre	1.4	6	4
727	4112	RIGHT-OF-WAY	acre	16.8	2	2
727	6804	SENIOR HIGH SCHOOL	site	1.0	5422	2262
727	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4138	2424
727	7605	PASSIVE BEACH	acre	1.6	3	2
727	9101	INACTIVE USE	acre	17.3	0	0
727		TOTAL			11091	5783
728	101	SINGLE FAMILY	du	101.0	1138	821
728	2101	INDUSTRIAL PARK	acre	30.5	4092	3371
728	2103	LIGHT INDUSTRY	acre	2.2	134	109
728	2105	PUBLIC STORAGE	acre	3.5	95	80
728	4112	RIGHT-OF-WAY	acre	22.3	0	0
728	8003	FIELD CROPS	acre	5.7	0	0
728	9101	INACTIVE USE	acre	3.5	0	0
728		TOTAL			5459	4381

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
729	101	SINGLE FAMILY	du	56.0	649	457
729	4112	RIGHT-OF-WAY	acre	3.1	0	0
729	6102	CHURCH	acre	25.4	1303	1010
729	8001	ORCHARDS OR VINEYARD	acre	208.3	17	13
729	9101	INACTIVE USE	acre	1.8	0	0
729		TOTAL			1969	1480
730	101	SINGLE FAMILY	du	534.0	6286	4394
730	4112	RIGHT-OF-WAY	acre	33.3	1	1
730	7607	RESIDENTIAL RECREATION	acre	1.3	0	0
730	8001	ORCHARDS OR VINEYARD	acre	88.9	7	6
730	9101	INACTIVE USE	acre	36.4	5	4
730		TOTAL			6299	4405
731	102	MULTI-FAMILY	du	184.0	1694	1154
731	4112	RIGHT-OF-WAY	acre	5.0	0	0
731	5004	NEIGHBORHOOD COMMERCIAL	acre	18.7	23529	16641
731	6102	CHURCH	acre	10.8	562	437
731		TOTAL			25785	18232
732	101	SINGLE FAMILY	du	285.0	3269	2346
732	4112	RIGHT-OF-WAY	acre	25.1	0	0
732	6102	CHURCH	acre	2.9	142	110
732	6804	SENIOR HIGH SCHOOL	site	1.0	5964	2730
732	7210	OTHER RECREATION-HIGH	acre	2.0	106	72
732	8002	INTENSIVE AGRICULTURE	acre	0.3	0	0
732	8003	FIELD CROPS	acre	3.6	0	0
732	9101	INACTIVE USE	acre	1.8	0	0
732		TOTAL			9481	5258
733	4112	RIGHT-OF-WAY	acre	5.4	0	0
733	6806	ELEMENTARY SCHOOL	site	1.0	2261	1243
733	7601	ACTIVE PARK	acre	39.7	2512	1632
733		TOTAL			4773	2875
734	101	SINGLE FAMILY	du	42.0	480	343
734	4112	RIGHT-OF-WAY	acre	23.3	0	0
734	8001	ORCHARDS OR VINEYARD	acre	61.4	5	4
734	9101	INACTIVE USE	acre	141.1	0	0
734		TOTAL			485	347
735	101	SINGLE FAMILY	du	408.0	4755	3377
735	102	MULTI-FAMILY	du	117.0	1067	729
735	4112	RIGHT-OF-WAY	acre	22.4	0	0
735	7601	ACTIVE PARK	acre	16.3	1029	669
735	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
735	9101	INACTIVE USE	acre	28.2	0	0
735		TOTAL			6851	4775
736	2103	LIGHT INDUSTRY	acre	8.0	647	535
736	4112	RIGHT-OF-WAY	acre	1.4	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
736	5003	COMMUNITY COMMERCIAL	acre	8.4	6451	4539
736	6002	LOW RISE OFFICE	acre	5.9	1849	1444
736	6105	FIRE OR POLICE STATION	site	1.0	254	184
736	6509	OTHER HEALTH CARE	acre	4.0	1757	1299
736	9500	UNDER CONTRUCTION	acre	4.3	24	19
736		TOTAL			10982	8020
737	101	SINGLE FAMILY	du	136.0	1537	1108
737	4112	RIGHT-OF-WAY	acre	13.7	0	0
737	7204	GOLF COURSE	acre	30.5	14	12
737	9101	INACTIVE USE	acre	18.1	0	0
737		TOTAL			1551	1120
738	101	SINGLE FAMILY	du	417.0	4910	3452
738	4112	RIGHT-OF-WAY	acre	14.0	0	0
738	7607	RESIDENTIAL RECREATION	acre	1.7	0	0
738	9101	INACTIVE USE	acre	2.6	0	0
738		TOTAL			4910	3452
739	101	SINGLE FAMILY	du	27.0	319	222
739	4112	RIGHT-OF-WAY	acre	25.9	0	0
739	6101	CEMETERY	acre	0.9	3	3
739	7211	OTHER RECREATION-LOW	acre	100.5	636	435
739	8001	ORCHARDS OR VINEYARD	acre	474.2	40	31
739	8003	FIELD CROPS	acre	2240.0	200	155
739	9101	INACTIVE USE	acre	9921.1	0	0
739		TOTAL			1198	846
740	101	SINGLE FAMILY	du	1654.0	18622	13503
740	4112	RIGHT-OF-WAY	acre	53.1	0	0
740	7204	GOLF COURSE	acre	43.9	0	0
740	7205	GOLF CLUB HOUSE	site	1.0	638	429
740	7607	RESIDENTIAL RECREATION	acre	1.2	0	0
740	9101	INACTIVE USE	acre	67.8	0	0
740		TOTAL			19260	13932
741	101	SINGLE FAMILY	du	203.0	2288	1649
741	4112	RIGHT-OF-WAY	acre	2.7	0	0
741	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
741	9101	INACTIVE USE	acre	38.3	5	4
741		TOTAL			2293	1653
742	101	SINGLE FAMILY	du	19.0	210	155
742	4112	RIGHT-OF-WAY	acre	23.9	0	0
742	4114	PARKING	acre	1.0	0	0
742	5008	SERVICE STATION	acre	0.6	2527	1845
742	6002	LOW RISE OFFICE	acre	2.7	1018	811
742	6003	GOV'T OFFICE OR CENTER	acre	4.2	4253	3198
742	6105	FIRE OR POLICE STATION	site	1.0	254	183
742	6109	OTHER PUBLIC SERVICE	acre	0.8	266	188
742	6509	OTHER HEALTH CARE	acre	1.2	509	372

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
742	9101	INACTIVE USE	acre	1.1	0	0
742		TOTAL			9037	6752
743	101	SINGLE FAMILY	du	47.0	524	379
743	4112	RIGHT-OF-WAY	acre	19.6	0	0
743	7601	ACTIVE PARK	acre	4.0	255	166
743	9101	INACTIVE USE	acre	453.2	0	0
743		TOTAL			779	545
744	101	SINGLE FAMILY	du	8.0	88	65
744	102	MULTI-FAMILY	du	112.0	986	692
744	103	MOBILE HOME PARK	du	6.0	40	27
744	4111	TRANSIT STATION	acre	0.3	75	57
744	4112	RIGHT-OF-WAY	acre	17.4	2	2
744	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
744	5007	STREETFRONT COMMERCIAL	acre	0.1	133	97
744	5009	OTHER COMMERCIAL	acre	4.6	944	745
744	6002	LOW RISE OFFICE	acre	0.8	369	299
744	6102	CHURCH	acre	0.2	15	12
744	9702	MIXED USE 67% STREETFRONT	acre	2.6	2130	1550
744		TOTAL			4782	3546
745	102	MULTI-FAMILY	du	260.0	2504	1688
745	103	MOBILE HOME PARK	du	182.0	1387	813
745	4112	RIGHT-OF-WAY	acre	2.4	0	0
745	4119	OTHER TRANSPORTATION	acre	0.6	63	47
745	5007	STREETFRONT COMMERCIAL	acre	2.2	2592	1876
745	5008	SERVICE STATION	acre	0.5	1841	1344
745		TOTAL			8387	5768
746	101	SINGLE FAMILY	du	366.0	4171	2980
746	102	MULTI-FAMILY	du	340.0	3181	2186
746	1409	OTHER GROUP QUARTERS	acre	60.7	239	176
746	4112	RIGHT-OF-WAY	acre	20.5	0	0
746	4113	COMMUNICATION OR UTILITY	acre	2.1	6	5
746	4114	PARKING	acre	0.6	0	0
746	6109	OTHER PUBLIC SERVICE	acre	0.3	114	81
746	7210	OTHER RECREATION-HIGH	acre	10.6	561	377
746	7601	ACTIVE PARK	acre	7.5	473	307
746	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
746	9101	INACTIVE USE	acre	103.1	0	0
746		TOTAL			8745	6112
747	101	SINGLE FAMILY	du	18.0	202	146
747	103	MOBILE HOME PARK	du	55.0	362	235
747	4112	RIGHT-OF-WAY	acre	0.5	0	0
747	7601	ACTIVE PARK	acre	97.4	6179	4020
747	8003	FIELD CROPS	acre	74.1	6	5
747	9101	INACTIVE USE	acre	767.0	0	0
747		TOTAL			6749	4406

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
748	101	SINGLE FAMILY	du	133.0	1499	1078
748	4112	RIGHT-OF-WAY	acre	18.4	0	0
748	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
748	8001	ORCHARDS OR VINEYARD	acre	0.5	0	0
748	9101	INACTIVE USE	acre	5.1	0	0
748		TOTAL			1500	1079
749	101	SINGLE FAMILY	du	355.0	4127	2931
749	4112	RIGHT-OF-WAY	acre	36.7	0	0
749	6105	FIRE OR POLICE STATION	site	1.0	254	184
749	9101	INACTIVE USE	acre	35.3	0	0
749		TOTAL			4381	3115
750	101	SINGLE FAMILY	du	56.0	656	459
750	4112	RIGHT-OF-WAY	acre	7.2	0	0
750	4113	COMMUNICATION OR UTILITY	acre	2.3	6	5
750	8001	ORCHARDS OR VINEYARD	acre	2.4	0	0
750	9101	INACTIVE USE	acre	2.7	0	0
750		TOTAL			662	464
751	101	SINGLE FAMILY	du	6.0	69	49
751	2105	PUBLIC STORAGE	acre	4.2	113	95
751	4112	RIGHT-OF-WAY	acre	6.2	0	0
751	5003	COMMUNITY COMMERCIAL	acre	1.2	956	675
751	5004	NEIGHBORHOOD COMMERCIAL	acre	10.1	12520	8825
751	5007	STREETFRONT COMMERCIAL	acre	4.5	5394	3903
751	5008	SERVICE STATION	acre	1.7	6666	4867
751	9101	INACTIVE USE	acre	3.3	0	0
751		TOTAL			25718	18414
752	101	SINGLE FAMILY	du	54.0	612	442
752	102	MULTI-FAMILY	du	204.0	1811	1262
752	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
752	4112	RIGHT-OF-WAY	acre	6.5	9	8
752	5007	STREETFRONT COMMERCIAL	acre	0.1	143	104
752	5009	OTHER COMMERCIAL	acre	0.6	68	51
752	6002	LOW RISE OFFICE	acre	2.1	789	628
752	9702	MIXED USE 67% STREETFRONT	acre	4.1	3375	2456
752		TOTAL			6808	4952
753	101	SINGLE FAMILY	du	22.0	245	179
753	102	MULTI-FAMILY	du	169.0	1502	1045
753	1501	LOW-RISE HOTEL OR MOTEL	acre	4.9	1576	952
753	4112	RIGHT-OF-WAY	acre	7.2	1	1
753	5007	STREETFRONT COMMERCIAL	acre	1.0	1157	835
753	5008	SERVICE STATION	acre	0.6	2546	1858
753	6002	LOW RISE OFFICE	acre	0.2	37	28
753	9702	MIXED USE 67% STREETFRONT	acre	2.8	2287	1664
753		TOTAL			9351	6562
754	101	SINGLE FAMILY	du	19.0	106	77

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
754	2301	JUNKYARD/DUMP/LANDFILL	acre	1.9	12	9
754	4104	AIRSTRIP	acre	16.3	7	6
754	4112	RIGHT-OF-WAY	acre	362.0	0	0
754	9101	INACTIVE USE	acre	170641.0	0	0
754		TOTAL			125	92
755	101	SINGLE FAMILY	du	31.0	170	126
755	4112	RIGHT-OF-WAY	acre	33.2	0	0
755	4113	COMMUNICATION OR UTILITY	acre	12.1	24	18
755	7211	OTHER RECREATION-LOW	acre	164.4	697	477
755	8001	ORCHARDS OR VINEYARD	acre	13.4	1	1
755	8003	FIELD CROPS	acre	7.2	0	0
755	9101	INACTIVE USE	acre	7630.7	0	0
755		TOTAL			892	622
756	101	SINGLE FAMILY	du	618.0	7125	5104
756	4112	RIGHT-OF-WAY	acre	38.2	0	0
756	9101	INACTIVE USE	acre	25.1	0	0
756		TOTAL			7125	5104
757	101	SINGLE FAMILY	du	188.0	2101	1539
757	102	MULTI-FAMILY	du	22.0	193	136
757	4112	RIGHT-OF-WAY	acre	14.9	0	0
757	6002	LOW RISE OFFICE	acre	0.8	282	223
757	6102	CHURCH	acre	1.5	73	56
757	6109	OTHER PUBLIC SERVICE	acre	1.2	456	332
757	7601	ACTIVE PARK	acre	6.0	378	245
757	9101	INACTIVE USE	acre	0.7	0	0
757		TOTAL			3483	2531
758	101	SINGLE FAMILY	du	715.0	8392	5887
758	102	MULTI-FAMILY	du	416.0	4005	2716
758	4112	RIGHT-OF-WAY	acre	61.6	2	2
758	7204	GOLF COURSE	acre	67.4	0	0
758	7607	RESIDENTIAL RECREATION	acre	0.1	0	0
758	9101	INACTIVE USE	acre	48.7	0	0
758		TOTAL			12399	8605
759	101	SINGLE FAMILY	du	10.0	112	81
759	102	MULTI-FAMILY	du	84.0	742	516
759	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	86	52
759	4112	RIGHT-OF-WAY	acre	7.5	2	2
759	5004	NEIGHBORHOOD COMMERCIAL	acre	2.0	2958	2163
759	5007	STREETFRONT COMMERCIAL	acre	0.1	111	80
759	5009	OTHER COMMERCIAL	acre	0.8	117	89
759	6002	LOW RISE OFFICE	acre	0.2	35	27
759	7601	ACTIVE PARK	acre	5.2	337	221
759	9101	INACTIVE USE	acre	0.1	0	0
759	9702	MIXED USE 67% STREETFRONT	acre	0.1	114	83
759		TOTAL			4614	3314

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
760	4112	RIGHT-OF-WAY	acre	7.7	0	0
760	6804	SENIOR HIGH SCHOOL	site	1.0	5907	2681
760	7601	ACTIVE PARK	acre	16.2	1025	666
760		TOTAL			6932	3347
761	101	SINGLE FAMILY	du	446.0	5115	3674
761	4112	RIGHT-OF-WAY	acre	32.3	0	0
761	7607	RESIDENTIAL RECREATION	acre	0.0	0	0
761	9101	INACTIVE USE	acre	14.0	0	0
761		TOTAL			5115	3674
762	101	SINGLE FAMILY	du	62.0	729	508
762	1409	OTHER GROUP QUARTERS	acre	2.3	9	6
762		TOTAL			738	514
763	101	SINGLE FAMILY	du	173.0	2023	1427
763	4112	RIGHT-OF-WAY	acre	22.0	0	0
763	6101	CEMETERY	acre	18.8	67	55
763	6102	CHURCH	acre	3.2	160	124
763	6806	ELEMENTARY SCHOOL	site	1.0	2282	1261
763	9101	INACTIVE USE	acre	5.6	0	0
763		TOTAL			4532	2867
764	101	SINGLE FAMILY	du	48.0	522	387
764	102	MULTI-FAMILY	du	89.0	760	542
764	1409	OTHER GROUP QUARTERS	acre	3.2	12	9
764	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	213	134
764	1503	RESORT	acre	1.2	194	120
764	4112	RIGHT-OF-WAY	acre	9.9	12	11
764	5007	STREETFRONT COMMERCIAL	acre	0.4	610	457
764	6002	LOW RISE OFFICE	acre	1.6	447	345
764	6102	CHURCH	acre	1.7	84	65
764	7601	ACTIVE PARK	acre	2.1	135	89
764	7605	PASSIVE BEACH	acre	6.4	12	8
764		TOTAL			3001	2167
765	101	SINGLE FAMILY	du	1.0	11	8
765	102	MULTI-FAMILY	du	90.0	795	555
765	4112	RIGHT-OF-WAY	acre	2.0	0	0
765	5004	NEIGHBORHOOD COMMERCIAL	acre	4.1	5163	3647
765	5008	SERVICE STATION	acre	0.3	1208	882
765	6003	GOV'T OFFICE OR CENTER	acre	0.5	424	311
765	9702	MIXED USE 67% STREETFRONT	acre	1.1	932	678
765		TOTAL			8533	6081
766	101	SINGLE FAMILY	du	365.0	4355	3016
766	102	MULTI-FAMILY	du	22.0	223	146
766	4112	RIGHT-OF-WAY	acre	40.8	0	0
766	6102	CHURCH	acre	4.4	224	174
766	9101	INACTIVE USE	acre	12.3	0	0
766	9500	UNDER CONTRUCTION	acre	17.6	99	78
766		TOTAL			4901	3414

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
767	101	SINGLE FAMILY	du	182.0	2078	1485
767	103	MOBILE HOME PARK	du	123.0	820	530
767	4112	RIGHT-OF-WAY	acre	21.1	0	0
767	6102	CHURCH	acre	3.4	166	128
767	9101	INACTIVE USE	acre	25.6	0	0
767		TOTAL			3064	2143
768	101	SINGLE FAMILY	du	293.0	3318	2380
768	4112	RIGHT-OF-WAY	acre	17.3	0	0
768	4113	COMMUNICATION OR UTILITY	acre	28.4	84	65
768	4114	PARKING	acre	2.9	0	0
768	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
768	9101	INACTIVE USE	acre	0.9	0	0
768		TOTAL			3402	2445
769	101	SINGLE FAMILY	du	126.0	1501	1041
769	4112	RIGHT-OF-WAY	acre	10.4	0	0
769	9101	INACTIVE USE	acre	3.1	0	0
769		TOTAL			1501	1041
770	101	SINGLE FAMILY	du	4.0	44	32
770	2101	INDUSTRIAL PARK	acre	56.7	8448	6994
770	2103	LIGHT INDUSTRY	acre	6.4	724	607
770	4112	RIGHT-OF-WAY	acre	10.0	0	0
770	6002	LOW RISE OFFICE	acre	0.4	136	107
770		TOTAL			9352	7740
771	101	SINGLE FAMILY	du	272.0	3286	2237
771	4112	RIGHT-OF-WAY	acre	16.2	0	0
771	9101	INACTIVE USE	acre	15.1	0	0
771		TOTAL			3286	2237
772	101	SINGLE FAMILY	du	11.0	121	89
772	102	MULTI-FAMILY	du	93.0	789	566
772	4112	RIGHT-OF-WAY	acre	7.7	0	0
772	5007	STREETFRONT COMMERCIAL	acre	0.8	1048	767
772	6002	LOW RISE OFFICE	acre	0.1	230	197
772	9702	MIXED USE 67% STREETFRONT	acre	3.6	2965	2158
772		TOTAL			5153	3777
773	101	SINGLE FAMILY	du	29.0	332	238
773	102	MULTI-FAMILY	du	270.0	2452	1680
773	4112	RIGHT-OF-WAY	acre	5.6	0	0
773	6002	LOW RISE OFFICE	acre	0.9	226	171
773	6102	CHURCH	acre	2.1	104	80
773		TOTAL			3114	2169
774	101	SINGLE FAMILY	du	750.0	8460	6092
774	4112	RIGHT-OF-WAY	acre	42.4	8	6
774	4114	PARKING	acre	0.1	0	0
774	7204	GOLF COURSE	acre	55.5	0	0

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
774	7205	GOLF CLUB HOUSE	site	1.0	694	478
774	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
774	9101	INACTIVE USE	acre	12.2	5	4
774		TOTAL			9167	6580
775	101	SINGLE FAMILY	du	396.0	4637	3254
775	4112	RIGHT-OF-WAY	acre	28.9	2	2
775	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
775	9101	INACTIVE USE	acre	38.1	5	4
775		TOTAL			4644	3260
776	101	SINGLE FAMILY	du	158.0	1796	1302
776	102	MULTI-FAMILY	du	21.0	181	130
776	4112	RIGHT-OF-WAY	acre	13.6	0	0
776	6102	CHURCH	acre	4.1	202	156
776	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	2.0	8487	5029
776	6806	ELEMENTARY SCHOOL	site	1.0	2247	1230
776	8002	INTENSIVE AGRICULTURE	acre	3.6	1	1
776	9101	INACTIVE USE	acre	0.4	0	0
776		TOTAL			12914	7848
777	102	MULTI-FAMILY	du	92.0	845	591
777	4112	RIGHT-OF-WAY	acre	27.5	0	0
777		TOTAL			845	591
778	101	SINGLE FAMILY	du	77.0	938	637
778	102	MULTI-FAMILY	du	397.0	3853	2586
778	2103	LIGHT INDUSTRY	acre	1.9	125	102
778	4112	RIGHT-OF-WAY	acre	16.3	0	0
778	5009	OTHER COMMERCIAL	acre	0.4	69	53
778	6102	CHURCH	acre	1.4	68	52
778		TOTAL			5053	3430
779	101	SINGLE FAMILY	du	28.0	306	227
779	102	MULTI-FAMILY	du	86.0	729	522
779	4112	RIGHT-OF-WAY	acre	6.3	0	0
779	5007	STREETFRONT COMMERCIAL	acre	1.1	1399	1028
779	9702	MIXED USE 67% STREETFRONT	acre	3.5	2856	2078
779		TOTAL			5290	3855
780	101	SINGLE FAMILY	du	145.0	1686	1187
780	2104	WAREHOUSING	acre	5.0	505	430
780	4112	RIGHT-OF-WAY	acre	13.6	1	1
780	8001	ORCHARDS OR VINEYARD	acre	65.8	8	7
780	8003	FIELD CROPS	acre	11.2	3	3
780	9101	INACTIVE USE	acre	1.4	0	0
780		TOTAL			2203	1628
781	101	SINGLE FAMILY	du	540.0	6335	4467
781	4112	RIGHT-OF-WAY	acre	27.5	0	0
781	9101	INACTIVE USE	acre	51.3	0	0
781		TOTAL			6335	4467

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
782	101	SINGLE FAMILY	du	333.0	3895	2760
782	102	MULTI-FAMILY	du	68.0	625	427
782	4112	RIGHT-OF-WAY	acre	8.4	0	0
782	5004	NEIGHBORHOOD COMMERCIAL	acre	3.6	4367	3070
782	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
782	9101	INACTIVE USE	acre	9.1	0	0
782		TOTAL			8887	6257
783	101	SINGLE FAMILY	du	186.0	2092	1508
783	4112	RIGHT-OF-WAY	acre	10.5	0	0
783	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
783	7204	GOLF COURSE	acre	18.2	0	0
783	9101	INACTIVE USE	acre	14.4	0	0
783		TOTAL			2093	1509
784	101	SINGLE FAMILY	du	146.0	1763	1205
784	103	MOBILE HOME PARK	du	85.0	676	390
784	4112	RIGHT-OF-WAY	acre	8.6	0	0
784	9101	INACTIVE USE	acre	21.2	17	15
784		TOTAL			2456	1610
785	101	SINGLE FAMILY	du	85.0	926	686
785	102	MULTI-FAMILY	du	96.0	828	589
785	4112	RIGHT-OF-WAY	acre	12.8	0	0
785	5007	STREETFRONT COMMERCIAL	acre	1.3	1546	1121
785	5009	OTHER COMMERCIAL	acre	3.0	385	288
785	6109	OTHER PUBLIC SERVICE	acre	3.9	1335	952
785	6809	OTHER SCHOOL	acre	0.3	82	69
785	7601	ACTIVE PARK	acre	7.3	462	301
785	9101	INACTIVE USE	acre	0.5	0	0
785	9702	MIXED USE 67% STREETFRONT	acre	0.1	76	56
785		TOTAL			5640	4062
786	101	SINGLE FAMILY	du	116.0	1340	948
786	4112	RIGHT-OF-WAY	acre	15.8	0	0
786	6806	ELEMENTARY SCHOOL	site	1.0	2359	1327
786	9101	INACTIVE USE	acre	8.1	0	0
786		TOTAL			3699	2275
787	101	SINGLE FAMILY	du	227.0	2606	1854
787	102	MULTI-FAMILY	du	182.0	1698	1172
787	4112	RIGHT-OF-WAY	acre	20.4	0	0
787	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
787	7601	ACTIVE PARK	acre	8.6	544	353
787	9101	INACTIVE USE	acre	109.4	0	0
787		TOTAL			4849	3380
788	101	SINGLE FAMILY	du	11.0	127	90
788	102	MULTI-FAMILY	du	155.0	1476	1011
788	2101	INDUSTRIAL PARK	acre	19.3	2816	2329
788	4112	RIGHT-OF-WAY	acre	4.1	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
788	5009	OTHER COMMERCIAL	acre	2.8	311	226
788	6002	LOW RISE OFFICE	acre	2.5	647	494
788	6509	OTHER HEALTH CARE	acre	2.3	1005	743
788	9101	INACTIVE USE	acre	13.7	0	0
788		TOTAL			6382	4893
789	101	SINGLE FAMILY	du	182.0	2069	1499
789	4112	RIGHT-OF-WAY	acre	8.9	0	0
789	8002	INTENSIVE AGRICULTURE	acre	2.0	0	0
789	9101	INACTIVE USE	acre	3.8	0	0
789	9500	UNDER CONTRUCTION	acre	0.3	2	1
789		TOTAL			2071	1500
790	101	SINGLE FAMILY	du	4.0	45	32
790	4112	RIGHT-OF-WAY	acre	2.7	0	0
790	5009	OTHER COMMERCIAL	acre	1.9	244	182
790		TOTAL			289	214
791	101	SINGLE FAMILY	du	173.0	2073	1426
791	4112	RIGHT-OF-WAY	acre	16.1	0	0
791	7601	ACTIVE PARK	acre	2.0	128	83
791	8001	ORCHARDS OR VINEYARD	acre	9.7	1	0
791	8003	FIELD CROPS	acre	11.9	1	1
791	9101	INACTIVE USE	acre	126.1	0	0
791	9500	UNDER CONTRUCTION	acre	10.6	60	47
791		TOTAL			2263	1557
792	101	SINGLE FAMILY	du	356.0	4214	2929
792	4112	RIGHT-OF-WAY	acre	11.3	0	0
792	6002	LOW RISE OFFICE	acre	2.4	1215	988
792	6105	FIRE OR POLICE STATION	site	1.0	269	197
792	9101	INACTIVE USE	acre	19.3	20	17
792		TOTAL			5718	4131
793	101	SINGLE FAMILY	du	10.0	111	81
793	102	MULTI-FAMILY	du	190.0	1639	1164
793	1501	LOW-RISE HOTEL OR MOTEL	acre	1.7	587	366
793	4112	RIGHT-OF-WAY	acre	6.4	3	2
793	5007	STREETFRONT COMMERCIAL	acre	0.4	534	392
793	9702	MIXED USE 67% STREETFRONT	acre	1.6	1331	969
793		TOTAL			4205	2974
794	101	SINGLE FAMILY	du	12.0	135	98
794	102	MULTI-FAMILY	du	87.0	777	539
794	2105	PUBLIC STORAGE	acre	2.0	54	45
794	4112	RIGHT-OF-WAY	acre	4.4	0	0
794	5009	OTHER COMMERCIAL	acre	2.2	255	187
794	6002	LOW RISE OFFICE	acre	1.0	289	223
794	9702	MIXED USE 67% STREETFRONT	acre	1.0	825	600
794		TOTAL			2335	1692

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
795	101	SINGLE FAMILY	du	251.0	2958	2064
795	102	MULTI-FAMILY	du	268.0	2595	1748
795	103	MOBILE HOME PARK	du	108.0	818	485
795	2103	LIGHT INDUSTRY	acre	2.1	128	104
795	4112	RIGHT-OF-WAY	acre	21.1	0	0
795	8002	INTENSIVE AGRICULTURE	acre	0.7	0	0
795	9101	INACTIVE USE	acre	0.3	0	0
795		TOTAL			6499	4401
796	101	SINGLE FAMILY	du	194.0	2248	1590
796	4112	RIGHT-OF-WAY	acre	28.9	4	3
796	6102	CHURCH	acre	8.6	425	328
796	6804	SENIOR HIGH SCHOOL	site	1.0	5577	2396
796	9101	INACTIVE USE	acre	106.2	0	0
796	9500	UNDER CONTRUCTION	acre	5.0	28	22
796		TOTAL			8282	4339
797	101	SINGLE FAMILY	du	11.0	122	89
797	102	MULTI-FAMILY	du	62.0	536	379
797	1503	RESORT	acre	4.1	804	533
797	4112	RIGHT-OF-WAY	acre	5.8	3	2
797	7605	PASSIVE BEACH	acre	0.3	1	1
797	9101	INACTIVE USE	acre	0.1	0	0
797	9702	MIXED USE 67% STREETFRONT	acre	0.6	456	332
797		TOTAL			1922	1336
798	101	SINGLE FAMILY	du	45.0	503	369
798	102	MULTI-FAMILY	du	43.0	380	267
798	1501	LOW-RISE HOTEL OR MOTEL	acre	3.0	992	610
798	4112	RIGHT-OF-WAY	acre	15.6	5	4
798	5004	NEIGHBORHOOD COMMERCIAL	acre	0.8	989	694
798	5008	SERVICE STATION	acre	0.6	2566	1873
798	6002	LOW RISE OFFICE	acre	0.4	191	156
798	6102	CHURCH	acre	7.3	427	336
798	6809	OTHER SCHOOL	acre	1.4	321	268
798	9101	INACTIVE USE	acre	0.2	0	0
798	9500	UNDER CONTRUCTION	acre	0.3	2	1
798		TOTAL			6376	4578
799	101	SINGLE FAMILY	du	154.0	1757	1263
799	102	MULTI-FAMILY	du	50.0	446	311
799	1409	OTHER GROUP QUARTERS	acre	0.9	3	3
799	4112	RIGHT-OF-WAY	acre	10.2	0	0
799	5008	SERVICE STATION	acre	0.9	3350	2446
799	5009	OTHER COMMERCIAL	acre	0.9	113	84
799		TOTAL			5669	4107
800	101	SINGLE FAMILY	du	705.0	8142	5813
800	102	MULTI-FAMILY	du	335.0	3018	2089
800	4112	RIGHT-OF-WAY	acre	4.1	0	0
800	8003	FIELD CROPS	acre	27.7	5	4

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
800	9101	INACTIVE USE	acre	143.9	25	21
800		TOTAL			11190	7927
801	101	SINGLE FAMILY	du	216.0	2491	1778
801	102	MULTI-FAMILY	du	506.0	4670	3157
801	4112	RIGHT-OF-WAY	acre	22.9	0	0
801	6806	ELEMENTARY SCHOOL	site	1.0	2221	1208
801	6809	OTHER SCHOOL	acre	0.2	43	36
801	7601	ACTIVE PARK	acre	2.7	172	112
801	9101	INACTIVE USE	acre	0.2	0	0
801		TOTAL			9597	6291
802	101	SINGLE FAMILY	du	74.0	848	607
802	4113	COMMUNICATION OR UTILITY	acre	12.1	35	27
802	8003	FIELD CROPS	acre	97.4	8	6
802	9101	INACTIVE USE	acre	292.2	0	0
802		TOTAL			891	640
803	101	SINGLE FAMILY	du	173.0	1985	1420
803	102	MULTI-FAMILY	du	80.0	724	497
803	4114	PARKING	acre	2.5	0	0
803	7607	RESIDENTIAL RECREATION	acre	4.5	0	0
803	8003	FIELD CROPS	acre	39.9	1120	968
803	9101	INACTIVE USE	acre	179.5	0	0
803		TOTAL			3829	2885
804	101	SINGLE FAMILY	du	287.0	3369	2364
804	4112	RIGHT-OF-WAY	acre	25.2	0	0
804	7601	ACTIVE PARK	acre	3.9	245	159
804	9101	INACTIVE USE	acre	8.4	0	0
804		TOTAL			3614	2523
805	101	SINGLE FAMILY	du	66.0	730	535
805	102	MULTI-FAMILY	du	275.0	2366	1682
805	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	80	48
805	1503	RESORT	acre	1.6	273	172
805	4112	RIGHT-OF-WAY	acre	8.3	0	0
805	9101	INACTIVE USE	acre	0.1	0	0
805		TOTAL			3449	2437
806	101	SINGLE FAMILY	du	378.0	4481	3126
806	103	MOBILE HOME PARK	du	100.0	734	447
806	4112	RIGHT-OF-WAY	acre	23.5	4	3
806	7607	RESIDENTIAL RECREATION	acre	1.4	0	0
806	8001	ORCHARDS OR VINEYARD	acre	0.4	0	0
806	9101	INACTIVE USE	acre	18.6	5	4
806		TOTAL			5224	3580
807	101	SINGLE FAMILY	du	297.0	3616	2464
807	102	MULTI-FAMILY	du	110.0	1142	729
807	4112	RIGHT-OF-WAY	acre	26.4	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
807	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
807		TOTAL			4759	3194
808	101	SINGLE FAMILY	du	16.0	191	132
808	102	MULTI-FAMILY	du	227.0	2236	1487
808	4112	RIGHT-OF-WAY	acre	9.6	1	1
808	4113	COMMUNICATION OR UTILITY	acre	1.7	13	11
808	7607	RESIDENTIAL RECREATION	acre	1.0	0	0
808	9101	INACTIVE USE	acre	26.5	0	0
808		TOTAL			2441	1631
809	2103	LIGHT INDUSTRY	acre	52.5	3243	2642
809	4112	RIGHT-OF-WAY	acre	8.7	0	0
809	9101	INACTIVE USE	acre	6.9	0	0
809		TOTAL			3243	2642
810	101	SINGLE FAMILY	du	48.0	544	392
810	102	MULTI-FAMILY	du	226.0	2096	1465
810	4112	RIGHT-OF-WAY	acre	43.1	9	7
810	6102	CHURCH	acre	2.2	110	85
810	9101	INACTIVE USE	acre	5.9	0	0
810		TOTAL			2759	1949
811	101	SINGLE FAMILY	du	2.0	22	16
811	4112	RIGHT-OF-WAY	acre	10.3	0	0
811	5008	SERVICE STATION	acre	0.9	3538	2583
811	6102	CHURCH	acre	2.2	107	83
811	6803	JUNIOR COLLEGE	acre	107.1	27927	22193
811	9101	INACTIVE USE	acre	100.0	0	0
811		TOTAL			31594	24875
812	101	SINGLE FAMILY	du	45.0	557	373
812	4112	RIGHT-OF-WAY	acre	9.1	0	0
812	6804	SENIOR HIGH SCHOOL	site	1.0	5564	2384
812	9101	INACTIVE USE	acre	5.5	0	0
812		TOTAL			6121	2757
813	101	SINGLE FAMILY	du	234.0	2611	1903
813	102	MULTI-FAMILY	du	407.0	3531	2494
813	4112	RIGHT-OF-WAY	acre	26.5	1	1
813	5007	STREETFRONT COMMERCIAL	acre	0.3	370	267
813	7605	PASSIVE BEACH	unique	17.2	21481	13852
813	9101	INACTIVE USE	acre	10.2	0	0
813	9500	UNDER CONTRUCTION	acre	0.1	1	1
813		TOTAL			27995	18518
814	101	SINGLE FAMILY	du	300.0	3390	2466
814	102	MULTI-FAMILY	du	134.0	1177	832
814	4112	RIGHT-OF-WAY	acre	24.3	0	0
814	9101	INACTIVE USE	acre	10.6	0	0
814		TOTAL			4567	3298

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
815	101	SINGLE FAMILY	du	235.0	2659	1912
815	4112	RIGHT-OF-WAY	acre	14.1	1	1
815	7204	GOLF COURSE	acre	15.6	0	0
815	9101	INACTIVE USE	acre	20.4	15	13
815		TOTAL			2675	1926
816	101	SINGLE FAMILY	du	250.0	2815	2035
816	102	MULTI-FAMILY	du	41.0	376	264
816	4112	RIGHT-OF-WAY	acre	15.2	4	3
816	5007	STREETFRONT COMMERCIAL	acre	1.9	2202	1589
816	7204	GOLF COURSE	acre	15.1	0	0
816	9101	INACTIVE USE	acre	4.9	0	0
816		TOTAL			5397	3891
817	101	SINGLE FAMILY	du	243.0	2748	1998
817	4112	RIGHT-OF-WAY	acre	18.9	0	0
817	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
817	9101	INACTIVE USE	acre	0.0	0	0
817		TOTAL			2751	2000
818	101	SINGLE FAMILY	du	462.0	5372	3800
818	103	MOBILE HOME PARK	du	171.0	1180	753
818	4112	RIGHT-OF-WAY	acre	29.9	1	1
818	7601	ACTIVE PARK	acre	1.5	95	61
818	9101	INACTIVE USE	acre	3.4	0	0
818		TOTAL			6648	4615
819	101	SINGLE FAMILY	du	315.0	3551	2562
819	4112	RIGHT-OF-WAY	acre	20.4	1	1
819	6102	CHURCH	acre	5.5	282	219
819	6105	FIRE OR POLICE STATION	site	1.0	293	217
819	7607	RESIDENTIAL RECREATION	acre	0.5	3	2
819	9101	INACTIVE USE	acre	0.9	0	0
819		TOTAL			4130	3001
820	101	SINGLE FAMILY	du	23.0	266	189
820	103	MOBILE HOME PARK	du	327.0	2242	1428
820	1409	OTHER GROUP QUARTERS	acre	7.0	28	20
820	4112	RIGHT-OF-WAY	acre	5.8	1	1
820	5007	STREETFRONT COMMERCIAL	acre	3.0	3675	2679
820		TOTAL			6212	4317
821	101	SINGLE FAMILY	du	50.0	605	413
821	4112	RIGHT-OF-WAY	acre	1.8	0	0
821	4113	COMMUNICATION OR UTILITY	acre	10.8	32	24
821	6109	OTHER PUBLIC SERVICE	acre	0.1	26	18
821		TOTAL			663	455
822	101	SINGLE FAMILY	du	97.0	1075	788
822	102	MULTI-FAMILY	du	591.0	5085	3619
822	4112	RIGHT-OF-WAY	acre	6.6	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
822	4114	PARKING	acre	0.5	0	0
822	9101	INACTIVE USE	acre	0.2	0	0
822		TOTAL			6160	4407
823	2101	INDUSTRIAL PARK	acre	24.4	3350	2763
823	2103	LIGHT INDUSTRY	acre	76.6	5794	4773
823	4112	RIGHT-OF-WAY	acre	17.5	0	0
823	9101	INACTIVE USE	acre	5.9	0	0
823		TOTAL			9144	7536
824	101	SINGLE FAMILY	du	101.0	1244	842
824	4112	RIGHT-OF-WAY	acre	2.6	0	0
824		TOTAL			1244	842
825	103	MOBILE HOME PARK	du	481.0	3347	2163
825	4112	RIGHT-OF-WAY	acre	15.6	0	0
825	7607	RESIDENTIAL RECREATION	acre	7.1	37	32
825	9101	INACTIVE USE	acre	9.7	0	0
825		TOTAL			3384	2195
826	101	SINGLE FAMILY	du	340.0	3847	2796
826	4112	RIGHT-OF-WAY	acre	15.8	0	0
826	9101	INACTIVE USE	acre	30.8	0	0
826		TOTAL			3847	2796
827	101	SINGLE FAMILY	du	451.0	5250	3703
827	1409	OTHER GROUP QUARTERS	acre	1.1	4	3
827	4112	RIGHT-OF-WAY	acre	40.0	2	2
827	6102	CHURCH	acre	1.0	49	38
827	8001	ORCHARDS OR VINEYARD	acre	28.5	3	2
827	9101	INACTIVE USE	acre	57.7	5	4
827	9500	UNDER CONTRUCTION	acre	0.8	5	4
827		TOTAL			5318	3756
828	101	SINGLE FAMILY	du	26.0	295	213
828	102	MULTI-FAMILY	du	168.0	1487	1040
828	4112	RIGHT-OF-WAY	acre	25.4	0	0
828	5004	NEIGHBORHOOD COMMERCIAL	acre	4.5	5631	3976
828	5008	SERVICE STATION	acre	0.4	1506	1099
828		TOTAL			8919	6328
829	101	SINGLE FAMILY	du	159.0	1858	1310
829	4112	RIGHT-OF-WAY	acre	13.4	0	0
829	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
829	9101	INACTIVE USE	acre	16.5	5	4
829	9500	UNDER CONTRUCTION	acre	0.9	5	4
829		TOTAL			1868	1318
830	101	SINGLE FAMILY	du	227.0	2601	1862
830	4112	RIGHT-OF-WAY	acre	15.6	0	0
830	7601	ACTIVE PARK	acre	9.7	612	398

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
830	9101	INACTIVE USE	acre	157.7	0	0
830		TOTAL			3213	2260
831	4112	RIGHT-OF-WAY	acre	9.2	2	2
831	5004	NEIGHBORHOOD COMMERCIAL	acre	6.1	7473	5257
831	9101	INACTIVE USE	acre	3.9	0	0
831		TOTAL			7475	5259
832	101	SINGLE FAMILY	du	155.0	1813	1272
832	2103	LIGHT INDUSTRY	acre	14.4	1309	1087
832	4112	RIGHT-OF-WAY	acre	33.0	0	0
832	5001	WHOLESALE TRADE	acre	1.3	50	35
832	6102	CHURCH	acre	25.7	1694	1348
832	6804	SENIOR HIGH SCHOOL	site	1.0	5715	2515
832	7601	ACTIVE PARK	acre	30.5	1929	1253
832		TOTAL			12510	7510
833	102	MULTI-FAMILY	du	158.0	1544	1033
833	2101	INDUSTRIAL PARK	acre	32.2	4470	3688
833	2103	LIGHT INDUSTRY	acre	2.2	120	97
833	4112	RIGHT-OF-WAY	acre	9.4	2	2
833	9101	INACTIVE USE	acre	24.6	0	0
833		TOTAL			6136	4820
834	102	MULTI-FAMILY	du	31.0	304	203
834	103	MOBILE HOME PARK	du	93.0	695	419
834	2103	LIGHT INDUSTRY	acre	6.5	514	424
834	4112	RIGHT-OF-WAY	acre	12.6	0	0
834	5004	NEIGHBORHOOD COMMERCIAL	acre	11.5	14376	10155
834	5008	SERVICE STATION	acre	0.7	2835	2070
834	9101	INACTIVE USE	acre	1.5	0	0
834		TOTAL			18724	13271
835	101	SINGLE FAMILY	du	258.0	3145	2130
835	4112	RIGHT-OF-WAY	acre	18.1	4	3
835	6102	CHURCH	acre	9.2	506	395
835	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
835	9101	INACTIVE USE	acre	8.5	0	0
835		TOTAL			5767	3642
836	101	SINGLE FAMILY	du	258.0	3065	2127
836	103	MOBILE HOME PARK	du	160.0	1185	711
836	4112	RIGHT-OF-WAY	acre	18.3	3	3
836	7607	RESIDENTIAL RECREATION	acre	4.3	0	0
836	9101	INACTIVE USE	acre	0.2	0	0
836		TOTAL			4253	2841
837	101	SINGLE FAMILY	du	12.0	138	97
837	2103	LIGHT INDUSTRY	acre	69.5	5710	4723
837	2104	WAREHOUSING	acre	4.9	195	162
837	4112	RIGHT-OF-WAY	acre	14.7	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
837	5008	SERVICE STATION	acre	1.5	6070	4432
837	5009	OTHER COMMERCIAL	acre	1.3	176	133
837	9101	INACTIVE USE	acre	35.8	0	0
837		TOTAL			12289	9547
838	101	SINGLE FAMILY	du	17.0	187	138
838	102	MULTI-FAMILY	du	27.0	230	165
838	103	MOBILE HOME PARK	du	20.0	129	88
838	4112	RIGHT-OF-WAY	acre	11.0	0	0
838	8003	FIELD CROPS	acre	18.5	6	5
838	9101	INACTIVE USE	acre	2.7	0	0
838	9702	MIXED USE 67% STREETFRONT	acre	5.2	4341	3159
838		TOTAL			4893	3555
839	101	SINGLE FAMILY	du	573.0	7023	4763
839	102	MULTI-FAMILY	du	346.0	3540	2298
839	1409	OTHER GROUP QUARTERS	acre	6.6	26	19
839	4112	RIGHT-OF-WAY	acre	35.2	1	1
839	6102	CHURCH	acre	3.9	191	147
839	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4138	2424
839	7607	RESIDENTIAL RECREATION	acre	0.8	0	0
839	9101	INACTIVE USE	acre	81.9	5	4
839	9500	UNDER CONTRUCTION	acre	0.6	3	3
839		TOTAL			14927	9659
840	101	SINGLE FAMILY	du	35.0	438	291
840	4112	RIGHT-OF-WAY	acre	6.4	0	0
840	5004	NEIGHBORHOOD COMMERCIAL	acre	1.0	1242	873
840	9101	INACTIVE USE	acre	11.4	0	0
840		TOTAL			1680	1164
841	101	SINGLE FAMILY	du	133.0	1518	1091
841	102	MULTI-FAMILY	du	366.0	3159	2243
841	4112	RIGHT-OF-WAY	acre	26.6	0	0
841	5008	SERVICE STATION	acre	0.4	1598	1166
841	7604	ACTIVE BEACH	acre	3.9	13	8
841	9101	INACTIVE USE	acre	22.2	0	0
841		TOTAL			6288	4508
842	101	SINGLE FAMILY	du	12.0	147	100
842	102	MULTI-FAMILY	du	168.0	1721	1116
842	4112	RIGHT-OF-WAY	acre	8.8	0	0
842	5004	NEIGHBORHOOD COMMERCIAL	acre	5.5	6719	4717
842	5008	SERVICE STATION	acre	0.9	3612	2637
842		TOTAL			12199	8570
843	101	SINGLE FAMILY	du	285.0	3215	2339
843	102	MULTI-FAMILY	du	223.0	1975	1381
843	4112	RIGHT-OF-WAY	acre	26.7	0	0
843	4114	PARKING	acre	0.1	0	0
843	5007	STREETFRONT COMMERCIAL	acre	1.0	1176	849

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
843	9101	INACTIVE USE	acre	27.9	0	0
843		TOTAL			6366	4569
844	101	SINGLE FAMILY	du	125.0	1478	1026
844	4112	RIGHT-OF-WAY	acre	11.9	0	0
844	6109	OTHER PUBLIC SERVICE	acre	0.3	114	81
844	8001	ORCHARDS OR VINEYARD	acre	6.8	1	0
844	9101	INACTIVE USE	acre	12.4	0	0
844		TOTAL			1593	1107
845	101	SINGLE FAMILY	du	53.0	653	443
845	4112	RIGHT-OF-WAY	acre	1.8	0	0
845		TOTAL			653	443
846	101	SINGLE FAMILY	du	137.0	1563	1116
846	4112	RIGHT-OF-WAY	acre	0.1	0	0
846		TOTAL			1563	1116
847	101	SINGLE FAMILY	du	13.0	148	105
847	4112	RIGHT-OF-WAY	acre	19.9	0	0
847	6102	CHURCH	acre	10.4	512	395
847		TOTAL			660	500
848	101	SINGLE FAMILY	du	427.0	4827	3510
848	4112	RIGHT-OF-WAY	acre	32.5	0	0
848	6806	ELEMENTARY SCHOOL	site	1.0	2187	1179
848	7601	ACTIVE PARK	acre	4.2	266	173
848	9101	INACTIVE USE	acre	232.2	0	0
848		TOTAL			7280	4862
849	101	SINGLE FAMILY	du	270.0	3091	2208
849	4112	RIGHT-OF-WAY	acre	19.8	1	1
849		TOTAL			3092	2209
850	101	SINGLE FAMILY	du	346.0	3965	2833
850	1409	OTHER GROUP QUARTERS	acre	4.3	17	13
850	4112	RIGHT-OF-WAY	acre	24.3	0	0
850	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
850		TOTAL			3982	2846
851	102	MULTI-FAMILY	du	8.0	72	52
851	2101	INDUSTRIAL PARK	acre	50.3	7699	6381
851	2103	LIGHT INDUSTRY	acre	65.0	4753	3909
851	4112	RIGHT-OF-WAY	acre	11.4	0	0
851	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
851	9101	INACTIVE USE	acre	26.1	0	0
851		TOTAL			12524	10342
852	101	SINGLE FAMILY	du	329.0	3785	2699
852	4112	RIGHT-OF-WAY	acre	24.4	0	0
852	6806	ELEMENTARY SCHOOL	site	1.0	2346	1316

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
852	7601	ACTIVE PARK	acre	29.6	1869	1214
852	9101	INACTIVE USE	acre	0.1	0	0
852		TOTAL			8000	5229
853	101	SINGLE FAMILY	du	234.0	2709	1917
853	4112	RIGHT-OF-WAY	acre	25.0	0	0
853	4113	COMMUNICATION OR UTILITY	acre	8.1	24	19
853	8001	ORCHARDS OR VINEYARD	acre	302.0	25	19
853	9101	INACTIVE USE	acre	6.2	0	0
853		TOTAL			2758	1955
854	101	SINGLE FAMILY	du	357.0	4155	2938
854	102	MULTI-FAMILY	du	40.0	382	260
854	4112	RIGHT-OF-WAY	acre	18.2	0	0
854	9101	INACTIVE USE	acre	30.8	0	0
854		TOTAL			4537	3198
855	101	SINGLE FAMILY	du	171.0	2067	1429
855	4112	RIGHT-OF-WAY	acre	10.5	0	0
855	6102	CHURCH	acre	3.6	180	140
855		TOTAL			2247	1569
856	101	SINGLE FAMILY	du	111.0	1370	917
856	4112	RIGHT-OF-WAY	acre	9.1	0	0
856	9101	INACTIVE USE	acre	0.7	0	0
856		TOTAL			1370	917
857	101	SINGLE FAMILY	du	71.0	815	583
857	102	MULTI-FAMILY	du	88.0	785	545
857	4112	RIGHT-OF-WAY	acre	2.6	0	0
857	7204	GOLF COURSE	acre	31.0	0	0
857	9101	INACTIVE USE	acre	0.6	0	0
857	9702	MIXED USE 67% STREETFRONT	acre	17.9	14781	10756
857		TOTAL			16381	11884
858	101	SINGLE FAMILY	du	3.0	32	24
858	2103	LIGHT INDUSTRY	acre	24.5	1846	1521
858	2105	PUBLIC STORAGE	acre	5.1	136	115
858	4112	RIGHT-OF-WAY	acre	13.0	3	3
858	9101	INACTIVE USE	acre	5.9	0	0
858	9500	UNDER CONTRUCTION	acre	0.8	4	3
858		TOTAL			2021	1666
859	101	SINGLE FAMILY	du	148.0	1804	1229
859	103	MOBILE HOME PARK	du	185.0	1404	828
859	4112	RIGHT-OF-WAY	acre	12.9	0	0
859	4114	PARKING	acre	0.2	0	0
859	5003	COMMUNITY COMMERCIAL	acre	0.1	61	43
859	6102	CHURCH	acre	3.8	190	147
859	6809	OTHER SCHOOL	acre	3.5	720	598
859	9101	INACTIVE USE	acre	0.4	0	0
859		TOTAL			4179	2845

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
860	101	SINGLE FAMILY	du	12.0	139	98
860	6804	SENIOR HIGH SCHOOL	site	1.0	5971	2737
860		TOTAL			6110	2835
861	101	SINGLE FAMILY	du	286.0	3469	2377
861	102	MULTI-FAMILY	du	24.0	233	157
861	4112	RIGHT-OF-WAY	acre	15.2	0	0
861		TOTAL			3702	2534
862	101	SINGLE FAMILY	du	393.0	4519	3218
862	103	MOBILE HOME PARK	du	111.0	787	497
862	4112	RIGHT-OF-WAY	acre	50.3	0	0
862	7607	RESIDENTIAL RECREATION	acre	2.1	0	0
862	9101	INACTIVE USE	acre	92.3	0	0
862		TOTAL			5306	3715
863	4112	RIGHT-OF-WAY	acre	7.1	2	2
863	5003	COMMUNITY COMMERCIAL	acre	0.9	731	518
863	5004	NEIGHBORHOOD COMMERCIAL	acre	11.2	13805	9716
863	5007	STREETFRONT COMMERCIAL	acre	2.5	2922	2115
863	5008	SERVICE STATION	acre	1.0	3823	2791
863		TOTAL			21283	15142
864	101	SINGLE FAMILY	du	370.0	4484	3084
864	4112	RIGHT-OF-WAY	acre	22.0	0	0
864	5007	STREETFRONT COMMERCIAL	acre	0.9	1031	745
864	9101	INACTIVE USE	acre	1.2	0	0
864		TOTAL			5515	3829
865	101	SINGLE FAMILY	du	96.0	1127	791
865	102	MULTI-FAMILY	du	184.0	1729	1198
865	4112	RIGHT-OF-WAY	acre	2.2	0	0
865	9101	INACTIVE USE	acre	13.1	5	4
865		TOTAL			2861	1993
866	2101	INDUSTRIAL PARK	acre	86.2	12154	10037
866	4112	RIGHT-OF-WAY	acre	13.5	0	0
866	9101	INACTIVE USE	acre	28.3	0	0
866		TOTAL			12154	10037
867	101	SINGLE FAMILY	du	267.0	3094	2188
867	4112	RIGHT-OF-WAY	acre	13.7	0	0
867		TOTAL			3094	2188
868	4112	RIGHT-OF-WAY	acre	32.8	0	0
868	8002	INTENSIVE AGRICULTURE	acre	49.2	11	9
868	9101	INACTIVE USE	acre	395.5	0	0
868		TOTAL			11	9
869	2101	INDUSTRIAL PARK	acre	21.3	3740	3118
869	4112	RIGHT-OF-WAY	acre	17.2	2	2

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
869	4119	OTHER TRANSPORTATION	acre	9.5	994	755
869	9101	INACTIVE USE	acre	4.3	0	0
869		TOTAL			4736	3875
870	101	SINGLE FAMILY	du	128.0	1482	1051
870	9101	INACTIVE USE	acre	3.2	0	0
870		TOTAL			1482	1051
871	101	SINGLE FAMILY	du	416.0	4843	3411
871	102	MULTI-FAMILY	du	232.0	2214	1511
871	4112	RIGHT-OF-WAY	acre	32.4	2	2
871	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
871	6806	ELEMENTARY SCHOOL	site	1.0	2258	1240
871	6809	OTHER SCHOOL	acre	4.1	729	602
871	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
871	8001	ORCHARDS OR VINEYARD	acre	12.8	1	1
871	8003	FIELD CROPS	acre	8.5	1	0
871	9101	INACTIVE USE	acre	9.3	0	0
871		TOTAL			10048	6767
872	2101	INDUSTRIAL PARK	acre	2.8	347	285
872	2103	LIGHT INDUSTRY	acre	22.4	1958	1624
872	2104	WAREHOUSING	acre	3.7	163	136
872	2105	PUBLIC STORAGE	acre	3.2	86	72
872	4112	RIGHT-OF-WAY	acre	3.8	1	1
872	5004	NEIGHBORHOOD COMMERCIAL	acre	1.5	1897	1335
872	5007	STREETFRONT COMMERCIAL	acre	2.1	2437	1759
872	8003	FIELD CROPS	acre	10.0	1	1
872	9101	INACTIVE USE	acre	2.3	0	0
872		TOTAL			6890	5213
873	101	SINGLE FAMILY	du	19.0	208	153
873	103	MOBILE HOME PARK	du	54.0	352	232
873	4112	RIGHT-OF-WAY	acre	3.4	1	1
873	7601	ACTIVE PARK	acre	17.2	1085	705
873	9101	INACTIVE USE	acre	3.1	0	0
873		TOTAL			1646	1091
874	101	SINGLE FAMILY	du	13.0	150	106
874	103	MOBILE HOME PARK	du	72.0	500	317
874	1501	LOW-RISE HOTEL OR MOTEL	acre	1.7	539	325
874	4112	RIGHT-OF-WAY	acre	1.5	0	0
874	5008	SERVICE STATION	acre	1.7	6565	4793
874	6509	OTHER HEALTH CARE	acre	1.2	545	402
874		TOTAL			8299	5943
875	4112	RIGHT-OF-WAY	acre	3.7	0	0
875	5004	NEIGHBORHOOD COMMERCIAL	acre	10.4	12797	9004
875	5008	SERVICE STATION	acre	0.6	2375	1734
875		TOTAL			15172	10738

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
876	101	SINGLE FAMILY	du	239.0	2820	1980
876	1501	LOW-RISE HOTEL OR MOTEL	acre	3.7	1279	791
876	4112	RIGHT-OF-WAY	acre	20.1	0	0
876	5008	SERVICE STATION	acre	1.3	5139	3752
876	6509	OTHER HEALTH CARE	acre	4.9	2282	1701
876	9101	INACTIVE USE	acre	16.6	0	0
876		TOTAL			11520	8224
877	2101	INDUSTRIAL PARK	acre	39.7	6538	5436
877	2103	LIGHT INDUSTRY	acre	54.4	4509	3731
877	4112	RIGHT-OF-WAY	acre	7.8	0	0
877	9101	INACTIVE USE	acre	4.4	0	0
877		TOTAL			11047	9167
878	101	SINGLE FAMILY	du	99.0	1174	819
878	4112	RIGHT-OF-WAY	acre	8.5	1	1
878	6102	CHURCH	acre	11.2	798	639
878	6806	ELEMENTARY SCHOOL	site	1.0	2268	1248
878		TOTAL			4241	2707
879	102	MULTI-FAMILY	du	333.0	3288	2179
879	2101	INDUSTRIAL PARK	acre	5.5	729	600
879	2103	LIGHT INDUSTRY	acre	27.3	2263	1873
879	4112	RIGHT-OF-WAY	acre	18.4	1	1
879	4119	OTHER TRANSPORTATION	acre	2.0	198	150
879	6002	LOW RISE OFFICE	acre	7.6	1843	1395
879	9101	INACTIVE USE	acre	2.9	0	0
879	9500	UNDER CONTRUCTION	acre	2.3	13	10
879	9702	MIXED USE 67% STREETFRONT	acre	12.4	10235	7448
879		TOTAL			18570	13656
880	101	SINGLE FAMILY	du	356.0	4276	2955
880	4112	RIGHT-OF-WAY	acre	24.4	3	3
880	5007	STREETFRONT COMMERCIAL	acre	1.3	1571	1138
880	6102	CHURCH	acre	1.1	55	43
880	6806	ELEMENTARY SCHOOL	site	1.0	2239	1223
880	9101	INACTIVE USE	acre	4.4	0	0
880	9500	UNDER CONTRUCTION	acre	0.2	1	1
880		TOTAL			8145	5363
881	101	SINGLE FAMILY	du	5.0	53	40
881	2101	INDUSTRIAL PARK	acre	56.5	7535	6206
881	2103	LIGHT INDUSTRY	acre	15.9	1384	1148
881	4112	RIGHT-OF-WAY	acre	14.6	0	0
881	8002	INTENSIVE AGRICULTURE	acre	2.4	153	132
881	9101	INACTIVE USE	acre	14.0	0	0
881		TOTAL			9125	7526
882	101	SINGLE FAMILY	du	54.0	653	446
882	4112	RIGHT-OF-WAY	acre	5.3	0	0
882	7601	ACTIVE PARK	acre	17.3	1115	729

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
882	8003	FIELD CROPS	acre	2.7	0	0
882	9101	INACTIVE USE	acre	29.4	0	0
882		TOTAL			1768	1175
883	4112	RIGHT-OF-WAY	acre	6.6	0	0
883	6109	OTHER PUBLIC SERVICE	acre	2.6	854	603
883	9101	INACTIVE USE	acre	5.2	0	0
883		TOTAL			854	603
884	101	SINGLE FAMILY	du	214.0	2438	1750
884	102	MULTI-FAMILY	du	85.0	757	525
884	1409	OTHER GROUP QUARTERS	acre	1.6	6	5
884	4112	RIGHT-OF-WAY	acre	16.0	0	0
884	9101	INACTIVE USE	acre	10.8	0	0
884		TOTAL			3201	2280
885	101	SINGLE FAMILY	du	131.0	1502	1069
885	102	MULTI-FAMILY	du	310.0	2902	2008
885	4112	RIGHT-OF-WAY	acre	20.5	2	2
885	6102	CHURCH	acre	6.6	325	251
885	6105	FIRE OR POLICE STATION	site	1.0	254	184
885	9101	INACTIVE USE	acre	0.9	0	0
885		TOTAL			4985	3514
886	101	SINGLE FAMILY	du	247.0	2857	2027
886	102	MULTI-FAMILY	du	181.0	1721	1179
886	103	MOBILE HOME PARK	du	443.0	2992	1921
886	4112	RIGHT-OF-WAY	acre	5.8	0	0
886	5009	OTHER COMMERCIAL	acre	4.8	533	387
886	9101	INACTIVE USE	acre	20.0	0	0
886		TOTAL			8103	5514
887	101	SINGLE FAMILY	du	279.0	3263	2299
887	1409	OTHER GROUP QUARTERS	acre	0.8	3	2
887	4112	RIGHT-OF-WAY	acre	16.7	0	0
887	9101	INACTIVE USE	acre	12.8	5	4
887		TOTAL			3271	2305
888	101	SINGLE FAMILY	du	518.0	6373	4327
888	4112	RIGHT-OF-WAY	acre	33.9	2	2
888	9101	INACTIVE USE	acre	3.2	0	0
888		TOTAL			6375	4329
889	1501	LOW-RISE HOTEL OR MOTEL	acre	5.3	1723	1044
889	4112	RIGHT-OF-WAY	acre	19.8	0	0
889	4113	COMMUNICATION OR UTILITY	acre	123.3	416	325
889	5007	STREETFRONT COMMERCIAL	acre	0.6	649	469
889	5008	SERVICE STATION	acre	0.7	2664	1945
889	7601	ACTIVE PARK	acre	2.2	140	91
889	7605	PASSIVE BEACH	unique	16.4	5393	3478
889	9101	INACTIVE USE	acre	55.4	0	0
889		TOTAL			10985	7352

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
890	101	SINGLE FAMILY	du	3.0	35	25
890	2101	INDUSTRIAL PARK	acre	13.7	2029	1680
890	4112	RIGHT-OF-WAY	acre	16.9	1	1
890	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
890	4114	PARKING	acre	0.2	0	0
890	5003	COMMUNITY COMMERCIAL	acre	7.1	5556	3928
890	5006	AUTO COMMERCIAL	acre	0.4	160	113
890	5007	STREETFRONT COMMERCIAL	acre	6.6	7823	5666
890	5009	OTHER COMMERCIAL	acre	1.5	169	123
890	6002	LOW RISE OFFICE	acre	2.4	725	563
890	9101	INACTIVE USE	acre	0.4	0	0
890		TOTAL			16498	12099
891	101	SINGLE FAMILY	du	18.0	216	148
891	102	MULTI-FAMILY	du	318.0	2999	2050
891	4112	RIGHT-OF-WAY	acre	18.9	0	0
891	5007	STREETFRONT COMMERCIAL	acre	1.6	1925	1390
891	6102	CHURCH	acre	15.3	1068	853
891	6806	ELEMENTARY SCHOOL	site	1.0	2287	1265
891	9101	INACTIVE USE	acre	0.5	0	0
891		TOTAL			8495	5706
892	101	SINGLE FAMILY	du	153.0	1738	1249
892	102	MULTI-FAMILY	du	451.0	4156	2811
892	4112	RIGHT-OF-WAY	acre	16.9	0	0
892	6809	OTHER SCHOOL	acre	2.6	469	387
892	9101	INACTIVE USE	acre	182.5	5	4
892		TOTAL			6368	4451
893	101	SINGLE FAMILY	du	338.0	3917	2778
893	4112	RIGHT-OF-WAY	acre	22.7	0	0
893	6102	CHURCH	acre	4.8	238	184
893	9101	INACTIVE USE	acre	18.1	0	0
893		TOTAL			4155	2962
894	101	SINGLE FAMILY	du	335.0	4214	2816
894	4112	RIGHT-OF-WAY	acre	17.1	0	0
894	6102	CHURCH	acre	2.8	145	113
894	6806	ELEMENTARY SCHOOL	site	1.0	2258	1240
894		TOTAL			6617	4169
895	2101	INDUSTRIAL PARK	acre	0.7	85	69
895	2103	LIGHT INDUSTRY	acre	54.3	5030	4182
895	4112	RIGHT-OF-WAY	acre	17.1	0	0
895	4114	PARKING	acre	7.0	0	0
895	6002	LOW RISE OFFICE	acre	22.7	6079	4663
895	9101	INACTIVE USE	acre	32.5	0	0
895	9500	UNDER CONTRUCTION	acre	15.2	86	67
895		TOTAL			11280	8981
896	102	MULTI-FAMILY	du	108.0	1132	716

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
896	4112	RIGHT-OF-WAY	acre	4.3	0	0
896	4114	PARKING	acre	0.1	0	0
896	6104	POST OFFICE	acre	1.7	1786	1247
896	6105	FIRE OR POLICE STATION	site	1.0	259	188
896	6109	OTHER PUBLIC SERVICE	acre	3.5	1203	859
896	7601	ACTIVE PARK	acre	2.5	157	102
896	7607	RESIDENTIAL RECREATION	acre	0.1	0	0
896	9101	INACTIVE USE	acre	0.2	0	0
896		TOTAL			4537	3112
897	4113	COMMUNICATION OR UTILITY	acre	6.2	67	57
897	4119	OTHER TRANSPORTATION	acre	9.0	906	685
897	6105	FIRE OR POLICE STATION	site	1.0	502	397
897	8003	FIELD CROPS	acre	16.2	1	1
897	9101	INACTIVE USE	acre	193.0	0	0
897		TOTAL			1476	1140
898	2101	INDUSTRIAL PARK	acre	32.6	5136	4262
898	4112	RIGHT-OF-WAY	acre	3.3	0	0
898	9101	INACTIVE USE	acre	225.5	0	0
898		TOTAL			5136	4262
899	101	SINGLE FAMILY	du	111.0	1335	916
899	4112	RIGHT-OF-WAY	acre	2.8	0	0
899		TOTAL			1335	916
900	101	SINGLE FAMILY	du	11.0	127	90
900	102	MULTI-FAMILY	du	197.0	1991	1298
900	4112	RIGHT-OF-WAY	acre	9.9	0	0
900	4114	PARKING	acre	0.1	0	0
900	5003	COMMUNITY COMMERCIAL	acre	1.3	1003	703
900	5007	STREETFRONT COMMERCIAL	acre	4.7	5639	4081
900	5009	OTHER COMMERCIAL	acre	0.3	30	22
900	6002	LOW RISE OFFICE	acre	0.3	81	61
900	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4182	2462
900	9101	INACTIVE USE	acre	1.0	0	0
900		TOTAL			13053	8717
901	101	SINGLE FAMILY	du	343.0	4150	2835
901	102	MULTI-FAMILY	du	168.0	1686	1115
901	4112	RIGHT-OF-WAY	acre	20.6	0	0
901		TOTAL			5836	3950
902	102	MULTI-FAMILY	du	99.0	934	640
902	103	MOBILE HOME PARK	du	339.0	2307	1465
902	4112	RIGHT-OF-WAY	acre	36.7	1	1
902	4114	PARKING	acre	1.5	0	0
902	4119	OTHER TRANSPORTATION	acre	1.6	169	129
902	5007	STREETFRONT COMMERCIAL	acre	2.4	2834	2048
902	6102	CHURCH	acre	1.9	94	72
902		TOTAL			6339	4355

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
903	2101	INDUSTRIAL PARK	acre	1.9	240	197
903	4112	RIGHT-OF-WAY	acre	4.2	0	0
903	5007	STREETFRONT COMMERCIAL	acre	6.5	7989	5813
903	9101	INACTIVE USE	acre	7.2	0	0
903		TOTAL			8229	6010
904	101	SINGLE FAMILY	du	45.0	528	371
904	4112	RIGHT-OF-WAY	acre	9.9	1	1
904	9101	INACTIVE USE	acre	17.3	0	0
904		TOTAL			529	372
905	101	SINGLE FAMILY	du	225.0	2609	1842
905	4112	RIGHT-OF-WAY	acre	19.4	0	0
905	8001	ORCHARDS OR VINEYARD	acre	48.8	31	27
905	8002	INTENSIVE AGRICULTURE	acre	11.5	3	2
905	8003	FIELD CROPS	acre	5.6	0	0
905	9101	INACTIVE USE	acre	9.2	0	0
905		TOTAL			2643	1871
906	2101	INDUSTRIAL PARK	acre	17.4	2480	2049
906	2103	LIGHT INDUSTRY	acre	20.5	1845	1532
906	4112	RIGHT-OF-WAY	acre	4.4	0	0
906	5009	OTHER COMMERCIAL	acre	14.1	1567	1139
906	9101	INACTIVE USE	acre	2.0	0	0
906		TOTAL			5892	4720
907	101	SINGLE FAMILY	du	201.0	2359	1653
907	4112	RIGHT-OF-WAY	acre	11.1	0	0
907		TOTAL			2359	1653
908	2105	PUBLIC STORAGE	acre	3.5	95	80
908	4112	RIGHT-OF-WAY	acre	4.4	1	1
908	5004	NEIGHBORHOOD COMMERCIAL	acre	23.6	28971	20395
908	5008	SERVICE STATION	acre	1.3	5287	3860
908	6002	LOW RISE OFFICE	acre	0.8	241	189
908		TOTAL			34595	24525
909	101	SINGLE FAMILY	du	481.0	5512	3934
909	102	MULTI-FAMILY	du	168.0	1600	1093
909	4112	RIGHT-OF-WAY	acre	32.2	0	0
909	7607	RESIDENTIAL RECREATION	acre	3.8	0	0
909	9101	INACTIVE USE	acre	8.3	0	0
909		TOTAL			7112	5027
910	101	SINGLE FAMILY	du	12.0	147	99
910	102	MULTI-FAMILY	du	1104.0	11264	7282
910	4112	RIGHT-OF-WAY	acre	10.7	1	1
910	4114	PARKING	acre	0.1	0	0
910	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
910	9101	INACTIVE USE	acre	0.2	0	0
910	9702	MIXED USE 67% STREETFRONT	acre	3.0	2516	1831
910		TOTAL			13928	9213

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
911	101	SINGLE FAMILY	du	2.0	21	16
911	2103	LIGHT INDUSTRY	acre	25.1	1775	1457
911	6809	OTHER SCHOOL	acre	4.5	811	669
911	7210	OTHER RECREATION-HIGH	acre	2.2	116	78
911	8003	FIELD CROPS	acre	6.9	8	7
911		TOTAL			2731	2227
912	101	SINGLE FAMILY	du	30.0	361	249
912	4112	RIGHT-OF-WAY	acre	8.0	2	2
912	6002	LOW RISE OFFICE	acre	4.4	1634	1296
912	6806	ELEMENTARY SCHOOL	site	1.0	2289	1266
912		TOTAL			4286	2813
913	2101	INDUSTRIAL PARK	acre	33.4	4848	4009
913	4112	RIGHT-OF-WAY	acre	7.2	0	0
913	9101	INACTIVE USE	acre	27.1	0	0
913		TOTAL			4848	4009
914	101	SINGLE FAMILY	du	61.0	712	503
914	102	MULTI-FAMILY	du	302.0	3009	1986
914	103	MOBILE HOME PARK	du	405.0	2814	1765
914	4112	RIGHT-OF-WAY	acre	1.1	0	0
914	9101	INACTIVE USE	acre	3.8	0	0
914		TOTAL			6535	4254
915	2101	INDUSTRIAL PARK	acre	26.3	3557	2931
915	2104	WAREHOUSING	acre	1.9	73	61
915	2105	PUBLIC STORAGE	acre	0.5	14	12
915	4112	RIGHT-OF-WAY	acre	20.2	0	0
915	5007	STREETFRONT COMMERCIAL	acre	0.9	1058	764
915	5009	OTHER COMMERCIAL	acre	1.1	124	91
915		TOTAL			4826	3859
916	2101	INDUSTRIAL PARK	acre	38.3	5163	4254
916	4112	RIGHT-OF-WAY	acre	20.7	0	0
916	6002	LOW RISE OFFICE	acre	10.9	3381	2639
916	9101	INACTIVE USE	acre	49.4	0	0
916		TOTAL			8544	6893
917	101	SINGLE FAMILY	du	1.0	11	8
917	2101	INDUSTRIAL PARK	acre	71.8	10660	8824
917	2104	WAREHOUSING	acre	8.0	582	492
917	4112	RIGHT-OF-WAY	acre	9.8	0	0
917	4114	PARKING	acre	5.0	21	18
917	6002	LOW RISE OFFICE	acre	1.0	251	190
917	9101	INACTIVE USE	acre	26.9	0	0
917		TOTAL			11525	9532
918	101	SINGLE FAMILY	du	399.0	5029	3353
918	4112	RIGHT-OF-WAY	acre	23.1	0	0
918		TOTAL			5029	3353

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
919	101	SINGLE FAMILY	du	272.0	3253	2255
919	102	MULTI-FAMILY	du	3.0	29	20
919	4112	RIGHT-OF-WAY	acre	24.4	1	1
919	6102	CHURCH	acre	3.9	194	150
919	6806	ELEMENTARY SCHOOL	site	1.0	2375	1341
919	9101	INACTIVE USE	acre	4.5	5	4
919		TOTAL			5857	3771
920	101	SINGLE FAMILY	du	2.0	23	16
920	102	MULTI-FAMILY	du	1114.0	10491	7185
920	4112	RIGHT-OF-WAY	acre	2.5	0	0
920		TOTAL			10514	7201
921	2101	INDUSTRIAL PARK	acre	16.9	2826	2351
921	2103	LIGHT INDUSTRY	acre	0.2	10	8
921	2104	WAREHOUSING	acre	13.8	1200	1019
921	2105	PUBLIC STORAGE	acre	1.8	48	40
921	4112	RIGHT-OF-WAY	acre	19.4	0	0
921	4119	OTHER TRANSPORTATION	acre	13.3	1343	1015
921	6105	FIRE OR POLICE STATION	site	1.0	254	183
921	9101	INACTIVE USE	acre	5.6	0	0
921		TOTAL			5681	4616
922	101	SINGLE FAMILY	du	5.0	57	41
922	2101	INDUSTRIAL PARK	acre	24.9	3729	3088
922	4112	RIGHT-OF-WAY	acre	3.5	0	0
922	5007	STREETFRONT COMMERCIAL	acre	1.8	2189	1584
922	6002	LOW RISE OFFICE	acre	4.7	1297	998
922	9101	INACTIVE USE	acre	0.5	0	0
922		TOTAL			7272	5711
923	101	SINGLE FAMILY	du	3.0	36	25
923	102	MULTI-FAMILY	du	155.0	1534	1012
923	4112	RIGHT-OF-WAY	acre	9.7	0	0
923	5007	STREETFRONT COMMERCIAL	acre	1.7	1971	1425
923	5008	SERVICE STATION	acre	0.7	2846	2078
923	6002	LOW RISE OFFICE	acre	0.6	134	101
923	6105	FIRE OR POLICE STATION	site	1.0	254	184
923	6109	OTHER PUBLIC SERVICE	acre	1.1	349	247
923	6806	ELEMENTARY SCHOOL	site	1.0	2339	1309
923	6807	SCHOOL DISTRICT OFFICE	acre	4.6	1325	1039
923	7601	ACTIVE PARK	acre	4.2	406	293
923	9101	INACTIVE USE	acre	3.1	0	0
923		TOTAL			11194	7713
924	101	SINGLE FAMILY	du	20.0	234	163
924	103	MOBILE HOME PARK	du	167.0	1161	736
924	4112	RIGHT-OF-WAY	acre	13.1	0	0
924	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
924		TOTAL			1395	899

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
925	4112	RIGHT-OF-WAY	acre	7.9	0	0
925	5003	COMMUNITY COMMERCIAL	acre	32.4	25821	18317
925		TOTAL			25821	18317
926	101	SINGLE FAMILY	du	269.0	3119	2205
926	103	MOBILE HOME PARK	du	1300.0	8667	5590
926	4112	RIGHT-OF-WAY	acre	13.9	0	0
926	4113	COMMUNICATION OR UTILITY	acre	0.8	2	2
926	4119	OTHER TRANSPORTATION	acre	1.4	141	107
926	5004	NEIGHBORHOOD COMMERCIAL	acre	6.2	7604	5345
926	6102	CHURCH	acre	3.6	184	142
926	7607	RESIDENTIAL RECREATION	acre	1.8	0	0
926	9101	INACTIVE USE	acre	9.1	0	0
926		TOTAL			19717	13391
927	101	SINGLE FAMILY	du	1.0	11	8
927	102	MULTI-FAMILY	du	277.0	2636	1797
927	1409	OTHER GROUP QUARTERS	acre	1.2	5	4
927	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	173	105
927	4112	RIGHT-OF-WAY	acre	14.8	1	1
927	5009	OTHER COMMERCIAL	acre	5.9	688	505
927		TOTAL			3514	2420
928	2101	INDUSTRIAL PARK	acre	69.8	9434	7775
928	4112	RIGHT-OF-WAY	acre	8.2	0	0
928	9101	INACTIVE USE	acre	24.6	0	0
928	9500	UNDER CONTRUCTION	acre	0.6	3	3
928		TOTAL			9437	7778
929	4112	RIGHT-OF-WAY	acre	12.0	2	2
929	5007	STREETFRONT COMMERCIAL	acre	2.4	2898	2100
929	5009	OTHER COMMERCIAL	acre	6.1	844	636
929	6002	LOW RISE OFFICE	acre	5.1	2693	2194
929		TOTAL			6437	4932
930	2101	INDUSTRIAL PARK	acre	42.6	5481	4506
930	4112	RIGHT-OF-WAY	acre	1.9	0	0
930	7210	OTHER RECREATION-HIGH	acre	8.9	473	318
930	7601	ACTIVE PARK	acre	12.3	778	506
930	9101	INACTIVE USE	acre	1.7	0	0
930		TOTAL			6732	5330
931	101	SINGLE FAMILY	du	229.0	2661	1873
931	4112	RIGHT-OF-WAY	acre	18.3	0	0
931	6102	CHURCH	acre	4.4	223	173
931		TOTAL			2884	2046
932	101	SINGLE FAMILY	du	307.0	3598	2530
932	4112	RIGHT-OF-WAY	acre	18.7	0	0
932	4113	COMMUNICATION OR UTILITY	acre	2.1	6	5
932	6806	ELEMENTARY SCHOOL	site	1.0	2277	1256
932		TOTAL			5881	3791

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
933	2103	LIGHT INDUSTRY	acre	66.4	4513	3697
933	4112	RIGHT-OF-WAY	acre	5.2	0	0
933	9101	INACTIVE USE	acre	39.8	0	0
933		TOTAL			4513	3697
934	101	SINGLE FAMILY	du	1.0	11	8
934	2101	INDUSTRIAL PARK	acre	58.4	8773	7266
934	2104	WAREHOUSING	acre	2.0	94	79
934	4112	RIGHT-OF-WAY	acre	10.2	0	0
934	5003	COMMUNITY COMMERCIAL	acre	7.8	6030	4249
934	9101	INACTIVE USE	acre	31.8	0	0
934		TOTAL			14908	11602
935	4112	RIGHT-OF-WAY	acre	16.9	0	0
935	5007	STREETFRONT COMMERCIAL	acre	8.1	9725	7043
935	6002	LOW RISE OFFICE	acre	5.7	1719	1338
935	6003	GOV'T OFFICE OR CENTER	acre	10.6	10318	7700
935	6109	OTHER PUBLIC SERVICE	acre	3.0	1050	756
935	6509	OTHER HEALTH CARE	acre	3.3	1675	1264
935	9101	INACTIVE USE	acre	12.9	0	0
935		TOTAL			24487	18101
936	101	SINGLE FAMILY	du	223.0	2560	1826
936	4112	RIGHT-OF-WAY	acre	18.9	0	0
936	9101	INACTIVE USE	acre	3.2	0	0
936		TOTAL			2560	1826
937	101	SINGLE FAMILY	du	258.0	3242	2160
937	4112	RIGHT-OF-WAY	acre	14.0	1	1
937	9101	INACTIVE USE	acre	0.1	0	0
937		TOTAL			3243	2161
938	102	MULTI-FAMILY	du	66.0	679	440
938	4112	RIGHT-OF-WAY	acre	5.8	2	2
938	4114	PARKING	acre	0.4	0	0
938	5003	COMMUNITY COMMERCIAL	acre	11.4	8831	6230
938	9101	INACTIVE USE	acre	0.4	0	0
938		TOTAL			9512	6672
939	102	MULTI-FAMILY	du	160.0	1520	1042
939	4112	RIGHT-OF-WAY	acre	5.5	0	0
939	5004	NEIGHBORHOOD COMMERCIAL	acre	8.3	10292	7251
939	6102	CHURCH	acre	2.0	97	75
939		TOTAL			11909	8368
940	101	SINGLE FAMILY	du	130.0	1478	1058
940	102	MULTI-FAMILY	du	120.0	1117	772
940	4112	RIGHT-OF-WAY	acre	11.5	0	0
940	5007	STREETFRONT COMMERCIAL	acre	0.3	371	268
940	6002	LOW RISE OFFICE	acre	0.2	38	29
940		TOTAL			3004	2127

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
941	101	SINGLE FAMILY	du	1.0	11	8
941	2101	INDUSTRIAL PARK	acre	33.1	4952	4100
941	2103	LIGHT INDUSTRY	acre	1.3	100	82
941	2105	PUBLIC STORAGE	acre	7.6	203	171
941	4112	RIGHT-OF-WAY	acre	18.0	0	0
941	5004	NEIGHBORHOOD COMMERCIAL	acre	16.6	20382	14337
941	6109	OTHER PUBLIC SERVICE	acre	2.3	735	520
941		TOTAL			26383	19218
942	2101	INDUSTRIAL PARK	acre	36.1	6289	5240
942	4112	RIGHT-OF-WAY	acre	13.0	0	0
942	5008	SERVICE STATION	acre	5.6	21990	16054
942	6002	LOW RISE OFFICE	acre	7.9	2103	1612
942	6003	GOV'T OFFICE OR CENTER	acre	5.0	4635	3427
942	9101	INACTIVE USE	acre	46.9	0	0
942		TOTAL			35017	26333
943	2103	LIGHT INDUSTRY	acre	4.4	240	193
943	4112	RIGHT-OF-WAY	acre	6.3	0	0
943	9101	INACTIVE USE	acre	12.4	0	0
943		TOTAL			240	193
944	101	SINGLE FAMILY	du	4.0	48	33
944	102	MULTI-FAMILY	du	433.0	4272	2828
944	4112	RIGHT-OF-WAY	acre	5.2	0	0
944	9101	INACTIVE USE	acre	21.5	0	0
944		TOTAL			4320	2861
945	101	SINGLE FAMILY	du	490.0	5769	4022
945	4112	RIGHT-OF-WAY	acre	101.2	4	3
945	9101	INACTIVE USE	acre	0.9	0	0
945		TOTAL			5773	4025
946	101	SINGLE FAMILY	du	25.0	290	205
946	102	MULTI-FAMILY	du	16.0	152	104
946	1501	LOW-RISE HOTEL OR MOTEL	acre	2.0	695	428
946	2105	PUBLIC STORAGE	acre	3.4	92	77
946	4112	RIGHT-OF-WAY	acre	18.8	0	0
946	5003	COMMUNITY COMMERCIAL	acre	10.1	7821	5515
946	5006	AUTO COMMERCIAL	acre	10.1	4288	3032
946	5007	STREETFRONT COMMERCIAL	acre	0.4	443	322
946	6002	LOW RISE OFFICE	acre	0.6	175	135
946	9101	INACTIVE USE	acre	0.8	0	0
946		TOTAL			13956	9818
947	2101	INDUSTRIAL PARK	acre	7.2	966	796
947	2105	PUBLIC STORAGE	acre	1.5	39	33
947	4112	RIGHT-OF-WAY	acre	16.2	0	0
947	4113	COMMUNICATION OR UTILITY	acre	2.4	35	29
947	5001	WHOLESALE TRADE	acre	0.8	32	22
947	5007	STREETFRONT COMMERCIAL	acre	6.3	7451	5390

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
947	9101	INACTIVE USE	acre	1.6	0	0
947		TOTAL			8523	6270
948	2101	INDUSTRIAL PARK	acre	36.7	5757	4777
948	4112	RIGHT-OF-WAY	acre	1.6	0	0
948	9101	INACTIVE USE	acre	106.1	0	0
948		TOTAL			5757	4777
949	101	SINGLE FAMILY	du	63.0	780	527
949	102	MULTI-FAMILY	du	482.0	4988	3220
949	4112	RIGHT-OF-WAY	acre	5.5	1	1
949	5007	STREETFRONT COMMERCIAL	acre	0.3	405	293
949	6102	CHURCH	acre	3.6	176	136
949	9101	INACTIVE USE	acre	6.6	0	0
949		TOTAL			6350	4177
950	102	MULTI-FAMILY	du	314.0	3072	2048
950	4112	RIGHT-OF-WAY	acre	8.1	0	0
950	6002	LOW RISE OFFICE	acre	0.6	133	101
950	7601	ACTIVE PARK	acre	34.2	2177	1417
950	7607	RESIDENTIAL RECREATION	acre	1.6	0	0
950		TOTAL			5382	3566
951	4112	RIGHT-OF-WAY	acre	16.3	0	0
951	7204	GOLF COURSE	acre	262.0	0	0
951	7205	GOLF CLUB HOUSE	site	1.0	638	429
951	9101	INACTIVE USE	acre	20.8	0	0
951		TOTAL			638	429
952	101	SINGLE FAMILY	du	179.0	2231	1496
952	102	MULTI-FAMILY	du	269.0	2822	1795
952	4112	RIGHT-OF-WAY	acre	8.4	0	0
952	5007	STREETFRONT COMMERCIAL	acre	1.5	1762	1280
952	6109	OTHER PUBLIC SERVICE	acre	2.7	890	629
952	6509	OTHER HEALTH CARE	acre	0.3	152	115
952	7210	OTHER RECREATION-HIGH	acre	6.2	553	415
952	9101	INACTIVE USE	acre	0.9	0	0
952		TOTAL			8410	5730
953	101	SINGLE FAMILY	du	291.0	3385	2390
953	4112	RIGHT-OF-WAY	acre	23.0	1	1
953	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4314	2575
953	9101	INACTIVE USE	acre	4.3	0	0
953		TOTAL			7700	4966
954	4112	RIGHT-OF-WAY	acre	2.7	0	0
954	5004	NEIGHBORHOOD COMMERCIAL	acre	13.9	17123	12050
954	5008	SERVICE STATION	acre	0.5	2125	1552
954		TOTAL			19248	13602
955	102	MULTI-FAMILY	du	551.0	5221	3587

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
955	4112	RIGHT-OF-WAY	acre	6.5	0	0
955	6806	ELEMENTARY SCHOOL	site	1.0	2274	1253
955	7601	ACTIVE PARK	acre	3.0	189	123
955	7607	RESIDENTIAL RECREATION	acre	0.8	0	0
955		TOTAL			7684	4963
956	2101	INDUSTRIAL PARK	acre	15.1	2536	2110
956	2105	PUBLIC STORAGE	acre	3.2	87	72
956	4112	RIGHT-OF-WAY	acre	9.8	5	4
956	5003	COMMUNITY COMMERCIAL	acre	1.1	832	584
956	5004	NEIGHBORHOOD COMMERCIAL	acre	2.1	2717	1931
956	5007	STREETFRONT COMMERCIAL	acre	6.3	7503	5432
956	5009	OTHER COMMERCIAL	acre	15.1	2036	1528
956	6002	LOW RISE OFFICE	acre	1.5	402	308
956	9101	INACTIVE USE	acre	6.6	0	0
956	9500	UNDER CONTRUCTION	acre	1.4	8	6
956		TOTAL			16126	11975
957	101	SINGLE FAMILY	du	10.0	118	82
957	102	MULTI-FAMILY	du	147.0	1436	957
957	1409	OTHER GROUP QUARTERS	acre	7.7	30	22
957	4112	RIGHT-OF-WAY	acre	4.9	0	0
957	4114	PARKING	acre	2.2	0	0
957	5007	STREETFRONT COMMERCIAL	acre	0.4	429	311
957	5009	OTHER COMMERCIAL	acre	1.3	143	103
957	9101	INACTIVE USE	acre	15.4	15	13
957		TOTAL			2171	1488
958	101	SINGLE FAMILY	du	11.0	132	91
958	102	MULTI-FAMILY	du	413.0	4236	2751
958	4112	RIGHT-OF-WAY	acre	12.5	2	2
958	5007	STREETFRONT COMMERCIAL	acre	2.8	3334	2413
958	5009	OTHER COMMERCIAL	acre	0.5	64	48
958	9101	INACTIVE USE	acre	0.6	0	0
958		TOTAL			7768	5305
959	102	MULTI-FAMILY	du	132.0	1432	886
959	4112	RIGHT-OF-WAY	acre	2.9	0	0
959	5004	NEIGHBORHOOD COMMERCIAL	acre	6.3	7843	5539
959	5007	STREETFRONT COMMERCIAL	acre	0.9	1080	779
959	6104	POST OFFICE	acre	2.7	2989	2106
959	6105	FIRE OR POLICE STATION	site	1.0	270	197
959	6804	SENIOR HIGH SCHOOL	site	1.0	5603	2419
959	9101	INACTIVE USE	acre	2.5	0	0
959		TOTAL			19217	11926
960	101	SINGLE FAMILY	du	272.0	3187	2239
960	102	MULTI-FAMILY	du	84.0	809	547
960	4112	RIGHT-OF-WAY	acre	18.9	0	0
960	5007	STREETFRONT COMMERCIAL	acre	0.3	347	251
960	6102	CHURCH	acre	2.1	107	83

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
960	6109	OTHER PUBLIC SERVICE	acre	1.1	359	254
960	7601	ACTIVE PARK	acre	9.1	592	388
960	9101	INACTIVE USE	acre	3.6	0	0
960		TOTAL			5401	3762
961	101	SINGLE FAMILY	du	4.0	42	32
961	102	MULTI-FAMILY	du	252.0	2360	1635
961	2101	INDUSTRIAL PARK	acre	56.8	8673	7188
961	2105	PUBLIC STORAGE	acre	3.2	87	73
961	4112	RIGHT-OF-WAY	acre	51.5	0	0
961	5007	STREETFRONT COMMERCIAL	acre	0.4	462	335
961	6002	LOW RISE OFFICE	acre	0.4	128	99
961	9101	INACTIVE USE	acre	6.2	0	0
961		TOTAL			11752	9362
962	4112	RIGHT-OF-WAY	acre	18.4	0	0
962	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
962	9101	INACTIVE USE	acre	32.4	0	0
962		TOTAL			2	1
963	101	SINGLE FAMILY	du	595.0	6763	4850
963	4112	RIGHT-OF-WAY	acre	53.0	0	0
963	5003	COMMUNITY COMMERCIAL	acre	1.0	777	550
963	6102	CHURCH	acre	12.5	733	577
963	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
963	9101	INACTIVE USE	acre	90.4	0	0
963		TOTAL			8273	5977
964	1501	LOW-RISE HOTEL OR MOTEL	acre	3.5	1137	684
964	2101	INDUSTRIAL PARK	acre	89.8	12983	10734
964	4112	RIGHT-OF-WAY	acre	9.5	0	0
964	4114	PARKING	acre	10.9	30	26
964	6002	LOW RISE OFFICE	acre	27.2	7504	5776
964	9101	INACTIVE USE	acre	5.1	0	0
964		TOTAL			21654	17220
965	101	SINGLE FAMILY	du	10.0	112	81
965	2101	INDUSTRIAL PARK	acre	37.0	4980	4103
965	2103	LIGHT INDUSTRY	acre	19.9	1205	980
965	4112	RIGHT-OF-WAY	acre	11.7	0	0
965	9101	INACTIVE USE	acre	17.2	0	0
965		TOTAL			6297	5164
966	101	SINGLE FAMILY	du	3.0	32	24
966	2105	PUBLIC STORAGE	acre	1.4	37	31
966	5004	NEIGHBORHOOD COMMERCIAL	acre	4.7	5672	3983
966	5008	SERVICE STATION	acre	0.5	2148	1568
966	5009	OTHER COMMERCIAL	acre	0.4	56	43
966		TOTAL			7945	5649
967	101	SINGLE FAMILY	du	3.0	35	25

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
967	102	MULTI-FAMILY	du	112.0	1088	732
967	4112	RIGHT-OF-WAY	acre	4.7	3	2
967	5007	STREETFRONT COMMERCIAL	acre	8.2	10103	7357
967	5008	SERVICE STATION	acre	0.7	2799	2044
967	6807	SCHOOL DISTRICT OFFICE	acre	4.3	888	668
967	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
967	9101	INACTIVE USE	acre	0.4	0	0
967		TOTAL			14916	10828
968	2101	INDUSTRIAL PARK	acre	18.1	2384	1962
968	4112	RIGHT-OF-WAY	acre	3.3	0	0
968	9101	INACTIVE USE	acre	15.1	0	0
968		TOTAL			2384	1962
969	2101	INDUSTRIAL PARK	acre	20.1	3926	3285
969	4112	RIGHT-OF-WAY	acre	7.9	4	3
969	5003	COMMUNITY COMMERCIAL	acre	26.7	20993	14848
969	6002	LOW RISE OFFICE	acre	5.5	1533	1183
969		TOTAL			26456	19319
970	102	MULTI-FAMILY	du	554.0	5373	3615
970	103	MOBILE HOME PARK	du	184.0	1304	806
970	4112	RIGHT-OF-WAY	acre	0.9	1	1
970		TOTAL			6678	4422
971	101	SINGLE FAMILY	du	208.0	2598	1734
971	102	MULTI-FAMILY	du	416.0	4309	2759
971	4112	RIGHT-OF-WAY	acre	14.5	0	0
971	5008	SERVICE STATION	acre	0.3	1343	980
971	6809	OTHER SCHOOL	acre	0.4	75	62
971	7601	ACTIVE PARK	acre	4.5	287	187
971	9101	INACTIVE USE	acre	3.2	0	0
971		TOTAL			8612	5722
972	101	SINGLE FAMILY	du	106.0	1274	874
972	102	MULTI-FAMILY	du	30.0	283	194
972	103	MOBILE HOME PARK	du	265.0	1804	1146
972	4112	RIGHT-OF-WAY	acre	7.3	0	0
972	9101	INACTIVE USE	acre	1.4	0	0
972		TOTAL			3361	2214
973	101	SINGLE FAMILY	du	278.0	3127	2257
973	103	MOBILE HOME PARK	du	691.0	4569	2966
973	4112	RIGHT-OF-WAY	acre	12.2	0	0
973	4114	PARKING	acre	0.3	0	0
973	6102	CHURCH	acre	1.5	73	56
973	7607	RESIDENTIAL RECREATION	acre	3.7	0	0
973	9101	INACTIVE USE	acre	23.4	7	6
973		TOTAL			7776	5285
974	4112	RIGHT-OF-WAY	acre	5.1	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
974	5003	COMMUNITY COMMERCIAL	acre	22.4	17379	12257
974	5008	SERVICE STATION	acre	0.7	2728	1991
974	9101	INACTIVE USE	acre	5.5	0	0
974		TOTAL			20107	14248
975	101	SINGLE FAMILY	du	12.0	135	97
975	4112	RIGHT-OF-WAY	acre	1.8	0	0
975	5004	NEIGHBORHOOD COMMERCIAL	acre	3.9	4826	3407
975	7204	GOLF COURSE	acre	4.3	0	0
975		TOTAL			4961	3504
976	101	SINGLE FAMILY	du	148.0	1698	1209
976	4112	RIGHT-OF-WAY	acre	6.7	0	0
976	8001	ORCHARDS OR VINEYARD	acre	14.1	1	1
976	8003	FIELD CROPS	acre	8.8	1	1
976	9101	INACTIVE USE	acre	1191.4	0	0
976	9500	UNDER CONTRUCTION	acre	1.0	6	5
976		TOTAL			1706	1216
977	101	SINGLE FAMILY	du	175.0	2103	1448
977	102	MULTI-FAMILY	du	380.0	3978	2535
977	4112	RIGHT-OF-WAY	acre	11.7	2	2
977	6102	CHURCH	acre	3.0	153	119
977	6806	ELEMENTARY SCHOOL	site	1.0	2672	1598
977	9101	INACTIVE USE	acre	9.1	39	34
977		TOTAL			8947	5736
978	4112	RIGHT-OF-WAY	acre	7.2	2	2
978	5003	COMMUNITY COMMERCIAL	acre	47.9	36889	25969
978	9101	INACTIVE USE	acre	1.6	773	669
978		TOTAL			37664	26640
979	101	SINGLE FAMILY	du	11.0	124	89
979	1501	LOW-RISE HOTEL OR MOTEL	acre	2.4	756	455
979	2101	INDUSTRIAL PARK	acre	4.8	683	564
979	4112	RIGHT-OF-WAY	acre	4.2	0	0
979	5008	SERVICE STATION	acre	0.8	3316	2421
979	6002	LOW RISE OFFICE	acre	3.8	972	742
979	9101	INACTIVE USE	acre	19.6	0	0
979		TOTAL			5851	4271
980	4112	RIGHT-OF-WAY	acre	7.3	0	0
980	5008	SERVICE STATION	acre	1.3	5236	3822
980	9101	INACTIVE USE	acre	1.6	0	0
980		TOTAL			5236	3822
981	2101	INDUSTRIAL PARK	acre	21.1	2784	2292
981	4112	RIGHT-OF-WAY	acre	12.1	0	0
981	9101	INACTIVE USE	acre	52.4	0	0
981		TOTAL			2784	2292

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
982	101	SINGLE FAMILY	du	38.0	436	308
982	2103	LIGHT INDUSTRY	acre	3.5	190	153
982	4112	RIGHT-OF-WAY	acre	16.8	0	0
982	6102	CHURCH	acre	1.0	49	38
982	8003	FIELD CROPS	acre	11.6	1	1
982	9101	INACTIVE USE	acre	91.2	0	0
982		TOTAL			676	500
983	101	SINGLE FAMILY	du	1.0	11	8
983	2101	INDUSTRIAL PARK	acre	5.4	741	611
983	2104	WAREHOUSING	acre	0.5	83	71
983	2105	PUBLIC STORAGE	acre	0.5	13	11
983	4112	RIGHT-OF-WAY	acre	5.1	0	0
983	5004	NEIGHBORHOOD COMMERCIAL	acre	3.3	4171	2954
983	5007	STREETFRONT COMMERCIAL	acre	2.0	2417	1748
983	9101	INACTIVE USE	acre	14.4	5	4
983		TOTAL			7441	5407
984	4112	RIGHT-OF-WAY	acre	32.2	1	1
984	5006	AUTO COMMERCIAL	acre	70.8	30685	21806
984	9101	INACTIVE USE	acre	2.9	0	0
984		TOTAL			30686	21807
985	101	SINGLE FAMILY	du	110.0	1270	901
985	102	MULTI-FAMILY	du	118.0	1159	775
985	4112	RIGHT-OF-WAY	acre	11.4	0	0
985	5007	STREETFRONT COMMERCIAL	acre	0.5	620	448
985	6109	OTHER PUBLIC SERVICE	acre	0.6	213	153
985	9101	INACTIVE USE	acre	7.2	0	0
985		TOTAL			3262	2277
986	101	SINGLE FAMILY	du	415.0	4807	3404
986	1409	OTHER GROUP QUARTERS	acre	2.4	9	7
986	4112	RIGHT-OF-WAY	acre	41.6	6	5
986	6102	CHURCH	acre	13.6	672	518
986	6804	SENIOR HIGH SCHOOL	site	1.0	5811	2598
986	9101	INACTIVE USE	acre	3.9	0	0
986		TOTAL			11305	6532
987	101	SINGLE FAMILY	du	1.0	11	8
987	4112	RIGHT-OF-WAY	acre	3.8	0	0
987	4114	PARKING	acre	0.2	0	0
987	5007	STREETFRONT COMMERCIAL	acre	1.9	2304	1669
987	6803	JUNIOR COLLEGE	acre	9.0	2062	1618
987	6804	SENIOR HIGH SCHOOL	site	1.0	5779	2571
987		TOTAL			10156	5866
988	2103	LIGHT INDUSTRY	acre	21.9	1432	1170
988	2105	PUBLIC STORAGE	acre	3.0	80	67
988	4113	COMMUNICATION OR UTILITY	acre	3.0	25	21
988	5004	NEIGHBORHOOD COMMERCIAL	acre	5.6	6820	4790

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
988	9101	INACTIVE USE	acre	7.4	0	0
988	9500	UNDER CONTRUCTION	acre	5.2	29	23
988		TOTAL			8386	6071
989	2101	INDUSTRIAL PARK	acre	74.8	10784	8915
989	2103	LIGHT INDUSTRY	acre	4.7	365	301
989	4112	RIGHT-OF-WAY	acre	12.3	0	0
989	6002	LOW RISE OFFICE	acre	8.1	2308	1784
989	7204	GOLF COURSE	acre	13.6	0	0
989	9101	INACTIVE USE	acre	8.9	0	0
989		TOTAL			13457	11000
990	4112	RIGHT-OF-WAY	acre	9.6	0	0
990	6002	LOW RISE OFFICE	acre	20.9	6722	5267
990	8002	INTENSIVE AGRICULTURE	acre	7.8	213	184
990	9101	INACTIVE USE	acre	45.6	481	416
990		TOTAL			7416	5867
991	101	SINGLE FAMILY	du	7.0	84	58
991	1409	OTHER GROUP QUARTERS	acre	0.5	2	1
991	2101	INDUSTRIAL PARK	acre	7.4	945	777
991	2105	PUBLIC STORAGE	acre	1.5	40	33
991	4112	RIGHT-OF-WAY	acre	2.2	0	0
991	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	3716	2617
991	5007	STREETFRONT COMMERCIAL	acre	2.0	2375	1719
991	5009	OTHER COMMERCIAL	acre	3.7	456	337
991	9101	INACTIVE USE	acre	32.5	0	0
991		TOTAL			7618	5542
992	2101	INDUSTRIAL PARK	acre	11.4	1465	1204
992	2103	LIGHT INDUSTRY	acre	6.9	575	476
992	2104	WAREHOUSING	acre	2.0	132	111
992	2105	PUBLIC STORAGE	acre	6.2	166	140
992	4112	RIGHT-OF-WAY	acre	46.2	1	1
992	5008	SERVICE STATION	acre	1.1	4570	3337
992	9101	INACTIVE USE	acre	1.2	0	0
992		TOTAL			6909	5269
993	2101	INDUSTRIAL PARK	acre	19.4	2978	2468
993	4112	RIGHT-OF-WAY	acre	2.0	0	0
993	4114	PARKING	acre	3.0	0	0
993	6002	LOW RISE OFFICE	acre	1.2	348	269
993		TOTAL			3326	2737
994	101	SINGLE FAMILY	du	1.0	11	8
994	2101	INDUSTRIAL PARK	acre	15.6	2861	2388
994	4112	RIGHT-OF-WAY	acre	2.8	0	0
994	4114	PARKING	acre	4.6	5	5
994		TOTAL			2877	2401
995	2101	INDUSTRIAL PARK	acre	28.5	5841	4895

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
995	4112	RIGHT-OF-WAY	acre	14.0	5	4
995	4114	PARKING	acre	6.4	74	64
995	6002	LOW RISE OFFICE	acre	23.0	8860	7059
995		TOTAL			14780	12022
996	4112	RIGHT-OF-WAY	acre	6.4	10	9
996	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
996	4114	PARKING	acre	1.1	0	0
996	9101	INACTIVE USE	acre	60.8	5	4
996	9500	UNDER CONTRUCTION	acre	14.7	83	65
996		TOTAL			99	79
997	1501	LOW-RISE HOTEL OR MOTEL	acre	2.9	977	598
997	2101	INDUSTRIAL PARK	acre	41.2	6436	5339
997	4112	RIGHT-OF-WAY	acre	56.7	0	0
997	4114	PARKING	acre	5.8	109	94
997	5001	WHOLESALE TRADE	acre	4.7	338	262
997	5007	STREETFRONT COMMERCIAL	acre	1.1	1452	1066
997	6002	LOW RISE OFFICE	acre	6.8	3404	2765
997		TOTAL			12716	10124
998	101	SINGLE FAMILY	du	256.0	2885	2084
998	102	MULTI-FAMILY	du	2.0	17	12
998	4112	RIGHT-OF-WAY	acre	21.0	0	0
998	7605	PASSIVE BEACH	acre	8.1	15	10
998	9101	INACTIVE USE	acre	30.0	0	0
998		TOTAL			2917	2106
999	102	MULTI-FAMILY	du	491.0	4939	3229
999	1409	OTHER GROUP QUARTERS	acre	2.0	8	6
999	4112	RIGHT-OF-WAY	acre	1.8	0	0
999	5003	COMMUNITY COMMERCIAL	acre	14.5	11853	8453
999	5007	STREETFRONT COMMERCIAL	acre	1.5	1831	1324
999	6509	OTHER HEALTH CARE	acre	0.9	471	358
999		TOTAL			19102	13370
1000	101	SINGLE FAMILY	du	116.0	1430	969
1000	102	MULTI-FAMILY	du	543.0	5506	3580
1000	4112	RIGHT-OF-WAY	acre	7.9	0	0
1000	5007	STREETFRONT COMMERCIAL	acre	1.5	1794	1299
1000	6109	OTHER PUBLIC SERVICE	acre	1.4	483	346
1000	9101	INACTIVE USE	acre	4.0	0	0
1000		TOTAL			9213	6194
1001	2101	INDUSTRIAL PARK	acre	25.6	3463	2854
1001	9101	INACTIVE USE	acre	3.2	0	0
1001		TOTAL			3463	2854
1002	101	SINGLE FAMILY	du	3.0	33	24
1002	5004	NEIGHBORHOOD COMMERCIAL	acre	6.9	8691	6142
1002	5008	SERVICE STATION	acre	0.4	1515	1106

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1002	6109	OTHER PUBLIC SERVICE	acre	0.3	100	71
1002	9101	INACTIVE USE	acre	1.2	0	0
1002		TOTAL			10339	7343
1003	101	SINGLE FAMILY	du	188.0	2297	1556
1003	102	MULTI-FAMILY	du	325.0	3239	2133
1003	103	MOBILE HOME PARK	du	137.0	1013	607
1003	4112	RIGHT-OF-WAY	acre	6.9	1	1
1003	5007	STREETFRONT COMMERCIAL	acre	1.0	1146	830
1003	6002	LOW RISE OFFICE	acre	1.4	500	394
1003		TOTAL			8196	5521
1004	101	SINGLE FAMILY	du	156.0	1957	1305
1004	102	MULTI-FAMILY	du	625.0	6462	4147
1004	4112	RIGHT-OF-WAY	acre	12.5	1	1
1004	5007	STREETFRONT COMMERCIAL	acre	0.6	652	471
1004	5008	SERVICE STATION	acre	0.3	1039	759
1004	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4325	2585
1004		TOTAL			14436	9268
1005	2101	INDUSTRIAL PARK	acre	11.3	1604	1325
1005	4112	RIGHT-OF-WAY	acre	4.7	0	0
1005	6002	LOW RISE OFFICE	acre	5.8	1562	1198
1005	9101	INACTIVE USE	acre	7.8	0	0
1005		TOTAL			3166	2523
1006	101	SINGLE FAMILY	du	79.0	920	648
1006	4112	RIGHT-OF-WAY	acre	2.7	0	0
1006	7601	ACTIVE PARK	acre	8.8	554	360
1006	8002	INTENSIVE AGRICULTURE	acre	1.0	0	0
1006	9101	INACTIVE USE	acre	4.5	0	0
1006		TOTAL			1474	1008
1007	2101	INDUSTRIAL PARK	acre	33.8	4946	4091
1007	4112	RIGHT-OF-WAY	acre	2.1	0	0
1007	4114	PARKING	acre	3.3	0	0
1007		TOTAL			4946	4091
1008	1409	OTHER GROUP QUARTERS	acre	12.9	51	37
1008	4111	TRANSIT STATION	acre	4.2	1105	835
1008	4112	RIGHT-OF-WAY	acre	6.8	0	0
1008	4113	COMMUNICATION OR UTILITY	acre	1.3	4	3
1008	4114	PARKING	acre	42.7	19	17
1008	6801	SDSU OR UCSD	acre	51.9	0	0
1008	6802	UNIVERSITY OR COLLEGE	unique	0.0	16788	13669
1008	7210	OTHER RECREATION-HIGH	acre	11.4	628	428
1008	9101	INACTIVE USE	acre	179.8	0	0
1008		TOTAL			18595	14989
1009	101	SINGLE FAMILY	du	237.0	2770	1952
1009	102	MULTI-FAMILY	du	56.0	535	365

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1009	4112	RIGHT-OF-WAY	acre	15.6	0	0
1009	9101	INACTIVE USE	acre	2.6	0	0
1009		TOTAL			3305	2317
1010	101	SINGLE FAMILY	du	4.0	48	33
1010	102	MULTI-FAMILY	du	190.0	1900	1254
1010	2103	LIGHT INDUSTRY	acre	4.8	287	233
1010	4112	RIGHT-OF-WAY	acre	6.3	0	0
1010	5007	STREETFRONT COMMERCIAL	acre	6.1	7203	5214
1010	9101	INACTIVE USE	acre	13.4	0	0
1010	9702	MIXED USE 67% STREETFRONT	acre	26.2	21683	15779
1010		TOTAL			31121	22513
1011	101	SINGLE FAMILY	du	45.0	516	366
1011	102	MULTI-FAMILY	du	635.0	5983	4097
1011	4112	RIGHT-OF-WAY	acre	4.4	0	0
1011		TOTAL			6499	4463
1012	101	SINGLE FAMILY	du	12.0	136	97
1012	2105	PUBLIC STORAGE	acre	0.9	25	21
1012	4112	RIGHT-OF-WAY	acre	2.6	0	0
1012	5004	NEIGHBORHOOD COMMERCIAL	acre	11.5	14047	9871
1012	5007	STREETFRONT COMMERCIAL	acre	4.3	5105	3698
1012	6002	LOW RISE OFFICE	acre	3.5	978	756
1012	6509	OTHER HEALTH CARE	acre	1.0	448	331
1012		TOTAL			20739	14774
1013	4112	RIGHT-OF-WAY	acre	28.4	4	3
1013	5006	AUTO COMMERCIAL	acre	11.5	4726	3320
1013	5007	STREETFRONT COMMERCIAL	acre	8.5	10037	7249
1013	5008	SERVICE STATION	acre	0.9	3614	2638
1013	5009	OTHER COMMERCIAL	acre	5.9	664	484
1013	6002	LOW RISE OFFICE	acre	8.7	2596	2018
1013	6509	OTHER HEALTH CARE	acre	1.4	740	564
1013		TOTAL			22381	16276
1014	101	SINGLE FAMILY	du	2.0	22	16
1014	4112	RIGHT-OF-WAY	acre	1.6	0	0
1014	5004	NEIGHBORHOOD COMMERCIAL	acre	8.3	10302	7272
1014	5007	STREETFRONT COMMERCIAL	acre	1.9	2287	1660
1014		TOTAL			12611	8948
1015	101	SINGLE FAMILY	du	187.0	1135	786
1015	102	MULTI-FAMILY	du	22.0	104	71
1015	4104	AIRSTRIP	acre	4.4	2	2
1015	4112	RIGHT-OF-WAY	acre	201.5	0	0
1015	6105	FIRE OR POLICE STATION	site	1.0	85	62
1015	7210	OTHER RECREATION-HIGH	acre	88.8	3151	2119
1015	8002	INTENSIVE AGRICULTURE	acre	1.5	0	0
1015	9101	INACTIVE USE	acre	26656.0	0	0
1015		TOTAL			4477	3040

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1016	101	SINGLE FAMILY	du	8.0	91	65
1016	102	MULTI-FAMILY	du	9.0	83	58
1016	4112	RIGHT-OF-WAY	acre	0.4	0	0
1016	5006	AUTO COMMERCIAL	acre	3.8	1552	1089
1016	5007	STREETFRONT COMMERCIAL	acre	1.7	2015	1461
1016		TOTAL			3741	2673
1017	2101	INDUSTRIAL PARK	acre	56.2	7583	6249
1017	4112	RIGHT-OF-WAY	acre	8.1	0	0
1017	9101	INACTIVE USE	acre	8.1	0	0
1017		TOTAL			7583	6249
1018	101	SINGLE FAMILY	du	143.0	1644	1166
1018	4112	RIGHT-OF-WAY	acre	15.7	0	0
1018	6502	HOSPITAL	acre	36.8	10552	7703
1018	9101	INACTIVE USE	acre	21.6	0	0
1018		TOTAL			12196	8869
1019	2101	INDUSTRIAL PARK	acre	22.1	3374	2796
1019	4112	RIGHT-OF-WAY	acre	5.9	0	0
1019	9101	INACTIVE USE	acre	2.0	0	0
1019		TOTAL			3374	2796
1020	101	SINGLE FAMILY	du	265.0	3105	2177
1020	4112	RIGHT-OF-WAY	acre	22.5	1	1
1020	6101	CEMETERY	acre	66.0	277	227
1020	7601	ACTIVE PARK	acre	9.3	589	383
1020	8001	ORCHARDS OR VINEYARD	acre	73.4	6	5
1020	9101	INACTIVE USE	acre	78.9	0	0
1020	9500	UNDER CONTRUCTION	acre	1.5	9	7
1020		TOTAL			3987	2800
1021	101	SINGLE FAMILY	du	584.0	6948	4828
1021	4112	RIGHT-OF-WAY	acre	43.8	1	1
1021	7204	GOLF COURSE	acre	159.7	0	0
1021	7205	GOLF CLUB HOUSE	site	1.0	638	429
1021	7607	RESIDENTIAL RECREATION	acre	1.9	0	0
1021	9101	INACTIVE USE	acre	556.9	10	8
1021		TOTAL			7597	5266
1022	101	SINGLE FAMILY	du	210.0	2434	1720
1022	102	MULTI-FAMILY	du	88.0	833	571
1022	4112	RIGHT-OF-WAY	acre	20.5	0	0
1022	9101	INACTIVE USE	acre	6.5	0	0
1022		TOTAL			3267	2291
1023	4112	RIGHT-OF-WAY	acre	10.1	0	0
1023	6002	LOW RISE OFFICE	acre	40.0	14764	11721
1023		TOTAL			14764	11721
1024	101	SINGLE FAMILY	du	171.0	2075	1416

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1024	102	MULTI-FAMILY	du	479.0	4755	3151
1024	4112	RIGHT-OF-WAY	acre	17.5	2	2
1024	6109	OTHER PUBLIC SERVICE	acre	0.7	218	154
1024	6806	ELEMENTARY SCHOOL	site	1.0	2311	1286
1024	6809	OTHER SCHOOL	acre	2.9	521	430
1024	9101	INACTIVE USE	acre	0.0	0	0
1024		TOTAL			9882	6439
1025	102	MULTI-FAMILY	du	120.0	1122	775
1025	4112	RIGHT-OF-WAY	acre	7.5	0	0
1025	5004	NEIGHBORHOOD COMMERCIAL	acre	7.2	8967	6324
1025	5008	SERVICE STATION	acre	0.8	3095	2260
1025	9101	INACTIVE USE	acre	0.1	0	0
1025		TOTAL			13184	9359
1026	101	SINGLE FAMILY	du	9.0	106	74
1026	102	MULTI-FAMILY	du	391.0	3833	2557
1026	103	MOBILE HOME PARK	du	226.0	1617	993
1026	4112	RIGHT-OF-WAY	acre	8.5	0	0
1026	4113	COMMUNICATION OR UTILITY	acre	1.9	6	4
1026	9101	INACTIVE USE	acre	0.8	0	0
1026	9702	MIXED USE 67% STREETFRONT	acre	27.1	22426	16320
1026		TOTAL			27988	19948
1027	4112	RIGHT-OF-WAY	acre	3.3	0	0
1027	5003	COMMUNITY COMMERCIAL	acre	16.0	12232	8600
1027	5008	SERVICE STATION	acre	1.2	4966	3625
1027		TOTAL			17198	12225
1028	101	SINGLE FAMILY	du	444.0	5121	3626
1028	4112	RIGHT-OF-WAY	acre	37.1	1	1
1028	4113	COMMUNICATION OR UTILITY	acre	2.2	6	5
1028	9101	INACTIVE USE	acre	130.4	0	0
1028		TOTAL			5128	3632
1029	101	SINGLE FAMILY	du	16.0	192	131
1029	4112	RIGHT-OF-WAY	acre	26.0	0	0
1029	4113	COMMUNICATION OR UTILITY	acre	3.3	10	7
1029	5004	NEIGHBORHOOD COMMERCIAL	acre	12.3	15269	10779
1029	5007	STREETFRONT COMMERCIAL	acre	1.0	1271	924
1029	9101	INACTIVE USE	acre	2.0	0	0
1029		TOTAL			16742	11841
1030	2101	INDUSTRIAL PARK	acre	27.1	3858	3187
1030		TOTAL			3858	3187
1031	101	SINGLE FAMILY	du	112.0	1302	916
1031	102	MULTI-FAMILY	du	157.0	1523	1021
1031	4112	RIGHT-OF-WAY	acre	8.1	3	3
1031	9101	INACTIVE USE	acre	7.8	0	0
1031		TOTAL			2828	1940

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1032	2103	LIGHT INDUSTRY	acre	45.8	4707	3929
1032	2105	PUBLIC STORAGE	acre	4.5	121	101
1032	4111	TRANSIT STATION	acre	1.6	430	325
1032	4112	RIGHT-OF-WAY	acre	12.0	2	2
1032		TOTAL			5260	4357
1033	101	SINGLE FAMILY	du	989.0	11339	8058
1033	102	MULTI-FAMILY	du	168.0	1581	1087
1033	103	MOBILE HOME PARK	du	104.0	723	454
1033	2201	EXTRACTIVE INDUSTRY	acre	14.9	11	9
1033	4112	RIGHT-OF-WAY	acre	56.8	2	2
1033	7601	ACTIVE PARK	acre	0.9	58	38
1033	7607	RESIDENTIAL RECREATION	acre	0.1	0	0
1033	9101	INACTIVE USE	acre	166.1	64	55
1033		TOTAL			13778	9703
1034	101	SINGLE FAMILY	du	2.0	21	16
1034	2105	PUBLIC STORAGE	acre	3.4	91	76
1034	4112	RIGHT-OF-WAY	acre	11.6	2	2
1034	5003	COMMUNITY COMMERCIAL	acre	39.6	31489	22328
1034	9101	INACTIVE USE	acre	0.5	0	0
1034		TOTAL			31603	22422
1035	101	SINGLE FAMILY	du	21.0	265	176
1035	102	MULTI-FAMILY	du	71.0	743	473
1035	4112	RIGHT-OF-WAY	acre	5.3	0	0
1035	5004	NEIGHBORHOOD COMMERCIAL	acre	5.0	6328	4481
1035		TOTAL			7336	5130
1036	4112	RIGHT-OF-WAY	acre	18.4	1	1
1036	5004	NEIGHBORHOOD COMMERCIAL	acre	16.2	19931	14030
1036	6509	OTHER HEALTH CARE	acre	37.2	15551	11390
1036	9101	INACTIVE USE	acre	8.9	0	0
1036		TOTAL			35483	25421
1037	4101	COMMERCIAL AIRPORT	unique	0.0	3408	2205
1037	4103	GENERAL AVIATION AIRPORT	acre	220.6	1438	1112
1037	4112	RIGHT-OF-WAY	acre	11.1	0	0
1037	7204	GOLF COURSE	acre	2.5	0	0
1037	9101	INACTIVE USE	acre	2.8	0	0
1037		TOTAL			4846	3317
1038	101	SINGLE FAMILY	du	135.0	1681	1126
1038	102	MULTI-FAMILY	du	598.0	6171	3963
1038	1409	OTHER GROUP QUARTERS	acre	3.5	14	10
1038	4112	RIGHT-OF-WAY	acre	8.1	2	2
1038	6109	OTHER PUBLIC SERVICE	acre	0.6	275	206
1038	9101	INACTIVE USE	acre	0.4	0	0
1038		TOTAL			8143	5307
1039	101	SINGLE FAMILY	du	546.0	6272	4470

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1039	102	MULTI-FAMILY	du	409.0	3735	2534
1039	4112	RIGHT-OF-WAY	acre	47.6	0	0
1039	9101	INACTIVE USE	acre	48.0	0	0
1039		TOTAL			10007	7004
1040	4112	RIGHT-OF-WAY	acre	4.3	0	0
1040	5007	STREETFRONT COMMERCIAL	acre	0.1	59	42
1040	6804	SENIOR HIGH SCHOOL	site	1.0	6107	2855
1040		TOTAL			6166	2897
1041	2103	LIGHT INDUSTRY	acre	47.7	3609	2973
1041	2105	PUBLIC STORAGE	acre	2.1	56	47
1041	4112	RIGHT-OF-WAY	acre	34.2	2	2
1041	4113	COMMUNICATION OR UTILITY	acre	4.0	12	9
1041	4119	OTHER TRANSPORTATION	acre	4.6	464	352
1041	5006	AUTO COMMERCIAL	acre	0.8	341	239
1041	5009	OTHER COMMERCIAL	acre	1.7	225	168
1041		TOTAL			4709	3790
1042	101	SINGLE FAMILY	du	207.0	2312	1672
1042	102	MULTI-FAMILY	du	186.0	1749	1199
1042	4112	RIGHT-OF-WAY	acre	15.5	0	0
1042	5007	STREETFRONT COMMERCIAL	acre	0.6	656	473
1042	9101	INACTIVE USE	acre	3.2	0	0
1042		TOTAL			4717	3344
1043	4112	RIGHT-OF-WAY	acre	3.8	0	0
1043	7201	TOURIST ATTRACTION	unique	0.0	10529	6782
1043	7210	OTHER RECREATION-HIGH	acre	128.4	7470	5153
1043		TOTAL			17999	11935
1044	2101	INDUSTRIAL PARK	acre	26.9	3930	3250
1044	4112	RIGHT-OF-WAY	acre	6.2	0	0
1044	9101	INACTIVE USE	acre	23.7	0	0
1044		TOTAL			3930	3250
1045	101	SINGLE FAMILY	du	3.0	35	25
1045	4112	RIGHT-OF-WAY	acre	1.4	0	0
1045	5007	STREETFRONT COMMERCIAL	acre	7.8	9309	6739
1045	9101	INACTIVE USE	acre	4.0	0	0
1045		TOTAL			9344	6764
1046	2101	INDUSTRIAL PARK	acre	10.3	1390	1145
1046	2103	LIGHT INDUSTRY	acre	2.9	202	166
1046	4112	RIGHT-OF-WAY	acre	17.3	0	0
1046	4119	OTHER TRANSPORTATION	acre	4.8	490	370
1046	6002	LOW RISE OFFICE	acre	8.6	2517	1952
1046	7204	GOLF COURSE	acre	109.7	4	3
1046	9101	INACTIVE USE	acre	13.4	0	0
1046		TOTAL			4603	3636

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1047	2101	INDUSTRIAL PARK	acre	52.2	7459	6163
1047	4112	RIGHT-OF-WAY	acre	10.2	0	0
1047		TOTAL			7459	6163
1048	4112	RIGHT-OF-WAY	acre	17.1	0	0
1048	5004	NEIGHBORHOOD COMMERCIAL	acre	8.1	10123	7150
1048	9101	INACTIVE USE	acre	0.4	0	0
1048		TOTAL			10123	7150
1049	101	SINGLE FAMILY	du	430.0	4937	3502
1049	4112	RIGHT-OF-WAY	acre	37.6	0	0
1049	6102	CHURCH	acre	5.7	281	217
1049	6806	ELEMENTARY SCHOOL	site	1.0	2290	1267
1049	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
1049	9101	INACTIVE USE	acre	26.2	0	0
1049		TOTAL			7508	4986
1050	101	SINGLE FAMILY	du	16.0	184	131
1050	1409	OTHER GROUP QUARTERS	acre	3.8	15	11
1050	4112	RIGHT-OF-WAY	acre	6.7	3	3
1050	5004	NEIGHBORHOOD COMMERCIAL	acre	4.3	5166	3622
1050	5007	STREETFRONT COMMERCIAL	acre	1.5	1864	1361
1050	5009	OTHER COMMERCIAL	acre	0.6	160	129
1050	6003	GOV'T OFFICE OR CENTER	acre	4.2	3653	2679
1050	6509	OTHER HEALTH CARE	acre	4.0	1748	1289
1050	9101	INACTIVE USE	acre	0.2	0	0
1050		TOTAL			12793	9225
1051	2101	INDUSTRIAL PARK	acre	9.9	1297	1068
1051	4112	RIGHT-OF-WAY	acre	10.9	0	0
1051	4114	PARKING	acre	6.6	62	54
1051	9101	INACTIVE USE	acre	9.4	0	0
1051		TOTAL			1359	1122
1052	101	SINGLE FAMILY	du	802.0	8911	6473
1052	102	MULTI-FAMILY	du	55.0	496	351
1052	4112	RIGHT-OF-WAY	acre	49.5	0	0
1052	7204	GOLF COURSE	acre	125.3	8	7
1052	7205	GOLF CLUB HOUSE	site	1.0	703	485
1052	8001	ORCHARDS OR VINEYARD	acre	1.4	0	0
1052	9101	INACTIVE USE	acre	49.3	0	0
1052		TOTAL			10118	7316
1053	1503	RESORT	acre	11.1	1714	1043
1053	4112	RIGHT-OF-WAY	acre	5.2	0	0
1053	5004	NEIGHBORHOOD COMMERCIAL	acre	7.5	9230	6506
1053	5005	SPECIALTY COMMERCIAL	acre	26.6	31282	22099
1053	5007	STREETFRONT COMMERCIAL	acre	2.6	3248	2376
1053	8002	INTENSIVE AGRICULTURE	acre	53.7	12	10
1053		TOTAL			45486	32034

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1054	1501	LOW-RISE HOTEL OR MOTEL	acre	4.5	1513	928
1054	1503	RESORT	acre	15.1	2264	1362
1054	2101	INDUSTRIAL PARK	acre	50.6	8001	6641
1054	2103	LIGHT INDUSTRY	acre	14.5	1075	885
1054	2105	PUBLIC STORAGE	acre	3.1	82	69
1054	4112	RIGHT-OF-WAY	acre	9.3	1	1
1054	4114	PARKING	acre	4.8	0	0
1054	6109	OTHER PUBLIC SERVICE	acre	4.8	1575	1112
1054		TOTAL			14511	10998
1055	101	SINGLE FAMILY	du	645.0	7509	5311
1055	4112	RIGHT-OF-WAY	acre	42.6	1	1
1055	9101	INACTIVE USE	acre	0.3	0	0
1055		TOTAL			7510	5312
1056	1501	LOW-RISE HOTEL OR MOTEL	acre	1.6	517	314
1056	4112	RIGHT-OF-WAY	acre	13.5	0	0
1056	5003	COMMUNITY COMMERCIAL	acre	8.3	6363	4473
1056	5004	NEIGHBORHOOD COMMERCIAL	acre	1.6	1976	1395
1056	5006	AUTO COMMERCIAL	acre	7.5	3262	2321
1056	5007	STREETFRONT COMMERCIAL	acre	3.3	3999	2904
1056	5009	OTHER COMMERCIAL	acre	1.4	181	136
1056	6002	LOW RISE OFFICE	acre	1.2	481	384
1056	9101	INACTIVE USE	acre	1.5	0	0
1056		TOTAL			16779	11927
1057	101	SINGLE FAMILY	du	2.0	21	16
1057	2103	LIGHT INDUSTRY	acre	41.3	3587	2974
1057	4112	RIGHT-OF-WAY	acre	13.3	2	2
1057	4113	COMMUNICATION OR UTILITY	acre	0.7	2	2
1057		TOTAL			3612	2994
1058	101	SINGLE FAMILY	du	31.0	387	259
1058	102	MULTI-FAMILY	du	291.0	3012	1934
1058	4112	RIGHT-OF-WAY	acre	7.6	0	0
1058	9101	INACTIVE USE	acre	1.0	0	0
1058		TOTAL			3399	2193
1059	101	SINGLE FAMILY	du	1.0	11	8
1059	2103	LIGHT INDUSTRY	acre	7.3	574	474
1059	2105	PUBLIC STORAGE	acre	4.8	128	108
1059	4112	RIGHT-OF-WAY	acre	2.3	1	1
1059	5004	NEIGHBORHOOD COMMERCIAL	acre	1.3	1684	1192
1059		TOTAL			2398	1783
1060	101	SINGLE FAMILY	du	83.0	971	682
1060	102	MULTI-FAMILY	du	1158.0	11308	7562
1060	103	MOBILE HOME PARK	du	86.0	613	378
1060	4112	RIGHT-OF-WAY	acre	4.4	3	3
1060	9101	INACTIVE USE	acre	0.4	0	0
1060		TOTAL			12895	8625

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1061	101	SINGLE FAMILY	du	13.0	153	107
1061	102	MULTI-FAMILY	du	19.0	190	126
1061	4112	RIGHT-OF-WAY	acre	7.4	7	6
1061	5007	STREETFRONT COMMERCIAL	acre	5.1	6109	4429
1061	5009	OTHER COMMERCIAL	acre	0.6	81	60
1061	6002	LOW RISE OFFICE	acre	0.2	52	40
1061		TOTAL			6592	4768
1062	4112	RIGHT-OF-WAY	acre	11.2	0	0
1062	6804	SENIOR HIGH SCHOOL	site	1.0	5516	2343
1062	9101	INACTIVE USE	acre	124.7	0	0
1062		TOTAL			5516	2343
1063	101	SINGLE FAMILY	du	137.0	1561	1120
1063	4112	RIGHT-OF-WAY	acre	22.7	0	0
1063	9101	INACTIVE USE	acre	27.5	0	0
1063	9500	UNDER CONTRUCTION	acre	0.3	2	1
1063		TOTAL			1563	1121
1064	102	MULTI-FAMILY	du	330.0	3386	2182
1064	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	147	89
1064	4112	RIGHT-OF-WAY	acre	1.1	0	0
1064	5004	NEIGHBORHOOD COMMERCIAL	acre	2.6	3183	2246
1064	5006	AUTO COMMERCIAL	acre	2.3	1049	755
1064	5007	STREETFRONT COMMERCIAL	acre	1.7	1994	1439
1064	6002	LOW RISE OFFICE	acre	2.0	773	616
1064	9101	INACTIVE USE	acre	0.4	0	0
1064		TOTAL			10532	7327
1065	101	SINGLE FAMILY	du	17.0	193	139
1065	2101	INDUSTRIAL PARK	acre	22.1	3112	2570
1065	2103	LIGHT INDUSTRY	acre	22.0	2305	1925
1065	4112	RIGHT-OF-WAY	acre	5.5	0	0
1065		TOTAL			5610	4634
1066	101	SINGLE FAMILY	du	3.0	37	25
1066	102	MULTI-FAMILY	du	38.0	398	258
1066	1409	OTHER GROUP QUARTERS	acre	2.7	11	8
1066	4112	RIGHT-OF-WAY	acre	3.2	0	0
1066	6102	CHURCH	acre	0.8	38	30
1066	6509	OTHER HEALTH CARE	acre	2.0	849	623
1066	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
1066	9101	INACTIVE USE	acre	0.6	0	0
1066		TOTAL			3445	2058
1067	102	MULTI-FAMILY	du	174.0	1822	1151
1067	4112	RIGHT-OF-WAY	acre	5.8	0	0
1067	5007	STREETFRONT COMMERCIAL	acre	1.6	1996	1449
1067	6002	LOW RISE OFFICE	acre	0.8	287	227
1067	6003	GOV'T OFFICE OR CENTER	acre	2.7	2461	1822
1067	6509	OTHER HEALTH CARE	acre	4.7	2098	1554

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1067	9101	INACTIVE USE	acre	2.7	0	0
1067		TOTAL			8664	6203
1068	101	SINGLE FAMILY	du	530.0	6029	4330
1068	102	MULTI-FAMILY	du	120.0	1062	739
1068	4112	RIGHT-OF-WAY	acre	65.3	0	0
1068	4114	PARKING	acre	0.4	0	0
1068	5004	NEIGHBORHOOD COMMERCIAL	acre	13.7	16642	11682
1068	6509	OTHER HEALTH CARE	acre	2.5	1055	774
1068	6809	OTHER SCHOOL	acre	1.2	240	199
1068	7607	RESIDENTIAL RECREATION	acre	7.8	0	0
1068	9101	INACTIVE USE	acre	69.8	0	0
1068		TOTAL			25028	17724
1069	101	SINGLE FAMILY	du	265.0	3040	2169
1069	4112	RIGHT-OF-WAY	acre	16.9	0	0
1069	6105	FIRE OR POLICE STATION	site	1.0	254	184
1069	9101	INACTIVE USE	acre	21.0	5	4
1069		TOTAL			3299	2357
1070	2103	LIGHT INDUSTRY	acre	14.8	979	801
1070	2104	WAREHOUSING	acre	3.6	193	162
1070	4112	RIGHT-OF-WAY	acre	16.3	6	5
1070	5006	AUTO COMMERCIAL	acre	1.1	459	324
1070	5009	OTHER COMMERCIAL	acre	3.0	350	257
1070	6002	LOW RISE OFFICE	acre	0.2	48	36
1070	9101	INACTIVE USE	acre	0.2	0	0
1070		TOTAL			2035	1585
1071	101	SINGLE FAMILY	du	96.0	1191	803
1071	102	MULTI-FAMILY	du	36.0	375	241
1071	4112	RIGHT-OF-WAY	acre	8.6	0	0
1071	4114	PARKING	acre	0.2	0	0
1071	6002	LOW RISE OFFICE	acre	1.4	503	397
1071	6102	CHURCH	acre	0.3	15	12
1071	6109	OTHER PUBLIC SERVICE	acre	0.5	247	190
1071	6509	OTHER HEALTH CARE	acre	3.1	1463	1093
1071	9101	INACTIVE USE	acre	0.5	0	0
1071		TOTAL			3794	2736
1072	102	MULTI-FAMILY	du	289.0	2867	1901
1072	1501	LOW-RISE HOTEL OR MOTEL	acre	2.7	859	519
1072	4112	RIGHT-OF-WAY	acre	6.5	0	0
1072	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	3901	2772
1072	5007	STREETFRONT COMMERCIAL	acre	1.2	1479	1075
1072	5008	SERVICE STATION	acre	0.3	1251	913
1072	6002	LOW RISE OFFICE	acre	2.6	660	502
1072	6003	GOV'T OFFICE OR CENTER	acre	2.8	2491	1831
1072	9101	INACTIVE USE	acre	2.8	0	0
1072	9702	MIXED USE 67% STREETFRONT	acre	0.4	319	232
1072		TOTAL			13827	9745

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1073	101	SINGLE FAMILY	du	199.0	2304	1636
1073	4112	RIGHT-OF-WAY	acre	23.0	0	0
1073	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
1073	8001	ORCHARDS OR VINEYARD	acre	379.6	41	33
1073	8002	INTENSIVE AGRICULTURE	acre	14.8	4	3
1073	8003	FIELD CROPS	acre	29.6	3	2
1073	9101	INACTIVE USE	acre	163.4	0	0
1073	9500	UNDER CONTRUCTION	acre	3.3	19	15
1073		TOTAL			2374	1691
1074	4112	RIGHT-OF-WAY	acre	5.1	1	1
1074	5004	NEIGHBORHOOD COMMERCIAL	acre	17.6	21896	15450
1074	5007	STREETFRONT COMMERCIAL	acre	0.1	150	108
1074		TOTAL			22047	15559
1075	101	SINGLE FAMILY	du	106.0	1200	865
1075	102	MULTI-FAMILY	du	84.0	731	516
1075	4112	RIGHT-OF-WAY	acre	16.9	0	0
1075	9101	INACTIVE USE	acre	73.7	0	0
1075		TOTAL			1931	1381
1076	101	SINGLE FAMILY	du	35.0	424	290
1076	4112	RIGHT-OF-WAY	acre	9.8	0	0
1076	5007	STREETFRONT COMMERCIAL	acre	1.6	1955	1416
1076	6509	OTHER HEALTH CARE	acre	6.8	3082	2288
1076	9101	INACTIVE USE	acre	0.2	0	0
1076		TOTAL			5461	3994
1077	102	MULTI-FAMILY	du	202.0	1896	1305
1077	1501	LOW-RISE HOTEL OR MOTEL	acre	4.6	1481	898
1077	4112	RIGHT-OF-WAY	acre	3.8	0	0
1077	5007	STREETFRONT COMMERCIAL	acre	1.5	1702	1229
1077	5009	OTHER COMMERCIAL	acre	2.8	381	286
1077	9101	INACTIVE USE	acre	1.0	0	0
1077		TOTAL			5460	3718
1078	101	SINGLE FAMILY	du	5.0	60	41
1078	102	MULTI-FAMILY	du	299.0	2994	1964
1078	4112	RIGHT-OF-WAY	acre	2.8	0	0
1078	5007	STREETFRONT COMMERCIAL	acre	1.2	1414	1023
1078	5009	OTHER COMMERCIAL	acre	1.4	205	155
1078	6002	LOW RISE OFFICE	acre	0.6	229	181
1078	9101	INACTIVE USE	acre	0.0	0	0
1078		TOTAL			4902	3364
1079	101	SINGLE FAMILY	du	1.0	11	8
1079	1503	RESORT	acre	9.0	1414	868
1079	5007	STREETFRONT COMMERCIAL	acre	1.5	1744	1259
1079		TOTAL			3169	2135
1080	101	SINGLE FAMILY	du	54.0	624	442

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1080	102	MULTI-FAMILY	du	8.0	76	52
1080	4112	RIGHT-OF-WAY	acre	2.7	0	0
1080	9101	INACTIVE USE	acre	0.6	0	0
1080		TOTAL			700	494
1081	102	MULTI-FAMILY	du	204.0	1985	1332
1081	2103	LIGHT INDUSTRY	acre	5.8	450	371
1081	2104	WAREHOUSING	acre	0.6	60	51
1081	4112	RIGHT-OF-WAY	acre	6.8	0	0
1081	5001	WHOLESALE TRADE	acre	6.5	486	379
1081	5004	NEIGHBORHOOD COMMERCIAL	acre	11.5	14030	9866
1081	5007	STREETFRONT COMMERCIAL	acre	2.3	2810	2049
1081	5009	OTHER COMMERCIAL	acre	0.5	80	61
1081	6002	LOW RISE OFFICE	acre	0.3	117	92
1081	9101	INACTIVE USE	acre	2.6	0	0
1081	9700	MIXED USE 67% STREETFRONT	acre	4.5	3748	2727
1081		TOTAL			23766	16928
1082	4112	RIGHT-OF-WAY	acre	5.7	1	1
1082	5007	STREETFRONT COMMERCIAL	acre	1.4	1735	1265
1082	6502	HOSPITAL	acre	13.7	3746	2712
1082	6509	OTHER HEALTH CARE	acre	1.1	528	397
1082		TOTAL			6010	4375
1083	101	SINGLE FAMILY	du	130.0	1494	1063
1083	102	MULTI-FAMILY	du	1524.0	14068	9791
1083	4112	RIGHT-OF-WAY	acre	16.9	1	1
1083	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
1083	9101	INACTIVE USE	acre	23.9	5	4
1083	9702	MIXED USE 67% STREETFRONT	acre	4.4	3644	2652
1083		TOTAL			19212	13511
1084	2103	LIGHT INDUSTRY	acre	13.1	1266	1055
1084	4112	RIGHT-OF-WAY	acre	5.6	0	0
1084	4113	COMMUNICATION OR UTILITY	acre	24.4	350	295
1084		TOTAL			1616	1350
1085	1501	LOW-RISE HOTEL OR MOTEL	acre	3.9	1254	755
1085	2101	INDUSTRIAL PARK	acre	65.7	9333	7710
1085	4112	RIGHT-OF-WAY	acre	28.4	0	0
1085	4113	COMMUNICATION OR UTILITY	acre	3.3	10	8
1085	4114	PARKING	acre	10.2	1	1
1085	6002	LOW RISE OFFICE	acre	27.2	8559	6689
1085	9101	INACTIVE USE	acre	10.5	5	4
1085		TOTAL			19162	15167
1086	101	SINGLE FAMILY	du	349.0	3998	2849
1086	4112	RIGHT-OF-WAY	acre	4.4	0	0
1086	8001	ORCHARDS OR VINEYARD	acre	0.9	0	0
1086	9101	INACTIVE USE	acre	5.6	0	0
1086		TOTAL			3998	2849

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1087	103	MOBILE HOME PARK	du	93.0	633	410
1087	1501	LOW-RISE HOTEL OR MOTEL	acre	5.4	1785	1090
1087	1503	RESORT	acre	3.5	529	318
1087	2101	INDUSTRIAL PARK	acre	0.8	134	111
1087	4112	RIGHT-OF-WAY	acre	43.8	0	0
1087	7210	OTHER RECREATION-HIGH	acre	8.5	449	302
1087	7605	PASSIVE BEACH	acre	13.7	26	17
1087	9101	INACTIVE USE	acre	10.9	0	0
1087		TOTAL			3556	2248
1088	101	SINGLE FAMILY	du	702.0	7863	5670
1088	102	MULTI-FAMILY	du	182.0	1651	1162
1088	4112	RIGHT-OF-WAY	acre	25.7	0	0
1088	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	3891	2772
1088	6102	CHURCH	acre	0.9	44	34
1088	7204	GOLF COURSE	acre	36.3	0	0
1088	7205	GOLF CLUB HOUSE	site	1.0	656	445
1088	8001	ORCHARDS OR VINEYARD	acre	88.5	7	6
1088	9101	INACTIVE USE	acre	38.7	0	0
1088		TOTAL			14112	10089
1089	102	MULTI-FAMILY	du	271.0	2786	1795
1089	4112	RIGHT-OF-WAY	acre	2.0	0	0
1089	9101	INACTIVE USE	acre	3.2	0	0
1089		TOTAL			2786	1795
1090	101	SINGLE FAMILY	du	166.0	1963	1365
1090	102	MULTI-FAMILY	du	13.0	128	85
1090	4112	RIGHT-OF-WAY	acre	10.7	1	1
1090	6002	LOW RISE OFFICE	acre	1.3	407	318
1090	6509	OTHER HEALTH CARE	acre	0.6	290	215
1090	9101	INACTIVE USE	acre	0.2	0	0
1090		TOTAL			2789	1984
1091	101	SINGLE FAMILY	du	38.0	430	310
1091	102	MULTI-FAMILY	du	57.0	500	352
1091	2101	INDUSTRIAL PARK	acre	1.9	267	220
1091	4112	RIGHT-OF-WAY	acre	11.3	0	0
1091	4114	PARKING	acre	0.7	0	0
1091	6002	LOW RISE OFFICE	acre	1.3	332	254
1091	6509	OTHER HEALTH CARE	acre	7.7	3224	2364
1091	7601	ACTIVE PARK	acre	32.1	2029	1319
1091	9101	INACTIVE USE	acre	156.4	0	0
1091	9500	UNDER CONTRUCTION	acre	2.0	11	9
1091		TOTAL			6793	4828
1092	101	SINGLE FAMILY	du	11.0	133	91
1092	102	MULTI-FAMILY	du	160.0	1613	1049
1092	4112	RIGHT-OF-WAY	acre	2.7	1	1
1092	5009	OTHER COMMERCIAL	acre	1.3	186	141
1092	9101	INACTIVE USE	acre	1.6	0	0
1092		TOTAL			1933	1282

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1093	2101	INDUSTRIAL PARK	acre	58.6	8282	6840
1093	2105	PUBLIC STORAGE	acre	4.3	116	97
1093	4112	RIGHT-OF-WAY	acre	9.9	0	0
1093	4114	PARKING	acre	11.1	30	26
1093	6002	LOW RISE OFFICE	acre	11.4	3637	2846
1093		TOTAL			12065	9809
1094	101	SINGLE FAMILY	du	2.0	22	16
1094	4112	RIGHT-OF-WAY	acre	2.6	1	1
1094	5007	STREETFRONT COMMERCIAL	acre	3.7	4394	3178
1094	5008	SERVICE STATION	acre	0.9	3565	2603
1094	5009	OTHER COMMERCIAL	acre	2.4	329	248
1094	6002	LOW RISE OFFICE	acre	2.4	1013	813
1094	9101	INACTIVE USE	acre	10.1	0	0
1094		TOTAL			9324	6859
1095	101	SINGLE FAMILY	du	3.0	33	24
1095	102	MULTI-FAMILY	du	6.0	55	39
1095	4112	RIGHT-OF-WAY	acre	5.6	1	1
1095	5006	AUTO COMMERCIAL	acre	0.3	138	97
1095	5007	STREETFRONT COMMERCIAL	acre	2.1	2460	1777
1095	5009	OTHER COMMERCIAL	acre	2.9	395	297
1095	6509	OTHER HEALTH CARE	acre	3.1	1523	1147
1095	9101	INACTIVE USE	acre	0.6	0	0
1095		TOTAL			4605	3382
1096	101	SINGLE FAMILY	du	194.0	2277	1602
1096	1409	OTHER GROUP QUARTERS	acre	2.0	8	6
1096	4112	RIGHT-OF-WAY	acre	13.4	2	2
1096	6102	CHURCH	acre	2.5	126	97
1096	6809	OTHER SCHOOL	acre	0.9	156	129
1096	9101	INACTIVE USE	acre	4.3	0	0
1096		TOTAL			2569	1836
1097	101	SINGLE FAMILY	du	1.0	11	8
1097	2103	LIGHT INDUSTRY	acre	27.8	2148	1771
1097	2104	WAREHOUSING	acre	4.4	251	211
1097	2301	JUNKYARD/DUMP/LANDFILL	acre	3.1	60	50
1097	4112	RIGHT-OF-WAY	acre	4.0	0	0
1097	5007	STREETFRONT COMMERCIAL	acre	1.5	1767	1279
1097	5009	OTHER COMMERCIAL	acre	2.5	297	219
1097	6104	POST OFFICE	acre	7.0	7178	4988
1097	9101	INACTIVE USE	acre	1.3	0	0
1097		TOTAL			11712	8526
1098	2103	LIGHT INDUSTRY	acre	27.6	2248	1859
1098	4112	RIGHT-OF-WAY	acre	8.3	0	0
1098		TOTAL			2248	1859
1099	101	SINGLE FAMILY	du	1.0	12	8
1099	102	MULTI-FAMILY	du	132.0	1258	855

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1099	1501	LOW-RISE HOTEL OR MOTEL	acre	5.7	1889	1157
1099	4112	RIGHT-OF-WAY	acre	4.5	0	0
1099	5004	NEIGHBORHOOD COMMERCIAL	acre	7.0	8631	6071
1099	7210	OTHER RECREATION-HIGH	acre	6.7	356	240
1099	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
1099	9101	INACTIVE USE	acre	23.4	0	0
1099		TOTAL			12146	8331
1100	4112	RIGHT-OF-WAY	acre	4.2	0	0
1100	6002	LOW RISE OFFICE	acre	11.0	2844	2171
1100	9101	INACTIVE USE	acre	2.2	0	0
1100		TOTAL			2844	2171
1101	2101	INDUSTRIAL PARK	acre	9.7	1246	1024
1101	4112	RIGHT-OF-WAY	acre	10.1	0	0
1101	9101	INACTIVE USE	acre	13.2	0	0
1101		TOTAL			1246	1024
1102	101	SINGLE FAMILY	du	119.0	1478	990
1102	102	MULTI-FAMILY	du	128.0	1261	835
1102	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
1102	4112	RIGHT-OF-WAY	acre	11.7	1	1
1102	6002	LOW RISE OFFICE	acre	1.3	406	317
1102	6509	OTHER HEALTH CARE	acre	4.7	2230	1669
1102	9101	INACTIVE USE	acre	1.6	0	0
1102		TOTAL			5377	3813
1103	102	MULTI-FAMILY	du	204.0	2041	1333
1103	4112	RIGHT-OF-WAY	acre	4.2	1	1
1103	5007	STREETFRONT COMMERCIAL	acre	2.1	2531	1831
1103		TOTAL			4573	3165
1104	101	SINGLE FAMILY	du	4.0	45	32
1104	102	MULTI-FAMILY	du	13.0	121	84
1104	4112	RIGHT-OF-WAY	acre	5.6	17	15
1104	5007	STREETFRONT COMMERCIAL	acre	3.5	4434	3244
1104	6002	LOW RISE OFFICE	acre	3.3	998	776
1104	6509	OTHER HEALTH CARE	acre	0.0	17	12
1104	9101	INACTIVE USE	acre	0.5	0	0
1104		TOTAL			5632	4163
1105	102	MULTI-FAMILY	du	159.0	1583	1039
1105	4112	RIGHT-OF-WAY	acre	1.9	0	0
1105	6003	GOV'T OFFICE OR CENTER	acre	14.6	13687	10155
1105	9101	INACTIVE USE	acre	2.4	0	0
1105	9702	MIXED USE 67% STREETFRONT	acre	3.5	2930	2132
1105		TOTAL			18200	13326
1106	101	SINGLE FAMILY	du	141.0	1636	1157
1106	102	MULTI-FAMILY	du	60.0	576	391
1106	4112	RIGHT-OF-WAY	acre	8.5	0	0
1106		TOTAL			2212	1548

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1107	101	SINGLE FAMILY	du	75.0	876	612
1107	2201	EXTRACTIVE INDUSTRY	acre	35.2	26	21
1107	4112	RIGHT-OF-WAY	acre	14.1	0	0
1107	7601	ACTIVE PARK	acre	58.2	3681	2392
1107	9101	INACTIVE USE	acre	184.5	0	0
1107		TOTAL			4583	3025
1108	4112	RIGHT-OF-WAY	acre	4.8	0	0
1108	6002	LOW RISE OFFICE	acre	6.7	1998	1553
1108	9101	INACTIVE USE	acre	24.0	0	0
1108		TOTAL			1998	1553
1109	101	SINGLE FAMILY	du	19.0	218	155
1109	2103	LIGHT INDUSTRY	acre	2.5	458	388
1109	4112	RIGHT-OF-WAY	acre	4.5	4	3
1109	4114	PARKING	acre	0.8	0	0
1109	5009	OTHER COMMERCIAL	acre	0.3	81	66
1109	6002	LOW RISE OFFICE	acre	1.1	289	222
1109	6102	CHURCH	acre	0.4	21	16
1109	7601	ACTIVE PARK	acre	0.3	20	13
1109		TOTAL			1091	863
1110	101	SINGLE FAMILY	du	4.0	51	34
1110	1501	LOW-RISE HOTEL OR MOTEL	acre	2.6	853	516
1110	2103	LIGHT INDUSTRY	acre	10.1	782	644
1110	4112	RIGHT-OF-WAY	acre	2.8	0	0
1110	5007	STREETFRONT COMMERCIAL	acre	1.2	1445	1048
1110	6105	FIRE OR POLICE STATION	site	1.0	280	206
1110	9101	INACTIVE USE	acre	1.3	0	0
1110		TOTAL			3411	2448
1111	2101	INDUSTRIAL PARK	acre	50.3	7769	6442
1111	4112	RIGHT-OF-WAY	acre	8.2	3	3
1111	6807	SCHOOL DISTRICT OFFICE	acre	6.3	1928	1520
1111		TOTAL			9700	7965
1112	2103	LIGHT INDUSTRY	acre	36.4	3603	3003
1112	4112	RIGHT-OF-WAY	acre	7.0	0	0
1112		TOTAL			3603	3003
1113	101	SINGLE FAMILY	du	232.0	2663	1893
1113	4112	RIGHT-OF-WAY	acre	13.9	0	0
1113	9101	INACTIVE USE	acre	50.8	0	0
1113		TOTAL			2663	1893
1114	2101	INDUSTRIAL PARK	acre	38.9	6054	5021
1114	2103	LIGHT INDUSTRY	acre	40.9	4094	3414
1114	4112	RIGHT-OF-WAY	acre	13.0	1	1
1114	4113	COMMUNICATION OR UTILITY	acre	3.0	9	7
1114	9500	UNDER CONTRUCTION	acre	3.6	21	16
1114		TOTAL			10179	8459

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1115	4112	RIGHT-OF-WAY	acre	4.5	0	0
1115	9101	INACTIVE USE	acre	9.2	0	0
1115		TOTAL			0	0
1116	2103	LIGHT INDUSTRY	acre	20.0	1420	1166
1116	2105	PUBLIC STORAGE	acre	2.5	68	57
1116	4112	RIGHT-OF-WAY	acre	4.5	0	0
1116	4119	OTHER TRANSPORTATION	acre	10.2	1140	874
1116	9101	INACTIVE USE	acre	7.8	0	0
1116		TOTAL			2628	2097
1117	101	SINGLE FAMILY	du	94.0	1067	764
1117	4112	RIGHT-OF-WAY	acre	6.1	0	0
1117	9101	INACTIVE USE	acre	7.9	0	0
1117		TOTAL			1067	764
1118	101	SINGLE FAMILY	du	623.0	7213	5113
1118	102	MULTI-FAMILY	du	183.0	1664	1137
1118	2104	WAREHOUSING	acre	7.0	272	225
1118	4112	RIGHT-OF-WAY	acre	41.2	0	0
1118	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
1118	6809	OTHER SCHOOL	acre	1.2	222	183
1118	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
1118	9101	INACTIVE USE	acre	21.8	0	0
1118		TOTAL			11589	7863
1119	4112	RIGHT-OF-WAY	acre	7.2	0	0
1119	4114	PARKING	acre	4.6	44	38
1119	5003	COMMUNITY COMMERCIAL	acre	14.0	10825	7626
1119		TOTAL			10869	7664
1120	101	SINGLE FAMILY	du	14.0	160	113
1120	2101	INDUSTRIAL PARK	acre	8.9	1412	1172
1120	2103	LIGHT INDUSTRY	acre	13.4	1270	1057
1120	4112	RIGHT-OF-WAY	acre	1.0	0	0
1120	4114	PARKING	acre	1.3	0	0
1120	6502	HOSPITAL	acre	56.3	15754	11450
1120	9101	INACTIVE USE	acre	19.0	0	0
1120		TOTAL			18596	13792
1121	101	SINGLE FAMILY	du	162.0	1858	1326
1121	4112	RIGHT-OF-WAY	acre	22.8	0	0
1121	6109	OTHER PUBLIC SERVICE	acre	0.7	228	161
1121	6806	ELEMENTARY SCHOOL	site	1.0	2282	1261
1121	9101	INACTIVE USE	acre	35.8	0	0
1121		TOTAL			4368	2748
1122	101	SINGLE FAMILY	du	13.0	145	105
1122	102	MULTI-FAMILY	du	184.0	1806	1195
1122	4112	RIGHT-OF-WAY	acre	7.2	4	3

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1122	4114	PARKING	acre	0.1	0	0
1122	5007	STREETFRONT COMMERCIAL	acre	2.5	3099	2257
1122	6002	LOW RISE OFFICE	acre	0.3	88	70
1122	6509	OTHER HEALTH CARE	acre	4.1	1917	1433
1122		TOTAL			7059	5063
1123	2103	LIGHT INDUSTRY	acre	45.4	3940	3267
1123	4112	RIGHT-OF-WAY	acre	9.7	1	1
1123	6003	GOV'T OFFICE OR CENTER	acre	0.9	871	644
1123		TOTAL			4812	3912
1124	2101	INDUSTRIAL PARK	acre	23.6	3059	2516
1124	4112	RIGHT-OF-WAY	acre	23.4	1	1
1124	4113	COMMUNICATION OR UTILITY	acre	39.6	155	123
1124	4114	PARKING	acre	1.0	17	14
1124	5008	SERVICE STATION	acre	0.9	3760	2745
1124	6002	LOW RISE OFFICE	acre	5.3	2178	1745
1124	9101	INACTIVE USE	acre	21.6	0	0
1124		TOTAL			9170	7144
1125	101	SINGLE FAMILY	du	4.0	43	32
1125	4112	RIGHT-OF-WAY	acre	2.0	0	0
1125	6806	ELEMENTARY SCHOOL	site	1.0	2305	1280
1125	6809	OTHER SCHOOL	acre	1.3	232	192
1125	7601	ACTIVE PARK	acre	10.5	666	433
1125	7607	RESIDENTIAL RECREATION	acre	1.0	0	0
1125	9101	INACTIVE USE	acre	16.6	0	0
1125		TOTAL			3246	1937
1126	101	SINGLE FAMILY	du	345.0	4015	2834
1126	4112	RIGHT-OF-WAY	acre	25.8	0	0
1126	6102	CHURCH	acre	12.9	637	492
1126	7607	RESIDENTIAL RECREATION	acre	2.1	0	0
1126	9101	INACTIVE USE	acre	114.1	0	0
1126	9500	UNDER CONTRUCTION	acre	3.1	17	14
1126		TOTAL			4669	3340
1127	1501	LOW-RISE HOTEL OR MOTEL	acre	2.4	874	554
1127	2104	WAREHOUSING	acre	1.1	43	36
1127	2105	PUBLIC STORAGE	acre	3.4	92	77
1127	4112	RIGHT-OF-WAY	acre	30.8	0	0
1127	4114	PARKING	acre	0.4	0	0
1127	5007	STREETFRONT COMMERCIAL	acre	0.9	1185	865
1127	5008	SERVICE STATION	acre	0.5	2046	1493
1127	5009	OTHER COMMERCIAL	acre	4.2	537	399
1127	6002	LOW RISE OFFICE	acre	4.2	1020	771
1127	9101	INACTIVE USE	acre	2.6	0	0
1127		TOTAL			5797	4195
1128	4112	RIGHT-OF-WAY	acre	4.5	28	24
1128	5007	STREETFRONT COMMERCIAL	acre	4.9	6003	4362
1128		TOTAL			6031	4386

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1129	101	SINGLE FAMILY	du	193.0	2276	1585
1129	102	MULTI-FAMILY	du	56.0	549	365
1129	4112	RIGHT-OF-WAY	acre	12.1	1	1
1129	9101	INACTIVE USE	acre	2.6	0	0
1129		TOTAL			2826	1951
1130	4119	OTHER TRANSPORTATION	acre	4.1	413	312
1130	5007	STREETFRONT COMMERCIAL	acre	2.2	2575	1865
1130	5009	OTHER COMMERCIAL	acre	2.8	356	265
1130	6002	LOW RISE OFFICE	acre	2.7	1233	996
1130	6809	OTHER SCHOOL	acre	3.2	577	476
1130		TOTAL			5154	3914
1131	4112	RIGHT-OF-WAY	acre	5.1	0	0
1131	5003	COMMUNITY COMMERCIAL	acre	22.7	17609	12415
1131	9101	INACTIVE USE	acre	15.7	0	0
1131		TOTAL			17609	12415
1132	101	SINGLE FAMILY	du	173.0	2005	1419
1132	102	MULTI-FAMILY	du	78.0	754	509
1132	4112	RIGHT-OF-WAY	acre	13.8	1	1
1132	9101	INACTIVE USE	acre	0.3	0	0
1132		TOTAL			2760	1929
1133	101	SINGLE FAMILY	du	9.0	91	68
1133	4112	RIGHT-OF-WAY	acre	45.7	0	0
1133	9101	INACTIVE USE	acre	1813.2	0	0
1133		TOTAL			91	68
1134	2103	LIGHT INDUSTRY	acre	7.9	514	420
1134	4112	RIGHT-OF-WAY	acre	2.7	0	0
1134	4119	OTHER TRANSPORTATION	acre	6.7	677	512
1134	9101	INACTIVE USE	acre	10.5	0	0
1134		TOTAL			1191	932
1135	101	SINGLE FAMILY	du	396.0	4551	3238
1135	4112	RIGHT-OF-WAY	acre	18.8	0	0
1135	6102	CHURCH	acre	4.3	211	163
1135	9101	INACTIVE USE	acre	3.0	0	0
1135		TOTAL			4762	3401
1136	101	SINGLE FAMILY	du	197.0	2256	1614
1136	4112	RIGHT-OF-WAY	acre	17.6	0	0
1136	8001	ORCHARDS OR VINEYARD	acre	4.4	0	0
1136	8003	FIELD CROPS	acre	9.8	1	1
1136	9101	INACTIVE USE	acre	15.5	0	0
1136		TOTAL			2257	1615
1137	102	MULTI-FAMILY	du	29.0	280	190
1137	4112	RIGHT-OF-WAY	acre	3.4	3	3
1137	5007	STREETFRONT COMMERCIAL	acre	5.0	6110	4450
1137		TOTAL			6393	4643

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1138	2103	LIGHT INDUSTRY	acre	17.7	1284	1056
1138	4112	RIGHT-OF-WAY	acre	8.8	1	1
1138	5009	OTHER COMMERCIAL	acre	6.6	857	640
1138		TOTAL			2142	1697
1139	2103	LIGHT INDUSTRY	acre	1.5	144	120
1139	4113	COMMUNICATION OR UTILITY	acre	27.0	109	86
1139	6002	LOW RISE OFFICE	acre	8.9	3274	2598
1139	9101	INACTIVE USE	acre	9.6	0	0
1139	9500	UNDER CONTRUCTION	acre	10.5	59	47
1139		TOTAL			3586	2851
1140	101	SINGLE FAMILY	du	46.0	501	357
1140	4112	RIGHT-OF-WAY	acre	36.0	0	0
1140	6105	FIRE OR POLICE STATION	site	1.0	254	184
1140	7211	OTHER RECREATION-LOW	acre	80.1	507	347
1140	8001	ORCHARDS OR VINEYARD	acre	9.9	1	1
1140	8002	INTENSIVE AGRICULTURE	acre	261.1	60	49
1140	8003	FIELD CROPS	acre	528.1	48	36
1140	9101	INACTIVE USE	acre	5774.8	0	0
1140		TOTAL			1371	974
1141	4112	RIGHT-OF-WAY	acre	3.0	11	9
1141	4114	PARKING	acre	1.2	0	0
1141	5007	STREETFRONT COMMERCIAL	acre	2.3	2968	2173
1141	6002	LOW RISE OFFICE	acre	1.8	475	364
1141		TOTAL			3454	2546
1142	101	SINGLE FAMILY	du	248.0	2846	2025
1142	4112	RIGHT-OF-WAY	acre	18.0	0	0
1142	7601	ACTIVE PARK	acre	29.7	1880	1222
1142	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
1142	9101	INACTIVE USE	acre	28.1	0	0
1142		TOTAL			4726	3247
1143	101	SINGLE FAMILY	du	31.0	170	127
1143	4112	RIGHT-OF-WAY	acre	52.5	0	0
1143	4113	COMMUNICATION OR UTILITY	acre	5.0	10	8
1143	5009	OTHER COMMERCIAL	acre	12.5	1024	757
1143	6002	LOW RISE OFFICE	acre	2.1	337	255
1143	8003	FIELD CROPS	acre	1779.2	99	76
1143	9101	INACTIVE USE	acre	677.4	0	0
1143		TOTAL			1640	1223
1144	101	SINGLE FAMILY	du	6.0	69	48
1144	4112	RIGHT-OF-WAY	acre	6.6	3	3
1144	5007	STREETFRONT COMMERCIAL	acre	0.5	590	429
1144	6002	LOW RISE OFFICE	acre	6.4	2700	2166
1144	6102	CHURCH	acre	0.9	52	41
1144	6103	LIBRARY	acre	2.1	887	609
1144		TOTAL			4301	3296

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1145	2101	INDUSTRIAL PARK	acre	28.4	4383	3634
1145	5008	SERVICE STATION	acre	1.7	6719	4905
1145	6002	LOW RISE OFFICE	acre	3.0	808	619
1145	9101	INACTIVE USE	acre	47.2	0	0
1145		TOTAL			11910	9158
1146	101	SINGLE FAMILY	du	192.0	2210	1573
1146	4112	RIGHT-OF-WAY	acre	7.6	0	0
1146	6102	CHURCH	acre	6.0	300	232
1146	9101	INACTIVE USE	acre	21.3	0	0
1146		TOTAL			2510	1805
1147	101	SINGLE FAMILY	du	363.0	4189	2971
1147	102	MULTI-FAMILY	du	55.0	545	362
1147	1409	OTHER GROUP QUARTERS	acre	0.8	3	2
1147	4112	RIGHT-OF-WAY	acre	26.5	2	2
1147	6102	CHURCH	acre	2.4	118	91
1147	9101	INACTIVE USE	acre	0.3	0	0
1147		TOTAL			4857	3428
1148	101	SINGLE FAMILY	du	198.0	2266	1615
1148	102	MULTI-FAMILY	du	481.0	4328	2970
1148	4112	RIGHT-OF-WAY	acre	14.4	0	0
1148	7607	RESIDENTIAL RECREATION	acre	6.9	0	0
1148	9101	INACTIVE USE	acre	31.7	0	0
1148		TOTAL			6594	4585
1149	102	MULTI-FAMILY	du	67.0	630	435
1149	2104	WAREHOUSING	acre	4.1	227	190
1149	4112	RIGHT-OF-WAY	acre	9.8	0	0
1149	6002	LOW RISE OFFICE	acre	0.9	285	223
1149	9101	INACTIVE USE	acre	1.1	0	0
1149	9702	MIXED USE 67% STREETFRONT	acre	9.1	7539	5486
1149		TOTAL			8681	6334
1150	4112	RIGHT-OF-WAY	acre	2.6	1	1
1150	5007	STREETFRONT COMMERCIAL	acre	3.7	4685	3431
1150	6002	LOW RISE OFFICE	acre	1.4	457	359
1150		TOTAL			5143	3791
1151	2101	INDUSTRIAL PARK	acre	51.3	7861	6516
1151	4112	RIGHT-OF-WAY	acre	8.8	3	3
1151	6003	GOV'T OFFICE OR CENTER	acre	2.3	1982	1452
1151		TOTAL			9846	7971
1152	2103	LIGHT INDUSTRY	acre	14.5	1177	973
1152	4112	RIGHT-OF-WAY	acre	5.5	2	2
1152	5006	AUTO COMMERCIAL	acre	4.3	1767	1240
1152	5009	OTHER COMMERCIAL	acre	2.7	332	245
1152	9101	INACTIVE USE	acre	0.3	0	0
1152		TOTAL			3278	2460

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1153	4112	RIGHT-OF-WAY	acre	2.4	5	4
1153	5007	STREETFRONT COMMERCIAL	acre	4.4	5295	3832
1153		TOTAL			5300	3836
1154	101	SINGLE FAMILY	du	160.0	1835	1304
1154	4112	RIGHT-OF-WAY	acre	8.4	0	0
1154	4113	COMMUNICATION OR UTILITY	acre	10.1	30	23
1154	9101	INACTIVE USE	acre	449.8	0	0
1154		TOTAL			1865	1327
1155	101	SINGLE FAMILY	du	273.0	3090	2229
1155	4112	RIGHT-OF-WAY	acre	30.2	0	0
1155	4114	PARKING	acre	3.6	0	0
1155	6102	CHURCH	acre	3.5	219	174
1155	9101	INACTIVE USE	acre	74.0	0	0
1155		TOTAL			3309	2403
1156	101	SINGLE FAMILY	du	97.0	1079	781
1156	4112	RIGHT-OF-WAY	acre	9.4	0	0
1156	9101	INACTIVE USE	acre	8.7	2	2
1156		TOTAL			1081	783
1157	101	SINGLE FAMILY	du	39.0	218	160
1157	4112	RIGHT-OF-WAY	acre	18.5	0	0
1157	8001	ORCHARDS OR VINEYARD	acre	77.9	6	4
1157	8003	FIELD CROPS	acre	115.9	6	5
1157	9101	INACTIVE USE	acre	468.4	0	0
1157		TOTAL			230	169
1158	101	SINGLE FAMILY	du	187.0	1083	777
1158	1501	LOW-RISE HOTEL OR MOTEL	acre	4.3	933	562
1158	2103	LIGHT INDUSTRY	acre	9.7	351	283
1158	2201	EXTRACTIVE INDUSTRY	acre	13.8	7	6
1158	4112	RIGHT-OF-WAY	acre	71.8	0	0
1158	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
1158	5009	OTHER COMMERCIAL	acre	8.3	618	449
1158	6807	SCHOOL DISTRICT OFFICE	acre	2.9	212	160
1158	7210	OTHER RECREATION-HIGH	acre	2.7	96	65
1158	7211	OTHER RECREATION-LOW	acre	48.1	204	140
1158	8001	ORCHARDS OR VINEYARD	acre	240.0	18	15
1158	8003	FIELD CROPS	acre	221.6	23	18
1158	9101	INACTIVE USE	acre	1264.7	0	0
1158		TOTAL			3545	2475
1159	101	SINGLE FAMILY	du	7.0	81	57
1159	102	MULTI-FAMILY	du	86.0	847	561
1159	4112	RIGHT-OF-WAY	acre	3.5	0	0
1159	4114	PARKING	acre	0.3	0	0
1159	5007	STREETFRONT COMMERCIAL	acre	1.6	1919	1390
1159	6002	LOW RISE OFFICE	acre	3.0	892	692
1159	6807	SCHOOL DISTRICT OFFICE	acre	0.3	99	78

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1159	7601	ACTIVE PARK	acre	2.4	410	322
1159	9702	MIXED USE 67% STREETFRONT	acre	0.8	670	487
1159		TOTAL			4918	3587
1160	2103	LIGHT INDUSTRY	acre	26.2	2428	2018
1160	4112	RIGHT-OF-WAY	acre	3.2	0	0
1160		TOTAL			2428	2018
1161	4112	RIGHT-OF-WAY	acre	7.5	5	4
1161	5007	STREETFRONT COMMERCIAL	acre	4.4	5367	3907
1161		TOTAL			5372	3911
1162	101	SINGLE FAMILY	du	52.0	616	428
1162	102	MULTI-FAMILY	du	57.0	552	373
1162	4112	RIGHT-OF-WAY	acre	6.4	0	0
1162	6002	LOW RISE OFFICE	acre	1.5	471	368
1162	6102	CHURCH	acre	1.3	64	49
1162		TOTAL			1703	1218
1163	1501	LOW-RISE HOTEL OR MOTEL	acre	3.6	1172	710
1163	2103	LIGHT INDUSTRY	acre	12.6	1154	959
1163	4112	RIGHT-OF-WAY	acre	32.1	4	3
1163	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	3748	2649
1163	5007	STREETFRONT COMMERCIAL	acre	4.4	5372	3904
1163	5008	SERVICE STATION	acre	2.0	7752	5660
1163	9101	INACTIVE USE	acre	6.7	0	0
1163		TOTAL			19202	13885
1164	101	SINGLE FAMILY	du	8.0	91	66
1164	2101	INDUSTRIAL PARK	acre	1.1	134	109
1164	4112	RIGHT-OF-WAY	acre	6.3	2	2
1164	5008	SERVICE STATION	acre	0.4	1670	1219
1164	6002	LOW RISE OFFICE	acre	4.5	1606	1270
1164	6105	FIRE OR POLICE STATION	site	1.0	453	355
1164	9101	INACTIVE USE	acre	0.7	0	0
1164		TOTAL			3956	3021
1165	2101	INDUSTRIAL PARK	acre	1.1	139	114
1165	4112	RIGHT-OF-WAY	acre	4.5	2	2
1165	5004	NEIGHBORHOOD COMMERCIAL	acre	8.9	10971	7730
1165	9101	INACTIVE USE	acre	1.8	0	0
1165		TOTAL			11112	7846
1166	101	SINGLE FAMILY	du	40.0	477	330
1166	102	MULTI-FAMILY	du	35.0	346	230
1166	4112	RIGHT-OF-WAY	acre	3.8	1	1
1166	5007	STREETFRONT COMMERCIAL	acre	3.2	3904	2843
1166	5008	SERVICE STATION	acre	0.3	1245	909
1166	9500	UNDER CONTRUCTION	acre	3.6	20	16
1166		TOTAL			5993	4329

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1167	101	SINGLE FAMILY	du	489.0	5619	4005
1167	4112	RIGHT-OF-WAY	acre	32.1	0	0
1167	9101	INACTIVE USE	acre	60.4	0	0
1167		TOTAL			5619	4005
1168	101	SINGLE FAMILY	du	81.0	986	670
1168	102	MULTI-FAMILY	du	131.0	1315	860
1168	4112	RIGHT-OF-WAY	acre	9.3	2	2
1168	5007	STREETFRONT COMMERCIAL	acre	1.1	1415	1034
1168	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
1168	9702	MIXED USE 67% STREETFRONT	acre	2.8	2302	1675
1168		TOTAL			8132	5354
1169	4112	RIGHT-OF-WAY	acre	1.3	0	0
1169	5004	NEIGHBORHOOD COMMERCIAL	acre	11.2	14099	9980
1169	9101	INACTIVE USE	acre	3.7	0	0
1169		TOTAL			14099	9980
1170	101	SINGLE FAMILY	du	197.0	2346	1626
1170	102	MULTI-FAMILY	du	6.0	56	39
1170	4112	RIGHT-OF-WAY	acre	14.5	1	1
1170	5007	STREETFRONT COMMERCIAL	acre	1.3	1542	1121
1170	6102	CHURCH	acre	1.3	93	75
1170	7607	RESIDENTIAL RECREATION	acre	0.1	0	0
1170	9101	INACTIVE USE	acre	0.2	0	0
1170	9500	UNDER CONTRUCTION	acre	0.2	1	1
1170		TOTAL			4039	2863
1171	101	SINGLE FAMILY	du	250.0	2859	2047
1171	2201	EXTRACTIVE INDUSTRY	acre	12.1	9	7
1171	4112	RIGHT-OF-WAY	acre	40.1	0	0
1171	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
1171	8001	ORCHARDS OR VINEYARD	acre	225.3	51	42
1171	8002	INTENSIVE AGRICULTURE	acre	1.2	0	0
1171	8003	FIELD CROPS	acre	128.8	28	23
1171	9101	INACTIVE USE	acre	30.3	0	0
1171	9500	UNDER CONTRUCTION	acre	2.5	14	11
1171		TOTAL			2962	2131
1172	101	SINGLE FAMILY	du	5.0	55	40
1172	2101	INDUSTRIAL PARK	acre	9.5	1360	1123
1172	4112	RIGHT-OF-WAY	acre	20.4	2	2
1172	5007	STREETFRONT COMMERCIAL	acre	1.1	1363	987
1172	9101	INACTIVE USE	acre	0.4	0	0
1172		TOTAL			2780	2152
1173	101	SINGLE FAMILY	du	388.0	4424	3170
1173	4112	RIGHT-OF-WAY	acre	51.8	0	0
1173	7204	GOLF COURSE	acre	38.0	0	0
1173	7607	RESIDENTIAL RECREATION	acre	5.3	0	0
1173	9101	INACTIVE USE	acre	147.6	0	0
1173		TOTAL			4424	3170

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1174	5006	AUTO COMMERCIAL	acre	11.1	4671	3299
1174	9101	INACTIVE USE	acre	0.3	0	0
1174		TOTAL			4671	3299
1175	101	SINGLE FAMILY	du	134.0	1642	1118
1175	1409	OTHER GROUP QUARTERS	acre	5.4	21	16
1175	4112	RIGHT-OF-WAY	acre	14.2	7	6
1175	5007	STREETFRONT COMMERCIAL	acre	2.4	2843	2054
1175	5008	SERVICE STATION	acre	0.8	3161	2308
1175	9101	INACTIVE USE	acre	4.9	0	0
1175		TOTAL			7674	5502
1176	101	SINGLE FAMILY	du	749.0	8763	6171
1176	102	MULTI-FAMILY	du	120.0	1110	749
1176	4112	RIGHT-OF-WAY	acre	18.1	0	0
1176	7601	ACTIVE PARK	acre	24.2	1531	995
1176	7607	RESIDENTIAL RECREATION	acre	1.2	0	0
1176	8002	INTENSIVE AGRICULTURE	acre	4.2	9	8
1176	8003	FIELD CROPS	acre	16.9	2	1
1176	9101	INACTIVE USE	acre	80.3	0	0
1176		TOTAL			11415	7924
1177	101	SINGLE FAMILY	du	17.0	208	141
1177	102	MULTI-FAMILY	du	71.0	720	469
1177	4112	RIGHT-OF-WAY	acre	6.4	2	2
1177	5007	STREETFRONT COMMERCIAL	acre	2.2	2722	1978
1177	5008	SERVICE STATION	acre	0.3	1282	936
1177	5009	OTHER COMMERCIAL	acre	1.3	191	146
1177	6102	CHURCH	acre	1.3	73	57
1177		TOTAL			5198	3729
1178	101	SINGLE FAMILY	du	73.0	833	596
1178	4112	RIGHT-OF-WAY	acre	5.9	0	0
1178	9101	INACTIVE USE	acre	0.6	0	0
1178		TOTAL			833	596
1179	4112	RIGHT-OF-WAY	acre	8.0	2	2
1179	5006	AUTO COMMERCIAL	acre	37.3	16216	11532
1179	9101	INACTIVE USE	acre	5.7	0	0
1179		TOTAL			16218	11534
1180	101	SINGLE FAMILY	du	50.0	592	412
1180	102	MULTI-FAMILY	du	119.0	1164	780
1180	2101	INDUSTRIAL PARK	acre	5.4	1376	1160
1180	4112	RIGHT-OF-WAY	acre	10.8	0	0
1180	4113	COMMUNICATION OR UTILITY	acre	3.5	10	8
1180	7601	ACTIVE PARK	acre	2.3	148	96
1180	9101	INACTIVE USE	acre	0.0	0	0
1180		TOTAL			3290	2456
1181	101	SINGLE FAMILY	du	114.0	1318	934

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1181	102	MULTI-FAMILY	du	58.0	531	374
1181	103	MOBILE HOME PARK	du	187.0	1223	804
1181	2101	INDUSTRIAL PARK	acre	23.0	3602	2988
1181	2103	LIGHT INDUSTRY	acre	4.0	314	260
1181	4112	RIGHT-OF-WAY	acre	10.4	0	0
1181	9101	INACTIVE USE	acre	11.9	0	0
1181		TOTAL			6988	5360
1182	101	SINGLE FAMILY	du	2.0	21	16
1182	4112	RIGHT-OF-WAY	acre	27.7	0	0
1182	5004	NEIGHBORHOOD COMMERCIAL	acre	5.5	6999	4957
1182	5009	OTHER COMMERCIAL	acre	1.6	212	159
1182	9101	INACTIVE USE	acre	1.7	0	0
1182		TOTAL			7232	5132
1183	101	SINGLE FAMILY	du	687.0	7890	5621
1183	102	MULTI-FAMILY	du	81.0	726	501
1183	4112	RIGHT-OF-WAY	acre	19.0	0	0
1183	7607	RESIDENTIAL RECREATION	acre	3.1	0	0
1183	9101	INACTIVE USE	acre	4.3	0	0
1183		TOTAL			8616	6122
1184	101	SINGLE FAMILY	du	228.0	2675	1876
1184	102	MULTI-FAMILY	du	13.0	128	85
1184	4112	RIGHT-OF-WAY	acre	9.6	0	0
1184	4113	COMMUNICATION OR UTILITY	acre	1.7	6	4
1184	6102	CHURCH	acre	3.1	152	117
1184	9101	INACTIVE USE	acre	2.9	0	0
1184	9500	UNDER CONTRUCTION	acre	0.4	2	2
1184		TOTAL			2963	2084
1185	101	SINGLE FAMILY	du	74.0	901	612
1185	2101	INDUSTRIAL PARK	acre	6.1	930	771
1185	4112	RIGHT-OF-WAY	acre	8.6	2	2
1185	5008	SERVICE STATION	acre	0.4	1492	1090
1185		TOTAL			3325	2475
1186	101	SINGLE FAMILY	du	237.0	2716	1939
1186	4112	RIGHT-OF-WAY	acre	19.3	0	0
1186	6102	CHURCH	acre	7.1	352	272
1186	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
1186	9101	INACTIVE USE	acre	13.3	0	0
1186		TOTAL			5180	3325
1187	101	SINGLE FAMILY	du	30.0	339	245
1187	102	MULTI-FAMILY	du	266.0	2397	1645
1187	4112	RIGHT-OF-WAY	acre	21.0	0	0
1187	4114	PARKING	acre	0.2	0	0
1187	7204	GOLF COURSE	acre	42.8	0	0
1187	7601	ACTIVE PARK	acre	1.7	108	70
1187	9101	INACTIVE USE	acre	33.2	0	0

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1187	9500	UNDER CONTRUCTION	acre	5.2	30	23
1187		TOTAL			2874	1983
1188	101	SINGLE FAMILY	du	183.0	2197	1514
1188	102	MULTI-FAMILY	du	59.0	615	391
1188	4112	RIGHT-OF-WAY	acre	18.5	0	0
1188	5006	AUTO COMMERCIAL	acre	1.1	440	310
1188	6102	CHURCH	acre	1.9	131	105
1188	6806	ELEMENTARY SCHOOL	site	1.0	2186	1177
1188	9101	INACTIVE USE	acre	0.5	0	0
1188		TOTAL			5569	3497
1189	101	SINGLE FAMILY	du	97.0	1138	800
1189	102	MULTI-FAMILY	du	56.0	537	368
1189	4112	RIGHT-OF-WAY	acre	7.3	7	6
1189	5007	STREETFRONT COMMERCIAL	acre	3.0	3817	2793
1189	6102	CHURCH	acre	0.5	29	23
1189	6509	OTHER HEALTH CARE	acre	0.1	70	53
1189	9101	INACTIVE USE	acre	0.6	0	0
1189		TOTAL			5598	4043
1190	101	SINGLE FAMILY	du	4.0	44	33
1190	4112	RIGHT-OF-WAY	acre	5.9	1	1
1190	5003	COMMUNITY COMMERCIAL	acre	32.5	25522	18047
1190		TOTAL			25567	18081
1191	101	SINGLE FAMILY	du	617.0	7071	5045
1191	4112	RIGHT-OF-WAY	acre	21.2	0	0
1191	7607	RESIDENTIAL RECREATION	acre	2.5	0	0
1191	9101	INACTIVE USE	acre	21.0	0	0
1191		TOTAL			7071	5045
1192	101	SINGLE FAMILY	du	213.0	2483	1753
1192	4112	RIGHT-OF-WAY	acre	22.6	0	0
1192	8002	INTENSIVE AGRICULTURE	acre	7.2	2	1
1192	8003	FIELD CROPS	acre	0.7	0	0
1192	9101	INACTIVE USE	acre	27.2	0	0
1192		TOTAL			2485	1754
1193	101	SINGLE FAMILY	du	302.0	3528	2482
1193	4112	RIGHT-OF-WAY	acre	22.2	0	0
1193	4113	COMMUNICATION OR UTILITY	acre	4.4	18	15
1193	6102	CHURCH	acre	11.1	661	520
1193	7204	GOLF COURSE	acre	39.1	0	0
1193	7607	RESIDENTIAL RECREATION	acre	0.1	0	0
1193	8002	INTENSIVE AGRICULTURE	acre	4.6	1	1
1193	9101	INACTIVE USE	acre	50.1	0	0
1193		TOTAL			4208	3018
1194	101	SINGLE FAMILY	du	402.0	4548	3277
1194	4112	RIGHT-OF-WAY	acre	35.1	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1194	7607	RESIDENTIAL RECREATION	acre	0.9	0	0
1194	9101	INACTIVE USE	acre	4.1	0	0
1194		TOTAL			4548	3277
1195	101	SINGLE FAMILY	du	464.0	5330	3795
1195	102	MULTI-FAMILY	du	478.0	4271	2942
1195	4112	RIGHT-OF-WAY	acre	43.9	0	0
1195	6109	OTHER PUBLIC SERVICE	acre	0.7	223	158
1195	7607	RESIDENTIAL RECREATION	acre	1.6	0	0
1195	9101	INACTIVE USE	acre	14.3	0	0
1195		TOTAL			9824	6895
1196	101	SINGLE FAMILY	du	45.0	517	365
1196	102	MULTI-FAMILY	du	456.0	4212	2935
1196	4112	RIGHT-OF-WAY	acre	12.5	0	0
1196	4113	COMMUNICATION OR UTILITY	acre	2.3	7	5
1196	9101	INACTIVE USE	acre	142.8	0	0
1196		TOTAL			4736	3305
1197	101	SINGLE FAMILY	du	226.0	2640	1857
1197	102	MULTI-FAMILY	du	288.0	2634	1788
1197	4112	RIGHT-OF-WAY	acre	17.7	0	0
1197	9101	INACTIVE USE	acre	82.2	0	0
1197		TOTAL			5274	3645
1198	101	SINGLE FAMILY	du	2.0	22	16
1198	4112	RIGHT-OF-WAY	acre	6.6	0	0
1198	5006	AUTO COMMERCIAL	acre	2.3	952	672
1198	5009	OTHER COMMERCIAL	acre	1.5	163	119
1198	6002	LOW RISE OFFICE	acre	5.4	1545	1194
1198	7210	OTHER RECREATION-HIGH	acre	3.0	210	151
1198	9500	UNDER CONTRUCTION	acre	3.5	20	16
1198		TOTAL			2912	2168
1199	101	SINGLE FAMILY	du	3.0	32	24
1199	2101	INDUSTRIAL PARK	acre	32.1	4596	3798
1199	2103	LIGHT INDUSTRY	acre	10.7	693	566
1199	4112	RIGHT-OF-WAY	acre	26.9	3	3
1199	7601	ACTIVE PARK	acre	0.1	11	7
1199	9101	INACTIVE USE	acre	14.8	0	0
1199		TOTAL			5335	4398
1200	4112	RIGHT-OF-WAY	acre	17.2	0	0
1200	4113	COMMUNICATION OR UTILITY	acre	0.9	2	2
1200	6105	FIRE OR POLICE STATION	site	1.0	254	183
1200	8001	ORCHARDS OR VINEYARD	acre	12.0	1	1
1200	9101	INACTIVE USE	acre	275.8	0	0
1200		TOTAL			257	186
1201	101	SINGLE FAMILY	du	189.0	2305	1568
1201	102	MULTI-FAMILY	du	30.0	302	197

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1201	4112	RIGHT-OF-WAY	acre	7.2	0	0
1201	9101	INACTIVE USE	acre	0.0	0	0
1201		TOTAL			2607	1765
1202	101	SINGLE FAMILY	du	154.0	1859	1276
1202	102	MULTI-FAMILY	du	26.0	257	171
1202	4112	RIGHT-OF-WAY	acre	12.5	0	0
1202		TOTAL			2116	1447
1203	101	SINGLE FAMILY	du	149.0	1675	1218
1203	103	MOBILE HOME PARK	du	150.0	1006	665
1203	4112	RIGHT-OF-WAY	acre	24.0	0	0
1203	4114	PARKING	acre	0.1	0	0
1203	7210	OTHER RECREATION-HIGH	acre	46.6	2469	1660
1203	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
1203	9101	INACTIVE USE	acre	1.0	0	0
1203		TOTAL			5150	3543
1204	101	SINGLE FAMILY	du	13.0	145	105
1204	4113	COMMUNICATION OR UTILITY	acre	3.0	9	7
1204	8001	ORCHARDS OR VINEYARD	acre	39.1	8	7
1204	8002	INTENSIVE AGRICULTURE	acre	6.2	1	1
1204	8003	FIELD CROPS	acre	14.7	1	1
1204	9101	INACTIVE USE	acre	228.1	0	0
1204		TOTAL			164	121
1205	2201	EXTRACTIVE INDUSTRY	acre	6.1	4	4
1205	4112	RIGHT-OF-WAY	acre	13.8	0	0
1205	6806	ELEMENTARY SCHOOL	site	2.0	4396	2376
1205	7201	TOURIST ATTRACTION	unique	638.6	8321	5507
1205	7601	ACTIVE PARK	acre	12.7	805	523
1205	8001	ORCHARDS OR VINEYARD	acre	42.8	4	3
1205	8002	INTENSIVE AGRICULTURE	acre	39.0	9	7
1205	8003	FIELD CROPS	acre	150.3	13	10
1205	9101	INACTIVE USE	acre	1374.6	0	0
1205		TOTAL			13552	8430
1206	101	SINGLE FAMILY	du	87.0	1069	723
1206	102	MULTI-FAMILY	du	6.0	61	40
1206	4112	RIGHT-OF-WAY	acre	12.7	0	0
1206	5007	STREETFRONT COMMERCIAL	acre	1.8	2106	1527
1206	6102	CHURCH	acre	0.3	16	13
1206		TOTAL			3252	2303
1207	101	SINGLE FAMILY	du	10.0	113	81
1207	102	MULTI-FAMILY	du	279.0	2594	1799
1207	103	MOBILE HOME PARK	du	102.0	675	440
1207	4112	RIGHT-OF-WAY	acre	8.8	1	1
1207	5004	NEIGHBORHOOD COMMERCIAL	acre	11.4	14231	10054
1207	9101	INACTIVE USE	acre	0.7	0	0
1207		TOTAL			17614	12375

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1208	101	SINGLE FAMILY	du	33.0	385	271
1208	102	MULTI-FAMILY	du	417.0	3999	2711
1208	103	MOBILE HOME PARK	du	104.0	729	453
1208	4112	RIGHT-OF-WAY	acre	7.1	0	0
1208	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4331	2590
1208	7601	ACTIVE PARK	acre	1.5	94	61
1208		TOTAL			9538	6086
1209	101	SINGLE FAMILY	du	178.0	2074	1461
1209	102	MULTI-FAMILY	du	157.0	1516	1022
1209	4112	RIGHT-OF-WAY	acre	16.6	0	0
1209	6102	CHURCH	acre	3.7	184	142
1209	9101	INACTIVE USE	acre	4.4	0	0
1209	9500	UNDER CONTRUCTION	acre	0.4	2	2
1209		TOTAL			3776	2627
1210	101	SINGLE FAMILY	du	87.0	1047	724
1210	102	MULTI-FAMILY	du	25.0	247	165
1210	1501	LOW-RISE HOTEL OR MOTEL	acre	1.5	499	303
1210	4112	RIGHT-OF-WAY	acre	4.5	0	0
1210	5007	STREETFRONT COMMERCIAL	acre	2.9	3517	2547
1210	9101	INACTIVE USE	acre	0.2	0	0
1210		TOTAL			5310	3739
1211	101	SINGLE FAMILY	du	11.0	125	89
1211	8001	ORCHARDS OR VINEYARD	acre	3.0	0	0
1211	8003	FIELD CROPS	acre	18.8	2	1
1211	9101	INACTIVE USE	acre	162.4	0	0
1211	9500	UNDER CONTRUCTION	acre	1.0	6	4
1211		TOTAL			133	94
1212	101	SINGLE FAMILY	du	219.0	2459	1790
1212	102	MULTI-FAMILY	du	144.0	1262	885
1212	1501	LOW-RISE HOTEL OR MOTEL	acre	9.2	3132	1932
1212	4111	TRANSIT STATION	acre	5.9	1542	1164
1212	4112	RIGHT-OF-WAY	acre	57.5	0	0
1212	5006	AUTO COMMERCIAL	acre	7.1	3058	2171
1212	5007	STREETFRONT COMMERCIAL	acre	2.8	3336	2411
1212	7607	RESIDENTIAL RECREATION	acre	1.3	0	0
1212	9101	INACTIVE USE	acre	7.5	0	0
1212		TOTAL			14789	10353
1213	101	SINGLE FAMILY	du	139.0	1575	1124
1213	102	MULTI-FAMILY	du	368.0	3646	2416
1213	4112	RIGHT-OF-WAY	acre	16.0	0	0
1213	4113	COMMUNICATION OR UTILITY	acre	1.7	5	4
1213	4114	PARKING	acre	0.3	0	0
1213	9101	INACTIVE USE	acre	273.4	0	0
1213	9500	UNDER CONTRUCTION	acre	0.1	1	1
1213		TOTAL			5227	3545

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1214	101	SINGLE FAMILY	du	287.0	3213	2340
1214	102	MULTI-FAMILY	du	136.0	1204	836
1214	103	MOBILE HOME PARK	du	53.0	349	233
1214	4112	RIGHT-OF-WAY	acre	40.2	0	0
1214	4113	COMMUNICATION OR UTILITY	acre	6.6	19	15
1214	4114	PARKING	acre	0.7	0	0
1214	9101	INACTIVE USE	acre	301.5	0	0
1214		TOTAL			4785	3424
1215	101	SINGLE FAMILY	du	465.0	5581	3837
1215	102	MULTI-FAMILY	du	70.0	699	460
1215	4112	RIGHT-OF-WAY	acre	5.8	0	0
1215	9101	INACTIVE USE	acre	1.3	0	0
1215		TOTAL			6280	4297
1216	101	SINGLE FAMILY	du	18.0	206	147
1216	4112	RIGHT-OF-WAY	acre	1.3	0	0
1216	5003	COMMUNITY COMMERCIAL	acre	22.7	17525	12351
1216	9101	INACTIVE USE	acre	0.3	0	0
1216		TOTAL			17731	12498
1217	101	SINGLE FAMILY	du	251.0	3073	2085
1217	102	MULTI-FAMILY	du	118.0	1130	769
1217	1409	OTHER GROUP QUARTERS	acre	0.7	3	2
1217	4112	RIGHT-OF-WAY	acre	27.4	1	1
1217	5004	NEIGHBORHOOD COMMERCIAL	acre	2.4	3047	2154
1217	5007	STREETFRONT COMMERCIAL	acre	1.6	1878	1359
1217	5008	SERVICE STATION	acre	0.3	1401	1023
1217	6102	CHURCH	acre	0.6	37	29
1217	6109	OTHER PUBLIC SERVICE	acre	0.6	241	175
1217	9101	INACTIVE USE	acre	0.3	0	0
1217		TOTAL			10811	7597
1218	101	SINGLE FAMILY	du	57.0	711	474
1218	102	MULTI-FAMILY	du	56.0	584	371
1218	4112	RIGHT-OF-WAY	acre	3.3	0	0
1218	5007	STREETFRONT COMMERCIAL	acre	3.8	4557	3305
1218	9101	INACTIVE USE	acre	0.1	0	0
1218		TOTAL			5852	4150
1219	101	SINGLE FAMILY	du	391.0	4536	3214
1219	4112	RIGHT-OF-WAY	acre	32.6	0	0
1219	7204	GOLF COURSE	acre	75.3	0	0
1219	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
1219	9101	INACTIVE USE	acre	65.2	0	0
1219	9500	UNDER CONTRUCTION	acre	0.2	1	1
1219		TOTAL			4537	3215
1220	101	SINGLE FAMILY	du	689.0	8017	5674
1220	102	MULTI-FAMILY	du	24.0	217	149
1220	4112	RIGHT-OF-WAY	acre	54.9	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1220	9101	INACTIVE USE	acre	5.0	0	0
1220		TOTAL			8234	5823
1221	102	MULTI-FAMILY	du	190.0	1709	1173
1221	4112	RIGHT-OF-WAY	acre	3.6	0	0
1221	9101	INACTIVE USE	acre	5.2	0	0
1221		TOTAL			1709	1173
1222	101	SINGLE FAMILY	du	605.0	6869	4940
1222	102	MULTI-FAMILY	du	160.0	1441	989
1222	4112	RIGHT-OF-WAY	acre	48.6	0	0
1222	4113	COMMUNICATION OR UTILITY	acre	3.4	10	8
1222	6102	CHURCH	acre	4.9	271	212
1222	6806	ELEMENTARY SCHOOL	site	1.0	2305	1280
1222	9101	INACTIVE USE	acre	24.6	0	0
1222		TOTAL			10896	7429
1223	101	SINGLE FAMILY	du	738.0	8688	6069
1223	102	MULTI-FAMILY	du	223.0	2101	1445
1223	4112	RIGHT-OF-WAY	acre	43.0	0	0
1223	7601	ACTIVE PARK	acre	19.9	1523	1047
1223	9101	INACTIVE USE	acre	241.7	0	0
1223		TOTAL			12312	8561
1224	101	SINGLE FAMILY	du	170.0	1988	1400
1224	4112	RIGHT-OF-WAY	acre	11.9	0	0
1224	6806	ELEMENTARY SCHOOL	site	1.0	2340	1311
1224	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
1224	9101	INACTIVE USE	acre	20.0	0	0
1224		TOTAL			4328	2711
1225	101	SINGLE FAMILY	du	76.0	893	623
1225	102	MULTI-FAMILY	du	296.0	2920	1936
1225	4112	RIGHT-OF-WAY	acre	9.2	6	5
1225	4114	PARKING	acre	0.3	0	0
1225	5006	AUTO COMMERCIAL	acre	0.3	147	104
1225	5007	STREETFRONT COMMERCIAL	acre	6.0	7262	5274
1225	5009	OTHER COMMERCIAL	acre	3.1	381	282
1225	6002	LOW RISE OFFICE	acre	5.1	1852	1467
1225	9101	INACTIVE USE	acre	0.8	0	0
1225		TOTAL			13461	9691
1226	101	SINGLE FAMILY	du	119.0	1343	969
1226	8001	ORCHARDS OR VINEYARD	acre	3.0	0	0
1226	8002	INTENSIVE AGRICULTURE	acre	3.1	1	1
1226	9101	INACTIVE USE	acre	190.4	0	0
1226		TOTAL			1344	970
1227	101	SINGLE FAMILY	du	96.0	1081	778
1227	4112	RIGHT-OF-WAY	acre	3.7	0	0
1227	8002	INTENSIVE AGRICULTURE	acre	118.0	69	58

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1227	8003	FIELD CROPS	acre	1.9	0	0
1227	9101	INACTIVE USE	acre	73.4	0	0
1227		TOTAL			1150	836
1228	101	SINGLE FAMILY	du	23.0	262	187
1228	2201	EXTRACTIVE INDUSTRY	acre	49.2	36	30
1228	4112	RIGHT-OF-WAY	acre	1.9	0	0
1228	4113	COMMUNICATION OR UTILITY	acre	5.8	17	13
1228	8002	INTENSIVE AGRICULTURE	acre	5.2	1	1
1228	9101	INACTIVE USE	acre	47.8	0	0
1228		TOTAL			316	231
1229	101	SINGLE FAMILY	du	399.0	4541	3255
1229	103	MOBILE HOME PARK	du	104.0	689	450
1229	2105	PUBLIC STORAGE	acre	4.2	114	95
1229	4112	RIGHT-OF-WAY	acre	16.0	0	0
1229	4113	COMMUNICATION OR UTILITY	acre	13.6	73	59
1229	6102	CHURCH	acre	3.9	220	172
1229	6105	FIRE OR POLICE STATION	site	1.0	366	281
1229	7601	ACTIVE PARK	acre	23.1	1490	975
1229	9101	INACTIVE USE	acre	19.3	0	0
1229		TOTAL			7493	5287
1230	101	SINGLE FAMILY	du	138.0	1596	1130
1230	4112	RIGHT-OF-WAY	acre	26.7	0	0
1230	6102	CHURCH	acre	10.1	499	385
1230	9101	INACTIVE USE	acre	0.8	0	0
1230		TOTAL			2095	1515
1231	101	SINGLE FAMILY	du	65.0	786	537
1231	102	MULTI-FAMILY	du	82.0	819	540
1231	4112	RIGHT-OF-WAY	acre	7.0	1	1
1231	5007	STREETFRONT COMMERCIAL	acre	4.2	5015	3626
1231	6102	CHURCH	acre	0.4	22	17
1231		TOTAL			6643	4721
1232	101	SINGLE FAMILY	du	62.0	726	508
1232	102	MULTI-FAMILY	du	374.0	3601	2429
1232	4112	RIGHT-OF-WAY	acre	10.4	1	1
1232	5006	AUTO COMMERCIAL	acre	7.7	3976	2924
1232	5007	STREETFRONT COMMERCIAL	acre	0.6	668	485
1232		TOTAL			8972	6347
1233	101	SINGLE FAMILY	du	90.0	1078	746
1233	102	MULTI-FAMILY	du	12.0	121	79
1233	4112	RIGHT-OF-WAY	acre	41.6	0	0
1233	4114	PARKING	acre	1.9	0	0
1233	5006	AUTO COMMERCIAL	acre	4.2	1701	1194
1233	6002	LOW RISE OFFICE	acre	3.9	1625	1302
1233	6509	OTHER HEALTH CARE	acre	0.7	305	225
1233		TOTAL			4830	3546

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1234	101	SINGLE FAMILY	du	210.0	2403	1717
1234	4112	RIGHT-OF-WAY	acre	8.2	0	0
1234	9101	INACTIVE USE	acre	1.0	0	0
1234		TOTAL			2403	1717
1235	101	SINGLE FAMILY	du	87.0	997	711
1235	4112	RIGHT-OF-WAY	acre	8.3	0	0
1235	4114	PARKING	acre	2.5	0	0
1235	6102	CHURCH	acre	24.1	1192	920
1235	9101	INACTIVE USE	acre	0.3	0	0
1235		TOTAL			2189	1631
1236	101	SINGLE FAMILY	du	1.0	12	8
1236	103	MOBILE HOME PARK	du	207.0	1465	914
1236	4112	RIGHT-OF-WAY	acre	5.2	0	0
1236	5004	NEIGHBORHOOD COMMERCIAL	acre	5.0	6176	4358
1236	5007	STREETFRONT COMMERCIAL	acre	2.8	3394	2457
1236		TOTAL			11047	7737
1237	102	MULTI-FAMILY	du	171.0	1583	1097
1237	2101	INDUSTRIAL PARK	acre	35.1	5661	4702
1237	2103	LIGHT INDUSTRY	acre	40.4	3599	2988
1237	2105	PUBLIC STORAGE	acre	2.7	74	62
1237	4112	RIGHT-OF-WAY	acre	12.9	0	0
1237	7601	ACTIVE PARK	acre	24.1	1522	989
1237	9101	INACTIVE USE	acre	7.9	0	0
1237	9500	UNDER CONTRUCTION	acre	0.9	5	4
1237		TOTAL			12444	9842
1238	101	SINGLE FAMILY	du	2.0	21	16
1238	4112	RIGHT-OF-WAY	acre	3.4	0	0
1238	5004	NEIGHBORHOOD COMMERCIAL	acre	20.5	25791	18248
1238	6002	LOW RISE OFFICE	acre	0.7	279	222
1238	6103	LIBRARY	acre	5.9	2473	1695
1238	6104	POST OFFICE	acre	3.6	3617	2505
1238		TOTAL			32181	22686
1239	101	SINGLE FAMILY	du	16.0	181	129
1239	2104	WAREHOUSING	acre	4.8	236	197
1239	4112	RIGHT-OF-WAY	acre	1.2	0	0
1239	9101	INACTIVE USE	acre	57.0	0	0
1239		TOTAL			417	326
1240	101	SINGLE FAMILY	du	128.0	1498	1053
1240	4112	RIGHT-OF-WAY	acre	12.6	1	1
1240	6102	CHURCH	acre	9.8	499	386
1240	6109	OTHER PUBLIC SERVICE	acre	1.7	544	385
1240	6806	ELEMENTARY SCHOOL	site	1.0	2277	1256
1240	9101	INACTIVE USE	acre	1.6	0	0
1240		TOTAL			4819	3081

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1241	101	SINGLE FAMILY	du	371.0	4364	3053
1241	102	MULTI-FAMILY	du	21.0	207	138
1241	4112	RIGHT-OF-WAY	acre	31.0	1	1
1241	8001	ORCHARDS OR VINEYARD	acre	2.2	0	0
1241	9101	INACTIVE USE	acre	3.2	0	0
1241		TOTAL			4572	3192
1242	101	SINGLE FAMILY	du	153.0	1745	1255
1242	4112	RIGHT-OF-WAY	acre	23.9	0	0
1242	8001	ORCHARDS OR VINEYARD	acre	62.4	48	41
1242	8003	FIELD CROPS	acre	1.2	0	0
1242	9101	INACTIVE USE	acre	41.7	0	0
1242		TOTAL			1793	1296
1243	101	SINGLE FAMILY	du	166.0	1934	1359
1243	102	MULTI-FAMILY	du	164.0	1572	1066
1243	1409	OTHER GROUP QUARTERS	acre	0.6	3	2
1243	4112	RIGHT-OF-WAY	acre	11.2	2	2
1243	5007	STREETFRONT COMMERCIAL	acre	4.6	5550	4027
1243	6806	ELEMENTARY SCHOOL	site	1.0	2253	1235
1243		TOTAL			11314	7691
1244	101	SINGLE FAMILY	du	101.0	1176	831
1244	1503	RESORT	acre	40.4	6910	4378
1244	4112	RIGHT-OF-WAY	acre	7.6	0	0
1244	7204	GOLF COURSE	acre	82.5	0	0
1244	7607	RESIDENTIAL RECREATION	acre	0.2	2	2
1244	9101	INACTIVE USE	acre	31.7	0	0
1244		TOTAL			8088	5211
1245	101	SINGLE FAMILY	du	329.0	3817	2703
1245	4112	RIGHT-OF-WAY	acre	1.3	0	0
1245	7607	RESIDENTIAL RECREATION	acre	13.3	0	0
1245	9101	INACTIVE USE	acre	24.9	0	0
1245		TOTAL			3817	2703
1246	101	SINGLE FAMILY	du	277.0	3227	2269
1246	4112	RIGHT-OF-WAY	acre	30.1	0	0
1246	4113	COMMUNICATION OR UTILITY	acre	8.9	26	20
1246	9101	INACTIVE USE	acre	39.0	0	0
1246		TOTAL			3253	2289
1247	101	SINGLE FAMILY	du	284.0	3208	2322
1247	102	MULTI-FAMILY	du	168.0	1445	1030
1247	4112	RIGHT-OF-WAY	acre	26.2	0	0
1247	6809	OTHER SCHOOL	acre	2.1	473	394
1247	9101	INACTIVE USE	acre	86.6	0	0
1247		TOTAL			5126	3746
1248	4112	RIGHT-OF-WAY	acre	30.0	5	4
1248	5004	NEIGHBORHOOD COMMERCIAL	acre	16.5	20858	14767

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1248	5008	SERVICE STATION	acre	1.1	4382	3199
1248	6002	LOW RISE OFFICE	acre	1.9	582	453
1248		TOTAL			25827	18423
1249	4112	RIGHT-OF-WAY	acre	7.6	68	59
1249	5004	NEIGHBORHOOD COMMERCIAL	acre	9.4	11765	8309
1249	5007	STREETFRONT COMMERCIAL	acre	2.1	2525	1831
1249	5008	SERVICE STATION	acre	0.6	2296	1676
1249		TOTAL			16654	11875
1250	101	SINGLE FAMILY	du	856.0	9930	7025
1250	4112	RIGHT-OF-WAY	acre	52.0	0	0
1250	9101	INACTIVE USE	acre	102.2	0	0
1250		TOTAL			9930	7025
1251	103	MOBILE HOME PARK	du	399.0	2690	1765
1251		TOTAL			2690	1765
1252	101	SINGLE FAMILY	du	88.0	1008	720
1252	4112	RIGHT-OF-WAY	acre	7.4	0	0
1252	9101	INACTIVE USE	acre	4.7	0	0
1252		TOTAL			1008	720
1253	101	SINGLE FAMILY	du	112.0	1268	915
1253	4112	RIGHT-OF-WAY	acre	40.8	0	0
1253	9101	INACTIVE USE	acre	1.5	0	0
1253		TOTAL			1268	915
1254	101	SINGLE FAMILY	du	494.0	5733	4065
1254	102	MULTI-FAMILY	du	9.0	81	56
1254	4112	RIGHT-OF-WAY	acre	33.7	0	0
1254	4114	PARKING	acre	0.3	0	0
1254	6109	OTHER PUBLIC SERVICE	acre	4.4	1441	1018
1254	9101	INACTIVE USE	acre	5.4	0	0
1254		TOTAL			7255	5139
1255	101	SINGLE FAMILY	du	87.0	975	708
1255	102	MULTI-FAMILY	du	168.0	1489	1032
1255	4112	RIGHT-OF-WAY	acre	16.5	0	0
1255	6105	FIRE OR POLICE STATION	site	1.0	254	183
1255	7204	GOLF COURSE	acre	11.2	0	0
1255	9101	INACTIVE USE	acre	0.2	0	0
1255		TOTAL			2718	1923
1256	101	SINGLE FAMILY	du	348.0	3935	2837
1256	102	MULTI-FAMILY	du	691.0	6132	4252
1256	4112	RIGHT-OF-WAY	acre	36.9	0	0
1256	9101	INACTIVE USE	acre	47.5	0	0
1256	9500	UNDER CONTRUCTION	acre	0.6	3	2
1256		TOTAL			10070	7091

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1257	101	SINGLE FAMILY	du	416.0	4824	3408
1257	103	MOBILE HOME PARK	du	168.0	1137	727
1257	1409	OTHER GROUP QUARTERS	acre	4.8	19	14
1257	4112	RIGHT-OF-WAY	acre	49.2	3	2
1257	6102	CHURCH	acre	2.5	121	94
1257	6804	SENIOR HIGH SCHOOL	site	1.0	5662	2469
1257	7607	RESIDENTIAL RECREATION	acre	1.4	0	0
1257	9101	INACTIVE USE	acre	25.5	0	0
1257		TOTAL			11766	6714
1258	101	SINGLE FAMILY	du	401.0	4471	3248
1258	103	MOBILE HOME PARK	du	329.0	2232	1422
1258	4112	RIGHT-OF-WAY	acre	34.2	7	6
1258	4113	COMMUNICATION OR UTILITY	acre	2.9	8	6
1258	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
1258	9101	INACTIVE USE	acre	28.2	5	4
1258		TOTAL			6723	4686
1259	101	SINGLE FAMILY	du	27.0	310	221
1259	4112	RIGHT-OF-WAY	acre	5.5	0	0
1259	5004	NEIGHBORHOOD COMMERCIAL	acre	11.1	13742	9687
1259	5008	SERVICE STATION	acre	0.6	2192	1600
1259	9101	INACTIVE USE	acre	2.6	0	0
1259		TOTAL			16244	11508
1260	101	SINGLE FAMILY	du	95.0	1087	776
1260	102	MULTI-FAMILY	du	84.0	790	542
1260	4112	RIGHT-OF-WAY	acre	16.6	0	0
1260	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
1260	5009	OTHER COMMERCIAL	acre	2.1	231	167
1260	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4255	2524
1260	6806	ELEMENTARY SCHOOL	site	1.0	2284	1262
1260	9101	INACTIVE USE	acre	21.0	0	0
1260		TOTAL			8648	5272
1261	101	SINGLE FAMILY	du	337.0	4012	2803
1261	102	MULTI-FAMILY	du	350.0	3359	2224
1261	4112	RIGHT-OF-WAY	acre	35.2	0	0
1261	4114	PARKING	acre	0.1	0	0
1261	7601	ACTIVE PARK	acre	1.6	100	65
1261	9101	INACTIVE USE	acre	81.5	0	0
1261		TOTAL			7471	5092
1262	101	SINGLE FAMILY	du	82.0	965	677
1262	4112	RIGHT-OF-WAY	acre	7.2	0	0
1262	6102	CHURCH	acre	7.0	350	271
1262	9101	INACTIVE USE	acre	0.3	0	0
1262		TOTAL			1315	948
1263	102	MULTI-FAMILY	du	351.0	3481	2298
1263	4112	RIGHT-OF-WAY	acre	4.3	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1263	5007	STREETFRONT COMMERCIAL	acre	2.3	2706	1956
1263	5009	OTHER COMMERCIAL	acre	1.1	131	95
1263	6002	LOW RISE OFFICE	acre	1.1	383	303
1263	9101	INACTIVE USE	acre	0.5	0	0
1263		TOTAL			6701	4652
1264	101	SINGLE FAMILY	du	204.0	2333	1664
1264	4112	RIGHT-OF-WAY	acre	18.3	0	0
1264	9101	INACTIVE USE	acre	1.1	0	0
1264		TOTAL			2333	1664
1265	101	SINGLE FAMILY	du	219.0	2526	1801
1265	4112	RIGHT-OF-WAY	acre	11.9	0	0
1265	7204	GOLF COURSE	acre	3.0	0	0
1265	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
1265	8002	INTENSIVE AGRICULTURE	acre	28.4	6	5
1265	9101	INACTIVE USE	acre	59.4	0	0
1265		TOTAL			2532	1806
1266	101	SINGLE FAMILY	du	151.0	1755	1245
1266	4112	RIGHT-OF-WAY	acre	16.9	0	0
1266	8001	ORCHARDS OR VINEYARD	acre	34.1	3	2
1266	9101	INACTIVE USE	acre	7.2	5	4
1266		TOTAL			1763	1251
1267	101	SINGLE FAMILY	du	233.0	2787	1931
1267	1409	OTHER GROUP QUARTERS	acre	4.7	19	14
1267	4112	RIGHT-OF-WAY	acre	42.7	0	0
1267	6102	CHURCH	acre	12.5	617	476
1267	6509	OTHER HEALTH CARE	acre	0.5	202	147
1267	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
1267	8001	ORCHARDS OR VINEYARD	acre	0.5	3	2
1267	9101	INACTIVE USE	acre	6.0	0	0
1267		TOTAL			5854	3782
1268	101	SINGLE FAMILY	du	266.0	3072	2180
1268	4112	RIGHT-OF-WAY	acre	128.9	0	0
1268	7204	GOLF COURSE	acre	32.0	0	0
1268	7205	GOLF CLUB HOUSE	site	1.0	638	429
1268	9101	INACTIVE USE	acre	501.7	0	0
1268		TOTAL			3710	2609
1269	101	SINGLE FAMILY	du	115.0	1317	940
1269	4112	RIGHT-OF-WAY	acre	3.0	0	0
1269	5007	STREETFRONT COMMERCIAL	acre	1.0	1205	873
1269		TOTAL			2522	1813
1270	101	SINGLE FAMILY	du	26.0	281	201
1270	103	MOBILE HOME PARK	du	60.0	374	245
1270	4112	RIGHT-OF-WAY	acre	21.8	0	0
1270	8003	FIELD CROPS	acre	241.0	20	15

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1270	9101	INACTIVE USE	acre	1790.4	0	0
1270		TOTAL			675	461
1271	101	SINGLE FAMILY	du	4.0	43	32
1271	1501	LOW-RISE HOTEL OR MOTEL	acre	6.7	2249	1377
1271	2103	LIGHT INDUSTRY	acre	0.5	40	33
1271	2105	PUBLIC STORAGE	acre	4.7	127	106
1271	4112	RIGHT-OF-WAY	acre	21.0	0	0
1271	7604	ACTIVE BEACH	unique	7.8	5390	3473
1271	7605	PASSIVE BEACH	acre	4.9	10	6
1271	9101	INACTIVE USE	acre	55.6	0	0
1271		TOTAL			7859	5027
1272	101	SINGLE FAMILY	du	212.0	2371	1730
1272	4112	RIGHT-OF-WAY	acre	10.5	0	0
1272	7607	RESIDENTIAL RECREATION	acre	1.7	0	0
1272	9101	INACTIVE USE	acre	3.5	0	0
1272		TOTAL			2371	1730
1273	101	SINGLE FAMILY	du	60.0	712	496
1273	4112	RIGHT-OF-WAY	acre	5.5	0	0
1273	6102	CHURCH	acre	4.2	209	162
1273	8003	FIELD CROPS	acre	91.8	7	6
1273	9101	INACTIVE USE	acre	180.8	0	0
1273		TOTAL			928	664
1274	102	MULTI-FAMILY	du	320.0	2930	2001
1274	4112	RIGHT-OF-WAY	acre	10.0	4	3
1274	5008	SERVICE STATION	acre	0.6	2308	1685
1274	9101	INACTIVE USE	acre	9.1	10	8
1274	9702	MIXED USE 67% STREETFRONT	acre	5.6	4639	3375
1274		TOTAL			9891	7072
1275	101	SINGLE FAMILY	du	120.0	1389	980
1275	4112	RIGHT-OF-WAY	acre	15.9	0	0
1275	8001	ORCHARDS OR VINEYARD	acre	0.1	0	0
1275	9101	INACTIVE USE	acre	4.9	0	0
1275		TOTAL			1389	980
1276	101	SINGLE FAMILY	du	362.0	4098	2953
1276	4112	RIGHT-OF-WAY	acre	19.6	0	0
1276	7204	GOLF COURSE	acre	16.0	0	0
1276	7607	RESIDENTIAL RECREATION	acre	3.5	0	0
1276	9101	INACTIVE USE	acre	42.5	0	0
1276	9500	UNDER CONTRUCTION	acre	1.1	6	5
1276		TOTAL			4104	2958
1277	101	SINGLE FAMILY	du	232.0	2758	1910
1277	4112	RIGHT-OF-WAY	acre	16.6	0	0
1277	9101	INACTIVE USE	acre	10.2	0	0
1277		TOTAL			2758	1910

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1278	101	SINGLE FAMILY	du	307.0	3470	2510
1278	4112	RIGHT-OF-WAY	acre	39.3	0	0
1278	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
1278	9101	INACTIVE USE	acre	107.6	0	0
1278		TOTAL			3470	2510
1279	101	SINGLE FAMILY	du	22.0	249	181
1279	4112	RIGHT-OF-WAY	acre	94.5	0	0
1279	7204	GOLF COURSE	acre	38.7	0	0
1279	8001	ORCHARDS OR VINEYARD	acre	422.2	42	33
1279	8002	INTENSIVE AGRICULTURE	acre	1386.4	444	365
1279	8003	FIELD CROPS	acre	504.9	165	139
1279	9101	INACTIVE USE	acre	1645.6	0	0
1279	9500	UNDER CONTRUCTION	acre	1.3	7	6
1279		TOTAL			907	724
1280	101	SINGLE FAMILY	du	59.0	690	482
1280	102	MULTI-FAMILY	du	56.0	535	364
1280	4112	RIGHT-OF-WAY	acre	16.1	0	0
1280	4113	COMMUNICATION OR UTILITY	acre	2.2	6	5
1280	5007	STREETFRONT COMMERCIAL	acre	4.3	5086	3678
1280	6509	OTHER HEALTH CARE	acre	1.6	695	511
1280	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
1280	9101	INACTIVE USE	acre	8.8	0	0
1280		TOTAL			7012	5040
1281	101	SINGLE FAMILY	du	75.0	851	614
1281	4112	RIGHT-OF-WAY	acre	17.2	0	0
1281	8001	ORCHARDS OR VINEYARD	acre	41.0	10	8
1281	8003	FIELD CROPS	acre	43.8	185	160
1281	9101	INACTIVE USE	acre	23.8	0	0
1281		TOTAL			1046	782
1282	101	SINGLE FAMILY	du	46.0	518	374
1282	102	MULTI-FAMILY	du	209.0	1966	1364
1282	103	MOBILE HOME PARK	du	89.0	592	384
1282	1501	LOW-RISE HOTEL OR MOTEL	acre	2.2	745	457
1282	2105	PUBLIC STORAGE	acre	1.9	51	43
1282	4112	RIGHT-OF-WAY	acre	12.4	1	1
1282	4113	COMMUNICATION OR UTILITY	acre	0.2	0	0
1282	4114	PARKING	acre	0.5	0	0
1282	5007	STREETFRONT COMMERCIAL	acre	8.5	10096	7308
1282	5008	SERVICE STATION	acre	0.4	1761	1286
1282	6002	LOW RISE OFFICE	acre	2.7	653	494
1282	9101	INACTIVE USE	acre	4.5	0	0
1282		TOTAL			16383	11711
1283	101	SINGLE FAMILY	du	148.0	1683	1208
1283	4112	RIGHT-OF-WAY	acre	15.7	0	0
1283	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
1283	9101	INACTIVE USE	acre	2.6	0	0
1283		TOTAL			1684	1209

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1284	101	SINGLE FAMILY	du	657.0	7427	5369
1284	102	MULTI-FAMILY	du	336.0	2956	2069
1284	4112	RIGHT-OF-WAY	acre	48.1	0	0
1284	7601	ACTIVE PARK	acre	3.2	205	133
1284	7607	RESIDENTIAL RECREATION	acre	1.5	2	2
1284	9101	INACTIVE USE	acre	155.7	0	0
1284		TOTAL			10590	7573
1285	101	SINGLE FAMILY	du	92.0	1048	751
1285	4112	RIGHT-OF-WAY	acre	8.4	1	1
1285	9101	INACTIVE USE	acre	9.2	0	0
1285		TOTAL			1049	752
1286	102	MULTI-FAMILY	du	96.0	851	591
1286	1503	RESORT	acre	68.4	11018	6823
1286	4112	RIGHT-OF-WAY	acre	11.6	0	0
1286		TOTAL			11869	7414
1287	101	SINGLE FAMILY	du	12.0	137	99
1287	4112	RIGHT-OF-WAY	acre	3.2	0	0
1287	8001	ORCHARDS OR VINEYARD	acre	4.9	0	0
1287	9101	INACTIVE USE	acre	418.2	0	0
1287		TOTAL			137	99
1288	101	SINGLE FAMILY	du	161.0	1784	1310
1288	102	MULTI-FAMILY	du	76.0	648	466
1288	4112	RIGHT-OF-WAY	acre	35.3	0	0
1288	9101	INACTIVE USE	acre	17.2	0	0
1288	9500	UNDER CONTRUCTION	acre	0.5	3	2
1288		TOTAL			2435	1778
1289	101	SINGLE FAMILY	du	124.0	1384	1014
1289	4112	RIGHT-OF-WAY	acre	11.8	0	0
1289	4113	COMMUNICATION OR UTILITY	acre	21.4	63	49
1289	9101	INACTIVE USE	acre	197.7	0	0
1289		TOTAL			1447	1063
1290	101	SINGLE FAMILY	du	3.0	32	24
1290	2301	JUNKYARD/DUMP/LANDFILL	acre	197.7	1847	1484
1290	4112	RIGHT-OF-WAY	acre	10.1	0	0
1290	9101	INACTIVE USE	acre	201.6	0	0
1290		TOTAL			1879	1508
1291	101	SINGLE FAMILY	du	590.0	6720	4819
1291	4112	RIGHT-OF-WAY	acre	53.8	0	0
1291	6806	ELEMENTARY SCHOOL	site	1.0	2239	1223
1291	9101	INACTIVE USE	acre	7.8	0	0
1291		TOTAL			8959	6042
1292	101	SINGLE FAMILY	du	47.0	540	388
1292	4112	RIGHT-OF-WAY	acre	23.6	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1292	6105	FIRE OR POLICE STATION	site	1.0	265	193
1292	8003	FIELD CROPS	acre	33.5	19	16
1292	9101	INACTIVE USE	acre	906.4	0	0
1292		TOTAL			824	597
1293	101	SINGLE FAMILY	du	34.0	382	275
1293	4112	RIGHT-OF-WAY	acre	20.6	0	0
1293	8001	ORCHARDS OR VINEYARD	acre	27.0	2	2
1293	9101	INACTIVE USE	acre	314.7	0	0
1293		TOTAL			384	277
1294	101	SINGLE FAMILY	du	267.0	3067	2183
1294	4112	RIGHT-OF-WAY	acre	51.9	1	1
1294	7601	ACTIVE PARK	acre	10.4	670	438
1294	9101	INACTIVE USE	acre	28.2	0	0
1294	9500	UNDER CONTRUCTION	acre	0.8	5	4
1294		TOTAL			3743	2626
1295	101	SINGLE FAMILY	du	228.0	2648	1864
1295	4112	RIGHT-OF-WAY	acre	26.9	9	8
1295	9101	INACTIVE USE	acre	5.9	0	0
1295		TOTAL			2657	1872
1296	101	SINGLE FAMILY	du	114.0	1318	934
1296	4112	RIGHT-OF-WAY	acre	7.6	0	0
1296	9101	INACTIVE USE	acre	1.8	0	0
1296		TOTAL			1318	934
1297	101	SINGLE FAMILY	du	8.0	101	66
1297	1409	OTHER GROUP QUARTERS	acre	26.2	103	76
1297	4112	RIGHT-OF-WAY	acre	3.4	0	0
1297	8002	INTENSIVE AGRICULTURE	acre	85.6	20	16
1297	9101	INACTIVE USE	acre	131.9	0	0
1297		TOTAL			224	158
1298	1409	OTHER GROUP QUARTERS	acre	5.0	20	14
1298	4112	RIGHT-OF-WAY	acre	24.8	0	0
1298	8001	ORCHARDS OR VINEYARD	acre	212.2	18	14
1298	8002	INTENSIVE AGRICULTURE	acre	2.3	1	0
1298	9101	INACTIVE USE	acre	976.5	0	0
1298		TOTAL			39	28
1299	101	SINGLE FAMILY	du	326.0	3744	2671
1299	4112	RIGHT-OF-WAY	acre	35.2	0	0
1299	4113	COMMUNICATION OR UTILITY	acre	4.5	13	10
1299	8001	ORCHARDS OR VINEYARD	acre	26.5	2	2
1299	8003	FIELD CROPS	acre	33.1	3	2
1299	9101	INACTIVE USE	acre	42.1	0	0
1299		TOTAL			3762	2685
1300	101	SINGLE FAMILY	du	189.0	2056	1473

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1300	103	MOBILE HOME PARK	du	100.0	624	409
1300	2301	JUNKYARD/DUMP/LANDFILL	acre	71.8	671	539
1300	4112	RIGHT-OF-WAY	acre	50.7	0	0
1300	4113	COMMUNICATION OR UTILITY	acre	10.5	32	25
1300	6105	FIRE OR POLICE STATION	site	1.0	254	184
1300	8001	ORCHARDS OR VINEYARD	acre	126.9	25	21
1300	8002	INTENSIVE AGRICULTURE	acre	1.9	19	16
1300	8003	FIELD CROPS	acre	158.8	19	16
1300	9101	INACTIVE USE	acre	826.7	0	0
1300	9500	UNDER CONTRUCTION	acre	107.9	608	479
1300		TOTAL			4308	3162
1301	101	SINGLE FAMILY	du	78.0	874	633
1301	4112	RIGHT-OF-WAY	acre	10.7	0	0
1301	6102	CHURCH	acre	8.8	431	333
1301	6105	FIRE OR POLICE STATION	site	1.0	254	184
1301	9101	INACTIVE USE	acre	8.3	0	0
1301		TOTAL			1559	1150
1302	101	SINGLE FAMILY	du	15.0	86	62
1302	4112	RIGHT-OF-WAY	acre	42.7	0	0
1302	9101	INACTIVE USE	acre	608.3	0	0
1302		TOTAL			86	62
1303	101	SINGLE FAMILY	du	65.0	734	531
1303	102	MULTI-FAMILY	du	821.0	7215	5062
1303	4112	RIGHT-OF-WAY	acre	9.6	0	0
1303	7204	GOLF COURSE	acre	134.0	0	0
1303	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
1303	9101	INACTIVE USE	acre	15.1	0	0
1303	9500	UNDER CONTRUCTION	acre	1.1	6	5
1303		TOTAL			7955	5598
1304	101	SINGLE FAMILY	du	221.0	1327	922
1304	2201	EXTRACTIVE INDUSTRY	acre	2.1	1	1
1304	4112	RIGHT-OF-WAY	acre	62.5	0	0
1304	4113	COMMUNICATION OR UTILITY	acre	0.8	2	2
1304	6102	CHURCH	acre	5.8	192	148
1304	7211	OTHER RECREATION-LOW	acre	40.8	173	118
1304	8003	FIELD CROPS	acre	14.4	1	1
1304	9101	INACTIVE USE	acre	377.1	0	0
1304		TOTAL			1696	1192
1305	101	SINGLE FAMILY	du	63.0	742	521
1305	4112	RIGHT-OF-WAY	acre	57.5	0	0
1305	5009	OTHER COMMERCIAL	acre	1.9	259	195
1305	6102	CHURCH	acre	3.9	192	149
1305	6509	OTHER HEALTH CARE	acre	4.4	1863	1367
1305	8001	ORCHARDS OR VINEYARD	acre	2.0	0	0
1305	9101	INACTIVE USE	acre	7.5	0	0
1305		TOTAL			3056	2232

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1306	101	SINGLE FAMILY	du	8.0	43	32
1306	102	MULTI-FAMILY	du	5.0	21	15
1306	103	MOBILE HOME PARK	du	19.0	69	45
1306	4112	RIGHT-OF-WAY	acre	8.2	0	0
1306	6105	FIRE OR POLICE STATION	site	1.0	98	72
1306	9101	INACTIVE USE	acre	227.2	0	0
1306		TOTAL			231	164
1307	101	SINGLE FAMILY	du	41.0	474	336
1307	4112	RIGHT-OF-WAY	acre	5.2	0	0
1307	9101	INACTIVE USE	acre	349.6	0	0
1307		TOTAL			474	336
1308	101	SINGLE FAMILY	du	155.0	1805	1285
1308	4113	COMMUNICATION OR UTILITY	acre	16.2	48	37
1308	8001	ORCHARDS OR VINEYARD	acre	17.8	2	1
1308	8002	INTENSIVE AGRICULTURE	acre	20.9	25	22
1308	8003	FIELD CROPS	acre	25.3	2	2
1308	9101	INACTIVE USE	acre	879.5	0	0
1308		TOTAL			1882	1347
1309	101	SINGLE FAMILY	du	236.0	2630	1919
1309	4112	RIGHT-OF-WAY	acre	24.3	0	0
1309	8001	ORCHARDS OR VINEYARD	acre	10.3	1	1
1309	8002	INTENSIVE AGRICULTURE	acre	2.6	0	0
1309	8003	FIELD CROPS	acre	4.3	0	0
1309	9101	INACTIVE USE	acre	30.0	0	0
1309		TOTAL			2631	1920
1310	101	SINGLE FAMILY	du	160.0	1839	1303
1310	4112	RIGHT-OF-WAY	acre	8.7	0	0
1310	8003	FIELD CROPS	acre	10.2	1	1
1310	9101	INACTIVE USE	acre	0.0	0	0
1310		TOTAL			1840	1304
1311	4112	RIGHT-OF-WAY	acre	4.8	0	0
1311	4113	COMMUNICATION OR UTILITY	acre	4.1	21	17
1311	4119	OTHER TRANSPORTATION	acre	3.9	395	299
1311	5004	NEIGHBORHOOD COMMERCIAL	acre	11.1	13681	9640
1311	6102	CHURCH	acre	0.4	18	14
1311	7204	GOLF COURSE	acre	85.3	0	0
1311		TOTAL			14115	9970
1312	101	SINGLE FAMILY	du	48.0	538	390
1312	4112	RIGHT-OF-WAY	acre	6.8	0	0
1312	9101	INACTIVE USE	acre	225.8	0	0
1312		TOTAL			538	390
1313	101	SINGLE FAMILY	du	332.0	3785	2725
1313	4112	RIGHT-OF-WAY	acre	24.9	0	0
1313	9101	INACTIVE USE	acre	250.5	0	0
1313		TOTAL			3785	2725

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1314	101	SINGLE FAMILY	du	19.0	213	153
1314	4112	RIGHT-OF-WAY	acre	14.5	0	0
1314	4113	COMMUNICATION OR UTILITY	acre	0.8	2	2
1314	5009	OTHER COMMERCIAL	acre	4.1	448	325
1314	9101	INACTIVE USE	acre	1852.8	0	0
1314		TOTAL			663	480
1315	101	SINGLE FAMILY	du	1344.0	15837	11130
1315	4112	RIGHT-OF-WAY	acre	94.7	0	0
1315	6806	ELEMENTARY SCHOOL	site	1.0	2197	1187
1315	6809	OTHER SCHOOL	acre	0.5	107	90
1315	7607	RESIDENTIAL RECREATION	acre	5.1	0	0
1315	9101	INACTIVE USE	acre	93.2	0	0
1315	9500	UNDER CONTRUCTION	acre	1.9	11	8
1315		TOTAL			18152	12415
1316	101	SINGLE FAMILY	du	621.0	7113	5096
1316	102	MULTI-FAMILY	du	246.0	2220	1530
1316	103	MOBILE HOME PARK	du	66.0	461	296
1316	1501	LOW-RISE HOTEL OR MOTEL	acre	1.2	428	265
1316	4112	RIGHT-OF-WAY	acre	40.2	0	0
1316	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
1316	5007	STREETFRONT COMMERCIAL	acre	0.4	554	403
1316	5008	SERVICE STATION	acre	1.3	5307	3874
1316	7601	ACTIVE PARK	acre	2.5	158	102
1316	8002	INTENSIVE AGRICULTURE	acre	0.0	0	0
1316	9101	INACTIVE USE	acre	4.3	0	0
1316		TOTAL			16241	11566
1317	101	SINGLE FAMILY	du	165.0	1867	1345
1317	4112	RIGHT-OF-WAY	acre	23.3	0	0
1317	6105	FIRE OR POLICE STATION	site	1.0	269	197
1317	9101	INACTIVE USE	acre	52.5	0	0
1317		TOTAL			2136	1542
1318	101	SINGLE FAMILY	du	427.0	4937	3512
1318	4112	RIGHT-OF-WAY	acre	36.9	0	0
1318	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
1318	7607	RESIDENTIAL RECREATION	acre	6.1	0	0
1318	9101	INACTIVE USE	acre	47.6	0	0
1318		TOTAL			4937	3512
1319	101	SINGLE FAMILY	du	920.0	10813	7609
1319	102	MULTI-FAMILY	du	19.0	171	119
1319	4112	RIGHT-OF-WAY	acre	64.6	0	0
1319	6102	CHURCH	acre	3.5	174	134
1319	6105	FIRE OR POLICE STATION	site	1.0	254	183
1319	6806	ELEMENTARY SCHOOL	site	1.0	2212	1200
1319	9101	INACTIVE USE	acre	33.0	0	0
1319		TOTAL			13624	9245

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1320	102	MULTI-FAMILY	du	120.0	1116	750
1320	4112	RIGHT-OF-WAY	acre	2.7	0	0
1320	5004	NEIGHBORHOOD COMMERCIAL	acre	8.4	10493	7413
1320	6002	LOW RISE OFFICE	acre	1.8	634	500
1320	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
1320	9101	INACTIVE USE	acre	6.3	0	0
1320		TOTAL			12243	8663
1321	101	SINGLE FAMILY	du	27.0	151	111
1321	4112	RIGHT-OF-WAY	acre	27.9	0	0
1321	4113	COMMUNICATION OR UTILITY	acre	13.8	27	21
1321	6102	CHURCH	acre	2.3	75	58
1321	8001	ORCHARDS OR VINEYARD	acre	18.6	1	1
1321	8003	FIELD CROPS	acre	62.5	11	9
1321	9101	INACTIVE USE	acre	23.2	0	0
1321		TOTAL			265	200
1322	102	MULTI-FAMILY	du	511.0	4341	3108
1322	1409	OTHER GROUP QUARTERS	acre	4.5	18	13
1322	4112	RIGHT-OF-WAY	acre	20.0	0	0
1322	9101	INACTIVE USE	acre	177.0	0	0
1322		TOTAL			4359	3121
1323	101	SINGLE FAMILY	du	64.0	747	530
1323	4112	RIGHT-OF-WAY	acre	8.3	0	0
1323	5003	COMMUNITY COMMERCIAL	acre	35.3	27003	18978
1323	9101	INACTIVE USE	acre	5.1	0	0
1323		TOTAL			27750	19508
1324	101	SINGLE FAMILY	du	58.0	663	477
1324	1409	OTHER GROUP QUARTERS	acre	5.7	22	16
1324	4112	RIGHT-OF-WAY	acre	6.9	1	1
1324	6102	CHURCH	acre	6.4	321	249
1324	6806	ELEMENTARY SCHOOL	site	1.0	2120	1121
1324	9101	INACTIVE USE	acre	1.0	0	0
1324		TOTAL			3127	1864
1325	101	SINGLE FAMILY	du	514.0	5926	4237
1325	4112	RIGHT-OF-WAY	acre	39.8	0	0
1325	6804	SENIOR HIGH SCHOOL	site	1.0	5699	2502
1325	7607	RESIDENTIAL RECREATION	acre	1.6	0	0
1325	9101	INACTIVE USE	acre	141.2	0	0
1325		TOTAL			11625	6739
1326	101	SINGLE FAMILY	du	48.0	552	393
1326	4112	RIGHT-OF-WAY	acre	6.8	0	0
1326	6105	FIRE OR POLICE STATION	site	1.0	270	197
1326	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4464	2705
1326	6806	ELEMENTARY SCHOOL	site	1.0	2244	1227
1326	6809	OTHER SCHOOL	acre	0.2	35	29
1326	7601	ACTIVE PARK	acre	103.8	6562	4264

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1326	9101	INACTIVE USE	acre	151.6	0	0
1326		TOTAL			14127	8815
1327	101	SINGLE FAMILY	du	315.0	3650	2589
1327	102	MULTI-FAMILY	du	199.0	1774	1231
1327	1501	LOW-RISE HOTEL OR MOTEL	acre	5.8	1864	1127
1327	4112	RIGHT-OF-WAY	acre	6.9	0	0
1327	5007	STREETFRONT COMMERCIAL	acre	1.2	1487	1080
1327	5008	SERVICE STATION	acre	0.7	2720	1986
1327	5009	OTHER COMMERCIAL	acre	1.9	235	174
1327	7605	PASSIVE BEACH	acre	5.7	11	7
1327	7607	RESIDENTIAL RECREATION	acre	1.7	0	0
1327	9101	INACTIVE USE	acre	24.4	0	0
1327	9702	MIXED USE 67% STREETFRONT	acre	0.8	683	497
1327		TOTAL			12424	8691
1328	101	SINGLE FAMILY	du	167.0	1868	1356
1328	4112	RIGHT-OF-WAY	acre	66.7	0	0
1328	5007	STREETFRONT COMMERCIAL	acre	0.6	737	535
1328	6105	FIRE OR POLICE STATION	site	1.0	254	183
1328	9101	INACTIVE USE	acre	92.0	0	0
1328		TOTAL			2859	2074
1329	101	SINGLE FAMILY	du	140.0	1604	1157
1329	4112	RIGHT-OF-WAY	acre	6.8	0	0
1329	9101	INACTIVE USE	acre	10.4	0	0
1329		TOTAL			1604	1157
1330	101	SINGLE FAMILY	du	206.0	2369	1691
1330	4112	RIGHT-OF-WAY	acre	20.6	0	0
1330	8003	FIELD CROPS	acre	2.8	0	0
1330	9101	INACTIVE USE	acre	4.2	0	0
1330		TOTAL			2369	1691
1331	101	SINGLE FAMILY	du	74.0	804	571
1331	4112	RIGHT-OF-WAY	acre	34.5	0	0
1331	8002	INTENSIVE AGRICULTURE	acre	150.3	76	64
1331	8003	FIELD CROPS	acre	91.8	8	6
1331	9101	INACTIVE USE	acre	893.0	0	0
1331		TOTAL			888	641
1332	101	SINGLE FAMILY	du	131.0	1576	1095
1332	102	MULTI-FAMILY	du	496.0	4294	3041
1332	4112	RIGHT-OF-WAY	acre	20.4	0	0
1332	5004	NEIGHBORHOOD COMMERCIAL	acre	4.1	5070	3577
1332	5009	OTHER COMMERCIAL	acre	0.6	70	52
1332	6102	CHURCH	acre	4.4	219	169
1332	7601	ACTIVE PARK	acre	28.0	1770	1150
1332	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
1332	9101	INACTIVE USE	acre	10.0	0	0
1332		TOTAL			12999	9084

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1333	101	SINGLE FAMILY	du	99.0	1067	765
1333	4112	RIGHT-OF-WAY	acre	18.5	0	0
1333	8001	ORCHARDS OR VINEYARD	acre	162.0	13	11
1333	9101	INACTIVE USE	acre	780.2	0	0
1333		TOTAL			1080	776
1334	101	SINGLE FAMILY	du	181.0	1984	1406
1334	4112	RIGHT-OF-WAY	acre	34.2	0	0
1334	4113	COMMUNICATION OR UTILITY	acre	5.1	15	11
1334	8003	FIELD CROPS	acre	238.5	20	15
1334	9101	INACTIVE USE	acre	138.8	0	0
1334	9500	UNDER CONTRUCTION	acre	4.2	23	18
1334		TOTAL			2042	1450
1335	101	SINGLE FAMILY	du	410.0	4642	3343
1335	4112	RIGHT-OF-WAY	acre	28.8	0	0
1335	7601	ACTIVE PARK	acre	8.2	521	338
1335	8001	ORCHARDS OR VINEYARD	acre	3.8	0	0
1335	9101	INACTIVE USE	acre	1094.7	0	0
1335		TOTAL			5163	3681
1336	101	SINGLE FAMILY	du	279.0	3283	2322
1336	4112	RIGHT-OF-WAY	acre	9.5	0	0
1336	4113	COMMUNICATION OR UTILITY	acre	2.7	8	6
1336	8002	INTENSIVE AGRICULTURE	acre	5.3	1	1
1336	9101	INACTIVE USE	acre	182.9	0	0
1336		TOTAL			3292	2329
1337	101	SINGLE FAMILY	du	59.0	341	245
1337	1501	LOW-RISE HOTEL OR MOTEL	acre	1.9	414	249
1337	4112	RIGHT-OF-WAY	acre	19.7	0	0
1337	5009	OTHER COMMERCIAL	acre	3.2	267	197
1337	6101	CEMETERY	acre	3.0	7	6
1337	8001	ORCHARDS OR VINEYARD	acre	48.8	4	3
1337	9101	INACTIVE USE	acre	26.5	0	0
1337		TOTAL			1033	700
1338	101	SINGLE FAMILY	du	55.0	622	450
1338	4112	RIGHT-OF-WAY	acre	16.4	3	3
1338	5007	STREETFRONT COMMERCIAL	acre	0.9	1117	806
1338	6102	CHURCH	acre	3.4	216	171
1338	6804	SENIOR HIGH SCHOOL	site	1.0	6079	2830
1338	9101	INACTIVE USE	acre	1.0	0	0
1338		TOTAL			8037	4260
1339	101	SINGLE FAMILY	du	66.0	723	517
1339	8001	ORCHARDS OR VINEYARD	acre	74.9	6	5
1339	8002	INTENSIVE AGRICULTURE	acre	74.3	17	14
1339	8003	FIELD CROPS	acre	13.2	1	1
1339	9101	INACTIVE USE	acre	3098.8	0	0
1339		TOTAL			747	537

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1340	101	SINGLE FAMILY	du	55.0	643	455
1340	4112	RIGHT-OF-WAY	acre	3.3	0	0
1340	4113	COMMUNICATION OR UTILITY	acre	2.7	8	6
1340	7204	GOLF COURSE	acre	109.8	4	3
1340	7205	GOLF CLUB HOUSE	site	1.0	638	429
1340	9101	INACTIVE USE	acre	38.2	0	0
1340		TOTAL			1293	893
1341	101	SINGLE FAMILY	du	284.0	3262	2330
1341	102	MULTI-FAMILY	du	200.0	1783	1236
1341	103	MOBILE HOME PARK	du	57.0	399	255
1341	4112	RIGHT-OF-WAY	acre	11.9	0	0
1341	4114	PARKING	acre	0.2	0	0
1341	5007	STREETFRONT COMMERCIAL	acre	0.6	719	523
1341	7605	PASSIVE BEACH	acre	3.6	7	4
1341	9101	INACTIVE USE	acre	3.5	0	0
1341	9702	MIXED USE 67% STREETFRONT	acre	5.3	4404	3205
1341		TOTAL			10574	7553
1342	101	SINGLE FAMILY	du	455.0	2641	1888
1342	2301	JUNKYARD/DUMP/LANDFILL	acre	9.7	61	49
1342	4112	RIGHT-OF-WAY	acre	147.9	0	0
1342	4113	COMMUNICATION OR UTILITY	acre	1.6	6	5
1342	5009	OTHER COMMERCIAL	acre	4.2	311	226
1342	6104	POST OFFICE	acre	0.3	199	138
1342	6105	FIRE OR POLICE STATION	site	1.0	85	61
1342	6804	SENIOR HIGH SCHOOL	site	1.0	1820	761
1342	7601	ACTIVE PARK	acre	10.5	445	289
1342	8003	FIELD CROPS	acre	42.5	21	18
1342	9101	INACTIVE USE	acre	2017.6	0	0
1342		TOTAL			5589	3435
1343	101	SINGLE FAMILY	du	267.0	3039	2176
1343	4112	RIGHT-OF-WAY	acre	26.5	2	2
1343	9101	INACTIVE USE	acre	1.1	0	0
1343		TOTAL			3041	2178
1344	101	SINGLE FAMILY	du	337.0	3831	2768
1344	1409	OTHER GROUP QUARTERS	acre	1.4	6	4
1344	4112	RIGHT-OF-WAY	acre	28.2	0	0
1344	6102	CHURCH	acre	7.6	465	368
1344	6806	ELEMENTARY SCHOOL	site	1.0	2232	1217
1344	8002	INTENSIVE AGRICULTURE	acre	9.2	35	31
1344	9101	INACTIVE USE	acre	4.4	0	0
1344		TOTAL			6569	4388
1345	101	SINGLE FAMILY	du	468.0	5634	3910
1345	4112	RIGHT-OF-WAY	acre	39.2	0	0
1345	5004	NEIGHBORHOOD COMMERCIAL	acre	4.8	6042	4265
1345	6002	LOW RISE OFFICE	acre	0.9	223	171
1345	6509	OTHER HEALTH CARE	acre	1.8	735	539

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1345	6806	ELEMENTARY SCHOOL	site	1.0	2228	1213
1345	7607	RESIDENTIAL RECREATION	acre	2.0	0	0
1345	9101	INACTIVE USE	acre	32.5	0	0
1345		TOTAL			14862	10098
1346	101	SINGLE FAMILY	du	75.0	428	312
1346	102	MULTI-FAMILY	du	5.0	22	16
1346	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	111	69
1346	2301	JUNKYARD/DUMP/LANDFILL	acre	2.6	16	13
1346	4112	RIGHT-OF-WAY	acre	15.6	0	0
1346	4119	OTHER TRANSPORTATION	acre	5.5	372	282
1346	5007	STREETFRONT COMMERCIAL	acre	0.4	338	247
1346	5009	OTHER COMMERCIAL	acre	5.1	417	308
1346	6102	CHURCH	acre	0.3	11	9
1346	6804	SENIOR HIGH SCHOOL	site	1.0	2047	957
1346	6806	ELEMENTARY SCHOOL	site	1.0	708	373
1346	6807	SCHOOL DISTRICT OFFICE	acre	3.7	463	372
1346	8003	FIELD CROPS	acre	5.3	0	0
1346	9101	INACTIVE USE	acre	5.0	0	0
1346		TOTAL			4933	2958
1347	101	SINGLE FAMILY	du	915.0	10772	7573
1347	4112	RIGHT-OF-WAY	acre	61.6	0	0
1347	4114	PARKING	acre	3.4	0	0
1347	6102	CHURCH	acre	6.4	317	245
1347	7607	RESIDENTIAL RECREATION	acre	2.6	0	0
1347	9101	INACTIVE USE	acre	67.8	0	0
1347		TOTAL			11089	7818
1348	101	SINGLE FAMILY	du	265.0	3052	2180
1348	102	MULTI-FAMILY	du	253.0	2299	1578
1348	4112	RIGHT-OF-WAY	acre	13.4	0	0
1348	9101	INACTIVE USE	acre	0.2	0	0
1348		TOTAL			5351	3758
1349	101	SINGLE FAMILY	du	16.0	87	65
1349	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	88	54
1349	4112	RIGHT-OF-WAY	acre	6.7	0	0
1349	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
1349	5009	OTHER COMMERCIAL	acre	7.1	626	469
1349	6003	GOV'T OFFICE OR CENTER	acre	0.2	132	97
1349	6102	CHURCH	acre	0.5	15	12
1349	7601	ACTIVE PARK	acre	1.1	94	72
1349	9101	INACTIVE USE	acre	32.0	0	0
1349		TOTAL			1042	769
1350	101	SINGLE FAMILY	du	110.0	1235	898
1350	4112	RIGHT-OF-WAY	acre	14.1	0	0
1350	9101	INACTIVE USE	acre	11.7	0	0
1350		TOTAL			1235	898

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1351	101	SINGLE FAMILY	du	286.0	1619	1181
1351	102	MULTI-FAMILY	du	29.0	140	93
1351	1409	OTHER GROUP QUARTERS	acre	106.4	280	207
1351	4112	RIGHT-OF-WAY	acre	42.3	0	0
1351	4113	COMMUNICATION OR UTILITY	acre	0.6	1	1
1351	5009	OTHER COMMERCIAL	acre	4.4	320	231
1351	7210	OTHER RECREATION-HIGH	acre	146.3	5227	3523
1351	7211	OTHER RECREATION-LOW	acre	142.1	603	412
1351	8001	ORCHARDS OR VINEYARD	acre	14.4	1	1
1351	8003	FIELD CROPS	acre	471.3	27	21
1351	9101	INACTIVE USE	acre	2913.6	0	0
1351		TOTAL			8218	5670
1352	101	SINGLE FAMILY	du	234.0	2689	1926
1352	102	MULTI-FAMILY	du	47.0	426	292
1352	4112	RIGHT-OF-WAY	acre	52.8	0	0
1352	5007	STREETFRONT COMMERCIAL	acre	0.6	709	514
1352	8002	INTENSIVE AGRICULTURE	acre	1.9	1	1
1352	9101	INACTIVE USE	acre	4.2	0	0
1352		TOTAL			3825	2733
1353	4112	RIGHT-OF-WAY	acre	11.3	0	0
1353	5003	COMMUNITY COMMERCIAL	acre	30.9	24167	17075
1353	9101	INACTIVE USE	acre	27.2	0	0
1353		TOTAL			24167	17075
1354	2105	PUBLIC STORAGE	acre	2.5	66	55
1354	4112	RIGHT-OF-WAY	acre	13.0	10	8
1354	4113	COMMUNICATION OR UTILITY	acre	1.4	4	3
1354	5002	REGIONAL COMMERCIAL	acre	82.2	56948	40063
1354	5008	SERVICE STATION	acre	1.2	4717	3444
1354	7210	OTHER RECREATION-HIGH	acre	20.1	1079	728
1354	9101	INACTIVE USE	acre	5.1	0	0
1354		TOTAL			62824	44301
1355	101	SINGLE FAMILY	du	30.0	318	230
1355	4112	RIGHT-OF-WAY	acre	12.4	0	0
1355	8001	ORCHARDS OR VINEYARD	acre	4.7	0	0
1355	8002	INTENSIVE AGRICULTURE	acre	9.8	2	2
1355	8003	FIELD CROPS	acre	73.6	6	5
1355	9101	INACTIVE USE	acre	215.3	0	0
1355		TOTAL			326	237
1356	101	SINGLE FAMILY	du	54.0	640	468
1356	4112	RIGHT-OF-WAY	acre	4.2	0	0
1356	4113	COMMUNICATION OR UTILITY	acre	2.0	6	5
1356	8001	ORCHARDS OR VINEYARD	acre	216.6	24	19
1356	8003	FIELD CROPS	acre	22.5	2	2
1356	9101	INACTIVE USE	acre	166.4	0	0
1356		TOTAL			672	494

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1357	101	SINGLE FAMILY	du	593.0	6742	4829
1357	4112	RIGHT-OF-WAY	acre	45.0	1	1
1357	7204	GOLF COURSE	acre	118.0	40	34
1357	7205	GOLF CLUB HOUSE	site	1.0	638	429
1357	7607	RESIDENTIAL RECREATION	acre	2.5	0	0
1357	8001	ORCHARDS OR VINEYARD	acre	11.5	1	1
1357	8002	INTENSIVE AGRICULTURE	acre	120.0	28	22
1357	8003	FIELD CROPS	acre	25.2	2	2
1357	9101	INACTIVE USE	acre	872.1	5	4
1357		TOTAL			7457	5322
1358	101	SINGLE FAMILY	du	670.0	7832	5550
1358	4112	RIGHT-OF-WAY	acre	66.6	0	0
1358	4113	COMMUNICATION OR UTILITY	acre	9.7	58	47
1358	6806	ELEMENTARY SCHOOL	site	1.0	2247	1230
1358	9101	INACTIVE USE	acre	161.7	0	0
1358		TOTAL			10137	6827
1359	101	SINGLE FAMILY	du	176.0	1999	1437
1359	4112	RIGHT-OF-WAY	acre	12.9	0	0
1359	8002	INTENSIVE AGRICULTURE	acre	21.5	5	4
1359	9101	INACTIVE USE	acre	30.9	0	0
1359		TOTAL			2004	1441
1360	4112	RIGHT-OF-WAY	acre	8.1	0	0
1360	5004	NEIGHBORHOOD COMMERCIAL	acre	7.3	9621	6867
1360		TOTAL			9621	6867
1361	101	SINGLE FAMILY	du	70.0	840	607
1361	4112	RIGHT-OF-WAY	acre	17.1	0	0
1361	8001	ORCHARDS OR VINEYARD	acre	190.7	20	15
1361	8003	FIELD CROPS	acre	4.7	0	0
1361	9101	INACTIVE USE	acre	175.2	0	0
1361		TOTAL			860	622
1362	101	SINGLE FAMILY	du	217.0	2471	1776
1362	102	MULTI-FAMILY	du	132.0	1166	814
1362	103	MOBILE HOME PARK	du	119.0	810	528
1362	4112	RIGHT-OF-WAY	acre	11.1	0	0
1362	5007	STREETFRONT COMMERCIAL	acre	0.3	339	245
1362	7601	ACTIVE PARK	unique	0.2	5342	3507
1362	7605	PASSIVE BEACH	acre	6.5	13	8
1362	9101	INACTIVE USE	acre	2.5	0	0
1362	9702	MIXED USE 67% STREETFRONT	acre	4.4	3652	2658
1362		TOTAL			13793	9536
1363	101	SINGLE FAMILY	du	358.0	4068	2919
1363	4112	RIGHT-OF-WAY	acre	50.5	0	0
1363	4113	COMMUNICATION OR UTILITY	acre	2.6	7	6
1363	9101	INACTIVE USE	acre	245.3	0	0
1363		TOTAL			4075	2925

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1364	101	SINGLE FAMILY	du	1100.0	13519	9611
1364	102	MULTI-FAMILY	du	1123.0	9700	6621
1364	4112	RIGHT-OF-WAY	acre	112.8	0	0
1364	4113	COMMUNICATION OR UTILITY	acre	7.6	23	17
1364	4114	PARKING	acre	0.1	0	0
1364	6002	LOW RISE OFFICE	acre	8.5	2092	1587
1364	6806	ELEMENTARY SCHOOL	site	1.0	2290	1267
1364	7601	ACTIVE PARK	acre	15.8	1003	652
1364	8001	ORCHARDS OR VINEYARD	acre	20.8	2	1
1364	9101	INACTIVE USE	acre	2261.8	0	0
1364	9500	UNDER CONTRUCTION	acre	3.4	19	15
1364		TOTAL			28648	19771
1365	101	SINGLE FAMILY	du	188.0	2154	1543
1365	102	MULTI-FAMILY	du	127.0	1139	789
1365	4112	RIGHT-OF-WAY	acre	9.9	0	0
1365	5004	NEIGHBORHOOD COMMERCIAL	acre	0.9	1094	774
1365	8002	INTENSIVE AGRICULTURE	acre	0.4	0	0
1365	9101	INACTIVE USE	acre	0.9	0	0
1365		TOTAL			4387	3106
1366	102	MULTI-FAMILY	du	148.0	1329	918
1366	9101	INACTIVE USE	acre	112.9	0	0
1366		TOTAL			1329	918
1367	101	SINGLE FAMILY	du	122.0	1386	997
1367	4112	RIGHT-OF-WAY	acre	21.3	0	0
1367	5003	COMMUNITY COMMERCIAL	acre	52.2	40718	28745
1367	5008	SERVICE STATION	acre	1.5	6147	4488
1367	7601	ACTIVE PARK	acre	17.3	1092	710
1367	9101	INACTIVE USE	acre	3.4	0	0
1367		TOTAL			49343	34940
1368	101	SINGLE FAMILY	du	426.0	4882	3487
1368	4112	RIGHT-OF-WAY	acre	29.2	0	0
1368	6806	ELEMENTARY SCHOOL	site	1.0	2260	1241
1368	7204	GOLF COURSE	acre	77.6	87	75
1368	7601	ACTIVE PARK	acre	9.4	605	396
1368	8002	INTENSIVE AGRICULTURE	acre	24.6	6	5
1368	8003	FIELD CROPS	acre	2.4	0	0
1368	9101	INACTIVE USE	acre	38.2	0	0
1368		TOTAL			7840	5204
1369	101	SINGLE FAMILY	du	23.0	269	192
1369	4112	RIGHT-OF-WAY	acre	6.0	0	0
1369	5003	COMMUNITY COMMERCIAL	acre	9.1	7167	5072
1369	9101	INACTIVE USE	acre	34.6	0	0
1369		TOTAL			7436	5264
1370	101	SINGLE FAMILY	du	98.0	1094	768
1370	4112	RIGHT-OF-WAY	acre	27.3	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1370	6102	CHURCH	acre	8.7	431	332
1370	8003	FIELD CROPS	acre	130.3	11	8
1370	9101	INACTIVE USE	acre	357.5	0	0
1370		TOTAL			1536	1108
1371	101	SINGLE FAMILY	du	80.0	951	669
1371	2105	PUBLIC STORAGE	acre	2.1	57	48
1371	4112	RIGHT-OF-WAY	acre	12.7	0	0
1371	5009	OTHER COMMERCIAL	acre	0.6	78	58
1371	6809	OTHER SCHOOL	acre	0.6	254	215
1371	7601	ACTIVE PARK	acre	2.0	126	82
1371	9101	INACTIVE USE	acre	19.3	0	0
1371		TOTAL			1466	1072
1372	101	SINGLE FAMILY	du	67.0	751	523
1372	4112	RIGHT-OF-WAY	acre	20.4	0	0
1372	8002	INTENSIVE AGRICULTURE	acre	14.9	10	8
1372	9101	INACTIVE USE	acre	71.5	0	0
1372		TOTAL			761	531
1373	101	SINGLE FAMILY	du	190.0	2242	1587
1373	4112	RIGHT-OF-WAY	acre	27.2	0	0
1373	8002	INTENSIVE AGRICULTURE	acre	5.0	1	1
1373	9101	INACTIVE USE	acre	91.1	0	0
1373		TOTAL			2243	1588
1374	101	SINGLE FAMILY	du	430.0	5105	3581
1374	4112	RIGHT-OF-WAY	acre	27.4	0	0
1374	7607	RESIDENTIAL RECREATION	acre	6.1	0	0
1374	9101	INACTIVE USE	acre	36.6	0	0
1374		TOTAL			5105	3581
1375	101	SINGLE FAMILY	du	192.0	2155	1571
1375	4112	RIGHT-OF-WAY	acre	12.7	0	0
1375	6102	CHURCH	acre	1.7	118	94
1375	8002	INTENSIVE AGRICULTURE	acre	7.2	2	1
1375	8003	FIELD CROPS	acre	11.2	1	1
1375	9101	INACTIVE USE	acre	2.3	0	0
1375		TOTAL			2276	1667
1376	101	SINGLE FAMILY	du	17.0	183	130
1376	4112	RIGHT-OF-WAY	acre	12.3	0	0
1376	8002	INTENSIVE AGRICULTURE	acre	205.5	47	38
1376	9101	INACTIVE USE	acre	1105.1	0	0
1376		TOTAL			230	168
1377	101	SINGLE FAMILY	du	410.0	4675	3352
1377	4112	RIGHT-OF-WAY	acre	30.7	0	0
1377	5008	SERVICE STATION	acre	0.9	3427	2502
1377	6105	FIRE OR POLICE STATION	site	1.0	254	183
1377	8002	INTENSIVE AGRICULTURE	acre	3.5	1	1

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1377	9101	INACTIVE USE	acre	7.4	0	0
1377		TOTAL			8357	6038
1378	101	SINGLE FAMILY	du	298.0	3443	2447
1378	1501	LOW-RISE HOTEL OR MOTEL	acre	1.4	476	291
1378	4112	RIGHT-OF-WAY	acre	12.0	0	0
1378	8002	INTENSIVE AGRICULTURE	acre	9.5	6	5
1378	9101	INACTIVE USE	acre	8.7	0	0
1378		TOTAL			3925	2743
1379	101	SINGLE FAMILY	du	60.0	668	488
1379	102	MULTI-FAMILY	du	71.0	621	436
1379	103	MOBILE HOME PARK	du	232.0	1575	1023
1379	2103	LIGHT INDUSTRY	acre	1.4	84	68
1379	4112	RIGHT-OF-WAY	acre	15.2	0	0
1379	5007	STREETFRONT COMMERCIAL	acre	1.2	1477	1074
1379	5009	OTHER COMMERCIAL	acre	0.9	425	353
1379	6002	LOW RISE OFFICE	acre	0.4	87	66
1379	6806	ELEMENTARY SCHOOL	site	1.0	2210	1198
1379	7601	ACTIVE PARK	acre	2.8	175	114
1379	8002	INTENSIVE AGRICULTURE	acre	0.3	0	0
1379	9101	INACTIVE USE	acre	0.7	0	0
1379	9702	MIXED USE 67% STREETFRONT	acre	0.7	558	406
1379		TOTAL			7880	5226
1380	101	SINGLE FAMILY	du	282.0	3152	2297
1380	102	MULTI-FAMILY	du	38.0	329	233
1380	4112	RIGHT-OF-WAY	acre	13.6	0	0
1380	5007	STREETFRONT COMMERCIAL	acre	5.4	6570	4772
1380	7605	PASSIVE BEACH	acre	3.5	7	4
1380	9101	INACTIVE USE	acre	1.5	0	0
1380	9702	MIXED USE 67% STREETFRONT	acre	1.5	1257	915
1380		TOTAL			11315	8221
1381	101	SINGLE FAMILY	du	229.0	2714	1908
1381	4112	RIGHT-OF-WAY	acre	41.4	0	0
1381	7204	GOLF COURSE	acre	258.3	128	111
1381	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
1381	8001	ORCHARDS OR VINEYARD	acre	4.9	0	0
1381	9101	INACTIVE USE	acre	211.8	0	0
1381		TOTAL			2842	2019
1382	101	SINGLE FAMILY	du	3.0	30	23
1382	4112	RIGHT-OF-WAY	acre	1.9	0	0
1382	6102	CHURCH	acre	34.5	1701	1313
1382	8001	ORCHARDS OR VINEYARD	acre	40.1	5	4
1382	8003	FIELD CROPS	acre	123.9	10	8
1382	9101	INACTIVE USE	acre	422.1	0	0
1382		TOTAL			1746	1348
1383	101	SINGLE FAMILY	du	15.0	170	122

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1383	4112	RIGHT-OF-WAY	acre	9.0	0	0
1383	4113	COMMUNICATION OR UTILITY	acre	1.3	4	3
1383	8002	INTENSIVE AGRICULTURE	acre	6.5	2	1
1383	9101	INACTIVE USE	acre	178.5	0	0
1383		TOTAL			176	126
1384	101	SINGLE FAMILY	du	488.0	5913	4249
1384	4112	RIGHT-OF-WAY	acre	74.5	0	0
1384	4113	COMMUNICATION OR UTILITY	acre	0.7	2	2
1384	6105	FIRE OR POLICE STATION	site	1.0	254	183
1384	7204	GOLF COURSE	acre	306.0	89	77
1384	7205	GOLF CLUB HOUSE	site	1.0	639	429
1384	9101	INACTIVE USE	acre	1876.4	0	0
1384	9500	UNDER CONTRUCTION	acre	42.7	241	190
1384		TOTAL			7138	5130
1385	101	SINGLE FAMILY	du	187.0	2216	1565
1385	4112	RIGHT-OF-WAY	acre	10.2	0	0
1385	7607	RESIDENTIAL RECREATION	acre	5.4	0	0
1385	9101	INACTIVE USE	acre	21.4	0	0
1385		TOTAL			2216	1565
1386	101	SINGLE FAMILY	du	185.0	2153	1533
1386	4112	RIGHT-OF-WAY	acre	58.8	0	0
1386	4113	COMMUNICATION OR UTILITY	acre	4.8	14	11
1386	6105	FIRE OR POLICE STATION	site	1.0	254	183
1386	7607	RESIDENTIAL RECREATION	acre	8.7	0	0
1386	8002	INTENSIVE AGRICULTURE	acre	10.3	2	2
1386	9101	INACTIVE USE	acre	785.6	0	0
1386		TOTAL			2423	1729
1387	101	SINGLE FAMILY	du	148.0	1621	1150
1387	4112	RIGHT-OF-WAY	acre	35.3	0	0
1387	6101	CEMETERY	acre	9.9	46	38
1387	8002	INTENSIVE AGRICULTURE	acre	21.2	48	41
1387	8003	FIELD CROPS	acre	39.5	3	2
1387	9101	INACTIVE USE	acre	18.5	0	0
1387		TOTAL			1718	1231
1388	101	SINGLE FAMILY	du	33.0	377	271
1388	4112	RIGHT-OF-WAY	acre	65.8	0	0
1388	4113	COMMUNICATION OR UTILITY	acre	11.8	35	27
1388	9101	INACTIVE USE	acre	971.3	0	0
1388		TOTAL			412	298
1389	101	SINGLE FAMILY	du	366.0	4351	3054
1389	4112	RIGHT-OF-WAY	acre	39.5	0	0
1389	5007	STREETFRONT COMMERCIAL	acre	0.6	662	481
1389	7601	ACTIVE PARK	acre	2.9	185	120
1389	8003	FIELD CROPS	acre	1.0	0	0
1389	9101	INACTIVE USE	acre	4.3	0	0
1389		TOTAL			5198	3655

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1390	101	SINGLE FAMILY	du	102.0	1113	791
1390	4112	RIGHT-OF-WAY	acre	43.7	0	0
1390	8001	ORCHARDS OR VINEYARD	acre	15.6	1	1
1390	8002	INTENSIVE AGRICULTURE	acre	250.4	58	47
1390	8003	FIELD CROPS	acre	548.0	77	62
1390	9101	INACTIVE USE	acre	2175.2	0	0
1390	9500	UNDER CONTRUCTION	acre	9.3	53	41
1390		TOTAL			1302	942
1391	4112	RIGHT-OF-WAY	acre	3.5	0	0
1391	5003	COMMUNITY COMMERCIAL	acre	7.8	6116	4321
1391	5007	STREETFRONT COMMERCIAL	acre	3.2	3814	2755
1391	6002	LOW RISE OFFICE	acre	10.9	3383	2640
1391	6509	OTHER HEALTH CARE	acre	19.1	8594	6376
1391	7210	OTHER RECREATION-HIGH	acre	4.0	285	205
1391		TOTAL			22192	16297
1392	101	SINGLE FAMILY	du	169.0	1988	1408
1392	4112	RIGHT-OF-WAY	acre	10.0	0	0
1392		TOTAL			1988	1408
1393	101	SINGLE FAMILY	du	183.0	2169	1529
1393	4112	RIGHT-OF-WAY	acre	21.3	0	0
1393	8002	INTENSIVE AGRICULTURE	acre	7.7	2	2
1393	9101	INACTIVE USE	acre	30.3	0	0
1393		TOTAL			2171	1531
1394	4112	RIGHT-OF-WAY	acre	4.7	0	0
1394	4113	COMMUNICATION OR UTILITY	acre	41.8	123	95
1394	8002	INTENSIVE AGRICULTURE	acre	204.6	272	232
1394	8003	FIELD CROPS	acre	14.8	1	1
1394	9101	INACTIVE USE	acre	187.7	0	0
1394		TOTAL			396	328
1395	101	SINGLE FAMILY	du	286.0	1659	1192
1395	4112	RIGHT-OF-WAY	acre	90.3	0	0
1395	4113	COMMUNICATION OR UTILITY	acre	1.0	2	2
1395	7210	OTHER RECREATION-HIGH	acre	7.8	276	186
1395	7211	OTHER RECREATION-LOW	acre	847.3	3593	2458
1395	8001	ORCHARDS OR VINEYARD	acre	19.8	1	1
1395	8003	FIELD CROPS	acre	90.7	5	4
1395	9101	INACTIVE USE	acre	2668.1	0	0
1395		TOTAL			5536	3843
1396	101	SINGLE FAMILY	du	73.0	853	600
1396	4112	RIGHT-OF-WAY	acre	3.1	0	0
1396	6104	POST OFFICE	acre	4.7	4840	3365
1396		TOTAL			5693	3965
1397	101	SINGLE FAMILY	du	463.0	5467	3841
1397	4112	RIGHT-OF-WAY	acre	22.2	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1397	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	2.0	8360	4920
1397	7601	ACTIVE PARK	acre	1.2	77	50
1397	7607	RESIDENTIAL RECREATION	acre	3.3	0	0
1397	9101	INACTIVE USE	acre	18.5	0	0
1397		TOTAL			13904	8811
1398	101	SINGLE FAMILY	du	30.0	332	235
1398	102	MULTI-FAMILY	du	68.0	554	369
1398	2103	LIGHT INDUSTRY	acre	2.0	109	88
1398	2301	JUNKYARD/DUMP/LANDFILL	acre	2.8	26	21
1398	4112	RIGHT-OF-WAY	acre	28.0	0	0
1398	4113	COMMUNICATION OR UTILITY	acre	27.8	99	78
1398	5009	OTHER COMMERCIAL	acre	0.5	67	51
1398	6102	CHURCH	acre	4.7	230	178
1398	6509	OTHER HEALTH CARE	acre	1.0	451	335
1398	7601	ACTIVE PARK	acre	26.2	1661	1080
1398	8003	FIELD CROPS	acre	13.4	1	1
1398	9101	INACTIVE USE	acre	121.8	0	0
1398		TOTAL			3530	2436
1399	101	SINGLE FAMILY	du	305.0	3576	2530
1399	4112	RIGHT-OF-WAY	acre	15.5	0	0
1399	6806	ELEMENTARY SCHOOL	site	1.0	2247	1230
1399	7607	RESIDENTIAL RECREATION	acre	0.9	0	0
1399	9101	INACTIVE USE	acre	17.2	0	0
1399		TOTAL			5823	3760
1400	101	SINGLE FAMILY	du	102.0	1146	834
1400	102	MULTI-FAMILY	du	54.0	479	336
1400	103	MOBILE HOME PARK	du	226.0	1544	1000
1400	4112	RIGHT-OF-WAY	acre	14.2	0	0
1400	4113	COMMUNICATION OR UTILITY	acre	0.6	2	2
1400	8002	INTENSIVE AGRICULTURE	acre	2.5	10	9
1400	9101	INACTIVE USE	acre	21.5	0	0
1400		TOTAL			3181	2181
1401	101	SINGLE FAMILY	du	247.0	2827	2019
1401	102	MULTI-FAMILY	du	5.0	44	31
1401	4112	RIGHT-OF-WAY	acre	48.1	0	0
1401	5007	STREETFRONT COMMERCIAL	acre	0.7	840	612
1401	8002	INTENSIVE AGRICULTURE	acre	2.8	1	1
1401	9101	INACTIVE USE	acre	16.0	0	0
1401		TOTAL			3712	2663
1402	101	SINGLE FAMILY	du	12.0	136	98
1402	102	MULTI-FAMILY	du	138.0	1243	859
1402	4112	RIGHT-OF-WAY	acre	2.8	0	0
1402	6002	LOW RISE OFFICE	acre	3.9	1027	785
1402	7601	ACTIVE PARK	acre	21.0	1330	865
1402	8002	INTENSIVE AGRICULTURE	acre	4.6	23	20
1402	9101	INACTIVE USE	acre	1.8	0	0
1402		TOTAL			3759	2627

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1403	4112	RIGHT-OF-WAY	acre	2.4	0	0
1403	7601	ACTIVE PARK	acre	11.5	737	481
1403	8002	INTENSIVE AGRICULTURE	acre	41.4	249	215
1403	8003	FIELD CROPS	acre	2.6	0	0
1403		TOTAL			986	696
1404	101	SINGLE FAMILY	du	14.0	158	115
1404	4113	COMMUNICATION OR UTILITY	acre	55.0	176	137
1404	8002	INTENSIVE AGRICULTURE	acre	25.1	78	68
1404	9101	INACTIVE USE	acre	127.0	0	0
1404		TOTAL			412	320
1405	101	SINGLE FAMILY	du	360.0	4042	2935
1405	102	MULTI-FAMILY	du	17.0	148	104
1405	103	MOBILE HOME PARK	du	54.0	363	237
1405	4112	RIGHT-OF-WAY	acre	21.1	0	0
1405	5007	STREETFRONT COMMERCIAL	acre	6.0	7184	5205
1405	5009	OTHER COMMERCIAL	acre	0.4	50	37
1405	6102	CHURCH	acre	0.9	50	39
1405	7605	PASSIVE BEACH	unique	4.3	5370	3463
1405	9101	INACTIVE USE	acre	1.5	0	0
1405		TOTAL			17207	12020
1406	101	SINGLE FAMILY	du	174.0	2032	1442
1406	102	MULTI-FAMILY	du	115.0	1047	725
1406	4112	RIGHT-OF-WAY	acre	12.8	0	0
1406	5007	STREETFRONT COMMERCIAL	acre	0.7	857	619
1406	6002	LOW RISE OFFICE	acre	1.0	585	481
1406	6105	FIRE OR POLICE STATION	site	1.0	254	183
1406	9101	INACTIVE USE	acre	5.8	17	15
1406		TOTAL			4792	3465
1407	102	MULTI-FAMILY	du	179.0	1558	1062
1407	4112	RIGHT-OF-WAY	acre	106.7	0	0
1407	4113	COMMUNICATION OR UTILITY	acre	17.4	51	39
1407	4114	PARKING	acre	2.8	0	0
1407	7601	ACTIVE PARK	acre	43.8	2781	1811
1407	9101	INACTIVE USE	acre	398.0	0	0
1407		TOTAL			4390	2912
1408	101	SINGLE FAMILY	du	613.0	7429	5310
1408	102	MULTI-FAMILY	du	212.0	1767	1236
1408	4112	RIGHT-OF-WAY	acre	18.4	0	0
1408	7607	RESIDENTIAL RECREATION	acre	3.5	0	0
1408	8002	INTENSIVE AGRICULTURE	acre	43.9	10	8
1408	9101	INACTIVE USE	acre	75.6	0	0
1408		TOTAL			9206	6554
1409	101	SINGLE FAMILY	du	348.0	4078	2881
1409	4112	RIGHT-OF-WAY	acre	19.3	0	0
1409	7607	RESIDENTIAL RECREATION	acre	4.2	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1409	9101	INACTIVE USE	acre	4.6	0	0
1409		TOTAL			4078	2881
1410	101	SINGLE FAMILY	du	1.0	11	8
1410	4112	RIGHT-OF-WAY	acre	1.1	0	0
1410	5004	NEIGHBORHOOD COMMERCIAL	acre	13.6	17885	12771
1410		TOTAL			17896	12779
1411	101	SINGLE FAMILY	du	101.0	1078	779
1411	4112	RIGHT-OF-WAY	acre	14.9	0	0
1411	8003	FIELD CROPS	acre	11.9	1	1
1411	9101	INACTIVE USE	acre	49.0	0	0
1411		TOTAL			1079	780
1412	101	SINGLE FAMILY	du	69.0	771	564
1412	1409	OTHER GROUP QUARTERS	acre	19.7	77	57
1412	4112	RIGHT-OF-WAY	acre	5.8	0	0
1412	6102	CHURCH	acre	2.2	106	82
1412	8003	FIELD CROPS	acre	1.9	0	0
1412	9101	INACTIVE USE	acre	32.9	27	23
1412		TOTAL			981	726
1413	101	SINGLE FAMILY	du	384.0	4353	3133
1413	102	MULTI-FAMILY	du	151.0	1331	930
1413	4112	RIGHT-OF-WAY	acre	16.2	0	0
1413	6002	LOW RISE OFFICE	acre	1.0	239	180
1413	6807	SCHOOL DISTRICT OFFICE	acre	1.2	862	717
1413	9101	INACTIVE USE	acre	0.3	0	0
1413		TOTAL			6785	4960
1414	101	SINGLE FAMILY	du	146.0	1657	1192
1414	102	MULTI-FAMILY	du	120.0	1059	738
1414	4112	RIGHT-OF-WAY	acre	6.9	0	0
1414	5009	OTHER COMMERCIAL	acre	2.1	231	167
1414	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
1414	8002	INTENSIVE AGRICULTURE	acre	2.8	1	1
1414	9101	INACTIVE USE	acre	9.8	0	0
1414		TOTAL			5060	3211
1415	101	SINGLE FAMILY	du	95.0	1101	786
1415	4112	RIGHT-OF-WAY	acre	7.8	0	0
1415	9101	INACTIVE USE	acre	1.7	0	0
1415		TOTAL			1101	786
1416	101	SINGLE FAMILY	du	2.0	22	16
1416	4112	RIGHT-OF-WAY	acre	4.4	0	0
1416	5004	NEIGHBORHOOD COMMERCIAL	acre	3.4	4242	2999
1416	5007	STREETFRONT COMMERCIAL	acre	3.0	3714	2703
1416	6002	LOW RISE OFFICE	acre	3.2	1080	851
1416		TOTAL			9058	6569

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1417	101	SINGLE FAMILY	du	158.0	1908	1319
1417	4112	RIGHT-OF-WAY	acre	7.8	0	0
1417	8003	FIELD CROPS	acre	3.2	0	0
1417	9101	INACTIVE USE	acre	74.7	0	0
1417		TOTAL			1908	1319
1418	101	SINGLE FAMILY	du	228.0	2677	1897
1418	102	MULTI-FAMILY	du	6.0	55	38
1418	4112	RIGHT-OF-WAY	acre	23.4	0	0
1418	6002	LOW RISE OFFICE	acre	0.3	128	103
1418	6102	CHURCH	acre	2.3	127	99
1418	6109	OTHER PUBLIC SERVICE	acre	2.7	874	617
1418	6809	OTHER SCHOOL	acre	0.4	75	62
1418	8002	INTENSIVE AGRICULTURE	acre	4.2	1	1
1418	9101	INACTIVE USE	acre	23.6	0	0
1418		TOTAL			3937	2817
1419	101	SINGLE FAMILY	du	518.0	6108	4296
1419	4112	RIGHT-OF-WAY	acre	21.2	0	0
1419	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
1419	7607	RESIDENTIAL RECREATION	acre	1.2	0	0
1419	9101	INACTIVE USE	acre	39.6	0	0
1419		TOTAL			8326	5501
1420	101	SINGLE FAMILY	du	450.0	5294	3724
1420	4112	RIGHT-OF-WAY	acre	27.1	0	0
1420	7607	RESIDENTIAL RECREATION	acre	1.9	0	0
1420	9101	INACTIVE USE	acre	20.9	0	0
1420		TOTAL			5294	3724
1421	101	SINGLE FAMILY	du	1.0	11	8
1421	5004	NEIGHBORHOOD COMMERCIAL	acre	11.4	14254	10067
1421		TOTAL			14265	10075
1422	101	SINGLE FAMILY	du	76.0	869	598
1422	2201	EXTRACTIVE INDUSTRY	acre	18.2	14	12
1422	4112	RIGHT-OF-WAY	acre	9.9	0	0
1422	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
1422	8002	INTENSIVE AGRICULTURE	acre	8.4	2	2
1422	8003	FIELD CROPS	acre	9.6	1	1
1422	9101	INACTIVE USE	acre	34.3	0	0
1422		TOTAL			887	614
1423	101	SINGLE FAMILY	du	44.0	492	343
1423	4112	RIGHT-OF-WAY	acre	0.3	0	0
1423	9101	INACTIVE USE	acre	23.0	0	0
1423		TOTAL			492	343
1424	101	SINGLE FAMILY	du	151.0	1675	1229
1424	102	MULTI-FAMILY	du	44.0	378	270
1424	1501	LOW-RISE HOTEL OR MOTEL	acre	0.7	225	138

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1424	4112	RIGHT-OF-WAY	acre	14.8	0	0
1424	5006	AUTO COMMERCIAL	acre	0.5	265	198
1424	5007	STREETFRONT COMMERCIAL	acre	2.9	3819	2810
1424	5008	SERVICE STATION	acre	1.0	3952	2885
1424	6002	LOW RISE OFFICE	acre	0.8	206	158
1424	7601	ACTIVE PARK	unique	13.5	6184	4054
1424	7605	PASSIVE BEACH	acre	0.7	1	1
1424	9101	INACTIVE USE	acre	0.2	0	0
1424	9702	MIXED USE 67% STREETFRONT	acre	0.8	634	461
1424		TOTAL			17339	12204
1425	101	SINGLE FAMILY	du	319.0	3725	2741
1425	4112	RIGHT-OF-WAY	acre	20.9	0	0
1425	9101	INACTIVE USE	acre	37.8	0	0
1425		TOTAL			3725	2741
1426	101	SINGLE FAMILY	du	95.0	1127	818
1426	4112	RIGHT-OF-WAY	acre	18.3	0	0
1426	9101	INACTIVE USE	acre	71.3	0	0
1426		TOTAL			1127	818
1427	101	SINGLE FAMILY	du	120.0	1382	987
1427	102	MULTI-FAMILY	du	291.0	2547	1793
1427	4112	RIGHT-OF-WAY	acre	3.5	0	0
1427	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
1427	5007	STREETFRONT COMMERCIAL	acre	4.0	4716	3408
1427	5008	SERVICE STATION	acre	0.7	2937	2144
1427	6002	LOW RISE OFFICE	acre	6.9	1931	1490
1427	9101	INACTIVE USE	acre	3.6	0	0
1427		TOTAL			13514	9823
1428	1501	LOW-RISE HOTEL OR MOTEL	acre	7.9	2699	1665
1428	4112	RIGHT-OF-WAY	acre	19.6	0	0
1428	5007	STREETFRONT COMMERCIAL	acre	6.5	7677	5556
1428	5008	SERVICE STATION	acre	1.0	4106	2998
1428	7601	ACTIVE PARK	acre	8.0	583	395
1428		TOTAL			15065	10614
1429	101	SINGLE FAMILY	du	93.0	1035	761
1429	4112	RIGHT-OF-WAY	acre	3.5	0	0
1429	9101	INACTIVE USE	acre	0.4	0	0
1429		TOTAL			1035	761
1430	101	SINGLE FAMILY	du	80.0	905	658
1430	102	MULTI-FAMILY	du	406.0	3609	2500
1430	4112	RIGHT-OF-WAY	acre	10.4	0	0
1430	7607	RESIDENTIAL RECREATION	acre	2.0	0	0
1430	9101	INACTIVE USE	acre	6.4	0	0
1430		TOTAL			4514	3158
1431	101	SINGLE FAMILY	du	161.0	1886	1338

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1431	4112	RIGHT-OF-WAY	acre	36.1	0	0
1431	7607	RESIDENTIAL RECREATION	acre	0.8	0	0
1431	8001	ORCHARDS OR VINEYARD	acre	11.9	1	1
1431	8003	FIELD CROPS	acre	7.1	0	0
1431	9101	INACTIVE USE	acre	38.6	0	0
1431		TOTAL			1887	1339
1432	4112	RIGHT-OF-WAY	acre	4.5	0	0
1432	4119	OTHER TRANSPORTATION	acre	12.6	1278	966
1432	5004	NEIGHBORHOOD COMMERCIAL	acre	9.9	12268	8650
1432	5007	STREETFRONT COMMERCIAL	acre	2.8	3503	2553
1432	6105	FIRE OR POLICE STATION	site	1.0	381	293
1432		TOTAL			17430	12462
1433	101	SINGLE FAMILY	du	114.0	1325	940
1433	4112	RIGHT-OF-WAY	acre	17.6	0	0
1433	8001	ORCHARDS OR VINEYARD	acre	2.7	4	3
1433	8002	INTENSIVE AGRICULTURE	acre	16.1	4	3
1433	8003	FIELD CROPS	acre	36.9	3	3
1433	9101	INACTIVE USE	acre	54.0	0	0
1433		TOTAL			1336	949
1434	101	SINGLE FAMILY	du	224.0	2638	1864
1434	4112	RIGHT-OF-WAY	acre	12.6	0	0
1434		TOTAL			2638	1864
1435	101	SINGLE FAMILY	du	32.0	379	278
1435	4113	COMMUNICATION OR UTILITY	acre	2.0	6	4
1435	8001	ORCHARDS OR VINEYARD	acre	130.9	12	10
1435	9101	INACTIVE USE	acre	265.7	0	0
1435		TOTAL			397	292
1436	101	SINGLE FAMILY	du	1.0	11	8
1436	102	MULTI-FAMILY	du	50.0	437	310
1436	4112	RIGHT-OF-WAY	acre	1.2	0	0
1436	6002	LOW RISE OFFICE	acre	2.4	729	567
1436	6102	CHURCH	acre	3.4	295	239
1436	9101	INACTIVE USE	acre	4.1	0	0
1436		TOTAL			1472	1124
1437	101	SINGLE FAMILY	du	51.0	559	399
1437	4112	RIGHT-OF-WAY	acre	30.2	0	0
1437	6806	ELEMENTARY SCHOOL	site	1.0	2244	1227
1437	8001	ORCHARDS OR VINEYARD	acre	217.7	24	19
1437	8003	FIELD CROPS	acre	288.1	24	19
1437	9101	INACTIVE USE	acre	749.6	0	0
1437	9500	UNDER CONTRUCTION	acre	2.1	12	9
1437		TOTAL			2863	1673
1438	101	SINGLE FAMILY	du	131.0	1477	1023
1438	4112	RIGHT-OF-WAY	acre	25.3	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1438	8003	FIELD CROPS	acre	75.4	6	5
1438	9101	INACTIVE USE	acre	31.1	0	0
1438		TOTAL			1483	1028
1439	101	SINGLE FAMILY	du	2.0	20	15
1439	2103	LIGHT INDUSTRY	acre	11.0	595	480
1439	4103	GENERAL AVIATION AIRPORT	acre	254.2	1455	1106
1439	4112	RIGHT-OF-WAY	acre	36.8	0	0
1439	4113	COMMUNICATION OR UTILITY	acre	29.8	88	68
1439	6105	FIRE OR POLICE STATION	site	1.0	254	184
1439	8003	FIELD CROPS	acre	420.0	35	27
1439	9101	INACTIVE USE	acre	717.9	10	8
1439		TOTAL			2457	1888
1440	101	SINGLE FAMILY	du	133.0	1507	1088
1440	102	MULTI-FAMILY	du	4.0	34	25
1440	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	73	46
1440	4112	RIGHT-OF-WAY	acre	7.9	0	0
1440	5007	STREETFRONT COMMERCIAL	acre	0.5	586	429
1440	6003	GOV'T OFFICE OR CENTER	acre	5.0	5139	3861
1440	6103	LIBRARY	acre	1.0	435	299
1440	7601	ACTIVE PARK	acre	2.5	155	101
1440	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
1440	9101	INACTIVE USE	acre	6.1	7	6
1440		TOTAL			7936	5855
1441	101	SINGLE FAMILY	du	52.0	612	430
1441	4112	RIGHT-OF-WAY	acre	4.8	0	0
1441	8002	INTENSIVE AGRICULTURE	acre	5.7	27	23
1441	9101	INACTIVE USE	acre	11.0	0	0
1441		TOTAL			639	453
1442	101	SINGLE FAMILY	du	1.0	11	8
1442	4112	RIGHT-OF-WAY	acre	4.1	0	0
1442	5004	NEIGHBORHOOD COMMERCIAL	acre	22.7	28017	19731
1442	5006	AUTO COMMERCIAL	acre	3.3	1676	1228
1442		TOTAL			29704	20967
1443	2101	INDUSTRIAL PARK	acre	7.9	1099	906
1443	4112	RIGHT-OF-WAY	acre	4.2	0	0
1443	6002	LOW RISE OFFICE	acre	17.4	5192	4036
1443		TOTAL			6291	4942
1444	101	SINGLE FAMILY	du	2.0	21	16
1444	4112	RIGHT-OF-WAY	acre	6.7	0	0
1444	5004	NEIGHBORHOOD COMMERCIAL	acre	9.1	11389	8042
1444	5006	AUTO COMMERCIAL	acre	3.7	1614	1147
1444	5007	STREETFRONT COMMERCIAL	acre	4.5	5394	3913
1444		TOTAL			18418	13118
1445	101	SINGLE FAMILY	du	152.0	1689	1187

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1445	4112	RIGHT-OF-WAY	acre	12.2	0	0
1445	9101	INACTIVE USE	acre	1.7	0	0
1445		TOTAL			1689	1187
1446	101	SINGLE FAMILY	du	11.0	124	90
1446	2105	PUBLIC STORAGE	acre	4.0	108	91
1446	4112	RIGHT-OF-WAY	acre	6.2	0	0
1446	6102	CHURCH	acre	8.4	566	451
1446	6105	FIRE OR POLICE STATION	site	1.0	254	184
1446	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
1446	9101	INACTIVE USE	acre	0.7	0	0
1446		TOTAL			3164	1929
1447	101	SINGLE FAMILY	du	136.0	1512	1061
1447	4112	RIGHT-OF-WAY	acre	13.6	0	0
1447	5009	OTHER COMMERCIAL	acre	1.4	153	110
1447	8001	ORCHARDS OR VINEYARD	acre	0.2	0	0
1447	8003	FIELD CROPS	acre	0.4	0	0
1447	9101	INACTIVE USE	acre	26.5	0	0
1447		TOTAL			1665	1171
1448	101	SINGLE FAMILY	du	1.0	11	8
1448	4112	RIGHT-OF-WAY	acre	3.7	0	0
1448	5004	NEIGHBORHOOD COMMERCIAL	acre	8.2	10387	7352
1448	5006	AUTO COMMERCIAL	acre	5.6	2271	1593
1448	5007	STREETFRONT COMMERCIAL	acre	0.9	1089	794
1448	5008	SERVICE STATION	acre	0.6	2407	1757
1448	6002	LOW RISE OFFICE	acre	3.9	945	714
1448	6102	CHURCH	acre	4.2	1098	930
1448		TOTAL			18208	13148
1449	101	SINGLE FAMILY	du	160.0	1776	1298
1449	102	MULTI-FAMILY	du	5.0	43	30
1449	4112	RIGHT-OF-WAY	acre	20.4	0	0
1449	9101	INACTIVE USE	acre	0.1	0	0
1449		TOTAL			1819	1328
1450	101	SINGLE FAMILY	du	78.0	858	608
1450	4112	RIGHT-OF-WAY	acre	3.0	0	0
1450	9101	INACTIVE USE	acre	1.5	0	0
1450		TOTAL			858	608
1451	101	SINGLE FAMILY	du	60.0	663	465
1451	4112	RIGHT-OF-WAY	acre	4.9	0	0
1451	8003	FIELD CROPS	acre	0.7	0	0
1451	9101	INACTIVE USE	acre	7.9	0	0
1451		TOTAL			663	465
1452	101	SINGLE FAMILY	du	36.0	390	280
1452	102	MULTI-FAMILY	du	41.0	333	222
1452	2103	LIGHT INDUSTRY	acre	4.7	258	209

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1452	4112	RIGHT-OF-WAY	acre	9.3	0	0
1452	4119	OTHER TRANSPORTATION	acre	6.2	636	482
1452	5007	STREETFRONT COMMERCIAL	acre	4.2	4990	3615
1452	5009	OTHER COMMERCIAL	acre	2.6	333	248
1452	6002	LOW RISE OFFICE	acre	1.6	426	326
1452	6109	OTHER PUBLIC SERVICE	acre	2.0	657	467
1452	6509	OTHER HEALTH CARE	acre	0.4	187	137
1452	9101	INACTIVE USE	acre	5.9	0	0
1452		TOTAL			8210	5986
1453	101	SINGLE FAMILY	du	7.0	77	56
1453	102	MULTI-FAMILY	du	64.0	566	394
1453	4111	TRANSIT STATION	acre	1.7	432	326
1453	4112	RIGHT-OF-WAY	acre	12.9	0	0
1453	5005	SPECIALTY COMMERCIAL	acre	0.4	429	304
1453	5007	STREETFRONT COMMERCIAL	acre	6.7	8443	6174
1453	5008	SERVICE STATION	acre	0.3	1119	817
1453	6002	LOW RISE OFFICE	acre	0.1	28	21
1453	6105	FIRE OR POLICE STATION	site	1.0	255	184
1453	9702	MIXED USE 67% STREETFRONT	acre	1.4	1155	840
1453		TOTAL			12504	9116
1454	101	SINGLE FAMILY	du	99.0	1099	805
1454	102	MULTI-FAMILY	du	87.0	757	534
1454	4112	RIGHT-OF-WAY	acre	9.0	0	0
1454	5007	STREETFRONT COMMERCIAL	acre	1.8	2367	1739
1454	6002	LOW RISE OFFICE	acre	0.2	60	47
1454	6102	CHURCH	acre	0.1	6	4
1454	6509	OTHER HEALTH CARE	acre	0.1	75	59
1454	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
1454	7604	ACTIVE BEACH	acre	0.6	2	1
1454	9101	INACTIVE USE	acre	0.2	0	0
1454		TOTAL			6478	4302
1455	101	SINGLE FAMILY	du	294.0	3456	2437
1455	4112	RIGHT-OF-WAY	acre	20.3	0	0
1455	7607	RESIDENTIAL RECREATION	acre	3.1	2	2
1455	9101	INACTIVE USE	acre	10.0	0	0
1455		TOTAL			3458	2439
1456	101	SINGLE FAMILY	du	82.0	911	643
1456	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	110	68
1456	4112	RIGHT-OF-WAY	acre	11.3	0	0
1456	5007	STREETFRONT COMMERCIAL	acre	4.6	5478	3970
1456	5008	SERVICE STATION	acre	0.3	1344	981
1456	5009	OTHER COMMERCIAL	acre	1.8	210	154
1456	6002	LOW RISE OFFICE	acre	0.5	139	106
1456	6102	CHURCH	acre	5.0	283	222
1456	6104	POST OFFICE	acre	0.8	769	533
1456	6509	OTHER HEALTH CARE	acre	0.3	122	89
1456	9101	INACTIVE USE	acre	1.5	0	0
1456		TOTAL			9366	6766

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1457	101	SINGLE FAMILY	du	37.0	418	302
1457	4112	RIGHT-OF-WAY	acre	6.6	0	0
1457	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
1457	6102	CHURCH	acre	2.7	136	105
1457	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4208	2484
1457	7601	ACTIVE PARK	acre	21.7	1372	892
1457	8002	INTENSIVE AGRICULTURE	acre	1.7	0	0
1457		TOTAL			6135	3784
1458	101	SINGLE FAMILY	du	239.0	2700	1953
1458	1409	OTHER GROUP QUARTERS	acre	0.8	3	2
1458	4112	RIGHT-OF-WAY	acre	18.0	0	0
1458	9101	INACTIVE USE	acre	0.7	0	0
1458		TOTAL			2703	1955
1459	5003	COMMUNITY COMMERCIAL	acre	8.9	7025	4968
1459	5008	SERVICE STATION	acre	0.7	2735	1996
1459		TOTAL			9760	6964
1460	101	SINGLE FAMILY	du	5.0	56	41
1460	4112	RIGHT-OF-WAY	acre	3.3	0	0
1460	5003	COMMUNITY COMMERCIAL	acre	22.2	17268	12183
1460	5006	AUTO COMMERCIAL	acre	1.5	658	466
1460		TOTAL			17982	12690
1461	101	SINGLE FAMILY	du	184.0	2214	1591
1461	4112	RIGHT-OF-WAY	acre	15.9	0	0
1461	9101	INACTIVE USE	acre	31.9	0	0
1461		TOTAL			2214	1591
1462	101	SINGLE FAMILY	du	241.0	2750	1981
1462	4112	RIGHT-OF-WAY	acre	13.8	0	0
1462		TOTAL			2750	1981
1463	101	SINGLE FAMILY	du	776.0	9061	6659
1463	4112	RIGHT-OF-WAY	acre	55.5	0	0
1463	9101	INACTIVE USE	acre	64.1	0	0
1463		TOTAL			9061	6659
1464	101	SINGLE FAMILY	du	350.0	3982	2874
1464	2301	JUNKYARD/DUMP/LANDFILL	acre	37.5	568	470
1464	4112	RIGHT-OF-WAY	acre	14.6	0	0
1464	7204	GOLF COURSE	acre	2.5	0	0
1464	9101	INACTIVE USE	acre	7.9	0	0
1464		TOTAL			4550	3344
1465	101	SINGLE FAMILY	du	314.0	3733	2601
1465	102	MULTI-FAMILY	du	133.0	1268	843
1465	1409	OTHER GROUP QUARTERS	acre	3.3	13	10
1465	2105	PUBLIC STORAGE	acre	4.0	106	89
1465	4112	RIGHT-OF-WAY	acre	9.7	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1465	4113	COMMUNICATION OR UTILITY	acre	1.0	3	2
1465	6102	CHURCH	acre	4.4	219	169
1465	6109	OTHER PUBLIC SERVICE	acre	4.1	1334	943
1465	6804	SENIOR HIGH SCHOOL	site	1.0	5494	2324
1465	9101	INACTIVE USE	acre	20.3	0	0
1465		TOTAL			12170	6981
1466	101	SINGLE FAMILY	du	395.0	4525	3238
1466	4112	RIGHT-OF-WAY	acre	11.5	0	0
1466	7204	GOLF COURSE	acre	4.2	0	0
1466	7205	GOLF CLUB HOUSE	site	1.0	638	429
1466	9101	INACTIVE USE	acre	78.6	0	0
1466		TOTAL			5163	3667
1467	101	SINGLE FAMILY	du	63.0	715	495
1467	2103	LIGHT INDUSTRY	acre	36.5	2224	1810
1467	2301	JUNKYARD/DUMP/LANDFILL	acre	7.3	69	56
1467	4112	RIGHT-OF-WAY	acre	15.9	0	0
1467	5007	STREETFRONT COMMERCIAL	acre	1.0	1159	837
1467	8003	FIELD CROPS	acre	2.6	16	14
1467	9101	INACTIVE USE	acre	10.5	0	0
1467		TOTAL			4183	3212
1468	101	SINGLE FAMILY	du	7.0	76	55
1468	102	MULTI-FAMILY	du	34.0	273	184
1468	2103	LIGHT INDUSTRY	acre	4.4	239	193
1468	2105	PUBLIC STORAGE	acre	3.7	101	84
1468	4112	RIGHT-OF-WAY	acre	6.5	0	0
1468	8003	FIELD CROPS	acre	2.3	0	0
1468	9101	INACTIVE USE	acre	0.8	0	0
1468		TOTAL			689	516
1469	101	SINGLE FAMILY	du	155.0	1841	1291
1469	102	MULTI-FAMILY	du	18.0	162	113
1469	4112	RIGHT-OF-WAY	acre	10.5	0	0
1469	8002	INTENSIVE AGRICULTURE	acre	11.7	3	2
1469	9101	INACTIVE USE	acre	20.2	0	0
1469	9702	MIXED USE 67% STREETFRONT	acre	6.8	5633	4099
1469		TOTAL			7639	5505
1470	101	SINGLE FAMILY	du	56.0	643	462
1470	4112	RIGHT-OF-WAY	acre	18.2	0	0
1470	4113	COMMUNICATION OR UTILITY	acre	8.1	24	18
1470	8001	ORCHARDS OR VINEYARD	acre	22.6	2	2
1470	8002	INTENSIVE AGRICULTURE	acre	2.9	1	1
1470	8003	FIELD CROPS	acre	75.0	17	14
1470	9101	INACTIVE USE	acre	113.1	0	0
1470		TOTAL			687	497
1471	101	SINGLE FAMILY	du	169.0	1891	1377
1471	102	MULTI-FAMILY	du	17.0	146	105

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1471	4112	RIGHT-OF-WAY	acre	12.9	0	0
1471	7601	ACTIVE PARK	acre	1.0	61	39
1471	8003	FIELD CROPS	acre	3.0	0	0
1471	9101	INACTIVE USE	acre	0.2	0	0
1471		TOTAL			2098	1521
1472	101	SINGLE FAMILY	du	334.0	3748	2726
1472	4112	RIGHT-OF-WAY	acre	15.2	0	0
1472	9101	INACTIVE USE	acre	1.5	0	0
1472		TOTAL			3748	2726
1473	101	SINGLE FAMILY	du	76.0	838	592
1473	102	MULTI-FAMILY	du	99.0	796	536
1473	4112	RIGHT-OF-WAY	acre	9.1	0	0
1473	5007	STREETFRONT COMMERCIAL	acre	3.2	3754	2715
1473	5009	OTHER COMMERCIAL	acre	3.7	455	337
1473	6002	LOW RISE OFFICE	acre	0.2	58	44
1473	6102	CHURCH	acre	0.5	24	18
1473	6109	OTHER PUBLIC SERVICE	acre	0.4	125	89
1473	9101	INACTIVE USE	acre	0.4	0	0
1473		TOTAL			6050	4331
1474	101	SINGLE FAMILY	du	78.0	862	610
1474	4112	RIGHT-OF-WAY	acre	7.7	0	0
1474	7601	ACTIVE PARK	acre	8.1	544	360
1474	9101	INACTIVE USE	acre	0.2	0	0
1474		TOTAL			1406	970
1475	101	SINGLE FAMILY	du	21.0	232	170
1475	102	MULTI-FAMILY	du	32.0	283	196
1475	4112	RIGHT-OF-WAY	acre	17.0	0	0
1475	5005	SPECIALTY COMMERCIAL	acre	5.8	7066	5029
1475	5007	STREETFRONT COMMERCIAL	acre	3.2	3902	2832
1475	5008	SERVICE STATION	acre	0.2	705	515
1475	5009	OTHER COMMERCIAL	acre	0.8	107	80
1475	6102	CHURCH	acre	0.6	46	37
1475		TOTAL			12341	8859
1476	101	SINGLE FAMILY	du	219.0	2547	1801
1476	4112	RIGHT-OF-WAY	acre	7.0	0	0
1476	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
1476	6102	CHURCH	acre	2.2	111	85
1476	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
1476	8002	INTENSIVE AGRICULTURE	acre	3.7	1	0
1476	9101	INACTIVE USE	acre	13.0	0	0
1476		TOTAL			4909	3119
1477	101	SINGLE FAMILY	du	332.0	4092	2899
1477	102	MULTI-FAMILY	du	402.0	3431	2356
1477	4112	RIGHT-OF-WAY	acre	22.1	0	0
1477	9101	INACTIVE USE	acre	46.0	0	0
1477		TOTAL			7523	5255

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1478	101	SINGLE FAMILY	du	166.0	1855	1350
1478	102	MULTI-FAMILY	du	94.0	816	576
1478	4112	RIGHT-OF-WAY	acre	10.2	0	0
1478	5007	STREETFRONT COMMERCIAL	acre	1.6	1909	1381
1478	5009	OTHER COMMERCIAL	acre	0.1	11	8
1478	6102	CHURCH	acre	0.2	12	9
1478	7605	PASSIVE BEACH	acre	0.9	2	1
1478	9101	INACTIVE USE	acre	4.9	0	0
1478		TOTAL			4605	3325
1479	101	SINGLE FAMILY	du	730.0	8965	6368
1479	4112	RIGHT-OF-WAY	acre	43.9	0	0
1479	4113	COMMUNICATION OR UTILITY	acre	0.9	2	2
1479	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
1479	9101	INACTIVE USE	acre	41.8	0	0
1479		TOTAL			8967	6370
1480	101	SINGLE FAMILY	du	40.0	456	328
1480	4112	RIGHT-OF-WAY	acre	7.0	0	0
1480	8001	ORCHARDS OR VINEYARD	acre	16.6	1	1
1480	8003	FIELD CROPS	acre	45.3	4	3
1480	9101	INACTIVE USE	acre	129.2	0	0
1480		TOTAL			461	332
1481	101	SINGLE FAMILY	du	282.0	3281	2326
1481	102	MULTI-FAMILY	du	68.0	616	424
1481	4112	RIGHT-OF-WAY	acre	12.9	0	0
1481	5004	NEIGHBORHOOD COMMERCIAL	acre	1.3	1694	1200
1481	5007	STREETFRONT COMMERCIAL	acre	0.9	999	721
1481	5008	SERVICE STATION	acre	0.5	2089	1525
1481	9101	INACTIVE USE	acre	0.7	0	0
1481		TOTAL			8679	6196
1482	101	SINGLE FAMILY	du	217.0	2649	1889
1482	4112	RIGHT-OF-WAY	acre	26.0	0	0
1482	4113	COMMUNICATION OR UTILITY	acre	15.2	45	34
1482	6105	FIRE OR POLICE STATION	site	1.0	335	253
1482	8001	ORCHARDS OR VINEYARD	acre	25.3	2	2
1482	9101	INACTIVE USE	acre	653.8	0	0
1482		TOTAL			3031	2178
1483	101	SINGLE FAMILY	du	16.0	174	125
1483	2103	LIGHT INDUSTRY	acre	3.0	195	160
1483	2105	PUBLIC STORAGE	acre	3.9	105	88
1483	4112	RIGHT-OF-WAY	acre	10.9	0	0
1483	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
1483	5007	STREETFRONT COMMERCIAL	acre	2.2	2597	1877
1483	5008	SERVICE STATION	acre	0.5	1908	1393
1483	5009	OTHER COMMERCIAL	acre	5.7	694	513
1483	8003	FIELD CROPS	acre	12.3	1	1
1483	9101	INACTIVE USE	acre	0.6	0	0
1483		TOTAL			5675	4158

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1484	1409	OTHER GROUP QUARTERS	acre	6.8	27	20
1484	4112	RIGHT-OF-WAY	acre	18.4	0	0
1484	4114	PARKING	acre	4.5	656	567
1484	6502	HOSPITAL	acre	12.9	3342	2393
1484	6509	OTHER HEALTH CARE	acre	2.1	900	664
1484		TOTAL			4925	3644
1485	101	SINGLE FAMILY	du	177.0	2067	1469
1485	4112	RIGHT-OF-WAY	acre	33.1	0	0
1485	7205	GOLF CLUB HOUSE	site	1.0	691	475
1485	8002	INTENSIVE AGRICULTURE	acre	4.3	1	1
1485	8003	FIELD CROPS	acre	12.0	1	1
1485	9101	INACTIVE USE	acre	57.8	0	0
1485		TOTAL			2760	1946
1486	101	SINGLE FAMILY	du	343.0	4089	2959
1486	1503	RESORT	acre	18.5	2773	1668
1486	4112	RIGHT-OF-WAY	acre	31.8	0	0
1486	7204	GOLF COURSE	acre	69.0	545	472
1486	7205	GOLF CLUB HOUSE	site	1.0	639	429
1486	9101	INACTIVE USE	acre	1.4	0	0
1486		TOTAL			8046	5528
1487	101	SINGLE FAMILY	du	238.0	2674	1864
1487	4112	RIGHT-OF-WAY	acre	16.1	0	0
1487	8003	FIELD CROPS	acre	4.6	0	0
1487	9101	INACTIVE USE	acre	4.0	0	0
1487		TOTAL			2674	1864
1488	101	SINGLE FAMILY	du	68.0	833	592
1488	4112	RIGHT-OF-WAY	acre	41.0	0	0
1488	4113	COMMUNICATION OR UTILITY	acre	8.6	25	20
1488	6102	CHURCH	acre	21.5	1364	1081
1488	7204	GOLF COURSE	acre	32.1	0	0
1488	8003	FIELD CROPS	acre	90.8	27	23
1488	9101	INACTIVE USE	acre	749.8	5	4
1488		TOTAL			2254	1720
1489	101	SINGLE FAMILY	du	32.0	359	252
1489	102	MULTI-FAMILY	du	18.0	143	97
1489	4112	RIGHT-OF-WAY	acre	6.8	0	0
1489	5003	COMMUNITY COMMERCIAL	acre	1.7	1298	915
1489	5007	STREETFRONT COMMERCIAL	acre	4.3	5212	3778
1489	5008	SERVICE STATION	acre	0.5	1962	1432
1489	5009	OTHER COMMERCIAL	acre	4.8	577	425
1489	6002	LOW RISE OFFICE	acre	1.0	365	289
1489	6102	CHURCH	acre	1.2	102	82
1489	9101	INACTIVE USE	acre	0.3	0	0
1489		TOTAL			10018	7270
1490	101	SINGLE FAMILY	du	503.0	6062	4350

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1490	4112	RIGHT-OF-WAY	acre	45.8	0	0
1490	5008	SERVICE STATION	acre	0.5	1817	1326
1490	6102	CHURCH	acre	3.5	174	135
1490	7204	GOLF COURSE	acre	179.9	0	0
1490	7205	GOLF CLUB HOUSE	site	1.0	638	429
1490	7210	OTHER RECREATION-HIGH	acre	10.3	590	405
1490	9101	INACTIVE USE	acre	3.9	0	0
1490		TOTAL			9281	6645
1491	101	SINGLE FAMILY	du	144.0	1618	1181
1491	4112	RIGHT-OF-WAY	acre	26.5	0	0
1491	8001	ORCHARDS OR VINEYARD	acre	23.8	2	1
1491	8002	INTENSIVE AGRICULTURE	acre	2.8	1	1
1491	8003	FIELD CROPS	acre	4.3	0	0
1491	9101	INACTIVE USE	acre	33.3	0	0
1491		TOTAL			1621	1183
1492	102	MULTI-FAMILY	du	250.0	2019	1347
1492	2103	LIGHT INDUSTRY	acre	5.8	336	272
1492	2104	WAREHOUSING	acre	4.2	173	144
1492	4112	RIGHT-OF-WAY	acre	3.2	0	0
1492	4119	OTHER TRANSPORTATION	acre	1.5	146	110
1492	5004	NEIGHBORHOOD COMMERCIAL	acre	8.6	10786	7617
1492	5007	STREETFRONT COMMERCIAL	acre	0.5	663	484
1492	6002	LOW RISE OFFICE	acre	0.8	235	183
1492	9101	INACTIVE USE	acre	3.8	0	0
1492		TOTAL			14358	10157
1493	101	SINGLE FAMILY	du	262.0	2994	2153
1493	1409	OTHER GROUP QUARTERS	acre	1.2	5	4
1493	4112	RIGHT-OF-WAY	acre	25.4	0	0
1493	6102	CHURCH	acre	5.1	251	194
1493		TOTAL			3250	2351
1494	101	SINGLE FAMILY	du	77.0	861	603
1494	4112	RIGHT-OF-WAY	acre	8.1	0	0
1494	6102	CHURCH	acre	2.8	141	109
1494	6804	SENIOR HIGH SCHOOL	site	1.0	5422	2262
1494	6806	ELEMENTARY SCHOOL	site	1.0	2321	1294
1494	6807	SCHOOL DISTRICT OFFICE	acre	4.0	1222	963
1494	9101	INACTIVE USE	acre	0.7	0	0
1494		TOTAL			9967	5231
1495	101	SINGLE FAMILY	du	333.0	4002	2877
1495	102	MULTI-FAMILY	du	200.0	1769	1179
1495	4112	RIGHT-OF-WAY	acre	22.2	0	0
1495	7607	RESIDENTIAL RECREATION	acre	2.6	15	13
1495	9101	INACTIVE USE	acre	1.1	0	0
1495		TOTAL			5786	4069
1496	4112	RIGHT-OF-WAY	acre	4.4	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1496	6804	SENIOR HIGH SCHOOL	site	1.0	6147	2889
1496		TOTAL			6147	2889
1497	101	SINGLE FAMILY	du	329.0	3812	2709
1497	102	MULTI-FAMILY	du	5.0	45	31
1497	1409	OTHER GROUP QUARTERS	acre	2.4	10	7
1497	4112	RIGHT-OF-WAY	acre	12.2	0	0
1497	9101	INACTIVE USE	acre	1.7	0	0
1497		TOTAL			3867	2747
1498	101	SINGLE FAMILY	du	21.0	233	171
1498	102	MULTI-FAMILY	du	17.0	149	104
1498	4112	RIGHT-OF-WAY	acre	7.4	0	0
1498	5007	STREETFRONT COMMERCIAL	acre	8.0	9616	6972
1498	5009	OTHER COMMERCIAL	acre	0.3	79	63
1498	6102	CHURCH	acre	1.2	61	47
1498	9101	INACTIVE USE	acre	0.2	0	0
1498		TOTAL			10138	7357
1499	101	SINGLE FAMILY	du	8.0	87	63
1499	1409	OTHER GROUP QUARTERS	acre	0.1	0	0
1499	4112	RIGHT-OF-WAY	acre	1.2	0	0
1499	5007	STREETFRONT COMMERCIAL	acre	2.6	3135	2273
1499	5009	OTHER COMMERCIAL	acre	1.6	231	176
1499	6002	LOW RISE OFFICE	acre	1.3	386	300
1499		TOTAL			3839	2812
1500	101	SINGLE FAMILY	du	22.0	248	179
1500	4112	RIGHT-OF-WAY	acre	8.4	0	0
1500	5004	NEIGHBORHOOD COMMERCIAL	acre	8.3	10413	7366
1500	5007	STREETFRONT COMMERCIAL	acre	1.7	2110	1538
1500	6002	LOW RISE OFFICE	acre	12.7	4563	3614
1500	6807	SCHOOL DISTRICT OFFICE	acre	1.2	314	244
1500	6809	OTHER SCHOOL	acre	2.0	414	344
1500	9101	INACTIVE USE	acre	3.1	0	0
1500		TOTAL			18062	13285
1501	101	SINGLE FAMILY	du	84.0	939	687
1501	4112	RIGHT-OF-WAY	acre	3.2	0	0
1501	8001	ORCHARDS OR VINEYARD	acre	15.7	1	1
1501	8003	FIELD CROPS	acre	19.6	2	1
1501	9101	INACTIVE USE	acre	56.6	0	0
1501	9500	UNDER CONTRUCTION	acre	5.4	30	24
1501		TOTAL			972	713
1502	101	SINGLE FAMILY	du	348.0	4227	3033
1502	4112	RIGHT-OF-WAY	acre	25.0	0	0
1502	5005	SPECIALTY COMMERCIAL	acre	1.6	1803	1264
1502	7204	GOLF COURSE	acre	11.5	2	2
1502	7607	RESIDENTIAL RECREATION	acre	1.4	0	0
1502	8001	ORCHARDS OR VINEYARD	acre	7.8	1	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1502	9101	INACTIVE USE	acre	21.2	0	0
1502	9500	UNDER CONTRUCTION	acre	5.4	30	24
1502		TOTAL			6063	4323
1503	101	SINGLE FAMILY	du	377.0	4629	3299
1503	4112	RIGHT-OF-WAY	acre	19.9	0	0
1503	9101	INACTIVE USE	acre	28.7	0	0
1503		TOTAL			4629	3299
1504	101	SINGLE FAMILY	du	72.0	806	562
1504	102	MULTI-FAMILY	du	149.0	1208	803
1504	4112	RIGHT-OF-WAY	acre	5.9	0	0
1504	5009	OTHER COMMERCIAL	acre	1.3	180	135
1504	6002	LOW RISE OFFICE	acre	1.3	379	294
1504	6102	CHURCH	acre	1.1	53	41
1504	6509	OTHER HEALTH CARE	acre	1.0	494	370
1504	9101	INACTIVE USE	acre	0.5	0	0
1504		TOTAL			3120	2205
1505	101	SINGLE FAMILY	du	247.0	2781	1934
1505	102	MULTI-FAMILY	du	34.0	280	185
1505	4112	RIGHT-OF-WAY	acre	24.5	0	0
1505	7601	ACTIVE PARK	acre	3.7	235	153
1505	9101	INACTIVE USE	acre	1.2	0	0
1505		TOTAL			3296	2272
1506	101	SINGLE FAMILY	du	778.0	9099	6687
1506	4112	RIGHT-OF-WAY	acre	34.6	0	0
1506	7204	GOLF COURSE	acre	105.3	0	0
1506	9101	INACTIVE USE	acre	0.7	0	0
1506		TOTAL			9099	6687
1507	101	SINGLE FAMILY	du	99.0	1118	816
1507	4112	RIGHT-OF-WAY	acre	10.0	0	0
1507	6509	OTHER HEALTH CARE	acre	1.5	630	462
1507	8002	INTENSIVE AGRICULTURE	acre	15.8	3	3
1507	9101	INACTIVE USE	acre	30.0	0	0
1507		TOTAL			1751	1281
1508	101	SINGLE FAMILY	du	6.0	66	48
1508	4112	RIGHT-OF-WAY	acre	12.2	0	0
1508	6102	CHURCH	acre	11.0	564	437
1508	7601	ACTIVE PARK	acre	1.5	92	60
1508	7605	PASSIVE BEACH	unique	12.7	5386	3473
1508	9101	INACTIVE USE	acre	0.3	0	0
1508		TOTAL			6108	4018
1509	101	SINGLE FAMILY	du	42.0	483	333
1509	4112	RIGHT-OF-WAY	acre	0.3	0	0
1509	8003	FIELD CROPS	acre	22.5	15	13
1509	9101	INACTIVE USE	acre	5.0	0	0
1509		TOTAL			498	346

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1510	101	SINGLE FAMILY	du	1.0	10	8
1510	102	MULTI-FAMILY	du	134.0	1058	716
1510	4112	RIGHT-OF-WAY	acre	6.6	0	0
1510	6103	LIBRARY	acre	0.7	471	358
1510	6105	FIRE OR POLICE STATION	site	1.0	263	191
1510		TOTAL			1802	1273
1511	101	SINGLE FAMILY	du	54.0	590	419
1511	102	MULTI-FAMILY	du	252.0	2155	1380
1511	4112	RIGHT-OF-WAY	acre	4.1	0	0
1511	6806	ELEMENTARY SCHOOL	site	1.0	2191	1181
1511	7601	ACTIVE PARK	acre	1.2	74	48
1511	8003	FIELD CROPS	acre	7.1	1	1
1511	9101	INACTIVE USE	acre	2.2	0	0
1511		TOTAL			5011	3029
1512	101	SINGLE FAMILY	du	181.0	2017	1413
1512	4112	RIGHT-OF-WAY	acre	17.2	0	0
1512	4113	COMMUNICATION OR UTILITY	acre	1.8	5	4
1512	8002	INTENSIVE AGRICULTURE	acre	11.7	13	11
1512	9101	INACTIVE USE	acre	0.7	0	0
1512		TOTAL			2035	1428
1513	101	SINGLE FAMILY	du	36.0	412	283
1513	4112	RIGHT-OF-WAY	acre	4.2	0	0
1513	5004	NEIGHBORHOOD COMMERCIAL	acre	3.1	3808	2683
1513	5007	STREETFRONT COMMERCIAL	acre	1.5	1751	1264
1513	5008	SERVICE STATION	acre	0.2	856	625
1513	5009	OTHER COMMERCIAL	acre	2.0	234	171
1513	6003	GOV'T OFFICE OR CENTER	acre	0.5	492	368
1513		TOTAL			7553	5394
1514	101	SINGLE FAMILY	du	61.0	734	528
1514	4112	RIGHT-OF-WAY	acre	0.9	0	0
1514	4113	COMMUNICATION OR UTILITY	acre	1.3	4	3
1514	8001	ORCHARDS OR VINEYARD	acre	164.9	14	11
1514	8003	FIELD CROPS	acre	8.9	1	1
1514	9101	INACTIVE USE	acre	345.2	0	0
1514		TOTAL			753	543
1515	101	SINGLE FAMILY	du	209.0	2428	1730
1515	4112	RIGHT-OF-WAY	acre	50.8	0	0
1515	7204	GOLF COURSE	acre	159.2	6	5
1515	7205	GOLF CLUB HOUSE	site	1.0	639	429
1515	7210	OTHER RECREATION-HIGH	acre	7.8	414	278
1515	7607	RESIDENTIAL RECREATION	acre	3.1	0	0
1515	8001	ORCHARDS OR VINEYARD	acre	4.2	0	0
1515	8003	FIELD CROPS	acre	2.7	0	0
1515	9101	INACTIVE USE	acre	17.2	0	0
1515	9500	UNDER CONTRUCTION	acre	1.3	7	6
1515		TOTAL			3494	2448

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1516	101	SINGLE FAMILY	du	53.0	589	412
1516	4112	RIGHT-OF-WAY	acre	3.3	0	0
1516	8003	FIELD CROPS	acre	164.4	14	11
1516	9101	INACTIVE USE	acre	545.2	0	0
1516		TOTAL			603	423
1517	101	SINGLE FAMILY	du	214.0	2450	1755
1517	4112	RIGHT-OF-WAY	acre	13.5	0	0
1517	9101	INACTIVE USE	acre	139.1	0	0
1517		TOTAL			2450	1755
1518	101	SINGLE FAMILY	du	320.0	3690	2631
1518	102	MULTI-FAMILY	du	9.0	83	56
1518	4112	RIGHT-OF-WAY	acre	20.1	0	0
1518	4113	COMMUNICATION OR UTILITY	acre	0.8	2	2
1518	5009	OTHER COMMERCIAL	acre	0.2	17	12
1518	6102	CHURCH	acre	7.0	428	338
1518	6806	ELEMENTARY SCHOOL	site	1.0	2274	1254
1518	7210	OTHER RECREATION-HIGH	acre	1.9	121	85
1518	7601	ACTIVE PARK	acre	4.5	286	186
1518	8002	INTENSIVE AGRICULTURE	acre	1.1	0	0
1518	9101	INACTIVE USE	acre	0.3	0	0
1518		TOTAL			6901	4564
1519	101	SINGLE FAMILY	du	206.0	2285	1676
1519	102	MULTI-FAMILY	du	12.0	104	74
1519	4112	RIGHT-OF-WAY	acre	10.1	0	0
1519	8003	FIELD CROPS	acre	5.8	0	0
1519	9101	INACTIVE USE	acre	0.9	0	0
1519	9500	UNDER CONTRUCTION	acre	0.7	4	3
1519		TOTAL			2393	1753
1520	101	SINGLE FAMILY	du	191.0	2113	1551
1520	102	MULTI-FAMILY	du	2.0	17	12
1520	4112	RIGHT-OF-WAY	acre	23.1	0	0
1520	4114	PARKING	acre	0.3	0	0
1520	5004	NEIGHBORHOOD COMMERCIAL	acre	0.2	261	183
1520	6509	OTHER HEALTH CARE	acre	1.7	832	625
1520	8002	INTENSIVE AGRICULTURE	acre	5.3	1	1
1520	9101	INACTIVE USE	acre	39.5	0	0
1520		TOTAL			3224	2372
1521	101	SINGLE FAMILY	du	3.0	32	24
1521	4112	RIGHT-OF-WAY	acre	8.0	0	0
1521	5004	NEIGHBORHOOD COMMERCIAL	acre	8.8	10929	7704
1521	5008	SERVICE STATION	acre	0.6	2446	1786
1521		TOTAL			13407	9514
1522	101	SINGLE FAMILY	du	72.0	816	588
1522	4112	RIGHT-OF-WAY	acre	10.9	0	0
1522	8002	INTENSIVE AGRICULTURE	acre	11.0	77	67

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1522	9101	INACTIVE USE	acre	105.1	0	0
1522		TOTAL			893	655
1523	101	SINGLE FAMILY	du	433.0	4961	3553
1523	4112	RIGHT-OF-WAY	acre	11.6	0	0
1523	6102	CHURCH	acre	1.1	75	60
1523	6109	OTHER PUBLIC SERVICE	acre	0.4	147	104
1523	8002	INTENSIVE AGRICULTURE	acre	11.3	41	35
1523	9101	INACTIVE USE	acre	12.6	0	0
1523		TOTAL			5224	3752
1524	101	SINGLE FAMILY	du	121.0	1382	992
1524	102	MULTI-FAMILY	du	168.0	1525	1054
1524	4112	RIGHT-OF-WAY	acre	16.1	0	0
1524	6509	OTHER HEALTH CARE	acre	3.8	1552	1135
1524	6809	OTHER SCHOOL	acre	5.8	1078	891
1524	7210	OTHER RECREATION-HIGH	acre	3.1	174	118
1524	8002	INTENSIVE AGRICULTURE	acre	2.3	1	1
1524	8003	FIELD CROPS	acre	2.5	0	0
1524	9101	INACTIVE USE	acre	48.5	0	0
1524		TOTAL			5712	4191
1525	101	SINGLE FAMILY	du	227.0	2541	1768
1525	102	MULTI-FAMILY	du	338.0	2736	1823
1525	103	MOBILE HOME PARK	du	63.0	423	263
1525	4112	RIGHT-OF-WAY	acre	16.0	0	0
1525	5004	NEIGHBORHOOD COMMERCIAL	acre	4.8	6102	4325
1525	6002	LOW RISE OFFICE	acre	1.9	517	397
1525	6102	CHURCH	acre	4.8	238	183
1525	6104	POST OFFICE	acre	2.9	2964	2058
1525	6509	OTHER HEALTH CARE	acre	1.6	700	515
1525	8003	FIELD CROPS	acre	19.1	1	1
1525	9101	INACTIVE USE	acre	4.8	0	0
1525		TOTAL			16222	11333
1526	101	SINGLE FAMILY	du	357.0	4168	3066
1526	4112	RIGHT-OF-WAY	acre	16.0	0	0
1526	9101	INACTIVE USE	acre	6.7	0	0
1526		TOTAL			4168	3066
1527	101	SINGLE FAMILY	du	130.0	1578	1133
1527	1503	RESORT	acre	3.2	539	338
1527	4112	RIGHT-OF-WAY	acre	5.0	0	0
1527	7204	GOLF COURSE	acre	58.7	0	0
1527	7205	GOLF CLUB HOUSE	site	1.0	638	429
1527	9101	INACTIVE USE	acre	28.9	0	0
1527		TOTAL			2755	1900
1528	101	SINGLE FAMILY	du	103.0	1144	802
1528	9101	INACTIVE USE	acre	8.6	0	0
1528		TOTAL			1144	802

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1529	101	SINGLE FAMILY	du	191.0	2208	1576
1529	4112	RIGHT-OF-WAY	acre	48.2	0	0
1529	8001	ORCHARDS OR VINEYARD	acre	20.0	2	1
1529	8003	FIELD CROPS	acre	4.0	0	0
1529	9101	INACTIVE USE	acre	195.1	0	0
1529		TOTAL			2210	1577
1530	101	SINGLE FAMILY	du	275.0	3092	2149
1530	102	MULTI-FAMILY	du	13.0	106	70
1530	103	MOBILE HOME PARK	du	211.0	1427	885
1530	1409	OTHER GROUP QUARTERS	acre	2.3	9	7
1530	4112	RIGHT-OF-WAY	acre	25.1	0	0
1530	6105	FIRE OR POLICE STATION	site	1.0	254	183
1530	6804	SENIOR HIGH SCHOOL	site	1.0	5832	2616
1530	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4301	2564
1530	6806	ELEMENTARY SCHOOL	site	1.0	2247	1230
1530	8003	FIELD CROPS	acre	39.7	3	3
1530	9101	INACTIVE USE	acre	0.6	0	0
1530		TOTAL			17271	9707
1531	101	SINGLE FAMILY	du	11.0	118	85
1531	4112	RIGHT-OF-WAY	acre	3.3	0	0
1531	4114	PARKING	acre	0.7	0	0
1531	5003	COMMUNITY COMMERCIAL	acre	10.6	8038	5640
1531	5004	NEIGHBORHOOD COMMERCIAL	acre	1.1	1503	1079
1531	5007	STREETFRONT COMMERCIAL	acre	2.3	2687	1943
1531	5009	OTHER COMMERCIAL	acre	4.6	515	375
1531	6002	LOW RISE OFFICE	acre	1.0	260	199
1531	6102	CHURCH	acre	2.2	108	83
1531	9101	INACTIVE USE	acre	4.1	0	0
1531		TOTAL			13229	9404
1532	101	SINGLE FAMILY	du	387.0	4324	3032
1532	4112	RIGHT-OF-WAY	acre	41.4	0	0
1532	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
1532	9101	INACTIVE USE	acre	1857.1	0	0
1532		TOTAL			4325	3033
1533	4112	RIGHT-OF-WAY	acre	1.1	0	0
1533	5004	NEIGHBORHOOD COMMERCIAL	acre	8.5	10603	7493
1533		TOTAL			10603	7493
1534	101	SINGLE FAMILY	du	1.0	11	8
1534	102	MULTI-FAMILY	du	215.0	1745	1246
1534	4112	RIGHT-OF-WAY	acre	3.8	0	0
1534	5004	NEIGHBORHOOD COMMERCIAL	acre	1.3	1576	1108
1534	7210	OTHER RECREATION-HIGH	acre	6.7	359	243
1534		TOTAL			3691	2605
1535	101	SINGLE FAMILY	du	189.0	2126	1476
1535	4112	RIGHT-OF-WAY	acre	9.4	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1535	9101	INACTIVE USE	acre	1.9	0	0
1535		TOTAL			2126	1476
1536	101	SINGLE FAMILY	du	248.0	3048	2167
1536	4112	RIGHT-OF-WAY	acre	33.1	0	0
1536	5004	NEIGHBORHOOD COMMERCIAL	acre	6.2	7629	5381
1536	6102	CHURCH	acre	6.0	297	229
1536		TOTAL			10974	7777
1537	101	SINGLE FAMILY	du	28.0	319	221
1537	102	MULTI-FAMILY	du	32.0	263	174
1537	4112	RIGHT-OF-WAY	acre	11.0	0	0
1537	5004	NEIGHBORHOOD COMMERCIAL	acre	1.1	1411	994
1537	5007	STREETFRONT COMMERCIAL	acre	2.6	3162	2291
1537	5008	SERVICE STATION	acre	0.8	3158	2305
1537	5009	OTHER COMMERCIAL	acre	3.4	418	308
1537	6002	LOW RISE OFFICE	acre	1.7	433	330
1537	6102	CHURCH	acre	2.0	100	77
1537	9101	INACTIVE USE	acre	9.0	0	0
1537		TOTAL			9264	6700
1538	101	SINGLE FAMILY	du	103.0	1150	809
1538	4112	RIGHT-OF-WAY	acre	1.5	0	0
1538	4113	COMMUNICATION OR UTILITY	acre	15.1	45	34
1538	8002	INTENSIVE AGRICULTURE	acre	31.7	7	6
1538	8003	FIELD CROPS	acre	324.3	27	21
1538	9101	INACTIVE USE	acre	13.2	0	0
1538		TOTAL			1229	870
1539	101	SINGLE FAMILY	du	90.0	1094	787
1539	4112	RIGHT-OF-WAY	acre	28.0	0	0
1539	7204	GOLF COURSE	acre	116.9	0	0
1539	7607	RESIDENTIAL RECREATION	acre	1.2	0	0
1539	9101	INACTIVE USE	acre	113.6	0	0
1539	9500	UNDER CONTRUCTION	acre	1.3	8	6
1539		TOTAL			1102	793
1540	101	SINGLE FAMILY	du	156.0	1776	1283
1540	4112	RIGHT-OF-WAY	acre	34.9	0	0
1540	7601	ACTIVE PARK	acre	7.1	448	291
1540	8001	ORCHARDS OR VINEYARD	acre	9.2	1	1
1540	8002	INTENSIVE AGRICULTURE	acre	21.4	34	30
1540	8003	FIELD CROPS	acre	2.8	0	0
1540	9101	INACTIVE USE	acre	46.3	0	0
1540	9500	UNDER CONTRUCTION	acre	11.1	63	49
1540		TOTAL			2322	1654
1541	101	SINGLE FAMILY	du	528.0	6070	4333
1541	1501	LOW-RISE HOTEL OR MOTEL	acre	1.9	613	369
1541	4112	RIGHT-OF-WAY	acre	34.2	0	0
1541	4114	PARKING	acre	1.1	0	0

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1541	5008	SERVICE STATION	acre	0.9	3350	2445
1541	6102	CHURCH	acre	3.2	160	123
1541	7601	ACTIVE PARK	acre	3.1	198	128
1541	7607	RESIDENTIAL RECREATION	acre	1.9	0	0
1541	8002	INTENSIVE AGRICULTURE	acre	4.3	1	1
1541	9101	INACTIVE USE	acre	21.1	0	0
1541		TOTAL			10392	7399
1542	101	SINGLE FAMILY	du	263.0	2926	2059
1542	4112	RIGHT-OF-WAY	acre	28.3	0	0
1542	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
1542	8001	ORCHARDS OR VINEYARD	acre	8.6	1	1
1542	9101	INACTIVE USE	acre	658.4	0	0
1542		TOTAL			2928	2061
1543	101	SINGLE FAMILY	du	85.0	950	666
1543	4112	RIGHT-OF-WAY	acre	8.4	0	0
1543	6102	CHURCH	acre	4.8	235	182
1543	9101	INACTIVE USE	acre	1.1	0	0
1543		TOTAL			1185	848
1544	101	SINGLE FAMILY	du	19.0	203	147
1544	4112	RIGHT-OF-WAY	acre	1.1	0	0
1544	5009	OTHER COMMERCIAL	acre	4.1	456	331
1544	6002	LOW RISE OFFICE	acre	0.4	118	91
1544	6509	OTHER HEALTH CARE	acre	1.0	415	305
1544	9101	INACTIVE USE	acre	5.6	0	0
1544		TOTAL			1192	874
1545	101	SINGLE FAMILY	du	321.0	3844	2767
1545	102	MULTI-FAMILY	du	112.0	947	653
1545	4112	RIGHT-OF-WAY	acre	9.6	0	0
1545	6102	CHURCH	acre	4.2	215	167
1545	9101	INACTIVE USE	acre	0.1	0	0
1545		TOTAL			5006	3587
1546	101	SINGLE FAMILY	du	170.0	2082	1483
1546	4112	RIGHT-OF-WAY	acre	11.6	0	0
1546	9101	INACTIVE USE	acre	35.7	0	0
1546		TOTAL			2082	1483
1547	101	SINGLE FAMILY	du	229.0	2821	2008
1547	4112	RIGHT-OF-WAY	acre	31.4	0	0
1547	4113	COMMUNICATION OR UTILITY	acre	10.8	32	24
1547	6105	FIRE OR POLICE STATION	site	1.0	254	183
1547	7204	GOLF COURSE	acre	118.1	0	0
1547	7205	GOLF CLUB HOUSE	site	2.0	1324	900
1547	8001	ORCHARDS OR VINEYARD	acre	46.7	4	3
1547	9101	INACTIVE USE	acre	796.0	0	0
1547		TOTAL			4435	3118

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1548	101	SINGLE FAMILY	du	116.0	1339	914
1548	4112	RIGHT-OF-WAY	acre	7.4	0	0
1548	9101	INACTIVE USE	acre	10.8	0	0
1548		TOTAL			1339	914
1549	101	SINGLE FAMILY	du	697.0	8595	6096
1549	4112	RIGHT-OF-WAY	acre	34.0	0	0
1549	6806	ELEMENTARY SCHOOL	site	1.0	2279	1257
1549	7210	OTHER RECREATION-HIGH	acre	13.0	687	462
1549		TOTAL			11561	7815
1550	101	SINGLE FAMILY	du	269.0	3005	2190
1550	102	MULTI-FAMILY	du	4.0	35	24
1550	4112	RIGHT-OF-WAY	acre	11.6	0	0
1550	6002	LOW RISE OFFICE	acre	0.4	165	131
1550	9101	INACTIVE USE	acre	4.2	0	0
1550		TOTAL			3205	2345
1551	101	SINGLE FAMILY	du	401.0	4785	3465
1551	4112	RIGHT-OF-WAY	acre	13.9	0	0
1551	9101	INACTIVE USE	acre	3.3	0	0
1551		TOTAL			4785	3465
1552	101	SINGLE FAMILY	du	163.0	1849	1331
1552	102	MULTI-FAMILY	du	4.0	35	24
1552	4112	RIGHT-OF-WAY	acre	17.4	0	0
1552	4113	COMMUNICATION OR UTILITY	acre	0.2	1	0
1552	6806	ELEMENTARY SCHOOL	site	1.0	2268	1248
1552	7605	PASSIVE BEACH	acre	6.0	11	7
1552	9101	INACTIVE USE	acre	0.9	0	0
1552		TOTAL			4164	2610
1553	101	SINGLE FAMILY	du	18.0	194	139
1553	4112	RIGHT-OF-WAY	acre	2.7	0	0
1553	5007	STREETFRONT COMMERCIAL	acre	1.9	2279	1649
1553	5009	OTHER COMMERCIAL	acre	1.2	132	96
1553	6002	LOW RISE OFFICE	acre	0.7	174	132
1553	9101	INACTIVE USE	acre	9.7	0	0
1553		TOTAL			2779	2016
1554	101	SINGLE FAMILY	du	530.0	6469	4631
1554	4112	RIGHT-OF-WAY	acre	50.8	0	0
1554	6102	CHURCH	acre	8.0	397	307
1554	6806	ELEMENTARY SCHOOL	site	1.0	2239	1223
1554	7204	GOLF COURSE	acre	12.8	0	0
1554	7601	ACTIVE PARK	acre	5.2	328	213
1554	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
1554	9101	INACTIVE USE	acre	29.9	0	0
1554		TOTAL			9433	6374
1555	101	SINGLE FAMILY	du	28.0	314	229

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1555	102	MULTI-FAMILY	du	300.0	2643	1846
1555	4112	RIGHT-OF-WAY	acre	31.4	0	0
1555	5008	SERVICE STATION	acre	1.2	4614	3369
1555	6105	FIRE OR POLICE STATION	site	1.0	254	183
1555	9101	INACTIVE USE	acre	4.4	0	0
1555		TOTAL			7825	5627
1556	101	SINGLE FAMILY	du	86.0	977	708
1556	4112	RIGHT-OF-WAY	acre	3.5	0	0
1556	6102	CHURCH	acre	2.0	97	75
1556	7601	ACTIVE PARK	acre	9.7	612	398
1556	8002	INTENSIVE AGRICULTURE	acre	7.8	9	8
1556	9101	INACTIVE USE	acre	13.4	0	0
1556		TOTAL			1695	1189
1557	101	SINGLE FAMILY	du	190.0	2170	1559
1557	4112	RIGHT-OF-WAY	acre	20.5	0	0
1557	6102	CHURCH	acre	9.8	482	372
1557	6809	OTHER SCHOOL	acre	17.8	3322	2746
1557	7607	RESIDENTIAL RECREATION	acre	2.5	0	0
1557	9101	INACTIVE USE	acre	98.8	0	0
1557		TOTAL			5974	4677
1558	101	SINGLE FAMILY	du	36.0	397	280
1558	4112	RIGHT-OF-WAY	acre	7.3	0	0
1558	5007	STREETFRONT COMMERCIAL	acre	1.7	1960	1416
1558	5009	OTHER COMMERCIAL	acre	8.1	949	696
1558	9101	INACTIVE USE	acre	5.5	0	0
1558		TOTAL			3306	2392
1559	102	MULTI-FAMILY	du	392.0	3414	2325
1559	1501	LOW-RISE HOTEL OR MOTEL	acre	2.9	1039	654
1559	4112	RIGHT-OF-WAY	acre	1.9	0	0
1559	5007	STREETFRONT COMMERCIAL	acre	1.7	1980	1429
1559	5008	SERVICE STATION	acre	0.5	1911	1395
1559		TOTAL			8344	5803
1560	101	SINGLE FAMILY	du	23.0	245	177
1560	4112	RIGHT-OF-WAY	acre	0.3	0	0
1560	5009	OTHER COMMERCIAL	acre	5.0	560	407
1560	8003	FIELD CROPS	acre	4.4	0	0
1560	9101	INACTIVE USE	acre	7.9	0	0
1560	9500	UNDER CONTRUCTION	acre	1.0	5	4
1560		TOTAL			810	588
1561	101	SINGLE FAMILY	du	337.0	3886	2771
1561	2105	PUBLIC STORAGE	acre	1.7	46	39
1561	4112	RIGHT-OF-WAY	acre	22.1	0	0
1561	5007	STREETFRONT COMMERCIAL	acre	1.0	1241	897
1561	5008	SERVICE STATION	acre	0.9	3363	2455
1561	9101	INACTIVE USE	acre	5.2	0	0
1561		TOTAL			8536	6162

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1562	101	SINGLE FAMILY	du	67.0	754	526
1562	4112	RIGHT-OF-WAY	acre	2.6	0	0
1562	9101	INACTIVE USE	acre	6.5	0	0
1562		TOTAL			754	526
1563	101	SINGLE FAMILY	du	804.0	9044	6548
1563	102	MULTI-FAMILY	du	117.0	1026	718
1563	4112	RIGHT-OF-WAY	acre	27.3	0	0
1563	9101	INACTIVE USE	acre	2.9	0	0
1563	9500	UNDER CONTRUCTION	acre	0.7	4	3
1563		TOTAL			10074	7269
1564	101	SINGLE FAMILY	du	537.0	6260	4608
1564	4112	RIGHT-OF-WAY	acre	34.8	0	0
1564		TOTAL			6260	4608
1565	101	SINGLE FAMILY	du	364.0	4021	2840
1565	4112	RIGHT-OF-WAY	acre	52.2	0	0
1565	5009	OTHER COMMERCIAL	acre	4.6	513	373
1565	8001	ORCHARDS OR VINEYARD	acre	10.4	1	1
1565	8002	INTENSIVE AGRICULTURE	acre	12.4	3	2
1565	8003	FIELD CROPS	acre	250.7	22	17
1565	9101	INACTIVE USE	acre	117.2	0	0
1565		TOTAL			4560	3233
1566	4112	RIGHT-OF-WAY	acre	32.9	0	0
1566	7210	OTHER RECREATION-HIGH	unique	25.2	6545	4458
1566	9101	INACTIVE USE	acre	1.6	0	0
1566		TOTAL			6545	4458
1567	101	SINGLE FAMILY	du	105.0	1212	865
1567	102	MULTI-FAMILY	du	44.0	403	277
1567	4112	RIGHT-OF-WAY	acre	10.3	0	0
1567	6002	LOW RISE OFFICE	acre	1.5	437	339
1567	6102	CHURCH	acre	1.6	81	63
1567	9101	INACTIVE USE	acre	2.9	0	0
1567		TOTAL			2133	1544
1568	1501	LOW-RISE HOTEL OR MOTEL	acre	1.6	536	328
1568	5004	NEIGHBORHOOD COMMERCIAL	acre	7.4	9157	6450
1568	5008	SERVICE STATION	acre	0.7	2830	2066
1568	6002	LOW RISE OFFICE	acre	16.8	5070	3945
1568	6103	LIBRARY	acre	0.8	339	234
1568	9101	INACTIVE USE	acre	0.5	0	0
1568		TOTAL			17932	13023
1569	101	SINGLE FAMILY	du	45.0	498	364
1569	102	MULTI-FAMILY	du	58.0	499	356
1569	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	68	42
1569	4112	RIGHT-OF-WAY	acre	9.3	0	0
1569	5007	STREETFRONT COMMERCIAL	acre	9.6	14135	10609

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1569	6002	LOW RISE OFFICE	acre	1.7	451	345
1569	6103	LIBRARY	acre	0.5	187	127
1569	6104	POST OFFICE	acre	0.5	529	374
1569		TOTAL			16367	12217
1570	101	SINGLE FAMILY	du	87.0	503	367
1570	4104	AIRSTRIP	acre	7.3	3	3
1570	4112	RIGHT-OF-WAY	acre	29.2	0	0
1570	6105	FIRE OR POLICE STATION	site	1.0	85	61
1570	9101	INACTIVE USE	acre	1663.5	0	0
1570		TOTAL			591	431
1571	101	SINGLE FAMILY	du	156.0	966	665
1571	1409	OTHER GROUP QUARTERS	acre	4.1	11	8
1571	4112	RIGHT-OF-WAY	acre	113.7	0	0
1571	4113	COMMUNICATION OR UTILITY	acre	0.2	0	0
1571	5009	OTHER COMMERCIAL	acre	1.6	119	86
1571	6105	FIRE OR POLICE STATION	site	1.0	85	62
1571	7211	OTHER RECREATION-LOW	acre	61.4	261	178
1571	8003	FIELD CROPS	acre	48.0	3	2
1571	9101	INACTIVE USE	acre	9202.9	79	68
1571		TOTAL			1524	1069
1572	101	SINGLE FAMILY	du	125.0	1417	1026
1572	4112	RIGHT-OF-WAY	acre	20.9	0	0
1572	4113	COMMUNICATION OR UTILITY	acre	6.4	19	15
1572	6102	CHURCH	acre	5.5	271	209
1572	8001	ORCHARDS OR VINEYARD	acre	25.7	2	1
1572	8002	INTENSIVE AGRICULTURE	acre	25.1	6	5
1572	8003	FIELD CROPS	acre	4.9	0	0
1572	9101	INACTIVE USE	acre	36.3	0	0
1572		TOTAL			1715	1256
1573	101	SINGLE FAMILY	du	205.0	2333	1688
1573	4112	RIGHT-OF-WAY	acre	40.7	0	0
1573	4113	COMMUNICATION OR UTILITY	acre	0.2	1	0
1573	6002	LOW RISE OFFICE	acre	0.8	257	200
1573	6105	FIRE OR POLICE STATION	site	1.0	293	217
1573	6109	OTHER PUBLIC SERVICE	acre	3.0	983	694
1573	8003	FIELD CROPS	acre	11.2	1	1
1573	9101	INACTIVE USE	acre	91.4	0	0
1573		TOTAL			3868	2800
1574	101	SINGLE FAMILY	du	244.0	2745	1901
1574	4112	RIGHT-OF-WAY	acre	12.1	0	0
1574		TOTAL			2745	1901
1575	1501	LOW-RISE HOTEL OR MOTEL	acre	3.7	1313	823
1575	2101	INDUSTRIAL PARK	acre	21.3	3153	2610
1575	4112	RIGHT-OF-WAY	acre	14.9	0	0
1575	6002	LOW RISE OFFICE	acre	61.2	18150	14093

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1575	6509	OTHER HEALTH CARE	acre	5.0	2233	1653
1575	9101	INACTIVE USE	acre	27.0	0	0
1575		TOTAL			24849	19179
1576	101	SINGLE FAMILY	du	81.0	900	633
1576	4112	RIGHT-OF-WAY	acre	10.4	0	0
1576	4113	COMMUNICATION OR UTILITY	acre	1.5	4	3
1576	6102	CHURCH	acre	2.2	109	84
1576		TOTAL			1013	720
1577	101	SINGLE FAMILY	du	124.0	1404	974
1577	2103	LIGHT INDUSTRY	acre	9.3	531	430
1577	4112	RIGHT-OF-WAY	acre	17.6	0	0
1577	8003	FIELD CROPS	acre	43.6	343	297
1577		TOTAL			2278	1701
1578	101	SINGLE FAMILY	du	60.0	666	468
1578	4112	RIGHT-OF-WAY	acre	11.4	0	0
1578	8001	ORCHARDS OR VINEYARD	acre	39.8	3	2
1578	8002	INTENSIVE AGRICULTURE	acre	51.3	12	10
1578	9101	INACTIVE USE	acre	2.0	0	0
1578		TOTAL			681	480
1579	1501	LOW-RISE HOTEL OR MOTEL	acre	2.9	959	588
1579	2103	LIGHT INDUSTRY	acre	7.1	667	555
1579	4111	TRANSIT STATION	acre	5.8	1519	1147
1579	5007	STREETFRONT COMMERCIAL	acre	0.6	790	573
1579	6002	LOW RISE OFFICE	acre	34.0	10112	7856
1579	9101	INACTIVE USE	acre	0.7	0	0
1579		TOTAL			14047	10719
1580	101	SINGLE FAMILY	du	90.0	992	702
1580	4112	RIGHT-OF-WAY	acre	18.0	0	0
1580	5009	OTHER COMMERCIAL	acre	0.8	81	59
1580	6102	CHURCH	acre	2.0	101	78
1580	6105	FIRE OR POLICE STATION	site	1.0	254	183
1580	8003	FIELD CROPS	acre	237.3	20	15
1580	9101	INACTIVE USE	acre	27.7	0	0
1580		TOTAL			1448	1037
1581	101	SINGLE FAMILY	du	121.0	1378	953
1581	4112	RIGHT-OF-WAY	acre	13.3	0	0
1581	9101	INACTIVE USE	acre	5.1	0	0
1581		TOTAL			1378	953
1582	101	SINGLE FAMILY	du	293.0	3351	2404
1582	4112	RIGHT-OF-WAY	acre	14.2	0	0
1582	7607	RESIDENTIAL RECREATION	acre	3.0	0	0
1582	9101	INACTIVE USE	acre	82.0	0	0
1582		TOTAL			3351	2404

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1583	101	SINGLE FAMILY	du	2.0	23	17
1583	102	MULTI-FAMILY	du	140.0	1253	869
1583	4112	RIGHT-OF-WAY	acre	7.9	0	0
1583	6102	CHURCH	acre	9.2	456	352
1583	6803	JUNIOR COLLEGE	acre	28.4	6701	5276
1583	9101	INACTIVE USE	acre	25.8	0	0
1583		TOTAL			8433	6514
1584	1501	LOW-RISE HOTEL OR MOTEL	acre	4.7	1509	908
1584	4112	RIGHT-OF-WAY	acre	34.8	0	0
1584	5007	STREETFRONT COMMERCIAL	acre	1.0	1149	831
1584	5008	SERVICE STATION	acre	0.5	2121	1549
1584	6002	LOW RISE OFFICE	acre	13.0	3871	3008
1584	6102	CHURCH	acre	4.0	195	150
1584	6104	POST OFFICE	acre	3.2	3373	2352
1584	6105	FIRE OR POLICE STATION	site	1.0	264	192
1584		TOTAL			12482	8990
1585	4112	RIGHT-OF-WAY	acre	3.5	0	0
1585	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
1585	5008	SERVICE STATION	acre	0.9	3393	2477
1585	8002	INTENSIVE AGRICULTURE	acre	33.0	8	6
1585	9101	INACTIVE USE	acre	480.1	0	0
1585		TOTAL			3401	2483
1586	101	SINGLE FAMILY	du	1.0	11	9
1586	102	MULTI-FAMILY	du	350.0	2844	2013
1586	1409	OTHER GROUP QUARTERS	acre	4.2	17	12
1586	4112	RIGHT-OF-WAY	acre	5.5	0	0
1586	5003	COMMUNITY COMMERCIAL	acre	29.8	23905	16985
1586	6002	LOW RISE OFFICE	acre	8.1	3276	2621
1586		TOTAL			30053	21640
1587	102	MULTI-FAMILY	du	540.0	4682	3186
1587	4112	RIGHT-OF-WAY	acre	10.4	0	0
1587	5003	COMMUNITY COMMERCIAL	acre	28.4	22635	16062
1587	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2267	1603
1587	5007	STREETFRONT COMMERCIAL	acre	2.5	3118	2273
1587	6105	FIRE OR POLICE STATION	site	1.0	254	184
1587	7210	OTHER RECREATION-HIGH	acre	3.9	235	163
1587	9101	INACTIVE USE	acre	32.3	0	0
1587		TOTAL			33191	23471
1588	101	SINGLE FAMILY	du	24.0	270	197
1588	102	MULTI-FAMILY	du	50.0	452	312
1588	1503	RESORT	acre	16.5	2595	1591
1588	4112	RIGHT-OF-WAY	acre	11.7	0	0
1588	5007	STREETFRONT COMMERCIAL	acre	3.0	3606	2623
1588	6002	LOW RISE OFFICE	acre	2.6	834	652
1588	6103	LIBRARY	acre	0.5	205	143
1588	6104	POST OFFICE	acre	0.2	297	220

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1588	6109	OTHER PUBLIC SERVICE	acre	1.5	678	509
1588	6509	OTHER HEALTH CARE	acre	0.9	371	273
1588	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4378	2631
1588	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
1588	9101	INACTIVE USE	acre	2.9	0	0
1588	9703	MIXED USE 25% STREETFRONT	acre	2.3	719	523
1588		TOTAL			14405	9674
1589	101	SINGLE FAMILY	du	730.0	8518	6233
1589	4112	RIGHT-OF-WAY	acre	50.5	0	0
1589		TOTAL			8518	6233
1590	101	SINGLE FAMILY	du	39.0	464	338
1590	4112	RIGHT-OF-WAY	acre	0.7	0	0
1590	4113	COMMUNICATION OR UTILITY	acre	5.0	15	11
1590	8002	INTENSIVE AGRICULTURE	acre	26.0	33	28
1590	9101	INACTIVE USE	acre	679.0	0	0
1590		TOTAL			512	377
1591	101	SINGLE FAMILY	du	1290.0	15572	11192
1591	4112	RIGHT-OF-WAY	acre	96.7	107	92
1591	4114	PARKING	acre	0.4	0	0
1591	6509	OTHER HEALTH CARE	acre	27.3	11596	8517
1591	7601	ACTIVE PARK	acre	1.5	98	64
1591	7607	RESIDENTIAL RECREATION	acre	1.5	0	0
1591	8003	FIELD CROPS	acre	0.0	0	0
1591	9101	INACTIVE USE	acre	407.5	0	0
1591	9500	UNDER CONTRUCTION	acre	10.3	58	46
1591		TOTAL			27431	19911
1592	101	SINGLE FAMILY	du	833.0	9992	7200
1592	102	MULTI-FAMILY	du	1176.0	9966	6890
1592	4112	RIGHT-OF-WAY	acre	17.8	0	0
1592	8003	FIELD CROPS	acre	16.8	1	1
1592	9101	INACTIVE USE	acre	225.9	0	0
1592	9500	UNDER CONTRUCTION	acre	45.0	254	200
1592	9702	MIXED USE 67% STREETFRONT	acre	3.6	2946	2144
1592		TOTAL			23159	16435
1593	2103	LIGHT INDUSTRY	acre	138.1	9189	7519
1593	2104	WAREHOUSING	acre	9.0	368	306
1593	4112	RIGHT-OF-WAY	acre	18.0	0	0
1593	6001	HIGH RISE OFFICE	acre	7.9	16692	12940
1593	6002	LOW RISE OFFICE	acre	2.7	918	724
1593	9101	INACTIVE USE	acre	18.6	0	0
1593		TOTAL			27167	21489
1594	101	SINGLE FAMILY	du	72.0	865	625
1594	4112	RIGHT-OF-WAY	acre	9.1	0	0
1594	9101	INACTIVE USE	acre	90.8	0	0
1594		TOTAL			865	625

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1595	2101	INDUSTRIAL PARK	acre	6.2	2436	2073
1595	2103	LIGHT INDUSTRY	acre	59.0	3793	3097
1595	4112	RIGHT-OF-WAY	acre	11.6	0	0
1595	6102	CHURCH	acre	10.1	498	384
1595	9101	INACTIVE USE	acre	12.9	0	0
1595		TOTAL			6727	5554
1596	101	SINGLE FAMILY	du	328.0	4048	2879
1596	4112	RIGHT-OF-WAY	acre	40.8	0	0
1596	4113	COMMUNICATION OR UTILITY	acre	15.4	45	35
1596	4119	OTHER TRANSPORTATION	acre	2.7	275	208
1596	6003	GOV'T OFFICE OR CENTER	acre	2.6	2248	1647
1596	7601	ACTIVE PARK	acre	25.6	1625	1057
1596	9101	INACTIVE USE	acre	685.2	0	0
1596	9500	UNDER CONTRUCTION	acre	5.0	28	22
1596		TOTAL			8269	5848
1597	2101	INDUSTRIAL PARK	acre	45.1	6149	5070
1597	2103	LIGHT INDUSTRY	acre	15.6	1508	1256
1597	2105	PUBLIC STORAGE	acre	11.7	316	265
1597	4112	RIGHT-OF-WAY	acre	12.6	0	0
1597	4114	PARKING	acre	3.1	0	0
1597	6002	LOW RISE OFFICE	acre	14.4	4156	3217
1597	9101	INACTIVE USE	acre	9.7	0	0
1597		TOTAL			12129	9808
1598	101	SINGLE FAMILY	du	258.0	2890	2101
1598	102	MULTI-FAMILY	du	35.0	305	215
1598	4112	RIGHT-OF-WAY	acre	11.8	0	0
1598	5007	STREETFRONT COMMERCIAL	acre	0.9	1043	759
1598	7601	ACTIVE PARK	acre	4.5	284	185
1598	9101	INACTIVE USE	acre	3.1	0	0
1598	9702	MIXED USE 67% STREETFRONT	acre	0.2	174	126
1598		TOTAL			4696	3386
1599	2101	INDUSTRIAL PARK	acre	9.5	1175	964
1599	2103	LIGHT INDUSTRY	acre	54.6	3144	2550
1599	4112	RIGHT-OF-WAY	acre	7.8	0	0
1599	6001	HIGH RISE OFFICE	acre	41.3	91120	71032
1599	6002	LOW RISE OFFICE	acre	8.9	2547	1970
1599	9101	INACTIVE USE	acre	25.2	0	0
1599		TOTAL			97986	76516
1600	101	SINGLE FAMILY	du	300.0	3335	2347
1600	4112	RIGHT-OF-WAY	acre	35.8	0	0
1600	7210	OTHER RECREATION-HIGH	acre	58.4	3099	2085
1600	9101	INACTIVE USE	acre	253.2	0	0
1600		TOTAL			6434	4432
1601	101	SINGLE FAMILY	du	227.0	2538	1845
1601	4112	RIGHT-OF-WAY	acre	71.3	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1601	4113	COMMUNICATION OR UTILITY	acre	27.9	90	70
1601	5009	OTHER COMMERCIAL	acre	1.7	199	145
1601	7607	RESIDENTIAL RECREATION	acre	0.8	0	0
1601	9101	INACTIVE USE	acre	22.1	0	0
1601		TOTAL			2827	2060
1602	101	SINGLE FAMILY	du	1.0	11	8
1602	4112	RIGHT-OF-WAY	acre	22.9	0	0
1602	5007	STREETFRONT COMMERCIAL	acre	4.8	5840	4244
1602	6002	LOW RISE OFFICE	acre	20.0	6335	4955
1602	7210	OTHER RECREATION-HIGH	acre	4.5	236	159
1602		TOTAL			12422	9366
1603	101	SINGLE FAMILY	du	68.0	758	556
1603	4112	RIGHT-OF-WAY	acre	5.7	0	0
1603	8001	ORCHARDS OR VINEYARD	acre	4.6	0	0
1603	9101	INACTIVE USE	acre	47.0	0	0
1603		TOTAL			758	556
1604	101	SINGLE FAMILY	du	216.0	2427	1692
1604	4112	RIGHT-OF-WAY	acre	25.3	0	0
1604	6806	ELEMENTARY SCHOOL	site	1.0	2231	1216
1604	9101	INACTIVE USE	acre	11.8	0	0
1604		TOTAL			4658	2908
1605	101	SINGLE FAMILY	du	727.0	8982	6336
1605	102	MULTI-FAMILY	du	120.0	1041	711
1605	4112	RIGHT-OF-WAY	acre	57.8	0	0
1605	4113	COMMUNICATION OR UTILITY	acre	8.8	30	24
1605	5007	STREETFRONT COMMERCIAL	acre	8.4	10101	7329
1605	5008	SERVICE STATION	acre	1.1	4343	3170
1605	7601	ACTIVE PARK	acre	5.4	341	222
1605	9101	INACTIVE USE	acre	33.7	0	0
1605	9500	UNDER CONTRUCTION	acre	20.7	117	92
1605		TOTAL			24955	17884
1606	101	SINGLE FAMILY	du	67.0	755	548
1606	102	MULTI-FAMILY	du	12.0	111	75
1606	4112	RIGHT-OF-WAY	acre	20.0	0	0
1606	8001	ORCHARDS OR VINEYARD	acre	12.3	1	1
1606	8003	FIELD CROPS	acre	46.6	16	14
1606	9101	INACTIVE USE	acre	12.7	0	0
1606		TOTAL			883	638
1607	101	SINGLE FAMILY	du	696.0	8028	5934
1607	4112	RIGHT-OF-WAY	acre	38.0	0	0
1607	5004	NEIGHBORHOOD COMMERCIAL	acre	4.5	5734	4069
1607	7210	OTHER RECREATION-HIGH	acre	4.8	259	175
1607		TOTAL			14021	10178
1608	101	SINGLE FAMILY	du	541.0	6055	4241

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1608	4112	RIGHT-OF-WAY	acre	51.4	0	0
1608	5009	OTHER COMMERCIAL	acre	3.9	488	362
1608	9101	INACTIVE USE	acre	45.9	0	0
1608		TOTAL			6543	4603
1609	101	SINGLE FAMILY	du	80.0	462	331
1609	102	MULTI-FAMILY	du	25.0	120	80
1609	4103	GENERAL AVIATION AIRPORT	acre	14.2	54	41
1609	4104	AIRSTRIP	acre	27.2	12	9
1609	4112	RIGHT-OF-WAY	acre	97.9	0	0
1609	4113	COMMUNICATION OR UTILITY	acre	5.4	12	9
1609	7210	OTHER RECREATION-HIGH	acre	45.0	1596	1073
1609	7211	OTHER RECREATION-LOW	acre	42.7	181	124
1609	9101	INACTIVE USE	acre	53384.5	0	0
1609		TOTAL			2437	1667
1610	101	SINGLE FAMILY	du	575.0	7154	5034
1610	4112	RIGHT-OF-WAY	acre	65.4	0	0
1610	5009	OTHER COMMERCIAL	acre	1.0	114	83
1610	6102	CHURCH	acre	7.7	381	294
1610	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
1610	9101	INACTIVE USE	acre	3.2	0	0
1610		TOTAL			7649	5411
1611	101	SINGLE FAMILY	du	323.0	3876	2794
1611	4112	RIGHT-OF-WAY	acre	18.0	0	0
1611	5008	SERVICE STATION	acre	0.8	3234	2361
1611		TOTAL			7110	5155
1612	101	SINGLE FAMILY	du	446.0	5556	3925
1612	4112	RIGHT-OF-WAY	acre	46.1	0	0
1612	5009	OTHER COMMERCIAL	acre	0.7	73	53
1612	6806	ELEMENTARY SCHOOL	site	1.0	2239	1223
1612	9101	INACTIVE USE	acre	30.8	0	0
1612	9500	UNDER CONTRUCTION	acre	1.0	6	5
1612		TOTAL			7874	5206
1613	101	SINGLE FAMILY	du	13.0	142	106
1613	4112	RIGHT-OF-WAY	acre	68.6	0	0
1613	5007	STREETFRONT COMMERCIAL	acre	4.7	5956	4361
1613	7601	ACTIVE PARK	acre	10.1	637	414
1613	7604	ACTIVE BEACH	unique	14.2	5411	3486
1613	9101	INACTIVE USE	acre	317.1	0	0
1613		TOTAL			12146	8367
1614	101	SINGLE FAMILY	du	62.0	688	483
1614	4112	RIGHT-OF-WAY	acre	11.4	0	0
1614	6806	ELEMENTARY SCHOOL	site	1.0	2795	1704
1614		TOTAL			3483	2187
1615	101	SINGLE FAMILY	du	69.0	771	539

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1615	4112	RIGHT-OF-WAY	acre	15.5	0	0
1615	8002	INTENSIVE AGRICULTURE	acre	86.7	27	22
1615	9101	INACTIVE USE	acre	2.2	0	0
1615		TOTAL			798	561
1616	101	SINGLE FAMILY	du	71.0	834	612
1616	102	MULTI-FAMILY	du	470.0	4064	2767
1616	4112	RIGHT-OF-WAY	acre	15.6	0	0
1616	7607	RESIDENTIAL RECREATION	acre	1.8	0	0
1616	9101	INACTIVE USE	acre	3.9	0	0
1616		TOTAL			4898	3379
1617	101	SINGLE FAMILY	du	318.0	3528	2487
1617	4112	RIGHT-OF-WAY	acre	31.4	0	0
1617	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
1617	9101	INACTIVE USE	acre	7.8	201	174
1617		TOTAL			5841	3774
1618	101	SINGLE FAMILY	du	119.0	1331	974
1618	4112	RIGHT-OF-WAY	acre	35.6	0	0
1618	7607	RESIDENTIAL RECREATION	acre	5.2	0	0
1618	8002	INTENSIVE AGRICULTURE	acre	4.2	1	1
1618	9101	INACTIVE USE	acre	147.8	0	0
1618		TOTAL			1332	975
1619	101	SINGLE FAMILY	du	539.0	6602	4695
1619	102	MULTI-FAMILY	du	105.0	921	621
1619	4112	RIGHT-OF-WAY	acre	71.1	0	0
1619	4113	COMMUNICATION OR UTILITY	acre	2.3	7	5
1619	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
1619	9101	INACTIVE USE	acre	178.7	0	0
1619		TOTAL			7530	5321
1620	5004	NEIGHBORHOOD COMMERCIAL	acre	7.7	9471	6675
1620	6102	CHURCH	acre	7.0	415	327
1620		TOTAL			9886	7002
1621	101	SINGLE FAMILY	du	142.0	1694	1226
1621	4112	RIGHT-OF-WAY	acre	6.3	0	0
1621	7204	GOLF COURSE	acre	17.8	0	0
1621	9101	INACTIVE USE	acre	18.3	0	0
1621		TOTAL			1694	1226
1622	2103	LIGHT INDUSTRY	acre	46.5	4414	3673
1622	7210	OTHER RECREATION-HIGH	acre	21.1	1120	754
1622		TOTAL			5534	4427
1623	101	SINGLE FAMILY	du	50.0	605	436
1623	4112	RIGHT-OF-WAY	acre	60.6	0	0
1623	8001	ORCHARDS OR VINEYARD	acre	7.2	1	0
1623	8003	FIELD CROPS	acre	47.2	4	3

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1623	9101	INACTIVE USE	acre	1292.7	0	0
1623	9500	UNDER CONTRUCTION	acre	40.9	230	181
1623		TOTAL			840	620
1624	101	SINGLE FAMILY	du	92.0	1013	718
1624	4112	RIGHT-OF-WAY	acre	18.3	0	0
1624	4113	COMMUNICATION OR UTILITY	acre	60.3	178	137
1624	8001	ORCHARDS OR VINEYARD	acre	4.2	0	0
1624	8003	FIELD CROPS	acre	6.2	1	0
1624	9101	INACTIVE USE	acre	154.7	0	0
1624		TOTAL			1192	855
1625	101	SINGLE FAMILY	du	395.0	4749	3428
1625	4112	RIGHT-OF-WAY	acre	73.9	0	0
1625	6105	FIRE OR POLICE STATION	site	1.0	254	183
1625	6806	ELEMENTARY SCHOOL	site	1.0	2232	1218
1625	7210	OTHER RECREATION-HIGH	acre	4.8	254	170
1625	7211	OTHER RECREATION-LOW	acre	17.3	109	75
1625	7607	RESIDENTIAL RECREATION	acre	38.2	88	77
1625	8003	FIELD CROPS	acre	5.9	17	14
1625	9101	INACTIVE USE	acre	57.0	0	0
1625		TOTAL			7703	5165
1626	101	SINGLE FAMILY	du	747.0	8336	5853
1626	1503	RESORT	acre	17.4	2610	1570
1626	4112	RIGHT-OF-WAY	acre	76.0	0	0
1626	7210	OTHER RECREATION-HIGH	acre	26.4	1406	948
1626	7607	RESIDENTIAL RECREATION	acre	7.7	83	72
1626	9101	INACTIVE USE	acre	144.0	0	0
1626		TOTAL			12435	8443
1627	101	SINGLE FAMILY	du	324.0	3836	2795
1627	4112	RIGHT-OF-WAY	acre	35.2	0	0
1627	7204	GOLF COURSE	acre	35.5	0	0
1627	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
1627	9101	INACTIVE USE	acre	19.1	0	0
1627		TOTAL			3836	2795
1628	101	SINGLE FAMILY	du	681.0	8383	5943
1628	102	MULTI-FAMILY	du	248.0	2194	1474
1628	4112	RIGHT-OF-WAY	acre	105.3	0	0
1628	4113	COMMUNICATION OR UTILITY	acre	6.1	18	14
1628	5004	NEIGHBORHOOD COMMERCIAL	acre	1.7	2189	1553
1628	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
1628	7210	OTHER RECREATION-HIGH	acre	6.4	350	238
1628	9101	INACTIVE USE	acre	38.7	0	0
1628		TOTAL			15360	10434
1629	101	SINGLE FAMILY	du	242.0	2664	1898
1629	4112	RIGHT-OF-WAY	acre	48.5	0	0
1629	4113	COMMUNICATION OR UTILITY	acre	0.2	1	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1629	6102	CHURCH	acre	25.9	1280	988
1629	8002	INTENSIVE AGRICULTURE	acre	93.2	22	17
1629	9101	INACTIVE USE	acre	963.9	0	0
1629		TOTAL			3967	2903
1630	2103	LIGHT INDUSTRY	acre	55.9	5607	4676
1630	4112	RIGHT-OF-WAY	acre	6.1	0	0
1630		TOTAL			5607	4676
1631	101	SINGLE FAMILY	du	677.0	8294	5891
1631	4112	RIGHT-OF-WAY	acre	64.7	0	0
1631	4113	COMMUNICATION OR UTILITY	acre	0.6	2	2
1631	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4372	2626
1631	6806	ELEMENTARY SCHOOL	site	1.0	2244	1227
1631	7601	ACTIVE PARK	acre	21.7	1369	890
1631	9101	INACTIVE USE	acre	230.1	0	0
1631		TOTAL			16281	10636
1632	101	SINGLE FAMILY	du	295.0	3646	2575
1632	102	MULTI-FAMILY	du	900.0	8059	5366
1632	1409	OTHER GROUP QUARTERS	acre	5.9	24	17
1632	4112	RIGHT-OF-WAY	acre	43.9	0	0
1632	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
1632	6809	OTHER SCHOOL	acre	1.5	303	251
1632	7607	RESIDENTIAL RECREATION	acre	1.7	0	0
1632	9101	INACTIVE USE	acre	107.2	0	0
1632		TOTAL			12032	8209
1633	101	SINGLE FAMILY	du	504.0	6001	4352
1633	4112	RIGHT-OF-WAY	acre	33.5	0	0
1633	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
1633	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	7190	5071
1633	7210	OTHER RECREATION-HIGH	acre	5.1	269	181
1633	7607	RESIDENTIAL RECREATION	acre	1.7	0	0
1633	9101	INACTIVE USE	acre	19.6	0	0
1633		TOTAL			13460	9604
1634	101	SINGLE FAMILY	du	398.0	4738	3439
1634	102	MULTI-FAMILY	du	381.0	3183	2221
1634	4112	RIGHT-OF-WAY	acre	17.0	0	0
1634	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
1634	7210	OTHER RECREATION-HIGH	acre	7.3	397	269
1634	7607	RESIDENTIAL RECREATION	acre	1.0	0	0
1634	9101	INACTIVE USE	acre	43.5	0	0
1634		TOTAL			8321	5931
1635	101	SINGLE FAMILY	du	527.0	5868	4287
1635	4112	RIGHT-OF-WAY	acre	51.3	0	0
1635	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
1635	6002	LOW RISE OFFICE	acre	1.4	407	314
1635	6806	ELEMENTARY SCHOOL	site	1.0	2234	1219

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1635	9101	INACTIVE USE	acre	0.1	0	0
1635		TOTAL			8509	5820
1636	101	SINGLE FAMILY	du	279.0	3122	2278
1636	4112	RIGHT-OF-WAY	acre	14.2	0	0
1636	7204	GOLF COURSE	acre	38.3	0	0
1636	7205	GOLF CLUB HOUSE	site	1.0	666	453
1636	9101	INACTIVE USE	acre	14.6	0	0
1636		TOTAL			3788	2731
1637	101	SINGLE FAMILY	du	351.0	3893	2738
1637	4112	RIGHT-OF-WAY	acre	23.3	0	0
1637	7601	ACTIVE PARK	acre	41.7	2643	1720
1637	8002	INTENSIVE AGRICULTURE	acre	71.2	16	13
1637	8003	FIELD CROPS	acre	37.2	3	3
1637	9101	INACTIVE USE	acre	140.9	0	0
1637		TOTAL			6555	4474
1638	101	SINGLE FAMILY	du	262.0	3297	2309
1638	4112	RIGHT-OF-WAY	acre	39.3	0	0
1638	6109	OTHER PUBLIC SERVICE	acre	2.7	874	617
1638	6804	SENIOR HIGH SCHOOL	site	1.0	6099	2848
1638	8003	FIELD CROPS	acre	1.0	0	0
1638	9101	INACTIVE USE	acre	21.3	0	0
1638	9500	UNDER CONTRUCTION	acre	1.1	6	5
1638		TOTAL			10276	5779
1639	101	SINGLE FAMILY	du	816.0	9692	7044
1639	102	MULTI-FAMILY	du	188.0	1559	1096
1639	4112	RIGHT-OF-WAY	acre	121.2	0	0
1639	4113	COMMUNICATION OR UTILITY	acre	1.4	4	3
1639	5004	NEIGHBORHOOD COMMERCIAL	acre	1.3	1548	1086
1639	6105	FIRE OR POLICE STATION	site	1.0	254	184
1639	7204	GOLF COURSE	acre	106.1	0	0
1639	7205	GOLF CLUB HOUSE	site	1.0	638	429
1639	7601	ACTIVE PARK	acre	8.3	522	339
1639	7607	RESIDENTIAL RECREATION	acre	2.6	0	0
1639	9101	INACTIVE USE	acre	579.7	0	0
1639		TOTAL			14217	10181
1640	101	SINGLE FAMILY	du	197.0	2221	1614
1640	4112	RIGHT-OF-WAY	acre	34.3	0	0
1640	8001	ORCHARDS OR VINEYARD	acre	11.5	5	4
1640	8003	FIELD CROPS	acre	45.5	31	26
1640	9101	INACTIVE USE	acre	64.8	0	0
1640		TOTAL			2257	1644
1641	101	SINGLE FAMILY	du	172.0	2158	1515
1641	4112	RIGHT-OF-WAY	acre	16.9	0	0
1641	4114	PARKING	acre	4.5	36	32
1641	6102	CHURCH	acre	7.6	374	289

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1641	6509	OTHER HEALTH CARE	acre	4.4	2025	1509
1641	9101	INACTIVE USE	acre	18.4	0	0
1641		TOTAL			4593	3345
1642	101	SINGLE FAMILY	du	434.0	5404	3815
1642	4112	RIGHT-OF-WAY	acre	51.5	0	0
1642	4113	COMMUNICATION OR UTILITY	acre	2.8	8	6
1642	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
1642	9101	INACTIVE USE	acre	30.9	0	0
1642		TOTAL			5412	3821
1643	101	SINGLE FAMILY	du	531.0	6300	4576
1643	102	MULTI-FAMILY	du	371.0	3107	2163
1643	4112	RIGHT-OF-WAY	acre	17.1	0	0
1643	7204	GOLF COURSE	acre	82.2	0	0
1643	7205	GOLF CLUB HOUSE	site	1.0	687	472
1643	7607	RESIDENTIAL RECREATION	acre	3.7	0	0
1643	9101	INACTIVE USE	acre	4.6	0	0
1643		TOTAL			10094	7211
1644	101	SINGLE FAMILY	du	434.0	4951	3551
1644	2103	LIGHT INDUSTRY	acre	0.5	95	81
1644	2104	WAREHOUSING	acre	0.8	92	79
1644	4112	RIGHT-OF-WAY	acre	23.3	0	0
1644	4113	COMMUNICATION OR UTILITY	acre	3.9	11	9
1644	9101	INACTIVE USE	acre	23.4	0	0
1644		TOTAL			5149	3720
1645	101	SINGLE FAMILY	du	484.0	5826	4190
1645	4112	RIGHT-OF-WAY	acre	29.3	0	0
1645	4113	COMMUNICATION OR UTILITY	acre	10.2	30	23
1645	7601	ACTIVE PARK	acre	42.9	2714	1763
1645	9101	INACTIVE USE	acre	596.8	0	0
1645		TOTAL			8570	5976
1646	101	SINGLE FAMILY	du	105.0	1166	819
1646	4112	RIGHT-OF-WAY	acre	11.1	0	0
1646	6105	FIRE OR POLICE STATION	site	1.0	254	183
1646	9101	INACTIVE USE	acre	73.0	0	0
1646		TOTAL			1420	1002
1647	101	SINGLE FAMILY	du	273.0	3075	2229
1647	102	MULTI-FAMILY	du	10.0	87	62
1647	4112	RIGHT-OF-WAY	acre	32.8	0	0
1647	5009	OTHER COMMERCIAL	acre	0.6	73	55
1647	6002	LOW RISE OFFICE	acre	2.2	690	539
1647	7604	ACTIVE BEACH	unique	12.1	5404	3482
1647	9101	INACTIVE USE	acre	6.4	0	0
1647		TOTAL			9329	6367
1648	101	SINGLE FAMILY	du	271.0	3049	2210

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1648	102	MULTI-FAMILY	du	124.0	1085	766
1648	4112	RIGHT-OF-WAY	acre	58.5	2	2
1648	6002	LOW RISE OFFICE	acre	2.5	826	650
1648	6105	FIRE OR POLICE STATION	site	1.0	264	192
1648	6509	OTHER HEALTH CARE	acre	2.5	1139	846
1648	6806	ELEMENTARY SCHOOL	site	1.0	2261	1243
1648	9101	INACTIVE USE	acre	16.5	0	0
1648		TOTAL			8626	5909
1649	101	SINGLE FAMILY	du	471.0	5671	4087
1649	1503	RESORT	acre	35.0	5439	3321
1649	4112	RIGHT-OF-WAY	acre	67.7	0	0
1649	4113	COMMUNICATION OR UTILITY	acre	2.7	8	6
1649	5004	NEIGHBORHOOD COMMERCIAL	acre	4.6	5799	4097
1649	5008	SERVICE STATION	acre	0.5	1891	1381
1649	7204	GOLF COURSE	acre	108.6	0	0
1649	7205	GOLF CLUB HOUSE	site	1.0	704	486
1649	7607	RESIDENTIAL RECREATION	acre	4.8	0	0
1649	8003	FIELD CROPS	acre	4.4	0	0
1649	9101	INACTIVE USE	acre	119.7	0	0
1649	9500	UNDER CONTRUCTION	acre	6.1	34	27
1649		TOTAL			19546	13405
1650	101	SINGLE FAMILY	du	23.0	277	199
1650	4112	RIGHT-OF-WAY	acre	8.7	0	0
1650	4113	COMMUNICATION OR UTILITY	acre	9.8	29	22
1650	5004	NEIGHBORHOOD COMMERCIAL	acre	6.1	7625	5390
1650	6102	CHURCH	acre	17.0	1109	881
1650	6809	OTHER SCHOOL	acre	17.8	3242	2678
1650	7204	GOLF COURSE	acre	2.1	0	0
1650	8002	INTENSIVE AGRICULTURE	acre	3.2	6	5
1650	8003	FIELD CROPS	acre	3.5	253	219
1650	9101	INACTIVE USE	acre	41.5	0	0
1650		TOTAL			12541	9394
1651	101	SINGLE FAMILY	du	717.0	7942	5598
1651	2103	LIGHT INDUSTRY	acre	1.8	96	78
1651	4112	RIGHT-OF-WAY	acre	72.6	0	0
1651	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
1651	7204	GOLF COURSE	acre	168.0	115	100
1651	7205	GOLF CLUB HOUSE	site	1.0	639	429
1651	9101	INACTIVE USE	acre	303.3	0	0
1651	9500	UNDER CONTRUCTION	acre	2.5	14	11
1651		TOTAL			8806	6216
1652	101	SINGLE FAMILY	du	452.0	5560	3981
1652	4112	RIGHT-OF-WAY	acre	33.5	0	0
1652	6102	CHURCH	acre	3.4	170	131
1652	8001	ORCHARDS OR VINEYARD	acre	3.7	0	0
1652	8003	FIELD CROPS	acre	8.6	1	1
1652	9101	INACTIVE USE	acre	568.4	0	0
1652		TOTAL			5731	4113

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1653	101	SINGLE FAMILY	du	67.0	745	520
1653	4112	RIGHT-OF-WAY	acre	16.7	0	0
1653	9101	INACTIVE USE	acre	3990.2	0	0
1653		TOTAL			745	520
1654	101	SINGLE FAMILY	du	455.0	5116	3712
1654	102	MULTI-FAMILY	du	220.0	1942	1359
1654	4112	RIGHT-OF-WAY	acre	29.2	0	0
1654	4119	OTHER TRANSPORTATION	acre	1.3	129	98
1654	7204	GOLF COURSE	acre	55.9	0	0
1654	9101	INACTIVE USE	acre	8.9	0	0
1654		TOTAL			7187	5169
1655	101	SINGLE FAMILY	du	98.0	1200	852
1655	1409	OTHER GROUP QUARTERS	acre	3.6	14	10
1655	4112	RIGHT-OF-WAY	acre	20.9	0	0
1655	6102	CHURCH	acre	18.0	1063	836
1655	6509	OTHER HEALTH CARE	acre	6.1	2752	2043
1655	6809	OTHER SCHOOL	acre	14.2	2556	2110
1655	7601	ACTIVE PARK	acre	9.4	596	388
1655	9101	INACTIVE USE	acre	1.6	0	0
1655		TOTAL			8181	6239
1656	101	SINGLE FAMILY	du	278.0	3326	2401
1656	4112	RIGHT-OF-WAY	acre	12.6	0	0
1656	6102	CHURCH	acre	7.9	389	301
1656	9101	INACTIVE USE	acre	10.4	0	0
1656		TOTAL			3715	2702
1657	101	SINGLE FAMILY	du	191.0	2253	1646
1657	4112	RIGHT-OF-WAY	acre	19.7	0	0
1657	7204	GOLF COURSE	acre	15.6	0	0
1657	9101	INACTIVE USE	acre	12.4	0	0
1657		TOTAL			2253	1646
1658	101	SINGLE FAMILY	du	5.0	67	45
1658	102	MULTI-FAMILY	du	278.0	2481	1672
1658	1409	OTHER GROUP QUARTERS	acre	16.2	64	47
1658	4112	RIGHT-OF-WAY	acre	3.1	0	0
1658	4114	PARKING	acre	2.0	0	0
1658	6102	CHURCH	acre	3.3	352	289
1658	6502	HOSPITAL	acre	29.6	13270	10334
1658	6509	OTHER HEALTH CARE	acre	5.6	2582	1924
1658	6809	OTHER SCHOOL	acre	2.0	360	297
1658	9101	INACTIVE USE	acre	8.6	0	0
1658		TOTAL			19176	14608
1659	101	SINGLE FAMILY	du	104.0	1137	809
1659	4112	RIGHT-OF-WAY	acre	8.3	0	0
1659	9101	INACTIVE USE	acre	1185.3	0	0
1659		TOTAL			1137	809

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1660	101	SINGLE FAMILY	du	130.0	1431	1009
1660	103	MOBILE HOME PARK	du	4.0	25	17
1660	4112	RIGHT-OF-WAY	acre	36.1	0	0
1660	7210	OTHER RECREATION-HIGH	acre	96.3	5101	3431
1660	7211	OTHER RECREATION-LOW	acre	207.6	1314	899
1660	8002	INTENSIVE AGRICULTURE	acre	21.2	5	4
1660	9101	INACTIVE USE	acre	2476.2	0	0
1660		TOTAL			7876	5360
1661	101	SINGLE FAMILY	du	435.0	5279	3784
1661	102	MULTI-FAMILY	du	129.0	1090	760
1661	4112	RIGHT-OF-WAY	acre	36.4	0	0
1661	6002	LOW RISE OFFICE	acre	0.4	114	88
1661	7204	GOLF COURSE	acre	191.1	0	0
1661	7205	GOLF CLUB HOUSE	site	1.0	641	431
1661	9101	INACTIVE USE	acre	15.2	0	0
1661		TOTAL			7124	5063
1662	4112	RIGHT-OF-WAY	acre	5.0	0	0
1662	6804	SENIOR HIGH SCHOOL	site	1.0	5883	2660
1662	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4491	2729
1662		TOTAL			10374	5389
1663	101	SINGLE FAMILY	du	9.0	100	73
1663	4112	RIGHT-OF-WAY	acre	11.6	0	0
1663	5007	STREETFRONT COMMERCIAL	acre	5.0	6214	4535
1663		TOTAL			6314	4608
1664	101	SINGLE FAMILY	du	14.0	153	115
1664	102	MULTI-FAMILY	du	8.0	66	48
1664	4111	TRANSIT STATION	acre	1.6	428	323
1664	4112	RIGHT-OF-WAY	acre	0.9	0	0
1664	4114	PARKING	acre	3.0	2	2
1664	5007	STREETFRONT COMMERCIAL	acre	4.1	5103	3724
1664	6509	OTHER HEALTH CARE	acre	0.5	263	200
1664	6807	SCHOOL DISTRICT OFFICE	acre	4.7	1213	938
1664	9101	INACTIVE USE	acre	0.6	0	0
1664		TOTAL			7228	5350
1665	101	SINGLE FAMILY	du	174.0	1973	1423
1665	102	MULTI-FAMILY	du	4.0	35	25
1665	4112	RIGHT-OF-WAY	acre	8.6	0	0
1665	6102	CHURCH	acre	0.4	18	14
1665		TOTAL			2026	1462
1666	101	SINGLE FAMILY	du	204.0	2482	1778
1666	4112	RIGHT-OF-WAY	acre	41.4	0	0
1666	7204	GOLF COURSE	acre	158.1	0	0
1666	7205	GOLF CLUB HOUSE	site	1.0	639	430
1666	7607	RESIDENTIAL RECREATION	acre	5.3	390	337
1666	9101	INACTIVE USE	acre	800.7	0	0
1666		TOTAL			3511	2545

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1667	101	SINGLE FAMILY	du	1117.0	13794	9742
1667	102	MULTI-FAMILY	du	224.0	1974	1331
1667	4112	RIGHT-OF-WAY	acre	63.7	0	0
1667	4113	COMMUNICATION OR UTILITY	acre	2.2	7	5
1667	6806	ELEMENTARY SCHOOL	site	1.0	2265	1245
1667	7601	ACTIVE PARK	acre	5.7	363	236
1667	9101	INACTIVE USE	acre	95.2	0	0
1667		TOTAL			18403	12559
1668	2103	LIGHT INDUSTRY	acre	17.9	1170	956
1668	4112	RIGHT-OF-WAY	acre	16.5	0	0
1668	4113	COMMUNICATION OR UTILITY	acre	2.1	7	5
1668	4114	PARKING	acre	0.7	12	11
1668	6002	LOW RISE OFFICE	acre	9.4	2652	2048
1668		TOTAL			3841	3020
1669	101	SINGLE FAMILY	du	33.0	357	259
1669	4112	RIGHT-OF-WAY	acre	28.6	0	0
1669	9101	INACTIVE USE	acre	1759.6	0	0
1669	9500	UNDER CONTRUCTION	acre	8.0	45	35
1669		TOTAL			402	294
1670	101	SINGLE FAMILY	du	6.0	64	48
1670	4112	RIGHT-OF-WAY	acre	14.5	0	0
1670	5003	COMMUNITY COMMERCIAL	acre	23.9	18336	12900
1670	5008	SERVICE STATION	acre	0.5	1977	1444
1670	6002	LOW RISE OFFICE	acre	2.0	487	368
1670	6102	CHURCH	acre	4.7	568	469
1670		TOTAL			21432	15229
1671	101	SINGLE FAMILY	du	379.0	4262	3095
1671	4112	RIGHT-OF-WAY	acre	44.0	0	0
1671	6002	LOW RISE OFFICE	acre	2.2	974	784
1671	8003	FIELD CROPS	acre	1.2	0	0
1671	9101	INACTIVE USE	acre	25.6	0	0
1671		TOTAL			5236	3879
1672	2101	INDUSTRIAL PARK	acre	1.3	171	141
1672	2104	WAREHOUSING	acre	4.0	272	229
1672	2105	PUBLIC STORAGE	acre	16.6	448	376
1672	4112	RIGHT-OF-WAY	acre	2.5	0	0
1672	6102	CHURCH	acre	0.5	26	20
1672	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4196	2474
1672		TOTAL			5113	3240
1673	101	SINGLE FAMILY	du	130.0	1444	1062
1673	102	MULTI-FAMILY	du	35.0	298	214
1673	4112	RIGHT-OF-WAY	acre	19.8	0	0
1673	7204	GOLF COURSE	acre	55.3	0	0
1673	7205	GOLF CLUB HOUSE	site	1.0	755	531
1673		TOTAL			2497	1807

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1674	5004	NEIGHBORHOOD COMMERCIAL	acre	17.5	21892	15467
1674		TOTAL			21892	15467
1675	101	SINGLE FAMILY	du	220.0	2469	1788
1675	102	MULTI-FAMILY	du	5.0	43	31
1675	4112	RIGHT-OF-WAY	acre	12.1	0	0
1675	6002	LOW RISE OFFICE	acre	1.1	293	225
1675	7210	OTHER RECREATION-HIGH	acre	2.9	154	104
1675	9101	INACTIVE USE	acre	4.9	0	0
1675		TOTAL			2959	2148
1676	101	SINGLE FAMILY	du	41.0	458	333
1676	2101	INDUSTRIAL PARK	acre	5.1	744	615
1676	4112	RIGHT-OF-WAY	acre	14.4	0	0
1676	6002	LOW RISE OFFICE	acre	13.7	4058	3149
1676	6102	CHURCH	acre	4.3	250	196
1676	6509	OTHER HEALTH CARE	acre	1.0	436	320
1676	6809	OTHER SCHOOL	acre	15.6	3019	2500
1676		TOTAL			8965	7113
1677	101	SINGLE FAMILY	du	341.0	3808	2777
1677	102	MULTI-FAMILY	du	74.0	649	456
1677	4112	RIGHT-OF-WAY	acre	27.9	0	0
1677	6002	LOW RISE OFFICE	acre	3.8	1156	899
1677	6102	CHURCH	acre	6.6	359	280
1677	6806	ELEMENTARY SCHOOL	site	1.0	2173	1166
1677	7607	RESIDENTIAL RECREATION	acre	1.8	0	0
1677	9101	INACTIVE USE	acre	13.5	167	144
1677		TOTAL			8312	5722
1678	101	SINGLE FAMILY	du	501.0	6214	4388
1678	4112	RIGHT-OF-WAY	acre	31.2	0	0
1678		TOTAL			6214	4388
1679	101	SINGLE FAMILY	du	19.0	207	153
1679	102	MULTI-FAMILY	du	9.0	74	54
1679	2101	INDUSTRIAL PARK	acre	0.9	203	170
1679	4112	RIGHT-OF-WAY	acre	5.8	0	0
1679	5005	SPECIALTY COMMERCIAL	acre	10.5	12374	8755
1679	5007	STREETFRONT COMMERCIAL	acre	0.6	682	497
1679	6002	LOW RISE OFFICE	acre	2.1	791	629
1679	9702	MIXED USE 67% STREETFRONT	acre	2.3	1891	1376
1679		TOTAL			16222	11634
1680	2101	INDUSTRIAL PARK	acre	31.5	5737	4789
1680	4112	RIGHT-OF-WAY	acre	19.1	0	0
1680	6002	LOW RISE OFFICE	acre	12.5	4103	3220
1680		TOTAL			9840	8009
1681	1409	OTHER GROUP QUARTERS	acre	12.0	47	35
1681	1501	LOW-RISE HOTEL OR MOTEL	acre	3.7	1299	809

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1681	2101	INDUSTRIAL PARK	acre	27.7	3640	2995
1681	4112	RIGHT-OF-WAY	acre	7.9	0	0
1681	6509	OTHER HEALTH CARE	acre	7.6	3406	2526
1681	9101	INACTIVE USE	acre	1.3	0	0
1681	9500	UNDER CONTRUCTION	acre	3.1	17	14
1681		TOTAL			8409	6379
1682	101	SINGLE FAMILY	du	108.0	1279	933
1682	102	MULTI-FAMILY	du	600.0	4976	3488
1682	4112	RIGHT-OF-WAY	acre	19.3	7	6
1682	5004	NEIGHBORHOOD COMMERCIAL	acre	4.6	5698	4025
1682	5009	OTHER COMMERCIAL	acre	2.5	310	229
1682	6804	SENIOR HIGH SCHOOL	site	1.0	5445	2282
1682		TOTAL			17715	10963
1683	101	SINGLE FAMILY	du	14.0	153	113
1683	102	MULTI-FAMILY	du	19.0	161	116
1683	103	MOBILE HOME PARK	du	25.0	162	109
1683	4112	RIGHT-OF-WAY	acre	14.8	0	0
1683	5004	NEIGHBORHOOD COMMERCIAL	acre	3.2	4501	3255
1683	5007	STREETFRONT COMMERCIAL	acre	7.7	9223	6692
1683	6002	LOW RISE OFFICE	acre	2.7	1367	1112
1683	9702	MIXED USE 67% STREETFRONT	acre	0.8	642	467
1683		TOTAL			16209	11864
1684	101	SINGLE FAMILY	du	647.0	7969	5670
1684	4112	RIGHT-OF-WAY	acre	49.5	0	0
1684	4113	COMMUNICATION OR UTILITY	acre	2.0	6	4
1684	9101	INACTIVE USE	acre	1500.4	0	0
1684		TOTAL			7975	5674
1685	101	SINGLE FAMILY	du	9.0	101	73
1685	102	MULTI-FAMILY	du	869.0	7678	5371
1685	4112	RIGHT-OF-WAY	acre	2.7	0	0
1685	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
1685	6104	POST OFFICE	acre	1.0	1061	738
1685	7604	ACTIVE BEACH	unique	7.1	5387	3471
1685	7607	RESIDENTIAL RECREATION	acre	1.2	2	2
1685		TOTAL			14229	9655
1686	101	SINGLE FAMILY	du	78.0	850	606
1686	4104	AIRSTRIP	acre	9.6	6	5
1686	4112	RIGHT-OF-WAY	acre	40.6	0	0
1686	7210	OTHER RECREATION-HIGH	acre	42.7	2261	1521
1686	7601	ACTIVE PARK	acre	21.0	1328	863
1686	8003	FIELD CROPS	acre	252.9	21	16
1686		TOTAL			4466	3011
1687	101	SINGLE FAMILY	du	14.0	153	107
1687	4112	RIGHT-OF-WAY	acre	6.2	0	0
1687	9101	INACTIVE USE	acre	811.7	0	0
1687		TOTAL			153	107

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1688	101	SINGLE FAMILY	du	14.0	174	121
1688	1503	RESORT	acre	10.4	1705	1062
1688	4112	RIGHT-OF-WAY	acre	35.9	0	0
1688	5004	NEIGHBORHOOD COMMERCIAL	acre	9.6	11694	8217
1688	5008	SERVICE STATION	acre	0.8	3291	2403
1688	7204	GOLF COURSE	acre	113.1	0	0
1688	7205	GOLF CLUB HOUSE	site	1.0	639	429
1688		TOTAL			17503	12232
1689	2101	INDUSTRIAL PARK	acre	53.1	7730	6392
1689	2103	LIGHT INDUSTRY	acre	3.2	326	272
1689	2105	PUBLIC STORAGE	acre	3.6	97	81
1689	4112	RIGHT-OF-WAY	acre	6.9	0	0
1689	6002	LOW RISE OFFICE	acre	6.7	2248	1769
1689		TOTAL			10401	8514
1690	101	SINGLE FAMILY	du	283.0	3159	2300
1690	102	MULTI-FAMILY	du	261.0	2255	1597
1690	2103	LIGHT INDUSTRY	acre	0.6	43	35
1690	4112	RIGHT-OF-WAY	acre	44.1	0	0
1690	4114	PARKING	acre	0.4	0	0
1690	5007	STREETFRONT COMMERCIAL	acre	0.6	749	540
1690	5008	SERVICE STATION	acre	0.6	2193	1601
1690	5009	OTHER COMMERCIAL	acre	0.8	106	79
1690	6002	LOW RISE OFFICE	acre	4.0	1533	1221
1690	6102	CHURCH	acre	0.2	7	6
1690	6509	OTHER HEALTH CARE	acre	0.4	183	134
1690	7601	ACTIVE PARK	acre	3.6	229	149
1690	9101	INACTIVE USE	acre	1.2	0	0
1690	9702	MIXED USE 67% STREETFRONT	acre	3.4	2831	2060
1690		TOTAL			13288	9722
1691	101	SINGLE FAMILY	du	180.0	2165	1558
1691	4112	RIGHT-OF-WAY	acre	35.6	0	0
1691	7204	GOLF COURSE	acre	148.7	81	70
1691	7205	GOLF CLUB HOUSE	site	1.0	639	430
1691	8002	INTENSIVE AGRICULTURE	acre	1.0	3	2
1691	9101	INACTIVE USE	acre	35.5	0	0
1691		TOTAL			2888	2060
1692	101	SINGLE FAMILY	du	315.0	3527	2561
1692	102	MULTI-FAMILY	du	514.0	4461	3151
1692	4112	RIGHT-OF-WAY	acre	19.0	0	0
1692	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4178	2458
1692	7607	RESIDENTIAL RECREATION	acre	1.7	0	0
1692	9101	INACTIVE USE	acre	4.5	0	0
1692		TOTAL			12166	8170
1693	101	SINGLE FAMILY	du	485.0	6100	4273
1693	4112	RIGHT-OF-WAY	acre	34.2	0	0
1693	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1693	7601	ACTIVE PARK	acre	11.0	695	452
1693	9101	INACTIVE USE	acre	40.4	0	0
1693		TOTAL			6798	4727
1694	101	SINGLE FAMILY	du	399.0	4967	3510
1694	4112	RIGHT-OF-WAY	acre	26.2	0	0
1694	4113	COMMUNICATION OR UTILITY	acre	1.9	5	4
1694	9101	INACTIVE USE	acre	13.9	0	0
1694	9500	UNDER CONTRUCTION	acre	3.2	18	14
1694		TOTAL			4990	3528
1695	101	SINGLE FAMILY	du	210.0	2638	1853
1695	1409	OTHER GROUP QUARTERS	acre	2.6	10	8
1695	4112	RIGHT-OF-WAY	acre	13.6	0	0
1695	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
1695	9101	INACTIVE USE	acre	22.1	0	0
1695		TOTAL			4760	2975
1696	4112	RIGHT-OF-WAY	acre	47.7	0	0
1696	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
1696	4114	PARKING	acre	16.3	178	154
1696	5003	COMMUNITY COMMERCIAL	acre	78.6	61529	43486
1696	5008	SERVICE STATION	acre	0.7	2660	1942
1696	6104	POST OFFICE	acre	31.7	32799	22824
1696	9101	INACTIVE USE	acre	5.9	0	0
1696		TOTAL			97168	68407
1697	101	SINGLE FAMILY	du	321.0	3814	2773
1697	102	MULTI-FAMILY	du	10.0	83	58
1697	4112	RIGHT-OF-WAY	acre	32.3	0	0
1697	9101	INACTIVE USE	acre	92.3	0	0
1697		TOTAL			3897	2831
1698	101	SINGLE FAMILY	du	158.0	1947	1381
1698	4112	RIGHT-OF-WAY	acre	16.7	0	0
1698	6809	OTHER SCHOOL	acre	1.4	268	222
1698	7601	ACTIVE PARK	acre	3.6	229	149
1698	9101	INACTIVE USE	acre	1.1	0	0
1698		TOTAL			2444	1752
1699	101	SINGLE FAMILY	du	1.0	11	8
1699	102	MULTI-FAMILY	du	58.0	496	354
1699	1501	LOW-RISE HOTEL OR MOTEL	acre	4.6	1611	1002
1699	4112	RIGHT-OF-WAY	acre	17.2	0	0
1699	4114	PARKING	acre	0.2	0	0
1699	5007	STREETFRONT COMMERCIAL	acre	2.1	2560	1866
1699	6002	LOW RISE OFFICE	acre	3.4	1154	908
1699	6003	GOV'T OFFICE OR CENTER	acre	1.1	977	720
1699	7210	OTHER RECREATION-HIGH	acre	1.1	61	41
1699		TOTAL			6870	4899

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1700	101	SINGLE FAMILY	du	216.0	2414	1766
1700	102	MULTI-FAMILY	du	42.0	373	261
1700	4112	RIGHT-OF-WAY	acre	18.6	0	0
1700	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
1700	7204	GOLF COURSE	acre	0.2	0	0
1700	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
1700	9101	INACTIVE USE	acre	57.3	0	0
1700		TOTAL			2787	2027
1701	101	SINGLE FAMILY	du	348.0	4289	3036
1701	4112	RIGHT-OF-WAY	acre	35.7	0	0
1701	4113	COMMUNICATION OR UTILITY	acre	2.7	8	6
1701	7204	GOLF COURSE	acre	248.0	0	0
1701	7205	GOLF CLUB HOUSE	site	1.0	639	430
1701	7210	OTHER RECREATION-HIGH	acre	86.2	4588	3090
1701	7607	RESIDENTIAL RECREATION	acre	5.9	0	0
1701	9101	INACTIVE USE	acre	261.6	5	4
1701		TOTAL			9529	6566
1702	101	SINGLE FAMILY	du	624.0	7668	5425
1702	4112	RIGHT-OF-WAY	acre	26.9	0	0
1702	6806	ELEMENTARY SCHOOL	site	1.0	2328	1301
1702	7204	GOLF COURSE	acre	30.4	0	0
1702	7601	ACTIVE PARK	acre	4.8	301	196
1702	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
1702	9101	INACTIVE USE	acre	5.9	0	0
1702		TOTAL			10297	6922
1703	101	SINGLE FAMILY	du	99.0	1103	807
1703	102	MULTI-FAMILY	du	497.0	4313	3056
1703	1503	RESORT	acre	5.5	893	554
1703	4112	RIGHT-OF-WAY	acre	4.1	0	0
1703	5007	STREETFRONT COMMERCIAL	acre	1.4	1853	1367
1703	6002	LOW RISE OFFICE	acre	1.1	451	362
1703	6102	CHURCH	acre	7.7	442	347
1703	7607	RESIDENTIAL RECREATION	acre	0.1	0	0
1703	9101	INACTIVE USE	acre	9.0	0	0
1703		TOTAL			9055	6493
1704	101	SINGLE FAMILY	du	1.0	11	8
1704	1409	OTHER GROUP QUARTERS	acre	3.8	15	11
1704	4112	RIGHT-OF-WAY	acre	5.2	0	0
1704	6002	LOW RISE OFFICE	acre	2.1	499	377
1704		TOTAL			525	396
1705	101	SINGLE FAMILY	du	185.0	2227	1605
1705	4112	RIGHT-OF-WAY	acre	33.6	0	0
1705	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
1705	7607	RESIDENTIAL RECREATION	acre	1.0	0	0
1705	9101	INACTIVE USE	acre	88.0	0	0
1705		TOTAL			2227	1605

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1706	4112	RIGHT-OF-WAY	acre	7.6	0	0
1706	5003	COMMUNITY COMMERCIAL	acre	26.5	21236	15081
1706	5008	SERVICE STATION	acre	1.0	4093	2988
1706	6105	FIRE OR POLICE STATION	site	1.0	264	192
1706	6109	OTHER PUBLIC SERVICE	acre	1.4	441	311
1706	6809	OTHER SCHOOL	acre	0.9	192	160
1706	7210	OTHER RECREATION-HIGH	acre	2.4	202	151
1706	9101	INACTIVE USE	acre	1.0	0	0
1706		TOTAL			26428	18883
1707	101	SINGLE FAMILY	du	187.0	2294	1626
1707	4112	RIGHT-OF-WAY	acre	10.6	0	0
1707	9101	INACTIVE USE	acre	2.7	0	0
1707		TOTAL			2294	1626
1708	101	SINGLE FAMILY	du	36.0	441	313
1708	4112	RIGHT-OF-WAY	acre	51.9	0	0
1708	5007	STREETFRONT COMMERCIAL	acre	1.3	1631	1189
1708	6509	OTHER HEALTH CARE	acre	1.4	570	417
1708	8003	FIELD CROPS	acre	0.4	0	0
1708	9101	INACTIVE USE	acre	559.0	0	0
1708		TOTAL			2642	1919
1709	101	SINGLE FAMILY	du	631.0	8029	5577
1709	4112	RIGHT-OF-WAY	acre	43.6	0	0
1709	9101	INACTIVE USE	acre	14.1	0	0
1709		TOTAL			8029	5577
1710	101	SINGLE FAMILY	du	6.0	70	51
1710	1501	LOW-RISE HOTEL OR MOTEL	acre	8.6	2900	1787
1710	4112	RIGHT-OF-WAY	acre	48.6	0	0
1710	4113	COMMUNICATION OR UTILITY	acre	3.2	9	7
1710	5008	SERVICE STATION	acre	0.6	2168	1583
1710	5009	OTHER COMMERCIAL	acre	0.9	138	106
1710	7210	OTHER RECREATION-HIGH	acre	48.7	2622	1772
1710	9101	INACTIVE USE	acre	148.6	0	0
1710		TOTAL			7907	5306
1711	4112	RIGHT-OF-WAY	acre	1.9	0	0
1711	5003	COMMUNITY COMMERCIAL	acre	21.6	17153	12154
1711	6809	OTHER SCHOOL	acre	1.8	321	265
1711		TOTAL			17474	12419
1712	4112	RIGHT-OF-WAY	acre	11.9	0	0
1712	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
1712	5004	NEIGHBORHOOD COMMERCIAL	acre	26.9	33472	23632
1712	5007	STREETFRONT COMMERCIAL	acre	2.3	2673	1931
1712	5008	SERVICE STATION	acre	0.5	1920	1402
1712	6002	LOW RISE OFFICE	acre	5.5	1591	1231
1712		TOTAL			39656	28196

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1713	101	SINGLE FAMILY	du	67.0	810	580
1713	102	MULTI-FAMILY	du	397.0	3541	2349
1713	4112	RIGHT-OF-WAY	acre	6.1	0	0
1713	6103	LIBRARY	acre	1.8	769	526
1713	7204	GOLF COURSE	acre	12.9	0	0
1713	7607	RESIDENTIAL RECREATION	acre	0.5	7	6
1713	9101	INACTIVE USE	acre	1.1	0	0
1713		TOTAL			5127	3461
1714	101	SINGLE FAMILY	du	13.0	149	111
1714	4112	RIGHT-OF-WAY	acre	41.8	0	0
1714	5007	STREETFRONT COMMERCIAL	acre	0.5	653	483
1714	6105	FIRE OR POLICE STATION	site	1.0	272	199
1714	7203	RACETRACK	acre	88.2	1113	754
1714	7210	OTHER RECREATION-HIGH	acre	121.2	6611	4484
1714	7604	ACTIVE BEACH	acre	0.4	1	1
1714	9101	INACTIVE USE	acre	108.7	0	0
1714		TOTAL			8799	6032
1715	101	SINGLE FAMILY	du	269.0	3360	2360
1715	4112	RIGHT-OF-WAY	acre	34.4	0	0
1715	4113	COMMUNICATION OR UTILITY	acre	7.2	21	16
1715	5007	STREETFRONT COMMERCIAL	acre	1.1	1313	950
1715	6102	CHURCH	acre	12.4	631	489
1715	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4409	2658
1715	6806	ELEMENTARY SCHOOL	site	1.0	2234	1219
1715	6807	SCHOOL DISTRICT OFFICE	acre	17.9	4041	3076
1715	7210	OTHER RECREATION-HIGH	acre	4.7	271	187
1715	9101	INACTIVE USE	acre	11.7	0	0
1715		TOTAL			16280	10955
1716	101	SINGLE FAMILY	du	4.0	22	16
1716	1409	OTHER GROUP QUARTERS	acre	21.2	56	42
1716	4112	RIGHT-OF-WAY	acre	47.9	0	0
1716	6105	FIRE OR POLICE STATION	site	1.0	85	61
1716	7211	OTHER RECREATION-LOW	acre	49.9	211	145
1716	8003	FIELD CROPS	acre	285.7	16	12
1716	9101	INACTIVE USE	acre	18050.6	0	0
1716		TOTAL			390	276
1717	101	SINGLE FAMILY	du	187.0	2280	1621
1717	102	MULTI-FAMILY	du	630.0	5505	3709
1717	4112	RIGHT-OF-WAY	acre	7.6	0	0
1717	7204	GOLF COURSE	acre	16.0	0	0
1717	7205	GOLF CLUB HOUSE	site	1.0	690	474
1717	9101	INACTIVE USE	acre	0.9	0	0
1717		TOTAL			8475	5804
1718	101	SINGLE FAMILY	du	356.0	4430	3135
1718	4112	RIGHT-OF-WAY	acre	34.3	0	0
1718	6804	SENIOR HIGH SCHOOL	site	1.0	5503	2332

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1718	7601	ACTIVE PARK	acre	7.3	459	299
1718	9101	INACTIVE USE	acre	15.5	0	0
1718		TOTAL			10392	5766
1719	102	MULTI-FAMILY	du	1476.0	12940	8734
1719	4112	RIGHT-OF-WAY	acre	29.8	0	0
1719	6102	CHURCH	acre	2.9	141	109
1719		TOTAL			13081	8843
1720	101	SINGLE FAMILY	du	392.0	4826	3402
1720	1501	LOW-RISE HOTEL OR MOTEL	acre	4.4	1403	845
1720	4112	RIGHT-OF-WAY	acre	25.3	0	0
1720	5004	NEIGHBORHOOD COMMERCIAL	acre	7.1	8902	6295
1720	5008	SERVICE STATION	acre	1.2	4803	3506
1720	7204	GOLF COURSE	acre	25.1	0	0
1720	9101	INACTIVE USE	acre	1.4	0	0
1720		TOTAL			19934	14048
1721	101	SINGLE FAMILY	du	316.0	3896	2764
1721	4112	RIGHT-OF-WAY	acre	15.5	0	0
1721	6102	CHURCH	acre	7.0	444	352
1721	6806	ELEMENTARY SCHOOL	site	1.0	2232	1218
1721	9101	INACTIVE USE	acre	33.3	0	0
1721		TOTAL			6572	4334
1722	101	SINGLE FAMILY	du	149.0	1771	1285
1722	4112	RIGHT-OF-WAY	acre	36.6	0	0
1722	8002	INTENSIVE AGRICULTURE	acre	8.2	19	16
1722	9101	INACTIVE USE	acre	214.2	461	399
1722		TOTAL			2251	1700
1723	101	SINGLE FAMILY	du	321.0	3942	2803
1723	4112	RIGHT-OF-WAY	acre	23.7	0	0
1723	6102	CHURCH	acre	2.3	115	89
1723	6105	FIRE OR POLICE STATION	site	1.0	254	183
1723	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4320	2580
1723	7607	RESIDENTIAL RECREATION	acre	1.4	0	0
1723	9101	INACTIVE USE	acre	13.7	0	0
1723		TOTAL			8631	5655
1724	101	SINGLE FAMILY	du	661.0	8098	5732
1724	4112	RIGHT-OF-WAY	acre	28.9	0	0
1724	7204	GOLF COURSE	acre	17.4	0	0
1724	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
1724	9101	INACTIVE USE	acre	6.2	0	0
1724		TOTAL			8098	5732
1725	101	SINGLE FAMILY	du	70.0	871	621
1725	4112	RIGHT-OF-WAY	acre	9.4	0	0
1725		TOTAL			871	621

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1726	101	SINGLE FAMILY	du	66.0	806	573
1726	4112	RIGHT-OF-WAY	acre	19.0	0	0
1726	8003	FIELD CROPS	acre	1.6	0	0
1726	9101	INACTIVE USE	acre	66.9	25	21
1726		TOTAL			831	594
1727	101	SINGLE FAMILY	du	222.0	2809	1965
1727	4112	RIGHT-OF-WAY	acre	41.0	0	0
1727	4113	COMMUNICATION OR UTILITY	acre	1.7	5	4
1727	8001	ORCHARDS OR VINEYARD	acre	20.1	2	1
1727	8003	FIELD CROPS	acre	64.8	5	4
1727	9101	INACTIVE USE	acre	1218.0	0	0
1727		TOTAL			2821	1974
1728	101	SINGLE FAMILY	du	38.0	475	333
1728	4112	RIGHT-OF-WAY	acre	8.2	0	0
1728	7210	OTHER RECREATION-HIGH	acre	7.1	378	255
1728		TOTAL			853	588
1729	101	SINGLE FAMILY	du	124.0	1519	1089
1729	4112	RIGHT-OF-WAY	acre	8.5	0	0
1729	5007	STREETFRONT COMMERCIAL	acre	0.5	629	456
1729	6002	LOW RISE OFFICE	acre	0.3	133	106
1729	6003	GOV'T OFFICE OR CENTER	acre	0.6	510	374
1729	6109	OTHER PUBLIC SERVICE	acre	0.6	212	151
1729	7601	ACTIVE PARK	acre	8.0	507	330
1729	9101	INACTIVE USE	acre	2.4	0	0
1729		TOTAL			3510	2506
1730	101	SINGLE FAMILY	du	357.0	4439	3127
1730	4112	RIGHT-OF-WAY	acre	27.0	0	0
1730	4114	PARKING	acre	6.7	0	0
1730	9101	INACTIVE USE	acre	1.3	0	0
1730		TOTAL			4439	3127
1731	101	SINGLE FAMILY	du	3.0	33	23
1731	4112	RIGHT-OF-WAY	acre	7.3	0	0
1731	7211	OTHER RECREATION-LOW	acre	82.1	520	355
1731	9101	INACTIVE USE	acre	1449.6	0	0
1731		TOTAL			553	378
1732	101	SINGLE FAMILY	du	65.0	804	570
1732	4112	RIGHT-OF-WAY	acre	30.9	0	0
1732	5004	NEIGHBORHOOD COMMERCIAL	acre	1.5	1919	1356
1732	6804	SENIOR HIGH SCHOOL	site	1.0	5771	2564
1732	9101	INACTIVE USE	acre	70.1	0	0
1732		TOTAL			8494	4490
1733	101	SINGLE FAMILY	du	182.0	2202	1576
1733	102	MULTI-FAMILY	du	356.0	3118	2094
1733	4112	RIGHT-OF-WAY	acre	22.0	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1733	7204	GOLF COURSE	acre	20.3	0	0
1733	9101	INACTIVE USE	acre	0.7	0	0
1733		TOTAL			5320	3670
1734	101	SINGLE FAMILY	du	437.0	5103	3749
1734	102	MULTI-FAMILY	du	157.0	1286	910
1734	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	167	101
1734	4112	RIGHT-OF-WAY	acre	21.4	0	0
1734	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
1734	4114	PARKING	acre	0.2	0	0
1734	7601	ACTIVE PARK	acre	1.1	67	43
1734	7604	ACTIVE BEACH	unique	7.6	5388	3472
1734	9101	INACTIVE USE	acre	0.6	0	0
1734		TOTAL			12011	8275
1735	101	SINGLE FAMILY	du	6.0	35	25
1735	9101	INACTIVE USE	acre	652.1	0	0
1735		TOTAL			35	25
1736	101	SINGLE FAMILY	du	158.0	1917	1370
1736	102	MULTI-FAMILY	du	25.0	207	145
1736	4112	RIGHT-OF-WAY	acre	22.3	0	0
1736	9101	INACTIVE USE	acre	275.0	0	0
1736		TOTAL			2124	1515
1737	101	SINGLE FAMILY	du	65.0	810	570
1737	103	MOBILE HOME PARK	du	124.0	948	588
1737	4112	RIGHT-OF-WAY	acre	10.0	0	0
1737	5004	NEIGHBORHOOD COMMERCIAL	acre	2.6	3164	2224
1737	9101	INACTIVE USE	acre	24.8	0	0
1737	9500	UNDER CONTRUCTION	acre	1.2	7	5
1737		TOTAL			4929	3387
1738	101	SINGLE FAMILY	du	361.0	4448	3135
1738	4112	RIGHT-OF-WAY	acre	16.8	0	0
1738	7204	GOLF COURSE	acre	17.5	0	0
1738	9101	INACTIVE USE	acre	70.2	0	0
1738		TOTAL			4448	3135
1739	101	SINGLE FAMILY	du	570.0	7166	5022
1739	4112	RIGHT-OF-WAY	acre	30.1	0	0
1739	4113	COMMUNICATION OR UTILITY	acre	0.8	2	2
1739	9101	INACTIVE USE	acre	8.5	0	0
1739		TOTAL			7168	5024
1740	101	SINGLE FAMILY	du	958.0	12105	8430
1740	4112	RIGHT-OF-WAY	acre	53.7	0	0
1740	6806	ELEMENTARY SCHOOL	site	1.0	2215	1203
1740	7601	ACTIVE PARK	acre	5.2	326	212
1740	9101	INACTIVE USE	acre	44.6	0	0
1740		TOTAL			14646	9845

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1741	101	SINGLE FAMILY	du	653.0	7986	5683
1741	9101	INACTIVE USE	acre	151.2	0	0
1741		TOTAL			7986	5683
1742	101	SINGLE FAMILY	du	1.0	11	8
1742	2103	LIGHT INDUSTRY	acre	2.0	199	166
1742	2104	WAREHOUSING	acre	1.4	133	114
1742	4112	RIGHT-OF-WAY	acre	9.9	0	0
1742	4119	OTHER TRANSPORTATION	acre	4.1	739	594
1742	6002	LOW RISE OFFICE	acre	3.5	1023	793
1742	6509	OTHER HEALTH CARE	acre	0.6	353	273
1742	9101	INACTIVE USE	acre	15.2	0	0
1742		TOTAL			2458	1948
1743	101	SINGLE FAMILY	du	155.0	1892	1345
1743	102	MULTI-FAMILY	du	520.0	4529	3071
1743	4112	RIGHT-OF-WAY	acre	102.7	0	0
1743	6102	CHURCH	acre	10.4	577	452
1743	6806	ELEMENTARY SCHOOL	site	1.0	2266	1247
1743	9101	INACTIVE USE	acre	37.6	0	0
1743		TOTAL			9264	6115
1744	101	SINGLE FAMILY	du	188.0	2364	1652
1744	4112	RIGHT-OF-WAY	acre	19.1	0	0
1744	6101	CEMETERY	acre	37.5	149	122
1744	9101	INACTIVE USE	acre	44.5	0	0
1744	9500	UNDER CONTRUCTION	acre	1.2	7	6
1744		TOTAL			2520	1780
1745	101	SINGLE FAMILY	du	61.0	746	533
1745	4112	RIGHT-OF-WAY	acre	7.8	0	0
1745	6002	LOW RISE OFFICE	acre	2.1	558	427
1745	6804	SENIOR HIGH SCHOOL	site	1.0	5975	2740
1745	6809	OTHER SCHOOL	acre	3.0	535	442
1745	7601	ACTIVE PARK	acre	12.4	784	510
1745	9101	INACTIVE USE	acre	25.3	0	0
1745		TOTAL			8598	4652
1746	101	SINGLE FAMILY	du	53.0	666	467
1746	4112	RIGHT-OF-WAY	acre	2.0	0	0
1746	9101	INACTIVE USE	acre	1.9	0	0
1746		TOTAL			666	467
1747	101	SINGLE FAMILY	du	1554.0	19138	13550
1747	102	MULTI-FAMILY	du	170.0	1505	1011
1747	4112	RIGHT-OF-WAY	acre	45.4	0	0
1747	4114	PARKING	acre	0.3	0	0
1747	6105	FIRE OR POLICE STATION	site	1.0	254	183
1747	9101	INACTIVE USE	acre	99.3	0	0
1747		TOTAL			20897	14744

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1748	101	SINGLE FAMILY	du	110.0	1365	968
1748	4112	RIGHT-OF-WAY	acre	8.3	0	0
1748		TOTAL			1365	968
1749	101	SINGLE FAMILY	du	309.0	3830	2712
1749	102	MULTI-FAMILY	du	112.0	994	670
1749	4112	RIGHT-OF-WAY	acre	41.7	0	0
1749	5004	NEIGHBORHOOD COMMERCIAL	acre	0.8	1056	747
1749	5008	SERVICE STATION	acre	0.7	2775	2026
1749	9101	INACTIVE USE	acre	76.8	0	0
1749		TOTAL			8655	6155
1750	101	SINGLE FAMILY	du	175.0	2120	1515
1750	4112	RIGHT-OF-WAY	acre	5.8	0	0
1750	7204	GOLF COURSE	acre	12.3	0	0
1750	9101	INACTIVE USE	acre	9.0	0	0
1750		TOTAL			2120	1515
1751	101	SINGLE FAMILY	du	783.0	9752	6859
1751	4112	RIGHT-OF-WAY	acre	55.3	0	0
1751	4113	COMMUNICATION OR UTILITY	acre	4.7	14	11
1751	6102	CHURCH	acre	9.1	447	345
1751	7601	ACTIVE PARK	acre	5.3	336	219
1751	9101	INACTIVE USE	acre	211.3	0	0
1751		TOTAL			10549	7434
1752	101	SINGLE FAMILY	du	200.0	2453	1743
1752	4112	RIGHT-OF-WAY	acre	19.7	0	0
1752	4113	COMMUNICATION OR UTILITY	acre	1.0	3	2
1752	6806	ELEMENTARY SCHOOL	site	1.0	2294	1271
1752	9101	INACTIVE USE	acre	101.8	0	0
1752		TOTAL			4750	3016
1753	101	SINGLE FAMILY	du	383.0	4461	3281
1753	102	MULTI-FAMILY	du	3.0	24	17
1753	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	148	89
1753	4112	RIGHT-OF-WAY	acre	36.3	0	0
1753	4113	COMMUNICATION OR UTILITY	acre	1.1	4	3
1753	5005	SPECIALTY COMMERCIAL	acre	2.2	2516	1775
1753	6102	CHURCH	acre	1.2	58	45
1753	7601	ACTIVE PARK	acre	3.0	192	125
1753	9101	INACTIVE USE	acre	19.5	0	0
1753	9500	UNDER CONTRUCTION	acre	5.5	31	25
1753		TOTAL			7434	5360
1754	101	SINGLE FAMILY	du	38.0	463	334
1754	4112	RIGHT-OF-WAY	acre	5.9	0	0
1754	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
1754	5007	STREETFRONT COMMERCIAL	acre	0.9	1069	771
1754	6002	LOW RISE OFFICE	acre	0.2	51	39
1754	7601	ACTIVE PARK	acre	4.0	380	275

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1754	9101	INACTIVE USE	acre	7.0	0	0
1754		TOTAL			1964	1420
1755	101	SINGLE FAMILY	du	540.0	6632	4723
1755	102	MULTI-FAMILY	du	327.0	2863	1939
1755	4112	RIGHT-OF-WAY	acre	37.7	0	0
1755	4114	PARKING	acre	1.9	2	2
1755	5004	NEIGHBORHOOD COMMERCIAL	acre	18.0	22467	15861
1755	5007	STREETFRONT COMMERCIAL	acre	1.0	1217	883
1755	6102	CHURCH	acre	1.6	79	61
1755	6809	OTHER SCHOOL	acre	0.8	163	135
1755	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
1755	9101	INACTIVE USE	acre	12.7	0	0
1755		TOTAL			33423	23604
1756	4112	RIGHT-OF-WAY	acre	3.4	0	0
1756	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4338	2596
1756	6806	ELEMENTARY SCHOOL	site	1.0	2239	1223
1756		TOTAL			6577	3819
1757	101	SINGLE FAMILY	du	756.0	9618	6697
1757	2105	PUBLIC STORAGE	acre	2.4	66	55
1757	2301	JUNKYARD/DUMP/LANDFILL	acre	27.2	254	204
1757	4112	RIGHT-OF-WAY	acre	53.9	0	0
1757	5007	STREETFRONT COMMERCIAL	acre	0.7	810	588
1757	6806	ELEMENTARY SCHOOL	site	1.0	2215	1202
1757	8001	ORCHARDS OR VINEYARD	acre	6.4	1	0
1757	9101	INACTIVE USE	acre	48.2	0	0
1757		TOTAL			12964	8746
1758	101	SINGLE FAMILY	du	3.0	36	26
1758	102	MULTI-FAMILY	du	161.0	1371	941
1758	4112	RIGHT-OF-WAY	acre	20.6	0	0
1758	4114	PARKING	acre	0.5	0	0
1758	5004	NEIGHBORHOOD COMMERCIAL	acre	3.3	4221	2995
1758	7601	ACTIVE PARK	acre	18.5	1166	758
1758	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
1758		TOTAL			6794	4720
1759	101	SINGLE FAMILY	du	197.0	2444	1720
1759	102	MULTI-FAMILY	du	240.0	2125	1424
1759	4112	RIGHT-OF-WAY	acre	16.1	0	0
1759	7601	ACTIVE PARK	acre	11.0	694	451
1759	7607	RESIDENTIAL RECREATION	acre	1.3	0	0
1759		TOTAL			5263	3595
1760	101	SINGLE FAMILY	du	566.0	6876	4902
1760	102	MULTI-FAMILY	du	192.0	1642	1123
1760	4112	RIGHT-OF-WAY	acre	41.1	0	0
1760	7601	ACTIVE PARK	acre	7.0	445	289
1760	9101	INACTIVE USE	acre	131.3	0	0
1760		TOTAL			8963	6314

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1761	101	SINGLE FAMILY	du	362.0	4356	3133
1761	102	MULTI-FAMILY	du	128.0	1086	750
1761	4112	RIGHT-OF-WAY	acre	59.6	0	0
1761	6806	ELEMENTARY SCHOOL	site	1.0	2179	1172
1761	7601	ACTIVE PARK	acre	9.5	615	402
1761	8003	FIELD CROPS	acre	8.7	8	7
1761	9101	INACTIVE USE	acre	352.7	0	0
1761		TOTAL			8244	5464
1762	101	SINGLE FAMILY	du	9.0	91	68
1762	4112	RIGHT-OF-WAY	acre	1.4	0	0
1762	9101	INACTIVE USE	acre	2892.5	0	0
1762		TOTAL			91	68
1763	101	SINGLE FAMILY	du	117.0	1477	1027
1763	102	MULTI-FAMILY	du	558.0	5250	3384
1763	4112	RIGHT-OF-WAY	acre	18.4	0	0
1763	5003	COMMUNITY COMMERCIAL	acre	8.1	6362	4503
1763	6806	ELEMENTARY SCHOOL	site	1.0	2120	1121
1763	9101	INACTIVE USE	acre	30.4	0	0
1763		TOTAL			15209	10035
1764	101	SINGLE FAMILY	du	246.0	3060	2161
1764	4112	RIGHT-OF-WAY	acre	17.7	0	0
1764	4113	COMMUNICATION OR UTILITY	acre	0.8	2	2
1764	7601	ACTIVE PARK	acre	26.1	1649	1071
1764	9101	INACTIVE USE	acre	0.0	0	0
1764		TOTAL			4711	3234
1765	101	SINGLE FAMILY	du	151.0	1877	1325
1765	4112	RIGHT-OF-WAY	acre	8.4	0	0
1765	9101	INACTIVE USE	acre	19.5	0	0
1765		TOTAL			1877	1325
1766	101	SINGLE FAMILY	du	175.0	2173	1538
1766	102	MULTI-FAMILY	du	198.0	1748	1180
1766	4112	RIGHT-OF-WAY	acre	12.8	0	0
1766	5007	STREETFRONT COMMERCIAL	acre	0.4	491	356
1766	6102	CHURCH	acre	6.6	325	251
1766	6109	OTHER PUBLIC SERVICE	acre	1.6	517	365
1766	6806	ELEMENTARY SCHOOL	site	1.0	2279	1258
1766	9101	INACTIVE USE	acre	2.3	0	0
1766		TOTAL			7533	4948
1767	101	SINGLE FAMILY	du	168.0	2110	1476
1767	102	MULTI-FAMILY	du	292.0	2610	1738
1767	103	MOBILE HOME PARK	du	138.0	1047	651
1767	4112	RIGHT-OF-WAY	acre	11.7	0	0
1767	5007	STREETFRONT COMMERCIAL	acre	1.3	1562	1130
1767	6002	LOW RISE OFFICE	acre	1.1	365	286
1767	6102	CHURCH	acre	2.2	110	85

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1767	9101	INACTIVE USE	acre	2.1	0	0
1767	9500	UNDER CONTRUCTION	acre	0.4	2	2
1767		TOTAL			7806	5368
1768	101	SINGLE FAMILY	du	60.0	740	526
1768	4112	RIGHT-OF-WAY	acre	10.9	0	0
1768	9101	INACTIVE USE	acre	1.7	0	0
1768		TOTAL			740	526
1769	101	SINGLE FAMILY	du	424.0	5284	3719
1769	4112	RIGHT-OF-WAY	acre	26.6	0	0
1769		TOTAL			5284	3719
1770	101	SINGLE FAMILY	du	126.0	1533	1091
1770	102	MULTI-FAMILY	du	1514.0	13163	8907
1770	4112	RIGHT-OF-WAY	acre	130.8	0	0
1770	6804	SENIOR HIGH SCHOOL	site	1.0	6194	2930
1770	7210	OTHER RECREATION-HIGH	acre	4.8	251	169
1770	7601	ACTIVE PARK	acre	13.4	864	565
1770	7607	RESIDENTIAL RECREATION	acre	1.5	0	0
1770	8002	INTENSIVE AGRICULTURE	acre	4.2	1	1
1770	9101	INACTIVE USE	acre	300.2	88	76
1770	9500	UNDER CONTRUCTION	acre	22.0	124	98
1770	9702	MIXED USE 67% STREETFRONT	acre	37.6	31114	22642
1770		TOTAL			53332	36479
1771	101	SINGLE FAMILY	du	16.0	185	137
1771	102	MULTI-FAMILY	du	105.0	849	607
1771	1503	RESORT	acre	4.5	859	564
1771	4112	RIGHT-OF-WAY	acre	15.3	0	0
1771	4114	PARKING	acre	3.6	4	4
1771	5005	SPECIALTY COMMERCIAL	acre	1.6	2089	1506
1771	6104	POST OFFICE	acre	0.8	827	577
1771	7601	ACTIVE PARK	acre	3.3	210	137
1771	7604	ACTIVE BEACH	acre	2.8	9	6
1771	9101	INACTIVE USE	acre	1.9	0	0
1771		TOTAL			5032	3538
1772	101	SINGLE FAMILY	du	373.0	4532	3239
1772	102	MULTI-FAMILY	du	235.0	2012	1381
1772	4112	RIGHT-OF-WAY	acre	47.5	0	0
1772	7601	ACTIVE PARK	acre	1.1	68	44
1772	9101	INACTIVE USE	acre	74.9	0	0
1772		TOTAL			6612	4664
1773	101	SINGLE FAMILY	du	406.0	4942	3543
1773	4112	RIGHT-OF-WAY	acre	32.5	0	0
1773		TOTAL			4942	3543
1774	101	SINGLE FAMILY	du	608.0	7259	5245
1774	102	MULTI-FAMILY	du	62.0	520	363

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1774	4112	RIGHT-OF-WAY	acre	77.8	0	0
1774	6806	ELEMENTARY SCHOOL	site	1.0	2239	1223
1774	9101	INACTIVE USE	acre	152.4	0	0
1774		TOTAL			10018	6831
1775	2101	INDUSTRIAL PARK	acre	30.1	4536	3757
1775	4112	RIGHT-OF-WAY	acre	47.8	0	0
1775	4114	PARKING	acre	1.3	0	0
1775	5004	NEIGHBORHOOD COMMERCIAL	acre	0.9	1156	817
1775	6002	LOW RISE OFFICE	acre	7.6	2740	2170
1775	9101	INACTIVE USE	acre	7.2	0	0
1775	9500	UNDER CONTRUCTION	acre	3.8	22	17
1775		TOTAL			8454	6761
1776	102	MULTI-FAMILY	du	680.0	6260	4090
1776	4112	RIGHT-OF-WAY	acre	16.2	0	0
1776	4113	COMMUNICATION OR UTILITY	acre	6.8	20	15
1776	6102	CHURCH	acre	9.1	527	414
1776	7607	RESIDENTIAL RECREATION	acre	2.5	0	0
1776	9101	INACTIVE USE	acre	19.4	0	0
1776		TOTAL			6807	4519
1777	101	SINGLE FAMILY	du	231.0	2882	2018
1777	102	MULTI-FAMILY	du	139.0	1212	821
1777	4112	RIGHT-OF-WAY	acre	15.4	0	0
1777	9101	INACTIVE USE	acre	63.2	0	0
1777		TOTAL			4094	2839
1778	101	SINGLE FAMILY	du	213.0	2596	1858
1778	102	MULTI-FAMILY	du	102.0	875	603
1778	4112	RIGHT-OF-WAY	acre	19.3	0	0
1778	5007	STREETFRONT COMMERCIAL	acre	0.7	827	602
1778	9101	INACTIVE USE	acre	328.5	0	0
1778		TOTAL			4298	3063
1779	101	SINGLE FAMILY	du	511.0	6536	4509
1779	102	MULTI-FAMILY	du	26.0	243	157
1779	4112	RIGHT-OF-WAY	acre	73.4	0	0
1779	4114	PARKING	acre	4.7	0	0
1779	5008	SERVICE STATION	acre	1.8	7258	5299
1779	6002	LOW RISE OFFICE	acre	31.6	8283	6335
1779	9101	INACTIVE USE	acre	102.3	0	0
1779		TOTAL			22320	16300
1780	101	SINGLE FAMILY	du	282.0	3490	2468
1780	4112	RIGHT-OF-WAY	acre	21.6	0	0
1780	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4443	2687
1780	9101	INACTIVE USE	acre	25.1	0	0
1780		TOTAL			7933	5155
1781	101	SINGLE FAMILY	du	541.0	6728	4774

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1781	4112	RIGHT-OF-WAY	acre	33.7	0	0
1781	7601	ACTIVE PARK	acre	6.7	423	275
1781	9101	INACTIVE USE	acre	10.9	0	0
1781		TOTAL			7151	5049
1782	101	SINGLE FAMILY	du	317.0	3948	2791
1782	4112	RIGHT-OF-WAY	acre	27.6	0	0
1782	6806	ELEMENTARY SCHOOL	site	1.0	2282	1260
1782	9101	INACTIVE USE	acre	9.2	0	0
1782		TOTAL			6230	4051
1783	101	SINGLE FAMILY	du	44.0	534	384
1783	102	MULTI-FAMILY	du	165.0	1449	981
1783	2105	PUBLIC STORAGE	acre	1.7	46	39
1783	4112	RIGHT-OF-WAY	acre	6.4	0	0
1783	5007	STREETFRONT COMMERCIAL	acre	0.9	1066	772
1783	5009	OTHER COMMERCIAL	acre	3.0	369	274
1783	6102	CHURCH	acre	3.6	180	139
1783	6509	OTHER HEALTH CARE	acre	0.3	140	104
1783	6806	ELEMENTARY SCHOOL	site	1.0	2221	1208
1783	6809	OTHER SCHOOL	acre	3.5	679	562
1783	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
1783	9101	INACTIVE USE	acre	28.7	0	0
1783		TOTAL			6684	4463
1784	101	SINGLE FAMILY	du	287.0	3548	2505
1784	102	MULTI-FAMILY	du	92.0	804	544
1784	4112	RIGHT-OF-WAY	acre	18.2	0	0
1784	6804	SENIOR HIGH SCHOOL	site	1.0	5428	2267
1784	6806	ELEMENTARY SCHOOL	site	1.0	2263	1244
1784	9101	INACTIVE USE	acre	36.3	0	0
1784		TOTAL			12043	6560
1785	101	SINGLE FAMILY	du	872.0	11283	7699
1785	102	MULTI-FAMILY	du	38.0	353	229
1785	4112	RIGHT-OF-WAY	acre	68.9	0	0
1785	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
1785	7601	ACTIVE PARK	acre	13.4	1079	750
1785	8002	INTENSIVE AGRICULTURE	acre	8.8	2	2
1785	9101	INACTIVE USE	acre	68.6	0	0
1785		TOTAL			14829	9793
1786	101	SINGLE FAMILY	du	37.0	407	287
1786	4112	RIGHT-OF-WAY	acre	33.9	0	0
1786	9101	INACTIVE USE	acre	3205.1	0	0
1786		TOTAL			407	287
1787	101	SINGLE FAMILY	du	4.0	41	30
1787	8003	FIELD CROPS	acre	50.5	4	3
1787	9101	INACTIVE USE	acre	1710.0	0	0
1787		TOTAL			45	33

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1788	101	SINGLE FAMILY	du	315.0	3858	2751
1788	4112	RIGHT-OF-WAY	acre	16.3	0	0
1788	7601	ACTIVE PARK	acre	4.7	299	195
1788		TOTAL			4157	2946
1789	101	SINGLE FAMILY	du	23.0	278	198
1789	4112	RIGHT-OF-WAY	acre	36.4	0	0
1789	8003	FIELD CROPS	acre	18.8	5	4
1789	9101	INACTIVE USE	acre	673.8	0	0
1789		TOTAL			283	202
1790	102	MULTI-FAMILY	du	380.0	3333	2241
1790	1409	OTHER GROUP QUARTERS	acre	5.8	23	17
1790	4112	RIGHT-OF-WAY	acre	1.8	0	0
1790	6002	LOW RISE OFFICE	acre	3.1	791	603
1790	9101	INACTIVE USE	acre	22.5	0	0
1790		TOTAL			4147	2861
1791	101	SINGLE FAMILY	du	376.0	4394	3222
1791	4112	RIGHT-OF-WAY	acre	20.6	0	0
1791	4113	COMMUNICATION OR UTILITY	acre	1.1	3	2
1791	9101	INACTIVE USE	acre	7.9	0	0
1791		TOTAL			4397	3224
1792	101	SINGLE FAMILY	du	442.0	5501	3888
1792	4112	RIGHT-OF-WAY	acre	20.3	0	0
1792	6102	CHURCH	acre	3.2	158	122
1792	9101	INACTIVE USE	acre	13.6	0	0
1792		TOTAL			5659	4010
1793	101	SINGLE FAMILY	du	8.0	43	32
1793	4112	RIGHT-OF-WAY	acre	3.6	0	0
1793	9101	INACTIVE USE	acre	1048.2	0	0
1793		TOTAL			43	32
1794	102	MULTI-FAMILY	du	10.0	77	57
1794	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	140	85
1794	4112	RIGHT-OF-WAY	acre	8.1	0	0
1794	5004	NEIGHBORHOOD COMMERCIAL	acre	0.4	443	311
1794	5007	STREETFRONT COMMERCIAL	acre	6.2	7818	5717
1794	6002	LOW RISE OFFICE	acre	3.2	1199	952
1794	6003	GOV'T OFFICE OR CENTER	acre	1.2	1174	879
1794	6103	LIBRARY	acre	0.6	300	212
1794	9702	MIXED USE 67% STREETFRONT	acre	0.5	405	295
1794		TOTAL			11556	8508
1795	102	MULTI-FAMILY	du	495.0	4217	2893
1795	1409	OTHER GROUP QUARTERS	acre	4.9	19	14
1795	4112	RIGHT-OF-WAY	acre	14.3	0	0
1795	6105	FIRE OR POLICE STATION	site	1.0	264	192
1795	6804	SENIOR HIGH SCHOOL	site	1.0	5748	2544

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1795	6809	OTHER SCHOOL	acre	1.3	278	232
1795	9101	INACTIVE USE	acre	0.5	0	0
1795		TOTAL			10526	5875
1796	101	SINGLE FAMILY	du	269.0	3150	2307
1796	102	MULTI-FAMILY	du	91.0	737	525
1796	1503	RESORT	acre	0.6	92	56
1796	4112	RIGHT-OF-WAY	acre	21.9	0	0
1796	5007	STREETFRONT COMMERCIAL	acre	0.5	589	432
1796	6002	LOW RISE OFFICE	acre	0.5	227	183
1796	7605	PASSIVE BEACH	acre	6.8	13	8
1796	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
1796		TOTAL			4808	3511
1797	101	SINGLE FAMILY	du	201.0	2480	1750
1797	1409	OTHER GROUP QUARTERS	acre	2.1	8	6
1797	1501	LOW-RISE HOTEL OR MOTEL	acre	2.0	654	394
1797	4112	RIGHT-OF-WAY	acre	54.2	0	0
1797	5007	STREETFRONT COMMERCIAL	acre	2.4	2981	2171
1797	5008	SERVICE STATION	acre	2.0	8104	5916
1797	7601	ACTIVE PARK	acre	1.9	124	81
1797	9101	INACTIVE USE	acre	75.4	0	0
1797		TOTAL			14351	10318
1798	101	SINGLE FAMILY	du	155.0	1921	1361
1798	4112	RIGHT-OF-WAY	acre	10.0	0	0
1798	9101	INACTIVE USE	acre	0.6	0	0
1798		TOTAL			1921	1361
1799	102	MULTI-FAMILY	du	500.0	4349	2965
1799	4112	RIGHT-OF-WAY	acre	6.4	0	0
1799	5008	SERVICE STATION	acre	1.2	4692	3425
1799	6003	GOV'T OFFICE OR CENTER	acre	1.2	1079	791
1799	6103	LIBRARY	acre	1.5	634	434
1799	6105	FIRE OR POLICE STATION	site	1.0	355	271
1799	7210	OTHER RECREATION-HIGH	acre	1.9	204	157
1799		TOTAL			11313	8043
1800	102	MULTI-FAMILY	du	213.0	1891	1265
1800	2104	WAREHOUSING	acre	3.3	135	112
1800	5004	NEIGHBORHOOD COMMERCIAL	acre	3.5	4263	3003
1800	5007	STREETFRONT COMMERCIAL	acre	3.7	4409	3195
1800	5008	SERVICE STATION	acre	0.4	1746	1275
1800	6002	LOW RISE OFFICE	acre	0.3	73	56
1800	7601	ACTIVE PARK	acre	0.1	6	4
1800		TOTAL			12523	8910
1801	4112	RIGHT-OF-WAY	acre	4.8	0	0
1801	5003	COMMUNITY COMMERCIAL	acre	18.2	14066	9910
1801	5004	NEIGHBORHOOD COMMERCIAL	acre	12.4	15346	10829
1801	5008	SERVICE STATION	acre	0.5	1948	1422

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1801	6104	POST OFFICE	acre	2.1	2224	1549
1801		TOTAL			33584	23710
1802	101	SINGLE FAMILY	du	1.0	11	8
1802	4112	RIGHT-OF-WAY	acre	5.9	0	0
1802	5004	NEIGHBORHOOD COMMERCIAL	acre	21.5	26917	19028
1802	5008	SERVICE STATION	acre	0.9	3448	2517
1802	6104	POST OFFICE	acre	3.3	3444	2400
1802		TOTAL			33820	23953
1803	101	SINGLE FAMILY	du	224.0	2843	1971
1803	4112	RIGHT-OF-WAY	acre	10.2	0	0
1803	6102	CHURCH	acre	3.8	185	143
1803	9101	INACTIVE USE	acre	0.5	0	0
1803		TOTAL			3028	2114
1804	101	SINGLE FAMILY	du	222.0	2800	1934
1804	4112	RIGHT-OF-WAY	acre	22.8	0	0
1804	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
1804	7601	ACTIVE PARK	acre	11.7	741	482
1804	9101	INACTIVE USE	acre	159.3	0	0
1804		TOTAL			5767	3628
1805	101	SINGLE FAMILY	du	494.0	6167	4339
1805	4112	RIGHT-OF-WAY	acre	52.0	0	0
1805	9101	INACTIVE USE	acre	6.2	0	0
1805		TOTAL			6167	4339
1806	101	SINGLE FAMILY	du	409.0	5032	3571
1806	4112	RIGHT-OF-WAY	acre	47.9	0	0
1806	7601	ACTIVE PARK	acre	19.5	1230	799
1806	9101	INACTIVE USE	acre	4.6	0	0
1806		TOTAL			6262	4370
1807	4112	RIGHT-OF-WAY	acre	5.4	0	0
1807	5004	NEIGHBORHOOD COMMERCIAL	acre	9.7	11824	8314
1807	5006	AUTO COMMERCIAL	acre	21.8	9331	6609
1807	5007	STREETFRONT COMMERCIAL	acre	0.2	209	151
1807		TOTAL			21364	15074
1808	101	SINGLE FAMILY	du	451.0	5477	3915
1808	102	MULTI-FAMILY	du	116.0	989	680
1808	4112	RIGHT-OF-WAY	acre	28.2	0	0
1808	4113	COMMUNICATION OR UTILITY	acre	0.7	3	3
1808	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
1808	7601	ACTIVE PARK	acre	10.9	920	648
1808	9101	INACTIVE USE	acre	4.8	0	0
1808		TOTAL			9501	6359
1809	101	SINGLE FAMILY	du	13.0	159	113
1809	102	MULTI-FAMILY	du	70.0	618	420

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1809	2103	LIGHT INDUSTRY	acre	1.0	53	43
1809	2105	PUBLIC STORAGE	acre	4.2	113	95
1809	4112	RIGHT-OF-WAY	acre	11.7	0	0
1809	5006	AUTO COMMERCIAL	acre	9.7	4085	2883
1809	5007	STREETFRONT COMMERCIAL	acre	8.8	10468	7572
1809	5009	OTHER COMMERCIAL	acre	9.1	1119	829
1809	6102	CHURCH	acre	3.3	165	127
1809	9101	INACTIVE USE	acre	0.4	0	0
1809		TOTAL			16780	12082
1810	102	MULTI-FAMILY	du	94.0	834	560
1810	4112	RIGHT-OF-WAY	acre	0.7	0	0
1810	5001	WHOLESALE TRADE	acre	2.7	125	91
1810	5004	NEIGHBORHOOD COMMERCIAL	acre	3.6	4485	3159
1810	5007	STREETFRONT COMMERCIAL	acre	0.1	115	84
1810	9101	INACTIVE USE	acre	1.1	0	0
1810	9702	MIXED USE 67% STREETFRONT	acre	5.1	4178	3040
1810		TOTAL			9737	6934
1811	101	SINGLE FAMILY	du	253.0	3109	2207
1811	102	MULTI-FAMILY	du	584.0	5202	3460
1811	4112	RIGHT-OF-WAY	acre	15.0	0	0
1811	6102	CHURCH	acre	4.2	205	158
1811	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
1811	7601	ACTIVE PARK	acre	11.5	726	472
1811	9101	INACTIVE USE	acre	8.8	0	0
1811		TOTAL			11468	7509
1812	101	SINGLE FAMILY	du	233.0	2940	2053
1812	102	MULTI-FAMILY	du	584.0	5340	3528
1812	4112	RIGHT-OF-WAY	acre	13.4	0	0
1812	6102	CHURCH	acre	1.8	122	98
1812	9101	INACTIVE USE	acre	50.2	0	0
1812		TOTAL			8402	5679
1813	101	SINGLE FAMILY	du	544.0	6714	4731
1813	1503	RESORT	acre	24.0	3824	2358
1813	4112	RIGHT-OF-WAY	acre	57.1	0	0
1813	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
1813	7204	GOLF COURSE	acre	212.6	2	2
1813	7205	GOLF CLUB HOUSE	site	1.0	706	488
1813	9101	INACTIVE USE	acre	1049.9	0	0
1813		TOTAL			11246	7579
1814	101	SINGLE FAMILY	du	710.0	8783	6201
1814	4112	RIGHT-OF-WAY	acre	53.9	0	0
1814	7601	ACTIVE PARK	acre	5.5	345	224
1814	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
1814	9101	INACTIVE USE	acre	28.8	0	0
1814		TOTAL			9128	6425

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1815	101	SINGLE FAMILY	du	32.0	406	281
1815	102	MULTI-FAMILY	du	88.0	774	529
1815	4112	RIGHT-OF-WAY	acre	5.3	0	0
1815	5004	NEIGHBORHOOD COMMERCIAL	acre	11.4	14099	9936
1815	5006	AUTO COMMERCIAL	acre	3.0	1312	936
1815	5007	STREETFRONT COMMERCIAL	acre	0.8	911	658
1815	5009	OTHER COMMERCIAL	acre	0.2	35	27
1815	6002	LOW RISE OFFICE	acre	1.0	272	209
1815		TOTAL			17809	12576
1816	101	SINGLE FAMILY	du	1.0	11	9
1816	4112	RIGHT-OF-WAY	acre	6.9	0	0
1816	5003	COMMUNITY COMMERCIAL	acre	32.3	25776	18288
1816	5004	NEIGHBORHOOD COMMERCIAL	acre	5.5	7092	5039
1816		TOTAL			32879	23336
1817	102	MULTI-FAMILY	du	210.0	1839	1243
1817	2104	WAREHOUSING	acre	1.8	69	58
1817	4112	RIGHT-OF-WAY	acre	5.5	0	0
1817	5004	NEIGHBORHOOD COMMERCIAL	acre	4.3	5238	3679
1817	5007	STREETFRONT COMMERCIAL	acre	2.2	2624	1901
1817	5008	SERVICE STATION	acre	0.4	1750	1278
1817	6002	LOW RISE OFFICE	acre	0.6	135	102
1817	9101	INACTIVE USE	acre	0.5	0	0
1817	9702	MIXED USE 67% STREETFRONT	acre	8.3	6874	5002
1817		TOTAL			18529	13263
1818	101	SINGLE FAMILY	du	72.0	897	629
1818	102	MULTI-FAMILY	du	360.0	3178	2118
1818	4112	RIGHT-OF-WAY	acre	25.3	0	0
1818	9101	INACTIVE USE	acre	75.2	0	0
1818		TOTAL			4075	2747
1819	101	SINGLE FAMILY	du	1.0	12	9
1819	102	MULTI-FAMILY	du	92.0	805	545
1819	4112	RIGHT-OF-WAY	acre	5.0	0	0
1819	5004	NEIGHBORHOOD COMMERCIAL	acre	8.1	9875	6948
1819	5008	SERVICE STATION	acre	0.5	1990	1453
1819	5009	OTHER COMMERCIAL	acre	4.0	521	388
1819	6103	LIBRARY	acre	2.9	1203	820
1819	6105	FIRE OR POLICE STATION	site	1.0	305	227
1819	7601	ACTIVE PARK	acre	0.2	16	10
1819	9101	INACTIVE USE	acre	0.9	0	0
1819		TOTAL			14727	10400
1820	101	SINGLE FAMILY	du	390.0	4803	3415
1820	4112	RIGHT-OF-WAY	acre	46.1	0	0
1820	6102	CHURCH	acre	8.6	424	327
1820	9101	INACTIVE USE	acre	9.9	0	0
1820		TOTAL			5227	3742

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1821	101	SINGLE FAMILY	du	1.0	11	8
1821	4112	RIGHT-OF-WAY	acre	4.4	0	0
1821	5004	NEIGHBORHOOD COMMERCIAL	acre	14.2	17696	12491
1821	5008	SERVICE STATION	acre	0.9	3692	2696
1821		TOTAL			21399	15195
1822	101	SINGLE FAMILY	du	1.0	11	8
1822	4112	RIGHT-OF-WAY	acre	5.3	0	0
1822	5004	NEIGHBORHOOD COMMERCIAL	acre	4.3	5366	3783
1822	5007	STREETFRONT COMMERCIAL	acre	3.8	4501	3262
1822	7601	ACTIVE PARK	acre	2.8	175	114
1822		TOTAL			10053	7167
1823	101	SINGLE FAMILY	du	541.0	6703	4727
1823	2201	EXTRACTIVE INDUSTRY	acre	13.3	10	8
1823	4112	RIGHT-OF-WAY	acre	43.8	0	0
1823	6102	CHURCH	acre	2.3	116	89
1823	6109	OTHER PUBLIC SERVICE	acre	4.0	1304	921
1823	8001	ORCHARDS OR VINEYARD	acre	43.5	4	3
1823	9101	INACTIVE USE	acre	453.5	0	0
1823		TOTAL			8137	5748
1824	102	MULTI-FAMILY	du	522.0	4569	3101
1824	4112	RIGHT-OF-WAY	acre	5.2	0	0
1824	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
1824	4114	PARKING	acre	1.6	0	0
1824	5004	NEIGHBORHOOD COMMERCIAL	acre	0.8	1056	747
1824	5007	STREETFRONT COMMERCIAL	acre	0.8	920	664
1824	5008	SERVICE STATION	acre	0.8	3109	2270
1824	6002	LOW RISE OFFICE	acre	2.8	660	499
1824	6809	OTHER SCHOOL	acre	1.2	238	198
1824	9101	INACTIVE USE	acre	1.8	0	0
1824		TOTAL			10552	7479
1825	101	SINGLE FAMILY	du	343.0	4249	3017
1825	102	MULTI-FAMILY	du	71.0	630	427
1825	4112	RIGHT-OF-WAY	acre	20.7	0	0
1825	4113	COMMUNICATION OR UTILITY	acre	3.6	11	8
1825	7607	RESIDENTIAL RECREATION	acre	0.5	10	8
1825	8003	FIELD CROPS	acre	1.1	0	0
1825	9101	INACTIVE USE	acre	204.1	0	0
1825		TOTAL			4900	3460
1826	101	SINGLE FAMILY	du	289.0	3540	2513
1826	102	MULTI-FAMILY	du	60.0	506	351
1826	4112	RIGHT-OF-WAY	acre	20.9	0	0
1826	6003	GOV'T OFFICE OR CENTER	acre	4.1	4108	3079
1826	6105	FIRE OR POLICE STATION	site	1.0	264	192
1826	6806	ELEMENTARY SCHOOL	site	1.0	2215	1202
1826	7601	ACTIVE PARK	acre	26.8	1717	1120
1826	9101	INACTIVE USE	acre	3.3	0	0
1826		TOTAL			12350	8457

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1827	101	SINGLE FAMILY	du	150.0	1926	1321
1827	4112	RIGHT-OF-WAY	acre	8.1	0	0
1827	9101	INACTIVE USE	acre	12.4	0	0
1827		TOTAL			1926	1321
1828	101	SINGLE FAMILY	du	92.0	1012	717
1828	1503	RESORT	acre	40.3	6056	3643
1828	2301	JUNKYARD/DUMP/LANDFILL	acre	11.1	104	84
1828	4112	RIGHT-OF-WAY	acre	2.6	0	0
1828	4113	COMMUNICATION OR UTILITY	acre	2.2	6	5
1828	5007	STREETFRONT COMMERCIAL	acre	1.5	1802	1301
1828	6102	CHURCH	acre	4.8	277	218
1828	6109	OTHER PUBLIC SERVICE	acre	2.5	814	575
1828	7204	GOLF COURSE	acre	226.5	0	0
1828	7209	CASINO	unique	50.0	60187	41274
1828	8003	FIELD CROPS	acre	399.9	33	26
1828		TOTAL			70291	47843
1829	4112	RIGHT-OF-WAY	acre	9.1	0	0
1829	6002	LOW RISE OFFICE	acre	15.6	4817	3758
1829	6105	FIRE OR POLICE STATION	site	1.0	423	330
1829	9500	UNDER CONTRUCTION	acre	21.9	124	97
1829		TOTAL			5364	4185
1830	101	SINGLE FAMILY	du	106.0	1296	921
1830	102	MULTI-FAMILY	du	683.0	5918	4030
1830	4112	RIGHT-OF-WAY	acre	7.8	0	0
1830	5007	STREETFRONT COMMERCIAL	acre	4.2	4998	3618
1830	7601	ACTIVE PARK	acre	2.8	176	114
1830		TOTAL			12388	8683
1831	101	SINGLE FAMILY	du	104.0	1216	891
1831	102	MULTI-FAMILY	du	62.0	503	357
1831	1501	LOW-RISE HOTEL OR MOTEL	acre	5.9	1932	1177
1831	4112	RIGHT-OF-WAY	acre	10.0	0	0
1831	6002	LOW RISE OFFICE	acre	1.3	512	409
1831	6806	ELEMENTARY SCHOOL	site	1.0	2635	1566
1831	6807	SCHOOL DISTRICT OFFICE	acre	0.4	86	65
1831	9101	INACTIVE USE	acre	0.5	0	0
1831		TOTAL			6884	4465
1832	101	SINGLE FAMILY	du	180.0	2147	1554
1832	4112	RIGHT-OF-WAY	acre	17.7	0	0
1832	9101	INACTIVE USE	acre	0.9	0	0
1832		TOTAL			2147	1554
1833	101	SINGLE FAMILY	du	308.0	3974	2726
1833	4112	RIGHT-OF-WAY	acre	39.2	0	0
1833	9101	INACTIVE USE	acre	5.8	0	0
1833		TOTAL			3974	2726

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1834	102	MULTI-FAMILY	du	96.0	808	561
1834	4112	RIGHT-OF-WAY	acre	16.1	0	0
1834	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
1834	5004	NEIGHBORHOOD COMMERCIAL	acre	11.1	13940	9863
1834	5008	SERVICE STATION	acre	0.5	1963	1433
1834	6509	OTHER HEALTH CARE	acre	0.9	365	267
1834		TOTAL			17076	12124
1835	101	SINGLE FAMILY	du	100.0	1245	872
1835	102	MULTI-FAMILY	du	931.0	8027	5458
1835	4112	RIGHT-OF-WAY	acre	5.7	0	0
1835	6103	LIBRARY	acre	1.5	720	509
1835	6806	ELEMENTARY SCHOOL	site	1.0	2244	1227
1835	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
1835		TOTAL			12236	8066
1836	101	SINGLE FAMILY	du	589.0	7571	5211
1836	4112	RIGHT-OF-WAY	acre	37.7	0	0
1836	9101	INACTIVE USE	acre	92.8	0	0
1836		TOTAL			7571	5211
1837	101	SINGLE FAMILY	du	1.0	11	9
1837	5004	NEIGHBORHOOD COMMERCIAL	acre	13.4	16629	11724
1837	5008	SERVICE STATION	acre	0.3	1257	917
1837	6002	LOW RISE OFFICE	acre	0.2	85	68
1837		TOTAL			17982	12718
1838	1501	LOW-RISE HOTEL OR MOTEL	acre	0.8	267	161
1838	4112	RIGHT-OF-WAY	acre	1.3	0	0
1838	5007	STREETFRONT COMMERCIAL	acre	9.0	10813	7832
1838	5008	SERVICE STATION	acre	0.5	1973	1440
1838	6105	FIRE OR POLICE STATION	site	2.0	517	375
1838	6509	OTHER HEALTH CARE	acre	0.4	150	110
1838		TOTAL			13720	9918
1839	101	SINGLE FAMILY	du	460.0	5671	4020
1839	4112	RIGHT-OF-WAY	acre	32.4	0	0
1839	7601	ACTIVE PARK	acre	8.3	527	342
1839	9101	INACTIVE USE	acre	28.5	0	0
1839		TOTAL			6198	4362
1840	4112	RIGHT-OF-WAY	acre	17.2	0	0
1840	5008	SERVICE STATION	acre	0.7	2807	2050
1840	6002	LOW RISE OFFICE	acre	50.7	18147	14368
1840		TOTAL			20954	16418
1841	101	SINGLE FAMILY	du	220.0	2701	1917
1841	103	MOBILE HOME PARK	du	400.0	2994	1878
1841	4112	RIGHT-OF-WAY	acre	15.4	0	0
1841	9101	INACTIVE USE	acre	11.1	0	0
1841		TOTAL			5695	3795

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1842	101	SINGLE FAMILY	du	233.0	2870	2036
1842	102	MULTI-FAMILY	du	314.0	2794	1859
1842	4112	RIGHT-OF-WAY	acre	22.3	0	0
1842	7601	ACTIVE PARK	acre	5.4	343	223
1842	7607	RESIDENTIAL RECREATION	acre	0.8	0	0
1842	9101	INACTIVE USE	acre	8.0	0	0
1842		TOTAL			6007	4118
1843	4112	RIGHT-OF-WAY	acre	6.9	0	0
1843	5003	COMMUNITY COMMERCIAL	acre	2.6	2038	1446
1843	5004	NEIGHBORHOOD COMMERCIAL	acre	10.0	12610	8925
1843	5007	STREETFRONT COMMERCIAL	acre	1.8	2137	1549
1843	5008	SERVICE STATION	acre	0.5	2112	1542
1843	6002	LOW RISE OFFICE	acre	2.7	854	668
1843	6806	ELEMENTARY SCHOOL	site	1.0	2133	1132
1843	6809	OTHER SCHOOL	acre	4.0	761	629
1843	9101	INACTIVE USE	acre	1.6	0	0
1843		TOTAL			22645	15891
1844	101	SINGLE FAMILY	du	277.0	3403	2417
1844	4112	RIGHT-OF-WAY	acre	19.9	0	0
1844	6806	ELEMENTARY SCHOOL	site	1.0	2253	1236
1844	9101	INACTIVE USE	acre	158.9	0	0
1844		TOTAL			5656	3653
1845	101	SINGLE FAMILY	du	255.0	3035	2199
1845	102	MULTI-FAMILY	du	327.0	2744	1905
1845	4112	RIGHT-OF-WAY	acre	27.8	0	0
1845	5007	STREETFRONT COMMERCIAL	acre	0.3	377	274
1845		TOTAL			6156	4378
1846	101	SINGLE FAMILY	du	24.0	288	208
1846	102	MULTI-FAMILY	du	863.0	7201	5017
1846	4112	RIGHT-OF-WAY	acre	10.3	0	0
1846	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4235	2507
1846	7601	ACTIVE PARK	acre	18.7	1181	768
1846	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
1846	9101	INACTIVE USE	acre	4.0	0	0
1846		TOTAL			12905	8500
1847	101	SINGLE FAMILY	du	112.0	1404	979
1847	102	MULTI-FAMILY	du	8.0	72	48
1847	4112	RIGHT-OF-WAY	acre	13.6	0	0
1847	8002	INTENSIVE AGRICULTURE	acre	0.7	0	0
1847	9101	INACTIVE USE	acre	46.4	0	0
1847		TOTAL			1476	1027
1848	101	SINGLE FAMILY	du	251.0	2993	2167
1848	4112	RIGHT-OF-WAY	acre	17.3	0	0
1848	9101	INACTIVE USE	acre	0.7	0	0
1848		TOTAL			2993	2167

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1849	101	SINGLE FAMILY	du	67.0	780	574
1849	102	MULTI-FAMILY	du	369.0	3007	2135
1849	4112	RIGHT-OF-WAY	acre	29.0	0	0
1849	7604	ACTIVE BEACH	acre	7.6	26	16
1849	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
1849	9101	INACTIVE USE	acre	3.8	0	0
1849		TOTAL			3813	2725
1850	101	SINGLE FAMILY	du	275.0	3515	2418
1850	4112	RIGHT-OF-WAY	acre	24.0	0	0
1850	9101	INACTIVE USE	acre	0.6	0	0
1850		TOTAL			3515	2418
1851	4114	PARKING	acre	1.0	35	30
1851	5004	NEIGHBORHOOD COMMERCIAL	acre	4.9	5983	4201
1851	5008	SERVICE STATION	acre	0.8	3039	2219
1851	6809	OTHER SCHOOL	acre	1.1	232	192
1851		TOTAL			9289	6642
1852	101	SINGLE FAMILY	du	340.0	4200	2958
1852	102	MULTI-FAMILY	du	330.0	2904	1944
1852	4112	RIGHT-OF-WAY	acre	19.4	0	0
1852	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
1852	9101	INACTIVE USE	acre	92.8	0	0
1852		TOTAL			7104	4902
1853	101	SINGLE FAMILY	du	420.0	5234	3675
1853	4112	RIGHT-OF-WAY	acre	31.9	0	0
1853	7204	GOLF COURSE	acre	43.9	0	0
1853	7607	RESIDENTIAL RECREATION	acre	4.0	2	2
1853	9101	INACTIVE USE	acre	25.0	0	0
1853		TOTAL			5236	3677
1854	101	SINGLE FAMILY	du	131.0	1547	1125
1854	4112	RIGHT-OF-WAY	acre	12.1	0	0
1854	6806	ELEMENTARY SCHOOL	site	1.0	2241	1225
1854	9101	INACTIVE USE	acre	1.3	0	0
1854		TOTAL			3788	2350
1855	101	SINGLE FAMILY	du	426.0	5460	3765
1855	4112	RIGHT-OF-WAY	acre	18.7	0	0
1855	7601	ACTIVE PARK	acre	6.1	387	251
1855	9101	INACTIVE USE	acre	40.8	0	0
1855		TOTAL			5847	4016
1856	2101	INDUSTRIAL PARK	acre	18.0	2358	1940
1856	2103	LIGHT INDUSTRY	acre	48.6	4242	3518
1856	2104	WAREHOUSING	acre	1.6	105	88
1856	4112	RIGHT-OF-WAY	acre	13.6	0	0
1856	5009	OTHER COMMERCIAL	acre	5.3	576	417
1856	9101	INACTIVE USE	acre	94.4	0	0
1856		TOTAL			7281	5963

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1857	101	SINGLE FAMILY	du	840.0	10747	7416
1857	4112	RIGHT-OF-WAY	acre	51.4	0	0
1857	6806	ELEMENTARY SCHOOL	site	1.0	2269	1250
1857	9101	INACTIVE USE	acre	287.8	0	0
1857		TOTAL			13016	8666
1858	101	SINGLE FAMILY	du	282.0	3630	2497
1858	4112	RIGHT-OF-WAY	acre	15.1	0	0
1858	7601	ACTIVE PARK	acre	28.7	1812	1177
1858	9101	INACTIVE USE	acre	61.3	0	0
1858		TOTAL			5442	3674
1859	102	MULTI-FAMILY	du	975.0	8365	5726
1859	4112	RIGHT-OF-WAY	acre	5.8	0	0
1859	7601	ACTIVE PARK	acre	3.0	191	124
1859	7607	RESIDENTIAL RECREATION	acre	1.6	0	0
1859	9101	INACTIVE USE	acre	0.2	0	0
1859		TOTAL			8556	5850
1860	101	SINGLE FAMILY	du	435.0	5455	3796
1860	4112	RIGHT-OF-WAY	acre	26.6	0	0
1860	6102	CHURCH	acre	3.8	189	146
1860	9101	INACTIVE USE	acre	99.7	0	0
1860		TOTAL			5644	3942
1861	101	SINGLE FAMILY	du	764.0	9091	6586
1861	102	MULTI-FAMILY	du	36.0	305	211
1861	4112	RIGHT-OF-WAY	acre	29.8	0	0
1861	4114	PARKING	acre	0.1	0	0
1861	5007	STREETFRONT COMMERCIAL	acre	1.4	1625	1178
1861	6002	LOW RISE OFFICE	acre	0.7	226	178
1861	7607	RESIDENTIAL RECREATION	acre	6.8	0	0
1861	9101	INACTIVE USE	acre	199.2	0	0
1861		TOTAL			11247	8153
1862	101	SINGLE FAMILY	du	337.0	4196	2945
1862	4112	RIGHT-OF-WAY	acre	25.0	0	0
1862	6806	ELEMENTARY SCHOOL	site	1.0	2290	1268
1862	7601	ACTIVE PARK	acre	12.6	796	517
1862	9101	INACTIVE USE	acre	4.8	0	0
1862		TOTAL			7282	4730
1863	2101	INDUSTRIAL PARK	acre	9.8	1202	985
1863	4112	RIGHT-OF-WAY	acre	37.4	0	0
1863	4114	PARKING	acre	4.5	0	0
1863	6002	LOW RISE OFFICE	acre	28.9	9382	7358
1863	9101	INACTIVE USE	acre	88.0	0	0
1863		TOTAL			10584	8343
1864	101	SINGLE FAMILY	du	191.0	2363	1667
1864	4112	RIGHT-OF-WAY	acre	18.0	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1864	9101	INACTIVE USE	acre	53.0	0	0
1864		TOTAL			2363	1667
1865	101	SINGLE FAMILY	du	360.0	4475	3146
1865	4112	RIGHT-OF-WAY	acre	20.3	0	0
1865	9101	INACTIVE USE	acre	8.0	0	0
1865		TOTAL			4475	3146
1866	101	SINGLE FAMILY	du	294.0	3691	2562
1866	102	MULTI-FAMILY	du	619.0	5632	3673
1866	4112	RIGHT-OF-WAY	acre	16.7	0	0
1866	4113	COMMUNICATION OR UTILITY	acre	7.1	21	16
1866	5007	STREETFRONT COMMERCIAL	acre	1.4	1600	1156
1866	9101	INACTIVE USE	acre	133.9	0	0
1866		TOTAL			10944	7407
1867	101	SINGLE FAMILY	du	124.0	1450	1064
1867	4112	RIGHT-OF-WAY	acre	12.6	0	0
1867	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
1867	5007	STREETFRONT COMMERCIAL	acre	0.5	627	453
1867	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
1867	9101	INACTIVE USE	acre	14.1	0	0
1867		TOTAL			2078	1518
1868	101	SINGLE FAMILY	du	200.0	2472	1745
1868	102	MULTI-FAMILY	du	9.0	79	53
1868	4112	RIGHT-OF-WAY	acre	31.6	0	0
1868	6102	CHURCH	acre	10.6	537	416
1868	7210	OTHER RECREATION-HIGH	acre	9.6	515	348
1868	7607	RESIDENTIAL RECREATION	acre	3.0	0	0
1868	9101	INACTIVE USE	acre	2.9	0	0
1868		TOTAL			3603	2562
1869	101	SINGLE FAMILY	du	188.0	2349	1642
1869	4112	RIGHT-OF-WAY	acre	17.1	0	0
1869	9101	INACTIVE USE	acre	4.1	0	0
1869		TOTAL			2349	1642
1870	4112	RIGHT-OF-WAY	acre	24.5	0	0
1870	6002	LOW RISE OFFICE	acre	37.1	12126	9514
1870	9101	INACTIVE USE	acre	3.6	0	0
1870		TOTAL			12126	9514
1871	4112	RIGHT-OF-WAY	acre	7.1	0	0
1871	9101	INACTIVE USE	acre	73.8	0	0
1871		TOTAL			0	0
1872	2101	INDUSTRIAL PARK	acre	7.4	1031	850
1872	2103	LIGHT INDUSTRY	acre	72.6	5374	4423
1872	4112	RIGHT-OF-WAY	acre	10.9	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1872	9101	INACTIVE USE	acre	120.3	0	0
1872		TOTAL			6405	5273
1873	101	SINGLE FAMILY	du	328.0	4119	2865
1873	4112	RIGHT-OF-WAY	acre	26.8	0	0
1873	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
1873	7601	ACTIVE PARK	acre	4.6	293	190
1873	9101	INACTIVE USE	acre	126.7	0	0
1873		TOTAL			6662	4288
1874	101	SINGLE FAMILY	du	2.0	20	15
1874	2103	LIGHT INDUSTRY	acre	33.6	1990	1617
1874	2201	EXTRACTIVE INDUSTRY	acre	103.4	210	179
1874	2301	JUNKYARD/DUMP/LANDFILL	acre	20.1	227	185
1874	4112	RIGHT-OF-WAY	acre	52.0	0	0
1874	9101	INACTIVE USE	acre	3645.6	0	0
1874		TOTAL			2447	1996
1875	2101	INDUSTRIAL PARK	acre	40.0	5720	4727
1875	2103	LIGHT INDUSTRY	acre	31.3	4473	3772
1875	4112	RIGHT-OF-WAY	acre	3.5	0	0
1875	7601	ACTIVE PARK	acre	17.7	1168	769
1875	9101	INACTIVE USE	acre	20.7	0	0
1875		TOTAL			11361	9268
1876	2101	INDUSTRIAL PARK	acre	48.5	7542	6256
1876	4113	COMMUNICATION OR UTILITY	acre	3.7	11	8
1876	4114	PARKING	acre	6.2	5	5
1876	6002	LOW RISE OFFICE	acre	37.0	13559	10757
1876	9101	INACTIVE USE	acre	93.4	0	0
1876		TOTAL			21117	17026
1877	4112	RIGHT-OF-WAY	acre	1.2	0	0
1877	6002	LOW RISE OFFICE	acre	27.1	8049	6251
1877	6509	OTHER HEALTH CARE	acre	4.8	2365	1778
1877		TOTAL			10414	8029
1878	101	SINGLE FAMILY	du	39.0	251	169
1878	1409	OTHER GROUP QUARTERS	acre	54.4	143	105
1878	4112	RIGHT-OF-WAY	acre	13.6	0	0
1878	9101	INACTIVE USE	acre	1362.9	0	0
1878		TOTAL			394	274
1879	101	SINGLE FAMILY	du	168.0	2053	1458
1879	102	MULTI-FAMILY	du	400.0	3545	2372
1879	4112	RIGHT-OF-WAY	acre	54.5	0	0
1879	4113	COMMUNICATION OR UTILITY	acre	2.5	7	6
1879	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2268	1607
1879	5008	SERVICE STATION	acre	0.8	3248	2371
1879	7607	RESIDENTIAL RECREATION	acre	1.2	0	0
1879	9101	INACTIVE USE	acre	145.8	0	0
1879		TOTAL			11121	7814

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1880	101	SINGLE FAMILY	du	937.0	11362	8143
1880	102	MULTI-FAMILY	du	106.0	930	627
1880	4112	RIGHT-OF-WAY	acre	145.5	0	0
1880	4113	COMMUNICATION OR UTILITY	acre	0.7	2	2
1880	9101	INACTIVE USE	acre	2161.1	0	0
1880		TOTAL			12294	8772
1881	101	SINGLE FAMILY	du	152.0	1856	1321
1881	102	MULTI-FAMILY	du	138.0	1184	814
1881	4112	RIGHT-OF-WAY	acre	25.6	0	0
1881	7210	OTHER RECREATION-HIGH	acre	14.7	779	524
1881	7607	RESIDENTIAL RECREATION	acre	1.2	0	0
1881	9101	INACTIVE USE	acre	101.8	0	0
1881		TOTAL			3819	2659
1882	101	SINGLE FAMILY	du	9.0	91	68
1882	2201	EXTRACTIVE INDUSTRY	acre	170.4	269	228
1882	4112	RIGHT-OF-WAY	acre	23.5	0	0
1882	8003	FIELD CROPS	acre	4.4	27	24
1882	9101	INACTIVE USE	acre	1614.8	0	0
1882		TOTAL			387	320
1883	101	SINGLE FAMILY	du	1.0	11	8
1883	2101	INDUSTRIAL PARK	acre	28.2	3646	2997
1883	4112	RIGHT-OF-WAY	acre	22.4	0	0
1883	9101	INACTIVE USE	acre	128.1	0	0
1883		TOTAL			3657	3005
1884	101	SINGLE FAMILY	du	364.0	4356	3142
1884	4112	RIGHT-OF-WAY	acre	33.1	0	0
1884	6002	LOW RISE OFFICE	acre	3.0	1059	838
1884	7607	RESIDENTIAL RECREATION	acre	2.3	0	0
1884	9101	INACTIVE USE	acre	33.1	0	0
1884		TOTAL			5415	3980
1885	102	MULTI-FAMILY	du	483.0	4067	2824
1885	4112	RIGHT-OF-WAY	acre	7.2	0	0
1885	5003	COMMUNITY COMMERCIAL	acre	13.4	10738	7629
1885	7607	RESIDENTIAL RECREATION	acre	2.8	0	0
1885	9101	INACTIVE USE	acre	1.3	0	0
1885		TOTAL			14805	10453
1886	2101	INDUSTRIAL PARK	acre	57.0	8306	6870
1886	2103	LIGHT INDUSTRY	acre	42.5	3341	2757
1886	4112	RIGHT-OF-WAY	acre	20.4	0	0
1886	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2241	1581
1886	5007	STREETFRONT COMMERCIAL	acre	1.0	1238	902
1886	6002	LOW RISE OFFICE	acre	10.6	2965	2286
1886	9101	INACTIVE USE	acre	4.9	0	0
1886		TOTAL			18091	14396

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1887	2101	INDUSTRIAL PARK	acre	31.0	5136	4271
1887	4112	RIGHT-OF-WAY	acre	1.5	0	0
1887	6002	LOW RISE OFFICE	acre	2.7	988	784
1887	9101	INACTIVE USE	acre	27.3	0	0
1887		TOTAL			6124	5055
1888	101	SINGLE FAMILY	du	381.0	4639	3300
1888	4112	RIGHT-OF-WAY	acre	24.0	0	0
1888	6806	ELEMENTARY SCHOOL	site	1.0	2194	1184
1888	7601	ACTIVE PARK	acre	6.0	386	252
1888	9101	INACTIVE USE	acre	318.6	0	0
1888	9500	UNDER CONTRUCTION	acre	9.2	52	41
1888		TOTAL			7271	4777
1889	101	SINGLE FAMILY	du	121.0	1505	1058
1889	102	MULTI-FAMILY	du	72.0	628	425
1889	103	MOBILE HOME PARK	du	20.0	155	94
1889	1501	LOW-RISE HOTEL OR MOTEL	acre	1.2	391	240
1889	4112	RIGHT-OF-WAY	acre	11.9	0	0
1889	5009	OTHER COMMERCIAL	acre	1.4	180	134
1889	6109	OTHER PUBLIC SERVICE	acre	0.5	159	114
1889	9101	INACTIVE USE	acre	22.2	0	0
1889		TOTAL			3018	2065
1890	2103	LIGHT INDUSTRY	acre	53.8	4464	3694
1890	4112	RIGHT-OF-WAY	acre	125.2	0	0
1890	4113	COMMUNICATION OR UTILITY	acre	1.3	4	3
1890	4114	PARKING	acre	2.6	0	0
1890	5007	STREETFRONT COMMERCIAL	acre	0.5	563	409
1890	7604	ACTIVE BEACH	unique	5.7	5383	3468
1890	9101	INACTIVE USE	acre	562.0	0	0
1890		TOTAL			10414	7574
1891	101	SINGLE FAMILY	du	1.0	13	9
1891	102	MULTI-FAMILY	du	437.0	3960	2600
1891	4112	RIGHT-OF-WAY	acre	35.9	0	0
1891	5004	NEIGHBORHOOD COMMERCIAL	acre	1.7	2251	1616
1891	6809	OTHER SCHOOL	acre	24.0	4313	3559
1891	9101	INACTIVE USE	acre	123.9	5	4
1891		TOTAL			10542	7788
1892	101	SINGLE FAMILY	du	423.0	5205	3695
1892	4112	RIGHT-OF-WAY	acre	18.2	0	0
1892	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
1892	9101	INACTIVE USE	acre	78.3	0	0
1892		TOTAL			5205	3695
1893	101	SINGLE FAMILY	du	435.0	5271	3769
1893	102	MULTI-FAMILY	du	264.0	2309	1558
1893	4112	RIGHT-OF-WAY	acre	29.0	0	0
1893	7601	ACTIVE PARK	acre	8.5	537	349

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1893	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
1893	9101	INACTIVE USE	acre	832.3	0	0
1893		TOTAL			8117	5676
1894	2101	INDUSTRIAL PARK	acre	42.9	6581	5456
1894	2103	LIGHT INDUSTRY	acre	46.3	3695	3052
1894	2104	WAREHOUSING	acre	17.4	1258	1064
1894	4112	RIGHT-OF-WAY	acre	24.2	0	0
1894	4113	COMMUNICATION OR UTILITY	acre	1.8	5	4
1894	4114	PARKING	acre	1.0	0	0
1894	5009	OTHER COMMERCIAL	acre	12.2	1435	1053
1894	9101	INACTIVE USE	acre	34.3	0	0
1894		TOTAL			12974	10629
1895	1501	LOW-RISE HOTEL OR MOTEL	acre	5.1	1705	1048
1895	4112	RIGHT-OF-WAY	acre	37.9	0	0
1895	4114	PARKING	acre	7.2	0	0
1895	5007	STREETFRONT COMMERCIAL	acre	1.3	1646	1198
1895	5008	SERVICE STATION	acre	1.8	7031	5133
1895	6002	LOW RISE OFFICE	acre	12.9	4989	3978
1895		TOTAL			15371	11357
1896	2101	INDUSTRIAL PARK	acre	29.9	4606	3819
1896	2103	LIGHT INDUSTRY	acre	46.8	3135	2566
1896	4112	RIGHT-OF-WAY	acre	14.7	0	0
1896	9101	INACTIVE USE	acre	46.1	0	0
1896		TOTAL			7741	6385
1897	1501	LOW-RISE HOTEL OR MOTEL	acre	5.5	1934	1210
1897	4112	RIGHT-OF-WAY	acre	17.8	0	0
1897	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
1897	4114	PARKING	acre	1.1	1	1
1897	5004	NEIGHBORHOOD COMMERCIAL	acre	2.7	3361	2382
1897	5008	SERVICE STATION	acre	0.9	3611	2637
1897	5009	OTHER COMMERCIAL	acre	8.4	1068	794
1897	6002	LOW RISE OFFICE	acre	18.3	6687	5303
1897	9101	INACTIVE USE	acre	16.2	0	0
1897		TOTAL			16663	12328
1898	102	MULTI-FAMILY	du	135.0	1206	800
1898	4112	RIGHT-OF-WAY	acre	1.1	0	0
1898	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3077	2176
1898	5007	STREETFRONT COMMERCIAL	acre	0.8	923	666
1898	5008	SERVICE STATION	acre	1.1	4556	3326
1898	9101	INACTIVE USE	acre	9.6	0	0
1898		TOTAL			9762	6968
1899	101	SINGLE FAMILY	du	314.0	3923	2741
1899	102	MULTI-FAMILY	du	264.0	2355	1560
1899	4112	RIGHT-OF-WAY	acre	28.4	0	0
1899	9101	INACTIVE USE	acre	133.1	0	0
1899		TOTAL			6278	4301

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1900	101	SINGLE FAMILY	du	534.0	6584	4657
1900	4112	RIGHT-OF-WAY	acre	21.0	0	0
1900	9101	INACTIVE USE	acre	42.7	0	0
1900		TOTAL			6584	4657
1901	101	SINGLE FAMILY	du	490.0	5921	4240
1901	102	MULTI-FAMILY	du	120.0	1034	705
1901	4112	RIGHT-OF-WAY	acre	33.3	0	0
1901	7601	ACTIVE PARK	acre	11.1	703	457
1901	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
1901	9101	INACTIVE USE	acre	355.5	0	0
1901		TOTAL			7658	5402
1902	101	SINGLE FAMILY	du	15.0	182	130
1902	2101	INDUSTRIAL PARK	acre	49.9	6112	5012
1902	2103	LIGHT INDUSTRY	acre	11.1	762	625
1902	2104	WAREHOUSING	acre	7.3	419	352
1902	2105	PUBLIC STORAGE	acre	3.2	85	71
1902	2201	EXTRACTIVE INDUSTRY	acre	48.1	35	29
1902	4112	RIGHT-OF-WAY	acre	12.1	0	0
1902	5004	NEIGHBORHOOD COMMERCIAL	acre	27.3	33513	23578
1902	5008	SERVICE STATION	acre	1.0	4153	3032
1902	9101	INACTIVE USE	acre	81.4	0	0
1902		TOTAL			45261	32829
1903	101	SINGLE FAMILY	du	1230.0	15397	10728
1903	102	MULTI-FAMILY	du	172.0	1535	1017
1903	4112	RIGHT-OF-WAY	acre	85.2	1	1
1903	4114	PARKING	acre	0.2	0	0
1903	5004	NEIGHBORHOOD COMMERCIAL	acre	4.2	5130	3600
1903	6806	ELEMENTARY SCHOOL	site	1.0	2263	1244
1903	7601	ACTIVE PARK	acre	11.6	732	476
1903	9101	INACTIVE USE	acre	356.5	0	0
1903		TOTAL			25058	17066
1904	1501	LOW-RISE HOTEL OR MOTEL	acre	3.9	1436	910
1904	4112	RIGHT-OF-WAY	acre	12.1	0	0
1904	5007	STREETFRONT COMMERCIAL	acre	1.4	1721	1250
1904	5008	SERVICE STATION	acre	2.0	7750	5658
1904	9101	INACTIVE USE	acre	5.4	0	0
1904		TOTAL			10907	7818
1905	101	SINGLE FAMILY	du	1148.0	13954	9930
1905	4112	RIGHT-OF-WAY	acre	115.3	0	0
1905	4113	COMMUNICATION OR UTILITY	acre	1.5	4	3
1905	9101	INACTIVE USE	acre	291.3	0	0
1905		TOTAL			13958	9933
1906	5003	COMMUNITY COMMERCIAL	acre	20.6	16459	11685
1906	5008	SERVICE STATION	acre	1.0	4120	3008
1906	9101	INACTIVE USE	acre	5.2	0	0
1906		TOTAL			20579	14693

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1907	101	SINGLE FAMILY	du	70.0	850	610
1907	4112	RIGHT-OF-WAY	acre	7.7	0	0
1907	5009	OTHER COMMERCIAL	acre	2.6	324	241
1907	9101	INACTIVE USE	acre	24.7	0	0
1907		TOTAL			1174	851
1908	101	SINGLE FAMILY	du	361.0	4408	3123
1908	102	MULTI-FAMILY	du	270.0	2421	1592
1908	4112	RIGHT-OF-WAY	acre	24.1	0	0
1908	6806	ELEMENTARY SCHOOL	site	1.0	2220	1206
1908	7601	ACTIVE PARK	acre	11.7	739	480
1908	9101	INACTIVE USE	acre	65.9	0	0
1908		TOTAL			9788	6401
1909	101	SINGLE FAMILY	du	723.0	8922	6287
1909	102	MULTI-FAMILY	du	350.0	3062	2059
1909	4112	RIGHT-OF-WAY	acre	22.2	0	0
1909	7607	RESIDENTIAL RECREATION	acre	1.2	0	0
1909	9101	INACTIVE USE	acre	15.7	0	0
1909		TOTAL			11984	8346
1910	101	SINGLE FAMILY	du	162.0	2022	1410
1910	102	MULTI-FAMILY	du	366.0	3256	2151
1910	4112	RIGHT-OF-WAY	acre	29.4	0	0
1910	6109	OTHER PUBLIC SERVICE	acre	3.1	1006	710
1910	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4280	2546
1910	6806	ELEMENTARY SCHOOL	site	1.0	2245	1229
1910	7601	ACTIVE PARK	acre	7.2	458	298
1910	9101	INACTIVE USE	acre	46.5	0	0
1910		TOTAL			13267	8344
1911	101	SINGLE FAMILY	du	555.0	6827	4838
1911	4112	RIGHT-OF-WAY	acre	25.6	0	0
1911	9101	INACTIVE USE	acre	16.6	0	0
1911		TOTAL			6827	4838
1912	101	SINGLE FAMILY	du	442.0	5463	3852
1912	4112	RIGHT-OF-WAY	acre	26.8	0	0
1912	9101	INACTIVE USE	acre	101.6	0	0
1912		TOTAL			5463	3852
1913	101	SINGLE FAMILY	du	120.0	1528	1051
1913	4112	RIGHT-OF-WAY	acre	17.9	0	0
1913	5004	NEIGHBORHOOD COMMERCIAL	acre	5.0	6246	4404
1913	5008	SERVICE STATION	acre	1.2	4671	3410
1913	9101	INACTIVE USE	acre	41.9	0	0
1913		TOTAL			12445	8865
1914	101	SINGLE FAMILY	du	367.0	4626	3204
1914	4112	RIGHT-OF-WAY	acre	29.1	0	0
1914	9101	INACTIVE USE	acre	75.1	0	0
1914		TOTAL			4626	3204

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1915	101	SINGLE FAMILY	du	373.0	4651	3252
1915	4112	RIGHT-OF-WAY	acre	25.5	0	0
1915	9101	INACTIVE USE	acre	44.7	0	0
1915		TOTAL			4651	3252
1916	101	SINGLE FAMILY	du	167.0	1809	1287
1916	4112	RIGHT-OF-WAY	acre	82.9	0	0
1916	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
1916	8003	FIELD CROPS	acre	65.9	5	4
1916	9101	INACTIVE USE	acre	7528.2	7	6
1916		TOTAL			1821	1297
1917	101	SINGLE FAMILY	du	215.0	2651	1866
1917	4112	RIGHT-OF-WAY	acre	34.3	0	0
1917	9101	INACTIVE USE	acre	31.8	0	0
1917		TOTAL			2651	1866
1918	101	SINGLE FAMILY	du	337.0	4198	2932
1918	4112	RIGHT-OF-WAY	acre	21.9	0	0
1918	9101	INACTIVE USE	acre	70.6	0	0
1918		TOTAL			4198	2932
1919	101	SINGLE FAMILY	du	795.0	9833	6957
1919	4112	RIGHT-OF-WAY	acre	45.8	0	0
1919	6806	ELEMENTARY SCHOOL	site	1.0	2285	1263
1919	7601	ACTIVE PARK	acre	4.8	303	197
1919	9101	INACTIVE USE	acre	25.8	0	0
1919		TOTAL			12421	8417
1920	101	SINGLE FAMILY	du	129.0	1576	1120
1920	2101	INDUSTRIAL PARK	acre	6.2	762	625
1920	2103	LIGHT INDUSTRY	acre	12.9	1534	1286
1920	4112	RIGHT-OF-WAY	acre	46.3	0	0
1920	4114	PARKING	acre	5.3	0	0
1920	6002	LOW RISE OFFICE	acre	30.0	11486	9147
1920	9101	INACTIVE USE	acre	66.7	0	0
1920		TOTAL			15358	12178
1921	101	SINGLE FAMILY	du	411.0	5035	3574
1921	102	MULTI-FAMILY	du	444.0	3892	2628
1921	4112	RIGHT-OF-WAY	acre	25.0	0	0
1921	5004	NEIGHBORHOOD COMMERCIAL	acre	3.3	4124	2915
1921	6806	ELEMENTARY SCHOOL	site	1.0	2422	1381
1921	7210	OTHER RECREATION-HIGH	acre	1.9	98	66
1921	7601	ACTIVE PARK	acre	6.6	419	273
1921		TOTAL			15990	10837
1922	101	SINGLE FAMILY	du	197.0	2456	1715
1922	4112	RIGHT-OF-WAY	acre	15.0	0	0
1922	6102	CHURCH	acre	7.1	348	269
1922	6105	FIRE OR POLICE STATION	site	1.0	254	183

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1922	7601	ACTIVE PARK	acre	22.2	1404	913
1922	9101	INACTIVE USE	acre	51.0	0	0
1922		TOTAL			4462	3080
1923	101	SINGLE FAMILY	du	651.0	8172	5676
1923	4112	RIGHT-OF-WAY	acre	33.2	0	0
1923	7601	ACTIVE PARK	acre	12.2	773	502
1923	7607	RESIDENTIAL RECREATION	acre	0.9	0	0
1923	9101	INACTIVE USE	acre	70.3	0	0
1923		TOTAL			8945	6178
1924	101	SINGLE FAMILY	du	274.0	3363	2381
1924	4112	RIGHT-OF-WAY	acre	14.0	0	0
1924	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
1924		TOTAL			3363	2381
1925	1503	RESORT	employee	359.0	3281	2054
1925	7204	GOLF COURSE	employee	479.0	452	391
1925	7205	GOLF CLUB HOUSE	site	1.0	639	429
1925	7603	OPEN SPACE PRESERVE	unique	0.0	5130	3545
1925		TOTAL			9502	6419
1926	101	SINGLE FAMILY	du	512.0	6174	4433
1926	4112	RIGHT-OF-WAY	acre	41.8	0	0
1926	9101	INACTIVE USE	acre	1153.8	0	0
1926		TOTAL			6174	4433
1927	101	SINGLE FAMILY	du	251.0	1534	1062
1927	1501	LOW-RISE HOTEL OR MOTEL	acre	2.3	502	304
1927	4112	RIGHT-OF-WAY	acre	161.2	0	0
1927	4119	OTHER TRANSPORTATION	acre	1.4	95	72
1927	5009	OTHER COMMERCIAL	acre	1.5	106	77
1927	6105	FIRE OR POLICE STATION	site	2.0	170	123
1927	7210	OTHER RECREATION-HIGH	acre	0.6	21	14
1927	7211	OTHER RECREATION-LOW	acre	207.5	880	601
1927	9101	INACTIVE USE	acre	129.5	0	0
1927		TOTAL			3308	2253
1928	101	SINGLE FAMILY	du	666.0	8263	5814
1928	102	MULTI-FAMILY	du	172.0	1522	1023
1928	4112	RIGHT-OF-WAY	acre	35.0	0	0
1928	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
1928	9101	INACTIVE USE	acre	12.2	0	0
1928		TOTAL			9785	6837
1929	102	MULTI-FAMILY	du	1056.0	9280	6202
1929	4112	RIGHT-OF-WAY	acre	17.0	0	0
1929	5009	OTHER COMMERCIAL	acre	3.5	493	372
1929	6002	LOW RISE OFFICE	acre	4.4	1364	1065
1929	6509	OTHER HEALTH CARE	acre	3.4	1495	1105
1929	7607	RESIDENTIAL RECREATION	acre	1.2	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
1929	9101	INACTIVE USE	acre	14.5	0	0
1929		TOTAL			12632	8744
1930	101	SINGLE FAMILY	du	667.0	8277	5827
1930	102	MULTI-FAMILY	du	64.0	564	379
1930	1409	OTHER GROUP QUARTERS	acre	0.2	1	0
1930	4112	RIGHT-OF-WAY	acre	34.1	0	0
1930	6809	OTHER SCHOOL	acre	0.4	87	73
1930	9101	INACTIVE USE	acre	0.0	0	0
1930		TOTAL			8929	6279
1931	101	SINGLE FAMILY	du	460.0	5559	3973
1931	102	MULTI-FAMILY	du	200.0	1702	1167
1931	4112	RIGHT-OF-WAY	acre	22.5	0	0
1931	7607	RESIDENTIAL RECREATION	acre	0.9	0	0
1931		TOTAL			7261	5140
1932	101	SINGLE FAMILY	du	406.0	5093	3546
1932	4112	RIGHT-OF-WAY	acre	20.1	0	0
1932	7601	ACTIVE PARK	acre	9.9	624	406
1932	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
1932		TOTAL			5717	3952
1933	101	SINGLE FAMILY	du	194.0	2458	1705
1933	4112	RIGHT-OF-WAY	acre	13.7	0	0
1933	6102	CHURCH	acre	3.2	156	121
1933	9101	INACTIVE USE	acre	1.1	0	0
1933		TOTAL			2614	1826
1934	101	SINGLE FAMILY	du	552.0	6848	4806
1934	4112	RIGHT-OF-WAY	acre	22.9	0	0
1934	9101	INACTIVE USE	acre	22.4	0	0
1934		TOTAL			6848	4806
1935	101	SINGLE FAMILY	du	439.0	5422	3833
1935	4112	RIGHT-OF-WAY	acre	27.1	0	0
1935	7601	ACTIVE PARK	acre	6.0	378	245
1935	9101	INACTIVE USE	acre	54.6	0	0
1935		TOTAL			5800	4078
1936	101	SINGLE FAMILY	du	334.0	4154	2913
1936	4112	RIGHT-OF-WAY	acre	18.7	0	0
1936	6806	ELEMENTARY SCHOOL	site	1.0	2258	1240
1936	7210	OTHER RECREATION-HIGH	acre	4.0	264	188
1936	7601	ACTIVE PARK	acre	8.8	557	362
1936	9101	INACTIVE USE	acre	1.3	0	0
1936		TOTAL			7233	4703
1937	102	MULTI-FAMILY	du	1947.0	17180	11475
1937	4112	RIGHT-OF-WAY	acre	26.5	0	0
1937	4114	PARKING	acre	1.1	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1937	5009	OTHER COMMERCIAL	acre	3.8	558	423
1937		TOTAL			17738	11898
1938	101	SINGLE FAMILY	du	407.0	5015	3548
1938	4112	RIGHT-OF-WAY	acre	28.2	0	0
1938	5004	NEIGHBORHOOD COMMERCIAL	acre	1.1	1354	958
1938	9101	INACTIVE USE	acre	46.8	0	0
1938		TOTAL			6369	4506
1939	101	SINGLE FAMILY	du	376.0	4577	3254
1939	4112	RIGHT-OF-WAY	acre	22.3	0	0
1939	6806	ELEMENTARY SCHOOL	site	1.0	2261	1242
1939	7601	ACTIVE PARK	acre	15.0	948	616
1939	9101	INACTIVE USE	acre	65.2	0	0
1939		TOTAL			7786	5112
1940	101	SINGLE FAMILY	du	255.0	3144	2223
1940	4112	RIGHT-OF-WAY	acre	16.0	0	0
1940	4113	COMMUNICATION OR UTILITY	acre	1.6	5	4
1940	9101	INACTIVE USE	acre	25.5	0	0
1940		TOTAL			3149	2227
1941	101	SINGLE FAMILY	du	227.0	2826	1979
1941	102	MULTI-FAMILY	du	430.0	3826	2546
1941	4112	RIGHT-OF-WAY	acre	24.2	0	0
1941	4113	COMMUNICATION OR UTILITY	acre	39.9	118	91
1941	5004	NEIGHBORHOOD COMMERCIAL	acre	12.4	15359	10832
1941	6509	OTHER HEALTH CARE	acre	2.7	1114	818
1941	9101	INACTIVE USE	acre	65.5	0	0
1941		TOTAL			23243	16266
1942	101	SINGLE FAMILY	du	59.0	725	515
1942	4112	RIGHT-OF-WAY	acre	4.4	0	0
1942	4113	COMMUNICATION OR UTILITY	acre	29.1	126	101
1942	7601	ACTIVE PARK	acre	17.6	1110	721
1942	9101	INACTIVE USE	acre	309.4	0	0
1942		TOTAL			1961	1337
1943	101	SINGLE FAMILY	du	627.0	7713	5456
1943	4112	RIGHT-OF-WAY	acre	27.1	0	0
1943	9101	INACTIVE USE	acre	82.6	0	0
1943		TOTAL			7713	5456
1944	101	SINGLE FAMILY	du	282.0	3431	2451
1944	4112	RIGHT-OF-WAY	acre	21.4	0	0
1944	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
1944	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
1944	9101	INACTIVE USE	acre	4.1	0	0
1944		TOTAL			3431	2451
1945	102	MULTI-FAMILY	du	813.0	7065	4770

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1945	1501	LOW-RISE HOTEL OR MOTEL	acre	2.2	725	440
1945	4112	RIGHT-OF-WAY	acre	49.2	0	0
1945	6002	LOW RISE OFFICE	acre	8.1	2058	1568
1945	9101	INACTIVE USE	acre	12.9	10	8
1945	9500	UNDER CONTRUCTION	acre	1.5	8	7
1945		TOTAL			9866	6793
1946	101	SINGLE FAMILY	du	269.0	3290	2338
1946	4112	RIGHT-OF-WAY	acre	13.0	0	0
1946		TOTAL			3290	2338
1947	101	SINGLE FAMILY	du	191.0	2345	1663
1947	102	MULTI-FAMILY	du	34.0	296	200
1947	4112	RIGHT-OF-WAY	acre	10.7	0	0
1947	5004	NEIGHBORHOOD COMMERCIAL	acre	5.1	6367	4492
1947	6102	CHURCH	acre	3.0	148	114
1947	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
1947	7607	RESIDENTIAL RECREATION	acre	0.9	2	2
1947	9101	INACTIVE USE	acre	0.0	0	0
1947		TOTAL			11270	7585
1948	101	SINGLE FAMILY	du	136.0	1664	1180
1948	102	MULTI-FAMILY	du	48.0	417	283
1948	4112	RIGHT-OF-WAY	acre	6.7	0	0
1948	9101	INACTIVE USE	acre	16.9	0	0
1948		TOTAL			2081	1463
1949	101	SINGLE FAMILY	du	172.0	2073	1486
1949	102	MULTI-FAMILY	du	532.0	4535	3107
1949	4112	RIGHT-OF-WAY	acre	10.4	0	0
1949	9101	INACTIVE USE	acre	0.4	0	0
1949		TOTAL			6608	4593
1950		TOTAL			0	0
1951	101	SINGLE FAMILY	du	430.0	5454	3799
1951	4112	RIGHT-OF-WAY	acre	55.9	0	0
1951	7607	RESIDENTIAL RECREATION	acre	1.4	0	0
1951	9101	INACTIVE USE	acre	330.8	0	0
1951		TOTAL			5454	3799
1952	4112	RIGHT-OF-WAY	acre	9.6	0	0
1952	5004	NEIGHBORHOOD COMMERCIAL	acre	18.7	24946	17870
1952	5008	SERVICE STATION	acre	1.6	6254	4566
1952		TOTAL			31200	22436
1953	101	SINGLE FAMILY	du	209.0	2586	1829
1953	102	MULTI-FAMILY	du	68.0	600	408
1953	4112	RIGHT-OF-WAY	acre	15.4	0	0
1953		TOTAL			3186	2237

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1954	101	SINGLE FAMILY	du	186.0	2264	1614
1954	102	MULTI-FAMILY	du	616.0	5423	3634
1954	4112	RIGHT-OF-WAY	acre	6.9	0	0
1954	7601	ACTIVE PARK	acre	11.1	704	458
1954		TOTAL			8391	5706
1955	101	SINGLE FAMILY	du	507.0	6212	4403
1955	102	MULTI-FAMILY	du	544.0	4752	3220
1955	4112	RIGHT-OF-WAY	acre	29.6	0	0
1955	9101	INACTIVE USE	acre	63.1	0	0
1955		TOTAL			10964	7623
1956	102	MULTI-FAMILY	du	412.0	3496	2406
1956	4112	RIGHT-OF-WAY	acre	4.8	0	0
1956	5003	COMMUNITY COMMERCIAL	acre	22.8	17952	12710
1956		TOTAL			21448	15116
1957	5003	COMMUNITY COMMERCIAL	acre	20.2	15945	11286
1957		TOTAL			15945	11286
1958	102	MULTI-FAMILY	du	485.0	4231	2860
1958	4112	RIGHT-OF-WAY	acre	7.0	0	0
1958	5004	NEIGHBORHOOD COMMERCIAL	acre	2.0	2516	1786
1958	5007	STREETFRONT COMMERCIAL	acre	3.1	3717	2694
1958	6002	LOW RISE OFFICE	acre	0.3	91	70
1958		TOTAL			10555	7410
1959	101	SINGLE FAMILY	du	115.0	1414	999
1959	102	MULTI-FAMILY	du	19.0	160	112
1959	4112	RIGHT-OF-WAY	acre	12.0	0	0
1959	5004	NEIGHBORHOOD COMMERCIAL	acre	12.8	15734	11072
1959	5007	STREETFRONT COMMERCIAL	acre	1.1	1363	985
1959	5008	SERVICE STATION	acre	0.5	2062	1505
1959	6002	LOW RISE OFFICE	acre	1.4	330	250
1959	6102	CHURCH	acre	2.1	104	80
1959	6104	POST OFFICE	acre	3.1	3371	2371
1959		TOTAL			24538	17374
1960	102	MULTI-FAMILY	du	262.0	2304	1557
1960	4112	RIGHT-OF-WAY	acre	36.1	0	0
1960	5003	COMMUNITY COMMERCIAL	acre	10.1	7965	5637
1960	6002	LOW RISE OFFICE	acre	10.3	3791	3010
1960	6509	OTHER HEALTH CARE	acre	0.7	292	216
1960		TOTAL			14352	10420
1961	101	SINGLE FAMILY	du	219.0	2709	1904
1961	102	MULTI-FAMILY	du	80.0	704	473
1961	4112	RIGHT-OF-WAY	acre	16.8	0	0
1961	7607	RESIDENTIAL RECREATION	acre	0.9	0	0
1961	9101	INACTIVE USE	acre	41.7	0	0
1961		TOTAL			3413	2377

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1962	101	SINGLE FAMILY	du	130.0	1596	1136
1962	4112	RIGHT-OF-WAY	acre	7.2	0	0
1962	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4329	2589
1962	9101	INACTIVE USE	acre	25.3	0	0
1962		TOTAL			5925	3725
1963	101	SINGLE FAMILY	du	171.0	2108	1489
1963	102	MULTI-FAMILY	du	57.0	488	334
1963	4112	RIGHT-OF-WAY	acre	8.9	0	0
1963		TOTAL			2596	1823
1964	101	SINGLE FAMILY	du	201.0	2461	1758
1964	4112	RIGHT-OF-WAY	acre	9.1	0	0
1964	6806	ELEMENTARY SCHOOL	site	1.0	2306	1281
1964		TOTAL			4767	3039
1965	101	SINGLE FAMILY	du	144.0	1761	1255
1965	4112	RIGHT-OF-WAY	acre	10.8	0	0
1965		TOTAL			1761	1255
1966	101	SINGLE FAMILY	du	411.0	5015	3578
1966	4112	RIGHT-OF-WAY	acre	23.0	0	0
1966	9101	INACTIVE USE	acre	39.6	0	0
1966		TOTAL			5015	3578
1967	4112	RIGHT-OF-WAY	acre	4.7	0	0
1967	5007	STREETFRONT COMMERCIAL	acre	0.9	1112	810
1967	6002	LOW RISE OFFICE	acre	5.4	1937	1532
1967	6103	LIBRARY	acre	1.7	727	497
1967	6105	FIRE OR POLICE STATION	site	1.0	264	192
1967	7601	ACTIVE PARK	acre	19.3	1276	842
1967	9101	INACTIVE USE	acre	3.6	0	0
1967		TOTAL			5316	3873
1968	4112	RIGHT-OF-WAY	acre	6.3	0	0
1968	5003	COMMUNITY COMMERCIAL	acre	34.7	27312	19318
1968	5007	STREETFRONT COMMERCIAL	acre	0.6	689	504
1968	5008	SERVICE STATION	acre	0.7	2768	2021
1968		TOTAL			30769	21843
1969	2101	INDUSTRIAL PARK	employee	1357.0	7279	6041
1969	6002	LOW RISE OFFICE	employee	428.0	4103	3183
1969		TOTAL			11382	9224
1970	2101	INDUSTRIAL PARK	acre	137.9	22544	18738
1970	2104	WAREHOUSING	acre	2.6	120	100
1970	2105	PUBLIC STORAGE	acre	2.9	78	66
1970	4112	RIGHT-OF-WAY	acre	35.6	0	0
1970	4114	PARKING	acre	3.4	0	0
1970	6002	LOW RISE OFFICE	acre	3.5	2021	1656
1970	7210	OTHER RECREATION-HIGH	acre	4.1	270	191

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1970	9101	INACTIVE USE	acre	114.6	0	0
1970		TOTAL			25033	20751
1971	102	MULTI-FAMILY	du	484.0	4182	2830
1971	4112	RIGHT-OF-WAY	acre	14.6	0	0
1971	6002	LOW RISE OFFICE	acre	4.2	1017	768
1971	9101	INACTIVE USE	acre	11.2	0	0
1971		TOTAL			5199	3598
1972	2101	INDUSTRIAL PARK	acre	9.7	1190	976
1972	2105	PUBLIC STORAGE	acre	3.5	95	80
1972	4112	RIGHT-OF-WAY	acre	21.0	0	0
1972	4113	COMMUNICATION OR UTILITY	acre	5.0	15	11
1972	6002	LOW RISE OFFICE	acre	11.7	3144	2414
1972	6103	LIBRARY	acre	2.0	839	573
1972	9101	INACTIVE USE	acre	62.9	0	0
1972	9500	UNDER CONTRUCTION	acre	9.9	56	44
1972		TOTAL			5339	4098
1973	101	SINGLE FAMILY	du	162.0	1992	1410
1973	102	MULTI-FAMILY	du	104.0	905	614
1973	4112	RIGHT-OF-WAY	acre	6.5	0	0
1973		TOTAL			2897	2024
1974	101	SINGLE FAMILY	du	89.0	509	369
1974	103	MOBILE HOME PARK	du	173.0	625	402
1974	4112	RIGHT-OF-WAY	acre	47.3	0	0
1974	5009	OTHER COMMERCIAL	acre	5.9	438	319
1974	6102	CHURCH	acre	0.4	14	11
1974	7210	OTHER RECREATION-HIGH	acre	42.0	1500	1010
1974	7211	OTHER RECREATION-LOW	acre	63.0	267	183
1974	9101	INACTIVE USE	acre	256.7	0	0
1974		TOTAL			3353	2294
1975	2101	INDUSTRIAL PARK	acre	2.2	453	380
1975	2104	WAREHOUSING	acre	4.7	375	318
1975	4112	RIGHT-OF-WAY	acre	3.8	0	0
1975	4113	COMMUNICATION OR UTILITY	acre	1.7	5	4
1975	5003	COMMUNITY COMMERCIAL	acre	3.9	2974	2090
1975	6002	LOW RISE OFFICE	acre	22.8	7546	5930
1975	6809	OTHER SCHOOL	acre	1.5	305	253
1975	9500	UNDER CONTRUCTION	acre	5.3	30	24
1975		TOTAL			11688	8999
1976	2103	LIGHT INDUSTRY	acre	95.8	7645	6315
1976	2105	PUBLIC STORAGE	acre	2.4	66	55
1976	4111	TRANSIT STATION	acre	1.6	424	320
1976	4112	RIGHT-OF-WAY	acre	59.8	0	0
1976	5007	STREETFRONT COMMERCIAL	acre	0.9	1050	760
1976	6002	LOW RISE OFFICE	acre	2.1	1202	983
1976	9101	INACTIVE USE	acre	41.3	0	0
1976		TOTAL			10387	8433

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1977	101	SINGLE FAMILY	du	288.0	3463	2493
1977	4112	RIGHT-OF-WAY	acre	15.0	0	0
1977	6806	ELEMENTARY SCHOOL	site	1.0	2240	1224
1977	7607	RESIDENTIAL RECREATION	acre	1.4	0	0
1977	9101	INACTIVE USE	acre	10.9	0	0
1977		TOTAL			5703	3717
1978	101	SINGLE FAMILY	du	38.0	462	331
1978	4112	RIGHT-OF-WAY	acre	6.0	0	0
1978	6806	ELEMENTARY SCHOOL	site	1.0	2280	1259
1978	7210	OTHER RECREATION-HIGH	acre	4.8	275	189
1978	7601	ACTIVE PARK	acre	9.7	612	398
1978		TOTAL			3629	2177
1979	4112	RIGHT-OF-WAY	acre	4.7	0	0
1979	5007	STREETFRONT COMMERCIAL	acre	2.1	2511	1826
1979	6002	LOW RISE OFFICE	acre	0.6	176	137
1979	6804	SENIOR HIGH SCHOOL	site	1.0	5824	2610
1979		TOTAL			8511	4573
1980	101	SINGLE FAMILY	du	295.0	3623	2570
1980	102	MULTI-FAMILY	du	144.0	1257	851
1980	4112	RIGHT-OF-WAY	acre	18.9	0	0
1980		TOTAL			4880	3421
1981	101	SINGLE FAMILY	du	166.0	2055	1450
1981	4112	RIGHT-OF-WAY	acre	2.2	0	0
1981		TOTAL			2055	1450
1982	4112	RIGHT-OF-WAY	acre	1.2	0	0
1982	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4331	2590
1982	6806	ELEMENTARY SCHOOL	site	1.0	2276	1255
1982	7601	ACTIVE PARK	acre	8.6	545	354
1982		TOTAL			7152	4199
1983	4112	RIGHT-OF-WAY	acre	8.0	0	0
1983	6803	JUNIOR COLLEGE	acre	85.9	20786	16405
1983	7601	ACTIVE PARK	acre	31.0	1956	1271
1983		TOTAL			22742	17676
1984	101	SINGLE FAMILY	du	1.0	11	9
1984	102	MULTI-FAMILY	du	187.0	1619	1106
1984	4112	RIGHT-OF-WAY	acre	4.6	0	0
1984	5003	COMMUNITY COMMERCIAL	acre	30.1	23455	16562
1984	5007	STREETFRONT COMMERCIAL	acre	1.1	1291	933
1984	5008	SERVICE STATION	acre	1.3	5058	3692
1984		TOTAL			31434	22302
1985	101	SINGLE FAMILY	du	447.0	5495	3885
1985	4112	RIGHT-OF-WAY	acre	24.1	0	0
1985	6102	CHURCH	acre	2.4	118	91
1985		TOTAL			5613	3976

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1986	101	SINGLE FAMILY	du	230.0	1348	960
1986	4112	RIGHT-OF-WAY	acre	52.4	0	0
1986	4113	COMMUNICATION OR UTILITY	acre	1.4	3	2
1986	5009	OTHER COMMERCIAL	acre	1.0	70	51
1986	6102	CHURCH	acre	0.9	29	22
1986	6806	ELEMENTARY SCHOOL	site	1.0	773	430
1986	7211	OTHER RECREATION-LOW	acre	29.3	124	85
1986	8003	FIELD CROPS	acre	267.1	26	21
1986	9101	INACTIVE USE	acre	3411.3	0	0
1986		TOTAL			2373	1571
1987	101	SINGLE FAMILY	du	262.0	3167	2273
1987	4112	RIGHT-OF-WAY	acre	13.5	0	0
1987	9101	INACTIVE USE	acre	19.4	0	0
1987		TOTAL			3167	2273
1988	4112	RIGHT-OF-WAY	acre	0.8	0	0
1988	6804	SENIOR HIGH SCHOOL	site	1.0	5822	2608
1988	9101	INACTIVE USE	acre	21.4	0	0
1988		TOTAL			5822	2608
1989	101	SINGLE FAMILY	du	441.0	5404	3841
1989	4112	RIGHT-OF-WAY	acre	15.8	0	0
1989		TOTAL			5404	3841
1990	101	SINGLE FAMILY	du	456.0	5613	3959
1990	4112	RIGHT-OF-WAY	acre	22.2	0	0
1990		TOTAL			5613	3959
1991	101	SINGLE FAMILY	du	302.0	3708	2626
1991	4112	RIGHT-OF-WAY	acre	12.2	0	0
1991		TOTAL			3708	2626
1992	101	SINGLE FAMILY	du	139.0	1655	1199
1992	4112	RIGHT-OF-WAY	acre	7.6	0	0
1992	9101	INACTIVE USE	acre	31.0	0	0
1992		TOTAL			1655	1199
1993	101	SINGLE FAMILY	du	353.0	4480	3115
1993	4112	RIGHT-OF-WAY	acre	24.6	0	0
1993	7607	RESIDENTIAL RECREATION	acre	2.9	0	0
1993	9101	INACTIVE USE	acre	87.2	0	0
1993		TOTAL			4480	3115
1994	101	SINGLE FAMILY	du	20.0	213	153
1994	2103	LIGHT INDUSTRY	acre	8.4	520	424
1994	4112	RIGHT-OF-WAY	acre	13.4	0	0
1994	8003	FIELD CROPS	acre	29.3	12	10
1994	9101	INACTIVE USE	acre	261.6	0	0
1994		TOTAL			745	587

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
1995	102	MULTI-FAMILY	du	801.0	6793	4678
1995	4112	RIGHT-OF-WAY	acre	26.4	0	0
1995		TOTAL			6793	4678
1996	1501	LOW-RISE HOTEL OR MOTEL	acre	4.2	1397	850
1996	2101	INDUSTRIAL PARK	acre	62.0	9765	8104
1996	4112	RIGHT-OF-WAY	acre	7.7	0	0
1996	6002	LOW RISE OFFICE	acre	5.3	2079	1659
1996	9101	INACTIVE USE	acre	10.8	0	0
1996		TOTAL			13241	10613
1997	101	SINGLE FAMILY	du	218.0	2683	1898
1997	102	MULTI-FAMILY	du	96.0	822	567
1997	4112	RIGHT-OF-WAY	acre	12.1	0	0
1997	6806	ELEMENTARY SCHOOL	site	1.0	2268	1248
1997	6809	OTHER SCHOOL	acre	0.1	25	21
1997	7601	ACTIVE PARK	acre	4.7	296	192
1997		TOTAL			6094	3926
1998	102	MULTI-FAMILY	du	752.0	6613	4461
1998	4112	RIGHT-OF-WAY	acre	7.1	0	0
1998		TOTAL			6613	4461
1999	101	SINGLE FAMILY	du	200.0	2404	1729
1999	4112	RIGHT-OF-WAY	acre	9.4	0	0
1999	9101	INACTIVE USE	acre	16.2	0	0
1999		TOTAL			2404	1729
2000	2103	LIGHT INDUSTRY	acre	7.8	640	530
2000	4112	RIGHT-OF-WAY	acre	5.9	0	0
2000	4114	PARKING	acre	1.9	0	0
2000	4119	OTHER TRANSPORTATION	acre	1.2	120	91
2000	6002	LOW RISE OFFICE	acre	8.8	2949	2319
2000	9101	INACTIVE USE	acre	133.0	0	0
2000		TOTAL			3709	2940
2001	2101	INDUSTRIAL PARK	acre	27.8	4142	3429
2001	2105	PUBLIC STORAGE	acre	3.9	104	87
2001	4112	RIGHT-OF-WAY	acre	8.9	0	0
2001	4113	COMMUNICATION OR UTILITY	acre	2.5	25	21
2001	5004	NEIGHBORHOOD COMMERCIAL	acre	9.5	11725	8266
2001	5008	SERVICE STATION	acre	0.6	2304	1682
2001	9101	INACTIVE USE	acre	11.7	0	0
2001		TOTAL			18300	13485
2002	101	SINGLE FAMILY	du	636.0	7810	5539
2002	4112	RIGHT-OF-WAY	acre	33.9	0	0
2002	6102	CHURCH	acre	3.7	185	142
2002	6806	ELEMENTARY SCHOOL	site	1.0	2194	1184
2002		TOTAL			10189	6865

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2003	101	SINGLE FAMILY	du	280.0	3436	2431
2003	4112	RIGHT-OF-WAY	acre	19.2	0	0
2003	7601	ACTIVE PARK	acre	4.8	305	198
2003	9101	INACTIVE USE	acre	113.0	0	0
2003		TOTAL			3741	2629
2004	2101	INDUSTRIAL PARK	acre	21.2	3354	2784
2004	2103	LIGHT INDUSTRY	acre	37.3	5971	5049
2004	4112	RIGHT-OF-WAY	acre	10.5	0	0
2004	4114	PARKING	acre	0.2	0	0
2004	9101	INACTIVE USE	acre	19.0	0	0
2004		TOTAL			9325	7833
2005	101	SINGLE FAMILY	du	129.0	1412	1002
2005	2103	LIGHT INDUSTRY	acre	19.8	1215	990
2005	2201	EXTRACTIVE INDUSTRY	acre	33.8	25	20
2005	4112	RIGHT-OF-WAY	acre	22.1	0	0
2005	4113	COMMUNICATION OR UTILITY	acre	2.1	6	5
2005	6806	ELEMENTARY SCHOOL	site	1.0	2187	1179
2005	7210	OTHER RECREATION-HIGH	acre	4.3	230	155
2005	9101	INACTIVE USE	acre	284.6	0	0
2005		TOTAL			5075	3351
2006	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1280	771
2006	2101	INDUSTRIAL PARK	acre	72.3	11000	9116
2006	4112	RIGHT-OF-WAY	acre	9.7	0	0
2006	5008	SERVICE STATION	acre	0.9	3699	2700
2006	6002	LOW RISE OFFICE	acre	13.5	3844	2970
2006	9101	INACTIVE USE	acre	75.8	0	0
2006	9500	UNDER CONTRUCTION	acre	0.8	5	4
2006		TOTAL			19828	15561
2007	101	SINGLE FAMILY	du	256.0	3233	2250
2007	4112	RIGHT-OF-WAY	acre	47.2	0	0
2007	6809	OTHER SCHOOL	acre	10.9	1955	1613
2007	7607	RESIDENTIAL RECREATION	acre	5.3	0	0
2007	9101	INACTIVE USE	acre	127.2	0	0
2007		TOTAL			5188	3863
2008	2101	INDUSTRIAL PARK	acre	19.5	2910	2409
2008	4112	RIGHT-OF-WAY	acre	4.6	0	0
2008	6002	LOW RISE OFFICE	acre	14.1	3680	2813
2008		TOTAL			6590	5222
2009	101	SINGLE FAMILY	du	67.0	719	515
2009	4112	RIGHT-OF-WAY	acre	21.7	0	0
2009	4113	COMMUNICATION OR UTILITY	acre	14.5	43	33
2009	6102	CHURCH	acre	3.5	173	133
2009	8002	INTENSIVE AGRICULTURE	acre	37.1	9	7
2009	8003	FIELD CROPS	acre	18.6	2	1
2009	9101	INACTIVE USE	acre	1442.1	0	0
2009		TOTAL			946	689

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2010	2101	INDUSTRIAL PARK	acre	74.3	11351	9408
2010	2104	WAREHOUSING	acre	7.8	358	299
2010	4112	RIGHT-OF-WAY	acre	14.1	0	0
2010	6002	LOW RISE OFFICE	acre	9.5	4518	3659
2010		TOTAL			16227	13366
2011	2101	INDUSTRIAL PARK	acre	53.8	7570	6250
2011	4112	RIGHT-OF-WAY	acre	1.8	0	0
2011	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2011	4114	PARKING	acre	4.6	0	0
2011	6002	LOW RISE OFFICE	acre	1.5	556	441
2011	9101	INACTIVE USE	acre	10.2	0	0
2011		TOTAL			8126	6691
2012	2101	INDUSTRIAL PARK	employee	1661.0	8910	7394
2012		TOTAL			8910	7394
2013	101	SINGLE FAMILY	du	445.0	5376	3848
2013	4112	RIGHT-OF-WAY	acre	18.6	0	0
2013		TOTAL			5376	3848
2014	101	SINGLE FAMILY	du	391.0	4770	3392
2014	4112	RIGHT-OF-WAY	acre	16.0	0	0
2014		TOTAL			4770	3392
2015	101	SINGLE FAMILY	du	264.0	3160	2283
2015	4112	RIGHT-OF-WAY	acre	13.7	0	0
2015	9101	INACTIVE USE	acre	16.9	0	0
2015		TOTAL			3160	2283
2016	101	SINGLE FAMILY	du	110.0	1330	949
2016	102	MULTI-FAMILY	du	520.0	4479	3067
2016	4112	RIGHT-OF-WAY	acre	6.6	0	0
2016	5007	STREETFRONT COMMERCIAL	acre	0.8	915	663
2016		TOTAL			6724	4679
2017	102	MULTI-FAMILY	du	831.0	7171	4886
2017	2201	EXTRACTIVE INDUSTRY	acre	4.9	4	3
2017	4112	RIGHT-OF-WAY	acre	4.6	0	0
2017		TOTAL			7175	4889
2018	101	SINGLE FAMILY	du	405.0	4899	3517
2018	4112	RIGHT-OF-WAY	acre	16.3	0	0
2018	6002	LOW RISE OFFICE	acre	2.6	904	714
2018	9101	INACTIVE USE	acre	20.8	0	0
2018		TOTAL			5803	4231
2019	2101	INDUSTRIAL PARK	acre	7.8	1152	953
2019	4112	RIGHT-OF-WAY	acre	2.5	0	0
2019	4114	PARKING	acre	3.8	44	38
2019	6001	HIGH RISE OFFICE	acre	2.5	5207	4037

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2019	6002	LOW RISE OFFICE	acre	6.5	2671	2139
2019		TOTAL			9074	7167
2020	9101	INACTIVE USE	acre	2424.7	0	0
2020		TOTAL			0	0
2021	101	SINGLE FAMILY	du	17.0	178	130
2021	4112	RIGHT-OF-WAY	acre	1.0	0	0
2021	8003	FIELD CROPS	acre	17.8	1	1
2021	9101	INACTIVE USE	acre	1172.7	0	0
2021		TOTAL			179	131
2022	2101	INDUSTRIAL PARK	acre	21.7	3233	2677
2022	4112	RIGHT-OF-WAY	acre	4.1	0	0
2022	6002	LOW RISE OFFICE	acre	7.8	2134	1640
2022		TOTAL			5367	4317
2023	101	SINGLE FAMILY	du	550.0	6709	4767
2023	2201	EXTRACTIVE INDUSTRY	acre	0.7	0	0
2023	4112	RIGHT-OF-WAY	acre	22.7	0	0
2023	9101	INACTIVE USE	acre	6.8	0	0
2023		TOTAL			6709	4767
2024	2101	INDUSTRIAL PARK	acre	31.6	4917	4079
2024	4112	RIGHT-OF-WAY	acre	3.6	0	0
2024	9101	INACTIVE USE	acre	2.0	0	0
2024		TOTAL			4917	4079
2025	2101	INDUSTRIAL PARK	acre	8.6	1356	1125
2025	2103	LIGHT INDUSTRY	acre	14.1	1671	1402
2025	4112	RIGHT-OF-WAY	acre	24.0	0	0
2025	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
2025	5007	STREETFRONT COMMERCIAL	acre	0.8	1018	747
2025	6101	CEMETERY	acre	1.3	15	13
2025	9101	INACTIVE USE	acre	5.0	0	0
2025		TOTAL			4063	3289
2026	101	SINGLE FAMILY	du	196.0	2357	1697
2026	4112	RIGHT-OF-WAY	acre	15.7	0	0
2026	5004	NEIGHBORHOOD COMMERCIAL	acre	6.7	8529	6048
2026	7210	OTHER RECREATION-HIGH	acre	7.1	428	298
2026	9101	INACTIVE USE	acre	6.0	0	0
2026		TOTAL			11314	8043
2027	2101	INDUSTRIAL PARK	acre	49.2	8484	7067
2027	4112	RIGHT-OF-WAY	acre	19.1	0	0
2027	6001	HIGH RISE OFFICE	acre	3.6	7691	5980
2027	6002	LOW RISE OFFICE	acre	16.0	4771	3707
2027	9101	INACTIVE USE	acre	11.1	0	0
2027		TOTAL			20946	16754

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2028	2101	INDUSTRIAL PARK	acre	64.1	9009	7439
2028	2104	WAREHOUSING	acre	10.5	430	358
2028	2201	EXTRACTIVE INDUSTRY	acre	180.8	132	109
2028	4112	RIGHT-OF-WAY	acre	16.5	0	0
2028	6002	LOW RISE OFFICE	acre	8.4	2583	2015
2028	9101	INACTIVE USE	acre	6.9	0	0
2028		TOTAL			12154	9921
2029	101	SINGLE FAMILY	du	120.0	1560	1067
2029	4112	RIGHT-OF-WAY	acre	17.0	0	0
2029	6802	UNIVERSITY OR COLLEGE	acre	112.2	18097	14633
2029	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4872	3058
2029	9101	INACTIVE USE	acre	547.4	0	0
2029		TOTAL			24529	18758
2030	101	SINGLE FAMILY	du	200.0	2424	1737
2030	102	MULTI-FAMILY	du	516.0	4453	3033
2030	4112	RIGHT-OF-WAY	acre	13.1	0	0
2030	6002	LOW RISE OFFICE	acre	1.8	674	536
2030	6105	FIRE OR POLICE STATION	site	1.0	280	206
2030	9101	INACTIVE USE	acre	0.1	0	0
2030		TOTAL			7831	5512
2031	2101	INDUSTRIAL PARK	employee	2726.0	14622	12135
2031		TOTAL			14622	12135
2032	2101	INDUSTRIAL PARK	acre	15.7	2027	1666
2032	4112	RIGHT-OF-WAY	acre	2.7	0	0
2032		TOTAL			2027	1666
2033	2101	INDUSTRIAL PARK	acre	36.8	5468	4526
2033	4112	RIGHT-OF-WAY	acre	5.8	0	0
2033	6002	LOW RISE OFFICE	acre	3.9	1915	1554
2033		TOTAL			7383	6080
2034	102	MULTI-FAMILY	du	254.0	2195	1495
2034	2101	INDUSTRIAL PARK	acre	27.1	4659	3880
2034	4112	RIGHT-OF-WAY	acre	15.4	0	0
2034	6001	HIGH RISE OFFICE	acre	7.0	15949	12471
2034	6002	LOW RISE OFFICE	acre	9.5	3253	2565
2034	7607	RESIDENTIAL RECREATION	acre	3.4	0	0
2034	9101	INACTIVE USE	acre	7.7	0	0
2034		TOTAL			26056	20411
2035	4113	COMMUNICATION OR UTILITY	acre	4.5	13	10
2035	9101	INACTIVE USE	acre	1088.3	0	0
2035		TOTAL			13	10
2036	4112	RIGHT-OF-WAY	acre	16.0	0	0
2036	6002	LOW RISE OFFICE	acre	26.3	7685	5957
2036	9101	INACTIVE USE	acre	50.3	0	0
2036		TOTAL			7685	5957

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2037	101	SINGLE FAMILY	du	21.0	257	183
2037	2201	EXTRACTIVE INDUSTRY	acre	65.3	50	42
2037		TOTAL			307	225
2038	1501	LOW-RISE HOTEL OR MOTEL	acre	9.7	3196	1947
2038	2101	INDUSTRIAL PARK	acre	14.7	2031	1675
2038	4112	RIGHT-OF-WAY	acre	13.9	0	0
2038	4114	PARKING	acre	2.5	0	0
2038	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	2708	1912
2038	6001	HIGH RISE OFFICE	acre	4.8	10565	8225
2038	6002	LOW RISE OFFICE	acre	7.1	2085	1618
2038		TOTAL			20585	15377
2039	1501	LOW-RISE HOTEL OR MOTEL	acre	3.5	1132	684
2039	2101	INDUSTRIAL PARK	acre	44.6	6924	5743
2039	2104	WAREHOUSING	acre	1.8	78	65
2039	2105	PUBLIC STORAGE	acre	1.6	42	35
2039	4112	RIGHT-OF-WAY	acre	18.4	0	0
2039	6002	LOW RISE OFFICE	acre	19.3	5059	3868
2039	9101	INACTIVE USE	acre	5.3	0	0
2039		TOTAL			13235	10395
2040		TOTAL			0	0
2041	2101	INDUSTRIAL PARK	employee	1159.0	6217	5159
2041	6002	LOW RISE OFFICE	employee	9.0	86	67
2041	6502	HOSPITAL	employee	77.0	481	361
2041		TOTAL			6784	5587
2042	102	MULTI-FAMILY	du	100.0	863	589
2042	2201	EXTRACTIVE INDUSTRY	acre	82.9	95	80
2042	4111	TRANSIT STATION	acre	1.2	329	249
2042	4112	RIGHT-OF-WAY	acre	0.1	0	0
2042	9702	MIXED USE 67% STREETFRONT	acre	32.6	26957	19617
2042		TOTAL			28244	20535
2043	2101	INDUSTRIAL PARK	acre	13.3	1957	1619
2043	2103	LIGHT INDUSTRY	acre	24.5	1320	1065
2043	2201	EXTRACTIVE INDUSTRY	acre	7.3	137	118
2043	4112	RIGHT-OF-WAY	acre	21.0	0	0
2043	9101	INACTIVE USE	acre	73.7	0	0
2043		TOTAL			3414	2802
2044	2101	INDUSTRIAL PARK	employee	2800.0	15019	12465
2044	6002	LOW RISE OFFICE	employee	283.0	2713	2105
2044	6502	HOSPITAL	employee	2412.0	15074	11295
2044		TOTAL			32806	25865
2045	2101	INDUSTRIAL PARK	acre	25.1	4360	3633
2045	2105	PUBLIC STORAGE	acre	8.7	233	196

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2045	4112	RIGHT-OF-WAY	acre	21.9	0	0
2045	5008	SERVICE STATION	acre	1.9	7555	5515
2045	5009	OTHER COMMERCIAL	acre	4.1	585	442
2045	6002	LOW RISE OFFICE	acre	10.5	3192	2486
2045	6102	CHURCH	acre	1.5	144	118
2045	9500	UNDER CONTRUCTION	acre	7.2	41	32
2045		TOTAL			16110	12422
2046	1501	LOW-RISE HOTEL OR MOTEL	acre	5.3	1727	1050
2046	2101	INDUSTRIAL PARK	acre	49.5	7746	6426
2046	4112	RIGHT-OF-WAY	acre	7.5	0	0
2046	6001	HIGH RISE OFFICE	acre	0.8	1568	1216
2046	6002	LOW RISE OFFICE	acre	10.0	3387	2667
2046		TOTAL			14428	11359
2047	2101	INDUSTRIAL PARK	acre	3.3	3032	2604
2047	2103	LIGHT INDUSTRY	acre	8.5	607	499
2047	2105	PUBLIC STORAGE	acre	4.6	123	103
2047	4112	RIGHT-OF-WAY	acre	27.7	0	0
2047	6002	LOW RISE OFFICE	acre	9.1	5091	4165
2047	9101	INACTIVE USE	acre	20.0	0	0
2047		TOTAL			8853	7371
2048	2101	INDUSTRIAL PARK	acre	17.9	2626	2172
2048	2201	EXTRACTIVE INDUSTRY	acre	28.6	21	17
2048	4112	RIGHT-OF-WAY	acre	9.8	0	0
2048	9101	INACTIVE USE	acre	29.8	0	0
2048		TOTAL			2647	2189
2049	101	SINGLE FAMILY	du	385.0	4246	2990
2049	4112	RIGHT-OF-WAY	acre	16.7	0	0
2049	9101	INACTIVE USE	acre	191.9	0	0
2049		TOTAL			4246	2990
2050	2101	INDUSTRIAL PARK	acre	35.9	4702	3869
2050	4112	RIGHT-OF-WAY	acre	17.2	0	0
2050	6002	LOW RISE OFFICE	acre	29.8	8935	6945
2050		TOTAL			13637	10814
2051	6101	CEMETERY	acre	102.1	587	489
2051	9101	INACTIVE USE	acre	48.9	0	0
2051		TOTAL			587	489
2052	2101	INDUSTRIAL PARK	acre	37.7	5280	4358
2052	4112	RIGHT-OF-WAY	acre	36.2	0	0
2052	9101	INACTIVE USE	acre	11.5	0	0
2052	9500	UNDER CONTRUCTION	acre	4.2	24	19
2052		TOTAL			5304	4377
2053	101	SINGLE FAMILY	du	115.0	1388	998
2053	102	MULTI-FAMILY	du	114.0	971	670

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2053	4112	RIGHT-OF-WAY	acre	14.1	0	0
2053	8002	INTENSIVE AGRICULTURE	acre	39.7	13	11
2053	9101	INACTIVE USE	acre	40.3	0	0
2053		TOTAL			2372	1679
2054	2101	INDUSTRIAL PARK	employee	1298.0	6962	5778
2054	6002	LOW RISE OFFICE	employee	3259.0	31241	24241
2054		TOTAL			38203	30019
2055	2101	INDUSTRIAL PARK	acre	23.1	3415	2826
2055	2104	WAREHOUSING	acre	5.8	1398	1202
2055	4112	RIGHT-OF-WAY	acre	7.7	0	0
2055	9101	INACTIVE USE	acre	7.3	0	0
2055		TOTAL			4813	4028
2056	2201	EXTRACTIVE INDUSTRY	acre	121.8	89	74
2056	9101	INACTIVE USE	acre	54.7	0	0
2056		TOTAL			89	74
2057	2101	INDUSTRIAL PARK	acre	18.9	3045	2529
2057	4112	RIGHT-OF-WAY	acre	4.6	0	0
2057	6001	HIGH RISE OFFICE	acre	1.7	3910	3065
2057	6002	LOW RISE OFFICE	acre	15.2	5243	4136
2057		TOTAL			12198	9730
2058	2101	INDUSTRIAL PARK	acre	16.8	3071	2563
2058	4112	RIGHT-OF-WAY	acre	3.7	0	0
2058	4114	PARKING	acre	0.9	0	0
2058	5004	NEIGHBORHOOD COMMERCIAL	acre	1.2	1525	1087
2058	5007	STREETFRONT COMMERCIAL	acre	2.8	3363	2439
2058	6002	LOW RISE OFFICE	acre	2.8	950	748
2058		TOTAL			8909	6837
2059	2103	LIGHT INDUSTRY	acre	21.6	1631	1343
2059	4112	RIGHT-OF-WAY	acre	2.2	0	0
2059	9101	INACTIVE USE	acre	23.6	0	0
2059		TOTAL			1631	1343
2060	2101	INDUSTRIAL PARK	acre	16.1	2562	2127
2060	2105	PUBLIC STORAGE	acre	3.3	90	75
2060	4112	RIGHT-OF-WAY	acre	3.2	0	0
2060	9101	INACTIVE USE	acre	11.8	0	0
2060		TOTAL			2652	2202
2061	101	SINGLE FAMILY	du	65.0	702	502
2061	2103	LIGHT INDUSTRY	acre	0.5	31	25
2061	4112	RIGHT-OF-WAY	acre	1.4	0	0
2061		TOTAL			733	527
2062	2101	INDUSTRIAL PARK	acre	13.4	2343	1953
2062	4112	RIGHT-OF-WAY	acre	5.0	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2062	5003	COMMUNITY COMMERCIAL	acre	2.2	1749	1243
2062	5009	OTHER COMMERCIAL	acre	6.8	902	676
2062	6509	OTHER HEALTH CARE	acre	5.1	2193	1618
2062		TOTAL			7187	5490
2063	4112	RIGHT-OF-WAY	acre	2.9	0	0
2063	5003	COMMUNITY COMMERCIAL	acre	10.0	7661	5387
2063	5008	SERVICE STATION	acre	1.1	4182	3053
2063	6002	LOW RISE OFFICE	acre	1.0	538	440
2063	6003	GOV'T OFFICE OR CENTER	acre	1.4	1312	975
2063	6102	CHURCH	acre	1.8	89	69
2063	6509	OTHER HEALTH CARE	acre	3.5	1645	1232
2063		TOTAL			15427	11156
2064	2101	INDUSTRIAL PARK	acre	48.3	8015	6666
2064	4112	RIGHT-OF-WAY	acre	8.0	0	0
2064	9101	INACTIVE USE	acre	11.2	0	0
2064		TOTAL			8015	6666
2065	2101	INDUSTRIAL PARK	employee	809.0	4339	3601
2065	6002	LOW RISE OFFICE	employee	150.0	1438	1116
2065	6801	SDSU OR UCSD	employee	3.0	0	0
2065	7601	ACTIVE PARK	unique	0.0	1066	700
2065		TOTAL			6843	5417
2066	2101	INDUSTRIAL PARK	acre	32.4	4582	3784
2066	4112	RIGHT-OF-WAY	acre	2.6	0	0
2066		TOTAL			4582	3784
2067	4112	RIGHT-OF-WAY	acre	4.5	0	0
2067	5004	NEIGHBORHOOD COMMERCIAL	acre	8.5	10489	7397
2067	6001	HIGH RISE OFFICE	acre	11.8	26491	20693
2067		TOTAL			36980	28090
2068	2101	INDUSTRIAL PARK	acre	6.5	930	768
2068	2103	LIGHT INDUSTRY	acre	6.9	743	622
2068	4112	RIGHT-OF-WAY	acre	4.4	0	0
2068	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
2068	5003	COMMUNITY COMMERCIAL	acre	7.0	5401	3799
2068	5006	AUTO COMMERCIAL	acre	3.7	1564	1103
2068		TOTAL			8641	6294
2069	101	SINGLE FAMILY	du	1.0	11	9
2069	1501	LOW-RISE HOTEL OR MOTEL	acre	4.6	1586	983
2069	4112	RIGHT-OF-WAY	acre	7.9	0	0
2069	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
2069	5006	AUTO COMMERCIAL	acre	1.0	393	276
2069	5007	STREETFRONT COMMERCIAL	acre	1.7	2033	1474
2069	5008	SERVICE STATION	acre	1.9	7623	5565
2069	6002	LOW RISE OFFICE	acre	1.0	411	330
2069	9101	INACTIVE USE	acre	1.6	0	0
2069		TOTAL			12058	8638

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2070	2101	INDUSTRIAL PARK	acre	12.6	1757	1450
2070	2104	WAREHOUSING	acre	2.8	111	92
2070	4112	RIGHT-OF-WAY	acre	3.5	0	0
2070	5001	WHOLESALE TRADE	acre	2.8	218	170
2070		TOTAL			2086	1712
2071	2101	INDUSTRIAL PARK	acre	25.3	3900	3234
2071	5001	WHOLESALE TRADE	acre	2.4	92	65
2071		TOTAL			3992	3299
2072	101	SINGLE FAMILY	du	120.0	1335	933
2072	1409	OTHER GROUP QUARTERS	acre	0.6	2	2
2072	4112	RIGHT-OF-WAY	acre	25.2	0	0
2072	6105	FIRE OR POLICE STATION	site	1.0	254	183
2072		TOTAL			1591	1118
2073		TOTAL			0	0
2074	2101	INDUSTRIAL PARK	acre	23.5	4054	3377
2074	4112	RIGHT-OF-WAY	acre	6.9	0	0
2074	6002	LOW RISE OFFICE	acre	6.6	2444	1940
2074	6105	FIRE OR POLICE STATION	site	1.0	264	192
2074		TOTAL			6762	5509
2075	2101	INDUSTRIAL PARK	acre	28.6	4538	3767
2075	2103	LIGHT INDUSTRY	acre	20.3	1124	909
2075	4112	RIGHT-OF-WAY	acre	29.0	0	0
2075	7210	OTHER RECREATION-HIGH	acre	12.8	691	467
2075	9101	INACTIVE USE	acre	95.0	0	0
2075		TOTAL			6353	5143
2076	4112	RIGHT-OF-WAY	acre	1.6	0	0
2076	5004	NEIGHBORHOOD COMMERCIAL	acre	9.5	11547	8113
2076	6002	LOW RISE OFFICE	acre	4.1	1466	1160
2076	9101	INACTIVE USE	acre	7.8	0	0
2076		TOTAL			13013	9273
2077	2101	INDUSTRIAL PARK	acre	10.9	1542	1273
2077	2103	LIGHT INDUSTRY	acre	0.8	43	35
2077	2105	PUBLIC STORAGE	acre	1.2	31	26
2077	4112	RIGHT-OF-WAY	acre	8.5	0	0
2077	5003	COMMUNITY COMMERCIAL	acre	23.0	17824	12573
2077	5007	STREETFRONT COMMERCIAL	acre	0.3	399	290
2077		TOTAL			19839	14197
2078	2101	INDUSTRIAL PARK	acre	113.6	17028	14101
2078	2103	LIGHT INDUSTRY	acre	11.6	1297	1086
2078	4112	RIGHT-OF-WAY	acre	41.7	0	0
2078	6002	LOW RISE OFFICE	acre	2.2	561	429
2078	9101	INACTIVE USE	acre	76.5	0	0
2078		TOTAL			18886	15616

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2079	6701	MILITARY USE	unique	0.0	12373	10147
2079		TOTAL			12373	10147
2080	101	SINGLE FAMILY	du	289.0	3128	2237
2080	1409	OTHER GROUP QUARTERS	acre	1.2	5	3
2080	4112	RIGHT-OF-WAY	acre	51.4	0	0
2080	4113	COMMUNICATION OR UTILITY	acre	1.7	5	4
2080	4119	OTHER TRANSPORTATION	acre	6.7	677	512
2080	7210	OTHER RECREATION-HIGH	acre	15.6	825	555
2080	8002	INTENSIVE AGRICULTURE	acre	3.3	57	49
2080	8003	FIELD CROPS	acre	16.9	1	1
2080	9101	INACTIVE USE	acre	412.9	0	0
2080		TOTAL			4698	3361
2081	2103	LIGHT INDUSTRY	acre	9.4	667	548
2081	4112	RIGHT-OF-WAY	acre	34.8	0	0
2081	6002	LOW RISE OFFICE	acre	12.2	4501	3574
2081	9101	INACTIVE USE	acre	11.7	0	0
2081		TOTAL			5168	4122
2082	101	SINGLE FAMILY	du	149.0	1642	1167
2082	4112	RIGHT-OF-WAY	acre	3.4	0	0
2082	9101	INACTIVE USE	acre	427.1	0	0
2082		TOTAL			1642	1167
2083	100	RESIDENTIAL EMPLOYMENT	employee	98.0	0	0
2083	101	SINGLE FAMILY	du	44.0	529	381
2083	102	MULTI-FAMILY	du	733.0	6048	4247
2083	2101	INDUSTRIAL PARK	employee	449.0	2409	1999
2083	6002	LOW RISE OFFICE	employee	290.0	2780	2157
2083		TOTAL			11766	8784
2084	6801	SDSU OR UCSD	employee	6889.0	0	0
2084		TOTAL			0	0
2085	6801	SDSU OR UCSD	unique	0.0	2170	1735
2085	9101	INACTIVE USE	employee	209.0	0	0
2085		TOTAL			2170	1735
2086	6701	MILITARY USE	unique	0.0	11939	9790
2086		TOTAL			11939	9790
2087	101	SINGLE FAMILY	du	57.0	621	440
2087	4112	RIGHT-OF-WAY	acre	4.5	0	0
2087	9101	INACTIVE USE	acre	1951.1	0	0
2087		TOTAL			621	440
2088	2101	INDUSTRIAL PARK	acre	21.5	3495	2905
2088	2103	LIGHT INDUSTRY	acre	9.2	1674	1419
2088	2104	WAREHOUSING	acre	3.2	249	211

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2088	4112	RIGHT-OF-WAY	acre	4.1	0	0
2088	6002	LOW RISE OFFICE	acre	12.2	2922	2208
2088	6101	CEMETERY	acre	6.1	53	44
2088	9101	INACTIVE USE	acre	5.2	0	0
2088		TOTAL			8393	6787
2089	2101	INDUSTRIAL PARK	acre	43.9	7259	6037
2089	2103	LIGHT INDUSTRY	acre	13.3	1199	995
2089	2201	EXTRACTIVE INDUSTRY	acre	14.1	279	241
2089	4112	RIGHT-OF-WAY	acre	5.5	0	0
2089	6002	LOW RISE OFFICE	acre	4.4	1527	1206
2089	9101	INACTIVE USE	acre	2.1	0	0
2089		TOTAL			10264	8479
2090	101	SINGLE FAMILY	du	410.0	4418	3171
2090	4112	RIGHT-OF-WAY	acre	64.9	0	0
2090	4113	COMMUNICATION OR UTILITY	acre	1.5	4	3
2090	7601	ACTIVE PARK	acre	23.8	1507	979
2090	8003	FIELD CROPS	acre	184.3	32	26
2090	9101	INACTIVE USE	acre	774.0	0	0
2090	9500	UNDER CONTRUCTION	acre	2.2	12	10
2090		TOTAL			5973	4189
2091	2101	INDUSTRIAL PARK	acre	27.2	4187	3471
2091	2104	WAREHOUSING	acre	21.6	988	825
2091	4112	RIGHT-OF-WAY	acre	0.5	0	0
2091		TOTAL			5175	4296
2092	2101	INDUSTRIAL PARK	employee	965.0	5176	4296
2092	2103	LIGHT INDUSTRY	employee	166.0	595	491
2092	2104	WAREHOUSING	employee	147.0	208	180
2092	2105	PUBLIC STORAGE	employee	4.0	0	0
2092	5001	WHOLESALE TRADE	employee	339.0	1581	1137
2092		TOTAL			7560	6104
2093	2101	INDUSTRIAL PARK	acre	55.8	8147	6738
2093	2104	WAREHOUSING	acre	2.2	85	71
2093	4112	RIGHT-OF-WAY	acre	9.9	0	0
2093		TOTAL			8232	6809
2094	2101	INDUSTRIAL PARK	acre	32.0	5287	4396
2094	2104	WAREHOUSING	acre	7.8	507	428
2094	4112	RIGHT-OF-WAY	acre	5.0	0	0
2094	6002	LOW RISE OFFICE	acre	16.8	6688	5344
2094		TOTAL			12482	10168
2095	2101	INDUSTRIAL PARK	employee	178.0	955	792
2095	6002	LOW RISE OFFICE	employee	1792.0	17178	13329
2095	9101	INACTIVE USE	employee	4.0	10	9
2095		TOTAL			18143	14130

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2096	101	SINGLE FAMILY	du	136.0	1507	1058
2096	4112	RIGHT-OF-WAY	acre	13.6	0	0
2096		TOTAL			1507	1058
2097	6801	SDSU OR UCSD	unique	3794.0	4181	3338
2097		TOTAL			4181	3338
2098	2101	INDUSTRIAL PARK	acre	14.8	2301	1909
2098	2103	LIGHT INDUSTRY	acre	2.8	151	122
2098	2104	WAREHOUSING	acre	1.7	221	189
2098	4112	RIGHT-OF-WAY	acre	8.2	0	0
2098	5003	COMMUNITY COMMERCIAL	acre	13.4	10460	7381
2098	6002	LOW RISE OFFICE	acre	2.4	651	500
2098		TOTAL			13784	10101
2099	101	SINGLE FAMILY	du	458.0	2700	1917
2099	4112	RIGHT-OF-WAY	acre	310.8	0	0
2099	4113	COMMUNICATION OR UTILITY	acre	3.3	6	5
2099	4114	PARKING	acre	0.9	0	0
2099	4119	OTHER TRANSPORTATION	acre	1.9	130	99
2099	5009	OTHER COMMERCIAL	acre	2.7	212	156
2099	6102	CHURCH	acre	2.7	88	68
2099	6104	POST OFFICE	acre	0.3	210	146
2099	6105	FIRE OR POLICE STATION	site	2.0	170	123
2099	8003	FIELD CROPS	acre	26.5	1	1
2099	9101	INACTIVE USE	acre	409.8	0	0
2099	9500	UNDER CONTRUCTION	acre	2.6	10	8
2099		TOTAL			3527	2523
2100	6502	HOSPITAL	employee	3122.0	19511	14620
2100		TOTAL			19511	14620
2101	101	SINGLE FAMILY	du	342.0	3734	2638
2101	103	MOBILE HOME PARK	du	80.0	520	328
2101	2103	LIGHT INDUSTRY	acre	1.2	72	59
2101	2201	EXTRACTIVE INDUSTRY	acre	1.8	1	1
2101	4112	RIGHT-OF-WAY	acre	29.5	0	0
2101	5008	SERVICE STATION	acre	3.1	12387	9044
2101	7210	OTHER RECREATION-HIGH	acre	4.6	243	163
2101	8002	INTENSIVE AGRICULTURE	acre	0.3	1	1
2101	8003	FIELD CROPS	acre	6.5	1	0
2101	9101	INACTIVE USE	acre	15.5	0	0
2101		TOTAL			16959	12234
2102	101	SINGLE FAMILY	du	186.0	2044	1445
2102	4112	RIGHT-OF-WAY	acre	12.1	0	0
2102	9101	INACTIVE USE	acre	0.9	0	0
2102		TOTAL			2044	1445
2103	101	SINGLE FAMILY	du	296.0	3456	2541
2103	1501	LOW-RISE HOTEL OR MOTEL	acre	9.6	3311	2053

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2103	4112	RIGHT-OF-WAY	acre	35.5	0	0
2103	6102	CHURCH	acre	2.0	101	77
2103	7604	ACTIVE BEACH	acre	0.4	1	1
2103	7607	RESIDENTIAL RECREATION	acre	1.4	0	0
2103	9101	INACTIVE USE	acre	107.4	0	0
2103	9500	UNDER CONTRUCTION	acre	1.1	6	5
2103		TOTAL			6875	4677
2104	2101	INDUSTRIAL PARK	employee	1391.0	7461	6192
2104	2103	LIGHT INDUSTRY	employee	391.0	1401	1158
2104	2104	WAREHOUSING	employee	174.0	246	213
2104	2105	PUBLIC STORAGE	employee	2.0	0	0
2104	5006	AUTO COMMERCIAL	employee	284.0	5746	4079
2104	5007	STREETFRONT COMMERCIAL	employee	102.0	3280	2381
2104	5008	SERVICE STATION	employee	9.0	2532	1849
2104	5009	OTHER COMMERCIAL	employee	22.0	172	127
2104		TOTAL			20838	15999
2105	101	SINGLE FAMILY	du	2.0	23	17
2105	2101	INDUSTRIAL PARK	acre	32.7	4995	4140
2105	2104	WAREHOUSING	acre	23.1	1005	837
2105	4112	RIGHT-OF-WAY	acre	7.3	0	0
2105		TOTAL			6023	4994
2106	2101	INDUSTRIAL PARK	acre	73.9	11525	9560
2106	2104	WAREHOUSING	acre	2.8	131	109
2106	4112	RIGHT-OF-WAY	acre	19.0	0	0
2106	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2243	1589
2106		TOTAL			13899	11258
2107	101	SINGLE FAMILY	du	130.0	1435	1014
2107	9101	INACTIVE USE	acre	653.2	0	0
2107		TOTAL			1435	1014
2108	2101	INDUSTRIAL PARK	acre	49.0	7250	6000
2108	2104	WAREHOUSING	acre	10.2	798	676
2108	4112	RIGHT-OF-WAY	acre	3.3	0	0
2108	9101	INACTIVE USE	acre	17.3	0	0
2108		TOTAL			8048	6676
2109	6502	HOSPITAL	unique	0.0	5101	3776
2109	6801	SDSU OR UCSD	unique	3059.0	3530	2822
2109	6804	SENIOR HIGH SCHOOL	site	1.0	12916	8744
2109	9101	INACTIVE USE	employee	1468.0	3602	3115
2109		TOTAL			25149	18457
2110	101	SINGLE FAMILY	du	286.0	3203	2241
2110	4112	RIGHT-OF-WAY	acre	23.3	0	0
2110	4113	COMMUNICATION OR UTILITY	acre	80.8	240	185
2110	7601	ACTIVE PARK	acre	83.8	5297	3442
2110	9101	INACTIVE USE	acre	66.5	0	0
2110		TOTAL			8740	5868

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2111	4112	RIGHT-OF-WAY	acre	7.2	0	0
2111	5003	COMMUNITY COMMERCIAL	acre	16.3	13071	9291
2111		TOTAL			13071	9291
2112	101	SINGLE FAMILY	du	148.0	1578	1146
2112	103	MOBILE HOME PARK	du	9.0	56	37
2112	4112	RIGHT-OF-WAY	acre	38.2	0	0
2112	4113	COMMUNICATION OR UTILITY	acre	2.7	8	6
2112	6102	CHURCH	acre	8.6	425	328
2112	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4389	2640
2112	8002	INTENSIVE AGRICULTURE	acre	124.1	29	23
2112	9101	INACTIVE USE	acre	1005.9	0	0
2112		TOTAL			6485	4180
2113	4113	COMMUNICATION OR UTILITY	employee	11.0	19	15
2113	6002	LOW RISE OFFICE	employee	161.0	1544	1198
2113	6105	FIRE OR POLICE STATION	site	1.0	408	317
2113	6804	SENIOR HIGH SCHOOL	site	1.0	5879	2657
2113	7601	ACTIVE PARK	employee	199.0	488	422
2113		TOTAL			8338	4609
2114	102	MULTI-FAMILY	du	268.0	2242	1562
2114	2101	INDUSTRIAL PARK	employee	129.0	692	574
2114	6001	HIGH RISE OFFICE	employee	2575.0	24068	18969
2114	6002	LOW RISE OFFICE	employee	1846.0	17696	13731
2114	9702	MIXED USE 67% STREETFRONT	employee	97.0	2134	1553
2114		TOTAL			46832	36389
2115	101	SINGLE FAMILY	du	203.0	2250	1587
2115	6102	CHURCH	acre	3.4	166	128
2115	9101	INACTIVE USE	acre	11.0	0	0
2115		TOTAL			2416	1715
2116	6801	SDSU OR UCSD	unique	6617.0	23668	18886
2116		TOTAL			23668	18886
2117	2101	INDUSTRIAL PARK	acre	19.0	3561	2975
2117	4112	RIGHT-OF-WAY	acre	9.3	0	0
2117	5003	COMMUNITY COMMERCIAL	acre	6.2	5143	3679
2117	5007	STREETFRONT COMMERCIAL	acre	0.7	879	636
2117	5008	SERVICE STATION	acre	1.6	6453	4711
2117	5009	OTHER COMMERCIAL	acre	4.2	559	419
2117		TOTAL			16595	12420
2118	2101	INDUSTRIAL PARK	acre	19.8	2654	2186
2118	2103	LIGHT INDUSTRY	acre	3.7	217	176
2118	2104	WAREHOUSING	acre	6.7	402	338
2118	4112	RIGHT-OF-WAY	acre	17.1	0	0
2118	4113	COMMUNICATION OR UTILITY	acre	23.6	175	145
2118	5003	COMMUNITY COMMERCIAL	acre	12.0	9510	6740
2118	5007	STREETFRONT COMMERCIAL	acre	0.6	786	574
2118		TOTAL			13744	10159

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2119	6002	LOW RISE OFFICE	employee	2938.0	28163	21853
2119		TOTAL			28163	21853
2120	101	SINGLE FAMILY	du	302.0	3329	2348
2120	1409	OTHER GROUP QUARTERS	acre	0.7	3	2
2120	4112	RIGHT-OF-WAY	acre	17.6	0	0
2120	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2120	9101	INACTIVE USE	acre	0.8	0	0
2120	9500	UNDER CONTRUCTION	acre	1.2	7	5
2120		TOTAL			3339	2355
2121	101	SINGLE FAMILY	du	53.0	577	409
2121		TOTAL			577	409
2122	6501	MAJOR HOSPITAL	employee	3151.0	20005	15022
2122		TOTAL			20005	15022
2123	6801	SDSU OR UCSD	unique	1209.0	19919	15896
2123		TOTAL			19919	15896
2124	101	SINGLE FAMILY	du	192.0	2120	1495
2124	4112	RIGHT-OF-WAY	acre	17.7	0	0
2124	8002	INTENSIVE AGRICULTURE	acre	1.2	0	0
2124	9101	INACTIVE USE	acre	5.5	0	0
2124		TOTAL			2120	1495
2125	100	RESIDENTIAL EMPLOYMENT	employee	8.0	0	0
2125	102	MULTI-FAMILY	du	95.0	780	550
2125	1501	LOW-RISE HOTEL OR MOTEL	employee	312.0	5053	3111
2125		TOTAL			5833	3661
2126	100	RESIDENTIAL EMPLOYMENT	employee	36.0	0	0
2126	101	SINGLE FAMILY	du	120.0	1497	1113
2126	102	MULTI-FAMILY	du	700.0	6245	4530
2126		TOTAL			7742	5643
2127	6001	HIGH RISE OFFICE	employee	1770.0	16544	13038
2127	6002	LOW RISE OFFICE	employee	1018.0	9759	7573
2127		TOTAL			26303	20611
2128	100	RESIDENTIAL EMPLOYMENT	employee	17.0	0	0
2128	102	MULTI-FAMILY	du	574.0	4897	3381
2128	1502	HIGH-RISE HOTEL	employee	268.0	4545	2800
2128	6001	HIGH RISE OFFICE	employee	1695.0	15843	12486
2128	6002	LOW RISE OFFICE	employee	240.0	2301	1785
2128	6509	OTHER HEALTH CARE	employee	226.0	3262	2414
2128		TOTAL			30848	22866
2129	100	RESIDENTIAL EMPLOYMENT	employee	24.0	0	0
2129	102	MULTI-FAMILY	du	1149.0	9516	6673
2129	2101	INDUSTRIAL PARK	employee	47.0	252	209
2129		TOTAL			9768	6882

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2130	101	SINGLE FAMILY	du	161.0	1716	1243
2130	4112	RIGHT-OF-WAY	acre	23.6	0	0
2130	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
2130	7601	ACTIVE PARK	acre	57.4	3628	2357
2130	9101	INACTIVE USE	acre	195.4	0	0
2130		TOTAL			5345	3601
2131	101	SINGLE FAMILY	du	120.0	1318	936
2131	4112	RIGHT-OF-WAY	acre	0.3	0	0
2131	4113	COMMUNICATION OR UTILITY	acre	3.9	11	9
2131	9101	INACTIVE USE	acre	0.5	0	0
2131		TOTAL			1329	945
2132	102	MULTI-FAMILY	du	370.0	3208	2183
2132	6001	HIGH RISE OFFICE	employee	906.0	8468	6674
2132	6102	CHURCH	employee	128.0	3389	2644
2132		TOTAL			15065	11501
2133	102	MULTI-FAMILY	du	250.0	2040	1446
2133	9702	MIXED USE 67% STREETFRONT	employee	3731.0	82084	59734
2133		TOTAL			84124	61180
2134	101	SINGLE FAMILY	du	670.0	7486	5262
2134	4112	RIGHT-OF-WAY	acre	27.7	0	0
2134	4113	COMMUNICATION OR UTILITY	acre	7.1	21	16
2134	9101	INACTIVE USE	acre	0.2	0	0
2134		TOTAL			7507	5278
2135	101	SINGLE FAMILY	du	251.0	3118	2192
2135	2301	JUNKYARD/DUMP/LANDFILL	acre	167.6	1622	1306
2135	4112	RIGHT-OF-WAY	acre	91.2	0	0
2135	4113	COMMUNICATION OR UTILITY	acre	4.2	12	9
2135	9101	INACTIVE USE	acre	2139.2	0	0
2135		TOTAL			4752	3507
2136	101	SINGLE FAMILY	du	566.0	6369	4443
2136	102	MULTI-FAMILY	du	260.0	2111	1418
2136	4112	RIGHT-OF-WAY	acre	23.2	0	0
2136	7601	ACTIVE PARK	acre	9.9	625	406
2136	9101	INACTIVE USE	acre	19.5	0	0
2136		TOTAL			9105	6267
2137	101	SINGLE FAMILY	du	137.0	1503	1070
2137	4112	RIGHT-OF-WAY	acre	5.1	0	0
2137	6003	GOV'T OFFICE OR CENTER	acre	5.5	5085	3762
2137	6102	CHURCH	acre	2.9	211	169
2137	9101	INACTIVE USE	acre	49.2	0	0
2137		TOTAL			6799	5001
2138	2101	INDUSTRIAL PARK	employee	25.0	134	111
2138	4114	PARKING	employee	425.0	201	174
2138		TOTAL			335	285

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2139	100	RESIDENTIAL EMPLOYMENT	employee	74.0	0	0
2139	102	MULTI-FAMILY	du	2405.0	19648	13927
2139	1409	OTHER GROUP QUARTERS	employee	258.0	92	68
2139	5003	COMMUNITY COMMERCIAL	employee	576.0	20417	14416
2139	5004	NEIGHBORHOOD COMMERCIAL	employee	58.0	2692	1902
2139		TOTAL			42849	30313
2140	1502	HIGH-RISE HOTEL	employee	1528.0	25916	15963
2140	6001	HIGH RISE OFFICE	employee	31.0	290	228
2140		TOTAL			26206	16191
2141	100	RESIDENTIAL EMPLOYMENT	employee	68.0	0	0
2141	102	MULTI-FAMILY	du	461.0	3766	2670
2141	1501	LOW-RISE HOTEL OR MOTEL	employee	131.0	2121	1306
2141	5002	REGIONAL COMMERCIAL	employee	1033.0	21078	14841
2141	5003	COMMUNITY COMMERCIAL	employee	776.0	27506	19421
2141	5004	NEIGHBORHOOD COMMERCIAL	employee	80.0	3714	2623
2141	5008	SERVICE STATION	employee	14.0	3939	2876
2141	6002	LOW RISE OFFICE	employee	388.0	3719	2886
2141		TOTAL			65843	46623
2142	101	SINGLE FAMILY	du	157.0	1743	1229
2142	2301	JUNKYARD/DUMP/LANDFILL	acre	6.8	64	51
2142	4112	RIGHT-OF-WAY	acre	2.2	0	0
2142	9101	INACTIVE USE	acre	16.8	0	0
2142		TOTAL			1807	1280
2143	101	SINGLE FAMILY	du	372.0	4418	3212
2143	4112	RIGHT-OF-WAY	acre	47.5	0	0
2143	7607	RESIDENTIAL RECREATION	acre	1.9	0	0
2143	9101	INACTIVE USE	acre	17.2	0	0
2143		TOTAL			4418	3212
2144	100	RESIDENTIAL EMPLOYMENT	employee	99.0	0	0
2144	102	MULTI-FAMILY	du	1024.0	8460	5948
2144	1503	RESORT	employee	86.0	786	492
2144	6002	LOW RISE OFFICE	employee	167.0	1601	1242
2144		TOTAL			10847	7682
2145	102	MULTI-FAMILY	du	106.0	904	625
2145	4112	RIGHT-OF-WAY	acre	7.0	0	0
2145	6003	GOV'T OFFICE OR CENTER	acre	2.4	2107	1543
2145	6109	OTHER PUBLIC SERVICE	acre	3.0	978	691
2145	6801	SDSU OR UCSD	unique	133.8	4813	3842
2145	7201	TOURIST ATTRACTION	unique	0.0	5460	3515
2145	7601	ACTIVE PARK	acre	6.9	437	284
2145	7604	ACTIVE BEACH	acre	5.5	19	12
2145	9101	INACTIVE USE	acre	21.8	0	0
2145		TOTAL			14718	10512
2146	2103	LIGHT INDUSTRY	acre	21.5	1311	1067

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2146	4112	RIGHT-OF-WAY	acre	12.6	0	0
2146	4113	COMMUNICATION OR UTILITY	acre	4.5	13	10
2146	4114	PARKING	acre	0.5	0	0
2146	5009	OTHER COMMERCIAL	acre	1.2	131	95
2146	6804	SENIOR HIGH SCHOOL	site	1.0	5898	2673
2146	7210	OTHER RECREATION-HIGH	acre	8.0	424	285
2146	7601	ACTIVE PARK	acre	15.7	995	646
2146	9101	INACTIVE USE	acre	42.8	0	0
2146		TOTAL			8772	4776
2147	100	RESIDENTIAL EMPLOYMENT	employee	256.0	0	0
2147	102	MULTI-FAMILY	du	1415.0	11483	8188
2147	5007	STREETFRONT COMMERCIAL	employee	170.0	5466	3968
2147	6002	LOW RISE OFFICE	employee	622.0	5963	4627
2147	7607	RESIDENTIAL RECREATION	employee	7.0	17	15
2147		TOTAL			22929	16798
2148	100	RESIDENTIAL EMPLOYMENT	employee	88.0	0	0
2148	101	SINGLE FAMILY	du	63.0	738	541
2148	102	MULTI-FAMILY	du	1406.0	12038	8246
2148		TOTAL			12776	8787
2149	101	SINGLE FAMILY	du	127.0	1366	982
2149	102	MULTI-FAMILY	du	7.0	54	38
2149	103	MOBILE HOME PARK	du	186.0	1177	766
2149	4112	RIGHT-OF-WAY	acre	43.7	0	0
2149	5009	OTHER COMMERCIAL	acre	1.9	201	145
2149	8001	ORCHARDS OR VINEYARD	acre	0.2	0	0
2149	8002	INTENSIVE AGRICULTURE	acre	7.1	2	1
2149	8003	FIELD CROPS	acre	20.2	2	1
2149	9101	INACTIVE USE	acre	6.7	0	0
2149		TOTAL			2802	1933
2150	100	RESIDENTIAL EMPLOYMENT	employee	17.0	0	0
2150	101	SINGLE FAMILY	du	2.0	23	17
2150	102	MULTI-FAMILY	du	256.0	2088	1483
2150	9101	INACTIVE USE	employee	86.0	0	0
2150		TOTAL			2111	1500
2151	100	RESIDENTIAL EMPLOYMENT	employee	30.0	0	0
2151	101	SINGLE FAMILY	du	173.0	2023	1484
2151	102	MULTI-FAMILY	du	135.0	1100	781
2151		TOTAL			3123	2265
2152	101	SINGLE FAMILY	du	10.0	106	76
2152	4112	RIGHT-OF-WAY	acre	1.6	0	0
2152	8002	INTENSIVE AGRICULTURE	acre	19.0	4	4
2152	8003	FIELD CROPS	acre	29.9	2	2
2152	9101	INACTIVE USE	acre	135.1	0	0
2152		TOTAL			112	82

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2153	101	SINGLE FAMILY	du	34.0	369	262
2153	2103	LIGHT INDUSTRY	acre	1.3	82	67
2153	4112	RIGHT-OF-WAY	acre	4.1	0	0
2153	4113	COMMUNICATION OR UTILITY	acre	2.2	7	5
2153	9101	INACTIVE USE	acre	0.2	0	0
2153		TOTAL			458	334
2154	2201	EXTRACTIVE INDUSTRY	acre	113.8	265	226
2154	2301	JUNKYARD/DUMP/LANDFILL	unique	808.1	17166	14009
2154	4112	RIGHT-OF-WAY	acre	299.0	0	0
2154	4113	COMMUNICATION OR UTILITY	acre	48.2	142	109
2154	6701	MILITARY USE	acre	11.1	0	0
2154	7211	OTHER RECREATION-LOW	acre	33.0	209	143
2154	9101	INACTIVE USE	acre	2212.4	88	76
2154		TOTAL			17870	14563
2155	101	SINGLE FAMILY	du	1.0	11	8
2155	103	MOBILE HOME PARK	du	59.0	376	241
2155	2103	LIGHT INDUSTRY	acre	38.4	2793	2297
2155	2104	WAREHOUSING	acre	17.8	825	689
2155	2105	PUBLIC STORAGE	acre	2.3	61	51
2155	4112	RIGHT-OF-WAY	acre	32.7	0	0
2155	5007	STREETFRONT COMMERCIAL	acre	0.5	565	407
2155	9101	INACTIVE USE	acre	120.5	0	0
2155		TOTAL			4631	3693
2156	100	RESIDENTIAL EMPLOYMENT	employee	93.0	0	0
2156	102	MULTI-FAMILY	du	1594.0	13281	9258
2156	6001	HIGH RISE OFFICE	employee	332.0	3103	2446
2156	6102	CHURCH	employee	8.0	212	165
2156		TOTAL			16596	11869
2157	100	RESIDENTIAL EMPLOYMENT	employee	125.0	0	0
2157	102	MULTI-FAMILY	du	2310.0	19089	13384
2157		TOTAL			19089	13384
2158	100	RESIDENTIAL EMPLOYMENT	employee	31.0	0	0
2158	102	MULTI-FAMILY	du	480.0	3929	2777
2158	5004	NEIGHBORHOOD COMMERCIAL	employee	208.0	9656	6820
2158		TOTAL			13585	9597
2159	100	RESIDENTIAL EMPLOYMENT	employee	41.0	0	0
2159	102	MULTI-FAMILY	du	491.0	4084	2857
2159	7601	ACTIVE PARK	employee	15.0	37	32
2159		TOTAL			4121	2889
2160	101	SINGLE FAMILY	du	100.0	1108	781
2160	9101	INACTIVE USE	acre	39.5	0	0
2160		TOTAL			1108	781
2161	100	RESIDENTIAL EMPLOYMENT	employee	54.0	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2161	102	MULTI-FAMILY	du	645.0	5428	3764
2161		TOTAL			5428	3764
2162	101	SINGLE FAMILY	du	258.0	2906	2024
2162	4112	RIGHT-OF-WAY	acre	25.8	0	0
2162	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
2162	5007	STREETFRONT COMMERCIAL	acre	1.6	1898	1372
2162	6102	CHURCH	acre	7.9	505	401
2162	6806	ELEMENTARY SCHOOL	site	1.0	2151	1147
2162	9101	INACTIVE USE	acre	8.0	0	0
2162	9500	UNDER CONTRUCTION	acre	3.2	18	14
2162		TOTAL			7479	4959
2163	101	SINGLE FAMILY	du	222.0	2506	1742
2163	102	MULTI-FAMILY	du	657.0	5425	3581
2163	4112	RIGHT-OF-WAY	acre	21.0	0	0
2163	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2163	6102	CHURCH	acre	4.4	217	167
2163	9101	INACTIVE USE	acre	0.1	0	0
2163		TOTAL			8148	5490
2164	101	SINGLE FAMILY	du	739.0	8610	6336
2164	102	MULTI-FAMILY	du	851.0	6960	4929
2164	1409	OTHER GROUP QUARTERS	acre	1.9	8	6
2164	1502	HIGH-RISE HOTEL	acre	1.6	2505	1523
2164	1503	RESORT	acre	2.0	305	183
2164	4112	RIGHT-OF-WAY	acre	104.5	0	0
2164	5008	SERVICE STATION	acre	0.6	2489	1817
2164	7601	ACTIVE PARK	acre	8.5	857	626
2164	7604	ACTIVE BEACH	unique	11.1	1110	715
2164	7607	RESIDENTIAL RECREATION	acre	2.2	0	0
2164	9101	INACTIVE USE	acre	18.5	0	0
2164	9702	MIXED USE 67% STREETFRONT	acre	2.5	2086	1518
2164		TOTAL			24930	17653
2165	100	RESIDENTIAL EMPLOYMENT	employee	67.0	0	0
2165	102	MULTI-FAMILY	du	721.0	5960	4197
2165		TOTAL			5960	4197
2166	101	SINGLE FAMILY	du	237.0	2559	1834
2166	4112	RIGHT-OF-WAY	acre	38.0	0	0
2166	4113	COMMUNICATION OR UTILITY	acre	6.7	20	15
2166	5009	OTHER COMMERCIAL	acre	1.0	108	78
2166	8002	INTENSIVE AGRICULTURE	acre	6.6	2	1
2166	8003	FIELD CROPS	acre	2.6	0	0
2166	9101	INACTIVE USE	acre	55.6	0	0
2166	9500	UNDER CONTRUCTION	acre	4.6	26	20
2166		TOTAL			2715	1948
2167	101	SINGLE FAMILY	du	483.0	5438	3793
2167	4112	RIGHT-OF-WAY	acre	30.0	0	0
2167		TOTAL			5438	3793

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2168	101	SINGLE FAMILY	du	198.0	2364	1708
2168	4112	RIGHT-OF-WAY	acre	8.3	0	0
2168	6102	CHURCH	acre	9.0	600	477
2168	9101	INACTIVE USE	acre	6.3	0	0
2168		TOTAL			2964	2185
2169	101	SINGLE FAMILY	du	218.0	2450	1711
2169	4112	RIGHT-OF-WAY	acre	10.7	0	0
2169	6102	CHURCH	acre	2.0	97	75
2169		TOTAL			2547	1786
2170	100	RESIDENTIAL EMPLOYMENT	employee	147.0	0	0
2170	101	SINGLE FAMILY	du	990.0	11803	8560
2170	4114	PARKING	employee	45.0	21	18
2170	6002	LOW RISE OFFICE	employee	43.0	412	320
2170	9101	INACTIVE USE	employee	121.0	0	0
2170		TOTAL			12236	8898
2171	101	SINGLE FAMILY	du	355.0	3991	2788
2171	4112	RIGHT-OF-WAY	acre	18.6	0	0
2171		TOTAL			3991	2788
2172	101	SINGLE FAMILY	du	180.0	1971	1392
2172	4112	RIGHT-OF-WAY	acre	13.2	0	0
2172	5007	STREETFRONT COMMERCIAL	acre	1.2	1454	1051
2172	6806	ELEMENTARY SCHOOL	site	1.0	2220	1207
2172	9101	INACTIVE USE	acre	0.5	0	0
2172		TOTAL			5645	3650
2173	100	RESIDENTIAL EMPLOYMENT	employee	208.0	0	0
2173	102	MULTI-FAMILY	du	1775.0	14629	10290
2173		TOTAL			14629	10290
2174	101	SINGLE FAMILY	du	13.0	138	100
2174	103	MOBILE HOME PARK	du	257.0	1683	1057
2174	2103	LIGHT INDUSTRY	acre	19.9	1354	1110
2174	2104	WAREHOUSING	acre	8.4	406	340
2174	2105	PUBLIC STORAGE	acre	2.5	67	56
2174	4112	RIGHT-OF-WAY	acre	6.9	0	0
2174	7204	GOLF COURSE	acre	42.4	21	18
2174	9101	INACTIVE USE	acre	1.3	0	0
2174		TOTAL			3669	2681
2175	101	SINGLE FAMILY	du	396.0	4455	3111
2175	4112	RIGHT-OF-WAY	acre	29.0	0	0
2175	6806	ELEMENTARY SCHOOL	site	1.0	2255	1237
2175	9101	INACTIVE USE	acre	0.8	0	0
2175		TOTAL			6710	4348
2176	101	SINGLE FAMILY	du	111.0	1197	856
2176	4112	RIGHT-OF-WAY	acre	8.5	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2176	8003	FIELD CROPS	acre	544.0	46	35
2176	9101	INACTIVE USE	acre	91.0	0	0
2176		TOTAL			1243	891
2177	100	RESIDENTIAL EMPLOYMENT	employee	80.0	0	0
2177	101	SINGLE FAMILY	du	177.0	2108	1522
2177	102	MULTI-FAMILY	du	472.0	3898	2731
2177		TOTAL			6006	4253
2178	100	RESIDENTIAL EMPLOYMENT	employee	89.0	0	0
2178	102	MULTI-FAMILY	du	847.0	7137	4954
2178	6806	ELEMENTARY SCHOOL	site	1.0	2240	1224
2178		TOTAL			9377	6178
2179	101	SINGLE FAMILY	du	142.0	1553	1098
2179	4112	RIGHT-OF-WAY	acre	7.1	0	0
2179	6002	LOW RISE OFFICE	acre	4.8	1454	1130
2179	9101	INACTIVE USE	acre	4.2	0	0
2179		TOTAL			3007	2228
2180	100	RESIDENTIAL EMPLOYMENT	employee	19.0	0	0
2180	102	MULTI-FAMILY	du	218.0	1805	1262
2180	5004	NEIGHBORHOOD COMMERCIAL	employee	423.0	19637	13870
2180		TOTAL			21442	15132
2181	6804	SENIOR HIGH SCHOOL	site	1.0	5745	2541
2181		TOTAL			5745	2541
2182	101	SINGLE FAMILY	du	67.0	721	519
2182	103	MOBILE HOME PARK	du	260.0	1645	1073
2182	4112	RIGHT-OF-WAY	acre	9.3	0	0
2182	5009	OTHER COMMERCIAL	acre	1.2	130	95
2182	8002	INTENSIVE AGRICULTURE	acre	18.5	11	9
2182	9101	INACTIVE USE	acre	0.9	0	0
2182		TOTAL			2507	1696
2183	101	SINGLE FAMILY	du	251.0	2822	1975
2183	4112	RIGHT-OF-WAY	acre	20.1	0	0
2183	6102	CHURCH	acre	8.3	411	318
2183	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
2183	9101	INACTIVE USE	acre	2.7	0	0
2183		TOTAL			5459	3505
2184	101	SINGLE FAMILY	du	87.0	928	674
2184	103	MOBILE HOME PARK	du	329.0	2065	1351
2184	1501	LOW-RISE HOTEL OR MOTEL	acre	1.7	564	342
2184	2103	LIGHT INDUSTRY	acre	17.3	1052	856
2184	2201	EXTRACTIVE INDUSTRY	acre	3.0	2	2
2184	4112	RIGHT-OF-WAY	acre	89.4	0	0
2184	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
2184	4119	OTHER TRANSPORTATION	acre	6.6	688	523

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2184	6101	CEMETERY	acre	0.1	0	0
2184	6105	FIRE OR POLICE STATION	site	2.0	508	367
2184	6109	OTHER PUBLIC SERVICE	acre	1.1	386	275
2184	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
2184	7601	ACTIVE PARK	acre	10.1	636	414
2184	8002	INTENSIVE AGRICULTURE	acre	42.4	21	17
2184	8003	FIELD CROPS	acre	52.2	31	27
2184	9101	INACTIVE USE	acre	103.4	0	0
2184		TOTAL			9108	6061
2185	101	SINGLE FAMILY	du	12.0	72	51
2185	4112	RIGHT-OF-WAY	acre	9.1	0	0
2185	9101	INACTIVE USE	acre	22619.5	0	0
2185		TOTAL			72	51
2186	101	SINGLE FAMILY	du	53.0	589	414
2186	102	MULTI-FAMILY	du	585.0	4754	3170
2186	4112	RIGHT-OF-WAY	acre	8.1	0	0
2186	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	3676	2581
2186	5007	STREETFRONT COMMERCIAL	acre	0.6	675	491
2186		TOTAL			9694	6656
2187	101	SINGLE FAMILY	du	204.0	2317	1610
2187	4112	RIGHT-OF-WAY	acre	9.3	0	0
2187		TOTAL			2317	1610
2188	101	SINGLE FAMILY	du	366.0	4038	2853
2188	4112	RIGHT-OF-WAY	acre	20.1	0	0
2188		TOTAL			4038	2853
2189	101	SINGLE FAMILY	du	179.0	1988	1398
2189	1409	OTHER GROUP QUARTERS	acre	13.9	55	40
2189	4112	RIGHT-OF-WAY	acre	4.1	0	0
2189	8003	FIELD CROPS	acre	31.6	3	2
2189		TOTAL			2046	1440
2190	100	RESIDENTIAL EMPLOYMENT	employee	150.0	0	0
2190	101	SINGLE FAMILY	du	724.0	8790	6284
2190	102	MULTI-FAMILY	du	60.0	507	351
2190	5004	NEIGHBORHOOD COMMERCIAL	employee	661.0	30686	21674
2190	5008	SERVICE STATION	employee	2.0	563	411
2190	6104	POST OFFICE	employee	104.0	1243	876
2190		TOTAL			41789	29596
2191	101	SINGLE FAMILY	du	208.0	2329	1628
2191	4112	RIGHT-OF-WAY	acre	14.9	0	0
2191	6102	CHURCH	acre	2.7	133	103
2191		TOTAL			2462	1731
2192	2101	INDUSTRIAL PARK	acre	8.6	1228	1015
2192	2103	LIGHT INDUSTRY	acre	24.2	1757	1445

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2192	2201	EXTRACTIVE INDUSTRY	acre	5.3	4	3
2192	4112	RIGHT-OF-WAY	acre	9.0	0	0
2192	9101	INACTIVE USE	acre	7.3	0	0
2192		TOTAL			2989	2463
2193	101	SINGLE FAMILY	du	3.0	30	23
2193	4112	RIGHT-OF-WAY	acre	3.2	0	0
2193	5007	STREETFRONT COMMERCIAL	acre	4.2	4997	3620
2193		TOTAL			5027	3643
2194	101	SINGLE FAMILY	du	77.0	908	662
2194	4112	RIGHT-OF-WAY	acre	10.5	0	0
2194	6102	CHURCH	acre	7.9	390	301
2194	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
2194	7601	ACTIVE PARK	acre	11.3	1095	794
2194	9101	INACTIVE USE	acre	28.0	0	0
2194		TOTAL			4598	2951
2195	101	SINGLE FAMILY	du	4.0	40	30
2195	4112	RIGHT-OF-WAY	acre	2.5	0	0
2195	5009	OTHER COMMERCIAL	acre	4.1	538	404
2195	9101	INACTIVE USE	acre	0.5	0	0
2195		TOTAL			578	434
2196	101	SINGLE FAMILY	du	425.0	4704	3324
2196	4112	RIGHT-OF-WAY	acre	33.9	0	0
2196	9101	INACTIVE USE	acre	83.1	0	0
2196		TOTAL			4704	3324
2197	101	SINGLE FAMILY	du	683.0	7483	5314
2197	102	MULTI-FAMILY	du	400.0	3171	2154
2197	4112	RIGHT-OF-WAY	acre	25.4	0	0
2197	5004	NEIGHBORHOOD COMMERCIAL	acre	8.4	10501	7415
2197	6102	CHURCH	acre	4.7	233	180
2197	6809	OTHER SCHOOL	acre	0.4	91	76
2197	9101	INACTIVE USE	acre	3.6	0	0
2197		TOTAL			21479	15139
2198	101	SINGLE FAMILY	du	114.0	1264	897
2198	2103	LIGHT INDUSTRY	acre	44.9	2450	1979
2198	4112	RIGHT-OF-WAY	acre	16.8	0	0
2198	5009	OTHER COMMERCIAL	acre	0.6	86	66
2198	9101	INACTIVE USE	acre	18.9	0	0
2198		TOTAL			3800	2942
2199	101	SINGLE FAMILY	du	35.0	391	273
2199	102	MULTI-FAMILY	du	25.0	204	135
2199	2104	WAREHOUSING	acre	2.6	100	83
2199	4112	RIGHT-OF-WAY	acre	7.5	0	0
2199		TOTAL			695	491

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2200	100	RESIDENTIAL EMPLOYMENT	employee	44.0	0	0
2200	101	SINGLE FAMILY	du	217.0	2580	1874
2200	102	MULTI-FAMILY	du	75.0	620	437
2200	5008	SERVICE STATION	employee	6.0	1688	1232
2200	6806	ELEMENTARY SCHOOL	site	2.0	4372	2355
2200		TOTAL			9260	5898
2201	101	SINGLE FAMILY	du	115.0	1259	890
2201	4112	RIGHT-OF-WAY	acre	8.4	0	0
2201		TOTAL			1259	890
2202	100	RESIDENTIAL EMPLOYMENT	employee	160.0	0	0
2202	101	SINGLE FAMILY	du	146.0	1738	1253
2202	102	MULTI-FAMILY	du	280.0	2310	1619
2202		TOTAL			4048	2872
2203	101	SINGLE FAMILY	du	11.0	121	85
2203	102	MULTI-FAMILY	du	36.0	286	191
2203	4112	RIGHT-OF-WAY	acre	2.4	0	0
2203	6806	ELEMENTARY SCHOOL	site	1.0	2236	1220
2203		TOTAL			2643	1496
2204	101	SINGLE FAMILY	du	377.0	4228	2960
2204	102	MULTI-FAMILY	du	118.0	966	644
2204	4112	RIGHT-OF-WAY	acre	28.4	0	0
2204	5007	STREETFRONT COMMERCIAL	acre	0.3	367	266
2204	5008	SERVICE STATION	acre	0.3	1091	796
2204	9101	INACTIVE USE	acre	25.6	0	0
2204		TOTAL			6652	4666
2205	101	SINGLE FAMILY	du	13.0	73	53
2205	4112	RIGHT-OF-WAY	acre	63.3	0	0
2205	7211	OTHER RECREATION-LOW	acre	12.6	53	37
2205	8003	FIELD CROPS	acre	33.8	2	2
2205	9101	INACTIVE USE	acre	374.4	0	0
2205		TOTAL			128	92
2206	101	SINGLE FAMILY	du	131.0	1475	1023
2206	4112	RIGHT-OF-WAY	acre	4.8	0	0
2206	6103	LIBRARY	acre	0.5	226	157
2206	6109	OTHER PUBLIC SERVICE	acre	0.6	211	151
2206	7210	OTHER RECREATION-HIGH	acre	0.5	25	17
2206	7601	ACTIVE PARK	acre	33.7	2145	1397
2206	9101	INACTIVE USE	acre	22.7	0	0
2206		TOTAL			4082	2745
2207	101	SINGLE FAMILY	du	6.0	65	46
2207	102	MULTI-FAMILY	du	88.0	710	475
2207	2103	LIGHT INDUSTRY	acre	0.7	546	470
2207	2105	PUBLIC STORAGE	acre	5.2	139	116
2207	4112	RIGHT-OF-WAY	acre	12.5	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2207	5004	NEIGHBORHOOD COMMERCIAL	acre	3.2	3992	2812
2207	5007	STREETFRONT COMMERCIAL	acre	9.2	10914	7898
2207	5008	SERVICE STATION	acre	1.0	3963	2893
2207	5009	OTHER COMMERCIAL	acre	3.1	371	273
2207	6102	CHURCH	acre	9.4	463	357
2207	9101	INACTIVE USE	acre	0.4	0	0
2207		TOTAL			21163	15340
2208	101	SINGLE FAMILY	du	102.0	1149	796
2208	4112	RIGHT-OF-WAY	acre	10.2	0	0
2208		TOTAL			1149	796
2209	4112	RIGHT-OF-WAY	acre	1.5	0	0
2209	5007	STREETFRONT COMMERCIAL	acre	3.7	4536	3300
2209		TOTAL			4536	3300
2210	101	SINGLE FAMILY	du	92.0	1020	724
2210	4112	RIGHT-OF-WAY	acre	14.8	0	0
2210	6804	SENIOR HIGH SCHOOL	site	1.0	5981	2745
2210		TOTAL			7001	3469
2211	101	SINGLE FAMILY	du	14.0	146	107
2211	102	MULTI-FAMILY	du	8.0	57	41
2211	4112	RIGHT-OF-WAY	acre	1.6	0	0
2211	5007	STREETFRONT COMMERCIAL	acre	0.9	1035	748
2211	5009	OTHER COMMERCIAL	acre	1.2	136	99
2211	6102	CHURCH	acre	0.2	12	9
2211	6109	OTHER PUBLIC SERVICE	acre	0.3	114	81
2211	9101	INACTIVE USE	acre	0.2	0	0
2211		TOTAL			1500	1085
2212	101	SINGLE FAMILY	du	142.0	1560	1106
2212	4112	RIGHT-OF-WAY	acre	17.1	0	0
2212		TOTAL			1560	1106
2213	101	SINGLE FAMILY	du	20.0	221	155
2213	102	MULTI-FAMILY	du	117.0	959	632
2213	2104	WAREHOUSING	acre	0.2	12	10
2213	4112	RIGHT-OF-WAY	acre	2.4	0	0
2213	5007	STREETFRONT COMMERCIAL	acre	0.8	938	680
2213	5008	SERVICE STATION	acre	0.8	3132	2287
2213	5009	OTHER COMMERCIAL	acre	0.6	158	127
2213	6002	LOW RISE OFFICE	acre	0.6	190	147
2213	6105	FIRE OR POLICE STATION	site	1.0	303	226
2213	6109	OTHER PUBLIC SERVICE	acre	0.3	107	76
2213	9101	INACTIVE USE	acre	3.9	0	0
2213		TOTAL			6020	4340
2214	100	RESIDENTIAL EMPLOYMENT	employee	78.0	0	0
2214	101	SINGLE FAMILY	du	491.0	6014	4265
2214	5007	STREETFRONT COMMERCIAL	employee	8.0	257	187

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2214	6102	CHURCH	employee	11.0	291	227
2214		TOTAL			6562	4679
2215	6002	LOW RISE OFFICE	employee	4054.0	38861	30155
2215		TOTAL			38861	30155
2216	101	SINGLE FAMILY	du	380.0	4240	2988
2216	4112	RIGHT-OF-WAY	acre	36.8	0	0
2216	5004	NEIGHBORHOOD COMMERCIAL	acre	4.6	5646	3965
2216		TOTAL			9886	6953
2217	101	SINGLE FAMILY	du	340.0	3797	2663
2217	4112	RIGHT-OF-WAY	acre	22.1	0	0
2217	4113	COMMUNICATION OR UTILITY	acre	1.0	3	2
2217	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
2217	9101	INACTIVE USE	acre	78.4	0	0
2217		TOTAL			6050	3898
2218	101	SINGLE FAMILY	du	227.0	2484	1754
2218	4112	RIGHT-OF-WAY	acre	15.9	0	0
2218	9101	INACTIVE USE	acre	179.3	0	0
2218		TOTAL			2484	1754
2219	101	SINGLE FAMILY	du	160.0	1761	1242
2219	4112	RIGHT-OF-WAY	acre	11.9	0	0
2219	4113	COMMUNICATION OR UTILITY	acre	1.7	5	4
2219	6102	CHURCH	acre	2.3	112	87
2219	9101	INACTIVE USE	acre	338.9	0	0
2219		TOTAL			1878	1333
2220	101	SINGLE FAMILY	du	45.0	510	351
2220	4112	RIGHT-OF-WAY	acre	2.3	0	0
2220		TOTAL			510	351
2221	101	SINGLE FAMILY	du	49.0	569	386
2221	103	MOBILE HOME PARK	du	45.0	324	192
2221	1409	OTHER GROUP QUARTERS	acre	2.6	10	7
2221	2105	PUBLIC STORAGE	acre	2.3	63	53
2221	4112	RIGHT-OF-WAY	acre	41.2	0	0
2221	4114	PARKING	acre	0.5	0	0
2221	5004	NEIGHBORHOOD COMMERCIAL	acre	9.8	12097	8523
2221	5007	STREETFRONT COMMERCIAL	acre	0.2	281	206
2221	5008	SERVICE STATION	acre	1.1	4288	3131
2221	5009	OTHER COMMERCIAL	acre	11.4	1341	985
2221	6002	LOW RISE OFFICE	acre	2.9	800	616
2221	6102	CHURCH	acre	2.2	110	85
2221	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
2221	9101	INACTIVE USE	acre	0.2	0	0
2221		TOTAL			19883	14184
2222	101	SINGLE FAMILY	du	14.0	154	108

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2222	2103	LIGHT INDUSTRY	acre	2.9	161	131
2222	2104	WAREHOUSING	acre	1.3	51	42
2222	2201	EXTRACTIVE INDUSTRY	acre	29.2	55	46
2222	4112	RIGHT-OF-WAY	acre	78.5	0	0
2222	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
2222	4119	OTHER TRANSPORTATION	acre	2.6	265	201
2222	5008	SERVICE STATION	acre	0.8	3096	2260
2222	5009	OTHER COMMERCIAL	acre	4.5	528	387
2222	6109	OTHER PUBLIC SERVICE	acre	1.3	423	299
2222	9101	INACTIVE USE	acre	433.1	0	0
2222	9500	UNDER CONTRUCTION	acre	3.0	17	13
2222		TOTAL			4750	3487
2223	101	SINGLE FAMILY	du	21.0	230	163
2223	102	MULTI-FAMILY	du	6.0	47	32
2223	2103	LIGHT INDUSTRY	acre	0.5	36	29
2223	4112	RIGHT-OF-WAY	acre	3.1	0	0
2223	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
2223	5007	STREETFRONT COMMERCIAL	acre	0.5	635	459
2223	5009	OTHER COMMERCIAL	acre	3.3	609	475
2223	6002	LOW RISE OFFICE	acre	1.2	348	270
2223	6104	POST OFFICE	acre	1.4	1369	948
2223		TOTAL			3274	2376
2224	102	MULTI-FAMILY	du	139.0	1139	752
2224	4112	RIGHT-OF-WAY	acre	5.5	0	0
2224	5004	NEIGHBORHOOD COMMERCIAL	acre	5.7	6948	4883
2224		TOTAL			8087	5635
2225	101	SINGLE FAMILY	du	80.0	867	619
2225	4112	RIGHT-OF-WAY	acre	6.8	0	0
2225	4113	COMMUNICATION OR UTILITY	acre	31.6	93	71
2225	9101	INACTIVE USE	acre	19.7	0	0
2225		TOTAL			960	690
2226	101	SINGLE FAMILY	du	251.0	2794	1964
2226	4112	RIGHT-OF-WAY	acre	19.3	0	0
2226	4113	COMMUNICATION OR UTILITY	acre	12.2	36	28
2226	6102	CHURCH	acre	0.8	39	30
2226	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4253	2523
2226	9101	INACTIVE USE	acre	107.4	0	0
2226	9500	UNDER CONTRUCTION	acre	10.4	59	46
2226		TOTAL			7181	4591
2227	101	SINGLE FAMILY	du	136.0	1592	1169
2227	102	MULTI-FAMILY	du	53.0	427	305
2227	1503	RESORT	acre	19.5	3321	2103
2227	4112	RIGHT-OF-WAY	acre	14.2	0	0
2227	4114	PARKING	acre	0.6	0	0
2227	7604	ACTIVE BEACH	acre	0.6	2	1
2227	7605	PASSIVE BEACH	acre	0.2	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2227	9101	INACTIVE USE	acre	0.1	0	0
2227		TOTAL			5342	3578
2228	101	SINGLE FAMILY	du	37.0	409	287
2228	102	MULTI-FAMILY	du	428.0	3457	2303
2228	4112	RIGHT-OF-WAY	acre	1.3	0	0
2228	6807	SCHOOL DISTRICT OFFICE	acre	1.9	615	489
2228		TOTAL			4481	3079
2229	101	SINGLE FAMILY	du	297.0	3500	2560
2229	4112	RIGHT-OF-WAY	acre	49.9	0	0
2229	4113	COMMUNICATION OR UTILITY	acre	3.5	10	8
2229	6105	FIRE OR POLICE STATION	site	1.0	264	192
2229	9101	INACTIVE USE	acre	70.5	0	0
2229		TOTAL			3774	2760
2230	100	RESIDENTIAL EMPLOYMENT	employee	47.0	0	0
2230	101	SINGLE FAMILY	du	143.0	1735	1242
2230	102	MULTI-FAMILY	du	277.0	2344	1621
2230	5008	SERVICE STATION	employee	14.0	3939	2876
2230	6102	CHURCH	employee	9.0	238	186
2230	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4311	2573
2230	7601	ACTIVE PARK	employee	4.0	10	9
2230		TOTAL			12577	8507
2231	100	RESIDENTIAL EMPLOYMENT	employee	116.0	0	0
2231	101	SINGLE FAMILY	du	483.0	5639	4151
2231	102	MULTI-FAMILY	du	314.0	2572	1821
2231	5004	NEIGHBORHOOD COMMERCIAL	employee	217.0	10074	7115
2231	5008	SERVICE STATION	employee	10.0	2814	2054
2231	6103	LIBRARY	employee	17.0	322	222
2231	6809	OTHER SCHOOL	employee	26.0	614	508
2231		TOTAL			22035	15871
2232	101	SINGLE FAMILY	du	45.0	481	349
2232	2103	LIGHT INDUSTRY	acre	5.1	290	235
2232	4112	RIGHT-OF-WAY	acre	53.6	0	0
2232	9101	INACTIVE USE	acre	129.6	0	0
2232		TOTAL			771	584
2233	101	SINGLE FAMILY	du	298.0	3336	2330
2233	4112	RIGHT-OF-WAY	acre	13.6	0	0
2233	4113	COMMUNICATION OR UTILITY	acre	1.5	4	3
2233	6102	CHURCH	acre	3.8	187	145
2233	9101	INACTIVE USE	acre	29.1	0	0
2233	9500	UNDER CONTRUCTION	acre	1.1	6	5
2233		TOTAL			3533	2483
2234	101	SINGLE FAMILY	du	164.0	1806	1278
2234	103	MOBILE HOME PARK	du	49.0	321	205
2234	1501	LOW-RISE HOTEL OR MOTEL	acre	1.9	600	361

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2234	4112	RIGHT-OF-WAY	acre	47.2	0	0
2234	5007	STREETFRONT COMMERCIAL	acre	1.1	1297	937
2234	5009	OTHER COMMERCIAL	acre	0.8	85	62
2234	7601	ACTIVE PARK	acre	40.0	2528	1642
2234	9101	INACTIVE USE	acre	505.6	0	0
2234		TOTAL			6637	4485
2235	101	SINGLE FAMILY	du	51.0	558	395
2235	102	MULTI-FAMILY	du	238.0	1903	1282
2235	4112	RIGHT-OF-WAY	acre	1.8	0	0
2235	4113	COMMUNICATION OR UTILITY	acre	1.0	3	2
2235	5009	OTHER COMMERCIAL	acre	2.8	322	236
2235	6105	FIRE OR POLICE STATION	site	1.0	254	184
2235	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4355	2611
2235		TOTAL			7395	4710
2236	101	SINGLE FAMILY	du	356.0	3981	2787
2236	102	MULTI-FAMILY	du	256.0	2086	1391
2236	4112	RIGHT-OF-WAY	acre	16.5	0	0
2236	4113	COMMUNICATION OR UTILITY	acre	21.5	63	49
2236	9101	INACTIVE USE	acre	87.5	0	0
2236		TOTAL			6130	4227
2237	100	RESIDENTIAL EMPLOYMENT	employee	49.0	0	0
2237	101	SINGLE FAMILY	du	275.0	3216	2363
2237	102	MULTI-FAMILY	du	1657.0	13471	9583
2237		TOTAL			16687	11946
2238	4112	RIGHT-OF-WAY	acre	137.7	0	0
2238	4113	COMMUNICATION OR UTILITY	acre	20.7	61	47
2238	7211	OTHER RECREATION-LOW	acre	16.8	107	73
2238	9101	INACTIVE USE	acre	2790.9	0	0
2238		TOTAL			168	120
2239	101	SINGLE FAMILY	du	389.0	4359	3039
2239	4112	RIGHT-OF-WAY	acre	27.9	0	0
2239	5007	STREETFRONT COMMERCIAL	acre	1.9	2279	1647
2239	6002	LOW RISE OFFICE	acre	3.3	882	677
2239		TOTAL			7520	5363
2240	101	SINGLE FAMILY	du	340.0	3671	2625
2240	102	MULTI-FAMILY	du	214.0	1662	1140
2240	4112	RIGHT-OF-WAY	acre	19.2	0	0
2240	6002	LOW RISE OFFICE	acre	0.8	234	181
2240	6807	SCHOOL DISTRICT OFFICE	acre	5.1	1108	840
2240	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
2240	9101	INACTIVE USE	acre	6.1	0	0
2240	9500	UNDER CONTRUCTION	acre	1.0	6	5
2240		TOTAL			6681	4791
2241	101	SINGLE FAMILY	du	211.0	2299	1634

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2241	102	MULTI-FAMILY	du	127.0	998	679
2241	4112	RIGHT-OF-WAY	acre	9.2	0	0
2241	5007	STREETFRONT COMMERCIAL	acre	3.9	4648	3358
2241	5008	SERVICE STATION	acre	0.6	2464	1799
2241	6102	CHURCH	acre	1.0	49	38
2241	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
2241	9101	INACTIVE USE	acre	12.9	22	19
2241		TOTAL			10480	7527
2242	101	SINGLE FAMILY	du	137.0	1483	1061
2242	102	MULTI-FAMILY	du	10.0	79	54
2242	4112	RIGHT-OF-WAY	acre	6.8	0	0
2242	6806	ELEMENTARY SCHOOL	site	1.0	2245	1229
2242	9101	INACTIVE USE	acre	3.4	0	0
2242		TOTAL			3807	2344
2243	101	SINGLE FAMILY	du	247.0	2742	1923
2243	102	MULTI-FAMILY	du	173.0	1414	935
2243	4112	RIGHT-OF-WAY	acre	12.1	0	0
2243	4113	COMMUNICATION OR UTILITY	acre	1.7	5	4
2243	5009	OTHER COMMERCIAL	acre	1.4	152	111
2243	6109	OTHER PUBLIC SERVICE	acre	0.6	209	148
2243	9101	INACTIVE USE	acre	0.7	0	0
2243		TOTAL			4522	3121
2244	101	SINGLE FAMILY	du	39.0	234	164
2244	102	MULTI-FAMILY	du	17.0	76	53
2244	103	MOBILE HOME PARK	du	103.0	411	246
2244	4112	RIGHT-OF-WAY	acre	129.9	0	0
2244	7210	OTHER RECREATION-HIGH	acre	51.2	1822	1227
2244	8003	FIELD CROPS	acre	113.8	22	19
2244	9101	INACTIVE USE	acre	139.6	0	0
2244		TOTAL			2565	1709
2245	101	SINGLE FAMILY	du	225.0	2463	1750
2245	102	MULTI-FAMILY	du	149.0	1182	800
2245	4112	RIGHT-OF-WAY	acre	16.2	0	0
2245	6509	OTHER HEALTH CARE	acre	0.2	87	64
2245	9101	INACTIVE USE	acre	2.6	0	0
2245		TOTAL			3732	2614
2246	101	SINGLE FAMILY	du	23.0	129	94
2246	4112	RIGHT-OF-WAY	acre	63.1	0	0
2246	5009	OTHER COMMERCIAL	acre	1.9	155	115
2246	6101	CEMETERY	acre	1.0	3	2
2246	7211	OTHER RECREATION-LOW	acre	8.9	38	26
2246	8003	FIELD CROPS	acre	79.1	4	3
2246	9101	INACTIVE USE	acre	104.7	0	0
2246		TOTAL			329	240
2247	101	SINGLE FAMILY	du	119.0	1311	925

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2247	102	MULTI-FAMILY	du	204.0	1635	1099
2247	4112	RIGHT-OF-WAY	acre	6.0	0	0
2247	4114	PARKING	acre	0.6	0	0
2247	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
2247	9101	INACTIVE USE	acre	2.2	0	0
2247		TOTAL			2946	2024
2248	101	SINGLE FAMILY	du	245.0	2650	1899
2248	4112	RIGHT-OF-WAY	acre	51.3	0	0
2248	4114	PARKING	acre	0.8	0	0
2248	9101	INACTIVE USE	acre	7.4	0	0
2248		TOTAL			2650	1899
2249	101	SINGLE FAMILY	du	222.0	2473	1730
2249	4112	RIGHT-OF-WAY	acre	15.9	0	0
2249		TOTAL			2473	1730
2250	101	SINGLE FAMILY	du	18.0	207	153
2250	102	MULTI-FAMILY	du	327.0	2637	1882
2250	1501	LOW-RISE HOTEL OR MOTEL	acre	2.7	1105	730
2250	4112	RIGHT-OF-WAY	acre	7.9	0	0
2250	5007	STREETFRONT COMMERCIAL	acre	0.8	1032	752
2250	6001	HIGH RISE OFFICE	acre	1.1	3043	2423
2250	6002	LOW RISE OFFICE	acre	0.3	168	137
2250	7210	OTHER RECREATION-HIGH	acre	0.1	12	9
2250	7601	ACTIVE PARK	unique	7.0	11108	7289
2250	7604	ACTIVE BEACH	unique	11.8	10767	6938
2250		TOTAL			30079	20313
2251	6509	OTHER HEALTH CARE	acre	11.8	4899	3587
2251	9101	INACTIVE USE	acre	12.2	0	0
2251		TOTAL			4899	3587
2252	101	SINGLE FAMILY	du	260.0	2914	2031
2252	102	MULTI-FAMILY	du	62.0	507	337
2252	2101	INDUSTRIAL PARK	acre	18.3	2500	2062
2252	4112	RIGHT-OF-WAY	acre	28.5	0	0
2252	4113	COMMUNICATION OR UTILITY	acre	7.8	23	18
2252	5007	STREETFRONT COMMERCIAL	acre	3.2	3819	2763
2252	6002	LOW RISE OFFICE	acre	0.5	114	86
2252	9101	INACTIVE USE	acre	34.0	0	0
2252	9500	UNDER CONTRUCTION	acre	1.3	8	6
2252		TOTAL			9885	7303
2253	2101	INDUSTRIAL PARK	acre	58.6	9052	7506
2253	2103	LIGHT INDUSTRY	acre	45.8	3400	2799
2253	4112	RIGHT-OF-WAY	acre	18.2	0	0
2253	9101	INACTIVE USE	acre	1.5	0	0
2253		TOTAL			12452	10305
2254	101	SINGLE FAMILY	du	4.0	44	31

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2254	102	MULTI-FAMILY	du	354.0	2837	1908
2254		TOTAL			2881	1939
2255	101	SINGLE FAMILY	du	5.0	53	38
2255	103	MOBILE HOME PARK	du	577.0	3632	2368
2255	4112	RIGHT-OF-WAY	acre	6.3	0	0
2255	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
2255		TOTAL			3686	2407
2256	100	RESIDENTIAL EMPLOYMENT	employee	59.0	0	0
2256	101	SINGLE FAMILY	du	394.0	4744	3419
2256	102	MULTI-FAMILY	du	8.0	67	47
2256	6806	ELEMENTARY SCHOOL	site	1.0	2240	1224
2256		TOTAL			7051	4690
2257	101	SINGLE FAMILY	du	378.0	4426	3245
2257	4112	RIGHT-OF-WAY	acre	29.4	0	0
2257	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
2257	7601	ACTIVE PARK	acre	1.5	97	63
2257	7604	ACTIVE BEACH	acre	0.0	0	0
2257	7605	PASSIVE BEACH	acre	2.3	4	3
2257	9101	INACTIVE USE	acre	6.4	0	0
2257	9500	UNDER CONTRUCTION	acre	0.2	1	1
2257		TOTAL			4531	3314
2258	101	SINGLE FAMILY	du	302.0	3345	2350
2258	1409	OTHER GROUP QUARTERS	acre	0.7	3	2
2258	4112	RIGHT-OF-WAY	acre	8.1	0	0
2258	4113	COMMUNICATION OR UTILITY	acre	1.0	8	7
2258	6502	HOSPITAL	acre	0.9	245	175
2258		TOTAL			3601	2534
2259	101	SINGLE FAMILY	du	2.0	23	17
2259	102	MULTI-FAMILY	du	70.0	557	403
2259	4112	RIGHT-OF-WAY	acre	3.8	0	0
2259	5007	STREETFRONT COMMERCIAL	acre	0.2	226	168
2259	7601	ACTIVE PARK	acre	1.6	104	68
2259	9702	MIXED USE 67% STREETFRONT	acre	2.6	2188	1592
2259		TOTAL			3098	2248
2260	4112	RIGHT-OF-WAY	acre	2.7	0	0
2260	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
2260	7601	ACTIVE PARK	acre	23.5	1486	966
2260	9101	INACTIVE USE	acre	34.9	0	0
2260		TOTAL			3736	2199
2261		TOTAL			0	0
2262	101	SINGLE FAMILY	du	214.0	2496	1834
2262	4112	RIGHT-OF-WAY	acre	26.8	0	0

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2262	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
2262	6806	ELEMENTARY SCHOOL	site	1.0	2201	1190
2262	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
2262	9101	INACTIVE USE	acre	7.2	0	0
2262		TOTAL			4698	3025
2263	101	SINGLE FAMILY	du	19.0	218	162
2263	102	MULTI-FAMILY	du	13.0	103	75
2263	4112	RIGHT-OF-WAY	acre	0.6	0	0
2263	7601	ACTIVE PARK	acre	2.9	182	118
2263	7604	ACTIVE BEACH	unique	0.5	10729	6913
2263		TOTAL			11232	7268
2264	101	SINGLE FAMILY	du	33.0	356	255
2264	2101	INDUSTRIAL PARK	acre	23.2	3349	2768
2264	2103	LIGHT INDUSTRY	acre	4.3	385	320
2264	4112	RIGHT-OF-WAY	acre	32.4	0	0
2264	5007	STREETFRONT COMMERCIAL	acre	0.2	268	194
2264	5009	OTHER COMMERCIAL	acre	8.6	1063	787
2264	6002	LOW RISE OFFICE	acre	4.1	976	737
2264	9101	INACTIVE USE	acre	2.8	0	0
2264		TOTAL			6397	5061
2265	101	SINGLE FAMILY	du	325.0	3556	2525
2265	102	MULTI-FAMILY	du	309.0	2477	1671
2265	4112	RIGHT-OF-WAY	acre	24.7	0	0
2265	5007	STREETFRONT COMMERCIAL	acre	1.2	1385	1000
2265	6002	LOW RISE OFFICE	acre	1.4	352	269
2265	6102	CHURCH	acre	1.2	62	48
2265	7607	RESIDENTIAL RECREATION	acre	0.1	0	0
2265	9101	INACTIVE USE	acre	0.9	0	0
2265		TOTAL			7832	5513
2266	100	RESIDENTIAL EMPLOYMENT	employee	130.0	0	0
2266	101	SINGLE FAMILY	du	743.0	9101	6451
2266	6806	ELEMENTARY SCHOOL	site	1.0	2215	1202
2266		TOTAL			11316	7653
2267	101	SINGLE FAMILY	du	11.0	126	93
2267	102	MULTI-FAMILY	du	126.0	1004	723
2267	4112	RIGHT-OF-WAY	acre	2.8	0	0
2267	4114	PARKING	acre	1.1	0	0
2267	5007	STREETFRONT COMMERCIAL	acre	0.6	819	601
2267	6002	LOW RISE OFFICE	acre	0.2	45	34
2267	6102	CHURCH	acre	0.9	45	35
2267	9702	MIXED USE 67% STREETFRONT	acre	3.5	2922	2126
2267		TOTAL			4961	3612
2268	4112	RIGHT-OF-WAY	acre	4.2	0	0
2268	4114	PARKING	acre	0.7	0	0
2268	5007	STREETFRONT COMMERCIAL	acre	3.7	4868	3597

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2268	6104	POST OFFICE	acre	0.3	354	249
2268	6109	OTHER PUBLIC SERVICE	acre	0.2	99	73
2268		TOTAL			5321	3919
2269	101	SINGLE FAMILY	du	277.0	3026	2156
2269	4112	RIGHT-OF-WAY	acre	14.5	0	0
2269	7607	RESIDENTIAL RECREATION	acre	7.4	0	0
2269	9101	INACTIVE USE	acre	140.1	0	0
2269		TOTAL			3026	2156
2270	101	SINGLE FAMILY	du	96.0	1102	819
2270	102	MULTI-FAMILY	du	13.0	101	74
2270	4112	RIGHT-OF-WAY	acre	11.1	0	0
2270		TOTAL			1203	893
2271	101	SINGLE FAMILY	du	241.0	2649	1873
2271	4112	RIGHT-OF-WAY	acre	27.3	0	0
2271	6105	FIRE OR POLICE STATION	site	1.0	281	207
2271	7601	ACTIVE PARK	acre	19.2	1230	803
2271	9101	INACTIVE USE	acre	23.4	0	0
2271		TOTAL			4160	2883
2272	101	SINGLE FAMILY	du	16.0	185	137
2272	102	MULTI-FAMILY	du	196.0	1579	1129
2272	4112	RIGHT-OF-WAY	acre	4.7	0	0
2272	5007	STREETFRONT COMMERCIAL	acre	2.3	3027	2224
2272	6002	LOW RISE OFFICE	acre	0.6	144	110
2272	6109	OTHER PUBLIC SERVICE	acre	2.0	779	569
2272	6509	OTHER HEALTH CARE	acre	0.3	157	119
2272	9101	INACTIVE USE	acre	0.1	0	0
2272		TOTAL			5871	4288
2273	4112	RIGHT-OF-WAY	acre	4.9	0	0
2273	6804	SENIOR HIGH SCHOOL	site	1.0	5852	2634
2273	7601	ACTIVE PARK	acre	7.5	475	309
2273		TOTAL			6327	2943
2274	101	SINGLE FAMILY	du	206.0	2416	1777
2274	4112	RIGHT-OF-WAY	acre	20.1	0	0
2274	4113	COMMUNICATION OR UTILITY	acre	11.1	33	25
2274	6801	SDSU OR UCSD	acre	9.4	0	0
2274	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
2274	9101	INACTIVE USE	acre	23.4	0	0
2274		TOTAL			2449	1802
2275	101	SINGLE FAMILY	du	187.0	2045	1455
2275	102	MULTI-FAMILY	du	105.0	838	563
2275	103	MOBILE HOME PARK	du	15.0	95	61
2275	2103	LIGHT INDUSTRY	acre	0.9	152	128
2275	4112	RIGHT-OF-WAY	acre	10.7	0	0
2275	5007	STREETFRONT COMMERCIAL	acre	1.4	1728	1253

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2275	5009	OTHER COMMERCIAL	acre	1.3	156	114
2275	6806	ELEMENTARY SCHOOL	site	1.0	2199	1188
2275		TOTAL			7213	4762
2276	101	SINGLE FAMILY	du	184.0	2065	1443
2276	102	MULTI-FAMILY	du	231.0	1885	1253
2276	4112	RIGHT-OF-WAY	acre	24.6	0	0
2276	5004	NEIGHBORHOOD COMMERCIAL	acre	6.9	8382	5888
2276	7607	RESIDENTIAL RECREATION	acre	2.3	0	0
2276	9101	INACTIVE USE	acre	41.1	0	0
2276	9500	UNDER CONTRUCTION	acre	1.6	9	7
2276		TOTAL			12341	8591
2277	102	MULTI-FAMILY	du	64.0	508	367
2277	1501	LOW-RISE HOTEL OR MOTEL	acre	1.1	384	238
2277	4112	RIGHT-OF-WAY	acre	5.3	0	0
2277	5007	STREETFRONT COMMERCIAL	acre	4.7	6329	4682
2277		TOTAL			7221	5287
2278	101	SINGLE FAMILY	du	130.0	1415	1009
2278	4112	RIGHT-OF-WAY	acre	7.9	0	0
2278	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
2278	9101	INACTIVE USE	acre	17.7	0	0
2278		TOTAL			3641	2221
2279	2201	EXTRACTIVE INDUSTRY	acre	20.3	15	12
2279	4112	RIGHT-OF-WAY	acre	6.6	0	0
2279	6109	OTHER PUBLIC SERVICE	acre	2.9	939	665
2279	9101	INACTIVE USE	acre	104.9	0	0
2279		TOTAL			954	677
2280	101	SINGLE FAMILY	du	93.0	1038	727
2280	102	MULTI-FAMILY	du	130.0	1060	707
2280	4112	RIGHT-OF-WAY	acre	11.3	0	0
2280	6806	ELEMENTARY SCHOOL	site	1.0	2269	1249
2280	7601	ACTIVE PARK	acre	14.7	930	604
2280	9101	INACTIVE USE	acre	2.3	0	0
2280		TOTAL			5297	3287
2281	102	MULTI-FAMILY	du	76.0	607	437
2281	4112	RIGHT-OF-WAY	acre	2.4	0	0
2281	5007	STREETFRONT COMMERCIAL	acre	1.6	2278	1693
2281	9702	MIXED USE 67% STREETFRONT	acre	4.4	3652	2658
2281		TOTAL			6537	4788
2282	101	SINGLE FAMILY	du	208.0	2251	1613
2282	103	MOBILE HOME PARK	du	14.0	90	58
2282	2103	LIGHT INDUSTRY	acre	1.9	110	90
2282	4112	RIGHT-OF-WAY	acre	16.2	0	0
2282	6102	CHURCH	acre	1.1	53	41
2282	9101	INACTIVE USE	acre	0.8	0	0
2282		TOTAL			2504	1802

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2283	101	SINGLE FAMILY	du	553.0	3484	2368
2283	4112	RIGHT-OF-WAY	acre	70.5	0	0
2283	4113	COMMUNICATION OR UTILITY	acre	8.2	19	15
2283	5008	SERVICE STATION	acre	0.4	1190	869
2283	5009	OTHER COMMERCIAL	acre	5.4	408	297
2283	6102	CHURCH	acre	2.5	138	112
2283	6103	LIBRARY	acre	0.1	48	37
2283	6105	FIRE OR POLICE STATION	site	1.0	86	62
2283	6806	ELEMENTARY SCHOOL	site	1.0	735	396
2283	7210	OTHER RECREATION-HIGH	acre	17.1	606	408
2283	7211	OTHER RECREATION-LOW	acre	60.8	257	176
2283	8003	FIELD CROPS	acre	104.7	10	8
2283	9101	INACTIVE USE	acre	225.3	0	0
2283		TOTAL			6981	4748
2284	101	SINGLE FAMILY	du	620.0	7565	5390
2284	102	MULTI-FAMILY	du	124.0	1070	729
2284	4112	RIGHT-OF-WAY	acre	63.3	0	0
2284	4113	COMMUNICATION OR UTILITY	acre	7.7	22	17
2284	5007	STREETFRONT COMMERCIAL	acre	0.4	433	313
2284	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
2284	7601	ACTIVE PARK	acre	7.4	471	306
2284	9101	INACTIVE USE	acre	77.8	0	0
2284		TOTAL			11673	7869
2285	2101	INDUSTRIAL PARK	acre	40.5	5826	4815
2285	4112	RIGHT-OF-WAY	acre	60.5	0	0
2285	4113	COMMUNICATION OR UTILITY	acre	9.8	559	481
2285	4114	PARKING	acre	2.0	0	0
2285	6002	LOW RISE OFFICE	acre	15.2	4248	3276
2285	9101	INACTIVE USE	acre	51.4	0	0
2285		TOTAL			10633	8572
2286	101	SINGLE FAMILY	du	122.0	1376	954
2286	4112	RIGHT-OF-WAY	acre	6.7	0	0
2286	5003	COMMUNITY COMMERCIAL	acre	19.0	14657	10322
2286	5007	STREETFRONT COMMERCIAL	acre	4.8	5711	4132
2286	5008	SERVICE STATION	acre	1.0	3935	2873
2286	9101	INACTIVE USE	acre	50.5	0	0
2286		TOTAL			25679	18281
2287	101	SINGLE FAMILY	du	310.0	3437	2418
2287	4112	RIGHT-OF-WAY	acre	12.7	0	0
2287		TOTAL			3437	2418
2288	101	SINGLE FAMILY	du	511.0	6327	4459
2288	4112	RIGHT-OF-WAY	acre	48.5	0	0
2288	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
2288	9101	INACTIVE USE	acre	108.0	0	0
2288		TOTAL			8439	5572

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2289	101	SINGLE FAMILY	du	5.0	56	39
2289	102	MULTI-FAMILY	du	135.0	1099	738
2289	103	MOBILE HOME PARK	du	610.0	3967	2535
2289	4112	RIGHT-OF-WAY	acre	10.6	0	0
2289	5007	STREETFRONT COMMERCIAL	acre	1.9	2240	1622
2289	9101	INACTIVE USE	acre	2.9	0	0
2289		TOTAL			7362	4934
2290	101	SINGLE FAMILY	du	501.0	6124	4356
2290	4112	RIGHT-OF-WAY	acre	62.6	0	0
2290	6806	ELEMENTARY SCHOOL	site	1.0	2216	1204
2290	9101	INACTIVE USE	acre	94.7	0	0
2290		TOTAL			8340	5560
2291	101	SINGLE FAMILY	du	141.0	1542	1093
2291	4112	RIGHT-OF-WAY	acre	17.4	0	0
2291	6101	CEMETERY	acre	8.2	34	28
2291	6102	CHURCH	acre	1.7	95	74
2291	9101	INACTIVE USE	acre	14.2	0	0
2291		TOTAL			1671	1195
2292	101	SINGLE FAMILY	du	104.0	1205	889
2292	102	MULTI-FAMILY	du	38.0	302	218
2292	4112	RIGHT-OF-WAY	acre	9.1	0	0
2292	9702	MIXED USE 67% STREETFRONT	acre	1.5	1248	908
2292		TOTAL			2755	2015
2293	101	SINGLE FAMILY	du	152.0	1673	1184
2293	4112	RIGHT-OF-WAY	acre	20.1	0	0
2293	9101	INACTIVE USE	acre	1428.1	0	0
2293		TOTAL			1673	1184
2294	101	SINGLE FAMILY	du	33.0	361	255
2294	4112	RIGHT-OF-WAY	acre	59.2	0	0
2294	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
2294	9101	INACTIVE USE	acre	19.4	0	0
2294		TOTAL			362	256
2295	101	SINGLE FAMILY	du	391.0	4377	3062
2295	4112	RIGHT-OF-WAY	acre	20.5	0	0
2295	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2295	6102	CHURCH	acre	3.9	192	149
2295	9101	INACTIVE USE	acre	10.4	0	0
2295		TOTAL			4569	3211
2296	101	SINGLE FAMILY	du	252.0	2728	1950
2296	103	MOBILE HOME PARK	du	56.0	355	231
2296	4112	RIGHT-OF-WAY	acre	29.1	0	0
2296	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
2296	5008	SERVICE STATION	acre	1.0	4095	2990
2296	5009	OTHER COMMERCIAL	acre	3.1	364	267

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2296	6105	FIRE OR POLICE STATION	site	1.0	254	183
2296	8003	FIELD CROPS	acre	7.0	0	0
2296	9101	INACTIVE USE	acre	3.6	0	0
2296		TOTAL			7796	5621
2297	101	SINGLE FAMILY	du	2.0	23	17
2297	102	MULTI-FAMILY	du	18.0	145	104
2297	4112	RIGHT-OF-WAY	acre	5.2	0	0
2297	4114	PARKING	acre	0.6	0	0
2297	5007	STREETFRONT COMMERCIAL	acre	0.5	626	454
2297	6002	LOW RISE OFFICE	acre	2.3	1273	1042
2297	6102	CHURCH	acre	0.5	144	122
2297	6109	OTHER PUBLIC SERVICE	acre	0.2	80	57
2297	6509	OTHER HEALTH CARE	acre	0.4	180	134
2297	9702	MIXED USE 67% STREETFRONT	acre	1.8	1500	1092
2297		TOTAL			3971	3022
2298	101	SINGLE FAMILY	du	88.0	966	680
2298	4112	RIGHT-OF-WAY	acre	4.3	0	0
2298	4113	COMMUNICATION OR UTILITY	acre	1.1	3	3
2298	9101	INACTIVE USE	acre	44.9	0	0
2298		TOTAL			969	683
2299	101	SINGLE FAMILY	du	3.0	34	26
2299	102	MULTI-FAMILY	du	5.0	39	29
2299	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	60	38
2299	4112	RIGHT-OF-WAY	acre	5.6	0	0
2299	6102	CHURCH	acre	2.7	273	223
2299	6109	OTHER PUBLIC SERVICE	acre	0.5	158	112
2299	7607	RESIDENTIAL RECREATION	acre	0.0	0	0
2299		TOTAL			564	428
2300	101	SINGLE FAMILY	du	262.0	2842	2036
2300	102	MULTI-FAMILY	du	60.0	458	320
2300	103	MOBILE HOME PARK	du	151.0	978	627
2300	4112	RIGHT-OF-WAY	acre	12.1	0	0
2300	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
2300	9101	INACTIVE USE	acre	2.9	0	0
2300		TOTAL			4278	2983
2301	101	SINGLE FAMILY	du	492.0	5396	3814
2301	102	MULTI-FAMILY	du	82.0	651	440
2301	4112	RIGHT-OF-WAY	acre	57.3	0	0
2301	4113	COMMUNICATION OR UTILITY	acre	1.2	4	3
2301	5007	STREETFRONT COMMERCIAL	acre	1.2	1430	1032
2301	7601	ACTIVE PARK	acre	5.6	357	232
2301	9101	INACTIVE USE	acre	112.0	0	0
2301		TOTAL			7838	5521
2302	101	SINGLE FAMILY	du	110.0	1302	948
2302	4112	RIGHT-OF-WAY	acre	7.5	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2302	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
2302	9101	INACTIVE USE	acre	48.4	0	0
2302		TOTAL			1304	949
2303	101	SINGLE FAMILY	du	8.0	92	68
2303	102	MULTI-FAMILY	du	50.0	395	287
2303	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	99	59
2303	4112	RIGHT-OF-WAY	acre	2.7	0	0
2303	5007	STREETFRONT COMMERCIAL	acre	4.6	5917	4345
2303		TOTAL			6503	4759
2304	101	SINGLE FAMILY	du	40.0	462	342
2304	102	MULTI-FAMILY	du	616.0	4939	3539
2304	1503	RESORT	acre	0.3	48	30
2304	4112	RIGHT-OF-WAY	acre	13.3	0	0
2304	5007	STREETFRONT COMMERCIAL	acre	0.2	247	182
2304	6002	LOW RISE OFFICE	acre	1.5	391	298
2304	7604	ACTIVE BEACH	acre	0.5	2	1
2304	9101	INACTIVE USE	acre	0.7	0	0
2304		TOTAL			6089	4392
2305	101	SINGLE FAMILY	du	9.0	104	77
2305	102	MULTI-FAMILY	du	42.0	335	242
2305	4112	RIGHT-OF-WAY	acre	3.2	0	0
2305	5007	STREETFRONT COMMERCIAL	acre	1.4	1753	1279
2305	6002	LOW RISE OFFICE	acre	0.2	55	43
2305	6102	CHURCH	acre	0.3	21	16
2305	6809	OTHER SCHOOL	acre	11.3	2327	1932
2305	7601	ACTIVE PARK	acre	3.3	212	138
2305	9101	INACTIVE USE	acre	0.2	0	0
2305		TOTAL			4807	3727
2306	101	SINGLE FAMILY	du	435.0	4730	3378
2306	4112	RIGHT-OF-WAY	acre	30.3	0	0
2306	4113	COMMUNICATION OR UTILITY	acre	6.7	20	15
2306	9101	INACTIVE USE	acre	54.1	0	0
2306		TOTAL			4750	3393
2307	101	SINGLE FAMILY	du	83.0	924	651
2307	4112	RIGHT-OF-WAY	acre	9.9	0	0
2307	7607	RESIDENTIAL RECREATION	acre	0.9	0	0
2307	9101	INACTIVE USE	acre	47.2	0	0
2307		TOTAL			924	651
2308	4112	RIGHT-OF-WAY	acre	0.6	0	0
2308	5004	NEIGHBORHOOD COMMERCIAL	acre	4.6	5583	3928
2308	5007	STREETFRONT COMMERCIAL	acre	0.5	563	407
2308	9101	INACTIVE USE	acre	0.6	0	0
2308		TOTAL			6146	4335
2309	101	SINGLE FAMILY	du	464.0	5745	4043

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2309	4112	RIGHT-OF-WAY	acre	26.8	0	0
2309	6806	ELEMENTARY SCHOOL	site	1.0	2242	1226
2309	9101	INACTIVE USE	acre	57.8	0	0
2309		TOTAL			7987	5269
2310	101	SINGLE FAMILY	du	547.0	6156	4292
2310	4112	RIGHT-OF-WAY	acre	35.3	0	0
2310	6806	ELEMENTARY SCHOOL	site	1.0	2353	1322
2310		TOTAL			8509	5614
2311	101	SINGLE FAMILY	du	564.0	6667	4860
2311	4112	RIGHT-OF-WAY	acre	88.1	0	0
2311	4113	COMMUNICATION OR UTILITY	acre	0.8	3	2
2311	5007	STREETFRONT COMMERCIAL	acre	1.5	1806	1309
2311	7601	ACTIVE PARK	acre	0.5	32	21
2311	7607	RESIDENTIAL RECREATION	acre	21.5	0	0
2311	9101	INACTIVE USE	acre	260.9	0	0
2311		TOTAL			8508	6192
2312	101	SINGLE FAMILY	du	3.0	34	25
2312	4112	RIGHT-OF-WAY	acre	4.8	1	1
2312	4114	PARKING	acre	2.0	0	0
2312	5007	STREETFRONT COMMERCIAL	acre	8.3	10189	7412
2312	6102	CHURCH	acre	0.4	21	16
2312		TOTAL			10245	7454
2313	9101	INACTIVE USE	acre	30.1	0	0
2313		TOTAL			0	0
2314	101	SINGLE FAMILY	du	21.0	228	163
2314	103	MOBILE HOME PARK	du	189.0	1249	785
2314	2103	LIGHT INDUSTRY	acre	1.4	84	68
2314	4112	RIGHT-OF-WAY	acre	9.3	0	0
2314	5007	STREETFRONT COMMERCIAL	acre	2.4	2897	2105
2314	5009	OTHER COMMERCIAL	acre	1.0	112	81
2314	9101	INACTIVE USE	acre	9.7	0	0
2314		TOTAL			4570	3202
2315	4112	RIGHT-OF-WAY	acre	0.8	0	0
2315	7204	GOLF COURSE	acre	125.9	0	0
2315	7205	GOLF CLUB HOUSE	site	1.0	759	534
2315		TOTAL			759	534
2316	101	SINGLE FAMILY	du	397.0	4610	3399
2316	4112	RIGHT-OF-WAY	acre	37.8	0	0
2316	4113	COMMUNICATION OR UTILITY	acre	5.8	17	13
2316	6102	CHURCH	acre	1.6	100	79
2316	6105	FIRE OR POLICE STATION	site	1.0	264	192
2316	6806	ELEMENTARY SCHOOL	site	1.0	2172	1165
2316	7607	RESIDENTIAL RECREATION	acre	3.0	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2316	9101	INACTIVE USE	acre	66.2	0	0
2316		TOTAL			7163	4848
2317	102	MULTI-FAMILY	du	270.0	2154	1550
2317	4112	RIGHT-OF-WAY	acre	5.5	0	0
2317	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
2317	4114	PARKING	acre	0.1	0	0
2317	5007	STREETFRONT COMMERCIAL	acre	5.1	6411	4694
2317	6002	LOW RISE OFFICE	acre	0.4	118	93
2317	6103	LIBRARY	acre	0.7	315	218
2317	6104	POST OFFICE	acre	0.5	519	360
2317	6509	OTHER HEALTH CARE	acre	0.1	64	49
2317	7601	ACTIVE PARK	acre	0.6	35	23
2317		TOTAL			9617	6988
2318	5003	COMMUNITY COMMERCIAL	acre	12.7	9753	6861
2318		TOTAL			9753	6861
2319	101	SINGLE FAMILY	du	139.0	1613	1191
2319	102	MULTI-FAMILY	du	224.0	1828	1296
2319	4112	RIGHT-OF-WAY	acre	11.4	0	0
2319	4114	PARKING	acre	0.3	0	0
2319	5007	STREETFRONT COMMERCIAL	acre	0.4	457	334
2319	6002	LOW RISE OFFICE	acre	0.3	107	85
2319	9101	INACTIVE USE	acre	0.5	0	0
2319	9500	UNDER CONTRUCTION	acre	0.1	1	1
2319	9702	MIXED USE 67% STREETFRONT	acre	1.3	1060	771
2319		TOTAL			5066	3678
2320	101	SINGLE FAMILY	du	103.0	1149	809
2320	102	MULTI-FAMILY	du	18.0	146	98
2320	4112	RIGHT-OF-WAY	acre	17.7	0	0
2320	5007	STREETFRONT COMMERCIAL	acre	2.4	2889	2091
2320	9101	INACTIVE USE	acre	66.7	0	0
2320		TOTAL			4184	2998
2321	101	SINGLE FAMILY	du	64.0	751	508
2321	102	MULTI-FAMILY	du	6.0	48	32
2321	4112	RIGHT-OF-WAY	acre	8.8	0	0
2321	5007	STREETFRONT COMMERCIAL	acre	4.6	5410	3910
2321	6102	CHURCH	acre	1.3	63	49
2321	6509	OTHER HEALTH CARE	acre	25.2	10426	7624
2321	9101	INACTIVE USE	acre	25.2	0	0
2321		TOTAL			16698	12123
2322	1401	JAIL	acre	16.6	281	205
2322	4112	RIGHT-OF-WAY	acre	4.6	0	0
2322	5007	STREETFRONT COMMERCIAL	acre	0.6	708	513
2322	6002	LOW RISE OFFICE	acre	8.2	2924	2313
2322	6105	FIRE OR POLICE STATION	site	1.0	254	183
2322	9101	INACTIVE USE	acre	47.8	0	0
2322		TOTAL			4167	3214

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2323	101	SINGLE FAMILY	du	120.0	1313	935
2323	103	MOBILE HOME PARK	du	80.0	519	333
2323	4112	RIGHT-OF-WAY	acre	3.5	0	0
2323	4113	COMMUNICATION OR UTILITY	acre	0.2	2	2
2323	6806	ELEMENTARY SCHOOL	site	1.0	2244	1227
2323	8001	ORCHARDS OR VINEYARD	acre	22.1	2	1
2323	9101	INACTIVE USE	acre	345.5	0	0
2323		TOTAL			4080	2498
2324	101	SINGLE FAMILY	du	228.0	2506	1773
2324	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
2324	1503	RESORT	acre	1.1	254	174
2324	4112	RIGHT-OF-WAY	acre	13.0	0	0
2324	7204	GOLF COURSE	acre	93.3	0	0
2324	7205	GOLF CLUB HOUSE	site	1.0	638	429
2324	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
2324	9101	INACTIVE USE	acre	4.6	0	0
2324		TOTAL			3399	2377
2325	4112	RIGHT-OF-WAY	acre	1.8	0	0
2325	7209	CASINO	unique	82.9	42280	28915
2325	8003	FIELD CROPS	acre	95.2	8	6
2325		TOTAL			42288	28921
2326	101	SINGLE FAMILY	du	825.0	10061	7150
2326	4112	RIGHT-OF-WAY	acre	46.8	0	0
2326	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
2326	9101	INACTIVE USE	acre	62.9	0	0
2326		TOTAL			10061	7150
2327	101	SINGLE FAMILY	du	297.0	3245	2302
2327	103	MOBILE HOME PARK	du	1.0	7	4
2327	4112	RIGHT-OF-WAY	acre	17.8	0	0
2327	6102	CHURCH	acre	3.1	152	117
2327	7210	OTHER RECREATION-HIGH	acre	16.0	850	572
2327	8001	ORCHARDS OR VINEYARD	acre	3.9	0	0
2327	9101	INACTIVE USE	acre	5.8	0	0
2327		TOTAL			4254	2995
2328	4112	RIGHT-OF-WAY	acre	9.7	0	0
2328	5003	COMMUNITY COMMERCIAL	acre	34.5	26906	18999
2328		TOTAL			26906	18999
2329	101	SINGLE FAMILY	du	152.0	1662	1187
2329	4112	RIGHT-OF-WAY	acre	22.2	0	0
2329	6806	ELEMENTARY SCHOOL	site	1.0	2288	1266
2329	9101	INACTIVE USE	acre	40.9	0	0
2329		TOTAL			3950	2453
2330	101	SINGLE FAMILY	du	1.0	10	7
2330	4112	RIGHT-OF-WAY	acre	12.8	0	0

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2330	5003	COMMUNITY COMMERCIAL	acre	30.2	23523	16600
2330	5004	NEIGHBORHOOD COMMERCIAL	acre	10.3	12705	8944
2330		TOTAL			36238	25551
2331	101	SINGLE FAMILY	du	603.0	7359	5234
2331	4112	RIGHT-OF-WAY	acre	63.7	0	0
2331	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2141	1502
2331	9101	INACTIVE USE	acre	114.3	0	0
2331		TOTAL			9500	6736
2332	4111	TRANSIT STATION	acre	0.8	215	164
2332	4112	RIGHT-OF-WAY	acre	2.9	0	0
2332	5003	COMMUNITY COMMERCIAL	acre	8.4	6365	4466
2332	6002	LOW RISE OFFICE	acre	3.9	933	705
2332		TOTAL			7513	5335
2333	5003	COMMUNITY COMMERCIAL	acre	20.3	15765	11126
2333	6002	LOW RISE OFFICE	acre	5.3	1416	1087
2333	6104	POST OFFICE	acre	3.6	3664	2547
2333	6509	OTHER HEALTH CARE	acre	1.2	513	376
2333		TOTAL			21358	15136
2334	101	SINGLE FAMILY	du	68.0	742	526
2334	4112	RIGHT-OF-WAY	acre	10.1	0	0
2334	4113	COMMUNICATION OR UTILITY	acre	1.6	5	4
2334	5008	SERVICE STATION	acre	1.1	4264	3113
2334	9101	INACTIVE USE	acre	49.9	0	0
2334		TOTAL			5011	3643
2335	101	SINGLE FAMILY	du	463.0	5675	4028
2335	102	MULTI-FAMILY	du	254.0	2207	1493
2335	4112	RIGHT-OF-WAY	acre	26.2	0	0
2335	6102	CHURCH	acre	3.0	147	113
2335	7607	RESIDENTIAL RECREATION	acre	2.6	10	9
2335	9101	INACTIVE USE	acre	70.2	0	0
2335		TOTAL			8039	5643
2336	101	SINGLE FAMILY	du	156.0	1701	1209
2336	4112	RIGHT-OF-WAY	acre	10.6	0	0
2336		TOTAL			1701	1209
2337	101	SINGLE FAMILY	du	639.0	7693	5509
2337	4112	RIGHT-OF-WAY	acre	109.2	0	0
2337	5004	NEIGHBORHOOD COMMERCIAL	acre	8.3	10406	7351
2337	5008	SERVICE STATION	acre	1.1	4535	3310
2337	6002	LOW RISE OFFICE	acre	2.5	625	474
2337	6102	CHURCH	acre	2.9	144	111
2337	6806	ELEMENTARY SCHOOL	site	1.0	2220	1207
2337	7601	ACTIVE PARK	acre	6.5	410	266
2337	9101	INACTIVE USE	acre	264.4	0	0
2337		TOTAL			26033	18228

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2338	2101	INDUSTRIAL PARK	acre	31.4	6649	5578
2338	4112	RIGHT-OF-WAY	acre	50.0	0	0
2338	4114	PARKING	acre	0.9	0	0
2338	6002	LOW RISE OFFICE	acre	4.0	1566	1249
2338	6003	GOV'T OFFICE OR CENTER	acre	1.6	1394	1021
2338	9101	INACTIVE USE	acre	18.7	0	0
2338		TOTAL			9609	7848
2339	101	SINGLE FAMILY	du	70.0	819	601
2339	102	MULTI-FAMILY	du	206.0	1692	1193
2339	4112	RIGHT-OF-WAY	acre	8.4	0	0
2339	4114	PARKING	acre	0.3	0	0
2339	5007	STREETFRONT COMMERCIAL	acre	1.9	2432	1781
2339	6509	OTHER HEALTH CARE	acre	1.1	527	396
2339	6806	ELEMENTARY SCHOOL	site	2.0	4435	2409
2339		TOTAL			9905	6380
2340	101	SINGLE FAMILY	du	119.0	1293	922
2340	103	MOBILE HOME PARK	du	510.0	3286	2110
2340	2103	LIGHT INDUSTRY	acre	0.2	13	10
2340	2104	WAREHOUSING	acre	0.1	33	28
2340	2105	PUBLIC STORAGE	acre	6.1	164	137
2340	4112	RIGHT-OF-WAY	acre	12.7	0	0
2340	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2340	5004	NEIGHBORHOOD COMMERCIAL	acre	0.9	1061	744
2340	5007	STREETFRONT COMMERCIAL	acre	1.5	1803	1304
2340	5008	SERVICE STATION	acre	0.5	1893	1382
2340	6102	CHURCH	acre	1.3	63	49
2340	6109	OTHER PUBLIC SERVICE	acre	0.0	1	1
2340	9101	INACTIVE USE	acre	0.9	0	0
2340		TOTAL			9610	6687
2341	101	SINGLE FAMILY	du	216.0	2531	1854
2341	102	MULTI-FAMILY	du	34.0	276	196
2341	1409	OTHER GROUP QUARTERS	acre	0.8	3	2
2341	4112	RIGHT-OF-WAY	acre	10.6	0	0
2341	4114	PARKING	acre	0.2	0	0
2341	5007	STREETFRONT COMMERCIAL	acre	1.2	1511	1099
2341	5008	SERVICE STATION	acre	0.5	1827	1334
2341	6102	CHURCH	acre	0.2	8	6
2341	9101	INACTIVE USE	acre	0.2	0	0
2341		TOTAL			6156	4491
2342	1501	LOW-RISE HOTEL OR MOTEL	acre	12.6	4137	2517
2342	2101	INDUSTRIAL PARK	acre	25.9	4357	3626
2342	2105	PUBLIC STORAGE	acre	3.7	99	83
2342	4112	RIGHT-OF-WAY	acre	7.8	0	0
2342	5009	OTHER COMMERCIAL	acre	1.9	210	152
2342	6102	CHURCH	acre	1.0	68	55
2342	9101	INACTIVE USE	acre	12.5	0	0
2342		TOTAL			8871	6433

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2343	101	SINGLE FAMILY	du	253.0	2806	1962
2343	102	MULTI-FAMILY	du	144.0	1143	770
2343	1409	OTHER GROUP QUARTERS	acre	5.0	20	15
2343	2101	INDUSTRIAL PARK	acre	4.1	515	423
2343	4112	RIGHT-OF-WAY	acre	66.4	0	0
2343	5007	STREETFRONT COMMERCIAL	acre	1.9	2211	1599
2343	5008	SERVICE STATION	acre	0.5	2087	1524
2343	6002	LOW RISE OFFICE	acre	2.6	669	512
2343	6102	CHURCH	acre	2.0	99	77
2343	6809	OTHER SCHOOL	acre	1.8	353	292
2343	9101	INACTIVE USE	acre	45.9	0	0
2343	9500	UNDER CONTRUCTION	acre	1.9	11	9
2343		TOTAL			9914	7183
2344	102	MULTI-FAMILY	du	123.0	936	653
2344	2105	PUBLIC STORAGE	acre	3.0	79	67
2344	4112	RIGHT-OF-WAY	acre	1.0	0	0
2344	5001	WHOLESALE TRADE	acre	1.8	70	49
2344	5007	STREETFRONT COMMERCIAL	acre	8.9	10666	7734
2344		TOTAL			11751	8503
2345	101	SINGLE FAMILY	du	59.0	648	457
2345	103	MOBILE HOME PARK	du	214.0	1406	886
2345	2103	LIGHT INDUSTRY	acre	6.6	382	310
2345	2104	WAREHOUSING	acre	3.2	122	101
2345	2105	PUBLIC STORAGE	acre	1.3	36	30
2345	4112	RIGHT-OF-WAY	acre	22.4	0	0
2345	5009	OTHER COMMERCIAL	acre	0.6	67	48
2345	9101	INACTIVE USE	acre	2.2	0	0
2345		TOTAL			2661	1832
2346	101	SINGLE FAMILY	du	80.0	931	684
2346	102	MULTI-FAMILY	du	63.0	510	362
2346	1409	OTHER GROUP QUARTERS	acre	1.0	4	3
2346	4112	RIGHT-OF-WAY	acre	5.8	0	0
2346	4114	PARKING	acre	0.2	0	0
2346	5007	STREETFRONT COMMERCIAL	acre	2.3	2890	2119
2346	5008	SERVICE STATION	acre	0.5	2087	1524
2346	6002	LOW RISE OFFICE	acre	0.3	163	132
2346		TOTAL			6585	4824
2347	101	SINGLE FAMILY	du	66.0	801	573
2347	102	MULTI-FAMILY	du	383.0	3305	2253
2347	4112	RIGHT-OF-WAY	acre	9.5	0	0
2347	4113	COMMUNICATION OR UTILITY	acre	5.1	15	12
2347	4114	PARKING	acre	1.6	0	0
2347	5004	NEIGHBORHOOD COMMERCIAL	acre	2.8	3499	2462
2347	6102	CHURCH	acre	1.5	71	55
2347	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4280	2546
2347		TOTAL			11971	7901

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2348	101	SINGLE FAMILY	du	12.0	131	93
2348	102	MULTI-FAMILY	du	967.0	7733	5194
2348	4112	RIGHT-OF-WAY	acre	45.9	0	0
2348	4113	COMMUNICATION OR UTILITY	acre	2.7	8	6
2348	5004	NEIGHBORHOOD COMMERCIAL	acre	1.3	1557	1091
2348	9101	INACTIVE USE	acre	13.9	0	0
2348		TOTAL			9429	6384
2349	4112	RIGHT-OF-WAY	acre	51.6	0	0
2349	6109	OTHER PUBLIC SERVICE	acre	0.1	33	24
2349	7204	GOLF COURSE	acre	65.6	0	0
2349	9101	INACTIVE USE	acre	42.9	0	0
2349		TOTAL			33	24
2350	101	SINGLE FAMILY	du	501.0	6189	4365
2350	102	MULTI-FAMILY	du	4.0	35	24
2350	4112	RIGHT-OF-WAY	acre	21.8	0	0
2350	5008	SERVICE STATION	acre	0.4	1636	1194
2350	6102	CHURCH	acre	0.2	8	6
2350	6103	LIBRARY	acre	0.4	201	140
2350	9101	INACTIVE USE	acre	14.6	0	0
2350		TOTAL			8069	5729
2351	2101	INDUSTRIAL PARK	acre	4.4	653	541
2351	4112	RIGHT-OF-WAY	acre	4.7	0	0
2351	5003	COMMUNITY COMMERCIAL	acre	2.6	2075	1476
2351	6003	GOV'T OFFICE OR CENTER	acre	12.0	10473	7671
2351	7601	ACTIVE PARK	acre	44.1	2789	1813
2351		TOTAL			15990	11501
2352	101	SINGLE FAMILY	du	16.0	185	137
2352	102	MULTI-FAMILY	du	155.0	1252	893
2352	4112	RIGHT-OF-WAY	acre	0.8	0	0
2352	7604	ACTIVE BEACH	acre	0.3	1	1
2352		TOTAL			1438	1031
2353	2101	INDUSTRIAL PARK	acre	22.6	3513	2914
2353	4112	RIGHT-OF-WAY	acre	20.5	0	0
2353	4114	PARKING	acre	2.2	9	8
2353	5006	AUTO COMMERCIAL	acre	6.0	2456	1723
2353	5008	SERVICE STATION	acre	0.7	2682	1958
2353	5009	OTHER COMMERCIAL	acre	0.7	97	74
2353	6002	LOW RISE OFFICE	acre	8.9	4987	4081
2353	9101	INACTIVE USE	acre	56.3	0	0
2353		TOTAL			13744	10758
2354	101	SINGLE FAMILY	du	25.0	267	195
2354	4112	RIGHT-OF-WAY	acre	13.8	0	0
2354	5005	SPECIALTY COMMERCIAL	acre	31.2	35834	25189
2354	9101	INACTIVE USE	acre	12.4	0	0
2354		TOTAL			36101	25384

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2355	2101	INDUSTRIAL PARK	acre	44.5	7846	6541
2355	4112	RIGHT-OF-WAY	acre	19.2	0	0
2355	6002	LOW RISE OFFICE	acre	16.0	6343	5068
2355	9101	INACTIVE USE	acre	15.4	0	0
2355		TOTAL			14189	11609
2356	101	SINGLE FAMILY	du	503.0	6150	4375
2356	102	MULTI-FAMILY	du	177.0	1538	1045
2356	4112	RIGHT-OF-WAY	acre	28.6	0	0
2356	5007	STREETFRONT COMMERCIAL	acre	0.5	558	403
2356		TOTAL			8246	5823
2357	101	SINGLE FAMILY	du	1.0	11	8
2357	2101	INDUSTRIAL PARK	acre	48.4	7737	6425
2357	4112	RIGHT-OF-WAY	acre	22.1	0	0
2357	4114	PARKING	acre	1.4	0	0
2357	5004	NEIGHBORHOOD COMMERCIAL	acre	1.7	2142	1518
2357	5006	AUTO COMMERCIAL	acre	1.2	498	349
2357	5007	STREETFRONT COMMERCIAL	acre	0.4	514	374
2357	5009	OTHER COMMERCIAL	acre	1.4	176	131
2357	6002	LOW RISE OFFICE	acre	7.1	2288	1793
2357	6003	GOV'T OFFICE OR CENTER	acre	9.4	8223	6025
2357		TOTAL			21589	16623
2358	101	SINGLE FAMILY	du	133.0	1447	1031
2358	4112	RIGHT-OF-WAY	acre	12.5	0	0
2358	9101	INACTIVE USE	acre	64.9	0	0
2358		TOTAL			1447	1031
2359	101	SINGLE FAMILY	du	2.0	23	17
2359	4112	RIGHT-OF-WAY	acre	33.2	0	0
2359	4113	COMMUNICATION OR UTILITY	acre	2.4	7	5
2359	6109	OTHER PUBLIC SERVICE	acre	3.8	1219	861
2359	9101	INACTIVE USE	acre	2163.1	0	0
2359		TOTAL			1249	883
2360	103	MOBILE HOME PARK	du	325.0	2374	1515
2360	4112	RIGHT-OF-WAY	acre	21.6	0	0
2360		TOTAL			2374	1515
2361	101	SINGLE FAMILY	du	10.0	106	77
2361	4112	RIGHT-OF-WAY	acre	45.6	0	0
2361	8003	FIELD CROPS	acre	7.0	1	0
2361	9101	INACTIVE USE	acre	19.6	0	0
2361		TOTAL			107	77
2362	101	SINGLE FAMILY	du	122.0	1328	949
2362	4112	RIGHT-OF-WAY	acre	3.9	0	0
2362	4113	COMMUNICATION OR UTILITY	acre	4.5	13	10
2362	9101	INACTIVE USE	acre	115.5	0	0
2362		TOTAL			1341	959

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2363	101	SINGLE FAMILY	du	390.0	4700	3370
2363	102	MULTI-FAMILY	du	288.0	2473	1689
2363	4112	RIGHT-OF-WAY	acre	24.7	0	0
2363	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
2363	7601	ACTIVE PARK	acre	5.2	331	215
2363	9101	INACTIVE USE	acre	0.9	0	0
2363		TOTAL			9730	6486
2364	101	SINGLE FAMILY	du	128.0	1492	1097
2364	102	MULTI-FAMILY	du	22.0	178	127
2364	4112	RIGHT-OF-WAY	acre	3.8	0	0
2364	5007	STREETFRONT COMMERCIAL	acre	0.2	290	211
2364	6102	CHURCH	acre	0.5	24	18
2364		TOTAL			1984	1453
2365	101	SINGLE FAMILY	du	125.0	1450	1069
2365	102	MULTI-FAMILY	du	8.0	64	46
2365	4112	RIGHT-OF-WAY	acre	5.5	0	0
2365	7604	ACTIVE BEACH	acre	0.5	1	1
2365	9101	INACTIVE USE	acre	1.0	0	0
2365		TOTAL			1515	1116
2366	101	SINGLE FAMILY	du	84.0	915	650
2366	102	MULTI-FAMILY	du	48.0	418	267
2366	1409	OTHER GROUP QUARTERS	acre	6.2	24	18
2366	4112	RIGHT-OF-WAY	acre	30.9	0	0
2366	5007	STREETFRONT COMMERCIAL	acre	2.1	2479	1794
2366	6002	LOW RISE OFFICE	acre	0.7	164	124
2366	9101	INACTIVE USE	acre	6.8	0	0
2366		TOTAL			4000	2853
2367	2101	INDUSTRIAL PARK	acre	15.2	2344	1943
2367	4112	RIGHT-OF-WAY	acre	4.9	0	0
2367	5007	STREETFRONT COMMERCIAL	acre	4.8	5684	4116
2367	5009	OTHER COMMERCIAL	acre	3.2	406	303
2367	6002	LOW RISE OFFICE	acre	3.0	1172	935
2367	9101	INACTIVE USE	acre	12.4	0	0
2367		TOTAL			9606	7297
2368	2101	INDUSTRIAL PARK	acre	11.1	1699	1408
2368	4112	RIGHT-OF-WAY	acre	26.8	0	0
2368	5006	AUTO COMMERCIAL	acre	10.0	4390	3128
2368	5007	STREETFRONT COMMERCIAL	acre	1.3	1553	1125
2368	5009	OTHER COMMERCIAL	acre	2.6	300	220
2368	6002	LOW RISE OFFICE	acre	3.1	1262	1010
2368	9101	INACTIVE USE	acre	0.1	0	0
2368	9500	UNDER CONTRUCTION	acre	5.8	33	26
2368		TOTAL			9237	6917
2369	101	SINGLE FAMILY	du	147.0	1809	1282
2369	102	MULTI-FAMILY	du	209.0	1864	1250

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2369	4112	RIGHT-OF-WAY	acre	9.5	0	0
2369	5008	SERVICE STATION	acre	0.5	1842	1345
2369	6002	LOW RISE OFFICE	acre	1.0	253	194
2369	6102	CHURCH	acre	2.4	120	93
2369		TOTAL			5888	4164
2370	101	SINGLE FAMILY	du	285.0	3106	2211
2370	102	MULTI-FAMILY	du	628.0	4973	3374
2370	103	MOBILE HOME PARK	du	304.0	1919	1239
2370	4112	RIGHT-OF-WAY	acre	28.4	0	0
2370	5007	STREETFRONT COMMERCIAL	acre	12.0	14180	10248
2370	5009	OTHER COMMERCIAL	acre	5.9	643	466
2370	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
2370	9101	INACTIVE USE	acre	42.2	0	0
2370		TOTAL			24821	17538
2371	101	SINGLE FAMILY	du	1.0	10	7
2371	1501	LOW-RISE HOTEL OR MOTEL	acre	2.7	874	530
2371	5003	COMMUNITY COMMERCIAL	acre	3.5	2766	1955
2371	6002	LOW RISE OFFICE	acre	0.8	219	168
2371	6105	FIRE OR POLICE STATION	site	1.0	282	207
2371	6806	ELEMENTARY SCHOOL	site	1.0	2197	1187
2371	9101	INACTIVE USE	acre	7.3	0	0
2371		TOTAL			6348	4054
2372	101	SINGLE FAMILY	du	2.0	20	15
2372	4112	RIGHT-OF-WAY	acre	3.3	0	0
2372	5007	STREETFRONT COMMERCIAL	acre	14.1	16584	11977
2372	5008	SERVICE STATION	acre	0.2	866	632
2372	9101	INACTIVE USE	acre	2.5	0	0
2372		TOTAL			17470	12624
2373	101	SINGLE FAMILY	du	4.0	41	30
2373	102	MULTI-FAMILY	du	180.0	1432	967
2373	103	MOBILE HOME PARK	du	133.0	896	551
2373	4112	RIGHT-OF-WAY	acre	2.6	0	0
2373	5003	COMMUNITY COMMERCIAL	acre	1.9	1438	1014
2373	5004	NEIGHBORHOOD COMMERCIAL	acre	1.4	1670	1178
2373	5007	STREETFRONT COMMERCIAL	acre	8.9	10612	7676
2373	6109	OTHER PUBLIC SERVICE	acre	3.6	1155	816
2373	9101	INACTIVE USE	acre	9.0	0	0
2373		TOTAL			17244	12232
2374	101	SINGLE FAMILY	du	277.0	3047	2143
2374	102	MULTI-FAMILY	du	52.0	407	276
2374	4112	RIGHT-OF-WAY	acre	40.8	0	0
2374	4119	OTHER TRANSPORTATION	acre	1.0	99	75
2374	6102	CHURCH	acre	1.7	84	65
2374	9101	INACTIVE USE	acre	29.7	0	0
2374		TOTAL			3637	2559

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2375	101	SINGLE FAMILY	du	1.0	10	7
2375	4112	RIGHT-OF-WAY	acre	3.6	0	0
2375	5003	COMMUNITY COMMERCIAL	acre	18.4	14599	10347
2375		TOTAL			14609	10354
2376	101	SINGLE FAMILY	du	2.0	20	15
2376	4112	RIGHT-OF-WAY	acre	3.5	0	0
2376	5007	STREETFRONT COMMERCIAL	acre	5.2	6235	4511
2376	5008	SERVICE STATION	acre	1.0	3911	2856
2376	6002	LOW RISE OFFICE	acre	0.9	233	177
2376	6105	FIRE OR POLICE STATION	site	1.0	303	226
2376	9101	INACTIVE USE	acre	9.6	0	0
2376		TOTAL			10702	7785
2377	101	SINGLE FAMILY	du	239.0	2557	1846
2377	102	MULTI-FAMILY	du	56.0	427	298
2377	103	MOBILE HOME PARK	du	110.0	686	450
2377	4112	RIGHT-OF-WAY	acre	5.1	0	0
2377	5007	STREETFRONT COMMERCIAL	acre	3.5	4202	3041
2377	6002	LOW RISE OFFICE	acre	1.3	339	259
2377	7210	OTHER RECREATION-HIGH	acre	1.4	98	71
2377	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
2377	9101	INACTIVE USE	acre	1.7	0	0
2377		TOTAL			8309	5965
2378	2101	INDUSTRIAL PARK	acre	8.2	1676	1404
2378	4112	RIGHT-OF-WAY	acre	5.3	0	0
2378	6002	LOW RISE OFFICE	acre	1.7	619	490
2378	6003	GOV'T OFFICE OR CENTER	acre	7.0	6659	4950
2378		TOTAL			8954	6844
2379	101	SINGLE FAMILY	du	22.0	241	171
2379	102	MULTI-FAMILY	du	453.0	3601	2434
2379	2105	PUBLIC STORAGE	acre	4.1	111	93
2379	4112	RIGHT-OF-WAY	acre	3.8	0	0
2379	5001	WHOLESALE TRADE	acre	0.8	46	35
2379	5007	STREETFRONT COMMERCIAL	acre	4.6	5446	3933
2379	6002	LOW RISE OFFICE	acre	0.5	131	100
2379	6102	CHURCH	acre	1.7	87	68
2379	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
2379		TOTAL			9663	6834
2380	101	SINGLE FAMILY	du	241.0	2664	1876
2380	102	MULTI-FAMILY	du	16.0	128	86
2380	2103	LIGHT INDUSTRY	acre	5.5	418	344
2380	4112	RIGHT-OF-WAY	acre	12.1	0	0
2380	4114	PARKING	acre	0.4	0	0
2380	5004	NEIGHBORHOOD COMMERCIAL	acre	0.5	570	400
2380	5007	STREETFRONT COMMERCIAL	acre	0.2	233	168
2380	5009	OTHER COMMERCIAL	acre	6.1	893	679
2380		TOTAL			4906	3553

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2381	101	SINGLE FAMILY	du	247.0	2717	1924
2381	103	MOBILE HOME PARK	du	152.0	992	632
2381	4112	RIGHT-OF-WAY	acre	13.4	0	0
2381	6806	ELEMENTARY SCHOOL	site	1.0	2208	1197
2381		TOTAL			5917	3753
2382	101	SINGLE FAMILY	du	25.0	270	193
2382	102	MULTI-FAMILY	du	208.0	1647	1117
2382	103	MOBILE HOME PARK	du	154.0	1002	635
2382	4112	RIGHT-OF-WAY	acre	39.9	0	0
2382	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3065	2152
2382	5007	STREETFRONT COMMERCIAL	acre	2.9	3373	2438
2382	5008	SERVICE STATION	acre	0.4	1409	1029
2382	5009	OTHER COMMERCIAL	acre	2.1	278	208
2382	6002	LOW RISE OFFICE	acre	0.5	130	99
2382	6102	CHURCH	acre	1.7	85	65
2382	9101	INACTIVE USE	acre	8.3	0	0
2382	9500	UNDER CONTRUCTION	acre	3.2	18	14
2382		TOTAL			11277	7950
2383	101	SINGLE FAMILY	du	5.0	52	38
2383	102	MULTI-FAMILY	du	17.0	127	90
2383	103	MOBILE HOME PARK	du	3.0	17	12
2383	4112	RIGHT-OF-WAY	acre	4.9	0	0
2383	5007	STREETFRONT COMMERCIAL	acre	3.2	3712	2679
2383	5008	SERVICE STATION	acre	1.0	3836	2801
2383	7601	ACTIVE PARK	acre	5.7	365	238
2383	9101	INACTIVE USE	acre	11.6	0	0
2383		TOTAL			8109	5858
2384	4112	RIGHT-OF-WAY	acre	6.7	0	0
2384	6102	CHURCH	acre	6.0	295	228
2384	6806	ELEMENTARY SCHOOL	site	1.0	2276	1255
2384		TOTAL			2571	1483
2385	101	SINGLE FAMILY	du	1.0	10	8
2385	2101	INDUSTRIAL PARK	acre	3.7	775	650
2385	2103	LIGHT INDUSTRY	acre	16.1	1028	839
2385	4112	RIGHT-OF-WAY	acre	5.6	0	0
2385	5006	AUTO COMMERCIAL	acre	1.3	535	377
2385	6102	CHURCH	acre	8.2	415	322
2385	9101	INACTIVE USE	acre	4.6	0	0
2385	9500	UNDER CONTRUCTION	acre	4.2	23	19
2385		TOTAL			2786	2215
2386	101	SINGLE FAMILY	du	369.0	4073	2869
2386	4112	RIGHT-OF-WAY	acre	13.4	0	0
2386	4113	COMMUNICATION OR UTILITY	acre	1.0	3	2
2386	5009	OTHER COMMERCIAL	acre	0.5	66	49
2386	6509	OTHER HEALTH CARE	acre	0.3	119	88
2386	9101	INACTIVE USE	acre	0.1	0	0
2386		TOTAL			4261	3008

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2387	101	SINGLE FAMILY	du	577.0	7135	5034
2387	1409	OTHER GROUP QUARTERS	acre	0.1	1	0
2387	4112	RIGHT-OF-WAY	acre	25.7	0	0
2387	6104	POST OFFICE	acre	1.0	1137	803
2387	6105	FIRE OR POLICE STATION	site	1.0	264	192
2387	7601	ACTIVE PARK	acre	5.4	341	221
2387		TOTAL			8878	6250
2388	101	SINGLE FAMILY	du	127.0	798	544
2388	1503	RESORT	acre	2.8	291	179
2388	4112	RIGHT-OF-WAY	acre	18.5	0	0
2388	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2388	5009	OTHER COMMERCIAL	acre	4.5	339	247
2388	8003	FIELD CROPS	acre	8.3	1	0
2388	9101	INACTIVE USE	acre	101.5	0	0
2388		TOTAL			1429	970
2389	101	SINGLE FAMILY	du	237.0	2625	1850
2389	102	MULTI-FAMILY	du	267.0	2168	1441
2389	4112	RIGHT-OF-WAY	acre	21.9	0	0
2389	4113	COMMUNICATION OR UTILITY	acre	5.2	15	12
2389	9101	INACTIVE USE	acre	195.0	0	0
2389		TOTAL			4808	3303
2390	101	SINGLE FAMILY	du	45.0	518	384
2390	4112	RIGHT-OF-WAY	acre	8.3	0	0
2390	6804	SENIOR HIGH SCHOOL	site	1.0	5748	2544
2390	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4263	2531
2390	9101	INACTIVE USE	acre	0.6	0	0
2390		TOTAL			10529	5459
2391	101	SINGLE FAMILY	du	98.0	1139	839
2391	4112	RIGHT-OF-WAY	acre	4.4	0	0
2391	6102	CHURCH	acre	0.4	18	14
2391		TOTAL			1157	853
2392	2101	INDUSTRIAL PARK	acre	2.4	448	374
2392	4112	RIGHT-OF-WAY	acre	4.9	0	0
2392	4113	COMMUNICATION OR UTILITY	acre	16.0	133	111
2392	5009	OTHER COMMERCIAL	acre	6.2	777	577
2392	6003	GOV'T OFFICE OR CENTER	acre	35.4	37649	28463
2392		TOTAL			39007	29525
2393	101	SINGLE FAMILY	du	7.0	85	61
2393	102	MULTI-FAMILY	du	66.0	566	389
2393	4112	RIGHT-OF-WAY	acre	4.4	0	0
2393	5004	NEIGHBORHOOD COMMERCIAL	acre	8.6	10812	7639
2393	5007	STREETFRONT COMMERCIAL	acre	1.0	1167	844
2393	7210	OTHER RECREATION-HIGH	acre	4.0	237	164
2393	9101	INACTIVE USE	acre	2.2	0	0
2393		TOTAL			12867	9097

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2394	101	SINGLE FAMILY	du	30.0	173	125
2394	1409	OTHER GROUP QUARTERS	acre	95.9	253	186
2394	4112	RIGHT-OF-WAY	acre	10.3	0	0
2394	9101	INACTIVE USE	acre	79.2	0	0
2394		TOTAL			426	311
2395	1501	LOW-RISE HOTEL OR MOTEL	acre	3.9	1283	784
2395	4112	RIGHT-OF-WAY	acre	2.8	0	0
2395	5007	STREETFRONT COMMERCIAL	acre	8.1	9617	6965
2395	5008	SERVICE STATION	acre	0.5	2078	1518
2395		TOTAL			12978	9267
2396	103	MOBILE HOME PARK	du	292.0	1831	1194
2396		TOTAL			1831	1194
2397	101	SINGLE FAMILY	du	1.0	11	8
2397	2101	INDUSTRIAL PARK	acre	34.8	5109	4226
2397	4112	RIGHT-OF-WAY	acre	12.7	0	0
2397	4114	PARKING	acre	0.9	0	0
2397	5004	NEIGHBORHOOD COMMERCIAL	acre	1.9	2792	2031
2397	5008	SERVICE STATION	acre	0.6	2500	1825
2397	5009	OTHER COMMERCIAL	acre	6.2	972	745
2397	6002	LOW RISE OFFICE	acre	8.5	6342	5262
2397	6509	OTHER HEALTH CARE	acre	3.3	1592	1192
2397		TOTAL			19318	15289
2398	101	SINGLE FAMILY	du	317.0	3486	2461
2398	102	MULTI-FAMILY	du	44.0	343	236
2398	103	MOBILE HOME PARK	du	50.0	320	207
2398	4112	RIGHT-OF-WAY	acre	65.6	0	0
2398	4113	COMMUNICATION OR UTILITY	acre	2.8	8	6
2398	5003	COMMUNITY COMMERCIAL	acre	28.1	21930	15488
2398	5008	SERVICE STATION	acre	1.0	4164	3040
2398	5009	OTHER COMMERCIAL	acre	1.4	175	130
2398	8001	ORCHARDS OR VINEYARD	acre	1.2	0	0
2398	9101	INACTIVE USE	acre	401.2	0	0
2398		TOTAL			30426	21568
2399	101	SINGLE FAMILY	du	64.0	678	494
2399	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
2399	2103	LIGHT INDUSTRY	acre	0.6	31	25
2399	2105	PUBLIC STORAGE	acre	1.8	47	39
2399	4112	RIGHT-OF-WAY	acre	1.2	0	0
2399	9101	INACTIVE USE	acre	4.0	0	0
2399		TOTAL			757	559
2400	101	SINGLE FAMILY	du	4.0	44	30
2400	2101	INDUSTRIAL PARK	acre	17.3	2838	2359
2400	2103	LIGHT INDUSTRY	acre	2.6	249	207
2400	4112	RIGHT-OF-WAY	acre	4.6	0	0
2400	6002	LOW RISE OFFICE	acre	1.2	334	257

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2400	9101	INACTIVE USE	acre	14.4	0	0
2400		TOTAL			3465	2853
2401	101	SINGLE FAMILY	du	123.0	1305	953
2401	4112	RIGHT-OF-WAY	acre	3.4	0	0
2401	8002	INTENSIVE AGRICULTURE	acre	12.1	3	2
2401	8003	FIELD CROPS	acre	21.4	2	1
2401	9101	INACTIVE USE	acre	1373.6	0	0
2401		TOTAL			1310	956
2402	101	SINGLE FAMILY	du	45.0	522	353
2402	1409	OTHER GROUP QUARTERS	acre	1.8	7	5
2402	2101	INDUSTRIAL PARK	acre	12.4	1908	1582
2402	2105	PUBLIC STORAGE	acre	5.5	147	124
2402	4112	RIGHT-OF-WAY	acre	6.4	0	0
2402	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
2402	5007	STREETFRONT COMMERCIAL	acre	2.6	3036	2195
2402	6002	LOW RISE OFFICE	acre	0.5	171	135
2402	6509	OTHER HEALTH CARE	acre	2.7	1215	901
2402	6809	OTHER SCHOOL	acre	0.3	57	47
2402	9101	INACTIVE USE	acre	32.3	0	0
2402		TOTAL			7064	5343
2403	101	SINGLE FAMILY	du	110.0	1191	851
2403	102	MULTI-FAMILY	du	226.0	1757	1206
2403	103	MOBILE HOME PARK	du	293.0	1849	1202
2403	2103	LIGHT INDUSTRY	acre	1.4	98	81
2403	4112	RIGHT-OF-WAY	acre	14.3	0	0
2403	5009	OTHER COMMERCIAL	acre	2.0	213	154
2403	6102	CHURCH	acre	1.9	92	71
2403	7601	ACTIVE PARK	acre	11.6	732	476
2403	9101	INACTIVE USE	acre	6.7	0	0
2403		TOTAL			5932	4041
2404	101	SINGLE FAMILY	du	414.0	4571	3221
2404	103	MOBILE HOME PARK	du	114.0	744	474
2404	4112	RIGHT-OF-WAY	acre	21.1	0	0
2404	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
2404	5004	NEIGHBORHOOD COMMERCIAL	acre	1.4	1750	1232
2404	5007	STREETFRONT COMMERCIAL	acre	1.0	1184	856
2404	9101	INACTIVE USE	acre	0.3	0	0
2404		TOTAL			8250	5784
2405	101	SINGLE FAMILY	du	336.0	3629	2597
2405	102	MULTI-FAMILY	du	42.0	325	224
2405	103	MOBILE HOME PARK	du	416.0	2673	1708
2405	4112	RIGHT-OF-WAY	acre	16.2	0	0
2405	4119	OTHER TRANSPORTATION	acre	0.3	29	22
2405	5007	STREETFRONT COMMERCIAL	acre	1.6	1921	1387
2405	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
2405	7601	ACTIVE PARK	acre	4.8	309	201

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2405	9101	INACTIVE USE	acre	10.4	0	0
2405		TOTAL			11112	7351
2406	101	SINGLE FAMILY	du	11.0	120	85
2406	102	MULTI-FAMILY	du	30.0	235	161
2406	2105	PUBLIC STORAGE	acre	0.8	22	19
2406	4112	RIGHT-OF-WAY	acre	2.8	0	0
2406	5003	COMMUNITY COMMERCIAL	acre	8.6	6940	4933
2406	5007	STREETFRONT COMMERCIAL	acre	1.1	1248	902
2406	6102	CHURCH	acre	1.0	50	38
2406	6807	SCHOOL DISTRICT OFFICE	acre	4.0	835	628
2406		TOTAL			9450	6766
2407	101	SINGLE FAMILY	du	86.0	1003	735
2407	4112	RIGHT-OF-WAY	acre	5.3	0	0
2407	7604	ACTIVE BEACH	acre	1.9	6	4
2407	9101	INACTIVE USE	acre	0.6	0	0
2407		TOTAL			1009	739
2408	101	SINGLE FAMILY	du	101.0	1179	864
2408	4112	RIGHT-OF-WAY	acre	3.1	0	0
2408	6102	CHURCH	acre	0.3	17	13
2408	9101	INACTIVE USE	acre	0.3	0	0
2408		TOTAL			1196	877
2409	101	SINGLE FAMILY	du	91.0	989	702
2409	4112	RIGHT-OF-WAY	acre	71.8	0	0
2409	6509	OTHER HEALTH CARE	acre	10.1	4291	3150
2409	8003	FIELD CROPS	acre	12.7	1	1
2409	9101	INACTIVE USE	acre	31.1	0	0
2409		TOTAL			5281	3853
2410	101	SINGLE FAMILY	du	704.0	8656	6123
2410	102	MULTI-FAMILY	du	164.0	1418	962
2410	4112	RIGHT-OF-WAY	acre	35.7	0	0
2410	6806	ELEMENTARY SCHOOL	site	2.0	4378	2360
2410	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
2410		TOTAL			14452	9445
2411	101	SINGLE FAMILY	du	216.0	2343	1673
2411	102	MULTI-FAMILY	du	94.0	738	504
2411	103	MOBILE HOME PARK	du	206.0	1323	852
2411	4112	RIGHT-OF-WAY	acre	8.7	0	0
2411	4113	COMMUNICATION OR UTILITY	acre	1.8	5	4
2411	5009	OTHER COMMERCIAL	acre	16.8	1911	1394
2411	9101	INACTIVE USE	acre	13.9	0	0
2411		TOTAL			6320	4427
2412	101	SINGLE FAMILY	du	28.0	295	214
2412	103	MOBILE HOME PARK	du	19.0	115	77
2412	2101	INDUSTRIAL PARK	acre	8.1	1457	1216

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2412	2103	LIGHT INDUSTRY	acre	2.1	165	136
2412	2104	WAREHOUSING	acre	10.3	997	848
2412	4112	RIGHT-OF-WAY	acre	9.3	0	0
2412	6002	LOW RISE OFFICE	acre	1.1	338	263
2412	9101	INACTIVE USE	acre	5.6	0	0
2412	9500	UNDER CONTRUCTION	acre	13.6	77	61
2412		TOTAL			3444	2815
2413	101	SINGLE FAMILY	du	110.0	1186	851
2413	4112	RIGHT-OF-WAY	acre	7.9	0	0
2413	4113	COMMUNICATION OR UTILITY	acre	1.2	3	3
2413		TOTAL			1189	854
2414	101	SINGLE FAMILY	du	354.0	4216	3062
2414	4112	RIGHT-OF-WAY	acre	26.3	0	0
2414	9101	INACTIVE USE	acre	20.3	0	0
2414		TOTAL			4216	3062
2415	101	SINGLE FAMILY	du	14.0	153	109
2415	102	MULTI-FAMILY	du	394.0	3101	2122
2415	4112	RIGHT-OF-WAY	acre	12.5	0	0
2415	5007	STREETFRONT COMMERCIAL	acre	0.8	951	688
2415	6002	LOW RISE OFFICE	acre	0.3	86	65
2415	6103	LIBRARY	acre	0.5	276	198
2415	9101	INACTIVE USE	acre	1.1	0	0
2415		TOTAL			4567	3182
2416	101	SINGLE FAMILY	du	206.0	2512	1788
2416	4112	RIGHT-OF-WAY	acre	11.4	0	0
2416	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2296	1622
2416	6509	OTHER HEALTH CARE	acre	0.2	87	63
2416	6806	ELEMENTARY SCHOOL	site	1.0	2220	1206
2416	7601	ACTIVE PARK	acre	14.5	997	666
2416	9101	INACTIVE USE	acre	0.2	0	0
2416		TOTAL			8112	5345
2417	101	SINGLE FAMILY	du	287.0	3496	2490
2417	4112	RIGHT-OF-WAY	acre	15.6	0	0
2417	5008	SERVICE STATION	acre	0.5	1867	1363
2417		TOTAL			5363	3853
2418	101	SINGLE FAMILY	du	393.0	4780	3410
2418	102	MULTI-FAMILY	du	99.0	859	583
2418	4112	RIGHT-OF-WAY	acre	24.9	0	0
2418	4113	COMMUNICATION OR UTILITY	acre	4.2	12	9
2418	6102	CHURCH	acre	1.7	90	70
2418		TOTAL			5741	4072
2419	101	SINGLE FAMILY	du	247.0	2914	2126
2419	4112	RIGHT-OF-WAY	acre	31.2	0	0
2419	6806	ELEMENTARY SCHOOL	site	1.0	2160	1155

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2419	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
2419	9101	INACTIVE USE	acre	9.7	0	0
2419		TOTAL			5074	3281
2420	103	MOBILE HOME PARK	du	120.0	877	556
2420	2101	INDUSTRIAL PARK	acre	13.2	2369	1976
2420	4112	RIGHT-OF-WAY	acre	21.0	0	0
2420	5005	SPECIALTY COMMERCIAL	acre	1.7	1911	1344
2420	9101	INACTIVE USE	acre	8.6	0	0
2420		TOTAL			5157	3876
2421	2101	INDUSTRIAL PARK	acre	11.5	1942	1617
2421	4112	RIGHT-OF-WAY	acre	8.7	0	0
2421	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	3758	2664
2421	5006	AUTO COMMERCIAL	acre	1.2	516	366
2421	5007	STREETFRONT COMMERCIAL	acre	0.8	905	656
2421	5009	OTHER COMMERCIAL	acre	9.8	1360	1025
2421		TOTAL			8481	6328
2422	101	SINGLE FAMILY	du	344.0	4169	2985
2422	102	MULTI-FAMILY	du	103.0	921	615
2422	1409	OTHER GROUP QUARTERS	acre	1.3	5	4
2422	4112	RIGHT-OF-WAY	acre	22.8	0	0
2422	4113	COMMUNICATION OR UTILITY	acre	1.3	4	3
2422		TOTAL			5099	3607
2423	101	SINGLE FAMILY	du	229.0	2693	1969
2423	4112	RIGHT-OF-WAY	acre	21.4	0	0
2423	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2423	9101	INACTIVE USE	acre	25.9	0	0
2423		TOTAL			2693	1969
2424	101	SINGLE FAMILY	du	1.0	11	9
2424	1501	LOW-RISE HOTEL OR MOTEL	acre	1.6	647	426
2424	2101	INDUSTRIAL PARK	acre	21.4	3971	3317
2424	4112	RIGHT-OF-WAY	acre	61.1	0	0
2424	5004	NEIGHBORHOOD COMMERCIAL	acre	9.1	11525	8177
2424	5007	STREETFRONT COMMERCIAL	acre	2.8	3368	2443
2424	5008	SERVICE STATION	acre	1.1	4312	3148
2424	5009	OTHER COMMERCIAL	acre	6.4	886	668
2424	6002	LOW RISE OFFICE	acre	9.1	2780	2166
2424	6003	GOV'T OFFICE OR CENTER	acre	4.6	4005	2933
2424	6809	OTHER SCHOOL	acre	1.0	199	165
2424	9101	INACTIVE USE	acre	1.7	0	0
2424		TOTAL			31704	23452
2425	102	MULTI-FAMILY	du	31.0	262	182
2425	2101	INDUSTRIAL PARK	acre	40.6	5964	4934
2425	4112	RIGHT-OF-WAY	acre	3.8	0	0
2425	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2425	6002	LOW RISE OFFICE	acre	4.7	1700	1347

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2425	9101	INACTIVE USE	acre	20.6	0	0
2425		TOTAL			7926	6463
2426	101	SINGLE FAMILY	du	90.0	1045	770
2426	102	MULTI-FAMILY	du	14.0	112	80
2426	4112	RIGHT-OF-WAY	acre	4.6	0	0
2426	5007	STREETFRONT COMMERCIAL	acre	1.6	2010	1461
2426	6109	OTHER PUBLIC SERVICE	acre	0.3	89	64
2426	6509	OTHER HEALTH CARE	acre	0.5	283	217
2426		TOTAL			3539	2592
2427	101	SINGLE FAMILY	du	460.0	5587	3995
2427	4112	RIGHT-OF-WAY	acre	57.0	0	0
2427	6102	CHURCH	acre	4.7	233	180
2427	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
2427	7601	ACTIVE PARK	acre	9.2	580	377
2427	9101	INACTIVE USE	acre	3.7	0	0
2427		TOTAL			8650	5785
2428	101	SINGLE FAMILY	du	548.0	6615	4728
2428	102	MULTI-FAMILY	du	344.0	2916	2010
2428	2101	INDUSTRIAL PARK	acre	6.5	1365	1145
2428	4112	RIGHT-OF-WAY	acre	44.9	0	0
2428	7604	ACTIVE BEACH	acre	0.2	1	1
2428	7607	RESIDENTIAL RECREATION	acre	2.4	0	0
2428	9101	INACTIVE USE	acre	46.3	0	0
2428		TOTAL			10897	7884
2429	101	SINGLE FAMILY	du	31.0	342	241
2429	102	MULTI-FAMILY	du	126.0	1010	679
2429	4112	RIGHT-OF-WAY	acre	3.2	0	0
2429	6102	CHURCH	acre	1.4	81	64
2429	9101	INACTIVE USE	acre	3.1	0	0
2429		TOTAL			1433	984
2430	101	SINGLE FAMILY	du	102.0	1098	789
2430	103	MOBILE HOME PARK	du	32.0	201	132
2430	2101	INDUSTRIAL PARK	acre	3.9	551	455
2430	2104	WAREHOUSING	acre	0.2	11	9
2430	4112	RIGHT-OF-WAY	acre	3.4	0	0
2430	5009	OTHER COMMERCIAL	acre	0.3	39	28
2430	9101	INACTIVE USE	acre	0.0	0	0
2430		TOTAL			1900	1413
2431	2101	INDUSTRIAL PARK	acre	59.4	9102	7544
2431	2104	WAREHOUSING	acre	3.3	128	106
2431	2105	PUBLIC STORAGE	acre	4.0	108	91
2431	4112	RIGHT-OF-WAY	acre	79.5	0	0
2431	4113	COMMUNICATION OR UTILITY	acre	3.2	97	83
2431	4119	OTHER TRANSPORTATION	acre	4.6	463	350
2431	5007	STREETFRONT COMMERCIAL	acre	2.4	2903	2106

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2431	5009	OTHER COMMERCIAL	acre	2.4	338	256
2431	6001	HIGH RISE OFFICE	acre	2.2	4846	3780
2431	6002	LOW RISE OFFICE	acre	39.7	13513	10646
2431	6003	GOV'T OFFICE OR CENTER	acre	4.0	3674	2712
2431	6109	OTHER PUBLIC SERVICE	acre	3.6	1185	839
2431	6509	OTHER HEALTH CARE	acre	2.5	1123	832
2431	9101	INACTIVE USE	acre	27.9	0	0
2431		TOTAL			37480	29345
2432	4112	RIGHT-OF-WAY	acre	2.3	0	0
2432	5003	COMMUNITY COMMERCIAL	acre	45.7	35928	25416
2432	5008	SERVICE STATION	acre	0.4	1779	1299
2432		TOTAL			37707	26715
2433	101	SINGLE FAMILY	du	241.0	2812	2065
2433	102	MULTI-FAMILY	du	2.0	16	12
2433	4112	RIGHT-OF-WAY	acre	7.0	0	0
2433	6105	FIRE OR POLICE STATION	site	1.0	264	192
2433	7601	ACTIVE PARK	acre	1.2	74	48
2433	9101	INACTIVE USE	acre	1.1	0	0
2433		TOTAL			3166	2317
2434	101	SINGLE FAMILY	du	207.0	2427	1775
2434	102	MULTI-FAMILY	du	23.0	188	133
2434	4112	RIGHT-OF-WAY	acre	6.2	0	0
2434	5007	STREETFRONT COMMERCIAL	acre	0.7	919	672
2434	6509	OTHER HEALTH CARE	acre	0.4	223	169
2434	7604	ACTIVE BEACH	acre	2.1	7	5
2434	9101	INACTIVE USE	acre	0.3	0	0
2434		TOTAL			3764	2754
2435	101	SINGLE FAMILY	du	1.0	11	9
2435	4112	RIGHT-OF-WAY	acre	7.3	0	0
2435	6102	CHURCH	acre	21.1	1122	874
2435	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4298	2562
2435	7601	ACTIVE PARK	acre	18.5	1171	761
2435	9101	INACTIVE USE	acre	65.0	0	0
2435		TOTAL			6602	4206
2436	5003	COMMUNITY COMMERCIAL	acre	12.4	9708	6854
2436	5004	NEIGHBORHOOD COMMERCIAL	acre	6.7	8729	6230
2436	7210	OTHER RECREATION-HIGH	acre	9.3	491	330
2436	9101	INACTIVE USE	acre	0.6	0	0
2436		TOTAL			18928	13414
2437	101	SINGLE FAMILY	du	71.0	777	550
2437	102	MULTI-FAMILY	du	153.0	1212	817
2437	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	187	120
2437	4112	RIGHT-OF-WAY	acre	6.1	0	0
2437	5007	STREETFRONT COMMERCIAL	acre	2.5	2938	2124
2437	5008	SERVICE STATION	acre	0.4	1447	1057

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2437	5009	OTHER COMMERCIAL	acre	1.2	128	93
2437	6104	POST OFFICE	acre	0.9	878	610
2437	8002	INTENSIVE AGRICULTURE	acre	15.2	3	3
2437	9101	INACTIVE USE	acre	6.7	0	0
2437		TOTAL			7570	5374
2438	101	SINGLE FAMILY	du	247.0	2682	1916
2438	4112	RIGHT-OF-WAY	acre	44.4	0	0
2438	6002	LOW RISE OFFICE	acre	1.0	246	186
2438	9101	INACTIVE USE	acre	24.2	0	0
2438		TOTAL			2928	2102
2439	101	SINGLE FAMILY	du	73.0	886	633
2439	4112	RIGHT-OF-WAY	acre	8.7	0	0
2439	6102	CHURCH	acre	2.8	140	108
2439	6804	SENIOR HIGH SCHOOL	site	1.0	5745	2541
2439	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
2439		TOTAL			8883	4395
2440	4112	RIGHT-OF-WAY	acre	7.5	0	0
2440	6002	LOW RISE OFFICE	acre	9.5	3205	2523
2440	6003	GOV'T OFFICE OR CENTER	acre	19.6	17148	12568
2440		TOTAL			20353	15091
2441	101	SINGLE FAMILY	du	722.0	8822	6276
2441	4112	RIGHT-OF-WAY	acre	38.4	0	0
2441	4114	PARKING	acre	0.2	0	0
2441	5004	NEIGHBORHOOD COMMERCIAL	acre	0.6	772	547
2441	5007	STREETFRONT COMMERCIAL	acre	0.2	197	142
2441	6102	CHURCH	acre	1.6	120	96
2441	7601	ACTIVE PARK	acre	0.1	8	5
2441	9101	INACTIVE USE	acre	57.8	0	0
2441		TOTAL			9919	7066
2442	101	SINGLE FAMILY	du	242.0	2655	1873
2442	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	174	106
2442	4112	RIGHT-OF-WAY	acre	24.0	0	0
2442	4113	COMMUNICATION OR UTILITY	acre	0.2	1	0
2442	5007	STREETFRONT COMMERCIAL	acre	1.3	1497	1082
2442	5009	OTHER COMMERCIAL	acre	1.2	135	98
2442	6002	LOW RISE OFFICE	acre	3.1	826	633
2442	9101	INACTIVE USE	acre	10.4	0	0
2442		TOTAL			5288	3792
2443	101	SINGLE FAMILY	du	3.0	31	23
2443	4112	RIGHT-OF-WAY	acre	21.9	0	0
2443	5007	STREETFRONT COMMERCIAL	acre	2.4	2799	2021
2443	6102	CHURCH	acre	3.3	162	125
2443	6105	FIRE OR POLICE STATION	site	1.0	254	184
2443	9101	INACTIVE USE	acre	4.7	0	0
2443		TOTAL			3246	2353

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2444	101	SINGLE FAMILY	du	288.0	3154	2240
2444	4112	RIGHT-OF-WAY	acre	7.3	0	0
2444	9101	INACTIVE USE	acre	0.1	0	0
2444		TOTAL			3154	2240
2445	101	SINGLE FAMILY	du	60.0	657	466
2445	102	MULTI-FAMILY	du	116.0	920	623
2445	4112	RIGHT-OF-WAY	acre	1.7	0	0
2445	9101	INACTIVE USE	acre	2.2	0	0
2445		TOTAL			1577	1089
2446	101	SINGLE FAMILY	du	331.0	3624	2568
2446	102	MULTI-FAMILY	du	226.0	1756	1204
2446	4112	RIGHT-OF-WAY	acre	32.8	0	0
2446	4119	OTHER TRANSPORTATION	acre	0.1	8	6
2446	6102	CHURCH	acre	2.9	144	111
2446	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
2446	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
2446	9101	INACTIVE USE	acre	10.5	0	0
2446		TOTAL			7758	5101
2447	4112	RIGHT-OF-WAY	acre	12.5	0	0
2447	5004	NEIGHBORHOOD COMMERCIAL	acre	7.6	9409	6641
2447	5009	OTHER COMMERCIAL	acre	9.9	2143	1702
2447	6003	GOV'T OFFICE OR CENTER	acre	2.0	1758	1288
2447	6802	UNIVERSITY OR COLLEGE	acre	7.4	1275	1035
2447	7210	OTHER RECREATION-HIGH	acre	6.6	350	235
2447		TOTAL			14935	10901
2448	2101	INDUSTRIAL PARK	acre	26.1	5781	4856
2448	2105	PUBLIC STORAGE	acre	1.3	34	29
2448	4112	RIGHT-OF-WAY	acre	9.9	0	0
2448	5004	NEIGHBORHOOD COMMERCIAL	acre	4.5	5639	3983
2448	5006	AUTO COMMERCIAL	acre	7.8	3510	2512
2448	5007	STREETFRONT COMMERCIAL	acre	0.2	221	160
2448	5009	OTHER COMMERCIAL	acre	4.0	456	333
2448	6002	LOW RISE OFFICE	acre	5.3	1616	1259
2448		TOTAL			17257	13132
2449	101	SINGLE FAMILY	du	96.0	1060	745
2449	102	MULTI-FAMILY	du	27.0	216	145
2449	4112	RIGHT-OF-WAY	acre	4.7	0	0
2449	9101	INACTIVE USE	acre	16.3	0	0
2449		TOTAL			1276	890
2450	2101	INDUSTRIAL PARK	acre	17.4	2823	2346
2450	2104	WAREHOUSING	acre	4.3	209	175
2450	2105	PUBLIC STORAGE	acre	2.7	72	61
2450	4112	RIGHT-OF-WAY	acre	4.2	0	0
2450	4114	PARKING	acre	0.9	0	0
2450	5006	AUTO COMMERCIAL	acre	0.5	213	150

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2450	5007	STREETFRONT COMMERCIAL	acre	4.6	5513	4003
2450	5008	SERVICE STATION	acre	0.5	2039	1489
2450	5009	OTHER COMMERCIAL	acre	3.1	493	378
2450		TOTAL			11362	8602
2451	2101	INDUSTRIAL PARK	acre	15.7	2168	1789
2451	4112	RIGHT-OF-WAY	acre	9.7	0	0
2451	4113	COMMUNICATION OR UTILITY	acre	1.6	5	4
2451	4114	PARKING	acre	0.9	0	0
2451	5003	COMMUNITY COMMERCIAL	acre	14.8	11344	7980
2451	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	3663	2576
2451	5008	SERVICE STATION	acre	0.6	2381	1738
2451	5009	OTHER COMMERCIAL	acre	4.1	469	343
2451	7210	OTHER RECREATION-HIGH	acre	3.3	221	157
2451		TOTAL			20251	14587
2452	2101	INDUSTRIAL PARK	acre	8.3	1355	1126
2452	4112	RIGHT-OF-WAY	acre	4.9	0	0
2452	5004	NEIGHBORHOOD COMMERCIAL	acre	13.2	16266	11458
2452	5006	AUTO COMMERCIAL	acre	7.5	3271	2328
2452	6807	SCHOOL DISTRICT OFFICE	acre	12.2	2538	1910
2452		TOTAL			23430	16822
2453	101	SINGLE FAMILY	du	222.0	2395	1714
2453	4112	RIGHT-OF-WAY	acre	15.2	0	0
2453	4113	COMMUNICATION OR UTILITY	acre	4.4	13	10
2453	9101	INACTIVE USE	acre	176.6	0	0
2453		TOTAL			2408	1724
2454	101	SINGLE FAMILY	du	174.0	2039	1492
2454	102	MULTI-FAMILY	du	346.0	2824	1998
2454	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	191	115
2454	4112	RIGHT-OF-WAY	acre	9.7	0	0
2454	5007	STREETFRONT COMMERCIAL	acre	0.8	940	682
2454	6002	LOW RISE OFFICE	acre	0.1	34	28
2454	7604	ACTIVE BEACH	unique	3.0	5374	3463
2454	9101	INACTIVE USE	acre	0.3	0	0
2454		TOTAL			11402	7778
2455	101	SINGLE FAMILY	du	535.0	5830	4144
2455	4112	RIGHT-OF-WAY	acre	22.0	0	0
2455	9101	INACTIVE USE	acre	62.2	0	0
2455		TOTAL			5830	4144
2456	101	SINGLE FAMILY	du	39.0	415	300
2456	103	MOBILE HOME PARK	du	101.0	630	414
2456	2101	INDUSTRIAL PARK	acre	15.7	2330	1929
2456	2103	LIGHT INDUSTRY	acre	4.4	414	344
2456	4112	RIGHT-OF-WAY	acre	8.4	26	22
2456	5007	STREETFRONT COMMERCIAL	acre	1.6	1856	1341
2456	5009	OTHER COMMERCIAL	acre	0.2	17	12

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2456	9101	INACTIVE USE	acre	11.9	0	0
2456		TOTAL			5688	4362
2457	101	SINGLE FAMILY	du	768.0	9407	6670
2457	4112	RIGHT-OF-WAY	acre	32.8	0	0
2457	6102	CHURCH	acre	1.8	104	82
2457	7607	RESIDENTIAL RECREATION	acre	1.5	0	0
2457	9101	INACTIVE USE	acre	36.5	3	2
2457		TOTAL			9514	6754
2458	101	SINGLE FAMILY	du	323.0	4042	2818
2458	4112	RIGHT-OF-WAY	acre	23.6	0	0
2458	6806	ELEMENTARY SCHOOL	site	1.0	2229	1215
2458	9101	INACTIVE USE	acre	4.7	0	0
2458		TOTAL			6271	4033
2459	101	SINGLE FAMILY	du	36.0	394	279
2459	4112	RIGHT-OF-WAY	acre	2.3	0	0
2459	8001	ORCHARDS OR VINEYARD	acre	0.1	0	0
2459	9101	INACTIVE USE	acre	33.7	0	0
2459		TOTAL			394	279
2460	101	SINGLE FAMILY	du	230.0	2503	1789
2460	103	MOBILE HOME PARK	du	66.0	423	275
2460	4112	RIGHT-OF-WAY	acre	39.4	0	0
2460	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
2460	7607	RESIDENTIAL RECREATION	acre	4.8	10	8
2460	9101	INACTIVE USE	acre	85.6	0	0
2460		TOTAL			2939	2074
2461	101	SINGLE FAMILY	du	74.0	869	635
2461	102	MULTI-FAMILY	du	78.0	638	451
2461	1501	LOW-RISE HOTEL OR MOTEL	acre	1.1	361	222
2461	4112	RIGHT-OF-WAY	acre	4.0	0	0
2461	5007	STREETFRONT COMMERCIAL	acre	0.6	739	535
2461	6509	OTHER HEALTH CARE	acre	0.4	234	177
2461		TOTAL			2841	2020
2462	101	SINGLE FAMILY	du	311.0	3827	2713
2462	4112	RIGHT-OF-WAY	acre	25.4	0	0
2462	7607	RESIDENTIAL RECREATION	acre	9.1	0	0
2462	9101	INACTIVE USE	acre	47.1	0	0
2462		TOTAL			3827	2713
2463	101	SINGLE FAMILY	du	161.0	1779	1250
2463	102	MULTI-FAMILY	du	33.0	264	177
2463	103	MOBILE HOME PARK	du	120.0	795	498
2463	4112	RIGHT-OF-WAY	acre	41.2	0	0
2463	5008	SERVICE STATION	acre	0.6	2514	1835
2463	5009	OTHER COMMERCIAL	acre	0.5	58	42
2463	9101	INACTIVE USE	acre	36.5	0	0
2463		TOTAL			5410	3802

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2464	101	SINGLE FAMILY	du	500.0	5877	4299
2464	4112	RIGHT-OF-WAY	acre	38.0	0	0
2464	7607	RESIDENTIAL RECREATION	acre	3.3	47	40
2464	9101	INACTIVE USE	acre	55.4	0	0
2464		TOTAL			5924	4339
2465	101	SINGLE FAMILY	du	515.0	6270	4467
2465	4112	RIGHT-OF-WAY	acre	26.7	0	0
2465	4113	COMMUNICATION OR UTILITY	acre	6.7	20	15
2465	6806	ELEMENTARY SCHOOL	site	2.0	4328	2317
2465		TOTAL			10618	6799
2466	4112	RIGHT-OF-WAY	acre	3.7	0	0
2466	6804	SENIOR HIGH SCHOOL	site	1.0	5756	2551
2466	9101	INACTIVE USE	acre	87.1	0	0
2466		TOTAL			5756	2551
2467	101	SINGLE FAMILY	du	258.0	2831	2012
2467	103	MOBILE HOME PARK	du	130.0	843	541
2467	1409	OTHER GROUP QUARTERS	acre	0.8	3	3
2467	2103	LIGHT INDUSTRY	acre	1.6	99	81
2467	4112	RIGHT-OF-WAY	acre	14.4	0	0
2467	9101	INACTIVE USE	acre	0.2	0	0
2467		TOTAL			3776	2637
2468	101	SINGLE FAMILY	du	4.0	41	31
2468	2101	INDUSTRIAL PARK	acre	33.3	4907	4061
2468	2103	LIGHT INDUSTRY	acre	0.7	39	32
2468	4112	RIGHT-OF-WAY	acre	4.1	0	0
2468	5007	STREETFRONT COMMERCIAL	acre	0.8	910	659
2468	9101	INACTIVE USE	acre	6.8	0	0
2468		TOTAL			5897	4783
2469	101	SINGLE FAMILY	du	4.0	43	31
2469	2101	INDUSTRIAL PARK	acre	33.8	4646	3832
2469	4112	RIGHT-OF-WAY	acre	4.4	0	0
2469	5007	STREETFRONT COMMERCIAL	acre	3.4	4011	2903
2469		TOTAL			8700	6766
2470	2103	LIGHT INDUSTRY	acre	45.7	3054	2500
2470	4112	RIGHT-OF-WAY	acre	1.2	0	0
2470	4119	OTHER TRANSPORTATION	acre	5.9	600	454
2470		TOTAL			3654	2954
2471	101	SINGLE FAMILY	du	239.0	2900	2076
2471	102	MULTI-FAMILY	du	40.0	347	236
2471	4112	RIGHT-OF-WAY	acre	11.0	0	0
2471	9101	INACTIVE USE	acre	0.7	0	0
2471		TOTAL			3247	2312
2472	101	SINGLE FAMILY	du	171.0	2019	1471

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2472	4112	RIGHT-OF-WAY	acre	16.3	0	0
2472	9101	INACTIVE USE	acre	14.8	0	0
2472		TOTAL			2019	1471
2473	4103	GENERAL AVIATION AIRPORT	acre	319.7	1938	1485
2473	4112	RIGHT-OF-WAY	acre	7.8	0	0
2473	9101	INACTIVE USE	acre	9.9	0	0
2473		TOTAL			1938	1485
2474	101	SINGLE FAMILY	du	131.0	1421	1019
2474	4112	RIGHT-OF-WAY	acre	7.3	0	0
2474	9101	INACTIVE USE	acre	5.9	0	0
2474		TOTAL			1421	1019
2475	101	SINGLE FAMILY	du	400.0	4839	3459
2475	102	MULTI-FAMILY	du	58.0	493	339
2475	4112	RIGHT-OF-WAY	acre	22.9	0	0
2475	6002	LOW RISE OFFICE	acre	0.1	36	28
2475	6102	CHURCH	acre	0.5	26	20
2475	6806	ELEMENTARY SCHOOL	site	2.0	4285	2280
2475	9101	INACTIVE USE	acre	6.7	0	0
2475		TOTAL			9679	6126
2476	2101	INDUSTRIAL PARK	acre	42.0	6857	5699
2476	4112	RIGHT-OF-WAY	acre	16.5	0	0
2476	4119	OTHER TRANSPORTATION	acre	15.5	1563	1182
2476	5007	STREETFRONT COMMERCIAL	acre	1.0	1268	926
2476		TOTAL			9688	7807
2477	102	MULTI-FAMILY	du	856.0	7467	5072
2477	2101	INDUSTRIAL PARK	acre	9.2	1123	920
2477	4112	RIGHT-OF-WAY	acre	15.2	0	0
2477	6001	HIGH RISE OFFICE	acre	9.1	19506	15158
2477	6002	LOW RISE OFFICE	acre	11.3	2938	2245
2477	9101	INACTIVE USE	acre	4.0	0	0
2477	9702	MIXED USE 67% STREETFRONT	acre	2.7	2260	1645
2477		TOTAL			33294	25040
2478	2101	INDUSTRIAL PARK	acre	23.4	5136	4313
2478	4112	RIGHT-OF-WAY	acre	16.6	0	0
2478	5004	NEIGHBORHOOD COMMERCIAL	acre	6.6	8202	5796
2478	5006	AUTO COMMERCIAL	acre	4.6	1978	1402
2478	5007	STREETFRONT COMMERCIAL	acre	2.5	3053	2217
2478	5009	OTHER COMMERCIAL	acre	0.5	108	85
2478		TOTAL			18477	13813
2479	2101	INDUSTRIAL PARK	acre	12.1	2158	1800
2479	4112	RIGHT-OF-WAY	acre	0.9	0	0
2479	4113	COMMUNICATION OR UTILITY	acre	2.1	90	77
2479	5006	AUTO COMMERCIAL	acre	5.6	2484	1776
2479		TOTAL			4732	3653

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2480	2101	INDUSTRIAL PARK	acre	27.7	5376	4498
2480	4112	RIGHT-OF-WAY	acre	6.6	0	0
2480	4114	PARKING	acre	1.5	0	0
2480	5006	AUTO COMMERCIAL	acre	6.5	2759	1954
2480	5009	OTHER COMMERCIAL	acre	0.5	63	47
2480		TOTAL			8198	6499
2481	101	SINGLE FAMILY	du	1161.0	14129	10105
2481	4112	RIGHT-OF-WAY	acre	45.7	0	0
2481	4114	PARKING	acre	0.3	0	0
2481	7607	RESIDENTIAL RECREATION	acre	6.2	0	0
2481	9101	INACTIVE USE	acre	46.5	0	0
2481		TOTAL			14129	10105
2482	2103	LIGHT INDUSTRY	acre	1.6	123	101
2482	4112	RIGHT-OF-WAY	acre	9.4	0	0
2482	4114	PARKING	acre	2.0	0	0
2482	6002	LOW RISE OFFICE	acre	27.5	7457	5727
2482	6003	GOV'T OFFICE OR CENTER	acre	5.0	4738	3519
2482	6802	UNIVERSITY OR COLLEGE	acre	5.8	936	757
2482	9101	INACTIVE USE	acre	8.5	0	0
2482		TOTAL			13254	10104
2483	101	SINGLE FAMILY	du	682.0	8287	5927
2483	4112	RIGHT-OF-WAY	acre	39.8	0	0
2483	9101	INACTIVE USE	acre	132.7	0	0
2483		TOTAL			8287	5927
2484	101	SINGLE FAMILY	du	93.0	1020	722
2484	102	MULTI-FAMILY	du	103.0	829	555
2484	4112	RIGHT-OF-WAY	acre	4.8	0	0
2484	5009	OTHER COMMERCIAL	acre	0.5	54	39
2484		TOTAL			1903	1316
2485	101	SINGLE FAMILY	du	239.0	2814	2054
2485	4112	RIGHT-OF-WAY	acre	17.7	0	0
2485	4113	COMMUNICATION OR UTILITY	acre	3.8	11	9
2485	9101	INACTIVE USE	acre	11.3	0	0
2485		TOTAL			2825	2063
2486	101	SINGLE FAMILY	du	164.0	1801	1276
2486	103	MOBILE HOME PARK	du	21.0	138	88
2486	4112	RIGHT-OF-WAY	acre	18.0	0	0
2486	4113	COMMUNICATION OR UTILITY	acre	1.6	5	4
2486	8001	ORCHARDS OR VINEYARD	acre	0.9	0	0
2486	9101	INACTIVE USE	acre	765.6	0	0
2486		TOTAL			1944	1368
2487	101	SINGLE FAMILY	du	155.0	1872	1338
2487	102	MULTI-FAMILY	du	265.0	2239	1539
2487	1409	OTHER GROUP QUARTERS	acre	0.5	2	1

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2487	4112	RIGHT-OF-WAY	acre	13.3	0	0
2487	9101	INACTIVE USE	acre	4.3	0	0
2487		TOTAL			4113	2878
2488	101	SINGLE FAMILY	du	158.0	1760	1237
2488	102	MULTI-FAMILY	du	26.0	210	141
2488	4112	RIGHT-OF-WAY	acre	13.4	0	0
2488	5007	STREETFRONT COMMERCIAL	acre	0.4	434	313
2488	9101	INACTIVE USE	acre	2.5	0	0
2488		TOTAL			2404	1691
2489	101	SINGLE FAMILY	du	331.0	3690	2584
2489	4112	RIGHT-OF-WAY	acre	21.1	0	0
2489	6102	CHURCH	acre	1.6	77	60
2489	6806	ELEMENTARY SCHOOL	site	1.0	2228	1213
2489	9101	INACTIVE USE	acre	3.0	0	0
2489		TOTAL			5995	3857
2490	101	SINGLE FAMILY	du	55.0	323	230
2490	4112	RIGHT-OF-WAY	acre	26.0	0	0
2490	9101	INACTIVE USE	acre	1949.8	0	0
2490		TOTAL			323	230
2491	101	SINGLE FAMILY	du	221.0	2426	1715
2491	4112	RIGHT-OF-WAY	acre	18.5	0	0
2491	5009	OTHER COMMERCIAL	acre	3.1	381	283
2491	6102	CHURCH	acre	1.3	62	48
2491	6806	ELEMENTARY SCHOOL	site	1.0	2181	1173
2491	8003	FIELD CROPS	acre	5.9	0	0
2491	9101	INACTIVE USE	acre	15.6	0	0
2491		TOTAL			5050	3219
2492	101	SINGLE FAMILY	du	444.0	4839	3442
2492	102	MULTI-FAMILY	du	40.0	323	216
2492	4112	RIGHT-OF-WAY	acre	36.2	0	0
2492	4113	COMMUNICATION OR UTILITY	acre	1.0	3	2
2492	9101	INACTIVE USE	acre	20.6	0	0
2492		TOTAL			5165	3660
2493	101	SINGLE FAMILY	du	17.0	99	70
2493	4112	RIGHT-OF-WAY	acre	413.2	0	0
2493	4119	OTHER TRANSPORTATION	acre	5.1	371	284
2493	9101	INACTIVE USE	acre	2074.9	0	0
2493		TOTAL			470	354
2494	101	SINGLE FAMILY	du	104.0	1133	803
2494	4112	RIGHT-OF-WAY	acre	13.1	0	0
2494	6102	CHURCH	acre	5.2	256	198
2494	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4261	2530
2494	8003	FIELD CROPS	acre	90.0	7	6
2494	9101	INACTIVE USE	acre	177.1	0	0
2494		TOTAL			5657	3537

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2495	101	SINGLE FAMILY	du	15.0	168	117
2495	8003	FIELD CROPS	acre	1.7	0	0
2495	9101	INACTIVE USE	acre	116.2	0	0
2495		TOTAL			168	117
2496	101	SINGLE FAMILY	du	522.0	6359	4526
2496	4112	RIGHT-OF-WAY	acre	36.8	0	0
2496	6102	CHURCH	acre	3.3	162	125
2496	6509	OTHER HEALTH CARE	acre	0.4	191	143
2496	6806	ELEMENTARY SCHOOL	site	1.0	2192	1183
2496	7601	ACTIVE PARK	acre	7.3	463	301
2496	9101	INACTIVE USE	acre	90.2	0	0
2496		TOTAL			9367	6278
2497	101	SINGLE FAMILY	du	139.0	1643	1198
2497	4112	RIGHT-OF-WAY	acre	12.1	0	0
2497	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2497	7604	ACTIVE BEACH	acre	1.0	3	2
2497	7605	PASSIVE BEACH	acre	3.1	6	4
2497	9101	INACTIVE USE	acre	1.4	0	0
2497		TOTAL			1652	1204
2498	2101	INDUSTRIAL PARK	acre	9.5	1667	1389
2498	4112	RIGHT-OF-WAY	acre	16.3	0	0
2498	4114	PARKING	acre	1.1	6	5
2498	5006	AUTO COMMERCIAL	acre	7.5	3321	2372
2498	6002	LOW RISE OFFICE	acre	3.8	1245	978
2498		TOTAL			6239	4744
2499	102	MULTI-FAMILY	du	568.0	4769	3317
2499	1501	LOW-RISE HOTEL OR MOTEL	acre	4.5	1446	871
2499	2101	INDUSTRIAL PARK	acre	2.5	367	304
2499	4112	RIGHT-OF-WAY	acre	9.3	0	0
2499	6002	LOW RISE OFFICE	acre	8.5	3911	3159
2499	6509	OTHER HEALTH CARE	acre	11.8	4875	3565
2499	7607	RESIDENTIAL RECREATION	acre	1.0	0	0
2499	9101	INACTIVE USE	acre	5.1	0	0
2499	9500	UNDER CONTRUCTION	acre	6.6	37	29
2499		TOTAL			15405	11245
2500	101	SINGLE FAMILY	du	175.0	1930	1368
2500	103	MOBILE HOME PARK	du	12.0	74	49
2500	2104	WAREHOUSING	acre	0.5	20	17
2500	4112	RIGHT-OF-WAY	acre	7.5	0	0
2500	5009	OTHER COMMERCIAL	acre	3.3	379	277
2500		TOTAL			2403	1711
2501	101	SINGLE FAMILY	du	288.0	3154	2237
2501	4112	RIGHT-OF-WAY	acre	32.8	0	0
2501	4119	OTHER TRANSPORTATION	acre	0.3	30	23
2501	6102	CHURCH	acre	0.3	16	12

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2501	6105	FIRE OR POLICE STATION	site	1.0	254	183
2501	7601	ACTIVE PARK	acre	3.4	213	139
2501	9101	INACTIVE USE	acre	294.8	0	0
2501	9500	UNDER CONTRUCTION	acre	1.1	6	5
2501		TOTAL			3673	2599
2502	101	SINGLE FAMILY	du	112.0	1237	870
2502	102	MULTI-FAMILY	du	203.0	1570	1079
2502	4112	RIGHT-OF-WAY	acre	42.6	0	0
2502	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
2502	9101	INACTIVE USE	acre	11.3	0	0
2502		TOTAL			2807	1949
2503	101	SINGLE FAMILY	du	795.0	9379	6843
2503	102	MULTI-FAMILY	du	8.0	66	47
2503	4112	RIGHT-OF-WAY	acre	43.8	0	0
2503	4114	PARKING	acre	0.2	0	0
2503	7607	RESIDENTIAL RECREATION	acre	2.8	5	4
2503	9101	INACTIVE USE	acre	59.9	0	0
2503		TOTAL			9450	6894
2504	101	SINGLE FAMILY	du	329.0	4025	2856
2504	4112	RIGHT-OF-WAY	acre	24.3	0	0
2504		TOTAL			4025	2856
2505	2101	INDUSTRIAL PARK	acre	82.2	11209	9241
2505	4111	TRANSIT STATION	acre	2.3	609	459
2505	4112	RIGHT-OF-WAY	acre	24.2	0	0
2505	9101	INACTIVE USE	acre	15.7	0	0
2505		TOTAL			11818	9700
2506	2101	INDUSTRIAL PARK	acre	19.0	3048	2531
2506	4112	RIGHT-OF-WAY	acre	3.4	0	0
2506	5004	NEIGHBORHOOD COMMERCIAL	acre	5.2	6573	4667
2506	5006	AUTO COMMERCIAL	acre	1.3	743	557
2506	5009	OTHER COMMERCIAL	acre	0.6	74	54
2506	6002	LOW RISE OFFICE	acre	2.3	650	502
2506		TOTAL			11088	8311
2507	101	SINGLE FAMILY	du	509.0	6046	4389
2507	4112	RIGHT-OF-WAY	acre	36.1	0	0
2507	7607	RESIDENTIAL RECREATION	acre	0.9	0	0
2507	9101	INACTIVE USE	acre	22.2	0	0
2507		TOTAL			6046	4389
2508	101	SINGLE FAMILY	du	59.0	651	460
2508	4112	RIGHT-OF-WAY	acre	15.5	0	0
2508	4113	COMMUNICATION OR UTILITY	acre	2.7	8	6
2508	9101	INACTIVE USE	acre	143.3	0	0
2508		TOTAL			659	466

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2509	101	SINGLE FAMILY	du	68.0	742	529
2509	103	MOBILE HOME PARK	du	141.0	915	586
2509	4112	RIGHT-OF-WAY	acre	3.3	0	0
2509	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
2509		TOTAL			1660	1117
2510	2101	INDUSTRIAL PARK	acre	21.4	2929	2415
2510	2103	LIGHT INDUSTRY	acre	49.9	3742	3082
2510	4112	RIGHT-OF-WAY	acre	15.5	0	0
2510	6105	FIRE OR POLICE STATION	site	1.0	254	183
2510	9101	INACTIVE USE	acre	58.2	0	0
2510		TOTAL			6925	5680
2511	4112	RIGHT-OF-WAY	acre	2.1	0	0
2511	4113	COMMUNICATION OR UTILITY	acre	2.4	7	6
2511	5004	NEIGHBORHOOD COMMERCIAL	acre	5.9	7286	5140
2511	6003	GOV'T OFFICE OR CENTER	acre	3.4	3063	2255
2511	9101	INACTIVE USE	acre	1.8	0	0
2511		TOTAL			10356	7401
2512	101	SINGLE FAMILY	du	294.0	3553	2551
2512	102	MULTI-FAMILY	du	729.0	6284	4302
2512	4112	RIGHT-OF-WAY	acre	20.4	0	0
2512	5008	SERVICE STATION	acre	0.4	1583	1156
2512	6002	LOW RISE OFFICE	acre	0.2	48	36
2512	6103	LIBRARY	acre	0.8	328	227
2512	6105	FIRE OR POLICE STATION	site	1.0	264	192
2512		TOTAL			12060	8464
2513	101	SINGLE FAMILY	du	372.0	4377	3195
2513	4112	RIGHT-OF-WAY	acre	24.8	0	0
2513	9101	INACTIVE USE	acre	9.7	0	0
2513		TOTAL			4377	3195
2514	101	SINGLE FAMILY	du	1.0	11	9
2514	4112	RIGHT-OF-WAY	acre	11.1	0	0
2514	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2514	5003	COMMUNITY COMMERCIAL	acre	24.5	19181	13562
2514	6002	LOW RISE OFFICE	acre	9.0	4731	3856
2514	9101	INACTIVE USE	acre	4.9	0	0
2514		TOTAL			23923	17427
2515	4112	RIGHT-OF-WAY	acre	6.5	0	0
2515	4114	PARKING	acre	1.4	0	0
2515	6002	LOW RISE OFFICE	acre	19.5	9591	7784
2515	9101	INACTIVE USE	acre	0.2	0	0
2515		TOTAL			9591	7784
2516	102	MULTI-FAMILY	du	647.0	5629	3839
2516	4112	RIGHT-OF-WAY	acre	4.0	0	0
2516	5009	OTHER COMMERCIAL	acre	1.2	136	99

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2516	6002	LOW RISE OFFICE	acre	2.4	601	457
2516		TOTAL			6366	4395
2517	2101	INDUSTRIAL PARK	acre	2.4	319	262
2517	2105	PUBLIC STORAGE	acre	2.3	61	51
2517	4112	RIGHT-OF-WAY	acre	27.3	0	0
2517	4119	OTHER TRANSPORTATION	acre	27.4	3095	2376
2517	5004	NEIGHBORHOOD COMMERCIAL	acre	11.6	14487	10235
2517	5008	SERVICE STATION	acre	0.6	2333	1703
2517	6002	LOW RISE OFFICE	acre	7.0	2495	1974
2517	7210	OTHER RECREATION-HIGH	acre	2.0	163	121
2517		TOTAL			22953	16722
2518	101	SINGLE FAMILY	du	167.0	2006	1440
2518	102	MULTI-FAMILY	du	20.0	169	116
2518	4112	RIGHT-OF-WAY	acre	16.6	0	0
2518	6102	CHURCH	acre	2.6	127	98
2518	6509	OTHER HEALTH CARE	acre	0.2	65	47
2518	9101	INACTIVE USE	acre	1.4	0	0
2518		TOTAL			2367	1701
2519	101	SINGLE FAMILY	du	346.0	4196	2998
2519	102	MULTI-FAMILY	du	27.0	232	158
2519	4112	RIGHT-OF-WAY	acre	17.1	0	0
2519	9101	INACTIVE USE	acre	0.7	0	0
2519		TOTAL			4428	3156
2520	101	SINGLE FAMILY	du	389.0	4671	3370
2520	102	MULTI-FAMILY	du	455.0	3839	2660
2520	4112	RIGHT-OF-WAY	acre	27.3	0	0
2520	7607	RESIDENTIAL RECREATION	acre	2.4	0	0
2520	9101	INACTIVE USE	acre	133.4	0	0
2520		TOTAL			8510	6030
2521	101	SINGLE FAMILY	du	369.0	4003	2863
2521	4112	RIGHT-OF-WAY	acre	30.0	0	0
2521	4113	COMMUNICATION OR UTILITY	acre	0.7	2	1
2521	9101	INACTIVE USE	acre	48.4	0	0
2521		TOTAL			4005	2864
2522	101	SINGLE FAMILY	du	333.0	4015	2880
2522	4112	RIGHT-OF-WAY	acre	16.3	0	0
2522		TOTAL			4015	2880
2523	4112	RIGHT-OF-WAY	acre	20.4	0	0
2523	5006	AUTO COMMERCIAL	acre	7.1	3164	2259
2523	5007	STREETFRONT COMMERCIAL	acre	1.8	2178	1587
2523	5009	OTHER COMMERCIAL	acre	1.3	151	110
2523		TOTAL			5493	3956
2524	2103	LIGHT INDUSTRY	acre	71.7	5762	4761

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2524	4112	RIGHT-OF-WAY	acre	9.6	0	0
2524	4114	PARKING	acre	5.2	0	0
2524	6802	UNIVERSITY OR COLLEGE	acre	5.6	892	721
2524	9101	INACTIVE USE	acre	11.2	0	0
2524		TOTAL			6654	5482
2525	101	SINGLE FAMILY	du	1.0	11	9
2525	2101	INDUSTRIAL PARK	acre	11.6	1905	1583
2525	4112	RIGHT-OF-WAY	acre	70.9	0	0
2525	4113	COMMUNICATION OR UTILITY	acre	10.1	94	78
2525	5009	OTHER COMMERCIAL	acre	4.1	531	396
2525		TOTAL			2541	2066
2526	101	SINGLE FAMILY	du	171.0	2069	1480
2526	102	MULTI-FAMILY	du	98.0	832	575
2526	4112	RIGHT-OF-WAY	acre	10.2	0	0
2526	6102	CHURCH	acre	1.3	66	51
2526	6806	ELEMENTARY SCHOOL	site	1.0	2219	1206
2526	7601	ACTIVE PARK	acre	8.4	528	343
2526		TOTAL			5714	3655
2527	101	SINGLE FAMILY	du	354.0	4183	3044
2527	2201	EXTRACTIVE INDUSTRY	acre	19.3	14	12
2527	4112	RIGHT-OF-WAY	acre	11.5	0	0
2527	9101	INACTIVE USE	acre	83.8	0	0
2527		TOTAL			4197	3056
2528	4112	RIGHT-OF-WAY	acre	3.0	0	0
2528	4114	PARKING	acre	5.8	0	0
2528	5004	NEIGHBORHOOD COMMERCIAL	acre	1.9	2594	1864
2528	6002	LOW RISE OFFICE	acre	6.2	2330	1854
2528	6509	OTHER HEALTH CARE	acre	5.0	2163	1592
2528		TOTAL			7087	5310
2529	101	SINGLE FAMILY	du	354.0	3889	2738
2529	102	MULTI-FAMILY	du	6.0	47	32
2529	4112	RIGHT-OF-WAY	acre	18.6	0	0
2529	6102	CHURCH	acre	0.6	27	21
2529	9101	INACTIVE USE	acre	0.7	0	0
2529		TOTAL			3963	2791
2530	4112	RIGHT-OF-WAY	acre	9.2	0	0
2530	5003	COMMUNITY COMMERCIAL	acre	40.4	31610	22338
2530	5006	AUTO COMMERCIAL	acre	4.8	2004	1416
2530	5008	SERVICE STATION	acre	0.9	3754	2741
2530		TOTAL			37368	26495
2531	102	MULTI-FAMILY	du	140.0	1107	749
2531	2105	PUBLIC STORAGE	acre	2.6	69	58
2531	4112	RIGHT-OF-WAY	acre	0.6	0	0
2531	9101	INACTIVE USE	acre	1.5	0	0
2531		TOTAL			1176	807

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2532	2101	INDUSTRIAL PARK	acre	31.6	4564	3773
2532	2105	PUBLIC STORAGE	acre	0.8	20	17
2532	4112	RIGHT-OF-WAY	acre	34.0	0	0
2532	5007	STREETFRONT COMMERCIAL	acre	1.5	1811	1316
2532	6002	LOW RISE OFFICE	acre	7.9	2234	1725
2532		TOTAL			8629	6831
2533	2101	INDUSTRIAL PARK	acre	35.7	5992	4985
2533	2103	LIGHT INDUSTRY	acre	21.4	1490	1222
2533	4103	GENERAL AVIATION AIRPORT	acre	4.4	25	19
2533	4112	RIGHT-OF-WAY	acre	6.0	0	0
2533	6002	LOW RISE OFFICE	acre	7.7	2890	2297
2533	6509	OTHER HEALTH CARE	acre	2.4	1136	848
2533		TOTAL			11533	9371
2534	2101	INDUSTRIAL PARK	acre	9.9	1490	1234
2534	4112	RIGHT-OF-WAY	acre	11.3	0	0
2534	5004	NEIGHBORHOOD COMMERCIAL	acre	1.9	2348	1656
2534	5006	AUTO COMMERCIAL	acre	21.6	9237	6541
2534	5008	SERVICE STATION	acre	0.5	2034	1485
2534	5009	OTHER COMMERCIAL	acre	10.6	1526	1157
2534	6002	LOW RISE OFFICE	acre	1.9	462	349
2534		TOTAL			17097	12422
2535	4112	RIGHT-OF-WAY	acre	1.3	0	0
2535	5004	NEIGHBORHOOD COMMERCIAL	acre	10.9	13459	9487
2535	5006	AUTO COMMERCIAL	acre	4.2	1707	1199
2535	5007	STREETFRONT COMMERCIAL	acre	1.4	1651	1198
2535	5008	SERVICE STATION	acre	0.5	2146	1567
2535	9101	INACTIVE USE	acre	1.8	0	0
2535		TOTAL			18963	13451
2536	4112	RIGHT-OF-WAY	acre	6.5	0	0
2536	9101	INACTIVE USE	acre	68.7	0	0
2536		TOTAL			0	0
2537	101	SINGLE FAMILY	du	518.0	5854	4393
2537	4112	RIGHT-OF-WAY	acre	52.3	0	0
2537	5004	NEIGHBORHOOD COMMERCIAL	acre	1.3	1547	1084
2537	7210	OTHER RECREATION-HIGH	acre	13.8	728	490
2537	7601	ACTIVE PARK	acre	12.7	804	523
2537	9101	INACTIVE USE	acre	88.5	0	0
2537		TOTAL			8933	6490
2538	102	MULTI-FAMILY	du	42.0	340	243
2538	4112	RIGHT-OF-WAY	acre	1.1	0	0
2538	5004	NEIGHBORHOOD COMMERCIAL	acre	19.1	23995	16969
2538	5008	SERVICE STATION	acre	1.2	4937	3605
2538		TOTAL			29272	20817

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2539	101	SINGLE FAMILY	du	122.0	1364	953
2539	102	MULTI-FAMILY	du	30.0	251	163
2539	103	MOBILE HOME PARK	du	182.0	1195	752
2539	1409	OTHER GROUP QUARTERS	acre	0.9	4	3
2539	2104	WAREHOUSING	acre	1.0	39	33
2539	2105	PUBLIC STORAGE	acre	0.9	23	19
2539	4112	RIGHT-OF-WAY	acre	11.4	0	0
2539	5009	OTHER COMMERCIAL	acre	1.8	201	147
2539	6102	CHURCH	acre	0.3	17	13
2539	8001	ORCHARDS OR VINEYARD	acre	3.5	0	0
2539	9101	INACTIVE USE	acre	5.7	0	0
2539	9500	UNDER CONTRUCTION	acre	1.3	8	6
2539		TOTAL			3102	2089
2540	101	SINGLE FAMILY	du	304.0	3717	2638
2540	4112	RIGHT-OF-WAY	acre	14.7	0	0
2540	6806	ELEMENTARY SCHOOL	site	1.0	2159	1154
2540		TOTAL			5876	3792
2541	101	SINGLE FAMILY	du	285.0	3129	2215
2541	102	MULTI-FAMILY	du	170.0	1371	918
2541	4112	RIGHT-OF-WAY	acre	8.3	0	0
2541	5008	SERVICE STATION	acre	0.7	2889	2109
2541	5009	OTHER COMMERCIAL	acre	4.7	573	423
2541	9101	INACTIVE USE	acre	10.4	0	0
2541		TOTAL			7962	5665
2542	101	SINGLE FAMILY	du	56.0	591	430
2542	4112	RIGHT-OF-WAY	acre	12.3	0	0
2542	9101	INACTIVE USE	acre	209.4	0	0
2542		TOTAL			591	430
2543	101	SINGLE FAMILY	du	162.0	1793	1263
2543	102	MULTI-FAMILY	du	120.0	970	650
2543	103	MOBILE HOME PARK	du	100.0	660	418
2543	4112	RIGHT-OF-WAY	acre	11.6	0	0
2543	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2543	6806	ELEMENTARY SCHOOL	site	1.0	2234	1219
2543		TOTAL			5657	3550
2544	101	SINGLE FAMILY	du	232.0	2751	1999
2544	4112	RIGHT-OF-WAY	acre	18.3	0	0
2544	5007	STREETFRONT COMMERCIAL	acre	1.7	2092	1525
2544	9101	INACTIVE USE	acre	1.1	0	0
2544		TOTAL			4843	3524
2545	2101	INDUSTRIAL PARK	acre	38.2	5493	4541
2545	4112	RIGHT-OF-WAY	acre	7.0	0	0
2545	5007	STREETFRONT COMMERCIAL	acre	0.7	838	605
2545	6002	LOW RISE OFFICE	acre	13.5	4175	3257
2545	6003	GOV'T OFFICE OR CENTER	acre	9.7	8927	6601

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2545	7210	OTHER RECREATION-HIGH	acre	13.9	737	495
2545	9101	INACTIVE USE	acre	28.3	0	0
2545		TOTAL			20170	15499
2546	101	SINGLE FAMILY	du	1.0	11	9
2546	1501	LOW-RISE HOTEL OR MOTEL	acre	4.5	1551	959
2546	2101	INDUSTRIAL PARK	acre	28.4	4322	3581
2546	2105	PUBLIC STORAGE	acre	11.8	318	267
2546	4112	RIGHT-OF-WAY	acre	29.9	0	0
2546	4114	PARKING	acre	1.2	0	0
2546	5004	NEIGHBORHOOD COMMERCIAL	acre	4.0	4938	3488
2546	5008	SERVICE STATION	acre	1.6	6416	4684
2546	6002	LOW RISE OFFICE	acre	27.7	10365	8239
2546	6109	OTHER PUBLIC SERVICE	acre	1.8	830	627
2546	9101	INACTIVE USE	acre	34.7	86	74
2546		TOTAL			28837	21928
2547	101	SINGLE FAMILY	du	1152.0	14006	9999
2547	4112	RIGHT-OF-WAY	acre	95.7	0	0
2547	6102	CHURCH	acre	6.7	329	254
2547	7601	ACTIVE PARK	acre	8.0	505	328
2547	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
2547	9101	INACTIVE USE	acre	0.3	0	0
2547		TOTAL			14840	10581
2548	101	SINGLE FAMILY	du	333.0	3693	2590
2548	4112	RIGHT-OF-WAY	acre	20.2	0	0
2548	6102	CHURCH	acre	4.9	241	186
2548		TOTAL			3934	2776
2549	2101	INDUSTRIAL PARK	acre	21.9	3408	2827
2549	4112	RIGHT-OF-WAY	acre	6.7	0	0
2549	5003	COMMUNITY COMMERCIAL	acre	8.4	6570	4640
2549	5004	NEIGHBORHOOD COMMERCIAL	acre	5.6	7012	4959
2549	5007	STREETFRONT COMMERCIAL	acre	0.9	1057	769
2549	5009	OTHER COMMERCIAL	acre	2.6	358	270
2549		TOTAL			18405	13465
2550	101	SINGLE FAMILY	du	334.0	3668	2595
2550	102	MULTI-FAMILY	du	61.0	490	329
2550	4112	RIGHT-OF-WAY	acre	25.0	0	0
2550	4113	COMMUNICATION OR UTILITY	acre	0.1	1	1
2550	9101	INACTIVE USE	acre	0.1	0	0
2550		TOTAL			4159	2925
2551	101	SINGLE FAMILY	du	172.0	2085	1489
2551	102	MULTI-FAMILY	du	415.0	3529	2428
2551	2101	INDUSTRIAL PARK	acre	7.2	1032	853
2551	4112	RIGHT-OF-WAY	acre	20.4	0	0
2551	4114	PARKING	acre	0.3	0	0
2551	5004	NEIGHBORHOOD COMMERCIAL	acre	1.3	1556	1095

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2551	6002	LOW RISE OFFICE	acre	6.5	2005	1563
2551	9101	INACTIVE USE	acre	0.6	0	0
2551		TOTAL			10207	7428
2552	101	SINGLE FAMILY	du	238.0	2574	1841
2552	4112	RIGHT-OF-WAY	acre	15.0	0	0
2552	9101	INACTIVE USE	acre	44.7	0	0
2552		TOTAL			2574	1841
2553	101	SINGLE FAMILY	du	165.0	1964	1424
2553	4112	RIGHT-OF-WAY	acre	13.2	0	0
2553	6102	CHURCH	acre	3.3	255	206
2553	6103	LIBRARY	acre	0.8	336	232
2553	6105	FIRE OR POLICE STATION	site	1.0	264	192
2553	6509	OTHER HEALTH CARE	acre	0.2	86	64
2553	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4274	2541
2553	7601	ACTIVE PARK	acre	3.1	198	129
2553	9101	INACTIVE USE	acre	197.8	0	0
2553		TOTAL			7377	4788
2554	1501	LOW-RISE HOTEL OR MOTEL	acre	19.6	6387	3872
2554	4103	GENERAL AVIATION AIRPORT	acre	498.2	2965	2267
2554	4112	RIGHT-OF-WAY	acre	17.9	0	0
2554	5007	STREETFRONT COMMERCIAL	acre	1.3	1611	1179
2554	6002	LOW RISE OFFICE	acre	4.2	1082	826
2554	6105	FIRE OR POLICE STATION	site	1.0	264	192
2554		TOTAL			12309	8336
2555	4112	RIGHT-OF-WAY	acre	24.4	0	0
2555	6803	JUNIOR COLLEGE	acre	83.8	21694	17229
2555	9101	INACTIVE USE	acre	54.7	0	0
2555		TOTAL			21694	17229
2556	101	SINGLE FAMILY	du	121.0	1477	1051
2556	102	MULTI-FAMILY	du	175.0	1502	1026
2556	4112	RIGHT-OF-WAY	acre	19.5	0	0
2556	5004	NEIGHBORHOOD COMMERCIAL	acre	3.5	4485	3178
2556	5007	STREETFRONT COMMERCIAL	acre	0.6	747	543
2556	5008	SERVICE STATION	acre	0.6	2377	1735
2556	6002	LOW RISE OFFICE	acre	1.7	447	343
2556	6102	CHURCH	acre	0.7	36	27
2556	6806	ELEMENTARY SCHOOL	site	1.0	2409	1370
2556		TOTAL			13480	9273
2557	2101	INDUSTRIAL PARK	acre	23.5	4111	3426
2557	2103	LIGHT INDUSTRY	acre	46.0	4361	3630
2557	4112	RIGHT-OF-WAY	acre	2.4	0	0
2557	6002	LOW RISE OFFICE	acre	19.0	7055	5604
2557		TOTAL			15527	12660
2558	102	MULTI-FAMILY	du	360.0	2856	1924

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2558	103	MOBILE HOME PARK	du	218.0	1410	895
2558	4112	RIGHT-OF-WAY	acre	4.7	0	0
2558	5007	STREETFRONT COMMERCIAL	acre	0.7	949	696
2558	5009	OTHER COMMERCIAL	acre	0.8	88	64
2558		TOTAL			5303	3579
2559	4112	RIGHT-OF-WAY	acre	3.9	0	0
2559	5003	COMMUNITY COMMERCIAL	acre	16.0	12654	8963
2559	5004	NEIGHBORHOOD COMMERCIAL	acre	4.8	5969	4222
2559	6002	LOW RISE OFFICE	acre	2.9	856	665
2559	9101	INACTIVE USE	acre	0.5	0	0
2559		TOTAL			19479	13850
2560	101	SINGLE FAMILY	du	143.0	1727	1241
2560	4112	RIGHT-OF-WAY	acre	11.4	0	0
2560	9101	INACTIVE USE	acre	1.4	0	0
2560		TOTAL			1727	1241
2561	101	SINGLE FAMILY	du	18.0	99	74
2561	4112	RIGHT-OF-WAY	acre	295.2	0	0
2561	8003	FIELD CROPS	acre	314.6	18	13
2561	9101	INACTIVE USE	acre	4681.0	0	0
2561		TOTAL			117	87
2562	101	SINGLE FAMILY	du	350.0	4164	3017
2562	1409	OTHER GROUP QUARTERS	acre	34.5	136	100
2562	4112	RIGHT-OF-WAY	acre	32.0	0	0
2562	9101	INACTIVE USE	acre	14.3	0	0
2562		TOTAL			4300	3117
2563	101	SINGLE FAMILY	du	9.0	107	78
2563	102	MULTI-FAMILY	du	1229.0	10475	7217
2563	4112	RIGHT-OF-WAY	acre	11.8	0	0
2563	5007	STREETFRONT COMMERCIAL	acre	0.5	624	457
2563	6102	CHURCH	acre	5.1	251	194
2563	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
2563	9101	INACTIVE USE	acre	2.3	0	0
2563		TOTAL			11457	7946
2564	101	SINGLE FAMILY	du	185.0	2208	1600
2564	102	MULTI-FAMILY	du	154.0	1284	902
2564	4112	RIGHT-OF-WAY	acre	5.4	0	0
2564	4113	COMMUNICATION OR UTILITY	acre	5.5	16	12
2564	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4139	2424
2564	7601	ACTIVE PARK	acre	10.1	640	416
2564	7607	RESIDENTIAL RECREATION	acre	1.3	0	0
2564	9101	INACTIVE USE	acre	7.1	0	0
2564		TOTAL			8287	5354
2565	101	SINGLE FAMILY	du	140.0	1537	1086
2565	4112	RIGHT-OF-WAY	acre	10.0	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2565	5007	STREETFRONT COMMERCIAL	acre	2.8	3376	2443
2565	5009	OTHER COMMERCIAL	acre	0.5	55	40
2565	9101	INACTIVE USE	acre	1.3	0	0
2565		TOTAL			4968	3569
2566	101	SINGLE FAMILY	du	141.0	1545	1096
2566	102	MULTI-FAMILY	du	8.0	63	43
2566	103	MOBILE HOME PARK	du	167.0	1081	685
2566	4112	RIGHT-OF-WAY	acre	6.8	0	0
2566	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
2566		TOTAL			2689	1824
2567	101	SINGLE FAMILY	du	121.0	1301	939
2567	4112	RIGHT-OF-WAY	acre	8.6	0	0
2567		TOTAL			1301	939
2568	101	SINGLE FAMILY	du	481.0	5206	3724
2568	102	MULTI-FAMILY	du	48.0	370	256
2568	4112	RIGHT-OF-WAY	acre	38.3	0	0
2568	5007	STREETFRONT COMMERCIAL	acre	4.3	5224	3791
2568	6002	LOW RISE OFFICE	acre	0.9	307	241
2568	7607	RESIDENTIAL RECREATION	acre	1.4	0	0
2568	9101	INACTIVE USE	acre	30.3	0	0
2568		TOTAL			11107	8012
2569	101	SINGLE FAMILY	du	660.0	8647	5785
2569	102	MULTI-FAMILY	du	3.0	31	18
2569	4112	RIGHT-OF-WAY	acre	8.8	0	0
2569	6806	ELEMENTARY SCHOOL	site	1.0	2402	1365
2569	9101	INACTIVE USE	acre	17.9	0	0
2569		TOTAL			11080	7168
2570	2201	EXTRACTIVE INDUSTRY	acre	74.2	532	459
2570	9101	INACTIVE USE	acre	14.0	0	0
2570		TOTAL			532	459
2571	101	SINGLE FAMILY	du	107.0	1265	922
2571	102	MULTI-FAMILY	du	41.0	335	238
2571	4112	RIGHT-OF-WAY	acre	9.9	0	0
2571	4114	PARKING	acre	0.2	0	0
2571	5007	STREETFRONT COMMERCIAL	acre	2.0	2488	1813
2571	7605	PASSIVE BEACH	acre	1.1	2	1
2571	9702	MIXED USE 67% STREETFRONT	acre	0.3	281	205
2571		TOTAL			4371	3179
2572	101	SINGLE FAMILY	du	348.0	4188	3008
2572	4112	RIGHT-OF-WAY	acre	22.4	0	0
2572	9101	INACTIVE USE	acre	98.5	0	0
2572		TOTAL			4188	3008
2573	101	SINGLE FAMILY	du	312.0	3775	2701

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2573	4112	RIGHT-OF-WAY	acre	16.4	0	0
2573	5007	STREETFRONT COMMERCIAL	acre	0.3	364	263
2573	6102	CHURCH	acre	3.5	171	132
2573	9101	INACTIVE USE	acre	18.3	0	0
2573		TOTAL			4310	3096
2574	101	SINGLE FAMILY	du	154.0	1684	1199
2574	4112	RIGHT-OF-WAY	acre	36.2	0	0
2574	7607	RESIDENTIAL RECREATION	acre	6.2	0	0
2574	9101	INACTIVE USE	acre	258.4	0	0
2574		TOTAL			1684	1199
2575	101	SINGLE FAMILY	du	224.0	2430	1735
2575	4112	RIGHT-OF-WAY	acre	61.4	0	0
2575	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
2575	9101	INACTIVE USE	acre	31.4	0	0
2575		TOTAL			2431	1736
2576	101	SINGLE FAMILY	du	60.0	762	526
2576	102	MULTI-FAMILY	du	211.0	1863	1253
2576	4112	RIGHT-OF-WAY	acre	4.0	0	0
2576	6102	CHURCH	acre	3.1	174	136
2576	9101	INACTIVE USE	acre	2.2	0	0
2576	9702	MIXED USE 67% STREETFRONT	acre	5.1	4195	3053
2576		TOTAL			6994	4968
2577	101	SINGLE FAMILY	du	261.0	3070	2243
2577	4112	RIGHT-OF-WAY	acre	25.1	0	0
2577	6102	CHURCH	acre	2.1	102	79
2577	6806	ELEMENTARY SCHOOL	site	1.0	2210	1198
2577	7601	ACTIVE PARK	acre	17.2	1087	706
2577	9101	INACTIVE USE	acre	64.1	0	0
2577		TOTAL			6469	4226
2578	101	SINGLE FAMILY	du	1.0	10	8
2578	2101	INDUSTRIAL PARK	acre	40.0	5424	4471
2578	2104	WAREHOUSING	acre	0.6	23	19
2578	2105	PUBLIC STORAGE	acre	4.6	125	105
2578	4112	RIGHT-OF-WAY	acre	8.8	0	0
2578	5007	STREETFRONT COMMERCIAL	acre	0.8	1000	724
2578	5008	SERVICE STATION	acre	1.6	6428	4693
2578		TOTAL			13010	10020
2579	101	SINGLE FAMILY	du	856.0	10264	7387
2579	102	MULTI-FAMILY	du	52.0	430	301
2579	4112	RIGHT-OF-WAY	acre	57.9	0	0
2579	6002	LOW RISE OFFICE	acre	2.4	709	551
2579	7601	ACTIVE PARK	acre	5.5	350	228
2579	9101	INACTIVE USE	acre	56.8	0	0
2579		TOTAL			11753	8467

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2580	101	SINGLE FAMILY	du	296.0	3566	2559
2580	102	MULTI-FAMILY	du	259.0	2215	1514
2580	4112	RIGHT-OF-WAY	acre	47.7	0	0
2580	4119	OTHER TRANSPORTATION	acre	17.9	2000	1534
2580	6102	CHURCH	acre	5.4	788	657
2580		TOTAL			8569	6264
2581	101	SINGLE FAMILY	du	65.0	719	505
2581	102	MULTI-FAMILY	du	399.0	3207	2145
2581	103	MOBILE HOME PARK	du	58.0	366	238
2581	1409	OTHER GROUP QUARTERS	acre	3.5	14	10
2581	4112	RIGHT-OF-WAY	acre	0.7	0	0
2581	5007	STREETFRONT COMMERCIAL	acre	1.9	2182	1576
2581	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
2581	9101	INACTIVE USE	acre	3.7	0	0
2581		TOTAL			6488	4474
2582	102	MULTI-FAMILY	du	384.0	3050	2059
2582	103	MOBILE HOME PARK	du	402.0	2632	1664
2582	4112	RIGHT-OF-WAY	acre	12.5	0	0
2582	4113	COMMUNICATION OR UTILITY	acre	0.2	0	0
2582	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3106	2189
2582	6003	GOV'T OFFICE OR CENTER	acre	2.5	2309	1702
2582		TOTAL			11097	7614
2583	101	SINGLE FAMILY	du	293.0	3513	2536
2583	4112	RIGHT-OF-WAY	acre	14.7	0	0
2583	9101	INACTIVE USE	acre	41.1	0	0
2583		TOTAL			3513	2536
2584	2101	INDUSTRIAL PARK	acre	42.9	6048	4994
2584	4112	RIGHT-OF-WAY	acre	3.7	0	0
2584		TOTAL			6048	4994
2585	101	SINGLE FAMILY	du	425.0	5064	3670
2585	102	MULTI-FAMILY	du	91.0	748	528
2585	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	197	119
2585	4112	RIGHT-OF-WAY	acre	33.9	0	0
2585	5007	STREETFRONT COMMERCIAL	acre	2.7	3202	2320
2585	6806	ELEMENTARY SCHOOL	site	1.0	2239	1223
2585	7601	ACTIVE PARK	acre	0.9	59	38
2585	9101	INACTIVE USE	acre	0.7	0	0
2585		TOTAL			11509	7898
2586	4112	RIGHT-OF-WAY	acre	11.5	0	0
2586	5006	AUTO COMMERCIAL	acre	3.7	1498	1051
2586	5009	OTHER COMMERCIAL	acre	5.7	747	558
2586	9101	INACTIVE USE	acre	3.5	0	0
2586		TOTAL			2245	1609
2587	101	SINGLE FAMILY	du	85.0	928	661

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2587	4112	RIGHT-OF-WAY	acre	8.2	0	0
2587	9101	INACTIVE USE	acre	79.3	0	0
2587		TOTAL			928	661
2588	101	SINGLE FAMILY	du	908.0	10856	7844
2588	4112	RIGHT-OF-WAY	acre	41.5	0	0
2588	6102	CHURCH	acre	4.9	245	189
2588	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
2588	9101	INACTIVE USE	acre	14.8	0	0
2588		TOTAL			11101	8033
2589	4112	RIGHT-OF-WAY	acre	37.6	0	0
2589	5003	COMMUNITY COMMERCIAL	acre	17.1	13277	9359
2589	5004	NEIGHBORHOOD COMMERCIAL	acre	8.0	10016	7074
2589	5006	AUTO COMMERCIAL	acre	1.1	443	311
2589	5008	SERVICE STATION	acre	1.3	4972	3630
2589	5009	OTHER COMMERCIAL	acre	7.2	970	729
2589		TOTAL			29678	21103
2590	101	SINGLE FAMILY	du	329.0	3610	2553
2590	102	MULTI-FAMILY	du	22.0	175	118
2590	4112	RIGHT-OF-WAY	acre	23.4	0	0
2590	9101	INACTIVE USE	acre	1.2	0	0
2590		TOTAL			3785	2671
2591	2101	INDUSTRIAL PARK	acre	24.7	3539	2924
2591	4112	RIGHT-OF-WAY	acre	20.1	0	0
2591		TOTAL			3539	2924
2592	101	SINGLE FAMILY	du	213.0	2297	1649
2592	4112	RIGHT-OF-WAY	acre	8.9	0	0
2592	6804	SENIOR HIGH SCHOOL	site	1.0	5647	2456
2592		TOTAL			7944	4105
2593	101	SINGLE FAMILY	du	1.0	10	8
2593	2101	INDUSTRIAL PARK	acre	94.2	14958	12418
2593	4112	RIGHT-OF-WAY	acre	22.5	0	0
2593	4119	OTHER TRANSPORTATION	acre	19.8	1995	1509
2593	6105	FIRE OR POLICE STATION	site	1.0	254	184
2593		TOTAL			17217	14119
2594	101	SINGLE FAMILY	du	522.0	6261	4512
2594	4112	RIGHT-OF-WAY	acre	22.6	0	0
2594		TOTAL			6261	4512
2595	102	MULTI-FAMILY	du	134.0	1123	781
2595	4112	RIGHT-OF-WAY	acre	11.7	0	0
2595	4113	COMMUNICATION OR UTILITY	acre	5.8	17	13
2595	6102	CHURCH	acre	3.8	188	145
2595	6701	MILITARY USE	acre	6.6	0	0
2595	7204	GOLF COURSE	acre	323.8	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2595	7205	GOLF CLUB HOUSE	site	1.0	638	429
2595	9101	INACTIVE USE	acre	97.4	0	0
2595		TOTAL			1966	1368
2596	101	SINGLE FAMILY	du	596.0	7049	5133
2596	4112	RIGHT-OF-WAY	acre	42.9	0	0
2596	4113	COMMUNICATION OR UTILITY	acre	4.8	14	11
2596	6109	OTHER PUBLIC SERVICE	acre	2.3	758	535
2596	7607	RESIDENTIAL RECREATION	acre	1.0	0	0
2596	9101	INACTIVE USE	acre	0.9	0	0
2596		TOTAL			7821	5679
2597	101	SINGLE FAMILY	du	338.0	4017	2913
2597	102	MULTI-FAMILY	du	223.0	1859	1298
2597	4112	RIGHT-OF-WAY	acre	27.0	0	0
2597	5007	STREETFRONT COMMERCIAL	acre	1.3	1603	1162
2597	6002	LOW RISE OFFICE	acre	2.0	555	427
2597	9101	INACTIVE USE	acre	2.2	0	0
2597		TOTAL			8034	5800
2598	2101	INDUSTRIAL PARK	acre	52.7	7334	6053
2598	4112	RIGHT-OF-WAY	acre	2.5	0	0
2598	6002	LOW RISE OFFICE	acre	7.6	2186	1693
2598	6109	OTHER PUBLIC SERVICE	acre	0.7	244	174
2598	6509	OTHER HEALTH CARE	acre	1.6	873	668
2598		TOTAL			10637	8588
2599	2101	INDUSTRIAL PARK	acre	37.7	5558	4599
2599	2104	WAREHOUSING	acre	1.0	41	34
2599	4112	RIGHT-OF-WAY	acre	11.1	0	0
2599		TOTAL			5599	4633
2600	101	SINGLE FAMILY	du	91.0	1012	707
2600	4112	RIGHT-OF-WAY	acre	7.5	0	0
2600	5007	STREETFRONT COMMERCIAL	acre	0.3	354	257
2600	6509	OTHER HEALTH CARE	acre	0.3	121	89
2600		TOTAL			1487	1053
2601	101	SINGLE FAMILY	du	284.0	3164	2214
2601	102	MULTI-FAMILY	du	40.0	319	215
2601	4112	RIGHT-OF-WAY	acre	19.1	0	0
2601	5007	STREETFRONT COMMERCIAL	acre	0.3	308	222
2601	6002	LOW RISE OFFICE	acre	1.0	289	224
2601	6102	CHURCH	acre	6.0	355	280
2601	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4274	2541
2601	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
2601	7601	ACTIVE PARK	acre	7.6	482	313
2601	9101	INACTIVE USE	acre	5.1	0	0
2601		TOTAL			11303	7123
2602	101	SINGLE FAMILY	du	1.0	5	4

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2602	4112	RIGHT-OF-WAY	acre	664.3	0	0
2602	4113	COMMUNICATION OR UTILITY	acre	15.8	38	30
2602	6105	FIRE OR POLICE STATION	site	1.0	85	61
2602	6804	SENIOR HIGH SCHOOL	site	1.0	2300	1176
2602	8003	FIELD CROPS	acre	662.4	37	29
2602	9101	INACTIVE USE	acre	325.6	0	0
2602		TOTAL			2465	1300
2603	101	SINGLE FAMILY	du	105.0	1164	819
2603	4112	RIGHT-OF-WAY	acre	4.8	0	0
2603	5007	STREETFRONT COMMERCIAL	acre	0.3	307	221
2603	9101	INACTIVE USE	acre	143.6	0	0
2603		TOTAL			1471	1040
2604	2001	HEAVY INDUSTRY	acre	20.3	1404	1186
2604	2104	WAREHOUSING	acre	4.8	187	155
2604	4112	RIGHT-OF-WAY	acre	1.8	0	0
2604	6806	ELEMENTARY SCHOOL	site	1.0	2212	1199
2604	9101	INACTIVE USE	acre	2.5	0	0
2604		TOTAL			3803	2540
2605	101	SINGLE FAMILY	du	188.0	2094	1463
2605	102	MULTI-FAMILY	du	163.0	1308	877
2605	4112	RIGHT-OF-WAY	acre	10.3	0	0
2605	5007	STREETFRONT COMMERCIAL	acre	4.2	5063	3676
2605	5009	OTHER COMMERCIAL	acre	0.1	18	14
2605	6509	OTHER HEALTH CARE	acre	0.4	306	245
2605	9101	INACTIVE USE	acre	0.3	0	0
2605		TOTAL			8789	6275
2606	101	SINGLE FAMILY	du	73.0	801	568
2606	103	MOBILE HOME PARK	du	34.0	223	142
2606	4112	RIGHT-OF-WAY	acre	7.4	0	0
2606	5007	STREETFRONT COMMERCIAL	acre	1.0	1221	882
2606	9101	INACTIVE USE	acre	7.3	0	0
2606		TOTAL			2245	1592
2607	101	SINGLE FAMILY	du	1.0	10	7
2607	103	MOBILE HOME PARK	du	165.0	1056	678
2607	4112	RIGHT-OF-WAY	acre	6.2	0	0
2607	5007	STREETFRONT COMMERCIAL	acre	4.0	4777	3454
2607	5008	SERVICE STATION	acre	0.3	1338	977
2607		TOTAL			7181	5116
2608	101	SINGLE FAMILY	du	241.0	2824	2069
2608	102	MULTI-FAMILY	du	114.0	936	658
2608	4112	RIGHT-OF-WAY	acre	14.9	0	0
2608	6002	LOW RISE OFFICE	acre	0.4	425	357
2608	9101	INACTIVE USE	acre	3.1	0	0
2608		TOTAL			4185	3084

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2609	101	SINGLE FAMILY	du	233.0	2718	1996
2609	102	MULTI-FAMILY	du	225.0	1839	1300
2609	4112	RIGHT-OF-WAY	acre	16.6	0	0
2609	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2609	5007	STREETFRONT COMMERCIAL	acre	1.4	1763	1286
2609	7604	ACTIVE BEACH	acre	5.5	18	12
2609	7605	PASSIVE BEACH	acre	1.2	3	2
2609	9101	INACTIVE USE	acre	0.3	0	0
2609		TOTAL			6341	4596
2610	101	SINGLE FAMILY	du	102.0	1114	790
2610	4112	RIGHT-OF-WAY	acre	24.2	0	0
2610	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
2610		TOTAL			1115	791
2611	2105	PUBLIC STORAGE	acre	8.1	219	183
2611	4112	RIGHT-OF-WAY	acre	23.8	0	0
2611	5006	AUTO COMMERCIAL	acre	1.8	719	504
2611	5007	STREETFRONT COMMERCIAL	acre	6.8	8120	5885
2611	5008	SERVICE STATION	acre	0.8	3142	2294
2611	6002	LOW RISE OFFICE	acre	1.2	328	251
2611	7210	OTHER RECREATION-HIGH	acre	1.4	101	73
2611	9101	INACTIVE USE	acre	2.3	0	0
2611		TOTAL			12629	9190
2612	101	SINGLE FAMILY	du	67.0	749	526
2612	4112	RIGHT-OF-WAY	acre	11.9	0	0
2612	9101	INACTIVE USE	acre	317.3	0	0
2612		TOTAL			749	526
2613	101	SINGLE FAMILY	du	243.0	2637	1885
2613	4112	RIGHT-OF-WAY	acre	63.8	0	0
2613	4113	COMMUNICATION OR UTILITY	acre	4.4	13	10
2613	9101	INACTIVE USE	acre	627.9	0	0
2613		TOTAL			2650	1895
2614	101	SINGLE FAMILY	du	453.0	5405	3918
2614	4112	RIGHT-OF-WAY	acre	27.1	0	0
2614	4113	COMMUNICATION OR UTILITY	acre	9.2	27	21
2614	4114	PARKING	acre	1.0	0	0
2614	5004	NEIGHBORHOOD COMMERCIAL	acre	3.7	4613	3249
2614	6102	CHURCH	acre	5.1	293	230
2614	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
2614		TOTAL			12543	8612
2615	101	SINGLE FAMILY	du	380.0	4082	2937
2615	102	MULTI-FAMILY	du	170.0	1332	911
2615	4112	RIGHT-OF-WAY	acre	34.2	0	0
2615	4119	OTHER TRANSPORTATION	acre	0.0	2	2
2615	5007	STREETFRONT COMMERCIAL	acre	0.6	669	483
2615	5008	SERVICE STATION	acre	0.4	1653	1207

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2615	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
2615	9101	INACTIVE USE	acre	16.4	0	0
2615		TOTAL			9943	6734
2616	101	SINGLE FAMILY	du	422.0	5029	3639
2616	102	MULTI-FAMILY	du	16.0	132	93
2616	4112	RIGHT-OF-WAY	acre	27.5	0	0
2616	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
2616	9101	INACTIVE USE	acre	84.0	0	0
2616		TOTAL			7273	4845
2617	101	SINGLE FAMILY	du	25.0	279	195
2617	4112	RIGHT-OF-WAY	acre	2.3	0	0
2617	9101	INACTIVE USE	acre	152.8	0	0
2617	9500	UNDER CONTRUCTION	acre	8.8	49	39
2617		TOTAL			328	234
2618	2103	LIGHT INDUSTRY	acre	3.0	182	148
2618	2201	EXTRACTIVE INDUSTRY	acre	58.0	439	379
2618	4112	RIGHT-OF-WAY	acre	3.8	0	0
2618	9101	INACTIVE USE	acre	40.4	0	0
2618		TOTAL			621	527
2619	5004	NEIGHBORHOOD COMMERCIAL	acre	5.5	6814	4797
2619	5007	STREETFRONT COMMERCIAL	acre	2.2	2625	1896
2619	6105	FIRE OR POLICE STATION	site	1.0	285	211
2619		TOTAL			9724	6904
2620	4112	RIGHT-OF-WAY	acre	4.5	0	0
2620	5006	AUTO COMMERCIAL	acre	2.5	1082	772
2620	6002	LOW RISE OFFICE	acre	11.1	3745	2949
2620	6509	OTHER HEALTH CARE	acre	1.3	858	672
2620		TOTAL			5685	4393
2621	101	SINGLE FAMILY	du	684.0	8214	5918
2621	4112	RIGHT-OF-WAY	acre	34.1	0	0
2621	4114	PARKING	acre	1.0	0	0
2621	6102	CHURCH	acre	0.6	29	22
2621	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
2621		TOTAL			10448	7134
2622	102	MULTI-FAMILY	du	213.0	1857	1251
2622	4112	RIGHT-OF-WAY	acre	1.4	0	0
2622	6002	LOW RISE OFFICE	acre	2.1	510	387
2622	6509	OTHER HEALTH CARE	acre	2.6	1220	913
2622	9101	INACTIVE USE	acre	12.8	0	0
2622		TOTAL			3587	2551
2623	101	SINGLE FAMILY	du	108.0	1179	839
2623	4112	RIGHT-OF-WAY	acre	8.5	0	0
2623	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2623	9101	INACTIVE USE	acre	488.9	0	0
2623		TOTAL			1179	839
2624	101	SINGLE FAMILY	du	81.0	859	625
2624	4112	RIGHT-OF-WAY	acre	20.6	0	0
2624	7210	OTHER RECREATION-HIGH	acre	39.5	2091	1406
2624	7211	OTHER RECREATION-LOW	acre	37.0	234	160
2624	8001	ORCHARDS OR VINEYARD	acre	10.4	1	1
2624	9101	INACTIVE USE	acre	712.5	0	0
2624		TOTAL			3185	2192
2625	101	SINGLE FAMILY	du	536.0	6545	4647
2625	102	MULTI-FAMILY	du	20.0	174	117
2625	4112	RIGHT-OF-WAY	acre	33.2	0	0
2625	9101	INACTIVE USE	acre	2.3	0	0
2625		TOTAL			6719	4764
2626	101	SINGLE FAMILY	du	582.0	6981	5032
2626	4112	RIGHT-OF-WAY	acre	32.2	0	0
2626	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	3732	2638
2626	5008	SERVICE STATION	acre	0.4	1410	1030
2626	6803	JUNIOR COLLEGE	acre	93.8	23585	18682
2626	6806	ELEMENTARY SCHOOL	site	2.0	4423	2399
2626	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
2626	9101	INACTIVE USE	acre	7.2	0	0
2626		TOTAL			40131	29781
2627	101	SINGLE FAMILY	du	160.0	1868	1371
2627	102	MULTI-FAMILY	du	311.0	2540	1797
2627	1409	OTHER GROUP QUARTERS	acre	0.4	2	2
2627	4112	RIGHT-OF-WAY	acre	13.9	0	0
2627	4114	PARKING	acre	0.7	0	0
2627	5004	NEIGHBORHOOD COMMERCIAL	acre	0.6	778	545
2627	5007	STREETFRONT COMMERCIAL	acre	2.3	2903	2125
2627	5008	SERVICE STATION	acre	0.3	1025	749
2627		TOTAL			9116	6589
2628	101	SINGLE FAMILY	du	500.0	5993	4319
2628	102	MULTI-FAMILY	du	1483.0	12510	8664
2628	4112	RIGHT-OF-WAY	acre	39.8	0	0
2628	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	3715	2617
2628	6102	CHURCH	acre	4.0	196	152
2628	9101	INACTIVE USE	acre	0.7	0	0
2628		TOTAL			22414	15752
2629	101	SINGLE FAMILY	du	396.0	4732	3419
2629	102	MULTI-FAMILY	du	221.0	1832	1285
2629	4112	RIGHT-OF-WAY	acre	28.9	0	0
2629	6102	CHURCH	acre	3.0	146	113
2629	7210	OTHER RECREATION-HIGH	acre	0.6	41	29
2629	7607	RESIDENTIAL RECREATION	acre	1.6	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2629	9101	INACTIVE USE	acre	4.1	0	0
2629		TOTAL			6751	4846
2630	101	SINGLE FAMILY	du	173.0	1887	1343
2630	102	MULTI-FAMILY	du	62.0	482	330
2630	4112	RIGHT-OF-WAY	acre	11.9	0	0
2630	9101	INACTIVE USE	acre	6.4	0	0
2630		TOTAL			2369	1673
2631	101	SINGLE FAMILY	du	340.0	3783	2653
2631	102	MULTI-FAMILY	du	445.0	3628	2409
2631	2103	LIGHT INDUSTRY	acre	1.0	52	42
2631	2104	WAREHOUSING	acre	0.4	17	14
2631	2105	PUBLIC STORAGE	acre	1.8	48	40
2631	2301	JUNKYARD/DUMP/LANDFILL	acre	0.8	8	6
2631	4112	RIGHT-OF-WAY	acre	14.1	0	0
2631	4119	OTHER TRANSPORTATION	acre	0.0	2	1
2631	5007	STREETFRONT COMMERCIAL	acre	9.3	11088	8028
2631	5009	OTHER COMMERCIAL	acre	0.5	81	63
2631	6102	CHURCH	acre	1.1	55	42
2631	9101	INACTIVE USE	acre	0.3	0	0
2631		TOTAL			18762	13298
2632	101	SINGLE FAMILY	du	77.0	844	599
2632	4112	RIGHT-OF-WAY	acre	16.8	0	0
2632	9101	INACTIVE USE	acre	78.4	0	0
2632		TOTAL			844	599
2633	4112	RIGHT-OF-WAY	acre	2.3	0	0
2633	7607	RESIDENTIAL RECREATION	acre	7.0	0	0
2633	9101	INACTIVE USE	acre	563.0	0	0
2633		TOTAL			0	0
2634	101	SINGLE FAMILY	du	165.0	1814	1277
2634	102	MULTI-FAMILY	du	214.0	1701	1144
2634	2103	LIGHT INDUSTRY	acre	11.8	974	806
2634	4112	RIGHT-OF-WAY	acre	7.0	0	0
2634	9101	INACTIVE USE	acre	0.0	0	0
2634		TOTAL			4489	3227
2635	101	SINGLE FAMILY	du	79.0	843	612
2635	102	MULTI-FAMILY	du	40.0	306	215
2635	103	MOBILE HOME PARK	du	15.0	91	61
2635	4112	RIGHT-OF-WAY	acre	10.4	0	0
2635	5007	STREETFRONT COMMERCIAL	acre	14.1	16740	12109
2635	5009	OTHER COMMERCIAL	acre	1.3	151	110
2635	6102	CHURCH	acre	1.7	86	66
2635	9101	INACTIVE USE	acre	2.0	0	0
2635		TOTAL			18217	13173

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2636	101	SINGLE FAMILY	du	123.0	1324	946
2636	102	MULTI-FAMILY	du	371.0	2936	1979
2636	4112	RIGHT-OF-WAY	acre	5.9	0	0
2636	9101	INACTIVE USE	acre	1.0	0	0
2636		TOTAL			4260	2925
2637	101	SINGLE FAMILY	du	35.0	413	300
2637	102	MULTI-FAMILY	du	48.0	391	277
2637	4112	RIGHT-OF-WAY	acre	13.4	0	0
2637	4114	PARKING	acre	1.1	0	0
2637	5007	STREETFRONT COMMERCIAL	acre	0.8	900	652
2637	5009	OTHER COMMERCIAL	acre	0.3	42	32
2637	6002	LOW RISE OFFICE	acre	2.6	694	532
2637	6509	OTHER HEALTH CARE	acre	1.5	738	553
2637	6804	SENIOR HIGH SCHOOL	site	1.0	5705	2507
2637	9101	INACTIVE USE	acre	4.3	0	0
2637		TOTAL			8883	4853
2638	101	SINGLE FAMILY	du	251.0	2781	1953
2638	102	MULTI-FAMILY	du	111.0	873	593
2638	2103	LIGHT INDUSTRY	acre	0.5	26	21
2638	2105	PUBLIC STORAGE	acre	1.2	33	28
2638	4112	RIGHT-OF-WAY	acre	4.6	0	0
2638	5007	STREETFRONT COMMERCIAL	acre	1.4	1617	1169
2638	5009	OTHER COMMERCIAL	acre	2.3	304	227
2638		TOTAL			5634	3991
2639	101	SINGLE FAMILY	du	196.0	2297	1677
2639	4112	RIGHT-OF-WAY	acre	15.4	0	0
2639	5004	NEIGHBORHOOD COMMERCIAL	acre	1.6	1902	1336
2639	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4348	2605
2639	6806	ELEMENTARY SCHOOL	site	1.0	2298	1274
2639	7601	ACTIVE PARK	acre	9.8	623	406
2639		TOTAL			11468	7298
2640	101	SINGLE FAMILY	du	9.0	99	70
2640	102	MULTI-FAMILY	du	305.0	2426	1634
2640	4112	RIGHT-OF-WAY	acre	8.4	0	0
2640		TOTAL			2525	1704
2641	101	SINGLE FAMILY	du	156.0	1721	1213
2641	102	MULTI-FAMILY	du	121.0	945	644
2641	4112	RIGHT-OF-WAY	acre	4.3	0	0
2641	6102	CHURCH	acre	2.3	115	89
2641	9101	INACTIVE USE	acre	5.1	0	0
2641		TOTAL			2781	1946
2642	102	MULTI-FAMILY	du	208.0	1695	1200
2642	4112	RIGHT-OF-WAY	acre	4.7	0	0
2642		TOTAL			1695	1200

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2643	101	SINGLE FAMILY	du	2.0	20	15
2643	1409	OTHER GROUP QUARTERS	acre	2.2	9	6
2643	4112	RIGHT-OF-WAY	acre	5.5	0	0
2643	6502	HOSPITAL	acre	12.3	3254	2340
2643	6509	OTHER HEALTH CARE	acre	5.8	2978	2255
2643	9101	INACTIVE USE	acre	3.5	0	0
2643		TOTAL			6261	4616
2644	2101	INDUSTRIAL PARK	acre	25.2	3982	3305
2644	4112	RIGHT-OF-WAY	acre	17.4	0	0
2644	5003	COMMUNITY COMMERCIAL	acre	14.6	11228	7904
2644	6105	FIRE OR POLICE STATION	site	1.0	254	183
2644	6109	OTHER PUBLIC SERVICE	acre	0.3	143	105
2644		TOTAL			15607	11497
2645	101	SINGLE FAMILY	du	303.0	3535	2600
2645	102	MULTI-FAMILY	du	249.0	2005	1436
2645	4112	RIGHT-OF-WAY	acre	22.3	0	0
2645	5006	AUTO COMMERCIAL	acre	0.3	114	81
2645	5007	STREETFRONT COMMERCIAL	acre	1.0	1169	847
2645	6002	LOW RISE OFFICE	acre	0.1	63	51
2645	6102	CHURCH	acre	2.5	126	97
2645	6806	ELEMENTARY SCHOOL	site	1.0	2178	1171
2645		TOTAL			9190	6283
2646	101	SINGLE FAMILY	du	734.0	8758	6336
2646	4112	RIGHT-OF-WAY	acre	35.1	0	0
2646	4113	COMMUNICATION OR UTILITY	acre	6.5	19	15
2646	6102	CHURCH	acre	0.2	9	7
2646	7601	ACTIVE PARK	acre	11.1	705	458
2646	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
2646	9101	INACTIVE USE	acre	66.8	0	0
2646		TOTAL			9491	6816
2647	101	SINGLE FAMILY	du	83.0	919	647
2647	4112	RIGHT-OF-WAY	acre	5.3	0	0
2647	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2647	5009	OTHER COMMERCIAL	acre	0.3	39	29
2647	9101	INACTIVE USE	acre	1.0	0	0
2647		TOTAL			958	676
2648	2101	INDUSTRIAL PARK	acre	66.0	10282	8529
2648	2104	WAREHOUSING	acre	7.3	283	235
2648	2105	PUBLIC STORAGE	acre	5.9	158	133
2648	4112	RIGHT-OF-WAY	acre	18.4	0	0
2648	4119	OTHER TRANSPORTATION	acre	6.9	700	529
2648	5004	NEIGHBORHOOD COMMERCIAL	acre	6.1	7990	5706
2648		TOTAL			19413	15132
2649	101	SINGLE FAMILY	du	4.0	41	30
2649	4112	RIGHT-OF-WAY	acre	15.4	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2649	5003	COMMUNITY COMMERCIAL	acre	11.6	8991	6345
2649	5007	STREETFRONT COMMERCIAL	acre	4.6	5609	4080
2649	6002	LOW RISE OFFICE	acre	0.8	220	169
2649	7210	OTHER RECREATION-HIGH	acre	4.6	319	229
2649	9101	INACTIVE USE	acre	1.2	0	0
2649		TOTAL			15180	10853
2650	101	SINGLE FAMILY	du	1512.0	18249	13008
2650	4112	RIGHT-OF-WAY	acre	30.8	0	0
2650	6002	LOW RISE OFFICE	acre	0.8	192	145
2650	6701	MILITARY USE	acre	9.8	307	266
2650	6806	ELEMENTARY SCHOOL	site	1.0	2348	1318
2650	7204	GOLF COURSE	acre	6.3	0	0
2650	7601	ACTIVE PARK	acre	2.1	131	85
2650	9101	INACTIVE USE	acre	124.9	0	0
2650		TOTAL			21227	14822
2651	4112	RIGHT-OF-WAY	acre	9.2	0	0
2651	5006	AUTO COMMERCIAL	acre	1.0	405	285
2651	5007	STREETFRONT COMMERCIAL	acre	6.3	7635	5537
2651	5008	SERVICE STATION	acre	0.7	2922	2134
2651	6509	OTHER HEALTH CARE	acre	3.4	1494	1103
2651		TOTAL			12456	9059
2652	101	SINGLE FAMILY	du	733.0	8803	6338
2652	4112	RIGHT-OF-WAY	acre	49.7	0	0
2652		TOTAL			8803	6338
2653	102	MULTI-FAMILY	du	289.0	2474	1712
2653	2101	INDUSTRIAL PARK	acre	13.5	2107	1748
2653	4112	RIGHT-OF-WAY	acre	33.7	0	0
2653	6001	HIGH RISE OFFICE	acre	5.0	11966	9402
2653	6002	LOW RISE OFFICE	acre	11.5	3899	3070
2653	6509	OTHER HEALTH CARE	acre	1.7	846	636
2653	6802	UNIVERSITY OR COLLEGE	acre	4.2	683	552
2653	6809	OTHER SCHOOL	acre	6.3	1225	1015
2653	9101	INACTIVE USE	acre	1.3	0	0
2653	9702	MIXED USE 67% STREETFRONT	acre	6.1	5021	3654
2653		TOTAL			28221	21789
2654	101	SINGLE FAMILY	du	241.0	2821	2066
2654	102	MULTI-FAMILY	du	560.0	4552	3235
2654	2103	LIGHT INDUSTRY	acre	0.2	20	17
2654	4112	RIGHT-OF-WAY	acre	20.0	0	0
2654	5007	STREETFRONT COMMERCIAL	acre	3.9	4739	3444
2654	5008	SERVICE STATION	acre	0.9	3400	2482
2654	5009	OTHER COMMERCIAL	acre	0.4	101	81
2654	9101	INACTIVE USE	acre	0.1	0	0
2654		TOTAL			15633	11325
2655	101	SINGLE FAMILY	du	377.0	4186	2942

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2655	4112	RIGHT-OF-WAY	acre	25.5	0	0
2655	4113	COMMUNICATION OR UTILITY	acre	3.3	9	7
2655	5007	STREETFRONT COMMERCIAL	acre	0.4	458	332
2655	6102	CHURCH	acre	0.2	12	9
2655	6105	FIRE OR POLICE STATION	site	1.0	268	196
2655	6109	OTHER PUBLIC SERVICE	acre	0.2	81	57
2655	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
2655	7601	ACTIVE PARK	acre	1.9	122	80
2655	9101	INACTIVE USE	acre	35.4	0	0
2655	9500	UNDER CONTRUCTION	acre	0.6	4	3
2655		TOTAL			7252	4740
2656	101	SINGLE FAMILY	du	85.0	928	661
2656	4112	RIGHT-OF-WAY	acre	3.7	0	0
2656	5008	SERVICE STATION	acre	0.8	3303	2412
2656	9101	INACTIVE USE	acre	7.5	0	0
2656		TOTAL			4231	3073
2657	101	SINGLE FAMILY	du	7.0	75	54
2657	103	MOBILE HOME PARK	du	51.0	330	213
2657	4112	RIGHT-OF-WAY	acre	9.5	0	0
2657	9101	INACTIVE USE	acre	209.4	0	0
2657		TOTAL			405	267
2658	101	SINGLE FAMILY	du	1.0	11	9
2658	2101	INDUSTRIAL PARK	acre	1.7	212	174
2658	4112	RIGHT-OF-WAY	acre	13.4	0	0
2658	5003	COMMUNITY COMMERCIAL	acre	25.1	19679	13907
2658	5004	NEIGHBORHOOD COMMERCIAL	acre	4.4	5612	3976
2658	6003	GOV'T OFFICE OR CENTER	acre	3.2	3603	2745
2658	6109	OTHER PUBLIC SERVICE	acre	1.1	364	257
2658	9101	INACTIVE USE	acre	15.9	0	0
2658		TOTAL			29481	21068
2659	101	SINGLE FAMILY	du	2.0	25	17
2659	102	MULTI-FAMILY	du	494.0	4440	2926
2659	1409	OTHER GROUP QUARTERS	acre	1.6	6	5
2659	4112	RIGHT-OF-WAY	acre	13.6	0	0
2659	4113	COMMUNICATION OR UTILITY	acre	1.3	9	7
2659	5004	NEIGHBORHOOD COMMERCIAL	acre	1.1	1290	904
2659	5008	SERVICE STATION	acre	0.5	1932	1411
2659	6002	LOW RISE OFFICE	acre	2.7	801	623
2659	6109	OTHER PUBLIC SERVICE	acre	0.5	161	114
2659	6509	OTHER HEALTH CARE	acre	1.0	454	336
2659	9101	INACTIVE USE	acre	0.3	0	0
2659		TOTAL			9118	6343
2660	4112	RIGHT-OF-WAY	acre	4.2	0	0
2660	6003	GOV'T OFFICE OR CENTER	acre	5.8	5361	3961
2660	6105	FIRE OR POLICE STATION	site	1.0	576	462
2660	6109	OTHER PUBLIC SERVICE	acre	4.5	3460	2760

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2660	9101	INACTIVE USE	acre	7.4	0	0
2660		TOTAL			9397	7183
2661	2101	INDUSTRIAL PARK	acre	19.3	2958	2452
2661	4112	RIGHT-OF-WAY	acre	0.8	0	0
2661	6103	LIBRARY	acre	9.0	3895	2686
2661		TOTAL			6853	5138
2662	102	MULTI-FAMILY	du	412.0	3587	2444
2662	2101	INDUSTRIAL PARK	acre	10.8	1469	1211
2662	4112	RIGHT-OF-WAY	acre	0.9	0	0
2662	6002	LOW RISE OFFICE	acre	10.9	6224	5097
2662	9702	MIXED USE 67% STREETFRONT	acre	7.7	6363	4630
2662		TOTAL			17643	13382
2663	101	SINGLE FAMILY	du	99.0	1204	862
2663	4112	RIGHT-OF-WAY	acre	5.0	0	0
2663	9101	INACTIVE USE	acre	1.5	0	0
2663		TOTAL			1204	862
2664	101	SINGLE FAMILY	du	201.0	2460	1746
2664	4112	RIGHT-OF-WAY	acre	6.8	0	0
2664	6109	OTHER PUBLIC SERVICE	acre	0.3	89	63
2664	6809	OTHER SCHOOL	acre	1.0	179	148
2664	9101	INACTIVE USE	acre	5.4	0	0
2664		TOTAL			2728	1957
2665	101	SINGLE FAMILY	du	657.0	7795	5656
2665	102	MULTI-FAMILY	du	5.0	42	29
2665	4112	RIGHT-OF-WAY	acre	67.2	0	0
2665	6102	CHURCH	acre	7.3	362	279
2665	6806	ELEMENTARY SCHOOL	site	1.0	2181	1173
2665	9101	INACTIVE USE	acre	6.2	0	0
2665		TOTAL			10380	7137
2666	101	SINGLE FAMILY	du	456.0	5497	3953
2666	4112	RIGHT-OF-WAY	acre	33.2	0	0
2666	5007	STREETFRONT COMMERCIAL	acre	1.0	1271	923
2666	6806	ELEMENTARY SCHOOL	site	1.0	2247	1230
2666	9101	INACTIVE USE	acre	2.3	0	0
2666		TOTAL			9015	6106
2667	101	SINGLE FAMILY	du	162.0	1914	1392
2667	102	MULTI-FAMILY	du	336.0	2755	1944
2667	4112	RIGHT-OF-WAY	acre	13.0	0	0
2667	9101	INACTIVE USE	acre	0.3	0	0
2667		TOTAL			4669	3336
2668	101	SINGLE FAMILY	du	248.0	2964	2141
2668	102	MULTI-FAMILY	du	281.0	2333	1634
2668	2101	INDUSTRIAL PARK	acre	2.4	388	322

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2668	2105	PUBLIC STORAGE	acre	6.1	165	138
2668	4112	RIGHT-OF-WAY	acre	22.4	0	0
2668	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	3780	2668
2668	5009	OTHER COMMERCIAL	acre	3.0	364	268
2668	9101	INACTIVE USE	acre	43.8	0	0
2668		TOTAL			9994	7171
2669	101	SINGLE FAMILY	du	51.0	568	397
2669	4112	RIGHT-OF-WAY	acre	6.4	0	0
2669	9101	INACTIVE USE	acre	10.0	0	0
2669	9500	UNDER CONTRUCTION	acre	4.9	28	22
2669		TOTAL			596	419
2670	101	SINGLE FAMILY	du	257.0	3093	2218
2670	102	MULTI-FAMILY	du	371.0	3140	2167
2670	4112	RIGHT-OF-WAY	acre	17.7	0	0
2670	6102	CHURCH	acre	0.9	47	36
2670		TOTAL			6280	4421
2671	102	MULTI-FAMILY	du	548.0	4704	3255
2671	4112	RIGHT-OF-WAY	acre	20.0	0	0
2671		TOTAL			4704	3255
2672	101	SINGLE FAMILY	du	355.0	4172	3048
2672	102	MULTI-FAMILY	du	226.0	1825	1302
2672	4112	RIGHT-OF-WAY	acre	35.1	0	0
2672		TOTAL			5997	4350
2673	101	SINGLE FAMILY	du	271.0	2928	2093
2673	4112	RIGHT-OF-WAY	acre	43.3	0	0
2673	4113	COMMUNICATION OR UTILITY	acre	0.7	2	1
2673	4119	OTHER TRANSPORTATION	acre	0.1	5	4
2673	5007	STREETFRONT COMMERCIAL	acre	4.0	4706	3401
2673	5008	SERVICE STATION	acre	0.4	1544	1127
2673	5009	OTHER COMMERCIAL	acre	0.2	29	22
2673	6102	CHURCH	acre	8.1	539	429
2673	6509	OTHER HEALTH CARE	acre	0.2	111	82
2673	6806	ELEMENTARY SCHOOL	site	2.0	4237	2238
2673	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
2673	9101	INACTIVE USE	acre	6.2	0	0
2673		TOTAL			14101	9397
2674	101	SINGLE FAMILY	du	6.0	73	52
2674	102	MULTI-FAMILY	du	712.0	6133	4192
2674	1501	LOW-RISE HOTEL OR MOTEL	acre	2.0	661	403
2674	2103	LIGHT INDUSTRY	acre	0.9	47	38
2674	4112	RIGHT-OF-WAY	acre	20.4	0	0
2674	5006	AUTO COMMERCIAL	acre	5.7	2491	1774
2674	5007	STREETFRONT COMMERCIAL	acre	4.8	5913	4299
2674	5008	SERVICE STATION	acre	0.7	2701	1972
2674	6002	LOW RISE OFFICE	acre	2.0	715	567

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2674	9101	INACTIVE USE	acre	6.7	0	0
2674		TOTAL			18734	13297
2675	2101	INDUSTRIAL PARK	acre	5.8	875	725
2675	4112	RIGHT-OF-WAY	acre	18.5	0	0
2675	4114	PARKING	acre	2.8	0	0
2675	5009	OTHER COMMERCIAL	acre	0.9	105	77
2675	6001	HIGH RISE OFFICE	acre	1.6	5086	4104
2675	6002	LOW RISE OFFICE	acre	15.1	4934	3872
2675	6509	OTHER HEALTH CARE	acre	1.9	778	569
2675	9101	INACTIVE USE	acre	4.6	0	0
2675		TOTAL			11778	9347
2676	101	SINGLE FAMILY	du	121.0	1336	936
2676	102	MULTI-FAMILY	du	154.0	1227	824
2676	2103	LIGHT INDUSTRY	acre	0.6	80	68
2676	4112	RIGHT-OF-WAY	acre	6.8	0	0
2676	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
2676	5007	STREETFRONT COMMERCIAL	acre	3.3	3949	2865
2676	6806	ELEMENTARY SCHOOL	site	1.0	2192	1183
2676	7601	ACTIVE PARK	acre	1.9	118	76
2676	9101	INACTIVE USE	acre	0.5	0	0
2676		TOTAL			8903	5953
2677	101	SINGLE FAMILY	du	358.0	4331	3099
2677	4112	RIGHT-OF-WAY	acre	23.3	0	0
2677		TOTAL			4331	3099
2678	101	SINGLE FAMILY	du	202.0	2379	1736
2678	102	MULTI-FAMILY	du	344.0	2817	1989
2678	4112	RIGHT-OF-WAY	acre	13.4	0	0
2678		TOTAL			5196	3725
2679	101	SINGLE FAMILY	du	135.0	1720	1192
2679	102	MULTI-FAMILY	du	179.0	1644	1080
2679	4112	RIGHT-OF-WAY	acre	9.8	0	0
2679	6103	LIBRARY	acre	0.3	160	113
2679	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
2679	7601	ACTIVE PARK	acre	13.8	1421	1041
2679		TOTAL			7195	4659
2680	2101	INDUSTRIAL PARK	acre	9.8	1649	1372
2680	2103	LIGHT INDUSTRY	acre	52.7	3576	2929
2680	2105	PUBLIC STORAGE	acre	3.3	89	74
2680	2201	EXTRACTIVE INDUSTRY	acre	23.4	115	99
2680	4112	RIGHT-OF-WAY	acre	14.2	0	0
2680	9101	INACTIVE USE	acre	24.8	0	0
2680		TOTAL			5429	4474
2681	4112	RIGHT-OF-WAY	acre	8.7	0	0
2681	5004	NEIGHBORHOOD COMMERCIAL	acre	10.5	12973	9140

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2681	7210	OTHER RECREATION-HIGH	acre	7.0	497	358
2681	9101	INACTIVE USE	acre	1.4	0	0
2681		TOTAL			13470	9498
2682	101	SINGLE FAMILY	du	48.0	534	372
2682	4112	RIGHT-OF-WAY	acre	2.3	0	0
2682	4113	COMMUNICATION OR UTILITY	acre	0.7	2	2
2682	5009	OTHER COMMERCIAL	acre	0.4	50	38
2682	7601	ACTIVE PARK	acre	9.2	580	377
2682	9101	INACTIVE USE	acre	0.3	0	0
2682		TOTAL			1166	789
2683	101	SINGLE FAMILY	du	249.0	2763	1946
2683	1409	OTHER GROUP QUARTERS	acre	0.6	2	2
2683	4112	RIGHT-OF-WAY	acre	26.6	0	0
2683	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
2683	9101	INACTIVE USE	acre	2.0	0	0
2683		TOTAL			4877	3062
2684	101	SINGLE FAMILY	du	246.0	2845	2106
2684	4112	RIGHT-OF-WAY	acre	22.5	0	0
2684		TOTAL			2845	2106
2685	101	SINGLE FAMILY	du	150.0	1766	1291
2685	4112	RIGHT-OF-WAY	acre	9.0	0	0
2685	7601	ACTIVE PARK	acre	17.6	1111	722
2685	9101	INACTIVE USE	acre	78.0	0	0
2685		TOTAL			2877	2013
2686	101	SINGLE FAMILY	du	33.0	396	265
2686	102	MULTI-FAMILY	du	9.0	81	51
2686	1409	OTHER GROUP QUARTERS	acre	0.9	4	3
2686	4112	RIGHT-OF-WAY	acre	10.5	0	0
2686	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2686	5004	NEIGHBORHOOD COMMERCIAL	acre	3.7	4523	3183
2686	5007	STREETFRONT COMMERCIAL	acre	2.2	2682	1944
2686	5008	SERVICE STATION	acre	0.5	1867	1363
2686	5009	OTHER COMMERCIAL	acre	16.8	2064	1527
2686	6002	LOW RISE OFFICE	acre	1.0	233	176
2686	6105	FIRE OR POLICE STATION	site	1.0	254	184
2686	6509	OTHER HEALTH CARE	acre	1.8	787	582
2686		TOTAL			12891	9278
2687	101	SINGLE FAMILY	du	5.0	55	39
2687	102	MULTI-FAMILY	du	177.0	1415	948
2687	4112	RIGHT-OF-WAY	acre	5.6	0	0
2687	5007	STREETFRONT COMMERCIAL	acre	9.9	11929	8654
2687	5008	SERVICE STATION	acre	0.5	2014	1470
2687	6002	LOW RISE OFFICE	acre	5.6	1598	1237
2687	6102	CHURCH	acre	1.1	55	42
2687		TOTAL			17066	12390

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2688	101	SINGLE FAMILY	du	4.0	42	31
2688	102	MULTI-FAMILY	du	13.0	100	68
2688	4112	RIGHT-OF-WAY	acre	5.6	0	0
2688	5007	STREETFRONT COMMERCIAL	acre	0.1	102	74
2688	5008	SERVICE STATION	acre	0.9	3750	2738
2688	5009	OTHER COMMERCIAL	acre	10.7	1420	1064
2688	6002	LOW RISE OFFICE	acre	2.5	695	534
2688		TOTAL			6109	4509
2689	101	SINGLE FAMILY	du	358.0	4244	3082
2689	102	MULTI-FAMILY	du	64.0	534	372
2689	4112	RIGHT-OF-WAY	acre	21.0	0	0
2689	6806	ELEMENTARY SCHOOL	site	1.0	2261	1242
2689	7601	ACTIVE PARK	acre	4.6	291	189
2689		TOTAL			7330	4885
2690	102	MULTI-FAMILY	du	913.0	7833	5342
2690	4112	RIGHT-OF-WAY	acre	6.8	0	0
2690	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
2690	6102	CHURCH	acre	3.1	253	204
2690	6806	ELEMENTARY SCHOOL	site	1.0	2213	1201
2690	7601	ACTIVE PARK	acre	10.7	676	439
2690	9101	INACTIVE USE	acre	1.1	0	0
2690		TOTAL			10975	7186
2691	101	SINGLE FAMILY	du	131.0	1535	1123
2691	102	MULTI-FAMILY	du	207.0	1678	1195
2691	4112	RIGHT-OF-WAY	acre	7.8	0	0
2691		TOTAL			3213	2318
2692	101	SINGLE FAMILY	du	179.0	2153	1550
2692	102	MULTI-FAMILY	du	160.0	1356	938
2692	4112	RIGHT-OF-WAY	acre	5.3	0	0
2692	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2692	6102	CHURCH	acre	3.9	191	148
2692	6109	OTHER PUBLIC SERVICE	acre	2.0	658	466
2692	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
2692	9101	INACTIVE USE	acre	2.3	0	0
2692		TOTAL			4358	3102
2693	101	SINGLE FAMILY	du	182.0	2120	1561
2693	102	MULTI-FAMILY	du	107.0	873	619
2693	4112	RIGHT-OF-WAY	acre	9.9	0	0
2693	5007	STREETFRONT COMMERCIAL	acre	0.2	270	201
2693	7604	ACTIVE BEACH	unique	3.2	10738	6919
2693	9101	INACTIVE USE	acre	0.6	0	0
2693		TOTAL			14001	9300
2694	101	SINGLE FAMILY	du	24.0	281	206
2694	102	MULTI-FAMILY	du	1612.0	13365	9369
2694	2103	LIGHT INDUSTRY	acre	19.3	1172	954

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2694	4112	RIGHT-OF-WAY	acre	0.4	0	0
2694	7204	GOLF COURSE	acre	10.4	0	0
2694	9101	INACTIVE USE	acre	68.0	0	0
2694		TOTAL			14818	10529
2695	102	MULTI-FAMILY	du	690.0	5421	3677
2695	4112	RIGHT-OF-WAY	acre	10.7	0	0
2695		TOTAL			5421	3677
2696	4112	RIGHT-OF-WAY	acre	7.1	0	0
2696	5003	COMMUNITY COMMERCIAL	acre	9.9	7856	5569
2696	5004	NEIGHBORHOOD COMMERCIAL	acre	27.3	33945	23948
2696	5006	AUTO COMMERCIAL	acre	14.7	6238	4412
2696		TOTAL			48039	33929
2697	101	SINGLE FAMILY	du	198.0	2141	1541
2697	4112	RIGHT-OF-WAY	acre	22.3	0	0
2697	6509	OTHER HEALTH CARE	acre	4.7	1931	1413
2697	6802	UNIVERSITY OR COLLEGE	acre	30.3	5320	4327
2697	9101	INACTIVE USE	acre	1.5	0	0
2697		TOTAL			9392	7281
2698	4112	RIGHT-OF-WAY	acre	14.2	0	0
2698	5002	REGIONAL COMMERCIAL	acre	74.0	51635	36391
2698	9101	INACTIVE USE	acre	6.0	0	0
2698		TOTAL			51635	36391
2699	101	SINGLE FAMILY	du	112.0	1242	870
2699	102	MULTI-FAMILY	du	105.0	843	563
2699	4112	RIGHT-OF-WAY	acre	32.8	0	0
2699	5007	STREETFRONT COMMERCIAL	acre	3.3	3984	2883
2699	5008	SERVICE STATION	acre	0.6	2188	1598
2699	9101	INACTIVE USE	acre	3.1	0	0
2699		TOTAL			8257	5914
2700	101	SINGLE FAMILY	du	306.0	3349	2378
2700	102	MULTI-FAMILY	du	101.0	798	541
2700	4112	RIGHT-OF-WAY	acre	14.3	0	0
2700	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
2700	4119	OTHER TRANSPORTATION	acre	0.3	29	22
2700	5007	STREETFRONT COMMERCIAL	acre	6.0	7187	5203
2700	5008	SERVICE STATION	acre	0.8	3123	2281
2700	6102	CHURCH	acre	1.3	65	50
2700	6104	POST OFFICE	acre	1.3	1409	991
2700	6105	FIRE OR POLICE STATION	site	1.0	254	183
2700	9101	INACTIVE USE	acre	0.4	0	0
2700		TOTAL			16215	11650
2701	101	SINGLE FAMILY	du	3.0	31	23
2701	102	MULTI-FAMILY	du	299.0	2376	1605
2701	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	561	337

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2701	4112	RIGHT-OF-WAY	acre	7.0	0	0
2701	5007	STREETFRONT COMMERCIAL	acre	5.3	6275	4541
2701		TOTAL			9243	6506
2702	103	MOBILE HOME PARK	du	158.0	1032	653
2702	1501	LOW-RISE HOTEL OR MOTEL	acre	6.0	1988	1211
2702	4112	RIGHT-OF-WAY	acre	8.3	0	0
2702	5006	AUTO COMMERCIAL	acre	7.1	3032	2151
2702	5007	STREETFRONT COMMERCIAL	acre	1.6	1906	1376
2702		TOTAL			7958	5391
2703	101	SINGLE FAMILY	du	214.0	2346	1660
2703	102	MULTI-FAMILY	du	8.0	65	43
2703	4112	RIGHT-OF-WAY	acre	23.8	0	0
2703	4113	COMMUNICATION OR UTILITY	acre	3.4	10	8
2703	6102	CHURCH	acre	4.1	202	156
2703	9101	INACTIVE USE	acre	1.7	0	0
2703		TOTAL			2623	1867
2704	101	SINGLE FAMILY	du	253.0	3016	2183
2704	4112	RIGHT-OF-WAY	acre	19.3	0	0
2704	4113	COMMUNICATION OR UTILITY	acre	6.4	19	14
2704	7204	GOLF COURSE	acre	33.6	0	0
2704	7205	GOLF CLUB HOUSE	site	1.0	660	448
2704	9101	INACTIVE USE	acre	116.5	0	0
2704		TOTAL			3695	2645
2705	101	SINGLE FAMILY	du	125.0	1450	1071
2705	102	MULTI-FAMILY	du	139.0	1120	802
2705	4112	RIGHT-OF-WAY	acre	11.5	0	0
2705	5007	STREETFRONT COMMERCIAL	acre	1.1	1388	1008
2705	6102	CHURCH	acre	3.4	212	168
2705	9101	INACTIVE USE	acre	0.1	0	0
2705		TOTAL			4170	3049
2706	101	SINGLE FAMILY	du	55.0	663	476
2706	102	MULTI-FAMILY	du	159.0	1380	938
2706	4112	RIGHT-OF-WAY	acre	7.5	0	0
2706	6105	FIRE OR POLICE STATION	site	1.0	254	184
2706	6509	OTHER HEALTH CARE	acre	1.1	551	416
2706	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
2706	9101	INACTIVE USE	acre	5.3	0	0
2706		TOTAL			5066	3219
2707	101	SINGLE FAMILY	du	293.0	3411	2511
2707	102	MULTI-FAMILY	du	486.0	3955	2810
2707	4112	RIGHT-OF-WAY	acre	17.7	0	0
2707	5007	STREETFRONT COMMERCIAL	acre	0.7	879	637
2707	5009	OTHER COMMERCIAL	acre	0.3	36	27
2707	6002	LOW RISE OFFICE	acre	0.1	30	22
2707	6102	CHURCH	acre	0.2	9	7

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2707	6509	OTHER HEALTH CARE	acre	0.7	340	254
2707		TOTAL			8660	6268
2708	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	640	399
2708	4112	RIGHT-OF-WAY	acre	15.0	0	0
2708	4114	PARKING	acre	3.7	22	19
2708	5002	REGIONAL COMMERCIAL	acre	4.4	3117	2201
2708	5006	AUTO COMMERCIAL	acre	10.5	4481	3174
2708	5007	STREETFRONT COMMERCIAL	acre	1.2	1545	1129
2708	6502	HOSPITAL	acre	2.5	776	575
2708	6509	OTHER HEALTH CARE	acre	1.6	732	546
2708	9101	INACTIVE USE	acre	0.8	0	0
2708		TOTAL			11313	8043
2709	101	SINGLE FAMILY	du	88.0	981	684
2709	102	MULTI-FAMILY	du	632.0	5109	3401
2709	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	585	352
2709	4112	RIGHT-OF-WAY	acre	10.3	0	0
2709	5007	STREETFRONT COMMERCIAL	acre	1.0	1223	889
2709	6102	CHURCH	acre	2.8	138	106
2709	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
2709	9101	INACTIVE USE	acre	0.9	0	0
2709		TOTAL			10286	6665
2710	101	SINGLE FAMILY	du	259.0	2811	2005
2710	102	MULTI-FAMILY	du	14.0	105	74
2710	4112	RIGHT-OF-WAY	acre	28.9	0	0
2710	4113	COMMUNICATION OR UTILITY	acre	1.4	5	4
2710	6002	LOW RISE OFFICE	acre	0.4	105	81
2710	6105	FIRE OR POLICE STATION	site	1.0	254	183
2710	7601	ACTIVE PARK	acre	5.1	323	210
2710	9101	INACTIVE USE	acre	13.9	0	0
2710		TOTAL			3603	2557
2711	101	SINGLE FAMILY	du	518.0	5737	4024
2711	4112	RIGHT-OF-WAY	acre	15.2	0	0
2711	5007	STREETFRONT COMMERCIAL	acre	1.9	2319	1679
2711	5008	SERVICE STATION	acre	0.4	1794	1310
2711	9101	INACTIVE USE	acre	2.3	0	0
2711		TOTAL			9850	7013
2712	101	SINGLE FAMILY	du	125.0	1479	1077
2712	102	MULTI-FAMILY	du	112.0	935	650
2712	4112	RIGHT-OF-WAY	acre	1.6	0	0
2712	6002	LOW RISE OFFICE	acre	1.1	282	216
2712		TOTAL			2696	1943
2713	101	SINGLE FAMILY	du	211.0	2352	1639
2713	102	MULTI-FAMILY	du	311.0	2510	1667
2713	1501	LOW-RISE HOTEL OR MOTEL	acre	2.3	753	457
2713	4112	RIGHT-OF-WAY	acre	12.7	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2713	5008	SERVICE STATION	acre	0.3	1095	799
2713	6109	OTHER PUBLIC SERVICE	acre	1.4	441	312
2713	9101	INACTIVE USE	acre	1.1	0	0
2713		TOTAL			7151	4874
2714	102	MULTI-FAMILY	du	1460.0	12133	8470
2714	4112	RIGHT-OF-WAY	acre	11.5	0	0
2714	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
2714	9101	INACTIVE USE	acre	16.9	0	0
2714		TOTAL			12133	8470
2715	102	MULTI-FAMILY	du	115.0	986	673
2715	4112	RIGHT-OF-WAY	acre	3.3	0	0
2715	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	7165	5040
2715	5007	STREETFRONT COMMERCIAL	acre	0.4	445	324
2715	5008	SERVICE STATION	acre	0.3	1323	965
2715	6809	OTHER SCHOOL	acre	0.2	36	30
2715	9702	MIXED USE 67% STREETFRONT	acre	0.3	224	163
2715		TOTAL			10179	7195
2716	101	SINGLE FAMILY	du	53.0	619	454
2716	102	MULTI-FAMILY	du	321.0	2613	1856
2716	4112	RIGHT-OF-WAY	acre	7.5	0	0
2716		TOTAL			3232	2310
2717	101	SINGLE FAMILY	du	29.0	348	250
2717	102	MULTI-FAMILY	du	572.0	4854	3350
2717	4112	RIGHT-OF-WAY	acre	15.4	0	0
2717	9702	MIXED USE 67% STREETFRONT	acre	7.6	6265	4559
2717		TOTAL			11467	8159
2718	101	SINGLE FAMILY	du	459.0	5437	3956
2718	102	MULTI-FAMILY	du	440.0	3691	2565
2718	4112	RIGHT-OF-WAY	acre	14.7	0	0
2718	7607	RESIDENTIAL RECREATION	acre	5.0	0	0
2718	9101	INACTIVE USE	acre	4.9	0	0
2718		TOTAL			9128	6521
2719	101	SINGLE FAMILY	du	377.0	4629	3309
2719	102	MULTI-FAMILY	du	900.0	6974	5115
2719	4112	RIGHT-OF-WAY	acre	51.4	1	1
2719	6002	LOW RISE OFFICE	acre	0.7	172	132
2719	7210	OTHER RECREATION-HIGH	acre	2.6	156	108
2719	7601	ACTIVE PARK	acre	1.2	76	50
2719	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
2719	9101	INACTIVE USE	acre	17.1	0	0
2719		TOTAL			12008	8715
2720	101	SINGLE FAMILY	du	354.0	3830	2733
2720	4112	RIGHT-OF-WAY	acre	20.5	0	0
2720	9101	INACTIVE USE	acre	23.6	0	0
2720		TOTAL			3830	2733

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2721	101	SINGLE FAMILY	du	113.0	1253	882
2721	4112	RIGHT-OF-WAY	acre	11.5	0	0
2721	6102	CHURCH	acre	3.0	176	138
2721	6103	LIBRARY	acre	0.5	209	146
2721	6806	ELEMENTARY SCHOOL	site	1.0	2157	1152
2721	9101	INACTIVE USE	acre	10.8	0	0
2721		TOTAL			3795	2318
2722	101	SINGLE FAMILY	du	45.0	480	347
2722	4112	RIGHT-OF-WAY	acre	8.5	0	0
2722	9500	UNDER CONTRUCTION	acre	2.2	12	9
2722		TOTAL			492	356
2723	101	SINGLE FAMILY	du	17.0	185	130
2723	2101	INDUSTRIAL PARK	acre	9.4	1355	1120
2723	4111	TRANSIT STATION	acre	1.1	288	217
2723	4112	RIGHT-OF-WAY	acre	5.3	0	0
2723	4113	COMMUNICATION OR UTILITY	acre	5.1	142	121
2723	6701	MILITARY USE	acre	4.7	0	0
2723	7601	ACTIVE PARK	acre	0.7	43	28
2723	9101	INACTIVE USE	acre	0.1	0	0
2723		TOTAL			2013	1616
2724	101	SINGLE FAMILY	du	710.0	8511	6121
2724	4112	RIGHT-OF-WAY	acre	39.3	0	0
2724	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
2724	9101	INACTIVE USE	acre	64.2	0	0
2724		TOTAL			10729	7326
2725	101	SINGLE FAMILY	du	10.0	118	86
2725	102	MULTI-FAMILY	du	515.0	4228	2977
2725	4112	RIGHT-OF-WAY	acre	3.8	0	0
2725	4114	PARKING	acre	0.8	0	0
2725	5003	COMMUNITY COMMERCIAL	acre	12.0	9656	6865
2725		TOTAL			14002	9928
2726	101	SINGLE FAMILY	du	79.0	882	620
2726	4112	RIGHT-OF-WAY	acre	4.8	0	0
2726	9101	INACTIVE USE	acre	113.6	0	0
2726		TOTAL			882	620
2727	101	SINGLE FAMILY	du	60.0	351	250
2727	4112	RIGHT-OF-WAY	acre	32.2	0	0
2727	7211	OTHER RECREATION-LOW	acre	1.2	5	4
2727	8003	FIELD CROPS	acre	34.7	2	2
2727	9101	INACTIVE USE	acre	6471.5	0	0
2727		TOTAL			358	256
2728	101	SINGLE FAMILY	du	18.0	192	140
2728	4112	RIGHT-OF-WAY	acre	26.1	0	0
2728	8003	FIELD CROPS	acre	21.6	2	1

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2728	9101	INACTIVE USE	acre	448.4	0	0
2728		TOTAL			194	141
2729	101	SINGLE FAMILY	du	443.0	5281	3818
2729	4112	RIGHT-OF-WAY	acre	24.1	0	0
2729	9101	INACTIVE USE	acre	3.1	0	0
2729		TOTAL			5281	3818
2730	1409	OTHER GROUP QUARTERS	acre	4.2	17	12
2730	4112	RIGHT-OF-WAY	acre	15.2	0	0
2730	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
2730	4114	PARKING	acre	6.4	0	0
2730	6502	HOSPITAL	acre	51.6	24540	19234
2730	9500	UNDER CONTRUCTION	acre	2.3	13	10
2730		TOTAL			24571	19257
2731	102	MULTI-FAMILY	du	141.0	1206	827
2731	4112	RIGHT-OF-WAY	acre	3.0	0	0
2731	4114	PARKING	acre	5.5	73	63
2731	6002	LOW RISE OFFICE	acre	2.5	835	655
2731	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4246	2517
2731	9101	INACTIVE USE	acre	0.6	0	0
2731		TOTAL			6360	4062
2732	101	SINGLE FAMILY	du	1.0	11	8
2732	4112	RIGHT-OF-WAY	acre	1.9	0	0
2732	5004	NEIGHBORHOOD COMMERCIAL	acre	12.9	15856	11155
2732	5008	SERVICE STATION	acre	0.4	1423	1039
2732	9101	INACTIVE USE	acre	0.8	0	0
2732		TOTAL			17290	12202
2733	101	SINGLE FAMILY	du	305.0	3593	2621
2733	102	MULTI-FAMILY	du	318.0	2612	1840
2733	4112	RIGHT-OF-WAY	acre	6.2	0	0
2733	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2733	5004	NEIGHBORHOOD COMMERCIAL	acre	14.3	17654	12447
2733	5008	SERVICE STATION	acre	0.4	1583	1156
2733	6103	LIBRARY	acre	1.6	676	463
2733		TOTAL			26118	18527
2734	102	MULTI-FAMILY	du	336.0	2840	1960
2734	4112	RIGHT-OF-WAY	acre	8.8	0	0
2734	5003	COMMUNITY COMMERCIAL	acre	15.8	12369	8744
2734	7210	OTHER RECREATION-HIGH	acre	21.1	1143	773
2734	9101	INACTIVE USE	acre	4.9	0	0
2734		TOTAL			16352	11477
2735	101	SINGLE FAMILY	du	560.0	6619	4810
2735	102	MULTI-FAMILY	du	43.0	351	248
2735	4112	RIGHT-OF-WAY	acre	25.2	0	0
2735	4114	PARKING	acre	0.2	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2735	5004	NEIGHBORHOOD COMMERCIAL	acre	0.6	714	501
2735		TOTAL			7684	5559
2736	4112	RIGHT-OF-WAY	acre	4.5	0	0
2736	6109	OTHER PUBLIC SERVICE	acre	3.8	1246	880
2736	6701	MILITARY USE	acre	18.6	82	71
2736	6804	SENIOR HIGH SCHOOL	site	1.0	5796	2585
2736	7601	ACTIVE PARK	acre	69.9	4463	2910
2736	9101	INACTIVE USE	acre	18.4	0	0
2736		TOTAL			11587	6446
2737	101	SINGLE FAMILY	du	84.0	994	722
2737	102	MULTI-FAMILY	du	273.0	2261	1582
2737	4112	RIGHT-OF-WAY	acre	10.9	0	0
2737	6809	OTHER SCHOOL	acre	1.1	224	186
2737	7204	GOLF COURSE	acre	73.6	37	32
2737	7205	GOLF CLUB HOUSE	site	1.0	638	429
2737	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
2737	9101	INACTIVE USE	acre	1.2	0	0
2737		TOTAL			4154	2951
2738	101	SINGLE FAMILY	du	52.0	600	444
2738	102	MULTI-FAMILY	du	127.0	1018	732
2738	4112	RIGHT-OF-WAY	acre	7.8	0	0
2738	5007	STREETFRONT COMMERCIAL	acre	3.7	4475	3246
2738	6002	LOW RISE OFFICE	acre	0.4	234	191
2738	6509	OTHER HEALTH CARE	acre	0.3	169	127
2738	9101	INACTIVE USE	acre	0.1	0	0
2738		TOTAL			6496	4740
2739	101	SINGLE FAMILY	du	33.0	381	282
2739	102	MULTI-FAMILY	du	16.0	126	91
2739	4112	RIGHT-OF-WAY	acre	9.0	0	0
2739	6102	CHURCH	acre	1.0	54	42
2739	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4299	2562
2739	7601	ACTIVE PARK	acre	1.7	105	68
2739		TOTAL			4965	3045
2740	102	MULTI-FAMILY	du	304.0	2426	1622
2740	1501	LOW-RISE HOTEL OR MOTEL	acre	3.0	995	604
2740	4112	RIGHT-OF-WAY	acre	28.9	0	0
2740	5006	AUTO COMMERCIAL	acre	3.1	1366	972
2740	5007	STREETFRONT COMMERCIAL	acre	1.5	1826	1322
2740	6002	LOW RISE OFFICE	acre	2.5	620	470
2740	6806	ELEMENTARY SCHOOL	site	1.0	2244	1227
2740	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
2740	9101	INACTIVE USE	acre	1.3	0	0
2740		TOTAL			9477	6217
2741	102	MULTI-FAMILY	du	358.0	2969	2079
2741	4112	RIGHT-OF-WAY	acre	3.8	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2741	5008	SERVICE STATION	acre	1.0	3845	2807
2741	6002	LOW RISE OFFICE	acre	3.4	967	749
2741		TOTAL			7781	5635
2742	101	SINGLE FAMILY	du	34.0	394	291
2742	102	MULTI-FAMILY	du	333.0	2707	1925
2742	1501	LOW-RISE HOTEL OR MOTEL	acre	3.6	1218	751
2742	1503	RESORT	acre	0.9	144	88
2742	4112	RIGHT-OF-WAY	acre	6.2	0	0
2742	4114	PARKING	acre	0.6	0	0
2742	5007	STREETFRONT COMMERCIAL	acre	2.0	2487	1819
2742	7604	ACTIVE BEACH	acre	13.9	47	30
2742	9702	MIXED USE 67% STREETFRONT	acre	0.3	239	174
2742		TOTAL			7236	5078
2743	4112	RIGHT-OF-WAY	acre	8.6	0	0
2743	4114	PARKING	acre	2.4	0	0
2743	7204	GOLF COURSE	acre	48.2	0	0
2743	7205	GOLF CLUB HOUSE	site	1.0	638	429
2743	7207	MARINA	acre	2.3	83	55
2743	7601	ACTIVE PARK	acre	10.7	685	447
2743	9101	INACTIVE USE	acre	7.9	0	0
2743		TOTAL			1406	931
2744	101	SINGLE FAMILY	du	458.0	5520	3955
2744	4112	RIGHT-OF-WAY	acre	21.9	0	0
2744	9101	INACTIVE USE	acre	2.1	0	0
2744		TOTAL			5520	3955
2745	101	SINGLE FAMILY	du	4.0	47	34
2745	102	MULTI-FAMILY	du	63.0	507	363
2745	4112	RIGHT-OF-WAY	acre	2.6	0	0
2745	5003	COMMUNITY COMMERCIAL	acre	5.0	3927	2776
2745	5008	SERVICE STATION	acre	0.4	1688	1233
2745	6002	LOW RISE OFFICE	acre	0.5	170	135
2745		TOTAL			6339	4541
2746	101	SINGLE FAMILY	du	331.0	4004	2864
2746	4112	RIGHT-OF-WAY	acre	18.5	0	0
2746	5004	NEIGHBORHOOD COMMERCIAL	acre	1.4	1663	1169
2746	6104	POST OFFICE	acre	0.5	610	438
2746	6806	ELEMENTARY SCHOOL	site	1.0	2215	1202
2746	9101	INACTIVE USE	acre	13.7	0	0
2746		TOTAL			8492	5673
2747	101	SINGLE FAMILY	du	173.0	2057	1492
2747	102	MULTI-FAMILY	du	58.0	487	339
2747	4112	RIGHT-OF-WAY	acre	12.5	0	0
2747	6105	FIRE OR POLICE STATION	site	1.0	264	192
2747	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4288	2553
2747	9101	INACTIVE USE	acre	0.6	0	0
2747		TOTAL			7096	4576

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2748	101	SINGLE FAMILY	du	437.0	5165	3759
2748	102	MULTI-FAMILY	du	208.0	1736	1209
2748	4112	RIGHT-OF-WAY	acre	64.4	0	0
2748	4113	COMMUNICATION OR UTILITY	acre	0.8	2	2
2748	9101	INACTIVE USE	acre	0.1	0	0
2748		TOTAL			6903	4970
2749	101	SINGLE FAMILY	du	12.0	136	94
2749	102	MULTI-FAMILY	du	84.0	685	454
2749	1501	LOW-RISE HOTEL OR MOTEL	acre	1.4	444	268
2749	4112	RIGHT-OF-WAY	acre	13.8	0	0
2749	5004	NEIGHBORHOOD COMMERCIAL	acre	5.9	7337	5176
2749	5007	STREETFRONT COMMERCIAL	acre	5.3	6354	4612
2749	5008	SERVICE STATION	acre	1.1	4369	3190
2749	9101	INACTIVE USE	acre	0.8	0	0
2749		TOTAL			19325	13794
2750	101	SINGLE FAMILY	du	289.0	3435	2494
2750	102	MULTI-FAMILY	du	37.0	307	216
2750	4112	RIGHT-OF-WAY	acre	23.3	0	0
2750	6102	CHURCH	acre	8.1	401	310
2750	6103	LIBRARY	acre	0.5	232	161
2750	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4269	2536
2750	6806	ELEMENTARY SCHOOL	site	1.0	2165	1159
2750	7601	ACTIVE PARK	acre	13.8	915	604
2750		TOTAL			11724	7480
2751	101	SINGLE FAMILY	du	88.0	1076	766
2751	102	MULTI-FAMILY	du	164.0	1436	968
2751	4112	RIGHT-OF-WAY	acre	3.3	0	0
2751	6804	SENIOR HIGH SCHOOL	site	1.0	5834	2618
2751	7207	MARINA	acre	0.1	2	1
2751	7601	ACTIVE PARK	acre	1.2	75	49
2751	9101	INACTIVE USE	acre	0.3	0	0
2751		TOTAL			8423	4402
2752	102	MULTI-FAMILY	du	835.0	6935	4847
2752	103	MOBILE HOME PARK	du	64.0	442	291
2752	2103	LIGHT INDUSTRY	acre	14.3	1207	1000
2752	4112	RIGHT-OF-WAY	acre	3.5	0	0
2752	5007	STREETFRONT COMMERCIAL	acre	2.4	2832	2047
2752	7601	ACTIVE PARK	acre	4.7	296	192
2752	9101	INACTIVE USE	acre	5.6	0	0
2752		TOTAL			11712	8377
2753	101	SINGLE FAMILY	du	245.0	2893	2106
2753	102	MULTI-FAMILY	du	140.0	1148	811
2753	4112	RIGHT-OF-WAY	acre	22.0	0	0
2753	6102	CHURCH	acre	3.8	194	150
2753		TOTAL			4235	3067

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2754	101	SINGLE FAMILY	du	1.0	11	8
2754	4112	RIGHT-OF-WAY	acre	12.6	0	0
2754	5004	NEIGHBORHOOD COMMERCIAL	acre	11.7	14535	10249
2754	5007	STREETFRONT COMMERCIAL	acre	0.4	466	340
2754	5008	SERVICE STATION	acre	1.0	3924	2865
2754	6104	POST OFFICE	acre	1.3	1351	943
2754		TOTAL			20287	14405
2755	101	SINGLE FAMILY	du	284.0	3080	2201
2755	4112	RIGHT-OF-WAY	acre	23.8	0	0
2755	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
2755	5007	STREETFRONT COMMERCIAL	acre	3.0	3532	2557
2755	6002	LOW RISE OFFICE	acre	2.3	838	665
2755	6102	CHURCH	acre	3.8	186	143
2755	6806	ELEMENTARY SCHOOL	site	1.0	2258	1240
2755	7601	ACTIVE PARK	acre	0.9	54	36
2755		TOTAL			9950	6843
2756	101	SINGLE FAMILY	du	300.0	3345	2334
2756	102	MULTI-FAMILY	du	288.0	2330	1549
2756	103	MOBILE HOME PARK	du	64.0	428	266
2756	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	169	103
2756	4112	RIGHT-OF-WAY	acre	37.7	0	0
2756	5008	SERVICE STATION	acre	0.5	1956	1428
2756	6002	LOW RISE OFFICE	acre	0.4	121	94
2756	6809	OTHER SCHOOL	acre	0.6	138	115
2756		TOTAL			8487	5889
2757	101	SINGLE FAMILY	du	26.0	288	203
2757	102	MULTI-FAMILY	du	342.0	2769	1858
2757	1409	OTHER GROUP QUARTERS	acre	2.6	10	7
2757	4112	RIGHT-OF-WAY	acre	13.0	0	0
2757	6509	OTHER HEALTH CARE	acre	0.4	168	124
2757		TOTAL			3235	2192
2758	101	SINGLE FAMILY	du	113.0	1313	969
2758	102	MULTI-FAMILY	du	177.0	1426	1019
2758	4112	RIGHT-OF-WAY	acre	10.6	0	0
2758	5007	STREETFRONT COMMERCIAL	acre	0.7	932	682
2758	6002	LOW RISE OFFICE	acre	0.3	171	141
2758	6102	CHURCH	acre	0.3	15	11
2758		TOTAL			3857	2822
2759	101	SINGLE FAMILY	du	35.0	379	270
2759	102	MULTI-FAMILY	du	98.0	771	525
2759	4112	RIGHT-OF-WAY	acre	7.6	0	0
2759	5006	AUTO COMMERCIAL	acre	1.1	483	342
2759	5007	STREETFRONT COMMERCIAL	acre	1.2	1504	1095
2759		TOTAL			3137	2232
2760	102	MULTI-FAMILY	du	615.0	5224	3594

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2760	4112	RIGHT-OF-WAY	acre	1.6	0	0
2760	5008	SERVICE STATION	acre	0.5	2148	1568
2760	9101	INACTIVE USE	acre	0.2	0	0
2760		TOTAL			7372	5162
2761	101	SINGLE FAMILY	du	56.0	652	480
2761	102	MULTI-FAMILY	du	343.0	2841	1995
2761	4112	RIGHT-OF-WAY	acre	13.3	0	0
2761	5007	STREETFRONT COMMERCIAL	acre	1.8	2183	1591
2761	5008	SERVICE STATION	acre	0.9	3417	2495
2761	9702	MIXED USE 67% STREETFRONT	acre	0.6	490	357
2761		TOTAL			9583	6918
2762	101	SINGLE FAMILY	du	30.0	325	232
2762	102	MULTI-FAMILY	du	36.0	285	193
2762	4112	RIGHT-OF-WAY	acre	7.9	0	0
2762	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	3779	2668
2762	5007	STREETFRONT COMMERCIAL	acre	0.3	378	273
2762	6105	FIRE OR POLICE STATION	site	1.0	254	183
2762	9101	INACTIVE USE	acre	0.7	0	0
2762		TOTAL			5021	3549
2763	101	SINGLE FAMILY	du	436.0	5127	3752
2763	4112	RIGHT-OF-WAY	acre	32.8	0	0
2763	6806	ELEMENTARY SCHOOL	site	1.0	2229	1215
2763		TOTAL			7356	4967
2764	101	SINGLE FAMILY	du	31.0	343	240
2764	102	MULTI-FAMILY	du	548.0	4420	2938
2764	1501	LOW-RISE HOTEL OR MOTEL	acre	1.1	352	214
2764	4112	RIGHT-OF-WAY	acre	9.0	0	0
2764	5007	STREETFRONT COMMERCIAL	acre	3.2	3828	2776
2764	5008	SERVICE STATION	acre	0.4	1646	1202
2764	6002	LOW RISE OFFICE	acre	0.1	40	31
2764	6509	OTHER HEALTH CARE	acre	0.2	72	53
2764	9101	INACTIVE USE	acre	0.2	0	0
2764		TOTAL			10701	7454
2765	101	SINGLE FAMILY	du	215.0	2411	1673
2765	102	MULTI-FAMILY	du	248.0	2019	1338
2765	1501	LOW-RISE HOTEL OR MOTEL	acre	1.6	509	309
2765	4112	RIGHT-OF-WAY	acre	28.9	0	0
2765	5007	STREETFRONT COMMERCIAL	acre	0.5	562	409
2765	5008	SERVICE STATION	acre	0.9	3377	2466
2765	6102	CHURCH	acre	1.8	86	67
2765	6509	OTHER HEALTH CARE	acre	2.0	1023	772
2765	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4379	2632
2765	7601	ACTIVE PARK	acre	12.9	813	528
2765		TOTAL			15179	10194
2766	101	SINGLE FAMILY	du	19.0	219	162

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2766	102	MULTI-FAMILY	du	49.0	391	281
2766	4112	RIGHT-OF-WAY	acre	3.3	0	0
2766	4114	PARKING	acre	0.1	0	0
2766	5007	STREETFRONT COMMERCIAL	acre	2.7	3258	2360
2766	5008	SERVICE STATION	acre	0.4	1705	1245
2766		TOTAL			5573	4048
2767	4112	RIGHT-OF-WAY	acre	6.0	0	0
2767	5004	NEIGHBORHOOD COMMERCIAL	acre	13.6	16826	11853
2767		TOTAL			16826	11853
2768	101	SINGLE FAMILY	du	512.0	6086	4419
2768	4112	RIGHT-OF-WAY	acre	39.2	0	0
2768	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
2768	9101	INACTIVE USE	acre	36.6	0	0
2768		TOTAL			8304	5624
2769	102	MULTI-FAMILY	du	87.0	688	464
2769	2103	LIGHT INDUSTRY	acre	33.5	2278	1866
2769	2105	PUBLIC STORAGE	acre	4.7	126	106
2769	4112	RIGHT-OF-WAY	acre	24.9	0	0
2769	4113	COMMUNICATION OR UTILITY	acre	14.4	133	111
2769	5008	SERVICE STATION	acre	0.4	1671	1220
2769	9701	MIXED USE 77% STREETFRONT	acre	2.2	2050	1492
2769		TOTAL			6946	5259
2770	101	SINGLE FAMILY	du	341.0	3696	2636
2770	102	MULTI-FAMILY	du	256.0	1990	1361
2770	4112	RIGHT-OF-WAY	acre	55.7	1	1
2770	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
2770	5007	STREETFRONT COMMERCIAL	acre	1.6	1943	1411
2770	6002	LOW RISE OFFICE	acre	0.6	146	110
2770	6102	CHURCH	acre	4.6	225	173
2770	6103	LIBRARY	acre	0.2	99	72
2770	9101	INACTIVE USE	acre	0.1	0	0
2770		TOTAL			8101	5765
2771	101	SINGLE FAMILY	du	65.0	750	555
2771	102	MULTI-FAMILY	du	185.0	1481	1063
2771	4112	RIGHT-OF-WAY	acre	11.2	0	0
2771	4114	PARKING	acre	0.1	0	0
2771	5007	STREETFRONT COMMERCIAL	acre	8.6	10443	7595
2771	5008	SERVICE STATION	acre	0.3	1134	828
2771	6509	OTHER HEALTH CARE	acre	0.3	134	100
2771	6809	OTHER SCHOOL	acre	0.3	197	168
2771		TOTAL			14139	10309
2772	101	SINGLE FAMILY	du	303.0	3266	2343
2772	102	MULTI-FAMILY	du	44.0	333	234
2772	1501	LOW-RISE HOTEL OR MOTEL	acre	0.8	249	150
2772	4112	RIGHT-OF-WAY	acre	22.0	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2772	5007	STREETFRONT COMMERCIAL	acre	0.5	644	471
2772	5008	SERVICE STATION	acre	0.5	2037	1487
2772	6102	CHURCH	acre	1.0	51	40
2772	9101	INACTIVE USE	acre	13.6	0	0
2772		TOTAL			6580	4725
2773	102	MULTI-FAMILY	du	4.0	29	21
2773	2101	INDUSTRIAL PARK	acre	27.7	3910	3229
2773	2105	PUBLIC STORAGE	acre	1.5	40	33
2773	4112	RIGHT-OF-WAY	acre	8.1	0	0
2773	6102	CHURCH	acre	3.0	149	115
2773	9101	INACTIVE USE	acre	0.4	0	0
2773		TOTAL			4128	3398
2774	101	SINGLE FAMILY	du	537.0	6344	4627
2774	4112	RIGHT-OF-WAY	acre	30.0	0	0
2774	4113	COMMUNICATION OR UTILITY	acre	0.5	2	1
2774	6804	SENIOR HIGH SCHOOL	site	1.0	5820	2606
2774	7607	RESIDENTIAL RECREATION	acre	1.7	0	0
2774	9101	INACTIVE USE	acre	44.2	0	0
2774		TOTAL			12166	7234
2775	101	SINGLE FAMILY	du	416.0	4981	3595
2775	4112	RIGHT-OF-WAY	acre	34.8	0	0
2775	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
2775	9101	INACTIVE USE	acre	1.8	0	0
2775		TOTAL			4982	3596
2776	101	SINGLE FAMILY	du	64.0	745	548
2776	102	MULTI-FAMILY	du	242.0	1953	1395
2776	4112	RIGHT-OF-WAY	acre	7.7	0	0
2776	5007	STREETFRONT COMMERCIAL	acre	1.3	1714	1256
2776	6104	POST OFFICE	acre	0.7	833	592
2776		TOTAL			5245	3791
2777	101	SINGLE FAMILY	du	50.0	582	428
2777	102	MULTI-FAMILY	du	202.0	1633	1165
2777	4112	RIGHT-OF-WAY	acre	12.1	0	0
2777	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
2777	4114	PARKING	acre	0.8	0	0
2777	5007	STREETFRONT COMMERCIAL	acre	2.8	3458	2515
2777	5008	SERVICE STATION	acre	0.9	3405	2486
2777	6002	LOW RISE OFFICE	acre	0.2	64	49
2777	6102	CHURCH	acre	1.1	54	41
2777	6109	OTHER PUBLIC SERVICE	acre	0.1	22	16
2777		TOTAL			9219	6701
2778	101	SINGLE FAMILY	du	99.0	1154	848
2778	102	MULTI-FAMILY	du	189.0	1531	1092
2778	4112	RIGHT-OF-WAY	acre	8.4	0	0
2778	4114	PARKING	acre	0.1	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2778	5007	STREETFRONT COMMERCIAL	acre	0.4	527	385
2778	5008	SERVICE STATION	acre	0.4	1420	1037
2778	6102	CHURCH	acre	0.3	13	10
2778	6109	OTHER PUBLIC SERVICE	acre	0.2	70	50
2778	6509	OTHER HEALTH CARE	acre	0.1	59	43
2778		TOTAL			4774	3465
2779	101	SINGLE FAMILY	du	613.0	7739	5401
2779	103	MOBILE HOME PARK	du	215.0	1676	1028
2779	4112	RIGHT-OF-WAY	acre	25.9	0	0
2779	4113	COMMUNICATION OR UTILITY	acre	7.9	23	18
2779	6102	CHURCH	acre	0.9	45	35
2779	6806	ELEMENTARY SCHOOL	site	1.0	2253	1236
2779	7601	ACTIVE PARK	acre	3.2	200	130
2779	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
2779	9101	INACTIVE USE	acre	127.0	0	0
2779		TOTAL			11936	7848
2780	101	SINGLE FAMILY	du	95.0	1035	739
2780	4112	RIGHT-OF-WAY	acre	18.8	0	0
2780	6102	CHURCH	acre	14.6	722	557
2780	6802	UNIVERSITY OR COLLEGE	acre	4.3	685	554
2780	6804	SENIOR HIGH SCHOOL	site	1.0	5911	2685
2780		TOTAL			8353	4535
2781	101	SINGLE FAMILY	du	519.0	6162	4474
2781	4112	RIGHT-OF-WAY	acre	33.0	0	0
2781	6806	ELEMENTARY SCHOOL	site	1.0	2126	1126
2781	7601	ACTIVE PARK	acre	9.8	619	402
2781		TOTAL			8907	6002
2782	101	SINGLE FAMILY	du	232.0	2763	1998
2782	102	MULTI-FAMILY	du	36.0	301	210
2782	4112	RIGHT-OF-WAY	acre	22.4	0	0
2782		TOTAL			3064	2208
2783	101	SINGLE FAMILY	du	43.0	497	368
2783	102	MULTI-FAMILY	du	215.0	1732	1241
2783	4112	RIGHT-OF-WAY	acre	10.9	0	0
2783	4114	PARKING	acre	2.7	0	0
2783	4119	OTHER TRANSPORTATION	acre	0.2	16	12
2783	5007	STREETFRONT COMMERCIAL	acre	7.7	9856	7230
2783	6509	OTHER HEALTH CARE	acre	0.1	62	46
2783		TOTAL			12163	8897
2784	101	SINGLE FAMILY	du	385.0	4533	3305
2784	4112	RIGHT-OF-WAY	acre	20.4	0	0
2784	5008	SERVICE STATION	acre	0.6	2216	1618
2784	6002	LOW RISE OFFICE	acre	1.2	421	333
2784	6102	CHURCH	acre	2.1	105	81
2784	7607	RESIDENTIAL RECREATION	acre	0.1	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2784	9101	INACTIVE USE	acre	21.1	0	0
2784		TOTAL			7275	5337
2785	101	SINGLE FAMILY	du	39.0	230	162
2785	4112	RIGHT-OF-WAY	acre	18.4	0	0
2785	8003	FIELD CROPS	acre	336.4	19	15
2785	9101	INACTIVE USE	acre	263.6	0	0
2785		TOTAL			249	177
2786	101	SINGLE FAMILY	du	185.0	2167	1587
2786	102	MULTI-FAMILY	du	603.0	5061	3518
2786	4112	RIGHT-OF-WAY	acre	14.3	0	0
2786		TOTAL			7228	5105
2787	101	SINGLE FAMILY	du	142.0	1537	1095
2787	4112	RIGHT-OF-WAY	acre	8.3	0	0
2787	9101	INACTIVE USE	acre	6.2	0	0
2787		TOTAL			1537	1095
2788	101	SINGLE FAMILY	du	35.0	383	271
2788	102	MULTI-FAMILY	du	417.0	3303	2235
2788	4112	RIGHT-OF-WAY	acre	3.4	0	0
2788	4114	PARKING	acre	1.3	0	0
2788	5007	STREETFRONT COMMERCIAL	acre	7.6	8962	6481
2788	6002	LOW RISE OFFICE	acre	2.7	724	556
2788	7601	ACTIVE PARK	acre	0.3	17	11
2788	9101	INACTIVE USE	acre	0.3	0	0
2788	9500	UNDER CONTRUCTION	acre	0.2	1	1
2788		TOTAL			13390	9555
2789	101	SINGLE FAMILY	du	52.0	575	402
2789	102	MULTI-FAMILY	du	927.0	7436	4946
2789	2105	PUBLIC STORAGE	acre	0.1	2	2
2789	4112	RIGHT-OF-WAY	acre	4.2	0	0
2789	5006	AUTO COMMERCIAL	acre	1.9	793	558
2789	6002	LOW RISE OFFICE	acre	0.2	44	34
2789	6109	OTHER PUBLIC SERVICE	acre	1.0	344	244
2789		TOTAL			9194	6186
2790	4112	RIGHT-OF-WAY	acre	49.3	0	0
2790	4114	PARKING	acre	16.0	0	0
2790	5005	SPECIALTY COMMERCIAL	acre	2.1	2420	1696
2790	7601	ACTIVE PARK	unique	55.5	4624	3022
2790		TOTAL			7044	4718
2791	103	MOBILE HOME PARK	du	465.0	3150	2108
2791	4112	RIGHT-OF-WAY	acre	0.7	0	0
2791	9101	INACTIVE USE	acre	1.4	0	0
2791		TOTAL			3150	2108
2792	101	SINGLE FAMILY	du	350.0	4181	3020

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2792	4112	RIGHT-OF-WAY	acre	23.2	0	0
2792	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4138	2424
2792	9101	INACTIVE USE	acre	1.2	0	0
2792		TOTAL			8319	5444
2793	101	SINGLE FAMILY	du	18.0	197	140
2793	102	MULTI-FAMILY	du	555.0	4399	2973
2793	4112	RIGHT-OF-WAY	acre	9.2	0	0
2793	5007	STREETFRONT COMMERCIAL	acre	0.2	322	239
2793	6804	SENIOR HIGH SCHOOL	site	2.0	11471	5066
2793	6809	OTHER SCHOOL	acre	2.9	722	604
2793	9101	INACTIVE USE	acre	0.4	0	0
2793		TOTAL			17111	9022
2794	101	SINGLE FAMILY	du	102.0	1188	874
2794	102	MULTI-FAMILY	du	263.0	2129	1518
2794	4112	RIGHT-OF-WAY	acre	8.4	0	0
2794	6102	CHURCH	acre	0.1	5	3
2794	6509	OTHER HEALTH CARE	acre	0.1	41	31
2794		TOTAL			3363	2426
2795	101	SINGLE FAMILY	du	11.0	126	94
2795	102	MULTI-FAMILY	du	50.0	397	287
2795	4112	RIGHT-OF-WAY	acre	5.7	0	0
2795	4114	PARKING	acre	2.6	0	0
2795	5007	STREETFRONT COMMERCIAL	acre	6.8	8625	6317
2795	5009	OTHER COMMERCIAL	acre	0.6	79	59
2795		TOTAL			9227	6757
2796	101	SINGLE FAMILY	du	6.0	65	46
2796	102	MULTI-FAMILY	du	83.0	658	443
2796	103	MOBILE HOME PARK	du	123.0	803	506
2796	1409	OTHER GROUP QUARTERS	acre	1.2	5	3
2796	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	570	346
2796	4112	RIGHT-OF-WAY	acre	3.1	0	0
2796	5006	AUTO COMMERCIAL	acre	6.9	2880	2027
2796	5007	STREETFRONT COMMERCIAL	acre	4.1	4888	3536
2796	5008	SERVICE STATION	acre	0.3	1259	919
2796		TOTAL			11128	7826
2797	101	SINGLE FAMILY	du	22.0	243	171
2797	102	MULTI-FAMILY	du	1081.0	8693	5813
2797	103	MOBILE HOME PARK	du	307.0	2026	1272
2797	1409	OTHER GROUP QUARTERS	acre	1.5	6	5
2797	4112	RIGHT-OF-WAY	acre	4.7	0	0
2797	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
2797	7601	ACTIVE PARK	acre	18.1	1180	774
2797		TOTAL			12148	8035
2798	102	MULTI-FAMILY	du	4.0	29	21
2798	4112	RIGHT-OF-WAY	acre	6.1	0	0

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2798	5004	NEIGHBORHOOD COMMERCIAL	acre	8.9	11111	7839
2798	5007	STREETFRONT COMMERCIAL	acre	7.8	9353	6780
2798	5008	SERVICE STATION	acre	1.2	4892	3572
2798	6002	LOW RISE OFFICE	acre	0.8	222	172
2798		TOTAL			25607	18384
2799	101	SINGLE FAMILY	du	183.0	2132	1568
2799	102	MULTI-FAMILY	du	223.0	1807	1287
2799	4112	RIGHT-OF-WAY	acre	12.5	0	0
2799		TOTAL			3939	2855
2800	101	SINGLE FAMILY	du	119.0	1314	929
2800	102	MULTI-FAMILY	du	20.0	160	108
2800	103	MOBILE HOME PARK	du	108.0	720	453
2800	4112	RIGHT-OF-WAY	acre	6.3	0	0
2800	6102	CHURCH	acre	6.3	313	242
2800		TOTAL			2507	1732
2801	101	SINGLE FAMILY	du	117.0	1265	908
2801	4112	RIGHT-OF-WAY	acre	10.6	0	0
2801	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4550	2780
2801	6806	ELEMENTARY SCHOOL	site	1.0	2303	1278
2801	7601	ACTIVE PARK	acre	10.2	644	419
2801		TOTAL			8762	5385
2802	102	MULTI-FAMILY	du	495.0	4398	2946
2802	5004	NEIGHBORHOOD COMMERCIAL	acre	5.6	6818	4790
2802	7204	GOLF COURSE	acre	14.4	0	0
2802	9101	INACTIVE USE	acre	0.4	0	0
2802		TOTAL			11216	7736
2803	101	SINGLE FAMILY	du	58.0	645	453
2803	4112	RIGHT-OF-WAY	acre	4.6	0	0
2803	4113	COMMUNICATION OR UTILITY	acre	0.3	1	0
2803	9101	INACTIVE USE	acre	1.8	0	0
2803		TOTAL			646	453
2804	101	SINGLE FAMILY	du	232.0	2622	1968
2804	4112	RIGHT-OF-WAY	acre	8.0	0	0
2804	6002	LOW RISE OFFICE	acre	1.1	267	202
2804	6102	CHURCH	acre	2.4	119	92
2804	9101	INACTIVE USE	acre	10.9	0	0
2804		TOTAL			3008	2262
2805	101	SINGLE FAMILY	du	507.0	6075	4383
2805	102	MULTI-FAMILY	du	278.0	2337	1623
2805	4112	RIGHT-OF-WAY	acre	40.6	0	0
2805	6509	OTHER HEALTH CARE	acre	1.0	471	352
2805	6809	OTHER SCHOOL	acre	8.7	1571	1296
2805		TOTAL			10454	7654

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2806	101	SINGLE FAMILY	du	152.0	1899	1328
2806	102	MULTI-FAMILY	du	162.0	1456	965
2806	4112	RIGHT-OF-WAY	acre	17.2	0	0
2806	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
2806	9101	INACTIVE USE	acre	9.8	0	0
2806		TOTAL			3355	2293
2807	4112	RIGHT-OF-WAY	acre	4.4	0	0
2807	4113	COMMUNICATION OR UTILITY	acre	47.2	246	200
2807	7204	GOLF COURSE	acre	68.1	0	0
2807	7601	ACTIVE PARK	acre	47.8	3029	1970
2807	9101	INACTIVE USE	acre	278.1	0	0
2807		TOTAL			3275	2170
2808	101	SINGLE FAMILY	du	228.0	2591	1937
2808	4112	RIGHT-OF-WAY	acre	1.5	0	0
2808	5007	STREETFRONT COMMERCIAL	acre	0.7	913	671
2808	6806	ELEMENTARY SCHOOL	site	1.0	2231	1216
2808		TOTAL			5735	3824
2809	102	MULTI-FAMILY	du	154.0	1248	890
2809	4112	RIGHT-OF-WAY	acre	0.9	0	0
2809	4114	PARKING	acre	17.1	0	0
2809	7207	MARINA	acre	6.8	238	158
2809	7210	OTHER RECREATION-HIGH	acre	28.2	1595	1092
2809	9101	INACTIVE USE	acre	54.6	0	0
2809		TOTAL			3081	2140
2810	101	SINGLE FAMILY	du	222.0	2771	1958
2810	4112	RIGHT-OF-WAY	acre	13.6	0	0
2810	7601	ACTIVE PARK	acre	10.4	661	429
2810	9101	INACTIVE USE	acre	20.1	0	0
2810		TOTAL			3432	2387
2811	101	SINGLE FAMILY	du	716.0	8481	6172
2811	4112	RIGHT-OF-WAY	acre	43.8	0	0
2811	6102	CHURCH	acre	5.4	295	231
2811	7204	GOLF COURSE	acre	18.8	0	0
2811	7601	ACTIVE PARK	acre	12.9	815	530
2811	9101	INACTIVE USE	acre	29.7	0	0
2811		TOTAL			9591	6933
2812	101	SINGLE FAMILY	du	1.0	12	8
2812	102	MULTI-FAMILY	du	491.0	4056	2846
2812	4112	RIGHT-OF-WAY	acre	2.8	0	0
2812	5004	NEIGHBORHOOD COMMERCIAL	acre	12.6	15605	10998
2812	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
2812	9702	MIXED USE 67% STREETFRONT	acre	1.4	1182	860
2812		TOTAL			20855	14712
2813	101	SINGLE FAMILY	du	223.0	2607	1913

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2813	102	MULTI-FAMILY	du	412.0	3356	2382
2813	4112	RIGHT-OF-WAY	acre	17.5	0	0
2813	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
2813	5007	STREETFRONT COMMERCIAL	acre	1.0	1217	885
2813	6002	LOW RISE OFFICE	acre	0.1	205	174
2813	6102	CHURCH	acre	1.0	51	39
2813	6103	LIBRARY	acre	1.9	790	540
2813	6509	OTHER HEALTH CARE	acre	0.2	68	51
2813	9101	INACTIVE USE	acre	1.2	0	0
2813		TOTAL			8295	5985
2814	101	SINGLE FAMILY	du	150.0	1752	1285
2814	102	MULTI-FAMILY	du	329.0	2677	1902
2814	4112	RIGHT-OF-WAY	acre	9.9	0	0
2814	6102	CHURCH	acre	2.5	144	113
2814	6509	OTHER HEALTH CARE	acre	0.2	85	62
2814		TOTAL			4658	3362
2815	101	SINGLE FAMILY	du	109.0	1200	848
2815	4112	RIGHT-OF-WAY	acre	4.8	0	0
2815	5004	NEIGHBORHOOD COMMERCIAL	acre	9.0	11064	7788
2815	9101	INACTIVE USE	acre	1.4	0	0
2815		TOTAL			12264	8636
2816	101	SINGLE FAMILY	du	4.0	47	35
2816	102	MULTI-FAMILY	du	76.0	620	438
2816	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	719	448
2816	4112	RIGHT-OF-WAY	acre	3.9	0	0
2816	4114	PARKING	acre	0.1	0	0
2816	5007	STREETFRONT COMMERCIAL	acre	1.1	1471	1079
2816	6105	FIRE OR POLICE STATION	site	1.0	264	192
2816	7604	ACTIVE BEACH	unique	3.0	10737	6919
2816		TOTAL			13858	9111
2817	4112	RIGHT-OF-WAY	acre	41.9	0	0
2817	4113	COMMUNICATION OR UTILITY	acre	1.9	6	4
2817	7211	OTHER RECREATION-LOW	acre	36.6	232	158
2817	7601	ACTIVE PARK	acre	253.2	16070	10458
2817	9101	INACTIVE USE	acre	1227.2	0	0
2817		TOTAL			16308	10620
2818	101	SINGLE FAMILY	du	299.0	3565	2586
2818	4112	RIGHT-OF-WAY	acre	19.7	0	0
2818	6102	CHURCH	acre	2.8	190	151
2818	9101	INACTIVE USE	acre	48.1	0	0
2818		TOTAL			3755	2737
2819	101	SINGLE FAMILY	du	387.0	4556	3326
2819	4112	RIGHT-OF-WAY	acre	29.2	0	0
2819	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
2819	9101	INACTIVE USE	acre	0.1	0	0
2819		TOTAL			6774	4531

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2820	101	SINGLE FAMILY	du	13.0	151	111
2820	102	MULTI-FAMILY	du	85.0	694	491
2820	4112	RIGHT-OF-WAY	acre	3.9	0	0
2820	4114	PARKING	acre	0.1	0	0
2820	5007	STREETFRONT COMMERCIAL	acre	3.3	4097	2995
2820	5009	OTHER COMMERCIAL	acre	0.1	12	9
2820	9101	INACTIVE USE	acre	0.2	0	0
2820		TOTAL			4954	3606
2821	101	SINGLE FAMILY	du	21.0	230	163
2821	102	MULTI-FAMILY	du	583.0	4630	3123
2821	4112	RIGHT-OF-WAY	acre	2.6	0	0
2821	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
2821	6807	SCHOOL DISTRICT OFFICE	acre	2.9	717	552
2821		TOTAL			7827	5071
2822	101	SINGLE FAMILY	du	174.0	2027	1491
2822	102	MULTI-FAMILY	du	317.0	2568	1831
2822	4112	RIGHT-OF-WAY	acre	10.4	0	0
2822	6102	CHURCH	acre	0.3	14	11
2822		TOTAL			4609	3333
2823	101	SINGLE FAMILY	du	2.0	21	15
2823	102	MULTI-FAMILY	du	40.0	312	214
2823	4112	RIGHT-OF-WAY	acre	4.6	0	0
2823	5007	STREETFRONT COMMERCIAL	acre	7.2	8832	6423
2823	6003	GOV'T OFFICE OR CENTER	acre	10.0	9708	7238
2823	6105	FIRE OR POLICE STATION	site	1.0	264	192
2823	7601	ACTIVE PARK	acre	0.2	9	6
2823		TOTAL			19146	14088
2824	101	SINGLE FAMILY	du	17.0	195	145
2824	102	MULTI-FAMILY	du	15.0	119	86
2824	2103	LIGHT INDUSTRY	acre	0.1	215	185
2824	4112	RIGHT-OF-WAY	acre	4.8	0	0
2824	4114	PARKING	acre	0.2	0	0
2824	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2315	1652
2824	5007	STREETFRONT COMMERCIAL	acre	2.8	3486	2541
2824		TOTAL			6330	4609
2825	101	SINGLE FAMILY	du	6.0	72	52
2825	102	MULTI-FAMILY	du	366.0	3082	2153
2825	1409	OTHER GROUP QUARTERS	acre	30.5	120	88
2825	4112	RIGHT-OF-WAY	acre	91.6	0	0
2825	4114	PARKING	acre	4.3	0	0
2825	5007	STREETFRONT COMMERCIAL	acre	2.0	2451	1779
2825	5008	SERVICE STATION	acre	0.7	2796	2041
2825	6003	GOV'T OFFICE OR CENTER	acre	8.0	6999	5128
2825	6502	HOSPITAL	acre	5.6	1455	1043
2825	6509	OTHER HEALTH CARE	acre	3.7	1628	1205
2825	7607	RESIDENTIAL RECREATION	acre	0.7	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2825	9101	INACTIVE USE	acre	12.0	0	0
2825		TOTAL			18603	13489
2826	101	SINGLE FAMILY	du	369.0	4411	3185
2826	102	MULTI-FAMILY	du	358.0	2972	2077
2826	4112	RIGHT-OF-WAY	acre	23.1	0	0
2826	5007	STREETFRONT COMMERCIAL	acre	0.3	412	298
2826	5009	OTHER COMMERCIAL	acre	0.9	122	92
2826	6102	CHURCH	acre	3.5	171	132
2826		TOTAL			8088	5784
2827	101	SINGLE FAMILY	du	44.0	490	343
2827	102	MULTI-FAMILY	du	161.0	1308	871
2827	4112	RIGHT-OF-WAY	acre	9.2	0	0
2827	5007	STREETFRONT COMMERCIAL	acre	2.3	2739	1988
2827	5009	OTHER COMMERCIAL	acre	9.1	1177	878
2827	6109	OTHER PUBLIC SERVICE	acre	0.1	46	32
2827	9101	INACTIVE USE	acre	0.7	0	0
2827		TOTAL			5760	4112
2828	101	SINGLE FAMILY	du	109.0	1266	934
2828	102	MULTI-FAMILY	du	262.0	2117	1513
2828	4112	RIGHT-OF-WAY	acre	8.6	0	0
2828		TOTAL			3383	2447
2829	102	MULTI-FAMILY	du	283.0	2379	1645
2829	4112	RIGHT-OF-WAY	acre	6.4	0	0
2829	5004	NEIGHBORHOOD COMMERCIAL	acre	5.2	6511	4596
2829	5007	STREETFRONT COMMERCIAL	acre	0.4	445	323
2829	6103	LIBRARY	acre	0.4	205	143
2829		TOTAL			9540	6707
2830	101	SINGLE FAMILY	du	95.0	1049	742
2830	4112	RIGHT-OF-WAY	acre	5.9	0	0
2830	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
2830	9101	INACTIVE USE	acre	1.1	0	0
2830		TOTAL			1049	742
2831	101	SINGLE FAMILY	du	321.0	3786	2761
2831	4112	RIGHT-OF-WAY	acre	21.3	0	0
2831		TOTAL			3786	2761
2832	101	SINGLE FAMILY	du	249.0	2892	2133
2832	102	MULTI-FAMILY	du	551.0	4465	3184
2832	1409	OTHER GROUP QUARTERS	acre	2.3	9	7
2832	4112	RIGHT-OF-WAY	acre	20.0	0	0
2832	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
2832	9101	INACTIVE USE	acre	0.0	0	0
2832		TOTAL			7366	5324
2833	102	MULTI-FAMILY	du	33.0	271	179

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2833	103	MOBILE HOME PARK	du	86.0	586	362
2833	1409	OTHER GROUP QUARTERS	acre	2.4	9	7
2833	4112	RIGHT-OF-WAY	acre	4.0	0	0
2833	5004	NEIGHBORHOOD COMMERCIAL	acre	4.8	5851	4115
2833	5007	STREETFRONT COMMERCIAL	acre	5.1	6054	4373
2833	9101	INACTIVE USE	acre	6.6	0	0
2833		TOTAL			12771	9036
2834	101	SINGLE FAMILY	du	236.0	2764	2029
2834	4112	RIGHT-OF-WAY	acre	24.0	0	0
2834	6102	CHURCH	acre	3.8	186	143
2834	7601	ACTIVE PARK	acre	1.5	94	61
2834	9101	INACTIVE USE	acre	89.5	0	0
2834		TOTAL			3044	2233
2835	101	SINGLE FAMILY	du	50.0	549	391
2835	4112	RIGHT-OF-WAY	acre	10.2	0	0
2835	5009	OTHER COMMERCIAL	acre	2.8	301	218
2835	9101	INACTIVE USE	acre	31.5	0	0
2835		TOTAL			850	609
2836	4112	RIGHT-OF-WAY	acre	36.6	0	0
2836	4113	COMMUNICATION OR UTILITY	acre	36.6	147	117
2836	9101	INACTIVE USE	acre	37.3	0	0
2836		TOTAL			147	117
2837	101	SINGLE FAMILY	du	622.0	7443	5361
2837	102	MULTI-FAMILY	du	166.0	1421	972
2837	4112	RIGHT-OF-WAY	acre	40.8	0	0
2837	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
2837	5007	STREETFRONT COMMERCIAL	acre	1.0	1128	815
2837	6102	CHURCH	acre	5.1	250	193
2837	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
2837	9101	INACTIVE USE	acre	124.1	0	0
2837		TOTAL			12447	8535
2838	101	SINGLE FAMILY	du	88.0	1037	759
2838	4112	RIGHT-OF-WAY	acre	8.9	0	0
2838	6102	CHURCH	acre	6.2	308	238
2838	6105	FIRE OR POLICE STATION	site	1.0	264	192
2838	6806	ELEMENTARY SCHOOL	site	1.0	2202	1191
2838	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
2838	9101	INACTIVE USE	acre	5.2	0	0
2838		TOTAL			3811	2380
2839	101	SINGLE FAMILY	du	19.0	223	163
2839	102	MULTI-FAMILY	du	52.0	422	300
2839	1501	LOW-RISE HOTEL OR MOTEL	acre	1.7	694	455
2839	4112	RIGHT-OF-WAY	acre	4.9	0	0
2839	4114	PARKING	acre	1.0	0	0
2839	5005	SPECIALTY COMMERCIAL	acre	2.4	2787	1970

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2839	5007	STREETFRONT COMMERCIAL	acre	1.6	1993	1454
2839	5009	OTHER COMMERCIAL	acre	0.1	65	55
2839	7604	ACTIVE BEACH	acre	5.1	17	11
2839		TOTAL			6201	4408
2840	101	SINGLE FAMILY	du	201.0	2346	1722
2840	102	MULTI-FAMILY	du	449.0	3646	2591
2840	1501	LOW-RISE HOTEL OR MOTEL	acre	0.9	288	173
2840	4112	RIGHT-OF-WAY	acre	12.5	0	0
2840	7211	OTHER RECREATION-LOW	acre	0.7	4	3
2840	7601	ACTIVE PARK	acre	2.4	152	98
2840		TOTAL			6436	4587
2841	101	SINGLE FAMILY	du	112.0	1304	959
2841	102	MULTI-FAMILY	du	152.0	1234	877
2841	4112	RIGHT-OF-WAY	acre	9.8	0	0
2841	4114	PARKING	acre	0.2	0	0
2841	5007	STREETFRONT COMMERCIAL	acre	1.6	1962	1429
2841	5009	OTHER COMMERCIAL	acre	0.1	17	13
2841	9101	INACTIVE USE	acre	0.1	0	0
2841		TOTAL			4517	3278
2842	101	SINGLE FAMILY	du	213.0	2377	1664
2842	102	MULTI-FAMILY	du	142.0	1148	767
2842	103	MOBILE HOME PARK	du	132.0	891	555
2842	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
2842	4112	RIGHT-OF-WAY	acre	20.2	0	0
2842	6109	OTHER PUBLIC SERVICE	acre	1.2	377	266
2842	9101	INACTIVE USE	acre	0.8	0	0
2842		TOTAL			4794	3253
2843	101	SINGLE FAMILY	du	12.0	131	93
2843	102	MULTI-FAMILY	du	159.0	1279	857
2843	4112	RIGHT-OF-WAY	acre	7.5	0	0
2843	5007	STREETFRONT COMMERCIAL	acre	17.3	20582	14890
2843	6003	GOV'T OFFICE OR CENTER	acre	3.8	4701	3632
2843	6807	SCHOOL DISTRICT OFFICE	acre	2.0	424	319
2843	9701	MIXED USE 77% STREETFRONT	acre	0.2	167	122
2843		TOTAL			27284	19913
2844	101	SINGLE FAMILY	du	304.0	3387	2376
2844	4112	RIGHT-OF-WAY	acre	18.7	0	0
2844	6102	CHURCH	acre	4.8	236	182
2844	9101	INACTIVE USE	acre	0.0	0	0
2844		TOTAL			3623	2558
2845	4112	RIGHT-OF-WAY	acre	4.9	0	0
2845	5004	NEIGHBORHOOD COMMERCIAL	acre	2.6	3247	2297
2845	5007	STREETFRONT COMMERCIAL	acre	7.7	9266	6716
2845		TOTAL			12513	9013

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2846	101	SINGLE FAMILY	du	289.0	3093	2230
2846	4112	RIGHT-OF-WAY	acre	17.9	2	2
2846	5007	STREETFRONT COMMERCIAL	acre	0.8	921	666
2846	6102	CHURCH	acre	3.6	178	138
2846	7601	ACTIVE PARK	acre	3.8	238	155
2846		TOTAL			4432	3191
2847	101	SINGLE FAMILY	du	103.0	1138	807
2847	4112	RIGHT-OF-WAY	acre	10.2	0	0
2847	6102	CHURCH	acre	3.3	162	125
2847	9101	INACTIVE USE	acre	0.7	0	0
2847		TOTAL			1300	932
2848	102	MULTI-FAMILY	du	1410.0	11670	8177
2848	4112	RIGHT-OF-WAY	acre	74.8	0	0
2848	7607	RESIDENTIAL RECREATION	acre	2.5	0	0
2848	9101	INACTIVE USE	acre	6.5	0	0
2848		TOTAL			11670	8177
2849	101	SINGLE FAMILY	du	12.0	141	103
2849	102	MULTI-FAMILY	du	564.0	4633	3261
2849	4112	RIGHT-OF-WAY	acre	8.2	0	0
2849	5008	SERVICE STATION	acre	0.5	1926	1406
2849	6806	ELEMENTARY SCHOOL	site	1.0	2210	1198
2849		TOTAL			8910	5968
2850	101	SINGLE FAMILY	du	247.0	2987	2133
2850	4112	RIGHT-OF-WAY	acre	12.2	0	0
2850	4113	COMMUNICATION OR UTILITY	acre	73.1	276	218
2850	6102	CHURCH	acre	0.6	32	24
2850	9101	INACTIVE USE	acre	72.5	0	0
2850		TOTAL			3295	2375
2851	101	SINGLE FAMILY	du	174.0	1896	1356
2851	4112	RIGHT-OF-WAY	acre	27.0	0	0
2851	4113	COMMUNICATION OR UTILITY	acre	1.1	3	3
2851	6101	CEMETERY	acre	10.9	39	32
2851	9101	INACTIVE USE	acre	2.9	0	0
2851		TOTAL			1938	1391
2852	101	SINGLE FAMILY	du	102.0	1192	875
2852	102	MULTI-FAMILY	du	653.0	5366	3777
2852	4112	RIGHT-OF-WAY	acre	8.4	0	0
2852	5008	SERVICE STATION	acre	0.5	2035	1486
2852		TOTAL			8593	6138
2853	101	SINGLE FAMILY	du	258.0	3053	2225
2853	4112	RIGHT-OF-WAY	acre	16.1	0	0
2853	6002	LOW RISE OFFICE	acre	0.8	241	186
2853	6102	CHURCH	acre	3.2	197	156
2853		TOTAL			3491	2567

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2854	101	SINGLE FAMILY	du	258.0	2773	1985
2854	4112	RIGHT-OF-WAY	acre	12.9	0	0
2854		TOTAL			2773	1985
2855	101	SINGLE FAMILY	du	342.0	4075	2950
2855	4112	RIGHT-OF-WAY	acre	22.0	0	0
2855	6102	CHURCH	acre	6.1	301	232
2855	9101	INACTIVE USE	acre	21.5	0	0
2855		TOTAL			4376	3182
2856	4112	RIGHT-OF-WAY	acre	8.8	0	0
2856	5008	SERVICE STATION	acre	0.3	1401	1023
2856	5009	OTHER COMMERCIAL	acre	20.4	2536	1881
2856		TOTAL			3937	2904
2857	101	SINGLE FAMILY	du	110.0	1285	945
2857	102	MULTI-FAMILY	du	710.0	5775	4104
2857	4112	RIGHT-OF-WAY	acre	11.3	0	0
2857	4114	PARKING	acre	0.1	0	0
2857	7601	ACTIVE PARK	acre	9.0	571	371
2857		TOTAL			7631	5420
2858	101	SINGLE FAMILY	du	166.0	1850	1288
2858	102	MULTI-FAMILY	du	72.0	570	385
2858	103	MOBILE HOME PARK	du	227.0	1515	945
2858	2105	PUBLIC STORAGE	acre	2.1	57	48
2858	4112	RIGHT-OF-WAY	acre	12.5	0	0
2858	5007	STREETFRONT COMMERCIAL	acre	3.0	3603	2616
2858	6102	CHURCH	acre	2.0	97	75
2858	6806	ELEMENTARY SCHOOL	site	1.0	2192	1183
2858	6809	OTHER SCHOOL	acre	2.7	559	464
2858	9101	INACTIVE USE	acre	0.0	0	0
2858		TOTAL			10443	7004
2859	101	SINGLE FAMILY	du	34.0	365	263
2859	102	MULTI-FAMILY	du	94.0	728	502
2859	4112	RIGHT-OF-WAY	acre	30.7	0	0
2859	5003	COMMUNITY COMMERCIAL	acre	4.3	3346	2367
2859	5004	NEIGHBORHOOD COMMERCIAL	acre	8.1	9882	6953
2859	5008	SERVICE STATION	acre	0.6	2399	1752
2859	6105	FIRE OR POLICE STATION	site	1.0	254	183
2859	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4406	2655
2859	7601	ACTIVE PARK	acre	10.2	1212	910
2859		TOTAL			22592	15585
2860	101	SINGLE FAMILY	du	386.0	4244	3006
2860	102	MULTI-FAMILY	du	35.0	277	188
2860	4112	RIGHT-OF-WAY	acre	34.7	0	0
2860	6509	OTHER HEALTH CARE	acre	9.3	3913	2873
2860	7601	ACTIVE PARK	acre	0.3	19	13
2860	9101	INACTIVE USE	acre	13.9	0	0
2860		TOTAL			8453	6080

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2861	101	SINGLE FAMILY	du	147.0	1579	1134
2861	4112	RIGHT-OF-WAY	acre	7.6	0	0
2861		TOTAL			1579	1134
2862	101	SINGLE FAMILY	du	13.0	165	114
2862	102	MULTI-FAMILY	du	502.0	4651	3029
2862	4112	RIGHT-OF-WAY	acre	19.9	0	0
2862	4114	PARKING	acre	0.6	0	0
2862	5004	NEIGHBORHOOD COMMERCIAL	acre	0.6	746	524
2862	5007	STREETFRONT COMMERCIAL	acre	1.7	2021	1466
2862	6102	CHURCH	acre	0.9	239	202
2862	6103	LIBRARY	acre	0.2	95	66
2862	6109	OTHER PUBLIC SERVICE	acre	4.0	2165	1665
2862	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
2862	7601	ACTIVE PARK	acre	12.8	810	527
2862		TOTAL			13004	8707
2863	101	SINGLE FAMILY	du	84.0	919	652
2863	102	MULTI-FAMILY	du	82.0	649	439
2863	4112	RIGHT-OF-WAY	acre	5.4	0	0
2863	5007	STREETFRONT COMMERCIAL	acre	1.4	1659	1205
2863	5008	SERVICE STATION	acre	0.5	1948	1422
2863	6002	LOW RISE OFFICE	acre	2.4	623	475
2863	6509	OTHER HEALTH CARE	acre	6.8	2945	2172
2863	9101	INACTIVE USE	acre	11.4	0	0
2863		TOTAL			8743	6365
2864	101	SINGLE FAMILY	du	86.0	947	671
2864	102	MULTI-FAMILY	du	853.0	6773	4590
2864	2101	INDUSTRIAL PARK	acre	4.1	643	534
2864	4111	TRANSIT STATION	acre	3.5	908	685
2864	4112	RIGHT-OF-WAY	acre	30.4	0	0
2864	5007	STREETFRONT COMMERCIAL	acre	0.6	716	520
2864	5008	SERVICE STATION	acre	0.5	1914	1397
2864	6102	CHURCH	acre	0.8	38	30
2864	9500	UNDER CONTRUCTION	acre	0.2	1	1
2864	9701	MIXED USE 77% STREETFRONT	acre	5.6	5318	3870
2864		TOTAL			17258	12298
2865	101	SINGLE FAMILY	du	1.0	10	8
2865	102	MULTI-FAMILY	du	85.0	674	457
2865	4112	RIGHT-OF-WAY	acre	2.5	0	0
2865	5007	STREETFRONT COMMERCIAL	acre	1.8	2112	1531
2865	5008	SERVICE STATION	acre	0.4	1451	1059
2865	5009	OTHER COMMERCIAL	acre	0.9	169	132
2865	9701	MIXED USE 77% STREETFRONT	acre	2.1	1971	1435
2865		TOTAL			6387	4622
2866	103	MOBILE HOME PARK	du	14.0	91	57
2866	1501	LOW-RISE HOTEL OR MOTEL	acre	1.0	309	186
2866	4112	RIGHT-OF-WAY	acre	4.9	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2866	5006	AUTO COMMERCIAL	acre	7.3	3290	2357
2866	5007	STREETFRONT COMMERCIAL	acre	9.2	10956	7923
2866	9101	INACTIVE USE	acre	0.2	0	0
2866		TOTAL			14646	10523
2867	101	SINGLE FAMILY	du	1.0	11	8
2867	102	MULTI-FAMILY	du	102.0	835	553
2867	1409	OTHER GROUP QUARTERS	acre	1.5	6	4
2867	1501	LOW-RISE HOTEL OR MOTEL	acre	0.9	280	169
2867	4112	RIGHT-OF-WAY	acre	4.8	0	0
2867	5007	STREETFRONT COMMERCIAL	acre	3.6	4334	3138
2867	5008	SERVICE STATION	acre	0.4	1438	1050
2867	6002	LOW RISE OFFICE	acre	2.5	674	518
2867	6109	OTHER PUBLIC SERVICE	acre	0.5	332	262
2867	9101	INACTIVE USE	acre	0.1	0	0
2867		TOTAL			7910	5702
2868	101	SINGLE FAMILY	du	44.0	513	346
2868	102	MULTI-FAMILY	du	14.0	113	74
2868	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
2868	4112	RIGHT-OF-WAY	acre	5.1	0	0
2868	5007	STREETFRONT COMMERCIAL	acre	5.1	6081	4396
2868	9500	UNDER CONTRUCTION	acre	0.5	3	2
2868		TOTAL			6711	4819
2869	101	SINGLE FAMILY	du	3.0	30	23
2869	102	MULTI-FAMILY	du	100.0	810	541
2869	1409	OTHER GROUP QUARTERS	acre	1.2	5	4
2869	4112	RIGHT-OF-WAY	acre	8.5	0	0
2869	5007	STREETFRONT COMMERCIAL	acre	6.6	7912	5737
2869	6002	LOW RISE OFFICE	acre	2.3	656	507
2869	6102	CHURCH	acre	0.6	29	22
2869	6103	LIBRARY	acre	1.4	630	435
2869	6105	FIRE OR POLICE STATION	site	1.0	258	186
2869	6109	OTHER PUBLIC SERVICE	acre	1.0	333	235
2869	7601	ACTIVE PARK	acre	1.4	267	212
2869	9101	INACTIVE USE	acre	0.3	0	0
2869		TOTAL			10930	7902
2870	101	SINGLE FAMILY	du	7.0	78	55
2870	102	MULTI-FAMILY	du	531.0	4455	2892
2870	103	MOBILE HOME PARK	du	136.0	898	562
2870	1409	OTHER GROUP QUARTERS	acre	6.6	26	19
2870	4112	RIGHT-OF-WAY	acre	8.6	0	0
2870	5007	STREETFRONT COMMERCIAL	acre	4.0	4691	3393
2870	6109	OTHER PUBLIC SERVICE	acre	0.4	117	82
2870	9101	INACTIVE USE	acre	3.0	0	0
2870		TOTAL			10265	7003
2871	101	SINGLE FAMILY	du	107.0	1192	837
2871	4112	RIGHT-OF-WAY	acre	9.8	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2871	6101	CEMETERY	acre	64.8	232	189
2871	9101	INACTIVE USE	acre	306.0	0	0
2871		TOTAL			1424	1026
2872	101	SINGLE FAMILY	du	387.0	4599	3337
2872	4112	RIGHT-OF-WAY	acre	28.2	0	0
2872	7601	ACTIVE PARK	acre	5.4	345	224
2872	9101	INACTIVE USE	acre	5.4	0	0
2872		TOTAL			4944	3561
2873	101	SINGLE FAMILY	du	136.0	1525	1061
2873	102	MULTI-FAMILY	du	525.0	4324	2846
2873	1409	OTHER GROUP QUARTERS	acre	4.6	18	13
2873	4112	RIGHT-OF-WAY	acre	11.1	0	0
2873	4114	PARKING	acre	0.3	0	0
2873	5007	STREETFRONT COMMERCIAL	acre	0.1	125	90
2873	6002	LOW RISE OFFICE	acre	1.2	335	258
2873	6102	CHURCH	acre	1.7	86	66
2873	9101	INACTIVE USE	acre	0.2	0	0
2873		TOTAL			6413	4334
2874	101	SINGLE FAMILY	du	33.0	367	256
2874	102	MULTI-FAMILY	du	800.0	6475	4305
2874	4112	RIGHT-OF-WAY	acre	6.8	0	0
2874	5007	STREETFRONT COMMERCIAL	acre	0.8	895	647
2874	6101	CEMETERY	acre	1.5	97	84
2874	9101	INACTIVE USE	acre	0.5	0	0
2874		TOTAL			7834	5292
2875	101	SINGLE FAMILY	du	254.0	3182	2233
2875	4112	RIGHT-OF-WAY	acre	15.0	0	0
2875	5004	NEIGHBORHOOD COMMERCIAL	acre	0.5	579	406
2875		TOTAL			3761	2639
2876	101	SINGLE FAMILY	du	119.0	1312	926
2876	102	MULTI-FAMILY	du	252.0	2016	1358
2876	103	MOBILE HOME PARK	du	34.0	222	141
2876	4112	RIGHT-OF-WAY	acre	13.3	0	0
2876	5007	STREETFRONT COMMERCIAL	acre	0.4	522	381
2876	6806	ELEMENTARY SCHOOL	site	1.0	2256	1238
2876	9101	INACTIVE USE	acre	0.0	0	0
2876		TOTAL			6328	4044
2877	4112	RIGHT-OF-WAY	acre	2.4	0	0
2877	5004	NEIGHBORHOOD COMMERCIAL	acre	4.4	5375	3783
2877	5007	STREETFRONT COMMERCIAL	acre	4.5	5474	3983
2877	6002	LOW RISE OFFICE	acre	4.7	1420	1106
2877	9101	INACTIVE USE	acre	12.0	0	0
2877		TOTAL			12269	8872
2878	4112	RIGHT-OF-WAY	acre	1.7	0	0

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2878	5004	NEIGHBORHOOD COMMERCIAL	acre	7.4	9186	6488
2878	5007	STREETFRONT COMMERCIAL	acre	0.9	1067	773
2878	6502	HOSPITAL	acre	18.9	10605	8444
2878		TOTAL			20858	15705
2879	101	SINGLE FAMILY	du	704.0	8405	6067
2879	4112	RIGHT-OF-WAY	acre	42.7	0	0
2879	6102	CHURCH	acre	1.1	55	42
2879	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
2879	9101	INACTIVE USE	acre	4.7	0	0
2879		TOTAL			10686	7321
2880	101	SINGLE FAMILY	du	33.0	392	284
2880	4112	RIGHT-OF-WAY	acre	6.9	0	0
2880	5004	NEIGHBORHOOD COMMERCIAL	acre	9.0	11239	7938
2880	5007	STREETFRONT COMMERCIAL	acre	1.8	2142	1554
2880	5008	SERVICE STATION	acre	1.1	4398	3211
2880		TOTAL			18171	12987
2881	101	SINGLE FAMILY	du	18.0	198	140
2881	102	MULTI-FAMILY	du	619.0	4981	3328
2881	103	MOBILE HOME PARK	du	275.0	1844	1140
2881	4112	RIGHT-OF-WAY	acre	7.7	0	0
2881	5007	STREETFRONT COMMERCIAL	acre	0.9	1074	776
2881	5009	OTHER COMMERCIAL	acre	0.3	115	95
2881	6109	OTHER PUBLIC SERVICE	acre	2.1	985	742
2881	7607	RESIDENTIAL RECREATION	acre	0.8	0	0
2881	9101	INACTIVE USE	acre	0.2	0	0
2881		TOTAL			9197	6221
2882	102	MULTI-FAMILY	du	2.0	15	11
2882	1503	RESORT	acre	67.5	10637	6532
2882	4112	RIGHT-OF-WAY	acre	14.8	0	0
2882	4114	PARKING	acre	9.4	0	0
2882	7207	MARINA	acre	14.7	537	359
2882	7601	ACTIVE PARK	unique	85.7	16082	10521
2882	9101	INACTIVE USE	acre	569.9	0	0
2882		TOTAL			27271	17423
2883	101	SINGLE FAMILY	du	13.0	148	110
2883	102	MULTI-FAMILY	du	31.0	242	177
2883	1501	LOW-RISE HOTEL OR MOTEL	acre	1.0	372	233
2883	1502	HIGH-RISE HOTEL	acre	7.3	11192	6751
2883	4112	RIGHT-OF-WAY	acre	3.0	0	0
2883	5007	STREETFRONT COMMERCIAL	acre	0.1	62	45
2883	5009	OTHER COMMERCIAL	acre	0.3	37	28
2883	6002	LOW RISE OFFICE	acre	0.2	138	114
2883	7604	ACTIVE BEACH	acre	0.8	3	2
2883		TOTAL			12194	7460
2884	101	SINGLE FAMILY	du	375.0	4395	3214

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2884	102	MULTI-FAMILY	du	154.0	1259	890
2884	4112	RIGHT-OF-WAY	acre	38.9	0	0
2884	5004	NEIGHBORHOOD COMMERCIAL	acre	1.0	1324	944
2884	6102	CHURCH	acre	5.3	260	201
2884	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
2884	9101	INACTIVE USE	acre	0.9	0	0
2884		TOTAL			9443	6443
2885	4112	RIGHT-OF-WAY	acre	7.2	0	0
2885	7601	ACTIVE PARK	acre	55.5	3510	2281
2885		TOTAL			3510	2281
2886	101	SINGLE FAMILY	du	219.0	2793	1932
2886	102	MULTI-FAMILY	du	259.0	2426	1570
2886	4112	RIGHT-OF-WAY	acre	16.2	0	0
2886	5007	STREETFRONT COMMERCIAL	acre	0.2	219	159
2886	5008	SERVICE STATION	acre	0.2	990	723
2886	6509	OTHER HEALTH CARE	acre	0.5	216	160
2886	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4221	2495
2886	6807	SCHOOL DISTRICT OFFICE	acre	7.1	1465	1102
2886	6809	OTHER SCHOOL	acre	3.0	552	456
2886	7601	ACTIVE PARK	acre	17.7	1118	727
2886	9101	INACTIVE USE	acre	110.7	0	0
2886		TOTAL			14000	9324
2887	101	SINGLE FAMILY	du	602.0	7567	5273
2887	102	MULTI-FAMILY	du	527.0	4768	3139
2887	4112	RIGHT-OF-WAY	acre	52.2	0	0
2887	6102	CHURCH	acre	3.7	187	145
2887	6109	OTHER PUBLIC SERVICE	acre	0.9	290	206
2887		TOTAL			12812	8763
2888	101	SINGLE FAMILY	du	72.0	824	567
2888	102	MULTI-FAMILY	du	666.0	5607	3647
2888	103	MOBILE HOME PARK	du	54.0	373	228
2888	1409	OTHER GROUP QUARTERS	acre	0.9	3	2
2888	4112	RIGHT-OF-WAY	acre	7.6	0	0
2888	6102	CHURCH	acre	1.6	80	62
2888	6104	POST OFFICE	acre	3.4	3552	2478
2888	9101	INACTIVE USE	acre	1.1	0	0
2888		TOTAL			10439	6984
2889	101	SINGLE FAMILY	du	94.0	1049	732
2889	102	MULTI-FAMILY	du	113.0	916	611
2889	4112	RIGHT-OF-WAY	acre	9.6	0	0
2889	6002	LOW RISE OFFICE	acre	1.1	272	205
2889	6102	CHURCH	acre	2.0	100	77
2889		TOTAL			2337	1625
2890	101	SINGLE FAMILY	du	172.0	1909	1337
2890	102	MULTI-FAMILY	du	72.0	577	387

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2890	4112	RIGHT-OF-WAY	acre	17.6	0	0
2890	5007	STREETFRONT COMMERCIAL	acre	1.5	1805	1316
2890	6002	LOW RISE OFFICE	acre	2.8	1324	1073
2890	6509	OTHER HEALTH CARE	acre	0.6	264	196
2890	9101	INACTIVE USE	acre	0.1	0	0
2890		TOTAL			5879	4309
2891	101	SINGLE FAMILY	du	50.0	563	389
2891	102	MULTI-FAMILY	du	173.0	1420	938
2891	1409	OTHER GROUP QUARTERS	acre	1.5	6	5
2891	4112	RIGHT-OF-WAY	acre	6.8	0	0
2891	5007	STREETFRONT COMMERCIAL	acre	0.6	709	511
2891	6002	LOW RISE OFFICE	acre	2.2	777	614
2891	6102	CHURCH	acre	3.2	195	155
2891	6509	OTHER HEALTH CARE	acre	0.5	203	149
2891	9101	INACTIVE USE	acre	0.7	0	0
2891		TOTAL			3873	2761
2892	101	SINGLE FAMILY	du	101.0	1114	786
2892	102	MULTI-FAMILY	du	353.0	2846	1906
2892	4112	RIGHT-OF-WAY	acre	9.5	0	0
2892	5007	STREETFRONT COMMERCIAL	acre	0.6	754	544
2892	5008	SERVICE STATION	acre	0.3	1263	922
2892	6102	CHURCH	acre	2.8	138	107
2892	7607	RESIDENTIAL RECREATION	acre	0.6	0	0
2892	9101	INACTIVE USE	acre	1.0	0	0
2892		TOTAL			6115	4265
2893	101	SINGLE FAMILY	du	171.0	1898	1327
2893	102	MULTI-FAMILY	du	163.0	1323	879
2893	4112	RIGHT-OF-WAY	acre	15.1	0	0
2893	6509	OTHER HEALTH CARE	acre	0.3	146	107
2893		TOTAL			3367	2313
2894	101	SINGLE FAMILY	du	224.0	2732	1957
2894	102	MULTI-FAMILY	du	104.0	878	611
2894	4112	RIGHT-OF-WAY	acre	19.8	0	0
2894	6102	CHURCH	acre	0.3	13	10
2894	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
2894	9101	INACTIVE USE	acre	50.1	0	0
2894		TOTAL			3623	2578
2895	101	SINGLE FAMILY	du	27.0	321	231
2895	102	MULTI-FAMILY	du	79.0	659	460
2895	1501	LOW-RISE HOTEL OR MOTEL	acre	1.4	467	287
2895	4112	RIGHT-OF-WAY	acre	15.1	0	0
2895	4113	COMMUNICATION OR UTILITY	acre	1.5	4	4
2895	4114	PARKING	acre	0.2	0	0
2895	5004	NEIGHBORHOOD COMMERCIAL	acre	3.9	4801	3373
2895	5006	AUTO COMMERCIAL	acre	0.3	117	82
2895	5007	STREETFRONT COMMERCIAL	acre	2.8	3379	2458

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2895	5008	SERVICE STATION	acre	0.3	1164	850
2895	6002	LOW RISE OFFICE	acre	0.5	425	354
2895		TOTAL			11337	8099
2896	101	SINGLE FAMILY	du	8.0	95	69
2896	102	MULTI-FAMILY	du	299.0	2478	1737
2896	2101	INDUSTRIAL PARK	acre	5.6	1296	1090
2896	4112	RIGHT-OF-WAY	acre	20.7	0	0
2896	5004	NEIGHBORHOOD COMMERCIAL	acre	1.7	2162	1538
2896	5007	STREETFRONT COMMERCIAL	acre	6.7	8140	5909
2896	5008	SERVICE STATION	acre	1.0	3843	2805
2896	5009	OTHER COMMERCIAL	acre	0.3	35	26
2896	6002	LOW RISE OFFICE	acre	1.8	529	410
2896	6509	OTHER HEALTH CARE	acre	1.3	687	523
2896	9702	MIXED USE 67% STREETFRONT	acre	1.5	1263	920
2896		TOTAL			20528	15027
2897	101	SINGLE FAMILY	du	363.0	4192	3105
2897	102	MULTI-FAMILY	du	309.0	2461	1776
2897	4112	RIGHT-OF-WAY	acre	10.3	0	0
2897	4114	PARKING	acre	0.2	0	0
2897	5007	STREETFRONT COMMERCIAL	acre	0.4	510	369
2897	7604	ACTIVE BEACH	acre	7.2	24	16
2897	9101	INACTIVE USE	acre	0.1	0	0
2897	9702	MIXED USE 67% STREETFRONT	acre	0.5	408	297
2897		TOTAL			7595	5563
2898	101	SINGLE FAMILY	du	302.0	3624	2621
2898	102	MULTI-FAMILY	du	248.0	2095	1465
2898	4112	RIGHT-OF-WAY	acre	41.5	0	0
2898	4114	PARKING	acre	1.9	0	0
2898	6806	ELEMENTARY SCHOOL	site	3.0	6441	3431
2898	6807	SCHOOL DISTRICT OFFICE	acre	10.9	2268	1706
2898		TOTAL			14428	9223
2899	101	SINGLE FAMILY	du	159.0	1674	1221
2899	4112	RIGHT-OF-WAY	acre	9.2	1	1
2899		TOTAL			1675	1222
2900	101	SINGLE FAMILY	du	469.0	5021	3621
2900	4112	RIGHT-OF-WAY	acre	16.1	0	0
2900	6102	CHURCH	acre	1.0	50	39
2900	6806	ELEMENTARY SCHOOL	site	2.0	4338	2326
2900		TOTAL			9409	5986
2901	101	SINGLE FAMILY	du	533.0	5610	4088
2901	102	MULTI-FAMILY	du	146.0	1159	782
2901	1409	OTHER GROUP QUARTERS	acre	6.3	25	18
2901	4112	RIGHT-OF-WAY	acre	28.0	2	2
2901	4113	COMMUNICATION OR UTILITY	acre	3.3	10	8
2901		TOTAL			6806	4898

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2902	102	MULTI-FAMILY	du	15.0	110	79
2902	4112	RIGHT-OF-WAY	acre	5.8	4	3
2902	5004	NEIGHBORHOOD COMMERCIAL	acre	14.4	17695	12462
2902	5008	SERVICE STATION	acre	0.4	1742	1272
2902		TOTAL			19551	13816
2903	101	SINGLE FAMILY	du	279.0	2985	2154
2903	4112	RIGHT-OF-WAY	acre	20.0	1	1
2903	6102	CHURCH	acre	1.1	53	41
2903	6809	OTHER SCHOOL	acre	1.0	172	142
2903		TOTAL			3211	2338
2904	101	SINGLE FAMILY	du	38.0	425	297
2904	102	MULTI-FAMILY	du	239.0	1949	1294
2904	4112	RIGHT-OF-WAY	acre	2.2	0	0
2904	5004	NEIGHBORHOOD COMMERCIAL	acre	6.8	8297	5839
2904	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
2904	9101	INACTIVE USE	acre	5.6	37	32
2904		TOTAL			10708	7462
2905	101	SINGLE FAMILY	du	509.0	5464	3929
2905	102	MULTI-FAMILY	du	176.0	1361	936
2905	4112	RIGHT-OF-WAY	acre	25.6	1	1
2905	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
2905		TOTAL			6828	4867
2906	101	SINGLE FAMILY	du	9.0	99	70
2906	102	MULTI-FAMILY	du	429.0	3425	2311
2906	2101	INDUSTRIAL PARK	acre	13.7	2003	1656
2906	4112	RIGHT-OF-WAY	acre	10.9	0	0
2906	9701	MIXED USE 77% STREETFRONT	acre	2.1	1968	1432
2906		TOTAL			7495	5469
2907	101	SINGLE FAMILY	du	185.0	2250	1603
2907	4112	RIGHT-OF-WAY	acre	11.8	0	0
2907	6102	CHURCH	acre	5.0	252	195
2907		TOTAL			2502	1798
2908	101	SINGLE FAMILY	du	52.0	587	406
2908	102	MULTI-FAMILY	du	663.0	5359	3577
2908	4112	RIGHT-OF-WAY	acre	12.9	0	0
2908	5007	STREETFRONT COMMERCIAL	acre	1.4	1615	1169
2908	5008	SERVICE STATION	acre	0.2	760	555
2908	9701	MIXED USE 77% STREETFRONT	acre	3.8	3646	2653
2908		TOTAL			11967	8360
2909	101	SINGLE FAMILY	du	610.0	7233	5253
2909	4112	RIGHT-OF-WAY	acre	52.6	0	0
2909	6102	CHURCH	acre	2.2	119	93
2909	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
2909	9101	INACTIVE USE	acre	113.1	0	0
2909		TOTAL			9570	6551

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2910	102	MULTI-FAMILY	du	516.0	4213	2982
2910	1409	OTHER GROUP QUARTERS	acre	12.8	51	37
2910	4112	RIGHT-OF-WAY	acre	8.6	0	0
2910	6108	MISSION	acre	9.1	419	302
2910	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
2910	9101	INACTIVE USE	acre	9.6	0	0
2910		TOTAL			6795	4435
2911	101	SINGLE FAMILY	du	1.0	12	8
2911	102	MULTI-FAMILY	du	504.0	4135	2922
2911	2101	INDUSTRIAL PARK	acre	11.7	1855	1540
2911	2103	LIGHT INDUSTRY	acre	11.1	1456	1225
2911	4112	RIGHT-OF-WAY	acre	8.0	3	3
2911	5007	STREETFRONT COMMERCIAL	acre	1.7	1992	1444
2911	6002	LOW RISE OFFICE	acre	3.9	1822	1474
2911	6509	OTHER HEALTH CARE	acre	3.5	1974	1513
2911	9101	INACTIVE USE	acre	18.2	0	0
2911	9702	MIXED USE 67% STREETFRONT	acre	10.4	8579	6243
2911		TOTAL			21828	16372
2912	101	SINGLE FAMILY	du	338.0	3936	2895
2912	102	MULTI-FAMILY	du	182.0	1491	1052
2912	4112	RIGHT-OF-WAY	acre	16.8	0	0
2912	5007	STREETFRONT COMMERCIAL	acre	0.7	908	665
2912		TOTAL			6335	4612
2913	101	SINGLE FAMILY	du	179.0	1940	1396
2913	4112	RIGHT-OF-WAY	acre	17.9	0	0
2913	6105	FIRE OR POLICE STATION	site	1.0	254	183
2913	9101	INACTIVE USE	acre	9.3	0	0
2913		TOTAL			2194	1579
2914	101	SINGLE FAMILY	du	81.0	853	620
2914	102	MULTI-FAMILY	du	348.0	2609	1830
2914	4112	RIGHT-OF-WAY	acre	6.3	1	1
2914		TOTAL			3463	2451
2915	101	SINGLE FAMILY	du	65.0	778	561
2915	102	MULTI-FAMILY	du	73.0	614	424
2915	1409	OTHER GROUP QUARTERS	acre	0.2	1	0
2915	4112	RIGHT-OF-WAY	acre	5.0	0	0
2915	5007	STREETFRONT COMMERCIAL	acre	0.4	427	308
2915	6102	CHURCH	acre	0.5	31	24
2915	6806	ELEMENTARY SCHOOL	site	1.0	2642	1572
2915	7601	ACTIVE PARK	acre	2.6	165	107
2915		TOTAL			4658	2996
2916	101	SINGLE FAMILY	du	225.0	2709	1945
2916	4112	RIGHT-OF-WAY	acre	70.6	0	0
2916	6102	CHURCH	acre	9.2	452	349
2916	9101	INACTIVE USE	acre	21.9	0	0
2916		TOTAL			3161	2294

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2917	101	SINGLE FAMILY	du	282.0	3283	2417
2917	102	MULTI-FAMILY	du	147.0	1199	849
2917	4112	RIGHT-OF-WAY	acre	18.9	0	0
2917	5007	STREETFRONT COMMERCIAL	acre	0.3	402	293
2917	6509	OTHER HEALTH CARE	acre	0.2	63	47
2917	7601	ACTIVE PARK	acre	1.1	71	46
2917		TOTAL			5018	3652
2918	101	SINGLE FAMILY	du	226.0	2430	1745
2918	102	MULTI-FAMILY	du	52.0	398	277
2918	4112	RIGHT-OF-WAY	acre	15.9	1	1
2918	6102	CHURCH	acre	2.5	124	96
2918	7601	ACTIVE PARK	acre	57.8	3653	2374
2918	9101	INACTIVE USE	acre	0.5	0	0
2918	9500	UNDER CONTRUCTION	acre	1.0	6	5
2918		TOTAL			6612	4498
2919	101	SINGLE FAMILY	du	29.0	310	227
2919	4112	RIGHT-OF-WAY	acre	13.3	0	0
2919	6105	FIRE OR POLICE STATION	site	1.0	301	224
2919	8003	FIELD CROPS	acre	4.4	0	0
2919	9101	INACTIVE USE	acre	173.0	0	0
2919		TOTAL			611	451
2920	102	MULTI-FAMILY	du	822.0	6673	4740
2920	2103	LIGHT INDUSTRY	acre	1.3	74	60
2920	2104	WAREHOUSING	acre	1.5	94	80
2920	4112	RIGHT-OF-WAY	acre	21.7	0	0
2920	7607	RESIDENTIAL RECREATION	acre	1.2	0	0
2920		TOTAL			6841	4880
2921	101	SINGLE FAMILY	du	6.0	72	52
2921	4112	RIGHT-OF-WAY	acre	4.9	0	0
2921	4114	PARKING	acre	1.6	0	0
2921	5004	NEIGHBORHOOD COMMERCIAL	acre	7.9	9903	6993
2921	5007	STREETFRONT COMMERCIAL	acre	4.0	4915	3583
2921	5008	SERVICE STATION	acre	0.5	2083	1521
2921	5009	OTHER COMMERCIAL	acre	0.7	72	52
2921	6103	LIBRARY	acre	1.6	664	454
2921	7210	OTHER RECREATION-HIGH	acre	1.2	126	97
2921	9101	INACTIVE USE	acre	2.2	0	0
2921		TOTAL			17835	12752
2922	101	SINGLE FAMILY	du	385.0	4529	3312
2922	4112	RIGHT-OF-WAY	acre	31.2	0	0
2922	9101	INACTIVE USE	acre	0.9	0	0
2922	9500	UNDER CONTRUCTION	acre	1.0	5	4
2922		TOTAL			4534	3316
2923	101	SINGLE FAMILY	du	204.0	2387	1752
2923	4112	RIGHT-OF-WAY	acre	7.1	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2923	4113	COMMUNICATION OR UTILITY	acre	1.9	6	4
2923	9101	INACTIVE USE	acre	12.0	0	0
2923		TOTAL			2393	1756
2924	101	SINGLE FAMILY	du	180.0	2076	1540
2924	102	MULTI-FAMILY	du	571.0	4558	3285
2924	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	24	15
2924	4112	RIGHT-OF-WAY	acre	8.1	0	0
2924	4114	PARKING	acre	4.6	0	0
2924	5007	STREETFRONT COMMERCIAL	acre	0.7	844	619
2924	6109	OTHER PUBLIC SERVICE	acre	0.2	47	33
2924	6509	OTHER HEALTH CARE	acre	0.1	29	21
2924	7207	MARINA	acre	0.7	45	34
2924	9101	INACTIVE USE	acre	0.2	0	0
2924	9702	MIXED USE 67% STREETFRONT	acre	1.2	1003	730
2924		TOTAL			8626	6277
2925	101	SINGLE FAMILY	du	290.0	3210	2266
2925	102	MULTI-FAMILY	du	262.0	2125	1425
2925	4112	RIGHT-OF-WAY	acre	22.8	0	0
2925	6102	CHURCH	acre	3.5	172	133
2925	6806	ELEMENTARY SCHOOL	site	1.0	2264	1245
2925	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
2925	9101	INACTIVE USE	acre	2.3	0	0
2925		TOTAL			7771	5069
2926	101	SINGLE FAMILY	du	136.0	1427	1042
2926	4112	RIGHT-OF-WAY	acre	9.3	0	0
2926	6806	ELEMENTARY SCHOOL	site	1.0	2233	1218
2926	7601	ACTIVE PARK	acre	2.6	164	107
2926		TOTAL			3824	2367
2927	4112	RIGHT-OF-WAY	acre	17.8	0	0
2927	5001	WHOLESALE TRADE	acre	3.6	144	101
2927	7202	STADIUM OR ARENA	acre	137.3	3055	2064
2927	9101	INACTIVE USE	acre	2.5	0	0
2927		TOTAL			3199	2165
2928	101	SINGLE FAMILY	du	417.0	5125	3631
2928	4112	RIGHT-OF-WAY	acre	17.2	0	0
2928	4113	COMMUNICATION OR UTILITY	acre	2.7	8	6
2928	6002	LOW RISE OFFICE	acre	6.4	2788	2245
2928	7607	RESIDENTIAL RECREATION	acre	3.7	0	0
2928	9101	INACTIVE USE	acre	25.4	0	0
2928		TOTAL			7921	5882
2929	101	SINGLE FAMILY	du	356.0	4283	3078
2929	102	MULTI-FAMILY	du	1064.0	8964	6209
2929	4112	RIGHT-OF-WAY	acre	15.3	0	0
2929	9101	INACTIVE USE	acre	44.8	0	0
2929		TOTAL			13247	9287

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2930	101	SINGLE FAMILY	du	16.0	177	125
2930	102	MULTI-FAMILY	du	122.0	976	659
2930	4112	RIGHT-OF-WAY	acre	2.8	0	0
2930	5007	STREETFRONT COMMERCIAL	acre	6.7	8022	5808
2930	5008	SERVICE STATION	acre	0.9	3501	2556
2930	6102	CHURCH	acre	2.0	97	75
2930		TOTAL			12773	9223
2931	102	MULTI-FAMILY	du	638.0	5112	3433
2931	2101	INDUSTRIAL PARK	acre	3.9	1295	1099
2931	4112	RIGHT-OF-WAY	acre	31.1	0	0
2931	5006	AUTO COMMERCIAL	acre	0.2	99	70
2931	5007	STREETFRONT COMMERCIAL	acre	0.3	384	277
2931	6001	HIGH RISE OFFICE	acre	5.1	12129	9526
2931	9701	MIXED USE 77% STREETFRONT	acre	15.5	14687	10688
2931		TOTAL			33706	25093
2932	102	MULTI-FAMILY	du	626.0	4868	3334
2932	4111	TRANSIT STATION	acre	3.1	808	610
2932	4112	RIGHT-OF-WAY	acre	26.0	9	7
2932	5008	SERVICE STATION	acre	0.5	1822	1330
2932	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
2932	9101	INACTIVE USE	acre	2.2	0	0
2932		TOTAL			7507	5281
2933	101	SINGLE FAMILY	du	268.0	2945	2086
2933	102	MULTI-FAMILY	du	96.0	780	522
2933	1501	LOW-RISE HOTEL OR MOTEL	acre	6.7	2347	1466
2933	2201	EXTRACTIVE INDUSTRY	acre	0.2	0	0
2933	4112	RIGHT-OF-WAY	acre	37.0	0	0
2933	4113	COMMUNICATION OR UTILITY	acre	1.7	5	4
2933	7204	GOLF COURSE	acre	327.5	0	0
2933	7205	GOLF CLUB HOUSE	site	1.0	638	429
2933	7210	OTHER RECREATION-HIGH	acre	9.8	516	347
2933	9101	INACTIVE USE	acre	160.1	0	0
2933		TOTAL			7231	4854
2934	101	SINGLE FAMILY	du	566.0	6748	4878
2934	4112	RIGHT-OF-WAY	acre	31.4	0	0
2934	4113	COMMUNICATION OR UTILITY	acre	10.1	30	23
2934	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
2934	7204	GOLF COURSE	acre	3.2	0	0
2934	9101	INACTIVE USE	acre	95.7	0	0
2934		TOTAL			8996	6106
2935	101	SINGLE FAMILY	du	176.0	1965	1374
2935	102	MULTI-FAMILY	du	941.0	7600	5062
2935	4112	RIGHT-OF-WAY	acre	12.8	0	0
2935	5007	STREETFRONT COMMERCIAL	acre	1.0	1153	834
2935	6509	OTHER HEALTH CARE	acre	0.3	163	126
2935	9101	INACTIVE USE	acre	0.6	0	0
2935		TOTAL			10881	7396

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2936	101	SINGLE FAMILY	du	303.0	3478	2385
2936	102	MULTI-FAMILY	du	378.0	3199	2054
2936	4112	RIGHT-OF-WAY	acre	24.4	0	0
2936	5007	STREETFRONT COMMERCIAL	acre	0.7	863	623
2936	5008	SERVICE STATION	acre	0.6	2227	1626
2936	6002	LOW RISE OFFICE	acre	1.1	385	303
2936	9101	INACTIVE USE	acre	0.1	0	0
2936		TOTAL			10152	6991
2937	101	SINGLE FAMILY	du	183.0	2201	1580
2937	102	MULTI-FAMILY	du	124.0	1043	721
2937	4112	RIGHT-OF-WAY	acre	7.1	0	0
2937	5007	STREETFRONT COMMERCIAL	acre	1.7	2019	1464
2937		TOTAL			5263	3765
2938	101	SINGLE FAMILY	du	655.0	7287	5103
2938	1409	OTHER GROUP QUARTERS	acre	0.7	3	2
2938	4112	RIGHT-OF-WAY	acre	22.6	0	0
2938	5006	AUTO COMMERCIAL	acre	0.7	278	195
2938	5009	OTHER COMMERCIAL	acre	0.2	18	13
2938	6102	CHURCH	acre	2.2	112	86
2938	9101	INACTIVE USE	acre	0.0	0	0
2938		TOTAL			7698	5399
2939	101	SINGLE FAMILY	du	207.0	2299	1615
2939	102	MULTI-FAMILY	du	93.0	746	502
2939	4112	RIGHT-OF-WAY	acre	19.2	0	0
2939	4113	COMMUNICATION OR UTILITY	acre	0.2	0	0
2939	5007	STREETFRONT COMMERCIAL	acre	2.1	2447	1770
2939	6806	ELEMENTARY SCHOOL	site	1.0	2208	1197
2939	7601	ACTIVE PARK	acre	4.2	269	175
2939		TOTAL			7969	5259
2940	101	SINGLE FAMILY	du	291.0	3356	2281
2940	102	MULTI-FAMILY	du	97.0	833	527
2940	4112	RIGHT-OF-WAY	acre	20.1	0	0
2940	5007	STREETFRONT COMMERCIAL	acre	4.0	4672	3375
2940	5008	SERVICE STATION	acre	0.4	1412	1031
2940		TOTAL			10273	7214
2941	101	SINGLE FAMILY	du	63.0	708	491
2941	102	MULTI-FAMILY	du	113.0	927	610
2941	4112	RIGHT-OF-WAY	acre	6.0	0	0
2941	4114	PARKING	acre	0.9	0	0
2941	5007	STREETFRONT COMMERCIAL	acre	9.0	10917	7924
2941	6809	OTHER SCHOOL	acre	1.2	241	200
2941	9101	INACTIVE USE	acre	0.4	0	0
2941		TOTAL			12793	9225
2942	101	SINGLE FAMILY	du	91.0	1019	711
2942	102	MULTI-FAMILY	du	380.0	3095	2056

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2942	4112	RIGHT-OF-WAY	acre	9.6	0	0
2942	5007	STREETFRONT COMMERCIAL	acre	0.5	603	436
2942	6102	CHURCH	acre	5.1	496	406
2942	9101	INACTIVE USE	acre	1.2	0	0
2942		TOTAL			5213	3609
2943	101	SINGLE FAMILY	du	80.0	894	621
2943	102	MULTI-FAMILY	du	561.0	4569	3035
2943	4112	RIGHT-OF-WAY	acre	8.7	0	0
2943	5007	STREETFRONT COMMERCIAL	acre	1.4	1689	1220
2943	6109	OTHER PUBLIC SERVICE	acre	1.8	586	414
2943	6509	OTHER HEALTH CARE	acre	0.4	159	117
2943	9101	INACTIVE USE	acre	2.6	0	0
2943		TOTAL			7897	5407
2944	101	SINGLE FAMILY	du	117.0	1318	912
2944	4112	RIGHT-OF-WAY	acre	3.0	0	0
2944	5009	OTHER COMMERCIAL	acre	0.3	41	30
2944		TOTAL			1359	942
2945	101	SINGLE FAMILY	du	60.0	668	467
2945	102	MULTI-FAMILY	du	116.0	933	622
2945	103	MOBILE HOME PARK	du	199.0	1340	828
2945	4112	RIGHT-OF-WAY	acre	5.6	0	0
2945	5007	STREETFRONT COMMERCIAL	acre	1.0	1160	838
2945	9101	INACTIVE USE	acre	0.7	0	0
2945		TOTAL			4101	2755
2946	102	MULTI-FAMILY	du	200.0	1539	1064
2946	4112	RIGHT-OF-WAY	acre	2.8	2	2
2946	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	7127	5021
2946	5007	STREETFRONT COMMERCIAL	acre	0.9	1078	780
2946		TOTAL			9746	6867
2947	101	SINGLE FAMILY	du	13.0	137	100
2947	4112	RIGHT-OF-WAY	acre	0.1	0	0
2947	9101	INACTIVE USE	acre	2150.1	0	0
2947		TOTAL			137	100
2948	101	SINGLE FAMILY	du	10.0	105	78
2948	8003	FIELD CROPS	acre	2.5	0	0
2948	9101	INACTIVE USE	acre	623.3	0	0
2948		TOTAL			105	78
2949	101	SINGLE FAMILY	du	255.0	2859	1990
2949	102	MULTI-FAMILY	du	169.0	1379	913
2949	1409	OTHER GROUP QUARTERS	acre	1.7	7	5
2949	2104	WAREHOUSING	acre	0.4	17	14
2949	4112	RIGHT-OF-WAY	acre	17.0	0	0
2949	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
2949	9101	INACTIVE USE	acre	0.5	0	0
2949		TOTAL			4262	2922

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2950	102	MULTI-FAMILY	du	798.0	6459	4605
2950	4112	RIGHT-OF-WAY	acre	13.8	0	0
2950	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3151	2231
2950	6002	LOW RISE OFFICE	acre	3.0	1563	1274
2950	7210	OTHER RECREATION-HIGH	acre	2.3	158	114
2950	9101	INACTIVE USE	acre	2.9	0	0
2950		TOTAL			11331	8224
2951	101	SINGLE FAMILY	du	52.0	618	448
2951	2101	INDUSTRIAL PARK	acre	5.6	698	573
2951	2104	WAREHOUSING	acre	7.1	369	309
2951	4112	RIGHT-OF-WAY	acre	11.6	0	0
2951	4113	COMMUNICATION OR UTILITY	acre	1.5	5	4
2951	5009	OTHER COMMERCIAL	acre	8.3	1331	1024
2951	6002	LOW RISE OFFICE	acre	1.1	277	210
2951	6102	CHURCH	acre	7.9	391	302
2951	6104	POST OFFICE	acre	2.6	2712	1894
2951	9101	INACTIVE USE	acre	8.5	0	0
2951		TOTAL			6401	4764
2952	101	SINGLE FAMILY	du	79.0	832	606
2952	102	MULTI-FAMILY	du	598.0	4470	3148
2952	4112	RIGHT-OF-WAY	acre	7.0	6	5
2952	5007	STREETFRONT COMMERCIAL	acre	0.3	432	315
2952	6102	CHURCH	acre	3.7	183	142
2952	7601	ACTIVE PARK	acre	10.7	675	439
2952	9101	INACTIVE USE	acre	0.0	0	0
2952		TOTAL			6598	4655
2953	101	SINGLE FAMILY	du	111.0	1238	864
2953	4112	RIGHT-OF-WAY	acre	0.2	0	0
2953	6102	CHURCH	acre	0.5	25	20
2953		TOTAL			1263	884
2954	4112	RIGHT-OF-WAY	acre	8.4	0	0
2954	5003	COMMUNITY COMMERCIAL	acre	45.2	35435	25042
2954	6002	LOW RISE OFFICE	acre	12.6	4052	3175
2954	6103	LIBRARY	acre	2.0	832	569
2954		TOTAL			40319	28786
2955	101	SINGLE FAMILY	du	307.0	3284	2370
2955	102	MULTI-FAMILY	du	398.0	3044	2109
2955	4112	RIGHT-OF-WAY	acre	36.9	11	10
2955	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
2955	9101	INACTIVE USE	acre	0.5	0	0
2955		TOTAL			6339	4489
2956	101	SINGLE FAMILY	du	24.0	280	206
2956	102	MULTI-FAMILY	du	36.0	293	207
2956	4112	RIGHT-OF-WAY	acre	14.8	0	0
2956	5006	AUTO COMMERCIAL	acre	7.0	3026	2150

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2956	5007	STREETFRONT COMMERCIAL	acre	2.4	2921	2125
2956	6105	FIRE OR POLICE STATION	site	1.0	264	192
2956		TOTAL			6784	4880
2957	101	SINGLE FAMILY	du	397.0	4364	3096
2957	4112	RIGHT-OF-WAY	acre	47.0	0	0
2957	4113	COMMUNICATION OR UTILITY	acre	1.6	5	4
2957	7211	OTHER RECREATION-LOW	acre	0.9	6	4
2957	9101	INACTIVE USE	acre	58.0	0	0
2957	9500	UNDER CONTRUCTION	acre	8.7	49	38
2957		TOTAL			4424	3142
2958	101	SINGLE FAMILY	du	447.0	5291	3851
2958	102	MULTI-FAMILY	du	12.0	98	69
2958	4112	RIGHT-OF-WAY	acre	31.3	0	0
2958	5009	OTHER COMMERCIAL	acre	0.2	19	14
2958	6102	CHURCH	acre	2.9	145	112
2958	6809	OTHER SCHOOL	acre	0.1	70	60
2958		TOTAL			5623	4106
2959	2101	INDUSTRIAL PARK	acre	11.5	1841	1529
2959	2103	LIGHT INDUSTRY	acre	3.9	503	422
2959	2104	WAREHOUSING	acre	1.0	49	41
2959	2105	PUBLIC STORAGE	acre	2.7	74	62
2959	4112	RIGHT-OF-WAY	acre	10.7	0	0
2959	5006	AUTO COMMERCIAL	acre	10.8	4797	3425
2959	5007	STREETFRONT COMMERCIAL	acre	6.9	8192	5931
2959	5009	OTHER COMMERCIAL	acre	10.6	1462	1101
2959	9101	INACTIVE USE	acre	3.0	0	0
2959		TOTAL			16918	12511
2960	101	SINGLE FAMILY	du	105.0	1333	924
2960	102	MULTI-FAMILY	du	369.0	3339	2202
2960	4112	RIGHT-OF-WAY	acre	9.1	0	0
2960	6002	LOW RISE OFFICE	acre	0.3	99	77
2960		TOTAL			4771	3203
2961	101	SINGLE FAMILY	du	48.0	526	376
2961	4113	COMMUNICATION OR UTILITY	acre	2.0	6	5
2961	7209	CASINO	unique	29.3	18861	13227
2961		TOTAL			19393	13608
2962	101	SINGLE FAMILY	du	144.0	1688	1236
2962	102	MULTI-FAMILY	du	409.0	3316	2360
2962	4112	RIGHT-OF-WAY	acre	10.6	0	0
2962	5004	NEIGHBORHOOD COMMERCIAL	acre	1.1	1423	1006
2962	7607	RESIDENTIAL RECREATION	acre	1.6	0	0
2962	9101	INACTIVE USE	acre	30.9	0	0
2962		TOTAL			6427	4602
2963	101	SINGLE FAMILY	du	107.0	1245	851

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2963	1409	OTHER GROUP QUARTERS	acre	3.3	13	10
2963	4112	RIGHT-OF-WAY	acre	61.3	0	0
2963	6502	HOSPITAL	acre	10.8	2813	2015
2963	6509	OTHER HEALTH CARE	acre	1.8	772	566
2963	7601	ACTIVE PARK	acre	3.5	220	143
2963	9101	INACTIVE USE	acre	5.2	0	0
2963		TOTAL			5063	3585
2964	101	SINGLE FAMILY	du	159.0	1706	1225
2964	1501	LOW-RISE HOTEL OR MOTEL	acre	0.8	262	158
2964	4112	RIGHT-OF-WAY	acre	45.4	0	0
2964	4114	PARKING	acre	0.4	0	0
2964	5007	STREETFRONT COMMERCIAL	acre	3.8	4578	3322
2964	5008	SERVICE STATION	acre	0.7	2856	2085
2964	6509	OTHER HEALTH CARE	acre	0.2	105	77
2964	7210	OTHER RECREATION-HIGH	acre	1.9	112	77
2964	9101	INACTIVE USE	acre	4.4	0	0
2964		TOTAL			9619	6944
2965	101	SINGLE FAMILY	du	187.0	2391	1646
2965	4112	RIGHT-OF-WAY	acre	11.2	0	0
2965		TOTAL			2391	1646
2966	101	SINGLE FAMILY	du	41.0	479	351
2966	102	MULTI-FAMILY	du	533.0	4542	3117
2966	4112	RIGHT-OF-WAY	acre	12.0	0	0
2966	5004	NEIGHBORHOOD COMMERCIAL	acre	0.4	529	371
2966	6102	CHURCH	acre	1.6	136	110
2966	6109	OTHER PUBLIC SERVICE	acre	1.1	407	293
2966	6806	ELEMENTARY SCHOOL	site	1.0	2117	1118
2966	9101	INACTIVE USE	acre	11.2	0	0
2966		TOTAL			8210	5360
2967	102	MULTI-FAMILY	du	319.0	2476	1693
2967	4111	TRANSIT STATION	acre	1.0	265	200
2967	4112	RIGHT-OF-WAY	acre	8.7	5	4
2967	6002	LOW RISE OFFICE	acre	7.5	3088	2475
2967		TOTAL			5834	4372
2968	101	SINGLE FAMILY	du	187.0	1969	1432
2968	102	MULTI-FAMILY	du	1004.0	7551	5292
2968	4112	RIGHT-OF-WAY	acre	11.5	3	3
2968	6102	CHURCH	acre	5.4	269	208
2968	7601	ACTIVE PARK	acre	3.9	246	160
2968	7607	RESIDENTIAL RECREATION	acre	2.9	10	9
2968		TOTAL			10048	7104
2969	101	SINGLE FAMILY	du	450.0	4976	3508
2969	102	MULTI-FAMILY	du	213.0	1701	1152
2969	4112	RIGHT-OF-WAY	acre	24.3	0	0
2969	7607	RESIDENTIAL RECREATION	acre	4.2	7	6

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2969	9101	INACTIVE USE	acre	1.7	0	0
2969		TOTAL			6684	4666
2970	101	SINGLE FAMILY	du	7.0	81	60
2970	102	MULTI-FAMILY	du	103.0	845	598
2970	4112	RIGHT-OF-WAY	acre	1.8	0	0
2970	5004	NEIGHBORHOOD COMMERCIAL	acre	4.1	4957	3485
2970	5007	STREETFRONT COMMERCIAL	acre	1.1	1309	946
2970	5008	SERVICE STATION	acre	0.8	3249	2372
2970	6002	LOW RISE OFFICE	acre	0.4	93	70
2970		TOTAL			10534	7531
2971	101	SINGLE FAMILY	du	17.0	181	132
2971	102	MULTI-FAMILY	du	36.0	274	192
2971	1501	LOW-RISE HOTEL OR MOTEL	acre	1.5	491	295
2971	4112	RIGHT-OF-WAY	acre	30.5	0	0
2971	6002	LOW RISE OFFICE	acre	1.2	320	245
2971	6804	SENIOR HIGH SCHOOL	site	1.0	7502	4061
2971	7601	ACTIVE PARK	acre	0.5	33	21
2971	9101	INACTIVE USE	acre	9.8	0	0
2971		TOTAL			8801	4946
2972	101	SINGLE FAMILY	du	232.0	2545	1810
2972	4112	RIGHT-OF-WAY	acre	18.2	0	0
2972	4113	COMMUNICATION OR UTILITY	acre	1.5	4	3
2972	9101	INACTIVE USE	acre	9.7	0	0
2972		TOTAL			2549	1813
2973	101	SINGLE FAMILY	du	49.0	582	422
2973	102	MULTI-FAMILY	du	740.0	6166	4295
2973	9702	MIXED USE 67% STREETFRONT	acre	29.0	24009	17472
2973		TOTAL			30757	22189
2974	101	SINGLE FAMILY	du	51.0	604	438
2974	102	MULTI-FAMILY	du	1374.0	11429	7984
2974	4112	RIGHT-OF-WAY	acre	5.6	0	0
2974	9702	MIXED USE 67% STREETFRONT	acre	57.6	47679	34697
2974		TOTAL			59712	43119
2975	1501	LOW-RISE HOTEL OR MOTEL	acre	17.2	5843	3600
2975	7207	MARINA	acre	0.5	18	12
2975	7601	ACTIVE PARK	acre	24.9	1580	1028
2975		TOTAL			7441	4640
2976	101	SINGLE FAMILY	du	278.0	2919	2130
2976	102	MULTI-FAMILY	du	77.0	570	404
2976	1409	OTHER GROUP QUARTERS	acre	0.2	1	0
2976	4112	RIGHT-OF-WAY	acre	20.6	0	0
2976	7607	RESIDENTIAL RECREATION	acre	0.1	0	0
2976		TOTAL			3490	2534

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2977	101	SINGLE FAMILY	du	232.0	2737	1990
2977	102	MULTI-FAMILY	du	199.0	1644	1152
2977	4112	RIGHT-OF-WAY	acre	21.0	0	0
2977	6102	CHURCH	acre	1.8	90	69
2977	6104	POST OFFICE	acre	3.9	3993	2773
2977	6105	FIRE OR POLICE STATION	site	1.0	264	192
2977	6806	ELEMENTARY SCHOOL	site	2.0	4458	2430
2977	9101	INACTIVE USE	acre	2.7	0	0
2977	9702	MIXED USE 67% STREETFRONT	acre	0.6	461	335
2977		TOTAL			13647	8941
2978	101	SINGLE FAMILY	du	633.0	7643	5475
2978	102	MULTI-FAMILY	du	313.0	2583	1816
2978	4112	RIGHT-OF-WAY	acre	30.8	2	2
2978	6102	CHURCH	acre	2.1	103	80
2978	6809	OTHER SCHOOL	acre	7.7	1435	1187
2978	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
2978	9101	INACTIVE USE	acre	17.9	0	0
2978		TOTAL			11766	8560
2979	102	MULTI-FAMILY	du	18.0	147	104
2979	2101	INDUSTRIAL PARK	acre	21.9	3569	2966
2979	4112	RIGHT-OF-WAY	acre	4.0	0	0
2979	5007	STREETFRONT COMMERCIAL	acre	0.4	478	346
2979	5008	SERVICE STATION	acre	0.4	1473	1075
2979	6509	OTHER HEALTH CARE	acre	1.1	505	378
2979	9702	MIXED USE 67% STREETFRONT	acre	0.3	226	165
2979		TOTAL			6398	5034
2980	101	SINGLE FAMILY	du	185.0	2066	1438
2980	4112	RIGHT-OF-WAY	acre	14.6	0	0
2980	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
2980	6102	CHURCH	acre	2.5	124	96
2980	9101	INACTIVE USE	acre	1.0	0	0
2980		TOTAL			2192	1535
2981	102	MULTI-FAMILY	du	415.0	3457	2415
2981	4112	RIGHT-OF-WAY	acre	7.9	0	0
2981	9101	INACTIVE USE	acre	9.1	0	0
2981	9702	MIXED USE 67% STREETFRONT	acre	18.4	15209	11068
2981		TOTAL			18666	13483
2982	101	SINGLE FAMILY	du	103.0	1176	878
2982	102	MULTI-FAMILY	du	328.0	2602	1878
2982	4112	RIGHT-OF-WAY	acre	6.7	0	0
2982	4114	PARKING	acre	6.3	0	0
2982	5007	STREETFRONT COMMERCIAL	acre	0.1	108	78
2982	7207	MARINA	acre	11.3	463	319
2982	9101	INACTIVE USE	acre	0.1	0	0
2982		TOTAL			4349	3153

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2983	101	SINGLE FAMILY	du	350.0	4104	3010
2983	4112	RIGHT-OF-WAY	acre	42.1	0	0
2983	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
2983	7601	ACTIVE PARK	acre	4.8	332	223
2983	9101	INACTIVE USE	acre	33.8	0	0
2983		TOTAL			4437	3234
2984	1409	OTHER GROUP QUARTERS	acre	2.0	8	6
2984	4112	RIGHT-OF-WAY	acre	6.7	0	0
2984	4114	PARKING	acre	1.3	0	0
2984	5007	STREETFRONT COMMERCIAL	acre	0.9	1055	766
2984	6502	HOSPITAL	acre	26.9	12878	10098
2984	6509	OTHER HEALTH CARE	acre	6.8	3154	2349
2984	7210	OTHER RECREATION-HIGH	acre	5.9	376	264
2984	9101	INACTIVE USE	acre	0.6	0	0
2984		TOTAL			17471	13483
2985	101	SINGLE FAMILY	du	100.0	1194	864
2985	102	MULTI-FAMILY	du	862.0	7174	5009
2985	1501	LOW-RISE HOTEL OR MOTEL	acre	3.2	1052	638
2985	4112	RIGHT-OF-WAY	acre	37.8	0	0
2985	5007	STREETFRONT COMMERCIAL	acre	1.0	1179	858
2985	9101	INACTIVE USE	acre	2.6	0	0
2985		TOTAL			10599	7369
2986	101	SINGLE FAMILY	du	1.0	11	8
2986	102	MULTI-FAMILY	du	64.0	480	339
2986	4112	RIGHT-OF-WAY	acre	8.2	3	2
2986	5004	NEIGHBORHOOD COMMERCIAL	acre	11.2	14249	10099
2986	5008	SERVICE STATION	acre	0.8	3265	2383
2986		TOTAL			18008	12831
2987	101	SINGLE FAMILY	du	71.0	795	553
2987	4112	RIGHT-OF-WAY	acre	9.1	0	0
2987	6806	ELEMENTARY SCHOOL	site	1.0	2234	1219
2987		TOTAL			3029	1772
2988	101	SINGLE FAMILY	du	84.0	892	645
2988	102	MULTI-FAMILY	du	427.0	3260	2263
2988	1409	OTHER GROUP QUARTERS	acre	2.8	11	8
2988	4112	RIGHT-OF-WAY	acre	3.1	2	2
2988		TOTAL			4165	2918
2989	101	SINGLE FAMILY	du	593.0	6547	4597
2989	4112	RIGHT-OF-WAY	acre	39.7	0	0
2989	6509	OTHER HEALTH CARE	acre	0.5	234	173
2989	9101	INACTIVE USE	acre	2.9	0	0
2989		TOTAL			6781	4770
2990	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	578	353
2990	2101	INDUSTRIAL PARK	acre	12.9	1773	1463

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
2990	4111	TRANSIT STATION	acre	7.1	1846	1393
2990	4112	RIGHT-OF-WAY	acre	3.0	0	0
2990	5007	STREETFRONT COMMERCIAL	acre	1.5	1738	1260
2990		TOTAL			5935	4469
2991	101	SINGLE FAMILY	du	12.0	125	92
2991	2201	EXTRACTIVE INDUSTRY	acre	156.0	113	94
2991	4112	RIGHT-OF-WAY	acre	28.1	0	0
2991	5009	OTHER COMMERCIAL	acre	1.0	106	77
2991	6806	ELEMENTARY SCHOOL	site	1.0	2239	1223
2991	9101	INACTIVE USE	acre	2494.1	0	0
2991		TOTAL			2583	1486
2992	101	SINGLE FAMILY	du	272.0	3231	2342
2992	4112	RIGHT-OF-WAY	acre	15.3	0	0
2992	6102	CHURCH	acre	6.3	488	394
2992	9101	INACTIVE USE	acre	0.2	0	0
2992		TOTAL			3719	2736
2993	102	MULTI-FAMILY	du	208.0	1594	1102
2993	4111	TRANSIT STATION	acre	0.7	180	136
2993	4112	RIGHT-OF-WAY	acre	4.9	0	0
2993	5003	COMMUNITY COMMERCIAL	acre	8.9	6980	4929
2993		TOTAL			8754	6167
2994	1501	LOW-RISE HOTEL OR MOTEL	acre	3.4	1097	664
2994	2101	INDUSTRIAL PARK	acre	33.7	5359	4450
2994	2104	WAREHOUSING	acre	1.4	157	134
2994	2105	PUBLIC STORAGE	acre	8.5	228	191
2994	4112	RIGHT-OF-WAY	acre	17.4	0	0
2994	4113	COMMUNICATION OR UTILITY	acre	10.1	30	23
2994	6002	LOW RISE OFFICE	acre	18.1	4866	3733
2994	6509	OTHER HEALTH CARE	acre	2.8	1340	1005
2994	6807	SCHOOL DISTRICT OFFICE	acre	1.1	234	176
2994		TOTAL			13311	10376
2995	101	SINGLE FAMILY	du	247.0	3002	2221
2995	102	MULTI-FAMILY	du	120.0	1029	737
2995	103	MOBILE HOME PARK	du	90.0	646	438
2995	4112	RIGHT-OF-WAY	acre	23.9	0	0
2995	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
2995	5007	STREETFRONT COMMERCIAL	acre	2.5	3014	2195
2995		TOTAL			7693	5592
2996	4112	RIGHT-OF-WAY	acre	24.9	0	0
2996	4113	COMMUNICATION OR UTILITY	acre	0.8	2	2
2996	6002	LOW RISE OFFICE	acre	14.5	6168	4955
2996	7202	STADIUM OR ARENA	acre	22.7	492	330
2996	9101	INACTIVE USE	acre	54.7	0	0
2996		TOTAL			6662	5287

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
2997	102	MULTI-FAMILY	du	1548.0	12774	8986
2997	4112	RIGHT-OF-WAY	acre	25.4	0	0
2997	4114	PARKING	acre	5.2	0	0
2997	7607	RESIDENTIAL RECREATION	acre	1.5	10	8
2997	9101	INACTIVE USE	acre	11.6	0	0
2997		TOTAL			12784	8994
2998	4112	RIGHT-OF-WAY	acre	11.0	0	0
2998	4114	PARKING	acre	0.3	0	0
2998	5002	REGIONAL COMMERCIAL	acre	63.6	44131	31062
2998	5003	COMMUNITY COMMERCIAL	acre	2.7	2071	1457
2998	5007	STREETFRONT COMMERCIAL	acre	2.7	3219	2338
2998	6002	LOW RISE OFFICE	acre	1.4	378	290
2998	9101	INACTIVE USE	acre	5.2	0	0
2998		TOTAL			49799	35147
2999	101	SINGLE FAMILY	du	3.0	32	23
2999	4112	RIGHT-OF-WAY	acre	4.4	8	7
2999	5007	STREETFRONT COMMERCIAL	acre	2.2	2578	1863
2999	6002	LOW RISE OFFICE	acre	4.0	1406	1112
2999		TOTAL			4024	3005
3000	101	SINGLE FAMILY	du	473.0	4829	3581
3000	4112	RIGHT-OF-WAY	acre	105.3	0	0
3000	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
3000	9101	INACTIVE USE	acre	102.5	0	0
3000		TOTAL			7047	4786
3001	102	MULTI-FAMILY	du	1206.0	10044	7008
3001	2201	EXTRACTIVE INDUSTRY	acre	0.5	0	0
3001	4112	RIGHT-OF-WAY	acre	10.5	0	0
3001	9702	MIXED USE 67% STREETFRONT	acre	39.4	32625	23742
3001		TOTAL			42669	30750
3002	102	MULTI-FAMILY	du	1221.0	10179	7097
3002	9702	MIXED USE 67% STREETFRONT	acre	53.1	43984	32008
3002		TOTAL			54163	39105
3003	101	SINGLE FAMILY	du	298.0	3325	2334
3003	4112	RIGHT-OF-WAY	acre	17.9	0	0
3003	7607	RESIDENTIAL RECREATION	acre	1.2	0	0
3003	9101	INACTIVE USE	acre	18.6	0	0
3003		TOTAL			3325	2334
3004	101	SINGLE FAMILY	du	54.0	595	418
3004	4112	RIGHT-OF-WAY	acre	9.3	0	0
3004	9101	INACTIVE USE	acre	1.9	0	0
3004		TOTAL			595	418
3005	101	SINGLE FAMILY	du	192.0	2041	1475
3005	102	MULTI-FAMILY	du	5.0	38	27

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3005	4112	RIGHT-OF-WAY	acre	13.8	2	2
3005	5009	OTHER COMMERCIAL	acre	0.4	59	44
3005	6002	LOW RISE OFFICE	acre	0.2	63	49
3005	6102	CHURCH	acre	4.3	212	163
3005		TOTAL			2415	1760
3006	101	SINGLE FAMILY	du	229.0	2861	2004
3006	4112	RIGHT-OF-WAY	acre	26.6	0	0
3006	7601	ACTIVE PARK	acre	11.3	711	462
3006	9101	INACTIVE USE	acre	3.2	0	0
3006		TOTAL			3572	2466
3007	101	SINGLE FAMILY	du	388.0	4114	2979
3007	102	MULTI-FAMILY	du	317.0	2385	1673
3007	4112	RIGHT-OF-WAY	acre	11.1	7	6
3007	5007	STREETFRONT COMMERCIAL	acre	0.6	649	469
3007	7607	RESIDENTIAL RECREATION	acre	2.1	0	0
3007	9101	INACTIVE USE	acre	6.9	106	91
3007		TOTAL			7261	5218
3008	101	SINGLE FAMILY	du	89.0	968	689
3008	4112	RIGHT-OF-WAY	acre	10.6	0	0
3008		TOTAL			968	689
3009	101	SINGLE FAMILY	du	95.0	1065	741
3009	102	MULTI-FAMILY	du	144.0	1211	787
3009	103	MOBILE HOME PARK	du	135.0	880	557
3009	1409	OTHER GROUP QUARTERS	acre	5.4	21	16
3009	4112	RIGHT-OF-WAY	acre	10.7	0	0
3009	4113	COMMUNICATION OR UTILITY	acre	2.1	6	5
3009	6102	CHURCH	acre	7.4	363	280
3009	6509	OTHER HEALTH CARE	acre	5.5	2276	1664
3009	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4243	2514
3009	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
3009	7601	ACTIVE PARK	acre	12.1	768	499
3009	9101	INACTIVE USE	acre	3.2	0	0
3009		TOTAL			13083	8296
3010	5004	NEIGHBORHOOD COMMERCIAL	acre	2.7	3381	2383
3010	5007	STREETFRONT COMMERCIAL	acre	2.1	2445	1767
3010	5008	SERVICE STATION	acre	0.3	1356	990
3010	9101	INACTIVE USE	acre	0.5	0	0
3010		TOTAL			7182	5140
3011	101	SINGLE FAMILY	du	124.0	1378	965
3011	4112	RIGHT-OF-WAY	acre	16.2	0	0
3011	5004	NEIGHBORHOOD COMMERCIAL	acre	12.8	15754	11103
3011	5007	STREETFRONT COMMERCIAL	acre	0.4	530	384
3011		TOTAL			17662	12452
3012	101	SINGLE FAMILY	du	8.0	96	72

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3012	102	MULTI-FAMILY	du	84.0	721	520
3012	1402	DORMITORY	acre	18.1	0	0
3012	1409	OTHER GROUP QUARTERS	acre	2.6	10	7
3012	4112	RIGHT-OF-WAY	acre	21.6	0	0
3012	4113	COMMUNICATION OR UTILITY	acre	1.2	4	3
3012	6802	UNIVERSITY OR COLLEGE	acre	120.0	21707	17685
3012	9101	INACTIVE USE	acre	67.9	0	0
3012		TOTAL			22538	18287
3013	101	SINGLE FAMILY	du	309.0	3428	2401
3013	4112	RIGHT-OF-WAY	acre	26.7	0	0
3013	4113	COMMUNICATION OR UTILITY	acre	0.6	2	2
3013	6102	CHURCH	acre	2.0	106	83
3013	9101	INACTIVE USE	acre	1.5	0	0
3013		TOTAL			3536	2486
3014	4112	RIGHT-OF-WAY	acre	6.6	0	0
3014	6801	SDSU OR UCSD	unique	119.4	67929	54185
3014		TOTAL			67929	54185
3015	102	MULTI-FAMILY	du	117.0	1041	741
3015	1402	DORMITORY	acre	10.4	0	0
3015	4112	RIGHT-OF-WAY	acre	25.2	0	0
3015	4114	PARKING	acre	5.9	0	0
3015	6502	HOSPITAL	acre	14.8	5590	4264
3015	6509	OTHER HEALTH CARE	acre	12.2	5299	3905
3015	6801	SDSU OR UCSD	acre	4.8	0	0
3015	9101	INACTIVE USE	acre	3.8	0	0
3015		TOTAL			11930	8910
3016	101	SINGLE FAMILY	du	231.0	2448	1773
3016	102	MULTI-FAMILY	du	307.0	2314	1621
3016	103	MOBILE HOME PARK	du	52.0	318	210
3016	4112	RIGHT-OF-WAY	acre	14.8	9	8
3016	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2178	1535
3016	5007	STREETFRONT COMMERCIAL	acre	0.6	670	484
3016	6806	ELEMENTARY SCHOOL	site	1.0	2239	1223
3016	9101	INACTIVE USE	acre	4.7	3	2
3016		TOTAL			10179	6856
3017	101	SINGLE FAMILY	du	145.0	1445	1025
3017	1409	OTHER GROUP QUARTERS	acre	1.2	5	3
3017	4112	RIGHT-OF-WAY	acre	108.4	0	0
3017	5009	OTHER COMMERCIAL	acre	2.2	275	204
3017	6002	LOW RISE OFFICE	acre	1.7	592	467
3017	6102	CHURCH	acre	4.5	221	170
3017	6802	UNIVERSITY OR COLLEGE	acre	6.7	1243	1015
3017	6809	OTHER SCHOOL	acre	1.8	476	399
3017	7607	RESIDENTIAL RECREATION	acre	0.3	25	21
3017	9101	INACTIVE USE	acre	37.2	0	0
3017		TOTAL			4282	3304

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3018	101	SINGLE FAMILY	du	208.0	2273	1610
3018	4112	RIGHT-OF-WAY	acre	6.4	0	0
3018	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
3018	6102	CHURCH	acre	0.9	44	34
3018	9101	INACTIVE USE	acre	1.7	0	0
3018		TOTAL			2318	1645
3019	4112	RIGHT-OF-WAY	acre	9.6	0	0
3019	5003	COMMUNITY COMMERCIAL	acre	13.9	11102	7884
3019	5007	STREETFRONT COMMERCIAL	acre	0.6	769	562
3019	5008	SERVICE STATION	acre	0.6	2358	1721
3019	6001	HIGH RISE OFFICE	acre	5.9	14887	11773
3019	6002	LOW RISE OFFICE	acre	6.8	2208	1733
3019	6003	GOV'T OFFICE OR CENTER	acre	11.8	10302	7547
3019		TOTAL			41626	31220
3020	101	SINGLE FAMILY	du	530.0	5635	4082
3020	4112	RIGHT-OF-WAY	acre	54.8	1	1
3020	4113	COMMUNICATION OR UTILITY	acre	3.0	9	7
3020	4114	PARKING	acre	0.3	0	0
3020	5007	STREETFRONT COMMERCIAL	acre	4.0	4871	3539
3020	5009	OTHER COMMERCIAL	acre	0.2	43	34
3020	6002	LOW RISE OFFICE	acre	0.9	216	164
3020	9101	INACTIVE USE	acre	16.4	0	0
3020		TOTAL			10775	7827
3021	102	MULTI-FAMILY	du	480.0	4193	3040
3021	1402	DORMITORY	acre	5.0	0	0
3021	4112	RIGHT-OF-WAY	acre	3.1	0	0
3021	6801	SDSU OR UCSD	unique	25.8	13394	10684
3021	9101	INACTIVE USE	acre	10.8	0	0
3021		TOTAL			17587	13724
3022	1402	DORMITORY	acre	11.2	4	3
3022	4112	RIGHT-OF-WAY	acre	1.9	0	0
3022	6801	SDSU OR UCSD	unique	28.9	13394	10684
3022	9101	INACTIVE USE	acre	0.2	0	0
3022		TOTAL			13398	10687
3023	1502	HIGH-RISE HOTEL	acre	6.5	10251	6247
3023	4112	RIGHT-OF-WAY	acre	6.4	0	0
3023	6001	HIGH RISE OFFICE	acre	13.1	31144	24465
3023	6002	LOW RISE OFFICE	acre	11.9	4331	3435
3023	6003	GOV'T OFFICE OR CENTER	acre	7.1	6691	4968
3023	9101	INACTIVE USE	acre	18.5	0	0
3023		TOTAL			52417	39115
3024	102	MULTI-FAMILY	du	970.0	7877	5601
3024	4112	RIGHT-OF-WAY	acre	16.9	0	0
3024	5003	COMMUNITY COMMERCIAL	acre	21.4	16661	11763
3024	9101	INACTIVE USE	acre	12.0	0	0
3024		TOTAL			24538	17364

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3025	101	SINGLE FAMILY	du	8.0	84	61
3025	102	MULTI-FAMILY	du	262.0	1985	1386
3025	4112	RIGHT-OF-WAY	acre	2.2	0	0
3025	5004	NEIGHBORHOOD COMMERCIAL	acre	6.4	8060	5713
3025		TOTAL			10129	7160
3026	102	MULTI-FAMILY	du	103.0	847	594
3026	4112	RIGHT-OF-WAY	acre	39.6	0	0
3026	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
3026	6002	LOW RISE OFFICE	acre	29.0	13511	10926
3026	6807	SCHOOL DISTRICT OFFICE	acre	2.8	1664	1373
3026	9101	INACTIVE USE	acre	36.8	0	0
3026		TOTAL			16022	12893
3027	101	SINGLE FAMILY	du	73.0	811	568
3027	4112	RIGHT-OF-WAY	acre	3.1	0	0
3027	9101	INACTIVE USE	acre	3.1	0	0
3027		TOTAL			811	568
3028	4112	RIGHT-OF-WAY	acre	0.4	0	0
3028	5003	COMMUNITY COMMERCIAL	acre	4.6	3630	2566
3028		TOTAL			3630	2566
3029	1501	LOW-RISE HOTEL OR MOTEL	acre	1.3	447	274
3029	2105	PUBLIC STORAGE	acre	1.6	43	36
3029	4112	RIGHT-OF-WAY	acre	25.0	5	4
3029	5003	COMMUNITY COMMERCIAL	acre	20.0	15699	11096
3029	5007	STREETFRONT COMMERCIAL	acre	0.2	198	143
3029	9101	INACTIVE USE	acre	4.8	0	0
3029		TOTAL			16392	11553
3030	101	SINGLE FAMILY	du	325.0	3948	2915
3030	103	MOBILE HOME PARK	du	102.0	738	497
3030	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	47	28
3030	4112	RIGHT-OF-WAY	acre	17.4	0	0
3030	5007	STREETFRONT COMMERCIAL	acre	1.7	2064	1501
3030	6002	LOW RISE OFFICE	acre	0.4	176	143
3030	7210	OTHER RECREATION-HIGH	acre	10.0	535	361
3030	7601	ACTIVE PARK	acre	11.9	755	491
3030	9101	INACTIVE USE	acre	8.2	0	0
3030		TOTAL			8263	5936
3031	4112	RIGHT-OF-WAY	acre	4.9	0	0
3031	5007	STREETFRONT COMMERCIAL	acre	4.6	5560	4040
3031	6001	HIGH RISE OFFICE	acre	11.8	27498	21564
3031	6109	OTHER PUBLIC SERVICE	acre	1.2	397	280
3031	7210	OTHER RECREATION-HIGH	acre	4.1	230	157
3031	9101	INACTIVE USE	acre	20.4	0	0
3031		TOTAL			33685	26041
3032	101	SINGLE FAMILY	du	1306.0	13186	9269

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3032	102	MULTI-FAMILY	du	158.0	1356	920
3032	1404	MONASTERY	acre	2.6	13	9
3032	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
3032	4112	RIGHT-OF-WAY	acre	101.3	0	0
3032	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
3032	7601	ACTIVE PARK	acre	0.6	36	24
3032	9101	INACTIVE USE	acre	124.4	0	0
3032		TOTAL			14592	10223
3033	101	SINGLE FAMILY	du	249.0	2900	2135
3033	102	MULTI-FAMILY	du	414.0	3361	2393
3033	4112	RIGHT-OF-WAY	acre	9.0	0	0
3033	4114	PARKING	acre	0.1	0	0
3033	5007	STREETFRONT COMMERCIAL	acre	1.7	2141	1565
3033	6807	SCHOOL DISTRICT OFFICE	acre	2.2	447	337
3033	7601	ACTIVE PARK	acre	25.0	1583	1029
3033	7604	ACTIVE BEACH	unique	0.0	5364	3456
3033	9101	INACTIVE USE	acre	0.1	0	0
3033		TOTAL			15796	10915
3034	101	SINGLE FAMILY	du	593.0	6060	4476
3034	102	MULTI-FAMILY	du	166.0	1461	1042
3034	4112	RIGHT-OF-WAY	acre	30.9	0	0
3034	9101	INACTIVE USE	acre	0.7	0	0
3034		TOTAL			7521	5518
3035	102	MULTI-FAMILY	du	269.0	2250	1557
3035	4112	RIGHT-OF-WAY	acre	16.8	0	0
3035	5007	STREETFRONT COMMERCIAL	acre	3.9	4835	3533
3035	6502	HOSPITAL	acre	9.1	3128	2353
3035		TOTAL			10213	7443
3036	101	SINGLE FAMILY	du	980.0	9766	6937
3036	102	MULTI-FAMILY	du	40.0	329	230
3036	4112	RIGHT-OF-WAY	acre	70.4	0	0
3036	5007	STREETFRONT COMMERCIAL	acre	0.1	146	108
3036	9101	INACTIVE USE	acre	103.2	0	0
3036		TOTAL			10241	7275
3037	4112	RIGHT-OF-WAY	acre	2.3	2	2
3037	5004	NEIGHBORHOOD COMMERCIAL	acre	1.2	1527	1080
3037	5007	STREETFRONT COMMERCIAL	acre	0.4	461	333
3037	5008	SERVICE STATION	acre	0.5	1882	1374
3037	6002	LOW RISE OFFICE	acre	1.1	318	246
3037	6102	CHURCH	acre	2.1	104	81
3037	6509	OTHER HEALTH CARE	acre	2.9	1446	1090
3037		TOTAL			5740	4206
3038	1503	RESORT	acre	14.6	2848	1886
3038	4112	RIGHT-OF-WAY	acre	12.9	0	0
3038	4114	PARKING	acre	4.0	0	0

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3038	7601	ACTIVE PARK	acre	12.5	788	512
3038	7604	ACTIVE BEACH	acre	47.7	160	102
3038	9101	INACTIVE USE	acre	4.1	0	0
3038		TOTAL			3796	2500
3039	4112	RIGHT-OF-WAY	acre	0.2	0	0
3039	5006	AUTO COMMERCIAL	acre	14.9	6413	4549
3039		TOTAL			6413	4549
3040	101	SINGLE FAMILY	du	81.0	866	624
3040	102	MULTI-FAMILY	du	569.0	4331	3005
3040	1409	OTHER GROUP QUARTERS	acre	3.9	15	12
3040	4112	RIGHT-OF-WAY	acre	17.7	1	1
3040	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3109	2200
3040	6002	LOW RISE OFFICE	acre	0.9	316	250
3040	6802	UNIVERSITY OR COLLEGE	acre	8.2	1497	1220
3040	7607	RESIDENTIAL RECREATION	acre	2.8	0	0
3040		TOTAL			10135	7312
3041	101	SINGLE FAMILY	du	177.0	1882	1359
3041	4112	RIGHT-OF-WAY	acre	15.6	0	0
3041	4114	PARKING	acre	0.4	0	0
3041	6105	FIRE OR POLICE STATION	site	1.0	264	192
3041	9101	INACTIVE USE	acre	1.7	0	0
3041		TOTAL			2146	1551
3042	1501	LOW-RISE HOTEL OR MOTEL	acre	2.6	1013	660
3042	4112	RIGHT-OF-WAY	acre	6.2	8	7
3042	5008	SERVICE STATION	acre	0.6	2333	1703
3042	6002	LOW RISE OFFICE	acre	0.9	338	268
3042	6509	OTHER HEALTH CARE	acre	11.6	4803	3512
3042		TOTAL			8495	6150
3043	101	SINGLE FAMILY	du	2.0	20	15
3043	4112	RIGHT-OF-WAY	acre	1.6	0	0
3043	5004	NEIGHBORHOOD COMMERCIAL	acre	3.1	3788	2670
3043	5007	STREETFRONT COMMERCIAL	acre	2.6	3021	2183
3043	6002	LOW RISE OFFICE	acre	1.2	302	230
3043	6509	OTHER HEALTH CARE	acre	1.4	665	499
3043		TOTAL			7796	5597
3044	4112	RIGHT-OF-WAY	acre	20.5	0	0
3044	5003	COMMUNITY COMMERCIAL	acre	12.9	9950	7010
3044		TOTAL			9950	7010
3045	102	MULTI-FAMILY	du	199.0	1720	1231
3045	2103	LIGHT INDUSTRY	acre	4.3	325	268
3045	4112	RIGHT-OF-WAY	acre	32.5	0	0
3045	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
3045	5009	OTHER COMMERCIAL	acre	0.2	33	24
3045	9702	MIXED USE 67% STREETFRONT	acre	8.0	6631	4825
3045		TOTAL			8710	6349

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3046	102	MULTI-FAMILY	du	1380.0	11365	7989
3046	4112	RIGHT-OF-WAY	acre	9.9	0	0
3046	5007	STREETFRONT COMMERCIAL	acre	10.6	13872	10218
3046	9101	INACTIVE USE	acre	27.1	0	0
3046		TOTAL			25237	18207
3047	101	SINGLE FAMILY	du	259.0	3052	2219
3047	102	MULTI-FAMILY	du	220.0	1813	1270
3047	4112	RIGHT-OF-WAY	acre	11.6	0	0
3047	6102	CHURCH	acre	0.5	25	20
3047	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
3047	9101	INACTIVE USE	acre	0.7	0	0
3047	9702	MIXED USE 67% STREETFRONT	acre	2.7	2208	1607
3047		TOTAL			7098	5116
3048	101	SINGLE FAMILY	du	4.0	42	31
3048	102	MULTI-FAMILY	du	23.0	174	121
3048	4112	RIGHT-OF-WAY	acre	16.4	4	3
3048	4114	PARKING	acre	0.6	4	3
3048	5007	STREETFRONT COMMERCIAL	acre	2.0	2521	1840
3048	6002	LOW RISE OFFICE	acre	0.7	203	157
3048	6509	OTHER HEALTH CARE	acre	0.3	120	88
3048		TOTAL			3068	2243
3049	4112	RIGHT-OF-WAY	acre	0.3	0	0
3049	5007	STREETFRONT COMMERCIAL	acre	3.0	3490	2522
3049		TOTAL			3490	2522
3050	101	SINGLE FAMILY	du	2.0	20	15
3050	2101	INDUSTRIAL PARK	acre	6.4	927	767
3050	2105	PUBLIC STORAGE	acre	2.0	53	45
3050	4112	RIGHT-OF-WAY	acre	2.0	0	0
3050	4119	OTHER TRANSPORTATION	acre	6.7	673	509
3050	5003	COMMUNITY COMMERCIAL	acre	5.9	4524	3181
3050		TOTAL			6197	4517
3051	4112	RIGHT-OF-WAY	acre	4.0	0	0
3051	5006	AUTO COMMERCIAL	acre	7.5	3223	2286
3051	5007	STREETFRONT COMMERCIAL	acre	13.0	15376	11122
3051	6002	LOW RISE OFFICE	acre	3.0	924	720
3051		TOTAL			19523	14128
3052	101	SINGLE FAMILY	du	161.0	1766	1255
3052	4104	AIRSTRIP	acre	7.8	5	4
3052	4112	RIGHT-OF-WAY	acre	41.6	0	0
3052	6105	FIRE OR POLICE STATION	site	1.0	255	184
3052	8002	INTENSIVE AGRICULTURE	acre	76.3	18	14
3052	8003	FIELD CROPS	acre	124.0	11	8
3052	9101	INACTIVE USE	acre	488.9	0	0
3052		TOTAL			2055	1465

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3053	101	SINGLE FAMILY	du	435.0	4343	3087
3053	4112	RIGHT-OF-WAY	acre	21.7	0	0
3053	7607	RESIDENTIAL RECREATION	acre	1.6	0	0
3053	9101	INACTIVE USE	acre	1.2	0	0
3053		TOTAL			4343	3087
3054	101	SINGLE FAMILY	du	226.0	2657	1938
3054	102	MULTI-FAMILY	du	334.0	2756	1934
3054	4112	RIGHT-OF-WAY	acre	9.9	0	0
3054	7607	RESIDENTIAL RECREATION	acre	2.6	0	0
3054	9101	INACTIVE USE	acre	16.9	0	0
3054		TOTAL			5413	3872
3055	102	MULTI-FAMILY	du	112.0	923	647
3055	4112	RIGHT-OF-WAY	acre	4.4	0	0
3055	5004	NEIGHBORHOOD COMMERCIAL	acre	7.1	8856	6251
3055	5008	SERVICE STATION	acre	0.7	2943	2149
3055	6002	LOW RISE OFFICE	acre	5.6	3400	2794
3055		TOTAL			16122	11841
3056	101	SINGLE FAMILY	du	260.0	2848	2008
3056	4112	RIGHT-OF-WAY	acre	12.9	0	0
3056	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
3056	7210	OTHER RECREATION-HIGH	acre	2.0	104	70
3056	9101	INACTIVE USE	acre	1.9	0	0
3056		TOTAL			2953	2079
3057	101	SINGLE FAMILY	du	112.0	1252	872
3057	4112	RIGHT-OF-WAY	acre	13.7	0	0
3057	9101	INACTIVE USE	acre	12.7	0	0
3057		TOTAL			1252	872
3058	101	SINGLE FAMILY	du	44.0	492	343
3058	4112	RIGHT-OF-WAY	acre	6.8	0	0
3058	5007	STREETFRONT COMMERCIAL	acre	1.9	2244	1621
3058	5008	SERVICE STATION	acre	0.7	2606	1902
3058	9101	INACTIVE USE	acre	7.3	0	0
3058		TOTAL			5342	3866
3059	101	SINGLE FAMILY	du	212.0	2261	1629
3059	102	MULTI-FAMILY	du	48.0	367	253
3059	4112	RIGHT-OF-WAY	acre	30.2	3	3
3059	5004	NEIGHBORHOOD COMMERCIAL	acre	2.1	2701	1916
3059	5007	STREETFRONT COMMERCIAL	acre	1.7	2070	1502
3059	6102	CHURCH	acre	1.7	82	64
3059	7601	ACTIVE PARK	acre	1.2	75	49
3059	9101	INACTIVE USE	acre	0.1	0	0
3059		TOTAL			7559	5416
3060	102	MULTI-FAMILY	du	185.0	1524	1069
3060	4112	RIGHT-OF-WAY	acre	6.0	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3060	6804	SENIOR HIGH SCHOOL	site	1.0	5901	2676
3060	6807	SCHOOL DISTRICT OFFICE	acre	13.7	7682	6324
3060	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
3060	9101	INACTIVE USE	acre	11.2	0	0
3060		TOTAL			15107	10069
3061	102	MULTI-FAMILY	du	491.0	4055	2851
3061	4112	RIGHT-OF-WAY	acre	64.6	0	0
3061	6002	LOW RISE OFFICE	acre	9.6	5045	4113
3061	6104	POST OFFICE	acre	3.2	3273	2267
3061	7601	ACTIVE PARK	acre	8.0	517	338
3061	9702	MIXED USE 67% STREETFRONT	acre	7.5	6190	4505
3061		TOTAL			19080	14074
3062	101	SINGLE FAMILY	du	9.0	94	68
3062	102	MULTI-FAMILY	du	303.0	2285	1600
3062	4111	TRANSIT STATION	acre	1.0	261	197
3062	4112	RIGHT-OF-WAY	acre	19.8	0	0
3062	4114	PARKING	acre	0.4	0	0
3062	4119	OTHER TRANSPORTATION	acre	0.0	3	2
3062	5007	STREETFRONT COMMERCIAL	acre	0.7	821	593
3062	5008	SERVICE STATION	acre	0.8	3106	2268
3062	6002	LOW RISE OFFICE	acre	1.9	516	396
3062	9101	INACTIVE USE	acre	4.1	0	0
3062		TOTAL			7086	5124
3063	101	SINGLE FAMILY	du	2.0	20	15
3063	102	MULTI-FAMILY	du	51.0	391	269
3063	103	MOBILE HOME PARK	du	123.0	756	497
3063	1501	LOW-RISE HOTEL OR MOTEL	acre	1.7	545	328
3063	4112	RIGHT-OF-WAY	acre	33.1	0	0
3063	5006	AUTO COMMERCIAL	acre	5.8	2490	1768
3063	5009	OTHER COMMERCIAL	acre	0.7	79	58
3063	9101	INACTIVE USE	acre	1.0	0	0
3063		TOTAL			4281	2935
3064	101	SINGLE FAMILY	du	33.0	349	253
3064	102	MULTI-FAMILY	du	26.0	196	137
3064	4112	RIGHT-OF-WAY	acre	3.7	0	0
3064	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
3064	5007	STREETFRONT COMMERCIAL	acre	0.8	881	636
3064	6102	CHURCH	acre	1.9	93	72
3064	6109	OTHER PUBLIC SERVICE	acre	0.8	271	192
3064	9101	INACTIVE USE	acre	1.0	10	9
3064		TOTAL			1800	1299
3065	101	SINGLE FAMILY	du	12.0	129	92
3065	102	MULTI-FAMILY	du	182.0	1398	962
3065	4112	RIGHT-OF-WAY	acre	3.6	0	0
3065	4114	PARKING	acre	0.4	0	0
3065	5007	STREETFRONT COMMERCIAL	acre	2.1	2473	1792

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3065	6002	LOW RISE OFFICE	acre	0.9	486	398
3065	6509	OTHER HEALTH CARE	acre	1.7	751	557
3065		TOTAL			5237	3801
3066	101	SINGLE FAMILY	du	41.0	494	368
3066	102	MULTI-FAMILY	du	26.0	218	159
3066	4112	RIGHT-OF-WAY	acre	16.1	0	0
3066	4114	PARKING	acre	2.0	0	0
3066	5007	STREETFRONT COMMERCIAL	acre	11.0	13480	9805
3066	5008	SERVICE STATION	acre	0.6	2427	1772
3066	5009	OTHER COMMERCIAL	acre	1.1	885	749
3066		TOTAL			17504	12853
3067	4112	RIGHT-OF-WAY	acre	3.1	0	0
3067	4114	PARKING	acre	6.4	0	0
3067	7201	TOURIST ATTRACTION	acre	7.7	366	317
3067	7601	ACTIVE PARK	acre	4.8	302	196
3067	7604	ACTIVE BEACH	acre	1.7	6	4
3067		TOTAL			674	517
3068	101	SINGLE FAMILY	du	21.0	245	178
3068	102	MULTI-FAMILY	du	502.0	5817	4074
3068	1409	OTHER GROUP QUARTERS	acre	2.3	9	7
3068	4111	TRANSIT STATION	acre	0.6	164	124
3068	4112	RIGHT-OF-WAY	acre	7.1	0	0
3068	4114	PARKING	acre	3.4	1	1
3068	5009	OTHER COMMERCIAL	acre	0.2	27	20
3068	6003	GOV'T OFFICE OR CENTER	acre	0.3	309	227
3068	6102	CHURCH	acre	0.2	12	10
3068	6801	SDSU OR UCSD	acre	2.9	0	0
3068	9702	MIXED USE 67% STREETFRONT	acre	1.1	956	696
3068		TOTAL			7540	5337
3069	101	SINGLE FAMILY	du	440.0	5175	3776
3069	4112	RIGHT-OF-WAY	acre	6.1	0	0
3069	7607	RESIDENTIAL RECREATION	acre	1.6	56	49
3069	9101	INACTIVE USE	acre	19.9	0	0
3069		TOTAL			5231	3825
3070	101	SINGLE FAMILY	du	122.0	1426	1045
3070	102	MULTI-FAMILY	du	473.0	3887	2738
3070	1502	HIGH-RISE HOTEL	acre	3.7	5916	3646
3070	4112	RIGHT-OF-WAY	acre	45.9	0	0
3070	5003	COMMUNITY COMMERCIAL	acre	12.0	9431	6674
3070	6001	HIGH RISE OFFICE	acre	1.9	4819	3819
3070	9101	INACTIVE USE	acre	18.3	0	0
3070	9702	MIXED USE 67% STREETFRONT	acre	0.6	486	354
3070		TOTAL			25965	18276
3071	101	SINGLE FAMILY	du	374.0	4001	2880
3071	4112	RIGHT-OF-WAY	acre	32.2	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3071	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
3071	6105	FIRE OR POLICE STATION	site	1.0	254	183
3071	7601	ACTIVE PARK	acre	3.5	219	142
3071	9101	INACTIVE USE	acre	5.1	0	0
3071		TOTAL			4475	3206
3072	101	SINGLE FAMILY	du	4.0	41	30
3072	102	MULTI-FAMILY	du	402.0	3489	2511
3072	4112	RIGHT-OF-WAY	acre	5.3	0	0
3072	4114	PARKING	acre	1.2	21	18
3072	6102	CHURCH	acre	1.2	63	49
3072	6509	OTHER HEALTH CARE	acre	1.1	442	324
3072	9702	MIXED USE 67% STREETFRONT	acre	4.5	3722	2709
3072		TOTAL			7778	5641
3073	101	SINGLE FAMILY	du	62.0	660	476
3073	102	MULTI-FAMILY	du	109.0	834	578
3073	4112	RIGHT-OF-WAY	acre	7.3	1	1
3073	5004	NEIGHBORHOOD COMMERCIAL	acre	13.3	16452	11594
3073	5007	STREETFRONT COMMERCIAL	acre	2.7	3244	2352
3073	9101	INACTIVE USE	acre	1.5	0	0
3073		TOTAL			21191	15001
3074	101	SINGLE FAMILY	du	3.0	30	23
3074	2101	INDUSTRIAL PARK	acre	15.0	3022	2531
3074	4112	RIGHT-OF-WAY	acre	5.6	0	0
3074	4119	OTHER TRANSPORTATION	acre	2.1	212	160
3074		TOTAL			3264	2714
3075	102	MULTI-FAMILY	du	846.0	7011	4899
3075	4112	RIGHT-OF-WAY	acre	5.8	0	0
3075	6002	LOW RISE OFFICE	acre	2.3	942	756
3075	9101	INACTIVE USE	acre	12.9	0	0
3075		TOTAL			7953	5655
3076	101	SINGLE FAMILY	du	191.0	2226	1639
3076	102	MULTI-FAMILY	du	1202.0	9804	6949
3076	4112	RIGHT-OF-WAY	acre	16.5	0	0
3076	4114	PARKING	acre	2.5	0	0
3076	5007	STREETFRONT COMMERCIAL	acre	0.2	304	220
3076	6002	LOW RISE OFFICE	acre	0.8	230	177
3076	6102	CHURCH	acre	0.3	14	10
3076	6109	OTHER PUBLIC SERVICE	acre	0.1	37	26
3076	9101	INACTIVE USE	acre	4.4	0	0
3076		TOTAL			12615	9021
3077	101	SINGLE FAMILY	du	5.0	60	45
3077	102	MULTI-FAMILY	du	36.0	306	223
3077	2103	LIGHT INDUSTRY	acre	4.3	306	251
3077	2104	WAREHOUSING	acre	0.9	41	34
3077	4112	RIGHT-OF-WAY	acre	1.3	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3077	4114	PARKING	acre	7.9	0	0
3077	5007	STREETFRONT COMMERCIAL	acre	6.0	7253	5267
3077	5009	OTHER COMMERCIAL	acre	2.4	319	239
3077	6002	LOW RISE OFFICE	acre	0.8	227	176
3077	6802	UNIVERSITY OR COLLEGE	acre	2.4	413	336
3077	9101	INACTIVE USE	acre	8.5	0	0
3077		TOTAL			8925	6571
3078	101	SINGLE FAMILY	du	239.0	2579	1843
3078	4112	RIGHT-OF-WAY	acre	50.2	0	0
3078	8002	INTENSIVE AGRICULTURE	acre	0.4	0	0
3078	9101	INACTIVE USE	acre	0.5	0	0
3078		TOTAL			2579	1843
3079	101	SINGLE FAMILY	du	220.0	2441	1721
3079	103	MOBILE HOME PARK	du	101.0	658	421
3079	4112	RIGHT-OF-WAY	acre	20.4	0	0
3079	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
3079	6806	ELEMENTARY SCHOOL	site	1.0	2221	1208
3079	9101	INACTIVE USE	acre	11.0	0	0
3079		TOTAL			5323	3352
3080	4111	TRANSIT STATION	acre	0.1	26	19
3080	4112	RIGHT-OF-WAY	acre	7.5	0	0
3080	5003	COMMUNITY COMMERCIAL	acre	20.5	16158	11437
3080	6002	LOW RISE OFFICE	acre	1.3	455	359
3080	9101	INACTIVE USE	acre	1.4	0	0
3080		TOTAL			16639	11815
3081	101	SINGLE FAMILY	du	109.0	1176	840
3081	102	MULTI-FAMILY	du	103.0	798	548
3081	1409	OTHER GROUP QUARTERS	acre	1.3	5	3
3081	2105	PUBLIC STORAGE	acre	2.1	57	48
3081	4112	RIGHT-OF-WAY	acre	24.4	0	0
3081	5008	SERVICE STATION	acre	1.3	5156	3765
3081	5009	OTHER COMMERCIAL	acre	0.2	21	16
3081	6002	LOW RISE OFFICE	acre	1.7	625	496
3081	6109	OTHER PUBLIC SERVICE	acre	0.1	35	25
3081	7204	GOLF COURSE	acre	11.3	20	17
3081	7205	GOLF CLUB HOUSE	site	1.0	639	429
3081	7601	ACTIVE PARK	acre	9.4	635	421
3081	9101	INACTIVE USE	acre	0.0	0	0
3081		TOTAL			9167	6608
3082	101	SINGLE FAMILY	du	134.0	1417	1027
3082	102	MULTI-FAMILY	du	564.0	4257	2975
3082	103	MOBILE HOME PARK	du	135.0	823	547
3082	4112	RIGHT-OF-WAY	acre	15.0	0	0
3082	5007	STREETFRONT COMMERCIAL	acre	1.5	1955	1436
3082	6001	HIGH RISE OFFICE	acre	4.3	9778	7646
3082	6002	LOW RISE OFFICE	acre	0.8	264	207

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3082	6102	CHURCH	acre	4.3	326	263
3082	9101	INACTIVE USE	acre	7.4	0	0
3082	9702	MIXED USE 67% STREETFRONT	acre	8.4	6960	5065
3082		TOTAL			25780	19166
3083	101	SINGLE FAMILY	du	117.0	1239	899
3083	102	MULTI-FAMILY	du	30.0	225	158
3083	4112	RIGHT-OF-WAY	acre	13.6	4	3
3083	4114	PARKING	acre	0.4	0	0
3083	5007	STREETFRONT COMMERCIAL	acre	5.2	6199	4491
3083	6102	CHURCH	acre	0.5	61	51
3083	9101	INACTIVE USE	acre	0.1	0	0
3083		TOTAL			7728	5602
3084	101	SINGLE FAMILY	du	56.0	605	435
3084	2201	EXTRACTIVE INDUSTRY	acre	32.3	23	19
3084	4112	RIGHT-OF-WAY	acre	12.4	0	0
3084	4113	COMMUNICATION OR UTILITY	acre	1.4	4	3
3084	6509	OTHER HEALTH CARE	acre	1.3	532	391
3084	7211	OTHER RECREATION-LOW	acre	13.0	82	56
3084	8003	FIELD CROPS	acre	5.7	1	0
3084	9101	INACTIVE USE	acre	432.6	0	0
3084		TOTAL			1247	904
3085	4112	RIGHT-OF-WAY	acre	5.2	0	0
3085	5002	REGIONAL COMMERCIAL	acre	76.7	55820	39707
3085		TOTAL			55820	39707
3086	4112	RIGHT-OF-WAY	acre	18.0	0	0
3086	5007	STREETFRONT COMMERCIAL	acre	0.7	859	620
3086	6001	HIGH RISE OFFICE	acre	3.1	6951	5424
3086	6002	LOW RISE OFFICE	acre	30.7	15992	13026
3086	9101	INACTIVE USE	acre	5.1	0	0
3086		TOTAL			23802	19070
3087	101	SINGLE FAMILY	du	72.0	794	562
3087	4112	RIGHT-OF-WAY	acre	4.7	0	0
3087	8001	ORCHARDS OR VINEYARD	acre	19.3	2	1
3087	8003	FIELD CROPS	acre	22.2	2	1
3087	9101	INACTIVE USE	acre	873.7	0	0
3087	9500	UNDER CONTRUCTION	acre	17.4	98	77
3087		TOTAL			896	641
3088	4112	RIGHT-OF-WAY	acre	4.3	1	1
3088	5006	AUTO COMMERCIAL	acre	4.8	1993	1403
3088	6109	OTHER PUBLIC SERVICE	acre	0.9	280	198
3088	9101	INACTIVE USE	acre	2.2	0	0
3088		TOTAL			2274	1602
3089	102	MULTI-FAMILY	du	895.0	7292	5172
3089	4112	RIGHT-OF-WAY	acre	34.4	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3089	5002	REGIONAL COMMERCIAL	acre	13.0	8772	6132
3089	9702	MIXED USE 67% STREETFRONT	acre	46.7	38647	28124
3089		TOTAL			54711	39428
3090	101	SINGLE FAMILY	du	603.0	5959	4269
3090	102	MULTI-FAMILY	du	1650.0	13868	9556
3090	1409	OTHER GROUP QUARTERS	acre	0.8	3	2
3090	4112	RIGHT-OF-WAY	acre	39.1	0	0
3090	9101	INACTIVE USE	acre	1.4	0	0
3090	9702	MIXED USE 67% STREETFRONT	acre	5.6	4612	3357
3090		TOTAL			24442	17184
3091	2101	INDUSTRIAL PARK	acre	4.4	765	638
3091	2105	PUBLIC STORAGE	acre	3.8	104	87
3091	4112	RIGHT-OF-WAY	acre	23.8	0	0
3091	6002	LOW RISE OFFICE	acre	1.1	462	371
3091	6105	FIRE OR POLICE STATION	site	1.0	725	591
3091	9101	INACTIVE USE	acre	1.0	0	0
3091		TOTAL			2056	1687
3092	101	SINGLE FAMILY	du	179.0	1964	1388
3092	4112	RIGHT-OF-WAY	acre	22.4	0	0
3092	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
3092		TOTAL			1965	1389
3093	101	SINGLE FAMILY	du	798.0	9338	6852
3093	102	MULTI-FAMILY	du	439.0	3575	2541
3093	4112	RIGHT-OF-WAY	acre	16.0	0	0
3093	4114	PARKING	acre	3.2	0	0
3093	5007	STREETFRONT COMMERCIAL	acre	0.4	577	426
3093	7604	ACTIVE BEACH	unique	41.2	5502	3544
3093	9101	INACTIVE USE	acre	215.7	0	0
3093		TOTAL			18992	13363
3094	101	SINGLE FAMILY	du	1196.0	11977	8479
3094	102	MULTI-FAMILY	du	463.0	3909	2682
3094	4112	RIGHT-OF-WAY	acre	77.5	0	0
3094	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
3094	7607	RESIDENTIAL RECREATION	acre	1.0	0	0
3094	9101	INACTIVE USE	acre	38.7	0	0
3094		TOTAL			15888	11162
3095	101	SINGLE FAMILY	du	179.0	1751	1264
3095	102	MULTI-FAMILY	du	199.0	1649	1155
3095	1501	LOW-RISE HOTEL OR MOTEL	acre	0.7	213	128
3095	4112	RIGHT-OF-WAY	acre	13.0	0	0
3095	4114	PARKING	acre	0.7	0	0
3095	5006	AUTO COMMERCIAL	acre	1.5	655	466
3095	5007	STREETFRONT COMMERCIAL	acre	3.1	3733	2705
3095	5008	SERVICE STATION	acre	0.3	1343	980
3095	5009	OTHER COMMERCIAL	acre	0.4	43	31

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3095	6002	LOW RISE OFFICE	acre	0.3	78	59
3095	6003	GOV'T OFFICE OR CENTER	acre	1.2	1416	1083
3095	6102	CHURCH	acre	0.5	31	25
3095	9101	INACTIVE USE	acre	0.4	0	0
3095		TOTAL			10912	7896
3096	101	SINGLE FAMILY	du	819.0	8175	5837
3096	102	MULTI-FAMILY	du	77.0	690	459
3096	1409	OTHER GROUP QUARTERS	acre	1.9	7	5
3096	4112	RIGHT-OF-WAY	acre	47.9	0	0
3096	6102	CHURCH	acre	2.2	110	85
3096	6103	LIBRARY	acre	0.2	100	68
3096	6109	OTHER PUBLIC SERVICE	acre	0.1	40	28
3096	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
3096	9101	INACTIVE USE	acre	0.4	0	0
3096		TOTAL			9122	6482
3097	2101	INDUSTRIAL PARK	acre	28.0	4544	3776
3097	2104	WAREHOUSING	acre	8.1	467	393
3097	4111	TRANSIT STATION	acre	2.8	743	561
3097	4112	RIGHT-OF-WAY	acre	21.5	0	0
3097	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
3097	5003	COMMUNITY COMMERCIAL	acre	11.5	8699	6102
3097	5007	STREETFRONT COMMERCIAL	acre	3.2	3814	2760
3097	6002	LOW RISE OFFICE	acre	7.5	2217	1720
3097	6109	OTHER PUBLIC SERVICE	acre	0.9	296	209
3097	9101	INACTIVE USE	acre	1.6	0	0
3097		TOTAL			20781	15522
3098	101	SINGLE FAMILY	du	314.0	3191	2347
3098	102	MULTI-FAMILY	du	101.0	869	624
3098	1409	OTHER GROUP QUARTERS	acre	3.1	12	9
3098	4112	RIGHT-OF-WAY	acre	19.0	0	0
3098	5007	STREETFRONT COMMERCIAL	acre	0.1	121	88
3098	6102	CHURCH	acre	3.9	290	233
3098	9101	INACTIVE USE	acre	1.6	0	0
3098		TOTAL			4483	3301
3099	101	SINGLE FAMILY	du	140.0	1360	987
3099	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	105	63
3099	4112	RIGHT-OF-WAY	acre	13.7	0	0
3099	5004	NEIGHBORHOOD COMMERCIAL	acre	3.5	4276	3013
3099	5006	AUTO COMMERCIAL	acre	1.0	410	288
3099	5007	STREETFRONT COMMERCIAL	acre	4.2	5072	3674
3099	6002	LOW RISE OFFICE	acre	0.3	79	60
3099	6102	CHURCH	acre	2.2	150	120
3099	6103	LIBRARY	acre	1.3	579	399
3099	6509	OTHER HEALTH CARE	acre	0.2	72	54
3099	6806	ELEMENTARY SCHOOL	site	1.0	2189	1180
3099	9101	INACTIVE USE	acre	0.1	0	0
3099		TOTAL			14292	9838

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3100	4112	RIGHT-OF-WAY	acre	0.1	0	0
3100	4114	PARKING	acre	50.2	0	0
3100	7201	TOURIST ATTRACTION	unique	112.3	51483	33667
3100	7207	MARINA	acre	17.8	627	414
3100		TOTAL			52110	34081
3101	101	SINGLE FAMILY	du	79.0	868	614
3101	4112	RIGHT-OF-WAY	acre	7.6	0	0
3101	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
3101		TOTAL			869	615
3102	101	SINGLE FAMILY	du	500.0	5382	3863
3102	4112	RIGHT-OF-WAY	acre	38.8	0	0
3102	6109	OTHER PUBLIC SERVICE	acre	0.3	103	73
3102	7601	ACTIVE PARK	acre	0.8	52	34
3102	9101	INACTIVE USE	acre	8.2	0	0
3102		TOTAL			5537	3970
3103	101	SINGLE FAMILY	du	132.0	1337	991
3103	4112	RIGHT-OF-WAY	acre	7.8	0	0
3103	6806	ELEMENTARY SCHOOL	site	1.0	2231	1216
3103		TOTAL			3568	2207
3104	1502	HIGH-RISE HOTEL	acre	8.8	13700	8330
3104	1503	RESORT	acre	1.3	201	122
3104	4112	RIGHT-OF-WAY	acre	63.4	0	0
3104	4114	PARKING	acre	6.5	1	1
3104	5005	SPECIALTY COMMERCIAL	acre	14.3	16214	11367
3104	6003	GOV'T OFFICE OR CENTER	acre	1.3	1114	816
3104	7207	MARINA	acre	52.5	1907	1274
3104	7601	ACTIVE PARK	acre	49.0	3400	2276
3104	9101	INACTIVE USE	acre	209.0	0	0
3104		TOTAL			36537	24186
3105	101	SINGLE FAMILY	du	28.0	297	215
3105	102	MULTI-FAMILY	du	157.0	1242	840
3105	1409	OTHER GROUP QUARTERS	acre	5.4	21	16
3105	4112	RIGHT-OF-WAY	acre	6.6	2	2
3105	5004	NEIGHBORHOOD COMMERCIAL	acre	2.3	2997	2134
3105	5007	STREETFRONT COMMERCIAL	acre	2.2	2578	1867
3105	6002	LOW RISE OFFICE	acre	2.7	953	753
3105	9101	INACTIVE USE	acre	0.3	0	0
3105		TOTAL			8090	5827
3106	4112	RIGHT-OF-WAY	acre	31.9	0	0
3106	4114	PARKING	acre	11.6	23	20
3106	9101	INACTIVE USE	acre	357.5	0	0
3106		TOTAL			23	20
3107	102	MULTI-FAMILY	du	538.0	4450	3121
3107	5007	STREETFRONT COMMERCIAL	acre	2.3	2688	1941

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3107	9101	INACTIVE USE	acre	5.3	0	0
3107		TOTAL			7138	5062
3108	101	SINGLE FAMILY	du	248.0	2747	1932
3108	4112	RIGHT-OF-WAY	acre	27.0	0	0
3108	9101	INACTIVE USE	acre	6.1	0	0
3108		TOTAL			2747	1932
3109	101	SINGLE FAMILY	du	295.0	2900	2081
3109	102	MULTI-FAMILY	du	198.0	1636	1142
3109	4112	RIGHT-OF-WAY	acre	26.6	0	0
3109	4114	PARKING	acre	0.3	0	0
3109	6102	CHURCH	acre	0.6	32	25
3109	6804	SENIOR HIGH SCHOOL	site	2.0	10984	4645
3109	9101	INACTIVE USE	acre	40.1	0	0
3109	9702	MIXED USE 67% STREETFRONT	acre	1.4	1135	826
3109		TOTAL			16687	8719
3110	101	SINGLE FAMILY	du	157.0	1698	1215
3110	102	MULTI-FAMILY	du	132.0	1032	706
3110	1409	OTHER GROUP QUARTERS	acre	0.6	3	2
3110	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	174	106
3110	4112	RIGHT-OF-WAY	acre	8.6	0	0
3110	5007	STREETFRONT COMMERCIAL	acre	4.5	5369	3889
3110	5008	SERVICE STATION	acre	0.5	2079	1518
3110	6509	OTHER HEALTH CARE	acre	0.3	137	101
3110	9101	INACTIVE USE	acre	0.5	0	0
3110		TOTAL			10492	7537
3111	101	SINGLE FAMILY	du	30.0	346	256
3111	102	MULTI-FAMILY	du	575.0	4631	3307
3111	4112	RIGHT-OF-WAY	acre	7.5	0	0
3111	5008	SERVICE STATION	acre	0.5	2082	1520
3111	6001	HIGH RISE OFFICE	acre	1.7	3494	2709
3111	6002	LOW RISE OFFICE	acre	7.6	1970	1504
3111	7204	GOLF COURSE	acre	52.8	171	148
3111	9702	MIXED USE 67% STREETFRONT	acre	32.7	27025	19666
3111		TOTAL			39719	29110
3112	101	SINGLE FAMILY	du	230.0	2530	1793
3112	4112	RIGHT-OF-WAY	acre	24.1	0	0
3112	6102	CHURCH	acre	3.1	153	118
3112	8002	INTENSIVE AGRICULTURE	acre	8.8	2	2
3112	8003	FIELD CROPS	acre	5.4	1	1
3112	9101	INACTIVE USE	acre	38.2	0	0
3112		TOTAL			2686	1914
3113	101	SINGLE FAMILY	du	59.0	600	445
3113	102	MULTI-FAMILY	du	603.0	5331	3798
3113	1501	LOW-RISE HOTEL OR MOTEL	acre	3.0	977	589
3113	2103	LIGHT INDUSTRY	acre	0.1	7	5

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3113	4112	RIGHT-OF-WAY	acre	8.4	0	0
3113	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
3113	4114	PARKING	acre	0.6	0	0
3113	5004	NEIGHBORHOOD COMMERCIAL	acre	2.3	2857	2007
3113	5007	STREETFRONT COMMERCIAL	acre	5.3	6371	4619
3113	7601	ACTIVE PARK	acre	1.6	99	65
3113	9101	INACTIVE USE	acre	2.8	0	0
3113		TOTAL			16242	11528
3114	101	SINGLE FAMILY	du	2.0	23	17
3114	1501	LOW-RISE HOTEL OR MOTEL	acre	11.1	3803	2352
3114	4112	RIGHT-OF-WAY	acre	2.5	0	0
3114	5006	AUTO COMMERCIAL	acre	3.0	1218	855
3114	6002	LOW RISE OFFICE	acre	9.1	3668	2933
3114	6102	CHURCH	acre	5.5	344	272
3114	9101	INACTIVE USE	acre	6.4	0	0
3114		TOTAL			9056	6429
3115	101	SINGLE FAMILY	du	161.0	1897	1382
3115	102	MULTI-FAMILY	du	300.0	2439	1735
3115	4112	RIGHT-OF-WAY	acre	9.9	0	0
3115	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
3115	5007	STREETFRONT COMMERCIAL	acre	0.4	520	376
3115	6002	LOW RISE OFFICE	acre	0.7	397	325
3115	7607	RESIDENTIAL RECREATION	acre	1.6	0	0
3115	9101	INACTIVE USE	acre	3.9	0	0
3115		TOTAL			5254	3819
3116	101	SINGLE FAMILY	du	240.0	2607	1863
3116	2201	EXTRACTIVE INDUSTRY	acre	9.1	6	5
3116	4112	RIGHT-OF-WAY	acre	23.9	0	0
3116	5007	STREETFRONT COMMERCIAL	acre	1.8	2207	1602
3116	8001	ORCHARDS OR VINEYARD	acre	4.0	0	0
3116	9101	INACTIVE USE	acre	19.3	0	0
3116		TOTAL			4820	3470
3117	102	MULTI-FAMILY	du	324.0	2783	1898
3117	4112	RIGHT-OF-WAY	acre	4.3	0	0
3117	5007	STREETFRONT COMMERCIAL	acre	0.7	857	627
3117	9101	INACTIVE USE	acre	5.8	0	0
3117		TOTAL			3640	2525
3118	101	SINGLE FAMILY	du	94.0	1014	728
3118	4112	RIGHT-OF-WAY	acre	1.8	0	0
3118	9101	INACTIVE USE	acre	0.9	0	0
3118		TOTAL			1014	728
3119	4112	RIGHT-OF-WAY	acre	21.3	0	0
3119	5003	COMMUNITY COMMERCIAL	acre	19.4	15474	10978
3119		TOTAL			15474	10978

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3120	101	SINGLE FAMILY	du	24.0	258	185
3120	102	MULTI-FAMILY	du	504.0	3897	2691
3120	4112	RIGHT-OF-WAY	acre	4.4	0	0
3120	4113	COMMUNICATION OR UTILITY	acre	0.2	1	0
3120	6102	CHURCH	acre	1.5	83	65
3120	9702	MIXED USE 67% STREETFRONT	acre	9.6	7899	5748
3120		TOTAL			12138	8689
3121	101	SINGLE FAMILY	du	74.0	721	522
3121	102	MULTI-FAMILY	du	96.0	801	557
3121	4112	RIGHT-OF-WAY	acre	8.5	0	0
3121	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
3121	5007	STREETFRONT COMMERCIAL	acre	4.3	5182	3754
3121	5008	SERVICE STATION	acre	0.5	1841	1345
3121	6002	LOW RISE OFFICE	acre	0.5	124	95
3121	6102	CHURCH	acre	0.5	26	20
3121	6509	OTHER HEALTH CARE	acre	0.2	82	60
3121	9101	INACTIVE USE	acre	0.2	0	0
3121		TOTAL			8778	6354
3122	101	SINGLE FAMILY	du	42.0	448	322
3122	102	MULTI-FAMILY	du	234.0	1790	1236
3122	4112	RIGHT-OF-WAY	acre	4.1	0	0
3122	6102	CHURCH	acre	3.0	147	114
3122		TOTAL			2385	1672
3123	101	SINGLE FAMILY	du	182.0	1802	1291
3123	102	MULTI-FAMILY	du	274.0	2303	1589
3123	4112	RIGHT-OF-WAY	acre	10.8	0	0
3123	5007	STREETFRONT COMMERCIAL	acre	5.4	6549	4761
3123	6102	CHURCH	acre	0.7	41	32
3123	6509	OTHER HEALTH CARE	acre	0.2	68	50
3123	6806	ELEMENTARY SCHOOL	site	1.0	2116	1117
3123	9101	INACTIVE USE	acre	0.3	0	0
3123	9500	UNDER CONTRUCTION	acre	0.2	1	1
3123		TOTAL			12880	8841
3124	101	SINGLE FAMILY	du	286.0	3161	2227
3124	2201	EXTRACTIVE INDUSTRY	acre	17.6	51	43
3124	4112	RIGHT-OF-WAY	acre	29.2	0	0
3124	6102	CHURCH	acre	10.7	553	429
3124	7607	RESIDENTIAL RECREATION	acre	2.2	0	0
3124	9101	INACTIVE USE	acre	151.2	0	0
3124		TOTAL			3765	2699
3125	101	SINGLE FAMILY	du	284.0	2824	2015
3125	102	MULTI-FAMILY	du	201.0	1678	1168
3125	1409	OTHER GROUP QUARTERS	acre	0.8	3	3
3125	4112	RIGHT-OF-WAY	acre	20.2	0	0
3125	5007	STREETFRONT COMMERCIAL	acre	7.1	8499	6164
3125	6102	CHURCH	acre	2.0	97	75

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3125	6104	POST OFFICE	acre	0.6	743	530
3125	6806	ELEMENTARY SCHOOL	site	1.0	2224	1211
3125	7210	OTHER RECREATION-HIGH	acre	0.4	21	14
3125	7601	ACTIVE PARK	acre	5.1	325	211
3125	9101	INACTIVE USE	acre	1.2	0	0
3125		TOTAL			16414	11391
3126	101	SINGLE FAMILY	du	24.0	279	205
3126	102	MULTI-FAMILY	du	208.0	1701	1202
3126	2101	INDUSTRIAL PARK	acre	5.7	793	654
3126	4111	TRANSIT STATION	acre	0.0	4	3
3126	4112	RIGHT-OF-WAY	acre	7.6	0	0
3126	4113	COMMUNICATION OR UTILITY	acre	5.2	24	19
3126	4114	PARKING	acre	0.7	0	0
3126	5007	STREETFRONT COMMERCIAL	acre	5.2	6215	4503
3126	6002	LOW RISE OFFICE	acre	4.2	1510	1197
3126	6105	FIRE OR POLICE STATION	site	1.0	430	335
3126	6109	OTHER PUBLIC SERVICE	acre	4.8	1708	1227
3126	7601	ACTIVE PARK	acre	1.6	99	64
3126	9101	INACTIVE USE	acre	0.7	0	0
3126		TOTAL			12763	9409
3127	101	SINGLE FAMILY	du	49.0	285	204
3127	7209	CASINO	acre	11.4	416	360
3127	9101	INACTIVE USE	acre	0.6	0	0
3127		TOTAL			701	564
3128	101	SINGLE FAMILY	du	43.0	464	332
3128	102	MULTI-FAMILY	du	84.0	653	448
3128	4112	RIGHT-OF-WAY	acre	3.0	0	0
3128	5007	STREETFRONT COMMERCIAL	acre	1.4	1648	1190
3128	9702	MIXED USE 67% STREETFRONT	acre	3.6	3005	2187
3128		TOTAL			5770	4157
3129	101	SINGLE FAMILY	du	31.0	334	239
3129	102	MULTI-FAMILY	du	21.0	162	112
3129	4112	RIGHT-OF-WAY	acre	2.9	0	0
3129	5007	STREETFRONT COMMERCIAL	acre	2.4	2878	2081
3129	5009	OTHER COMMERCIAL	acre	0.1	15	11
3129	6002	LOW RISE OFFICE	acre	0.4	125	97
3129	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
3129		TOTAL			5626	3653
3130	101	SINGLE FAMILY	du	84.0	530	361
3130	102	MULTI-FAMILY	du	5.0	46	23
3130	1409	OTHER GROUP QUARTERS	acre	89.3	235	173
3130	4104	AIRSTRIP	acre	8.6	4	3
3130	4112	RIGHT-OF-WAY	acre	47.5	0	0
3130	8003	FIELD CROPS	acre	191.0	11	8
3130	9101	INACTIVE USE	acre	17052.8	0	0
3130		TOTAL			826	568

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3131	101	SINGLE FAMILY	du	131.0	1388	1005
3131	102	MULTI-FAMILY	du	48.0	363	254
3131	1409	OTHER GROUP QUARTERS	acre	0.1	0	0
3131	4112	RIGHT-OF-WAY	acre	7.2	1	1
3131	4114	PARKING	acre	0.1	0	0
3131	5007	STREETFRONT COMMERCIAL	acre	4.3	5130	3712
3131	6002	LOW RISE OFFICE	acre	1.2	384	301
3131	6102	CHURCH	acre	0.4	19	15
3131	6109	OTHER PUBLIC SERVICE	acre	1.3	417	295
3131	6509	OTHER HEALTH CARE	acre	0.4	166	122
3131		TOTAL			7868	5705
3132	2103	LIGHT INDUSTRY	acre	4.6	2119	1819
3132	4112	RIGHT-OF-WAY	acre	2.7	0	0
3132	6002	LOW RISE OFFICE	acre	13.1	3604	2773
3132	9101	INACTIVE USE	acre	9.1	0	0
3132		TOTAL			5723	4592
3133	101	SINGLE FAMILY	du	22.0	234	169
3133	4112	RIGHT-OF-WAY	acre	0.5	0	0
3133	6806	ELEMENTARY SCHOOL	site	1.0	2232	1217
3133		TOTAL			2466	1386
3134	4112	RIGHT-OF-WAY	acre	49.7	0	0
3134	5006	AUTO COMMERCIAL	acre	10.4	4549	3237
3134	6002	LOW RISE OFFICE	acre	7.2	3189	2571
3134		TOTAL			7738	5808
3135	101	SINGLE FAMILY	du	100.0	1064	768
3135	102	MULTI-FAMILY	du	31.0	233	164
3135	4112	RIGHT-OF-WAY	acre	4.0	0	0
3135	4114	PARKING	acre	0.1	0	0
3135	5007	STREETFRONT COMMERCIAL	acre	0.3	313	226
3135	6002	LOW RISE OFFICE	acre	0.1	37	29
3135	6509	OTHER HEALTH CARE	acre	0.7	316	235
3135		TOTAL			1963	1422
3136	4112	RIGHT-OF-WAY	acre	6.2	0	0
3136	6003	GOV'T OFFICE OR CENTER	acre	3.3	3383	2538
3136	6103	LIBRARY	acre	0.5	200	135
3136	6104	POST OFFICE	acre	0.7	767	547
3136	6105	FIRE OR POLICE STATION	site	2.0	528	384
3136		TOTAL			4878	3604
3137	101	SINGLE FAMILY	du	721.0	7771	5557
3137	102	MULTI-FAMILY	du	5.0	39	26
3137	4112	RIGHT-OF-WAY	acre	31.8	0	0
3137	6102	CHURCH	acre	2.5	121	93
3137	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
3137		TOTAL			7931	5676

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3138	1502	HIGH-RISE HOTEL	acre	4.4	6849	4142
3138	4112	RIGHT-OF-WAY	acre	1.1	0	0
3138	5004	NEIGHBORHOOD COMMERCIAL	acre	6.9	8557	6040
3138	5006	AUTO COMMERCIAL	acre	13.6	5997	4274
3138	6002	LOW RISE OFFICE	acre	1.9	965	786
3138	9101	INACTIVE USE	acre	4.2	0	0
3138		TOTAL			22368	15242
3139	102	MULTI-FAMILY	du	1284.0	10342	7382
3139	4112	RIGHT-OF-WAY	acre	7.9	0	0
3139	7210	OTHER RECREATION-HIGH	acre	8.4	861	659
3139	7607	RESIDENTIAL RECREATION	acre	2.4	0	0
3139	9101	INACTIVE USE	acre	9.6	0	0
3139	9702	MIXED USE 67% STREETFRONT	acre	42.4	35126	25562
3139		TOTAL			46329	33603
3140	101	SINGLE FAMILY	du	397.0	4270	3058
3140	102	MULTI-FAMILY	du	251.0	1934	1337
3140	4112	RIGHT-OF-WAY	acre	16.8	2	2
3140	5009	OTHER COMMERCIAL	acre	0.2	22	16
3140	6509	OTHER HEALTH CARE	acre	0.2	69	51
3140	9101	INACTIVE USE	acre	0.5	0	0
3140		TOTAL			6297	4464
3141	1501	LOW-RISE HOTEL OR MOTEL	acre	23.0	8117	5087
3141	1502	HIGH-RISE HOTEL	acre	2.2	3343	2015
3141	4111	TRANSIT STATION	acre	1.2	324	245
3141	4112	RIGHT-OF-WAY	acre	3.8	0	0
3141	7206	CONVENTION CENTER	acre	5.2	4172	2806
3141	9101	INACTIVE USE	acre	3.6	0	0
3141		TOTAL			15956	10153
3142	101	SINGLE FAMILY	du	85.0	828	597
3142	102	MULTI-FAMILY	du	64.0	524	367
3142	4112	RIGHT-OF-WAY	acre	6.5	0	0
3142	7601	ACTIVE PARK	acre	3.5	221	144
3142	9101	INACTIVE USE	acre	23.3	0	0
3142		TOTAL			1573	1108
3143	101	SINGLE FAMILY	du	362.0	3559	2558
3143	102	MULTI-FAMILY	du	958.0	7934	5528
3143	4112	RIGHT-OF-WAY	acre	36.7	0	0
3143	5007	STREETFRONT COMMERCIAL	acre	1.5	1874	1372
3143	7601	ACTIVE PARK	acre	0.3	21	14
3143	9101	INACTIVE USE	acre	11.6	0	0
3143	9702	MIXED USE 67% STREETFRONT	acre	1.2	1031	751
3143		TOTAL			14419	10223
3144	101	SINGLE FAMILY	du	224.0	2416	1726
3144	102	MULTI-FAMILY	du	40.0	307	213
3144	4112	RIGHT-OF-WAY	acre	13.8	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3144	5007	STREETFRONT COMMERCIAL	acre	1.1	1361	985
3144	6102	CHURCH	acre	2.0	96	74
3144	9101	INACTIVE USE	acre	2.2	0	0
3144		TOTAL			4180	2998
3145	101	SINGLE FAMILY	du	93.0	913	657
3145	102	MULTI-FAMILY	du	426.0	3522	2457
3145	4112	RIGHT-OF-WAY	acre	22.1	0	0
3145	9702	MIXED USE 67% STREETFRONT	acre	3.4	2812	2046
3145		TOTAL			7247	5160
3146	102	MULTI-FAMILY	du	223.0	1726	1189
3146	4111	TRANSIT STATION	acre	0.3	90	68
3146	4112	RIGHT-OF-WAY	acre	4.9	0	0
3146	5004	NEIGHBORHOOD COMMERCIAL	acre	12.6	15825	11192
3146	5007	STREETFRONT COMMERCIAL	acre	4.1	5096	3720
3146	6002	LOW RISE OFFICE	acre	1.0	447	360
3146	6102	CHURCH	acre	0.9	51	40
3146	6105	FIRE OR POLICE STATION	site	1.0	254	183
3146	6109	OTHER PUBLIC SERVICE	acre	0.2	79	57
3146	6807	SCHOOL DISTRICT OFFICE	acre	2.0	1957	1646
3146	9101	INACTIVE USE	acre	0.1	0	0
3146		TOTAL			25525	18455
3147	101	SINGLE FAMILY	du	19.0	204	146
3147	4112	RIGHT-OF-WAY	acre	4.4	1	1
3147	5007	STREETFRONT COMMERCIAL	acre	3.4	4164	3032
3147	6002	LOW RISE OFFICE	acre	1.7	460	353
3147	6102	CHURCH	acre	0.3	26	21
3147	9101	INACTIVE USE	acre	0.1	0	0
3147		TOTAL			4855	3553
3148	101	SINGLE FAMILY	du	439.0	4744	3390
3148	102	MULTI-FAMILY	du	26.0	202	139
3148	4112	RIGHT-OF-WAY	acre	12.9	0	0
3148	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
3148	7601	ACTIVE PARK	acre	2.4	152	99
3148	9101	INACTIVE USE	acre	3.3	0	0
3148		TOTAL			7316	4833
3149	101	SINGLE FAMILY	du	62.0	643	443
3149	102	MULTI-FAMILY	du	872.0	7690	5109
3149	4112	RIGHT-OF-WAY	acre	16.3	0	0
3149	6102	CHURCH	acre	1.2	79	63
3149	9702	MIXED USE 67% STREETFRONT	acre	5.2	4312	3138
3149		TOTAL			12724	8753
3150	101	SINGLE FAMILY	du	7.0	75	53
3150	4112	RIGHT-OF-WAY	acre	3.7	0	0
3150	5007	STREETFRONT COMMERCIAL	acre	3.4	4122	3000
3150	6002	LOW RISE OFFICE	acre	2.2	560	427
3150		TOTAL			4757	3480

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3151	101	SINGLE FAMILY	du	269.0	2859	2063
3151	102	MULTI-FAMILY	du	11.0	83	58
3151	4112	RIGHT-OF-WAY	acre	18.0	0	0
3151	9101	INACTIVE USE	acre	2.3	0	0
3151		TOTAL			2942	2121
3152	101	SINGLE FAMILY	du	94.0	947	667
3152	102	MULTI-FAMILY	du	362.0	3130	2111
3152	4112	RIGHT-OF-WAY	acre	11.3	0	0
3152	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
3152	4114	PARKING	acre	0.1	0	0
3152	5004	NEIGHBORHOOD COMMERCIAL	acre	3.2	4052	2869
3152	5007	STREETFRONT COMMERCIAL	acre	1.4	1718	1244
3152	5009	OTHER COMMERCIAL	acre	0.1	16	12
3152	6002	LOW RISE OFFICE	acre	0.2	58	45
3152	9101	INACTIVE USE	acre	0.9	0	0
3152	9702	MIXED USE 67% STREETFRONT	acre	0.7	616	448
3152		TOTAL			10537	7396
3153	101	SINGLE FAMILY	du	406.0	4433	3152
3153	4112	RIGHT-OF-WAY	acre	33.8	0	0
3153	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
3153	9101	INACTIVE USE	acre	1.1	0	0
3153		TOTAL			4433	3152
3154	101	SINGLE FAMILY	du	83.0	891	639
3154	102	MULTI-FAMILY	du	65.0	521	348
3154	4112	RIGHT-OF-WAY	acre	3.8	0	0
3154	5007	STREETFRONT COMMERCIAL	acre	0.2	213	154
3154	6002	LOW RISE OFFICE	acre	0.3	265	221
3154		TOTAL			1890	1362
3155	101	SINGLE FAMILY	du	140.0	1516	1087
3155	4112	RIGHT-OF-WAY	acre	11.5	0	0
3155	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
3155	9101	INACTIVE USE	acre	1.1	0	0
3155		TOTAL			1518	1088
3156	101	SINGLE FAMILY	du	256.0	2790	1991
3156	2103	LIGHT INDUSTRY	acre	0.3	25	20
3156	4112	RIGHT-OF-WAY	acre	21.8	0	0
3156	5007	STREETFRONT COMMERCIAL	acre	1.4	1680	1220
3156	9101	INACTIVE USE	acre	0.8	0	0
3156		TOTAL			4495	3231
3157	101	SINGLE FAMILY	du	139.0	1387	984
3157	102	MULTI-FAMILY	du	61.0	521	354
3157	4112	RIGHT-OF-WAY	acre	12.2	0	0
3157	5007	STREETFRONT COMMERCIAL	acre	0.7	943	691
3157	6102	CHURCH	acre	0.7	35	27
3157	6509	OTHER HEALTH CARE	acre	0.1	36	27

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3157	7601	ACTIVE PARK	acre	0.8	47	31
3157	9702	MIXED USE 67% STREETFRONT	acre	2.1	1760	1281
3157		TOTAL			4729	3395
3158	101	SINGLE FAMILY	du	141.0	1508	1085
3158	4112	RIGHT-OF-WAY	acre	6.5	0	0
3158		TOTAL			1508	1085
3159	101	SINGLE FAMILY	du	34.0	352	259
3159	102	MULTI-FAMILY	du	105.0	924	663
3159	4112	RIGHT-OF-WAY	acre	2.8	0	0
3159	4114	PARKING	acre	0.2	0	0
3159	5004	NEIGHBORHOOD COMMERCIAL	acre	1.0	1276	902
3159	5007	STREETFRONT COMMERCIAL	acre	0.7	902	657
3159	6002	LOW RISE OFFICE	acre	1.0	349	275
3159	6102	CHURCH	acre	9.9	488	376
3159	6509	OTHER HEALTH CARE	acre	1.8	831	618
3159		TOTAL			5122	3750
3160	102	MULTI-FAMILY	du	77.0	624	443
3160	1501	LOW-RISE HOTEL OR MOTEL	acre	0.9	323	200
3160	4112	RIGHT-OF-WAY	acre	2.5	0	0
3160	4119	OTHER TRANSPORTATION	acre	0.4	39	29
3160	7204	GOLF COURSE	acre	19.6	0	0
3160	9101	INACTIVE USE	acre	21.1	0	0
3160	9702	MIXED USE 67% STREETFRONT	acre	5.1	4231	3079
3160		TOTAL			5217	3751
3161	102	MULTI-FAMILY	du	242.0	1980	1397
3161	1501	LOW-RISE HOTEL OR MOTEL	acre	3.7	1256	773
3161	1502	HIGH-RISE HOTEL	acre	4.2	6519	3965
3161	4112	RIGHT-OF-WAY	acre	7.9	0	0
3161	4114	PARKING	acre	0.3	0	0
3161	5004	NEIGHBORHOOD COMMERCIAL	acre	2.8	3632	2580
3161	5006	AUTO COMMERCIAL	acre	3.2	1398	996
3161	5007	STREETFRONT COMMERCIAL	acre	2.0	2380	1723
3161	5008	SERVICE STATION	acre	0.3	1328	969
3161	6001	HIGH RISE OFFICE	acre	5.8	13184	10311
3161	6002	LOW RISE OFFICE	acre	4.2	1122	860
3161	9101	INACTIVE USE	acre	5.6	0	0
3161	9702	MIXED USE 67% STREETFRONT	acre	4.7	3927	2858
3161		TOTAL			36726	26432
3162	101	SINGLE FAMILY	du	198.0	1958	1396
3162	4112	RIGHT-OF-WAY	acre	20.3	0	0
3162	9101	INACTIVE USE	acre	3.9	0	0
3162		TOTAL			1958	1396
3163	101	SINGLE FAMILY	du	280.0	2751	1972
3163	102	MULTI-FAMILY	du	362.0	2981	2079
3163	4112	RIGHT-OF-WAY	acre	20.3	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3163	9101	INACTIVE USE	acre	62.3	5	4
3163		TOTAL			5737	4055
3164	101	SINGLE FAMILY	du	22.0	215	155
3164	102	MULTI-FAMILY	du	567.0	4726	3274
3164	4112	RIGHT-OF-WAY	acre	9.9	0	0
3164	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
3164	4114	PARKING	acre	1.1	0	0
3164	5004	NEIGHBORHOOD COMMERCIAL	acre	12.5	15727	11122
3164	5007	STREETFRONT COMMERCIAL	acre	0.6	691	501
3164	6002	LOW RISE OFFICE	acre	0.5	129	98
3164	6105	FIRE OR POLICE STATION	site	1.0	264	192
3164	9702	MIXED USE 67% STREETFRONT	acre	9.5	7851	5713
3164		TOTAL			29604	21056
3165	102	MULTI-FAMILY	du	415.0	3348	2387
3165	1501	LOW-RISE HOTEL OR MOTEL	acre	4.8	1737	1101
3165	9702	MIXED USE 67% STREETFRONT	acre	42.8	35465	25808
3165		TOTAL			40550	29296
3166	4112	RIGHT-OF-WAY	acre	23.7	0	0
3166	9101	INACTIVE USE	acre	48.9	0	0
3166		TOTAL			0	0
3167	101	SINGLE FAMILY	du	55.0	599	427
3167	102	MULTI-FAMILY	du	41.0	314	218
3167	1409	OTHER GROUP QUARTERS	acre	1.2	5	3
3167	1501	LOW-RISE HOTEL OR MOTEL	acre	0.7	272	174
3167	4112	RIGHT-OF-WAY	acre	2.2	0	0
3167	5007	STREETFRONT COMMERCIAL	acre	2.1	2617	1916
3167	6002	LOW RISE OFFICE	acre	1.6	441	338
3167		TOTAL			4248	3076
3168	101	SINGLE FAMILY	du	137.0	1486	1064
3168	4112	RIGHT-OF-WAY	acre	15.0	0	0
3168	9101	INACTIVE USE	acre	0.7	0	0
3168		TOTAL			1486	1064
3169	101	SINGLE FAMILY	du	7.0	76	54
3169	102	MULTI-FAMILY	du	68.0	528	363
3169	4112	RIGHT-OF-WAY	acre	3.4	1	1
3169	5007	STREETFRONT COMMERCIAL	acre	1.4	1702	1241
3169	6109	OTHER PUBLIC SERVICE	acre	0.1	37	26
3169		TOTAL			2344	1685
3170	101	SINGLE FAMILY	du	20.0	213	153
3170	102	MULTI-FAMILY	du	14.0	105	74
3170	4112	RIGHT-OF-WAY	acre	2.5	0	0
3170	4114	PARKING	acre	0.9	0	0
3170	5004	NEIGHBORHOOD COMMERCIAL	acre	1.3	1747	1246

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3170	5007	STREETFRONT COMMERCIAL	acre	1.0	1186	856
3170	6102	CHURCH	acre	0.8	146	123
3170		TOTAL			3397	2452
3171	101	SINGLE FAMILY	du	61.0	631	437
3171	102	MULTI-FAMILY	du	458.0	4018	2684
3171	4112	RIGHT-OF-WAY	acre	7.1	0	0
3171	5007	STREETFRONT COMMERCIAL	acre	0.8	891	644
3171	6002	LOW RISE OFFICE	acre	0.2	59	45
3171	9702	MIXED USE 67% STREETFRONT	acre	1.3	1058	770
3171		TOTAL			6657	4580
3172	101	SINGLE FAMILY	du	79.0	816	565
3172	102	MULTI-FAMILY	du	268.0	2353	1571
3172	4112	RIGHT-OF-WAY	acre	5.3	0	0
3172	5007	STREETFRONT COMMERCIAL	acre	2.3	2752	1997
3172	6102	CHURCH	acre	0.1	5	4
3172	6105	FIRE OR POLICE STATION	site	1.0	264	192
3172	6806	ELEMENTARY SCHOOL	site	1.0	2171	1165
3172		TOTAL			8361	5494
3173	101	SINGLE FAMILY	du	427.0	4325	3040
3173	102	MULTI-FAMILY	du	194.0	1668	1130
3173	4112	RIGHT-OF-WAY	acre	31.6	0	0
3173	6103	LIBRARY	acre	0.6	254	177
3173	6509	OTHER HEALTH CARE	acre	0.2	69	52
3173	9702	MIXED USE 67% STREETFRONT	acre	1.5	1242	904
3173		TOTAL			7558	5303
3174	101	SINGLE FAMILY	du	27.0	290	208
3174	102	MULTI-FAMILY	du	13.0	100	69
3174	4112	RIGHT-OF-WAY	acre	2.0	0	0
3174	5007	STREETFRONT COMMERCIAL	acre	2.0	2568	1884
3174	9101	INACTIVE USE	acre	0.3	0	0
3174		TOTAL			2958	2161
3175	101	SINGLE FAMILY	du	6.0	59	42
3175	102	MULTI-FAMILY	du	14.0	115	80
3175	4112	RIGHT-OF-WAY	acre	3.0	0	0
3175	5007	STREETFRONT COMMERCIAL	acre	0.5	647	471
3175	6102	CHURCH	acre	0.5	25	19
3175	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4245	2516
3175	6809	OTHER SCHOOL	acre	0.3	73	60
3175	7601	ACTIVE PARK	acre	1.6	104	68
3175		TOTAL			5268	3256
3176	101	SINGLE FAMILY	du	140.0	1444	1000
3176	102	MULTI-FAMILY	du	269.0	2358	1574
3176	4112	RIGHT-OF-WAY	acre	6.1	0	0
3176	4114	PARKING	acre	0.2	0	0
3176	5007	STREETFRONT COMMERCIAL	acre	1.0	1251	910

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3176	6109	OTHER PUBLIC SERVICE	acre	0.2	49	35
3176		TOTAL			5102	3519
3177	101	SINGLE FAMILY	du	315.0	3444	2448
3177	4112	RIGHT-OF-WAY	acre	20.6	0	0
3177		TOTAL			3444	2448
3178	101	SINGLE FAMILY	du	112.0	1139	797
3178	102	MULTI-FAMILY	du	245.0	2117	1428
3178	4112	RIGHT-OF-WAY	acre	17.4	0	0
3178	5007	STREETFRONT COMMERCIAL	acre	0.6	694	501
3178	5009	OTHER COMMERCIAL	acre	0.1	11	8
3178	6102	CHURCH	acre	0.3	15	11
3178	6105	FIRE OR POLICE STATION	site	1.0	254	184
3178	6109	OTHER PUBLIC SERVICE	acre	0.5	172	121
3178	6509	OTHER HEALTH CARE	acre	0.1	31	23
3178	6806	ELEMENTARY SCHOOL	site	1.0	2181	1173
3178	7601	ACTIVE PARK	acre	4.5	283	184
3178		TOTAL			6897	4430
3179	101	SINGLE FAMILY	du	319.0	3435	2466
3179	4112	RIGHT-OF-WAY	acre	23.1	0	0
3179	6806	ELEMENTARY SCHOOL	site	1.0	2279	1258
3179		TOTAL			5714	3724
3180	101	SINGLE FAMILY	du	121.0	1192	856
3180	102	MULTI-FAMILY	du	1270.0	10540	7345
3180	4112	RIGHT-OF-WAY	acre	33.0	0	0
3180	4114	PARKING	acre	0.3	0	0
3180	5007	STREETFRONT COMMERCIAL	acre	2.7	3376	2465
3180	5008	SERVICE STATION	acre	0.5	1850	1351
3180	5009	OTHER COMMERCIAL	acre	0.1	18	14
3180	6102	CHURCH	acre	0.3	16	12
3180	6109	OTHER PUBLIC SERVICE	acre	0.2	53	37
3180	6509	OTHER HEALTH CARE	acre	0.1	55	41
3180	9702	MIXED USE 67% STREETFRONT	acre	6.6	5421	3945
3180		TOTAL			22521	16066
3181	101	SINGLE FAMILY	du	385.0	3833	2726
3181	4112	RIGHT-OF-WAY	acre	23.1	0	0
3181	9101	INACTIVE USE	acre	0.1	0	0
3181		TOTAL			3833	2726
3182	101	SINGLE FAMILY	du	66.0	646	466
3182	102	MULTI-FAMILY	du	2036.0	16968	11779
3182	4112	RIGHT-OF-WAY	acre	28.8	0	0
3182	5007	STREETFRONT COMMERCIAL	acre	0.0	37	27
3182	6102	CHURCH	acre	0.7	36	28
3182	6509	OTHER HEALTH CARE	acre	0.2	82	62
3182	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
3182	9702	MIXED USE 67% STREETFRONT	acre	7.1	5851	4257
3182		TOTAL			25732	17732

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3183	1501	LOW-RISE HOTEL OR MOTEL	acre	29.9	10137	6252
3183	1502	HIGH-RISE HOTEL	acre	4.1	6384	3885
3183	4112	RIGHT-OF-WAY	acre	0.4	0	0
3183	6002	LOW RISE OFFICE	acre	0.3	86	66
3183	7210	OTHER RECREATION-HIGH	acre	2.5	142	98
3183	9101	INACTIVE USE	acre	14.4	0	0
3183		TOTAL			16749	10301
3184	101	SINGLE FAMILY	du	120.0	1303	926
3184	102	MULTI-FAMILY	du	83.0	653	442
3184	4112	RIGHT-OF-WAY	acre	9.2	0	0
3184	6002	LOW RISE OFFICE	acre	0.5	289	237
3184	9101	INACTIVE USE	acre	0.9	0	0
3184		TOTAL			2245	1605
3185	102	MULTI-FAMILY	du	606.0	4836	3476
3185	1501	LOW-RISE HOTEL OR MOTEL	acre	8.8	2937	1797
3185	4112	RIGHT-OF-WAY	acre	36.4	0	0
3185	6002	LOW RISE OFFICE	acre	7.3	4116	3369
3185	9500	UNDER CONTRUCTION	acre	3.9	22	17
3185	9702	MIXED USE 67% STREETFRONT	acre	8.8	7256	5280
3185		TOTAL			19167	13939
3186	101	SINGLE FAMILY	du	10.0	98	71
3186	102	MULTI-FAMILY	du	894.0	7348	5142
3186	4112	RIGHT-OF-WAY	acre	12.9	0	0
3186	9702	MIXED USE 67% STREETFRONT	acre	5.2	4304	3132
3186		TOTAL			11750	8345
3187	1501	LOW-RISE HOTEL OR MOTEL	acre	4.6	1501	910
3187	4112	RIGHT-OF-WAY	acre	28.6	0	0
3187	5007	STREETFRONT COMMERCIAL	acre	0.5	582	426
3187	6002	LOW RISE OFFICE	acre	2.5	727	564
3187	7601	ACTIVE PARK	acre	8.8	559	363
3187	9101	INACTIVE USE	acre	6.3	0	0
3187		TOTAL			3369	2263
3188	101	SINGLE FAMILY	du	284.0	2880	2025
3188	102	MULTI-FAMILY	du	673.0	5862	3948
3188	4112	RIGHT-OF-WAY	acre	26.0	0	0
3188	4114	PARKING	acre	0.4	0	0
3188	5006	AUTO COMMERCIAL	acre	1.3	543	381
3188	5007	STREETFRONT COMMERCIAL	acre	7.3	8784	6365
3188	6002	LOW RISE OFFICE	acre	0.8	182	138
3188	6509	OTHER HEALTH CARE	acre	0.5	223	163
3188	6804	SENIOR HIGH SCHOOL	site	1.0	5815	2602
3188	9101	INACTIVE USE	acre	2.3	0	0
3188		TOTAL			24289	15622
3189	101	SINGLE FAMILY	du	60.0	665	468
3189	102	MULTI-FAMILY	du	29.0	234	157

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3189	4112	RIGHT-OF-WAY	acre	3.8	0	0
3189	9101	INACTIVE USE	acre	0.0	0	0
3189		TOTAL			899	625
3190	101	SINGLE FAMILY	du	139.0	1478	1067
3190	102	MULTI-FAMILY	du	164.0	1256	867
3190	4112	RIGHT-OF-WAY	acre	6.3	0	0
3190		TOTAL			2734	1934
3191	101	SINGLE FAMILY	du	17.0	179	130
3191	102	MULTI-FAMILY	du	31.0	238	164
3191	4112	RIGHT-OF-WAY	acre	2.5	0	0
3191	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
3191	4114	PARKING	acre	0.4	0	0
3191	5007	STREETFRONT COMMERCIAL	acre	2.9	3512	2547
3191	9101	INACTIVE USE	acre	0.1	0	0
3191		TOTAL			3929	2841
3192	101	SINGLE FAMILY	du	383.0	3764	2717
3192	102	MULTI-FAMILY	du	291.0	2429	1690
3192	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
3192	1501	LOW-RISE HOTEL OR MOTEL	acre	0.9	286	172
3192	4112	RIGHT-OF-WAY	acre	26.2	0	0
3192	4114	PARKING	acre	1.0	7	6
3192	5007	STREETFRONT COMMERCIAL	acre	6.6	7942	5769
3192	6102	CHURCH	acre	0.2	8	6
3192	6806	ELEMENTARY SCHOOL	site	1.0	2200	1190
3192	9101	INACTIVE USE	acre	0.1	0	0
3192	9702	MIXED USE 67% STREETFRONT	acre	3.6	2977	2167
3192		TOTAL			19614	13718
3193	101	SINGLE FAMILY	du	447.0	4869	3456
3193	102	MULTI-FAMILY	du	62.0	485	332
3193	4111	TRANSIT STATION	acre	3.7	956	721
3193	4112	RIGHT-OF-WAY	acre	26.7	0	0
3193	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
3193	9101	INACTIVE USE	acre	1.6	0	0
3193		TOTAL			6311	4510
3194	101	SINGLE FAMILY	du	608.0	5949	4312
3194	102	MULTI-FAMILY	du	108.0	890	626
3194	4112	RIGHT-OF-WAY	acre	30.4	0	0
3194	6102	CHURCH	acre	1.3	153	126
3194		TOTAL			6992	5064
3195	101	SINGLE FAMILY	du	33.0	364	255
3195	4112	RIGHT-OF-WAY	acre	1.2	0	0
3195	8002	INTENSIVE AGRICULTURE	acre	26.3	6	5
3195	8003	FIELD CROPS	acre	7.0	1	1
3195		TOTAL			371	261

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3196	1501	LOW-RISE HOTEL OR MOTEL	acre	4.7	1634	1022
3196	1502	HIGH-RISE HOTEL	acre	8.1	12541	7612
3196	4112	RIGHT-OF-WAY	acre	1.8	0	0
3196	9101	INACTIVE USE	acre	4.5	0	0
3196		TOTAL			14175	8634
3197	101	SINGLE FAMILY	du	114.0	1203	875
3197	102	MULTI-FAMILY	du	14.0	105	74
3197	4112	RIGHT-OF-WAY	acre	6.8	0	0
3197	7601	ACTIVE PARK	acre	2.1	132	85
3197	9101	INACTIVE USE	acre	0.8	0	0
3197		TOTAL			1440	1034
3198	101	SINGLE FAMILY	du	102.0	1110	789
3198	102	MULTI-FAMILY	du	106.0	826	566
3198	4112	RIGHT-OF-WAY	acre	3.6	0	0
3198		TOTAL			1936	1355
3199	101	SINGLE FAMILY	du	56.0	608	434
3199	4112	RIGHT-OF-WAY	acre	2.9	0	0
3199	5006	AUTO COMMERCIAL	acre	3.1	1288	905
3199	5007	STREETFRONT COMMERCIAL	acre	2.6	3160	2292
3199	5008	SERVICE STATION	acre	0.6	2411	1760
3199	9101	INACTIVE USE	acre	0.1	0	0
3199		TOTAL			7467	5391
3200	101	SINGLE FAMILY	du	90.0	974	693
3200	4112	RIGHT-OF-WAY	acre	9.2	0	0
3200	6806	ELEMENTARY SCHOOL	site	1.0	2181	1173
3200		TOTAL			3155	1866
3201	1501	LOW-RISE HOTEL OR MOTEL	acre	3.3	1095	669
3201	2104	WAREHOUSING	acre	2.9	269	229
3201	4112	RIGHT-OF-WAY	acre	57.2	0	0
3201	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
3201	4114	PARKING	acre	1.3	1	0
3201	5001	WHOLESALE TRADE	acre	0.5	43	34
3201	5007	STREETFRONT COMMERCIAL	acre	0.5	626	457
3201	6003	GOV'T OFFICE OR CENTER	acre	12.9	12574	9384
3201	9101	INACTIVE USE	acre	3.2	0	0
3201		TOTAL			14611	10775
3202	101	SINGLE FAMILY	du	356.0	3642	2542
3202	102	MULTI-FAMILY	du	368.0	3207	2155
3202	4112	RIGHT-OF-WAY	acre	24.2	0	0
3202	5007	STREETFRONT COMMERCIAL	acre	0.6	784	568
3202	5008	SERVICE STATION	acre	0.7	2935	2143
3202	6102	CHURCH	acre	0.8	43	33
3202		TOTAL			10611	7441
3203	101	SINGLE FAMILY	du	120.0	1241	859

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3203	102	MULTI-FAMILY	du	287.0	2531	1686
3203	4112	RIGHT-OF-WAY	acre	6.2	0	0
3203		TOTAL			3772	2545
3204	101	SINGLE FAMILY	du	275.0	2807	1969
3204	102	MULTI-FAMILY	du	302.0	2570	1757
3204	4112	RIGHT-OF-WAY	acre	17.4	0	0
3204	4114	PARKING	acre	0.7	0	0
3204	5007	STREETFRONT COMMERCIAL	acre	5.0	5932	4295
3204	6509	OTHER HEALTH CARE	acre	0.1	28	20
3204	9101	INACTIVE USE	acre	0.1	0	0
3204		TOTAL			11337	8041
3205	101	SINGLE FAMILY	du	138.0	1411	987
3205	102	MULTI-FAMILY	du	309.0	2682	1810
3205	4112	RIGHT-OF-WAY	acre	6.3	0	0
3205	5007	STREETFRONT COMMERCIAL	acre	0.2	191	138
3205		TOTAL			4284	2935
3206	4112	RIGHT-OF-WAY	acre	4.1	0	0
3206	7601	ACTIVE PARK	acre	17.9	1134	737
3206	9101	INACTIVE USE	acre	27.5	0	0
3206		TOTAL			1134	737
3207	101	SINGLE FAMILY	du	767.0	8604	6015
3207	4112	RIGHT-OF-WAY	acre	56.6	0	0
3207	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
3207	9101	INACTIVE USE	acre	105.2	0	0
3207		TOTAL			8604	6015
3208	101	SINGLE FAMILY	du	77.0	859	604
3208	4112	RIGHT-OF-WAY	acre	8.0	0	0
3208	6804	SENIOR HIGH SCHOOL	site	1.0	5858	2639
3208		TOTAL			6717	3243
3209	101	SINGLE FAMILY	du	118.0	1203	844
3209	102	MULTI-FAMILY	du	137.0	1185	803
3209	4112	RIGHT-OF-WAY	acre	7.2	0	0
3209		TOTAL			2388	1647
3210	101	SINGLE FAMILY	du	120.0	1312	934
3210	2103	LIGHT INDUSTRY	acre	6.2	398	325
3210	4112	RIGHT-OF-WAY	acre	9.7	0	0
3210	7204	GOLF COURSE	acre	86.4	0	0
3210	7607	RESIDENTIAL RECREATION	acre	2.5	0	0
3210	9101	INACTIVE USE	acre	594.5	0	0
3210		TOTAL			1710	1259
3211	101	SINGLE FAMILY	du	81.0	809	574
3211	102	MULTI-FAMILY	du	202.0	1705	1171
3211	1409	OTHER GROUP QUARTERS	acre	0.2	1	1

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3211	4112	RIGHT-OF-WAY	acre	5.1	0	0
3211	6509	OTHER HEALTH CARE	acre	0.7	317	235
3211		TOTAL			2832	1981
3212	101	SINGLE FAMILY	du	68.0	735	526
3212	4112	RIGHT-OF-WAY	acre	6.1	0	0
3212	7601	ACTIVE PARK	acre	6.8	427	277
3212		TOTAL			1162	803
3213	101	SINGLE FAMILY	du	3.0	28	21
3213	1501	LOW-RISE HOTEL OR MOTEL	acre	4.1	1354	824
3213	2101	INDUSTRIAL PARK	acre	21.0	3915	3270
3213	2103	LIGHT INDUSTRY	acre	9.1	1396	1179
3213	2104	WAREHOUSING	acre	3.0	148	123
3213	2105	PUBLIC STORAGE	acre	2.8	76	64
3213	4112	RIGHT-OF-WAY	acre	9.7	0	0
3213	4114	PARKING	acre	0.4	0	0
3213	5007	STREETFRONT COMMERCIAL	acre	2.1	2613	1915
3213	5009	OTHER COMMERCIAL	acre	1.1	206	161
3213	6002	LOW RISE OFFICE	acre	6.4	1540	1163
3213	9101	INACTIVE USE	acre	0.8	0	0
3213		TOTAL			11276	8720
3214	101	SINGLE FAMILY	du	4.0	38	28
3214	102	MULTI-FAMILY	du	570.0	4567	3254
3214	4112	RIGHT-OF-WAY	acre	24.0	0	0
3214	6502	HOSPITAL	acre	8.2	3124	2384
3214	6809	OTHER SCHOOL	acre	5.9	1316	1096
3214	9101	INACTIVE USE	acre	2.9	0	0
3214		TOTAL			9045	6762
3215	101	SINGLE FAMILY	du	153.0	1652	1184
3215	102	MULTI-FAMILY	du	552.0	4292	2953
3215	4112	RIGHT-OF-WAY	acre	8.8	1	1
3215	5007	STREETFRONT COMMERCIAL	acre	0.6	704	510
3215	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
3215	6809	OTHER SCHOOL	acre	0.2	40	33
3215		TOTAL			8939	5914
3216	101	SINGLE FAMILY	du	239.0	2326	1681
3216	102	MULTI-FAMILY	du	515.0	4207	2956
3216	4112	RIGHT-OF-WAY	acre	16.4	0	0
3216	9101	INACTIVE USE	acre	27.3	10	8
3216	9702	MIXED USE 67% STREETFRONT	acre	0.1	57	42
3216		TOTAL			6600	4687
3217	101	SINGLE FAMILY	du	403.0	4361	3113
3217	102	MULTI-FAMILY	du	117.0	904	624
3217	4112	RIGHT-OF-WAY	acre	20.3	1	1
3217	9101	INACTIVE USE	acre	0.1	0	0
3217	9702	MIXED USE 67% STREETFRONT	acre	0.2	147	107
3217		TOTAL			5413	3845

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3218	102	MULTI-FAMILY	du	251.0	1994	1437
3218	1501	LOW-RISE HOTEL OR MOTEL	acre	25.9	8582	5239
3218	4112	RIGHT-OF-WAY	acre	14.5	0	0
3218	5007	STREETFRONT COMMERCIAL	acre	0.7	832	603
3218	6002	LOW RISE OFFICE	acre	7.1	2829	2259
3218	6509	OTHER HEALTH CARE	acre	0.8	418	317
3218	9101	INACTIVE USE	acre	7.7	0	0
3218		TOTAL			14655	9855
3219	101	SINGLE FAMILY	du	26.0	253	183
3219	102	MULTI-FAMILY	du	22.0	181	126
3219	4112	RIGHT-OF-WAY	acre	2.8	0	0
3219	4114	PARKING	acre	1.3	11	10
3219	5005	SPECIALTY COMMERCIAL	acre	0.8	1073	776
3219	5007	STREETFRONT COMMERCIAL	acre	1.4	1664	1206
3219	6002	LOW RISE OFFICE	acre	0.1	35	28
3219	7204	GOLF COURSE	acre	8.9	0	0
3219	7601	ACTIVE PARK	acre	3.6	226	147
3219		TOTAL			3443	2476
3220	101	SINGLE FAMILY	du	488.0	4813	3447
3220	4112	RIGHT-OF-WAY	acre	26.3	0	0
3220	7601	ACTIVE PARK	acre	5.8	366	238
3220	9101	INACTIVE USE	acre	26.4	0	0
3220		TOTAL			5179	3685
3221	101	SINGLE FAMILY	du	164.0	1794	1275
3221	4112	RIGHT-OF-WAY	acre	71.6	0	0
3221	5007	STREETFRONT COMMERCIAL	acre	0.5	544	394
3221	9101	INACTIVE USE	acre	5.4	0	0
3221	9500	UNDER CONTRUCTION	acre	0.5	3	2
3221		TOTAL			2341	1671
3222	4112	RIGHT-OF-WAY	acre	47.2	0	0
3222	6002	LOW RISE OFFICE	acre	8.2	2084	1588
3222		TOTAL			2084	1588
3223	101	SINGLE FAMILY	du	28.0	297	214
3223	102	MULTI-FAMILY	du	169.0	1293	894
3223	4112	RIGHT-OF-WAY	acre	4.1	0	0
3223	5007	STREETFRONT COMMERCIAL	acre	2.0	2450	1776
3223	6002	LOW RISE OFFICE	acre	3.3	1076	843
3223	7601	ACTIVE PARK	acre	4.2	269	175
3223		TOTAL			5385	3902
3224	101	SINGLE FAMILY	du	239.0	2616	1854
3224	4112	RIGHT-OF-WAY	acre	13.5	0	0
3224	7601	ACTIVE PARK	acre	3.7	231	150
3224	9101	INACTIVE USE	acre	0.1	0	0
3224		TOTAL			2847	2004

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3225	101	SINGLE FAMILY	du	262.0	2582	1854
3225	102	MULTI-FAMILY	du	1387.0	11543	8023
3225	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	38	23
3225	2103	LIGHT INDUSTRY	acre	0.3	27	23
3225	4112	RIGHT-OF-WAY	acre	34.2	0	0
3225	4114	PARKING	acre	0.9	0	0
3225	5007	STREETFRONT COMMERCIAL	acre	3.8	4709	3432
3225	5008	SERVICE STATION	acre	0.3	1334	974
3225	6102	CHURCH	acre	0.4	120	101
3225	6509	OTHER HEALTH CARE	acre	0.1	40	29
3225	6809	OTHER SCHOOL	acre	4.1	808	669
3225	9702	MIXED USE 67% STREETFRONT	acre	1.9	1593	1159
3225		TOTAL			22794	16287
3226	101	SINGLE FAMILY	du	65.0	640	459
3226	102	MULTI-FAMILY	du	25.0	208	144
3226	4112	RIGHT-OF-WAY	acre	3.5	0	0
3226	9101	INACTIVE USE	acre	39.0	0	0
3226		TOTAL			848	603
3227	101	SINGLE FAMILY	du	311.0	3054	2197
3227	102	MULTI-FAMILY	du	919.0	7622	5305
3227	4112	RIGHT-OF-WAY	acre	30.5	0	0
3227	4114	PARKING	acre	0.6	0	0
3227	5006	AUTO COMMERCIAL	acre	0.8	318	223
3227	5007	STREETFRONT COMMERCIAL	acre	2.8	3497	2560
3227	5008	SERVICE STATION	acre	0.3	1309	956
3227	5009	OTHER COMMERCIAL	acre	0.6	96	73
3227	6102	CHURCH	acre	2.2	107	83
3227	6502	HOSPITAL	acre	3.4	1115	833
3227	6509	OTHER HEALTH CARE	acre	0.1	31	23
3227	9101	INACTIVE USE	acre	0.2	0	0
3227	9702	MIXED USE 67% STREETFRONT	acre	0.7	594	432
3227		TOTAL			17743	12685
3228	101	SINGLE FAMILY	du	284.0	2898	2027
3228	102	MULTI-FAMILY	du	176.0	1529	1029
3228	4112	RIGHT-OF-WAY	acre	14.4	0	0
3228	5006	AUTO COMMERCIAL	acre	2.4	1005	708
3228	5007	STREETFRONT COMMERCIAL	acre	0.8	888	642
3228	6509	OTHER HEALTH CARE	acre	0.1	59	43
3228	9101	INACTIVE USE	acre	0.1	0	0
3228		TOTAL			6379	4449
3229	101	SINGLE FAMILY	du	9.0	98	66
3229	102	MULTI-FAMILY	du	46.0	429	276
3229	4112	RIGHT-OF-WAY	acre	3.7	0	0
3229	4114	PARKING	acre	3.0	0	0
3229	6501	MAJOR HOSPITAL	acre	30.7	16433	13022
3229	6509	OTHER HEALTH CARE	acre	0.7	300	220
3229	9101	INACTIVE USE	acre	28.1	0	0
3229		TOTAL			17260	13584

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3230	101	SINGLE FAMILY	du	311.0	3139	2217
3230	102	MULTI-FAMILY	du	754.0	6411	4388
3230	1501	LOW-RISE HOTEL OR MOTEL	acre	0.9	313	190
3230	4112	RIGHT-OF-WAY	acre	20.1	0	0
3230	4114	PARKING	acre	0.3	3	3
3230	5007	STREETFRONT COMMERCIAL	acre	6.5	7850	5704
3230	5008	SERVICE STATION	acre	0.4	1456	1063
3230	6102	CHURCH	acre	1.0	50	38
3230	6509	OTHER HEALTH CARE	acre	0.1	52	38
3230		TOTAL			19274	13641
3231	101	SINGLE FAMILY	du	9.0	100	66
3231	102	MULTI-FAMILY	du	567.0	4641	3253
3231	1409	OTHER GROUP QUARTERS	acre	1.1	4	3
3231	1501	LOW-RISE HOTEL OR MOTEL	acre	1.9	636	387
3231	2103	LIGHT INDUSTRY	acre	1.2	81	67
3231	4112	RIGHT-OF-WAY	acre	4.3	0	0
3231	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
3231	4114	PARKING	acre	0.6	0	0
3231	5007	STREETFRONT COMMERCIAL	acre	0.4	475	346
3231	5009	OTHER COMMERCIAL	acre	0.8	110	83
3231		TOTAL			6047	4205
3232	101	SINGLE FAMILY	du	296.0	3047	2119
3232	102	MULTI-FAMILY	du	365.0	3189	2140
3232	4112	RIGHT-OF-WAY	acre	14.9	0	0
3232	5006	AUTO COMMERCIAL	acre	0.3	111	78
3232	5007	STREETFRONT COMMERCIAL	acre	2.2	2636	1907
3232	6509	OTHER HEALTH CARE	acre	0.1	39	29
3232	9101	INACTIVE USE	acre	1.1	0	0
3232		TOTAL			9022	6273
3233	101	SINGLE FAMILY	du	289.0	2964	2070
3233	102	MULTI-FAMILY	du	320.0	2800	1882
3233	4112	RIGHT-OF-WAY	acre	12.3	0	0
3233	5007	STREETFRONT COMMERCIAL	acre	4.0	4760	3444
3233	5008	SERVICE STATION	acre	0.7	2822	2060
3233		TOTAL			13346	9456
3234	101	SINGLE FAMILY	du	77.0	766	546
3234	102	MULTI-FAMILY	du	365.0	3224	2149
3234	1409	OTHER GROUP QUARTERS	acre	0.3	1	1
3234	4112	RIGHT-OF-WAY	acre	15.3	0	0
3234	6002	LOW RISE OFFICE	acre	0.1	20	15
3234	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
3234		TOTAL			6216	3905
3235	4112	RIGHT-OF-WAY	acre	4.2	5	4
3235	5007	STREETFRONT COMMERCIAL	acre	4.0	5172	3798
3235	6002	LOW RISE OFFICE	acre	2.0	847	681
3235	9702	MIXED USE 67% STREETFRONT	acre	0.4	368	268
3235		TOTAL			6392	4751

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3236	1501	LOW-RISE HOTEL OR MOTEL	acre	1.0	321	193
3236	2101	INDUSTRIAL PARK	acre	2.1	324	269
3236	4112	RIGHT-OF-WAY	acre	8.7	0	0
3236	4114	PARKING	acre	0.1	0	0
3236	5007	STREETFRONT COMMERCIAL	acre	6.1	8491	6315
3236	5009	OTHER COMMERCIAL	acre	0.7	96	73
3236	6002	LOW RISE OFFICE	acre	1.9	771	615
3236	7202	STADIUM OR ARENA	acre	32.7	2020	1610
3236		TOTAL			12023	9075
3237	101	SINGLE FAMILY	du	80.0	833	579
3237	102	MULTI-FAMILY	du	102.0	854	591
3237	1501	LOW-RISE HOTEL OR MOTEL	acre	1.1	349	213
3237	4112	RIGHT-OF-WAY	acre	7.3	0	0
3237	5007	STREETFRONT COMMERCIAL	acre	2.9	3533	2567
3237	6804	SENIOR HIGH SCHOOL	site	1.0	5422	2262
3237	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4342	2600
3237	6806	ELEMENTARY SCHOOL	site	1.0	2371	1337
3237	9101	INACTIVE USE	acre	0.0	0	0
3237		TOTAL			17704	10149
3238	101	SINGLE FAMILY	du	150.0	1492	1063
3238	102	MULTI-FAMILY	du	605.0	5185	3525
3238	4112	RIGHT-OF-WAY	acre	19.5	0	0
3238	5007	STREETFRONT COMMERCIAL	acre	2.1	2529	1836
3238	6002	LOW RISE OFFICE	acre	0.7	168	128
3238	7601	ACTIVE PARK	acre	1.2	75	49
3238		TOTAL			9449	6601
3239	101	SINGLE FAMILY	du	305.0	2994	2150
3239	4112	RIGHT-OF-WAY	acre	14.4	0	0
3239	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4257	2527
3239	6809	OTHER SCHOOL	acre	0.2	29	24
3239	9101	INACTIVE USE	acre	30.1	0	0
3239		TOTAL			7280	4701
3240	101	SINGLE FAMILY	du	198.0	2185	1546
3240	4112	RIGHT-OF-WAY	acre	39.5	0	0
3240	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
3240	6102	CHURCH	acre	9.1	450	347
3240	9101	INACTIVE USE	acre	1663.2	0	0
3240		TOTAL			2637	1894
3241	102	MULTI-FAMILY	du	699.0	5808	4031
3241	4112	RIGHT-OF-WAY	acre	35.3	0	0
3241	7210	OTHER RECREATION-HIGH	acre	14.0	740	498
3241	7601	ACTIVE PARK	acre	7.2	455	296
3241	9101	INACTIVE USE	acre	11.0	0	0
3241		TOTAL			7003	4825
3242	101	SINGLE FAMILY	du	88.0	945	679

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3242	102	MULTI-FAMILY	du	224.0	1739	1195
3242	4112	RIGHT-OF-WAY	acre	3.7	0	0
3242	5007	STREETFRONT COMMERCIAL	acre	0.6	677	493
3242	6002	LOW RISE OFFICE	acre	1.6	521	407
3242	6102	CHURCH	acre	7.0	348	269
3242	9101	INACTIVE USE	acre	0.9	0	0
3242		TOTAL			4230	3043
3243	101	SINGLE FAMILY	du	113.0	1229	875
3243	102	MULTI-FAMILY	du	149.0	1143	794
3243	4112	RIGHT-OF-WAY	acre	8.7	0	0
3243	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4366	2621
3243	6807	SCHOOL DISTRICT OFFICE	acre	0.4	87	65
3243	7601	ACTIVE PARK	acre	9.1	577	375
3243	9101	INACTIVE USE	acre	0.8	0	0
3243		TOTAL			7402	4730
3244	101	SINGLE FAMILY	du	121.0	1312	944
3244	4112	RIGHT-OF-WAY	acre	6.7	0	0
3244	9101	INACTIVE USE	acre	15.2	0	0
3244		TOTAL			1312	944
3245	101	SINGLE FAMILY	du	331.0	3341	2352
3245	4112	RIGHT-OF-WAY	acre	19.6	0	0
3245	5009	OTHER COMMERCIAL	acre	0.2	25	19
3245	9101	INACTIVE USE	acre	17.5	0	0
3245		TOTAL			3366	2371
3246	102	MULTI-FAMILY	du	140.0	1150	804
3246	2103	LIGHT INDUSTRY	acre	1.8	125	102
3246	4112	RIGHT-OF-WAY	acre	12.9	1	1
3246	4114	PARKING	acre	0.2	0	0
3246	5007	STREETFRONT COMMERCIAL	acre	2.2	2627	1906
3246	5008	SERVICE STATION	acre	0.9	3663	2675
3246	5009	OTHER COMMERCIAL	acre	2.9	416	316
3246	9702	MIXED USE 67% STREETFRONT	acre	6.3	5216	3795
3246		TOTAL			13198	9599
3247	5004	NEIGHBORHOOD COMMERCIAL	acre	12.6	15434	10864
3247		TOTAL			15434	10864
3248	101	SINGLE FAMILY	du	286.0	3134	2218
3248	4112	RIGHT-OF-WAY	acre	25.4	0	0
3248	6102	CHURCH	acre	7.0	345	266
3248	9101	INACTIVE USE	acre	0.1	0	0
3248		TOTAL			3479	2484
3249	101	SINGLE FAMILY	du	267.0	2601	1880
3249	102	MULTI-FAMILY	du	41.0	333	235
3249	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	37	23
3249	4112	RIGHT-OF-WAY	acre	25.1	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3249	9101	INACTIVE USE	acre	16.5	10	8
3249		TOTAL			2981	2146
3250	101	SINGLE FAMILY	du	32.0	373	274
3250	102	MULTI-FAMILY	du	26.0	208	150
3250	4112	RIGHT-OF-WAY	acre	2.2	0	0
3250	4114	PARKING	acre	3.3	0	0
3250	6109	OTHER PUBLIC SERVICE	acre	0.3	88	62
3250	7601	ACTIVE PARK	acre	0.5	32	21
3250	7604	ACTIVE BEACH	unique	31.6	10833	6980
3250	9101	INACTIVE USE	acre	12.3	0	0
3250		TOTAL			11534	7487
3251	101	SINGLE FAMILY	du	49.0	523	354
3251	102	MULTI-FAMILY	du	614.0	5610	3647
3251	4112	RIGHT-OF-WAY	acre	7.7	0	0
3251	4114	PARKING	acre	0.2	0	0
3251	5003	COMMUNITY COMMERCIAL	acre	6.3	4823	3393
3251	5007	STREETFRONT COMMERCIAL	acre	4.8	5729	4143
3251	6102	CHURCH	acre	7.0	345	266
3251	6109	OTHER PUBLIC SERVICE	acre	0.2	57	40
3251	6509	OTHER HEALTH CARE	acre	1.3	635	478
3251	9101	INACTIVE USE	acre	1.5	0	0
3251		TOTAL			17722	12321
3252	101	SINGLE FAMILY	du	17.0	163	119
3252	102	MULTI-FAMILY	du	570.0	4619	3265
3252	4112	RIGHT-OF-WAY	acre	9.2	0	0
3252	5007	STREETFRONT COMMERCIAL	acre	0.1	151	109
3252	6102	CHURCH	acre	0.2	9	7
3252	6509	OTHER HEALTH CARE	acre	0.1	43	32
3252	6806	ELEMENTARY SCHOOL	site	1.0	2255	1237
3252	6807	SCHOOL DISTRICT OFFICE	acre	6.7	2201	1747
3252		TOTAL			9441	6516
3253	101	SINGLE FAMILY	du	431.0	4729	3345
3253	102	MULTI-FAMILY	du	166.0	1331	898
3253	4112	RIGHT-OF-WAY	acre	36.7	0	0
3253	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
3253	9101	INACTIVE USE	acre	56.9	0	0
3253		TOTAL			6060	4243
3254	4111	TRANSIT STATION	acre	7.4	1941	1465
3254	4112	RIGHT-OF-WAY	acre	14.5	0	0
3254	4114	PARKING	acre	4.9	0	0
3254	5005	SPECIALTY COMMERCIAL	acre	7.0	8456	6009
3254	6002	LOW RISE OFFICE	acre	1.5	742	601
3254	6003	GOV'T OFFICE OR CENTER	acre	2.5	2165	1586
3254	7201	TOURIST ATTRACTION	unique	0.0	24021	15466
3254	7601	ACTIVE PARK	acre	6.9	514	351
3254	9101	INACTIVE USE	acre	0.6	0	0
3254		TOTAL			37839	25478

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3255	101	SINGLE FAMILY	du	103.0	1127	803
3255	4112	RIGHT-OF-WAY	acre	36.5	0	0
3255	8003	FIELD CROPS	acre	65.8	7	5
3255	9101	INACTIVE USE	acre	2310.2	0	0
3255		TOTAL			1134	808
3256	102	MULTI-FAMILY	du	531.0	4177	2848
3256	4112	RIGHT-OF-WAY	acre	12.9	0	0
3256	4113	COMMUNICATION OR UTILITY	acre	2.1	6	5
3256	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
3256	7607	RESIDENTIAL RECREATION	acre	2.3	0	0
3256	9101	INACTIVE USE	acre	49.5	0	0
3256		TOTAL			6388	4047
3257	101	SINGLE FAMILY	du	182.0	1988	1415
3257	103	MOBILE HOME PARK	du	24.0	157	100
3257	4112	RIGHT-OF-WAY	acre	63.3	0	0
3257	7211	OTHER RECREATION-LOW	acre	36.5	231	158
3257	8003	FIELD CROPS	acre	11.6	1	1
3257	9101	INACTIVE USE	acre	2539.0	0	0
3257		TOTAL			2377	1674
3258	101	SINGLE FAMILY	du	379.0	4071	2926
3258	4112	RIGHT-OF-WAY	acre	17.7	0	0
3258	5007	STREETFRONT COMMERCIAL	acre	0.5	576	417
3258	5008	SERVICE STATION	acre	0.9	3490	2548
3258	5009	OTHER COMMERCIAL	acre	0.6	65	47
3258	6102	CHURCH	acre	14.3	711	549
3258	9101	INACTIVE USE	acre	0.4	0	0
3258		TOTAL			8913	6487
3259	101	SINGLE FAMILY	du	9.0	87	63
3259	102	MULTI-FAMILY	du	172.0	1383	983
3259	4112	RIGHT-OF-WAY	acre	9.7	0	0
3259	5007	STREETFRONT COMMERCIAL	acre	0.6	714	515
3259	7601	ACTIVE PARK	acre	88.6	5621	3658
3259	9101	INACTIVE USE	acre	0.2	0	0
3259	9702	MIXED USE 67% STREETFRONT	acre	0.8	677	492
3259		TOTAL			8482	5711
3260	101	SINGLE FAMILY	du	50.0	490	353
3260	102	MULTI-FAMILY	du	34.0	275	195
3260	4112	RIGHT-OF-WAY	acre	5.0	0	0
3260	4114	PARKING	acre	0.9	0	0
3260	6002	LOW RISE OFFICE	acre	2.9	1057	839
3260	6501	MAJOR HOSPITAL	acre	0.3	92	66
3260	9101	INACTIVE USE	acre	13.5	0	0
3260		TOTAL			1914	1453
3261	101	SINGLE FAMILY	du	163.0	1665	1164
3261	102	MULTI-FAMILY	du	384.0	3322	2244

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3261	4112	RIGHT-OF-WAY	acre	18.0	0	0
3261	4114	PARKING	acre	0.2	0	0
3261	5006	AUTO COMMERCIAL	acre	2.0	1061	783
3261	5007	STREETFRONT COMMERCIAL	acre	1.0	1218	887
3261	6002	LOW RISE OFFICE	acre	0.6	173	135
3261	6102	CHURCH	acre	0.6	31	24
3261	9702	MIXED USE 67% STREETFRONT	acre	5.0	4169	3034
3261		TOTAL			11639	8271
3262	4112	RIGHT-OF-WAY	acre	3.2	0	0
3262	5004	NEIGHBORHOOD COMMERCIAL	acre	11.1	13932	9847
3262	5007	STREETFRONT COMMERCIAL	acre	0.4	479	347
3262	5008	SERVICE STATION	acre	0.5	1881	1373
3262	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
3262		TOTAL			18404	12680
3263	101	SINGLE FAMILY	du	330.0	3593	2399
3263	102	MULTI-FAMILY	du	1324.0	12340	7906
3263	4112	RIGHT-OF-WAY	acre	24.3	0	0
3263	4114	PARKING	acre	0.1	0	0
3263	5007	STREETFRONT COMMERCIAL	acre	6.3	7491	5419
3263	6102	CHURCH	acre	0.4	22	16
3263	9101	INACTIVE USE	acre	0.1	0	0
3263		TOTAL			23446	15740
3264	101	SINGLE FAMILY	du	1.0	10	7
3264	4112	RIGHT-OF-WAY	acre	2.1	0	0
3264	6804	SENIOR HIGH SCHOOL	site	1.0	5422	2262
3264		TOTAL			5432	2269
3265	101	SINGLE FAMILY	du	277.0	2772	1971
3265	102	MULTI-FAMILY	du	10.0	84	58
3265	4112	RIGHT-OF-WAY	acre	11.8	0	0
3265		TOTAL			2856	2029
3266	101	SINGLE FAMILY	du	331.0	3595	2565
3266	1501	LOW-RISE HOTEL OR MOTEL	acre	0.8	265	163
3266	4112	RIGHT-OF-WAY	acre	58.9	3	3
3266	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
3266	5007	STREETFRONT COMMERCIAL	acre	0.6	709	512
3266	9101	INACTIVE USE	acre	22.0	0	0
3266		TOTAL			4573	3244
3267	101	SINGLE FAMILY	du	572.0	6199	4414
3267	4112	RIGHT-OF-WAY	acre	31.3	0	0
3267	4113	COMMUNICATION OR UTILITY	acre	2.0	6	4
3267	6102	CHURCH	acre	2.6	129	100
3267	9101	INACTIVE USE	acre	0.6	0	0
3267		TOTAL			6334	4518
3268	4112	RIGHT-OF-WAY	acre	10.7	0	0

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3268	5003	COMMUNITY COMMERCIAL	acre	11.6	8991	6343
3268	5004	NEIGHBORHOOD COMMERCIAL	acre	6.1	7574	5344
3268		TOTAL			16565	11687
3269	101	SINGLE FAMILY	du	212.0	2210	1522
3269	102	MULTI-FAMILY	du	567.0	4981	3326
3269	4112	RIGHT-OF-WAY	acre	14.3	0	0
3269	5007	STREETFRONT COMMERCIAL	acre	4.1	4949	3594
3269	6806	ELEMENTARY SCHOOL	site	1.0	2468	1421
3269		TOTAL			14608	9863
3270	102	MULTI-FAMILY	du	572.0	4452	3045
3270	4112	RIGHT-OF-WAY	acre	10.5	1	1
3270	6102	CHURCH	acre	0.2	10	8
3270	9702	MIXED USE 67% STREETFRONT	acre	17.2	14269	10384
3270		TOTAL			18732	13438
3271	101	SINGLE FAMILY	du	211.0	2037	1483
3271	102	MULTI-FAMILY	du	303.0	2456	1739
3271	1501	LOW-RISE HOTEL OR MOTEL	acre	1.3	435	265
3271	4112	RIGHT-OF-WAY	acre	9.8	0	0
3271	4114	PARKING	acre	0.1	0	0
3271	5007	STREETFRONT COMMERCIAL	acre	1.2	1386	1005
3271	5009	OTHER COMMERCIAL	acre	0.1	17	13
3271	7601	ACTIVE PARK	acre	1.0	63	41
3271	9101	INACTIVE USE	acre	0.2	0	0
3271		TOTAL			6394	4546
3272	101	SINGLE FAMILY	du	72.0	692	506
3272	102	MULTI-FAMILY	du	129.0	1068	741
3272	1501	LOW-RISE HOTEL OR MOTEL	acre	5.4	1947	1230
3272	4112	RIGHT-OF-WAY	acre	16.9	0	0
3272	4114	PARKING	acre	1.9	1	1
3272	5004	NEIGHBORHOOD COMMERCIAL	acre	0.1	91	65
3272	5005	SPECIALTY COMMERCIAL	acre	1.9	2575	1874
3272	5007	STREETFRONT COMMERCIAL	acre	8.2	10100	7352
3272	5009	OTHER COMMERCIAL	acre	0.1	12	9
3272	6002	LOW RISE OFFICE	acre	2.6	1357	1106
3272	6101	CEMETERY	acre	0.3	37	32
3272	6102	CHURCH	acre	1.3	79	62
3272	6109	OTHER PUBLIC SERVICE	acre	0.5	179	128
3272	6509	OTHER HEALTH CARE	acre	0.1	64	48
3272	6806	ELEMENTARY SCHOOL	site	1.0	2141	1139
3272	7601	ACTIVE PARK	acre	5.3	363	242
3272	9101	INACTIVE USE	acre	1.6	0	0
3272		TOTAL			20706	14535
3273	101	SINGLE FAMILY	du	6.0	58	42
3273	102	MULTI-FAMILY	du	245.0	2015	1409
3273	1404	MONASTERY	acre	0.4	2	1
3273	4112	RIGHT-OF-WAY	acre	12.8	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3273	5007	STREETFRONT COMMERCIAL	acre	0.1	71	51
3273	6102	CHURCH	acre	1.0	70	56
3273	6509	OTHER HEALTH CARE	acre	0.1	55	40
3273	6806	ELEMENTARY SCHOOL	site	1.0	2176	1169
3273	9702	MIXED USE 67% STREETFRONT	acre	3.5	2899	2110
3273		TOTAL			7346	4878
3274	1501	LOW-RISE HOTEL OR MOTEL	acre	2.0	711	446
3274	5007	STREETFRONT COMMERCIAL	acre	2.2	2715	1970
3274	5009	OTHER COMMERCIAL	acre	1.9	275	209
3274		TOTAL			3701	2625
3275	102	MULTI-FAMILY	du	750.0	6187	4336
3275	4112	RIGHT-OF-WAY	acre	8.4	0	0
3275	5007	STREETFRONT COMMERCIAL	acre	0.9	1104	798
3275	6806	ELEMENTARY SCHOOL	site	1.0	2208	1197
3275	7607	RESIDENTIAL RECREATION	acre	0.1	0	0
3275	9101	INACTIVE USE	acre	0.4	0	0
3275		TOTAL			9499	6331
3276	102	MULTI-FAMILY	du	48.0	397	275
3276	2103	LIGHT INDUSTRY	acre	13.1	1341	1119
3276	2105	PUBLIC STORAGE	acre	0.4	10	8
3276	4112	RIGHT-OF-WAY	acre	4.0	0	0
3276	4114	PARKING	acre	2.0	9	7
3276	5003	COMMUNITY COMMERCIAL	acre	4.5	3516	2481
3276	5009	OTHER COMMERCIAL	acre	1.5	169	123
3276	6003	GOV'T OFFICE OR CENTER	acre	11.4	11743	8835
3276	9702	MIXED USE 67% STREETFRONT	acre	2.2	1824	1328
3276		TOTAL			19009	14176
3277	101	SINGLE FAMILY	du	575.0	5668	4068
3277	102	MULTI-FAMILY	du	2217.0	18417	12815
3277	1501	LOW-RISE HOTEL OR MOTEL	acre	2.3	746	455
3277	2103	LIGHT INDUSTRY	acre	0.1	4	3
3277	4112	RIGHT-OF-WAY	acre	43.1	0	0
3277	4114	PARKING	acre	2.1	4	3
3277	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2422	1730
3277	5006	AUTO COMMERCIAL	acre	0.6	251	176
3277	5007	STREETFRONT COMMERCIAL	acre	5.3	6515	4741
3277	5009	OTHER COMMERCIAL	acre	0.1	11	9
3277	6102	CHURCH	acre	0.8	38	29
3277	6103	LIBRARY	acre	0.2	91	66
3277	6109	OTHER PUBLIC SERVICE	acre	0.2	66	49
3277	6509	OTHER HEALTH CARE	acre	0.7	370	278
3277	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
3277	7210	OTHER RECREATION-HIGH	acre	0.2	14	11
3277	9101	INACTIVE USE	acre	0.3	0	0
3277		TOTAL			36729	25547
3278	101	SINGLE FAMILY	du	357.0	3902	2783

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3278	1404	MONASTERY	acre	8.6	42	31
3278	4112	RIGHT-OF-WAY	acre	17.9	0	0
3278	4113	COMMUNICATION OR UTILITY	acre	1.0	3	2
3278	6102	CHURCH	acre	5.2	256	198
3278	8002	INTENSIVE AGRICULTURE	acre	42.7	22	18
3278	9101	INACTIVE USE	acre	73.0	0	0
3278		TOTAL			4225	3032
3279	101	SINGLE FAMILY	du	492.0	4967	3510
3279	102	MULTI-FAMILY	du	62.0	515	359
3279	4112	RIGHT-OF-WAY	acre	32.1	0	0
3279	5004	NEIGHBORHOOD COMMERCIAL	acre	6.8	8275	5820
3279	5007	STREETFRONT COMMERCIAL	acre	1.7	1993	1440
3279	5009	OTHER COMMERCIAL	acre	1.8	223	164
3279	6002	LOW RISE OFFICE	acre	0.9	253	195
3279	7210	OTHER RECREATION-HIGH	acre	12.2	718	497
3279	9101	INACTIVE USE	acre	0.2	0	0
3279		TOTAL			16944	11985
3280	101	SINGLE FAMILY	du	470.0	4631	3328
3280	102	MULTI-FAMILY	du	2174.0	18091	12583
3280	2103	LIGHT INDUSTRY	acre	0.2	22	18
3280	4112	RIGHT-OF-WAY	acre	59.3	0	0
3280	4114	PARKING	acre	0.9	0	0
3280	5007	STREETFRONT COMMERCIAL	acre	13.1	16039	11679
3280	5009	OTHER COMMERCIAL	acre	0.2	19	14
3280	6001	HIGH RISE OFFICE	acre	0.5	1027	797
3280	6002	LOW RISE OFFICE	acre	1.4	639	517
3280	6102	CHURCH	acre	0.6	28	21
3280	6509	OTHER HEALTH CARE	acre	0.4	177	131
3280	6806	ELEMENTARY SCHOOL	site	1.0	2146	1143
3280	7601	ACTIVE PARK	acre	11.0	708	463
3280	9101	INACTIVE USE	acre	0.1	0	0
3280		TOTAL			43527	30694
3281	101	SINGLE FAMILY	du	279.0	2829	1994
3281	102	MULTI-FAMILY	du	1598.0	13639	9321
3281	2103	LIGHT INDUSTRY	acre	0.3	33	27
3281	4112	RIGHT-OF-WAY	acre	41.4	0	0
3281	4113	COMMUNICATION OR UTILITY	acre	0.7	2	2
3281	4114	PARKING	acre	2.1	12	10
3281	5004	NEIGHBORHOOD COMMERCIAL	acre	2.8	3543	2505
3281	5007	STREETFRONT COMMERCIAL	acre	7.8	9391	6811
3281	5008	SERVICE STATION	acre	0.8	3328	2430
3281	5009	OTHER COMMERCIAL	acre	0.5	61	46
3281	6001	HIGH RISE OFFICE	acre	0.5	1125	882
3281	6002	LOW RISE OFFICE	acre	0.6	198	156
3281	6003	GOV'T OFFICE OR CENTER	acre	0.3	473	372
3281	6102	CHURCH	acre	1.4	72	55
3281	6105	FIRE OR POLICE STATION	site	1.0	264	192
3281	6109	OTHER PUBLIC SERVICE	acre	0.2	90	69

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3281	6509	OTHER HEALTH CARE	acre	0.5	221	166
3281	9101	INACTIVE USE	acre	0.2	0	0
3281	9702	MIXED USE 67% STREETFRONT	acre	1.3	1111	808
3281		TOTAL			36392	25846
3282	101	SINGLE FAMILY	du	526.0	5807	4083
3282	102	MULTI-FAMILY	du	81.0	648	434
3282	4112	RIGHT-OF-WAY	acre	32.2	1	1
3282	5009	OTHER COMMERCIAL	acre	0.1	21	16
3282	6102	CHURCH	acre	1.0	48	37
3282	9101	INACTIVE USE	acre	5.6	0	0
3282	9702	MIXED USE 67% STREETFRONT	acre	1.1	945	688
3282		TOTAL			7470	5259
3283	101	SINGLE FAMILY	du	152.0	1615	1098
3283	102	MULTI-FAMILY	du	1778.0	16191	10556
3283	4112	RIGHT-OF-WAY	acre	39.1	0	0
3283	4114	PARKING	acre	0.2	0	0
3283	5007	STREETFRONT COMMERCIAL	acre	0.9	1019	738
3283	5009	OTHER COMMERCIAL	acre	0.4	46	34
3283	6102	CHURCH	acre	0.2	15	12
3283	9101	INACTIVE USE	acre	0.1	0	0
3283	9702	MIXED USE 67% STREETFRONT	acre	6.6	5479	3987
3283		TOTAL			24365	16425
3284	101	SINGLE FAMILY	du	213.0	2297	1545
3284	102	MULTI-FAMILY	du	562.0	5175	3345
3284	4112	RIGHT-OF-WAY	acre	14.5	0	0
3284	4114	PARKING	acre	0.3	0	0
3284	5007	STREETFRONT COMMERCIAL	acre	2.0	2357	1710
3284	5008	SERVICE STATION	acre	0.9	3392	2476
3284	6002	LOW RISE OFFICE	acre	0.1	92	76
3284	6102	CHURCH	acre	0.2	18	15
3284	6105	FIRE OR POLICE STATION	site	1.0	264	192
3284	6509	OTHER HEALTH CARE	acre	0.4	176	132
3284	9101	INACTIVE USE	acre	0.1	0	0
3284	9702	MIXED USE 67% STREETFRONT	acre	0.4	351	256
3284		TOTAL			14122	9747
3285	101	SINGLE FAMILY	du	15.0	161	109
3285	102	MULTI-FAMILY	du	822.0	7598	4894
3285	4112	RIGHT-OF-WAY	acre	15.4	0	0
3285	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4440	2685
3285	9702	MIXED USE 67% STREETFRONT	acre	6.2	5096	3709
3285		TOTAL			17295	11397
3286	101	SINGLE FAMILY	du	125.0	1340	904
3286	102	MULTI-FAMILY	du	1353.0	12283	8007
3286	4112	RIGHT-OF-WAY	acre	32.0	0	0
3286	4114	PARKING	acre	1.7	0	0
3286	5006	AUTO COMMERCIAL	acre	0.7	310	219

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3286	5007	STREETFRONT COMMERCIAL	acre	4.0	4790	3479
3286	5008	SERVICE STATION	acre	0.3	1246	909
3286	6002	LOW RISE OFFICE	acre	0.3	74	57
3286	6102	CHURCH	acre	0.9	67	54
3286	6509	OTHER HEALTH CARE	acre	0.5	203	148
3286	6806	ELEMENTARY SCHOOL	site	1.0	2162	1157
3286	7601	ACTIVE PARK	acre	0.2	10	7
3286	9101	INACTIVE USE	acre	0.3	0	0
3286	9702	MIXED USE 67% STREETFRONT	acre	2.8	2318	1687
3286		TOTAL			24803	16628
3287	1409	OTHER GROUP QUARTERS	acre	3.4	13	10
3287	1501	LOW-RISE HOTEL OR MOTEL	acre	0.9	276	166
3287	4112	RIGHT-OF-WAY	acre	5.0	0	0
3287	5003	COMMUNITY COMMERCIAL	acre	15.0	11829	8370
3287	5007	STREETFRONT COMMERCIAL	acre	1.0	1238	900
3287	6509	OTHER HEALTH CARE	acre	0.8	314	230
3287	9101	INACTIVE USE	acre	0.3	0	0
3287		TOTAL			13670	9676
3288	101	SINGLE FAMILY	du	117.0	1183	834
3288	102	MULTI-FAMILY	du	547.0	4618	3180
3288	1409	OTHER GROUP QUARTERS	acre	3.9	15	11
3288	4112	RIGHT-OF-WAY	acre	16.2	0	0
3288	6502	HOSPITAL	acre	4.0	1046	749
3288	6509	OTHER HEALTH CARE	acre	3.2	1345	986
3288	6804	SENIOR HIGH SCHOOL	site	2.0	11116	4759
3288	7601	ACTIVE PARK	acre	1.8	112	73
3288		TOTAL			19435	10592
3289	101	SINGLE FAMILY	du	59.0	589	417
3289	102	MULTI-FAMILY	du	94.0	797	549
3289	2103	LIGHT INDUSTRY	acre	2.2	146	119
3289	4112	RIGHT-OF-WAY	acre	12.4	0	0
3289	4114	PARKING	acre	0.2	0	0
3289	5004	NEIGHBORHOOD COMMERCIAL	acre	1.2	1512	1064
3289	5007	STREETFRONT COMMERCIAL	acre	8.5	10287	7467
3289	5008	SERVICE STATION	acre	0.6	2195	1602
3289	5009	OTHER COMMERCIAL	acre	5.2	655	486
3289	6002	LOW RISE OFFICE	acre	0.3	146	119
3289	6102	CHURCH	acre	0.3	27	22
3289	9101	INACTIVE USE	acre	1.7	0	0
3289		TOTAL			16354	11845
3290	101	SINGLE FAMILY	du	102.0	1115	795
3290	4112	RIGHT-OF-WAY	acre	3.9	0	0
3290	9101	INACTIVE USE	acre	0.3	0	0
3290		TOTAL			1115	795
3291	4112	RIGHT-OF-WAY	acre	1.0	0	0
3291	4114	PARKING	acre	0.7	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3291	5003	COMMUNITY COMMERCIAL	acre	38.3	30028	21227
3291	5007	STREETFRONT COMMERCIAL	acre	2.7	3255	2360
3291	6105	FIRE OR POLICE STATION	site	1.0	264	192
3291	9101	INACTIVE USE	acre	0.3	0	0
3291		TOTAL			33547	23779
3292	101	SINGLE FAMILY	du	256.0	2460	1801
3292	102	MULTI-FAMILY	du	284.0	2292	1630
3292	4112	RIGHT-OF-WAY	acre	6.4	0	0
3292	5007	STREETFRONT COMMERCIAL	acre	0.2	189	136
3292	6109	OTHER PUBLIC SERVICE	acre	0.2	54	38
3292	7604	ACTIVE BEACH	acre	2.2	8	5
3292	9101	INACTIVE USE	acre	0.3	0	0
3292		TOTAL			5003	3610
3293	101	SINGLE FAMILY	du	111.0	1219	868
3293	4112	RIGHT-OF-WAY	acre	11.9	0	0
3293		TOTAL			1219	868
3294	101	SINGLE FAMILY	du	32.0	309	226
3294	102	MULTI-FAMILY	du	361.0	2938	2073
3294	4112	RIGHT-OF-WAY	acre	3.2	0	0
3294	6002	LOW RISE OFFICE	acre	1.4	507	403
3294	6509	OTHER HEALTH CARE	acre	0.3	147	108
3294		TOTAL			3901	2810
3295	102	MULTI-FAMILY	du	68.0	543	364
3295	4112	RIGHT-OF-WAY	acre	11.6	0	0
3295	5004	NEIGHBORHOOD COMMERCIAL	acre	3.6	4467	3155
3295		TOTAL			5010	3519
3296	102	MULTI-FAMILY	du	123.0	1041	716
3296	1409	OTHER GROUP QUARTERS	acre	0.8	3	3
3296	1501	LOW-RISE HOTEL OR MOTEL	acre	0.8	300	191
3296	4112	RIGHT-OF-WAY	acre	24.4	0	0
3296	4114	PARKING	acre	2.5	6	5
3296	6502	HOSPITAL	acre	14.4	7047	5539
3296	6509	OTHER HEALTH CARE	acre	3.2	1666	1265
3296	9702	MIXED USE 67% STREETFRONT	acre	0.8	627	456
3296		TOTAL			10690	8175
3297	102	MULTI-FAMILY	du	776.0	6387	4488
3297	4112	RIGHT-OF-WAY	acre	8.6	0	0
3297	5007	STREETFRONT COMMERCIAL	acre	0.5	570	411
3297	5008	SERVICE STATION	acre	0.5	1971	1439
3297	9101	INACTIVE USE	acre	21.3	0	0
3297		TOTAL			8928	6338
3298	101	SINGLE FAMILY	du	519.0	5736	4045
3298	4112	RIGHT-OF-WAY	acre	19.9	0	0
3298	9101	INACTIVE USE	acre	28.2	0	0
3298		TOTAL			5736	4045

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3299	2103	LIGHT INDUSTRY	acre	0.4	53	44
3299	4112	RIGHT-OF-WAY	acre	25.7	0	0
3299	4113	COMMUNICATION OR UTILITY	acre	0.5	2	1
3299	4114	PARKING	acre	0.6	0	0
3299	4119	OTHER TRANSPORTATION	acre	3.6	364	275
3299	6002	LOW RISE OFFICE	acre	42.9	12460	9652
3299		TOTAL			12879	9972
3300	101	SINGLE FAMILY	du	1.0	10	8
3300	4112	RIGHT-OF-WAY	acre	11.4	0	0
3300	5009	OTHER COMMERCIAL	acre	1.1	157	118
3300	7204	GOLF COURSE	acre	243.0	3	2
3300	7205	GOLF CLUB HOUSE	site	1.0	711	492
3300	8001	ORCHARDS OR VINEYARD	acre	6.8	1	0
3300	9101	INACTIVE USE	acre	98.8	0	0
3300		TOTAL			882	620
3301	101	SINGLE FAMILY	du	277.0	2733	1960
3301	102	MULTI-FAMILY	du	795.0	6582	4590
3301	4112	RIGHT-OF-WAY	acre	17.9	0	0
3301	6102	CHURCH	acre	2.8	138	106
3301	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4332	2592
3301	7601	ACTIVE PARK	acre	16.7	1059	688
3301	9101	INACTIVE USE	acre	0.2	0	0
3301		TOTAL			14844	9936
3302	101	SINGLE FAMILY	du	391.0	4145	2826
3302	102	MULTI-FAMILY	du	977.0	8815	5793
3302	4112	RIGHT-OF-WAY	acre	21.9	0	0
3302	4113	COMMUNICATION OR UTILITY	acre	1.6	9	7
3302	4114	PARKING	acre	1.2	5	5
3302	5007	STREETFRONT COMMERCIAL	acre	3.6	4234	3064
3302	5009	OTHER COMMERCIAL	acre	0.3	39	28
3302	6002	LOW RISE OFFICE	acre	1.2	300	227
3302	6806	ELEMENTARY SCHOOL	site	1.0	2237	1222
3302	9101	INACTIVE USE	acre	0.2	0	0
3302		TOTAL			19784	13172
3303	101	SINGLE FAMILY	du	214.0	2076	1503
3303	102	MULTI-FAMILY	du	57.0	467	327
3303	4112	RIGHT-OF-WAY	acre	14.6	0	0
3303	5007	STREETFRONT COMMERCIAL	acre	1.2	1472	1073
3303	6002	LOW RISE OFFICE	acre	0.2	83	65
3303	6102	CHURCH	acre	1.3	143	118
3303	6509	OTHER HEALTH CARE	acre	0.1	45	34
3303	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
3303	9101	INACTIVE USE	acre	0.3	0	0
3303		TOTAL			6398	4233
3304	101	SINGLE FAMILY	du	70.0	676	492
3304	102	MULTI-FAMILY	du	56.0	454	321

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3304	4112	RIGHT-OF-WAY	acre	4.0	0	0
3304	4114	PARKING	acre	0.2	0	0
3304	5007	STREETFRONT COMMERCIAL	acre	1.7	2145	1565
3304	6002	LOW RISE OFFICE	acre	0.1	33	26
3304		TOTAL			3308	2404
3305	101	SINGLE FAMILY	du	56.0	607	433
3305	102	MULTI-FAMILY	du	57.0	446	303
3305	4112	RIGHT-OF-WAY	acre	20.2	0	0
3305	4114	PARKING	acre	0.9	0	0
3305	9101	INACTIVE USE	acre	51.7	0	0
3305		TOTAL			1053	736
3306	101	SINGLE FAMILY	du	232.0	2313	1647
3306	102	MULTI-FAMILY	du	433.0	3641	2514
3306	4112	RIGHT-OF-WAY	acre	12.5	0	0
3306	9101	INACTIVE USE	acre	1.6	0	0
3306		TOTAL			5954	4161
3307	102	MULTI-FAMILY	du	84.0	698	484
3307	5003	COMMUNITY COMMERCIAL	acre	8.8	6831	4821
3307	5004	NEIGHBORHOOD COMMERCIAL	acre	4.2	5313	3762
3307	5007	STREETFRONT COMMERCIAL	acre	0.3	336	243
3307		TOTAL			13178	9310
3308	101	SINGLE FAMILY	du	64.0	692	495
3308	102	MULTI-FAMILY	du	308.0	2447	1656
3308	4112	RIGHT-OF-WAY	acre	4.4	0	0
3308	6102	CHURCH	acre	3.5	203	159
3308	6806	ELEMENTARY SCHOOL	site	1.0	2207	1195
3308	7601	ACTIVE PARK	acre	6.9	435	283
3308		TOTAL			5984	3788
3309	101	SINGLE FAMILY	du	234.0	2551	1818
3309	102	MULTI-FAMILY	du	98.0	770	527
3309	4112	RIGHT-OF-WAY	acre	12.8	0	0
3309		TOTAL			3321	2345
3310	101	SINGLE FAMILY	du	304.0	3275	2208
3310	102	MULTI-FAMILY	du	902.0	8327	5377
3310	2103	LIGHT INDUSTRY	acre	2.1	141	115
3310	4112	RIGHT-OF-WAY	acre	27.5	0	0
3310	4114	PARKING	acre	0.8	0	0
3310	5007	STREETFRONT COMMERCIAL	acre	2.2	2638	1910
3310	6102	CHURCH	acre	1.3	64	50
3310	6509	OTHER HEALTH CARE	acre	0.6	280	210
3310	6806	ELEMENTARY SCHOOL	site	3.0	6336	3341
3310	6809	OTHER SCHOOL	acre	4.6	1227	1029
3310	7204	GOLF COURSE	acre	20.1	0	0
3310	7205	GOLF CLUB HOUSE	site	1.0	638	429
3310	7601	ACTIVE PARK	acre	9.4	643	428

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3310	9101	INACTIVE USE	acre	1.8	0	0
3310		TOTAL			23569	15097
3311	102	MULTI-FAMILY	du	303.0	2489	1749
3311	1409	OTHER GROUP QUARTERS	acre	6.3	25	18
3311	4112	RIGHT-OF-WAY	acre	4.4	0	0
3311	4114	PARKING	acre	1.2	0	0
3311	5004	NEIGHBORHOOD COMMERCIAL	acre	1.0	1327	944
3311	5007	STREETFRONT COMMERCIAL	acre	2.5	3047	2219
3311	5008	SERVICE STATION	acre	0.8	3041	2220
3311	6002	LOW RISE OFFICE	acre	1.7	580	457
3311	6109	OTHER PUBLIC SERVICE	acre	1.3	674	515
3311	6502	HOSPITAL	acre	3.2	1462	1140
3311	6509	OTHER HEALTH CARE	acre	1.6	809	609
3311	6803	JUNIOR COLLEGE	acre	5.6	1272	998
3311		TOTAL			14726	10869
3312	101	SINGLE FAMILY	du	91.0	881	641
3312	102	MULTI-FAMILY	du	171.0	1389	982
3312	4112	RIGHT-OF-WAY	acre	5.1	0	0
3312	7604	ACTIVE BEACH	acre	1.7	5	4
3312	9101	INACTIVE USE	acre	0.2	0	0
3312		TOTAL			2275	1627
3313	101	SINGLE FAMILY	du	159.0	1533	1117
3313	102	MULTI-FAMILY	du	201.0	1624	1152
3313	4112	RIGHT-OF-WAY	acre	7.6	0	0
3313	5008	SERVICE STATION	acre	0.2	976	713
3313	7601	ACTIVE PARK	acre	0.2	10	7
3313	9702	MIXED USE 67% STREETFRONT	acre	0.5	393	286
3313		TOTAL			4536	3275
3314	101	SINGLE FAMILY	du	178.0	1720	1251
3314	102	MULTI-FAMILY	du	173.0	1404	993
3314	4112	RIGHT-OF-WAY	acre	7.2	0	0
3314	5007	STREETFRONT COMMERCIAL	acre	1.2	1459	1060
3314	6105	FIRE OR POLICE STATION	site	1.0	254	184
3314	6509	OTHER HEALTH CARE	acre	0.1	52	39
3314	9702	MIXED USE 67% STREETFRONT	acre	3.8	3134	2280
3314		TOTAL			8023	5807
3315	102	MULTI-FAMILY	du	92.0	773	534
3315	4112	RIGHT-OF-WAY	acre	12.1	0	0
3315	5003	COMMUNITY COMMERCIAL	acre	19.6	15218	10732
3315	5007	STREETFRONT COMMERCIAL	acre	0.8	911	657
3315	9101	INACTIVE USE	acre	0.5	0	0
3315		TOTAL			16902	11923
3316	101	SINGLE FAMILY	du	34.0	325	239
3316	102	MULTI-FAMILY	du	462.0	3741	2648
3316	4112	RIGHT-OF-WAY	acre	13.2	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3316	4114	PARKING	acre	0.2	2	2
3316	5007	STREETFRONT COMMERCIAL	acre	1.5	1880	1367
3316	6002	LOW RISE OFFICE	acre	1.1	394	313
3316	6003	GOV'T OFFICE OR CENTER	acre	2.4	2150	1583
3316	6102	CHURCH	acre	1.8	92	72
3316	6104	POST OFFICE	acre	1.0	1222	882
3316	6109	OTHER PUBLIC SERVICE	acre	0.4	169	123
3316	6509	OTHER HEALTH CARE	acre	0.2	111	84
3316	9702	MIXED USE 67% STREETFRONT	acre	3.3	2715	1975
3316		TOTAL			12801	9288
3317	101	SINGLE FAMILY	du	41.0	393	287
3317	102	MULTI-FAMILY	du	250.0	2047	1436
3317	4112	RIGHT-OF-WAY	acre	5.6	0	0
3317	4114	PARKING	acre	0.1	0	0
3317	5007	STREETFRONT COMMERCIAL	acre	2.2	2770	2033
3317	6002	LOW RISE OFFICE	acre	0.9	226	171
3317	9101	INACTIVE USE	acre	1.3	0	0
3317	9702	MIXED USE 67% STREETFRONT	acre	0.1	95	69
3317		TOTAL			5531	3996
3318	101	SINGLE FAMILY	du	35.0	340	246
3318	102	MULTI-FAMILY	du	258.0	2105	1480
3318	4112	RIGHT-OF-WAY	acre	6.1	0	0
3318	5004	NEIGHBORHOOD COMMERCIAL	acre	2.0	2524	1790
3318	5007	STREETFRONT COMMERCIAL	acre	0.8	1007	735
3318	5009	OTHER COMMERCIAL	acre	0.1	15	12
3318	9101	INACTIVE USE	acre	1.0	0	0
3318	9702	MIXED USE 67% STREETFRONT	acre	1.7	1418	1031
3318		TOTAL			7409	5294
3319	101	SINGLE FAMILY	du	35.0	341	246
3319	102	MULTI-FAMILY	du	215.0	1758	1235
3319	4112	RIGHT-OF-WAY	acre	4.7	0	0
3319	4114	PARKING	acre	0.9	10	8
3319	5007	STREETFRONT COMMERCIAL	acre	0.6	753	551
3319	6509	OTHER HEALTH CARE	acre	2.4	1401	1078
3319	9702	MIXED USE 67% STREETFRONT	acre	3.4	2790	2030
3319		TOTAL			7053	5148
3320	101	SINGLE FAMILY	du	506.0	5535	3935
3320	102	MULTI-FAMILY	du	77.0	605	414
3320	4112	RIGHT-OF-WAY	acre	46.5	0	0
3320	6102	CHURCH	acre	5.1	321	254
3320	6806	ELEMENTARY SCHOOL	site	1.0	2247	1230
3320	9101	INACTIVE USE	acre	0.6	0	0
3320		TOTAL			8708	5833
3321	101	SINGLE FAMILY	du	480.0	4635	3378
3321	102	MULTI-FAMILY	du	205.0	1690	1182
3321	4112	RIGHT-OF-WAY	acre	15.0	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3321	6509	OTHER HEALTH CARE	acre	0.1	54	39
3321	9101	INACTIVE USE	acre	0.3	0	0
3321	9702	MIXED USE 67% STREETFRONT	acre	0.4	375	273
3321		TOTAL			6754	4872
3322	101	SINGLE FAMILY	du	151.0	1663	1171
3322	4112	RIGHT-OF-WAY	acre	6.9	0	0
3322	6102	CHURCH	acre	5.8	288	222
3322	7601	ACTIVE PARK	acre	10.1	640	416
3322	9101	INACTIVE USE	acre	1.8	0	0
3322		TOTAL			2591	1809
3323	101	SINGLE FAMILY	du	138.0	1522	1076
3323	102	MULTI-FAMILY	du	22.0	177	119
3323	4112	RIGHT-OF-WAY	acre	12.4	0	0
3323	5009	OTHER COMMERCIAL	acre	0.8	100	73
3323	6806	ELEMENTARY SCHOOL	site	1.0	2263	1244
3323	9101	INACTIVE USE	acre	2.5	0	0
3323		TOTAL			4062	2512
3324	101	SINGLE FAMILY	du	997.0	10189	7133
3324	102	MULTI-FAMILY	du	256.0	2201	1494
3324	4112	RIGHT-OF-WAY	acre	61.8	0	0
3324	5007	STREETFRONT COMMERCIAL	acre	1.2	1472	1064
3324	6102	CHURCH	acre	0.6	28	21
3324	9101	INACTIVE USE	acre	1.9	0	0
3324		TOTAL			13890	9712
3325	101	SINGLE FAMILY	du	11.0	130	87
3325	102	MULTI-FAMILY	du	10.0	92	57
3325	1409	OTHER GROUP QUARTERS	acre	1.5	6	5
3325	4112	RIGHT-OF-WAY	acre	14.9	0	0
3325	5007	STREETFRONT COMMERCIAL	acre	2.1	2458	1780
3325	5008	SERVICE STATION	acre	0.9	3472	2535
3325	5009	OTHER COMMERCIAL	acre	4.5	562	416
3325	6002	LOW RISE OFFICE	acre	0.2	61	46
3325	6109	OTHER PUBLIC SERVICE	acre	0.5	174	126
3325		TOTAL			6955	5052
3326	101	SINGLE FAMILY	du	161.0	1587	1137
3326	4112	RIGHT-OF-WAY	acre	11.1	0	0
3326	9101	INACTIVE USE	acre	0.4	0	0
3326		TOTAL			1587	1137
3327	101	SINGLE FAMILY	du	31.0	332	239
3327	102	MULTI-FAMILY	du	73.0	559	390
3327	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	172	104
3327	4112	RIGHT-OF-WAY	acre	12.7	0	0
3327	5007	STREETFRONT COMMERCIAL	acre	1.8	2194	1590
3327	6002	LOW RISE OFFICE	acre	1.7	423	322
3327	6102	CHURCH	acre	1.2	118	96

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3327	6103	LIBRARY	acre	1.0	457	322
3327	6509	OTHER HEALTH CARE	acre	0.3	130	95
3327	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4658	2873
3327	7210	OTHER RECREATION-HIGH	acre	2.0	109	74
3327		TOTAL			9152	6105
3328	101	SINGLE FAMILY	du	154.0	1486	1082
3328	102	MULTI-FAMILY	du	155.0	1253	889
3328	4112	RIGHT-OF-WAY	acre	5.3	0	0
3328	6509	OTHER HEALTH CARE	acre	0.1	39	29
3328	9101	INACTIVE USE	acre	0.1	0	0
3328		TOTAL			2778	2000
3329	102	MULTI-FAMILY	du	311.0	2527	1781
3329	4112	RIGHT-OF-WAY	acre	9.6	0	0
3329	5004	NEIGHBORHOOD COMMERCIAL	acre	6.6	8713	6233
3329	5007	STREETFRONT COMMERCIAL	acre	0.1	144	104
3329		TOTAL			11384	8118
3330	101	SINGLE FAMILY	du	214.0	2103	1515
3330	102	MULTI-FAMILY	du	9.0	76	52
3330	4112	RIGHT-OF-WAY	acre	13.7	0	0
3330	7601	ACTIVE PARK	acre	0.7	43	28
3330	9101	INACTIVE USE	acre	17.2	0	0
3330		TOTAL			2222	1595
3331	4112	RIGHT-OF-WAY	acre	1.1	0	0
3331	4113	COMMUNICATION OR UTILITY	acre	2.2	13	10
3331	4119	OTHER TRANSPORTATION	acre	1.2	122	92
3331	5007	STREETFRONT COMMERCIAL	acre	2.4	2890	2098
3331	6002	LOW RISE OFFICE	acre	2.5	1021	816
3331		TOTAL			4046	3016
3332	101	SINGLE FAMILY	du	46.0	448	323
3332	102	MULTI-FAMILY	du	175.0	1434	1004
3332	1501	LOW-RISE HOTEL OR MOTEL	acre	1.1	382	237
3332	4112	RIGHT-OF-WAY	acre	10.2	0	0
3332	5007	STREETFRONT COMMERCIAL	acre	0.7	830	602
3332	5008	SERVICE STATION	acre	0.9	3580	2614
3332	6002	LOW RISE OFFICE	acre	8.0	4326	3531
3332	9101	INACTIVE USE	acre	0.6	0	0
3332		TOTAL			11000	8311
3333	101	SINGLE FAMILY	du	558.0	6243	4350
3333	102	MULTI-FAMILY	du	7.0	56	38
3333	1409	OTHER GROUP QUARTERS	acre	1.0	4	3
3333	4112	RIGHT-OF-WAY	acre	40.3	0	0
3333	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
3333		TOTAL			6304	4392
3334	101	SINGLE FAMILY	du	59.0	625	426

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3334	102	MULTI-FAMILY	du	579.0	5271	3437
3334	4112	RIGHT-OF-WAY	acre	16.0	0	0
3334	4114	PARKING	acre	0.4	3	3
3334	5007	STREETFRONT COMMERCIAL	acre	3.1	3861	2811
3334	5009	OTHER COMMERCIAL	acre	1.3	177	134
3334	6806	ELEMENTARY SCHOOL	site	1.0	2495	1445
3334	7601	ACTIVE PARK	acre	0.9	60	39
3334	9101	INACTIVE USE	acre	0.6	0	0
3334	9702	MIXED USE 67% STREETFRONT	acre	2.1	1718	1250
3334		TOTAL			14210	9545
3335	101	SINGLE FAMILY	du	211.0	2272	1529
3335	102	MULTI-FAMILY	du	482.0	4436	2868
3335	2103	LIGHT INDUSTRY	acre	0.2	18	15
3335	4112	RIGHT-OF-WAY	acre	13.2	0	0
3335	4114	PARKING	acre	0.2	0	0
3335	5007	STREETFRONT COMMERCIAL	acre	3.0	3536	2561
3335	5009	OTHER COMMERCIAL	acre	0.6	63	46
3335	6002	LOW RISE OFFICE	acre	1.7	514	399
3335	6109	OTHER PUBLIC SERVICE	acre	0.3	92	65
3335	9702	MIXED USE 67% STREETFRONT	acre	1.7	1422	1035
3335		TOTAL			12353	8518
3336	101	SINGLE FAMILY	du	70.0	675	490
3336	102	MULTI-FAMILY	du	215.0	1761	1233
3336	2103	LIGHT INDUSTRY	acre	0.3	22	18
3336	4112	RIGHT-OF-WAY	acre	4.3	0	0
3336	5007	STREETFRONT COMMERCIAL	acre	0.4	472	346
3336	6002	LOW RISE OFFICE	acre	0.4	134	104
3336	6102	CHURCH	acre	0.3	17	13
3336	6806	ELEMENTARY SCHOOL	site	1.0	2245	1229
3336	9101	INACTIVE USE	acre	0.2	0	0
3336		TOTAL			5326	3433
3337	101	SINGLE FAMILY	du	224.0	2192	1576
3337	102	MULTI-FAMILY	du	197.0	1632	1133
3337	4112	RIGHT-OF-WAY	acre	11.0	0	0
3337	4114	PARKING	acre	0.2	0	0
3337	5009	OTHER COMMERCIAL	acre	0.6	77	58
3337	7601	ACTIVE PARK	acre	12.5	791	514
3337	9101	INACTIVE USE	acre	7.0	0	0
3337		TOTAL			4692	3281
3338	101	SINGLE FAMILY	du	6.0	58	42
3338	102	MULTI-FAMILY	du	238.0	1934	1372
3338	1501	LOW-RISE HOTEL OR MOTEL	acre	4.1	1376	844
3338	4112	RIGHT-OF-WAY	acre	5.8	0	0
3338	4114	PARKING	acre	1.1	0	0
3338	5004	NEIGHBORHOOD COMMERCIAL	acre	1.7	2128	1507
3338	5007	STREETFRONT COMMERCIAL	acre	1.4	1641	1190
3338	5009	OTHER COMMERCIAL	acre	1.3	182	138
3338		TOTAL			7319	5093

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3339	102	MULTI-FAMILY	du	98.0	800	562
3339	2103	LIGHT INDUSTRY	acre	22.1	1196	966
3339	4112	RIGHT-OF-WAY	acre	5.2	0	0
3339	4119	OTHER TRANSPORTATION	acre	0.1	9	7
3339	5007	STREETFRONT COMMERCIAL	acre	5.4	6493	4704
3339	5009	OTHER COMMERCIAL	acre	2.4	363	277
3339	9702	MIXED USE 67% STREETFRONT	acre	4.5	3723	2709
3339		TOTAL			12584	9225
3340	101	SINGLE FAMILY	du	357.0	3909	2765
3340	102	MULTI-FAMILY	du	39.0	309	209
3340	4112	RIGHT-OF-WAY	acre	34.1	0	0
3340	5008	SERVICE STATION	acre	0.6	2474	1806
3340	9101	INACTIVE USE	acre	12.4	0	0
3340		TOTAL			6692	4780
3341	101	SINGLE FAMILY	du	14.0	134	98
3341	102	MULTI-FAMILY	du	305.0	2487	1748
3341	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	111	70
3341	4112	RIGHT-OF-WAY	acre	5.7	0	0
3341	5006	AUTO COMMERCIAL	acre	0.3	105	74
3341	5007	STREETFRONT COMMERCIAL	acre	1.5	1865	1365
3341	6105	FIRE OR POLICE STATION	site	1.0	264	192
3341	9101	INACTIVE USE	acre	0.2	0	0
3341	9702	MIXED USE 67% STREETFRONT	acre	0.7	567	413
3341		TOTAL			5533	3960
3342	101	SINGLE FAMILY	du	136.0	1311	956
3342	102	MULTI-FAMILY	du	140.0	1132	802
3342	4112	RIGHT-OF-WAY	acre	4.2	0	0
3342	6102	CHURCH	acre	0.4	18	14
3342		TOTAL			2461	1772
3343	101	SINGLE FAMILY	du	24.0	232	169
3343	102	MULTI-FAMILY	du	229.0	1855	1313
3343	4112	RIGHT-OF-WAY	acre	3.8	0	0
3343	4114	PARKING	acre	0.3	0	0
3343	5007	STREETFRONT COMMERCIAL	acre	0.6	686	501
3343	7210	OTHER RECREATION-HIGH	acre	0.7	39	26
3343		TOTAL			2812	2009
3344	101	SINGLE FAMILY	du	163.0	1679	1169
3344	102	MULTI-FAMILY	du	970.0	8468	5687
3344	4112	RIGHT-OF-WAY	acre	16.9	0	0
3344	4113	COMMUNICATION OR UTILITY	acre	1.2	4	3
3344	6806	ELEMENTARY SCHOOL	site	1.0	2410	1372
3344	9101	INACTIVE USE	acre	6.6	0	0
3344		TOTAL			12561	8231
3345	101	SINGLE FAMILY	du	159.0	1555	1126
3345	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	200	124

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3345	4112	RIGHT-OF-WAY	acre	10.7	0	0
3345	6002	LOW RISE OFFICE	acre	1.3	382	296
3345	6102	CHURCH	acre	0.8	41	31
3345		TOTAL			2178	1577
3346	101	SINGLE FAMILY	du	44.0	423	309
3346	102	MULTI-FAMILY	du	126.0	1014	721
3346	4112	RIGHT-OF-WAY	acre	1.7	0	0
3346	4114	PARKING	acre	0.1	0	0
3346	5007	STREETFRONT COMMERCIAL	acre	1.5	1853	1351
3346	9101	INACTIVE USE	acre	0.0	0	0
3346		TOTAL			3290	2381
3347	101	SINGLE FAMILY	du	5.0	50	36
3347	102	MULTI-FAMILY	du	210.0	1783	1224
3347	1409	OTHER GROUP QUARTERS	acre	5.7	23	16
3347	2103	LIGHT INDUSTRY	acre	0.2	11	9
3347	4112	RIGHT-OF-WAY	acre	14.3	0	0
3347	4113	COMMUNICATION OR UTILITY	acre	0.7	2	2
3347	5003	COMMUNITY COMMERCIAL	acre	10.4	7994	5620
3347	5007	STREETFRONT COMMERCIAL	acre	2.3	2722	1973
3347	5008	SERVICE STATION	acre	0.6	2158	1576
3347	5009	OTHER COMMERCIAL	acre	2.0	232	170
3347	6502	HOSPITAL	acre	5.7	2004	1515
3347	9101	INACTIVE USE	acre	3.8	0	0
3347		TOTAL			16979	12141
3348	101	SINGLE FAMILY	du	117.0	1134	822
3348	102	MULTI-FAMILY	du	144.0	1177	827
3348	4112	RIGHT-OF-WAY	acre	14.3	0	0
3348	4114	PARKING	acre	0.1	0	0
3348	5007	STREETFRONT COMMERCIAL	acre	1.8	2202	1606
3348	6103	LIBRARY	acre	0.2	93	67
3348	6105	FIRE OR POLICE STATION	site	1.0	264	192
3348	9500	UNDER CONTRUCTION	acre	0.3	2	1
3348		TOTAL			4872	3515
3349	1501	LOW-RISE HOTEL OR MOTEL	acre	1.3	441	272
3349	5003	COMMUNITY COMMERCIAL	acre	17.3	13583	9600
3349	5008	SERVICE STATION	acre	0.4	1421	1037
3349		TOTAL			15445	10909
3350	102	MULTI-FAMILY	du	282.0	2236	1522
3350	4112	RIGHT-OF-WAY	acre	6.8	0	0
3350	6002	LOW RISE OFFICE	acre	2.0	615	478
3350	6509	OTHER HEALTH CARE	acre	7.2	3060	2246
3350	6806	ELEMENTARY SCHOOL	site	1.0	2210	1198
3350	9101	INACTIVE USE	acre	5.2	0	0
3350		TOTAL			8121	5444
3351	101	SINGLE FAMILY	du	262.0	2883	2040

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3351	102	MULTI-FAMILY	du	204.0	1628	1098
3351	4112	RIGHT-OF-WAY	acre	19.7	0	0
3351	9101	INACTIVE USE	acre	24.5	0	0
3351		TOTAL			4511	3138
3352	102	MULTI-FAMILY	du	9.0	70	51
3352	4112	RIGHT-OF-WAY	acre	1.7	0	0
3352	5007	STREETFRONT COMMERCIAL	acre	4.7	6443	4779
3352	9702	MIXED USE 67% STREETFRONT	acre	0.9	780	568
3352		TOTAL			7293	5398
3353	101	SINGLE FAMILY	du	29.0	278	204
3353	102	MULTI-FAMILY	du	134.0	1076	767
3353	4112	RIGHT-OF-WAY	acre	2.8	0	0
3353	4114	PARKING	acre	0.6	0	0
3353	5007	STREETFRONT COMMERCIAL	acre	1.2	1455	1057
3353	9101	INACTIVE USE	acre	1.5	0	0
3353	9500	UNDER CONTRUCTION	acre	0.3	2	2
3353		TOTAL			2811	2030
3354	101	SINGLE FAMILY	du	4.0	38	28
3354	102	MULTI-FAMILY	du	27.0	214	153
3354	4112	RIGHT-OF-WAY	acre	1.6	0	0
3354	4114	PARKING	acre	0.1	0	0
3354	5007	STREETFRONT COMMERCIAL	acre	0.6	736	532
3354	6002	LOW RISE OFFICE	acre	0.8	230	177
3354	6806	ELEMENTARY SCHOOL	site	2.0	4362	2346
3354		TOTAL			5580	3236
3355	101	SINGLE FAMILY	du	11.0	104	77
3355	102	MULTI-FAMILY	du	24.0	191	137
3355	4112	RIGHT-OF-WAY	acre	3.8	0	0
3355	4114	PARKING	acre	0.2	0	0
3355	5007	STREETFRONT COMMERCIAL	acre	1.5	1810	1319
3355	6002	LOW RISE OFFICE	acre	3.0	1429	1159
3355	6509	OTHER HEALTH CARE	acre	0.4	202	153
3355		TOTAL			3736	2845
3356	101	SINGLE FAMILY	du	135.0	1331	955
3356	102	MULTI-FAMILY	du	107.0	882	617
3356	4112	RIGHT-OF-WAY	acre	16.2	0	0
3356	5007	STREETFRONT COMMERCIAL	acre	1.5	1801	1308
3356	5009	OTHER COMMERCIAL	acre	0.1	15	11
3356	7601	ACTIVE PARK	acre	5.4	352	231
3356	9101	INACTIVE USE	acre	1.3	0	0
3356		TOTAL			4381	3122
3357	4112	RIGHT-OF-WAY	acre	8.0	0	0
3357	4119	OTHER TRANSPORTATION	acre	5.9	599	453
3357	6803	JUNIOR COLLEGE	acre	130.7	30939	24366
3357	9101	INACTIVE USE	acre	47.2	0	0
3357		TOTAL			31538	24819

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3358	101	SINGLE FAMILY	du	290.0	2903	2061
3358	102	MULTI-FAMILY	du	77.0	648	447
3358	4112	RIGHT-OF-WAY	acre	25.1	0	0
3358	7601	ACTIVE PARK	acre	1.1	69	45
3358	9101	INACTIVE USE	acre	0.4	0	0
3358		TOTAL			3620	2553
3359	4112	RIGHT-OF-WAY	acre	6.8	0	0
3359	4113	COMMUNICATION OR UTILITY	acre	7.5	22	17
3359	6102	CHURCH	acre	25.4	1251	966
3359	9101	INACTIVE USE	acre	82.7	0	0
3359		TOTAL			1273	983
3360	101	SINGLE FAMILY	du	472.0	4760	3371
3360	102	MULTI-FAMILY	du	56.0	471	326
3360	4112	RIGHT-OF-WAY	acre	35.3	0	0
3360	6102	CHURCH	acre	0.9	44	34
3360	6509	OTHER HEALTH CARE	acre	0.2	109	80
3360	6806	ELEMENTARY SCHOOL	site	1.0	2224	1211
3360	7601	ACTIVE PARK	acre	0.1	4	3
3360	9101	INACTIVE USE	acre	14.3	0	0
3360		TOTAL			7612	5025
3361	101	SINGLE FAMILY	du	1.0	9	7
3361	4112	RIGHT-OF-WAY	acre	6.7	0	0
3361	5004	NEIGHBORHOOD COMMERCIAL	acre	2.1	2833	2037
3361	5007	STREETFRONT COMMERCIAL	acre	1.9	2486	1828
3361	9702	MIXED USE 67% STREETFRONT	acre	1.8	1518	1105
3361		TOTAL			6846	4977
3362	101	SINGLE FAMILY	du	287.0	3171	2232
3362	102	MULTI-FAMILY	du	333.0	2685	1797
3362	1409	OTHER GROUP QUARTERS	acre	1.2	5	3
3362	4112	RIGHT-OF-WAY	acre	15.7	1	1
3362	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
3362	5007	STREETFRONT COMMERCIAL	acre	0.2	208	150
3362	5008	SERVICE STATION	acre	0.6	2537	1852
3362	6806	ELEMENTARY SCHOOL	site	1.0	2285	1263
3362	7601	ACTIVE PARK	acre	2.7	170	110
3362	9101	INACTIVE USE	acre	0.3	0	0
3362		TOTAL			11062	7408
3363	101	SINGLE FAMILY	du	391.0	4192	2838
3363	102	MULTI-FAMILY	du	259.0	2352	1537
3363	4112	RIGHT-OF-WAY	acre	21.2	0	0
3363	4114	PARKING	acre	0.2	0	0
3363	5006	AUTO COMMERCIAL	acre	0.5	206	145
3363	5007	STREETFRONT COMMERCIAL	acre	2.0	2317	1674
3363	5009	OTHER COMMERCIAL	acre	0.3	58	45
3363	6102	CHURCH	acre	1.1	55	43
3363	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3363	7601	ACTIVE PARK	acre	10.1	868	613
3363	9101	INACTIVE USE	acre	4.7	0	0
3363		TOTAL			12253	8089
3364	101	SINGLE FAMILY	du	570.0	6132	4137
3364	102	MULTI-FAMILY	du	722.0	6603	4286
3364	4112	RIGHT-OF-WAY	acre	54.1	0	0
3364	5007	STREETFRONT COMMERCIAL	acre	2.5	2940	2132
3364	5008	SERVICE STATION	acre	1.0	3949	2883
3364	5009	OTHER COMMERCIAL	acre	1.2	147	110
3364	9101	INACTIVE USE	acre	1.0	0	0
3364		TOTAL			19771	13548
3365	101	SINGLE FAMILY	du	221.0	2425	1719
3365	4112	RIGHT-OF-WAY	acre	38.7	0	0
3365	7204	GOLF COURSE	acre	142.0	0	0
3365	7205	GOLF CLUB HOUSE	site	1.0	719	499
3365	8001	ORCHARDS OR VINEYARD	acre	14.8	1	1
3365	8003	FIELD CROPS	acre	107.4	14	11
3365	9101	INACTIVE USE	acre	17.2	0	0
3365		TOTAL			3159	2230
3366	101	SINGLE FAMILY	du	7.0	93	58
3366	102	MULTI-FAMILY	du	173.0	1353	921
3366	1409	OTHER GROUP QUARTERS	acre	2.0	8	6
3366	4112	RIGHT-OF-WAY	acre	32.2	0	0
3366	5009	OTHER COMMERCIAL	acre	9.0	1176	879
3366	9101	INACTIVE USE	acre	1.5	0	0
3366		TOTAL			2630	1864
3367	101	SINGLE FAMILY	du	59.0	656	460
3367	102	MULTI-FAMILY	du	200.0	1630	1088
3367	2101	INDUSTRIAL PARK	acre	1.0	139	115
3367	2103	LIGHT INDUSTRY	acre	0.4	28	23
3367	4112	RIGHT-OF-WAY	acre	10.0	0	0
3367	5009	OTHER COMMERCIAL	acre	11.3	1535	1154
3367	6109	OTHER PUBLIC SERVICE	acre	0.7	221	156
3367	7601	ACTIVE PARK	acre	4.4	278	180
3367		TOTAL			4487	3176
3368	101	SINGLE FAMILY	du	134.0	1296	944
3368	102	MULTI-FAMILY	du	5.0	40	28
3368	4112	RIGHT-OF-WAY	acre	5.1	0	0
3368	6102	CHURCH	acre	1.5	161	133
3368	6109	OTHER PUBLIC SERVICE	acre	0.2	52	37
3368		TOTAL			1549	1142
3369	101	SINGLE FAMILY	du	107.0	1167	777
3369	102	MULTI-FAMILY	du	420.0	3913	2509
3369	4112	RIGHT-OF-WAY	acre	14.3	0	0
3369	4114	PARKING	acre	0.8	23	20

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3369	5007	STREETFRONT COMMERCIAL	acre	3.7	4426	3208
3369	5008	SERVICE STATION	acre	0.7	2870	2095
3369	6002	LOW RISE OFFICE	acre	1.5	742	603
3369	6102	CHURCH	acre	0.6	37	29
3369	6104	POST OFFICE	acre	0.3	394	280
3369		TOTAL			13572	9521
3370	101	SINGLE FAMILY	du	437.0	4702	3174
3370	102	MULTI-FAMILY	du	719.0	6713	4296
3370	2103	LIGHT INDUSTRY	acre	0.2	9	7
3370	4112	RIGHT-OF-WAY	acre	21.5	0	0
3370	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
3370	4114	PARKING	acre	0.1	0	0
3370	5007	STREETFRONT COMMERCIAL	acre	2.8	3359	2431
3370	5009	OTHER COMMERCIAL	acre	0.6	83	62
3370	6102	CHURCH	acre	2.3	175	140
3370	9101	INACTIVE USE	acre	2.4	0	0
3370	9500	UNDER CONTRUCTION	acre	2.0	11	9
3370		TOTAL			15052	10119
3371	101	SINGLE FAMILY	du	201.0	2190	1462
3371	102	MULTI-FAMILY	du	286.0	2660	1708
3371	4112	RIGHT-OF-WAY	acre	12.4	0	0
3371	4114	PARKING	acre	0.6	0	0
3371	5003	COMMUNITY COMMERCIAL	acre	7.5	5949	4218
3371	5007	STREETFRONT COMMERCIAL	acre	2.4	2849	2062
3371	5009	OTHER COMMERCIAL	acre	0.8	93	68
3371		TOTAL			13741	9518
3372	101	SINGLE FAMILY	du	5.0	46	35
3372	102	MULTI-FAMILY	du	3.0	23	17
3372	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	143	89
3372	4112	RIGHT-OF-WAY	acre	2.5	0	0
3372	4114	PARKING	acre	1.4	0	0
3372	5007	STREETFRONT COMMERCIAL	acre	2.3	3008	2207
3372	6109	OTHER PUBLIC SERVICE	acre	0.1	26	19
3372		TOTAL			3246	2367
3373	101	SINGLE FAMILY	du	22.0	211	154
3373	102	MULTI-FAMILY	du	118.0	953	678
3373	4112	RIGHT-OF-WAY	acre	2.9	0	0
3373	4114	PARKING	acre	0.4	6	5
3373	5007	STREETFRONT COMMERCIAL	acre	2.1	2526	1828
3373		TOTAL			3696	2665
3374	101	SINGLE FAMILY	du	342.0	3381	2430
3374	4112	RIGHT-OF-WAY	acre	26.0	0	0
3374	9101	INACTIVE USE	acre	2.4	0	0
3374		TOTAL			3381	2430
3375	101	SINGLE FAMILY	du	138.0	1519	1070

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3375	4112	RIGHT-OF-WAY	acre	32.5	0	0
3375	9101	INACTIVE USE	acre	0.0	0	0
3375		TOTAL			1519	1070
3376	102	MULTI-FAMILY	du	116.0	942	631
3376	4112	RIGHT-OF-WAY	acre	18.0	0	0
3376	5003	COMMUNITY COMMERCIAL	acre	23.7	18653	13202
3376	5009	OTHER COMMERCIAL	acre	10.9	1287	945
3376	6103	LIBRARY	acre	2.0	807	547
3376	6105	FIRE OR POLICE STATION	site	1.0	254	183
3376		TOTAL			21943	15508
3377	101	SINGLE FAMILY	du	31.0	297	217
3377	102	MULTI-FAMILY	du	47.0	384	268
3377	4112	RIGHT-OF-WAY	acre	8.7	0	0
3377	4114	PARKING	acre	0.4	1	1
3377	5007	STREETFRONT COMMERCIAL	acre	1.5	1937	1418
3377	6802	UNIVERSITY OR COLLEGE	acre	1.0	324	271
3377	9101	INACTIVE USE	acre	0.2	0	0
3377		TOTAL			2943	2175
3378	101	SINGLE FAMILY	du	183.0	1744	1280
3378	102	MULTI-FAMILY	du	143.0	1140	815
3378	4112	RIGHT-OF-WAY	acre	9.4	0	0
3378	4114	PARKING	acre	0.1	0	0
3378	6109	OTHER PUBLIC SERVICE	acre	0.4	144	104
3378	6509	OTHER HEALTH CARE	acre	0.3	135	101
3378	9101	INACTIVE USE	acre	7.5	0	0
3378		TOTAL			3163	2300
3379	101	SINGLE FAMILY	du	451.0	4904	3294
3379	102	MULTI-FAMILY	du	323.0	3015	1938
3379	4112	RIGHT-OF-WAY	acre	34.3	0	0
3379	4114	PARKING	acre	1.1	1	1
3379	5007	STREETFRONT COMMERCIAL	acre	1.0	1233	894
3379	5009	OTHER COMMERCIAL	acre	0.6	66	48
3379	6102	CHURCH	acre	0.3	13	10
3379	6806	ELEMENTARY SCHOOL	site	2.0	4253	2252
3379	9101	INACTIVE USE	acre	8.1	0	0
3379		TOTAL			13485	8437
3380	101	SINGLE FAMILY	du	359.0	3514	2530
3380	102	MULTI-FAMILY	du	13.0	107	75
3380	4112	RIGHT-OF-WAY	acre	25.1	0	0
3380	5009	OTHER COMMERCIAL	acre	0.1	15	11
3380	9101	INACTIVE USE	acre	4.8	0	0
3380		TOTAL			3636	2616
3381	101	SINGLE FAMILY	du	217.0	2138	1534
3381	102	MULTI-FAMILY	du	564.0	4697	3260
3381	2104	WAREHOUSING	acre	0.1	5	4

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3381	2105	PUBLIC STORAGE	acre	0.3	7	6
3381	4112	RIGHT-OF-WAY	acre	21.4	0	0
3381	4113	COMMUNICATION OR UTILITY	acre	0.2	0	0
3381	4114	PARKING	acre	2.5	26	23
3381	5004	NEIGHBORHOOD COMMERCIAL	acre	1.2	1483	1040
3381	5007	STREETFRONT COMMERCIAL	acre	5.7	7025	5111
3381	5008	SERVICE STATION	acre	0.6	2246	1640
3381	5009	OTHER COMMERCIAL	acre	0.1	13	9
3381	6102	CHURCH	acre	0.9	47	36
3381	6103	LIBRARY	acre	0.3	141	99
3381	6104	POST OFFICE	acre	0.3	380	278
3381	9101	INACTIVE USE	acre	0.9	0	0
3381		TOTAL			18208	13040
3382	101	SINGLE FAMILY	du	250.0	2747	1941
3382	102	MULTI-FAMILY	du	36.0	285	194
3382	4112	RIGHT-OF-WAY	acre	20.0	0	0
3382	5007	STREETFRONT COMMERCIAL	acre	1.0	1271	924
3382	5009	OTHER COMMERCIAL	acre	0.6	72	52
3382	6002	LOW RISE OFFICE	acre	1.3	435	342
3382		TOTAL			4810	3453
3383	101	SINGLE FAMILY	du	9.0	85	63
3383	102	MULTI-FAMILY	du	39.0	309	222
3383	4112	RIGHT-OF-WAY	acre	4.9	0	0
3383	4113	COMMUNICATION OR UTILITY	acre	2.6	35	29
3383	4114	PARKING	acre	0.4	0	0
3383	5007	STREETFRONT COMMERCIAL	acre	4.1	5226	3837
3383	9101	INACTIVE USE	acre	0.2	0	0
3383		TOTAL			5655	4151
3384	101	SINGLE FAMILY	du	126.0	1213	884
3384	102	MULTI-FAMILY	du	227.0	1837	1298
3384	4112	RIGHT-OF-WAY	acre	6.8	0	0
3384	5007	STREETFRONT COMMERCIAL	acre	0.6	767	566
3384	9101	INACTIVE USE	acre	2.6	0	0
3384	9702	MIXED USE 67% STREETFRONT	acre	1.7	1374	1000
3384		TOTAL			5191	3748
3385	101	SINGLE FAMILY	du	207.0	2009	1456
3385	102	MULTI-FAMILY	du	892.0	7278	5124
3385	2103	LIGHT INDUSTRY	acre	0.2	16	13
3385	4112	RIGHT-OF-WAY	acre	21.2	0	0
3385	5004	NEIGHBORHOOD COMMERCIAL	acre	1.9	2363	1672
3385	5007	STREETFRONT COMMERCIAL	acre	2.7	3240	2352
3385	5008	SERVICE STATION	acre	0.4	1569	1146
3385	5009	OTHER COMMERCIAL	acre	0.2	30	22
3385	6102	CHURCH	acre	0.4	22	17
3385	9101	INACTIVE USE	acre	0.5	0	0
3385		TOTAL			16527	11802

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3386	4112	RIGHT-OF-WAY	acre	8.9	0	0
3386	4114	PARKING	acre	12.9	0	0
3386	5007	STREETFRONT COMMERCIAL	acre	0.9	1095	792
3386	6104	POST OFFICE	acre	13.6	15909	11378
3386		TOTAL			17004	12170
3387	101	SINGLE FAMILY	du	207.0	2020	1460
3387	102	MULTI-FAMILY	du	368.0	3034	2122
3387	4112	RIGHT-OF-WAY	acre	20.6	0	0
3387	4114	PARKING	acre	1.0	11	9
3387	5007	STREETFRONT COMMERCIAL	acre	5.3	6486	4713
3387	6002	LOW RISE OFFICE	acre	0.6	136	103
3387	6102	CHURCH	acre	0.6	32	25
3387	6109	OTHER PUBLIC SERVICE	acre	0.2	60	43
3387	6806	ELEMENTARY SCHOOL	site	1.0	2260	1241
3387		TOTAL			14039	9716
3388	101	SINGLE FAMILY	du	265.0	2546	1858
3388	102	MULTI-FAMILY	du	543.0	4377	3105
3388	4112	RIGHT-OF-WAY	acre	27.1	0	0
3388	6102	CHURCH	acre	0.1	6	5
3388	6509	OTHER HEALTH CARE	acre	0.1	83	64
3388	9101	INACTIVE USE	acre	4.2	0	0
3388		TOTAL			7012	5032
3389	101	SINGLE FAMILY	du	93.0	900	652
3389	102	MULTI-FAMILY	du	386.0	3118	2208
3389	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	108	68
3389	4112	RIGHT-OF-WAY	acre	12.1	0	0
3389	4114	PARKING	acre	2.4	1	1
3389	5007	STREETFRONT COMMERCIAL	acre	5.5	6923	5066
3389	5008	SERVICE STATION	acre	0.3	1370	1000
3389	5009	OTHER COMMERCIAL	acre	0.2	28	22
3389	6002	LOW RISE OFFICE	acre	2.4	1240	1008
3389	6102	CHURCH	acre	0.4	106	90
3389	9500	UNDER CONTRUCTION	acre	0.9	5	4
3389	9702	MIXED USE 67% STREETFRONT	acre	1.9	1591	1158
3389		TOTAL			15390	11277
3390	101	SINGLE FAMILY	du	14.0	135	99
3390	102	MULTI-FAMILY	du	345.0	2780	1984
3390	4112	RIGHT-OF-WAY	acre	0.8	0	0
3390	5007	STREETFRONT COMMERCIAL	acre	0.3	375	279
3390	9702	MIXED USE 67% STREETFRONT	acre	1.4	1170	852
3390		TOTAL			4460	3214
3391	101	SINGLE FAMILY	du	208.0	2047	1466
3391	102	MULTI-FAMILY	du	116.0	965	668
3391	4112	RIGHT-OF-WAY	acre	8.9	0	0
3391	9101	INACTIVE USE	acre	1.8	0	0
3391		TOTAL			3012	2134

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3392	101	SINGLE FAMILY	du	26.0	249	182
3392	102	MULTI-FAMILY	du	193.0	1554	1103
3392	4112	RIGHT-OF-WAY	acre	4.0	0	0
3392	4114	PARKING	acre	0.2	0	0
3392	5007	STREETFRONT COMMERCIAL	acre	1.6	2006	1460
3392	6002	LOW RISE OFFICE	acre	0.1	24	19
3392	6509	OTHER HEALTH CARE	acre	0.4	163	119
3392	9101	INACTIVE USE	acre	0.3	0	0
3392		TOTAL			3996	2883
3393	101	SINGLE FAMILY	du	333.0	3221	2350
3393	102	MULTI-FAMILY	du	9.0	73	52
3393	4112	RIGHT-OF-WAY	acre	15.7	0	0
3393	6102	CHURCH	acre	0.5	24	19
3393		TOTAL			3318	2421
3394	102	MULTI-FAMILY	du	691.0	5453	3698
3394	4112	RIGHT-OF-WAY	acre	8.3	0	0
3394	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4229	2502
3394		TOTAL			9682	6200
3395	101	SINGLE FAMILY	du	30.0	289	211
3395	102	MULTI-FAMILY	du	43.0	349	247
3395	4112	RIGHT-OF-WAY	acre	2.8	0	0
3395	5007	STREETFRONT COMMERCIAL	acre	1.0	1231	900
3395	5009	OTHER COMMERCIAL	acre	0.9	127	96
3395	6002	LOW RISE OFFICE	acre	0.2	52	41
3395	6102	CHURCH	acre	0.5	31	25
3395	6103	LIBRARY	acre	0.5	247	178
3395	6104	POST OFFICE	acre	0.3	355	253
3395	6809	OTHER SCHOOL	acre	0.5	90	74
3395		TOTAL			2771	2025
3396	101	SINGLE FAMILY	du	120.0	1203	869
3396	102	MULTI-FAMILY	du	31.0	279	186
3396	2103	LIGHT INDUSTRY	acre	0.7	57	48
3396	4112	RIGHT-OF-WAY	acre	7.4	0	0
3396	5003	COMMUNITY COMMERCIAL	acre	2.3	1794	1266
3396	5007	STREETFRONT COMMERCIAL	acre	2.7	3182	2307
3396	5008	SERVICE STATION	acre	0.6	2184	1594
3396	5009	OTHER COMMERCIAL	acre	0.2	19	14
3396	6002	LOW RISE OFFICE	acre	0.8	479	394
3396		TOTAL			9197	6678
3397	101	SINGLE FAMILY	du	348.0	3439	2505
3397	102	MULTI-FAMILY	du	2.0	17	12
3397	4112	RIGHT-OF-WAY	acre	2.8	0	0
3397	4114	PARKING	acre	0.2	3	3
3397	5007	STREETFRONT COMMERCIAL	acre	1.1	1306	947
3397	6102	CHURCH	acre	0.7	36	27
3397	6806	ELEMENTARY SCHOOL	site	2.0	4317	2308
3397		TOTAL			9118	5802

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3398	4112	RIGHT-OF-WAY	acre	1.6	0	0
3398	4114	PARKING	acre	0.2	0	0
3398	5007	STREETFRONT COMMERCIAL	acre	3.8	4655	3384
3398		TOTAL			4655	3384
3399	101	SINGLE FAMILY	du	259.0	2542	1829
3399	102	MULTI-FAMILY	du	302.0	2492	1743
3399	4112	RIGHT-OF-WAY	acre	9.6	0	0
3399	7607	RESIDENTIAL RECREATION	acre	2.3	0	0
3399	9101	INACTIVE USE	acre	11.5	0	0
3399		TOTAL			5034	3572
3400	101	SINGLE FAMILY	du	100.0	1116	776
3400	102	MULTI-FAMILY	du	228.0	1857	1232
3400	1409	OTHER GROUP QUARTERS	acre	0.5	2	1
3400	4112	RIGHT-OF-WAY	acre	23.6	0	0
3400	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
3400	5007	STREETFRONT COMMERCIAL	acre	9.1	11073	8048
3400	5008	SERVICE STATION	acre	0.3	1063	776
3400	5009	OTHER COMMERCIAL	acre	0.3	41	31
3400	6002	LOW RISE OFFICE	acre	0.3	70	53
3400	6003	GOV'T OFFICE OR CENTER	acre	0.3	326	241
3400	6105	FIRE OR POLICE STATION	site	1.0	254	184
3400	9101	INACTIVE USE	acre	0.2	0	0
3400	9500	UNDER CONTRUCTION	acre	0.5	3	2
3400		TOTAL			15806	11345
3401	101	SINGLE FAMILY	du	18.0	201	140
3401	102	MULTI-FAMILY	du	261.0	2143	1414
3401	2103	LIGHT INDUSTRY	acre	2.0	113	91
3401	4112	RIGHT-OF-WAY	acre	7.7	0	0
3401	5004	NEIGHBORHOOD COMMERCIAL	acre	16.6	20370	14341
3401	5007	STREETFRONT COMMERCIAL	acre	1.3	1547	1124
3401	5008	SERVICE STATION	acre	0.9	3606	2633
3401	5009	OTHER COMMERCIAL	acre	0.3	29	21
3401	6003	GOV'T OFFICE OR CENTER	acre	1.7	1624	1207
3401		TOTAL			29633	20971
3402	101	SINGLE FAMILY	du	313.0	3488	2450
3402	102	MULTI-FAMILY	du	676.0	5453	3674
3402	2105	PUBLIC STORAGE	acre	3.5	94	79
3402	4112	RIGHT-OF-WAY	acre	24.9	0	0
3402	5003	COMMUNITY COMMERCIAL	acre	6.5	5109	3615
3402	5008	SERVICE STATION	acre	0.9	3511	2563
3402	6105	FIRE OR POLICE STATION	site	1.0	420	327
3402	9101	INACTIVE USE	acre	9.9	0	0
3402		TOTAL			18075	12708
3403	4112	RIGHT-OF-WAY	acre	0.4	0	0
3403	9101	INACTIVE USE	acre	8.0	0	0
3403		TOTAL			0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3404	101	SINGLE FAMILY	du	764.0	8309	5554
3404	102	MULTI-FAMILY	du	743.0	6920	4442
3404	1409	OTHER GROUP QUARTERS	acre	0.3	2	1
3404	4112	RIGHT-OF-WAY	acre	63.8	0	0
3404	4114	PARKING	acre	0.8	0	0
3404	5007	STREETFRONT COMMERCIAL	acre	0.7	851	620
3404	6102	CHURCH	acre	0.4	19	15
3404	6105	FIRE OR POLICE STATION	site	1.0	377	290
3404	6109	OTHER PUBLIC SERVICE	acre	0.4	117	82
3404	6809	OTHER SCHOOL	acre	0.7	118	97
3404	9101	INACTIVE USE	acre	0.4	0	0
3404		TOTAL			16713	11101
3405	101	SINGLE FAMILY	du	724.0	7955	5284
3405	102	MULTI-FAMILY	du	152.0	1424	910
3405	4112	RIGHT-OF-WAY	acre	27.8	0	0
3405	4114	PARKING	acre	0.1	0	0
3405	5007	STREETFRONT COMMERCIAL	acre	0.1	162	117
3405	5009	OTHER COMMERCIAL	acre	0.1	12	9
3405	6102	CHURCH	acre	0.2	7	6
3405	6109	OTHER PUBLIC SERVICE	acre	1.5	535	386
3405	6806	ELEMENTARY SCHOOL	site	1.0	2375	1341
3405	7601	ACTIVE PARK	acre	9.4	595	387
3405	9101	INACTIVE USE	acre	1.0	0	0
3405		TOTAL			13065	8440
3406	101	SINGLE FAMILY	du	18.0	173	126
3406	102	MULTI-FAMILY	du	103.0	835	591
3406	4112	RIGHT-OF-WAY	acre	2.6	0	0
3406	4114	PARKING	acre	0.2	0	0
3406	5007	STREETFRONT COMMERCIAL	acre	0.9	1231	904
3406		TOTAL			2239	1621
3407	101	SINGLE FAMILY	du	129.0	1237	905
3407	102	MULTI-FAMILY	du	405.0	3262	2316
3407	4112	RIGHT-OF-WAY	acre	6.1	0	0
3407	6509	OTHER HEALTH CARE	acre	0.5	214	158
3407		TOTAL			4713	3379
3408	101	SINGLE FAMILY	du	64.0	614	449
3408	102	MULTI-FAMILY	du	21.0	171	121
3408	4112	RIGHT-OF-WAY	acre	5.8	0	0
3408	5007	STREETFRONT COMMERCIAL	acre	0.5	571	415
3408	6102	CHURCH	acre	0.3	16	12
3408	6509	OTHER HEALTH CARE	acre	0.1	35	26
3408	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
3408	6809	OTHER SCHOOL	acre	0.7	121	100
3408	7601	ACTIVE PARK	acre	1.2	78	51
3408		TOTAL			3811	2368
3409	102	MULTI-FAMILY	du	35.0	290	202

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3409	1409	OTHER GROUP QUARTERS	acre	1.5	6	4
3409	2103	LIGHT INDUSTRY	acre	9.5	987	824
3409	2104	WAREHOUSING	acre	1.2	284	244
3409	2105	PUBLIC STORAGE	acre	0.8	23	19
3409	4112	RIGHT-OF-WAY	acre	28.9	0	0
3409	4114	PARKING	acre	0.1	0	0
3409	5009	OTHER COMMERCIAL	acre	4.3	815	639
3409	6109	OTHER PUBLIC SERVICE	acre	1.0	451	338
3409		TOTAL			2856	2270
3410	4112	RIGHT-OF-WAY	acre	14.9	1	1
3410	4114	PARKING	acre	0.3	0	0
3410	5003	COMMUNITY COMMERCIAL	acre	23.2	18006	12697
3410	5009	OTHER COMMERCIAL	acre	3.8	458	338
3410		TOTAL			18465	13036
3411	101	SINGLE FAMILY	du	60.0	588	422
3411	102	MULTI-FAMILY	du	364.0	3001	2090
3411	4112	RIGHT-OF-WAY	acre	4.8	0	0
3411	6102	CHURCH	acre	0.9	65	53
3411	6109	OTHER PUBLIC SERVICE	acre	1.2	399	282
3411	7601	ACTIVE PARK	acre	3.3	212	138
3411	9101	INACTIVE USE	acre	4.4	0	0
3411		TOTAL			4265	2985
3412	101	SINGLE FAMILY	du	116.0	1115	813
3412	102	MULTI-FAMILY	du	602.0	4893	3450
3412	4112	RIGHT-OF-WAY	acre	8.7	0	0
3412	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
3412	5007	STREETFRONT COMMERCIAL	acre	0.5	557	404
3412	6002	LOW RISE OFFICE	acre	1.5	690	557
3412	6109	OTHER PUBLIC SERVICE	acre	0.1	33	23
3412	6509	OTHER HEALTH CARE	acre	0.6	289	215
3412	6809	OTHER SCHOOL	acre	0.4	72	59
3412	9101	INACTIVE USE	acre	0.8	0	0
3412		TOTAL			7650	5522
3413	4112	RIGHT-OF-WAY	acre	1.9	0	0
3413	4114	PARKING	acre	0.7	0	0
3413	5007	STREETFRONT COMMERCIAL	acre	2.9	3484	2526
3413	5008	SERVICE STATION	acre	0.3	1262	921
3413		TOTAL			4746	3447
3414	101	SINGLE FAMILY	du	81.0	789	571
3414	102	MULTI-FAMILY	du	166.0	1376	958
3414	1501	LOW-RISE HOTEL OR MOTEL	acre	1.5	524	323
3414	4112	RIGHT-OF-WAY	acre	12.2	0	0
3414	4114	PARKING	acre	0.1	0	0
3414	5007	STREETFRONT COMMERCIAL	acre	2.4	2905	2108
3414	5008	SERVICE STATION	acre	0.5	1960	1431
3414	6002	LOW RISE OFFICE	acre	0.8	454	372

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3414	6003	GOV'T OFFICE OR CENTER	acre	0.6	483	354
3414	9101	INACTIVE USE	acre	0.2	0	0
3414		TOTAL			8491	6117
3415	101	SINGLE FAMILY	du	318.0	3086	2237
3415	102	MULTI-FAMILY	du	1224.0	9961	7023
3415	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	203	124
3415	4112	RIGHT-OF-WAY	acre	22.2	0	0
3415	5007	STREETFRONT COMMERCIAL	acre	0.8	1028	748
3415	6102	CHURCH	acre	0.9	66	53
3415	9101	INACTIVE USE	acre	0.4	0	0
3415		TOTAL			14344	10185
3416	101	SINGLE FAMILY	du	269.0	2587	1888
3416	102	MULTI-FAMILY	du	279.0	2255	1595
3416	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	132	83
3416	4112	RIGHT-OF-WAY	acre	16.3	0	0
3416	6509	OTHER HEALTH CARE	acre	0.1	67	51
3416	7601	ACTIVE PARK	acre	0.5	33	21
3416	9101	INACTIVE USE	acre	16.2	0	0
3416		TOTAL			5074	3638
3417	101	SINGLE FAMILY	du	38.0	419	295
3417	102	MULTI-FAMILY	du	341.0	2646	1814
3417	4112	RIGHT-OF-WAY	acre	19.4	0	0
3417	5009	OTHER COMMERCIAL	acre	1.1	139	103
3417	6102	CHURCH	acre	4.1	203	157
3417	6809	OTHER SCHOOL	acre	6.1	1158	958
3417	7601	ACTIVE PARK	acre	1.0	63	41
3417	9101	INACTIVE USE	acre	0.9	0	0
3417		TOTAL			4628	3368
3418	4112	RIGHT-OF-WAY	acre	3.5	0	0
3418	9101	INACTIVE USE	acre	0.8	0	0
3418	9500	UNDER CONTRUCTION	acre	3.8	22	17
3418		TOTAL			22	17
3419	101	SINGLE FAMILY	du	1045.0	10189	7367
3419	102	MULTI-FAMILY	du	179.0	1464	1028
3419	1409	OTHER GROUP QUARTERS	acre	0.1	0	0
3419	4112	RIGHT-OF-WAY	acre	52.0	0	0
3419	5007	STREETFRONT COMMERCIAL	acre	0.7	860	622
3419	5009	OTHER COMMERCIAL	acre	0.6	91	70
3419	6002	LOW RISE OFFICE	acre	0.4	281	231
3419	6102	CHURCH	acre	0.3	16	13
3419	6509	OTHER HEALTH CARE	acre	0.1	47	35
3419	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
3419	9101	INACTIVE USE	acre	0.0	0	0
3419		TOTAL			15060	10480
3420	101	SINGLE FAMILY	du	236.0	2283	1661

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3420	102	MULTI-FAMILY	du	25.0	200	143
3420	4112	RIGHT-OF-WAY	acre	14.3	0	0
3420	9101	INACTIVE USE	acre	0.3	0	0
3420		TOTAL			2483	1804
3421	101	SINGLE FAMILY	du	3.0	28	21
3421	102	MULTI-FAMILY	du	67.0	535	383
3421	4112	RIGHT-OF-WAY	acre	2.3	0	0
3421	5007	STREETFRONT COMMERCIAL	acre	2.1	2546	1849
3421		TOTAL			3109	2253
3422	101	SINGLE FAMILY	du	21.0	226	162
3422	102	MULTI-FAMILY	du	4.0	30	21
3422	103	MOBILE HOME PARK	du	36.0	229	147
3422	2103	LIGHT INDUSTRY	acre	1.4	131	109
3422	4112	RIGHT-OF-WAY	acre	2.4	0	0
3422	5007	STREETFRONT COMMERCIAL	acre	1.0	1235	895
3422	5009	OTHER COMMERCIAL	acre	5.3	867	668
3422	6002	LOW RISE OFFICE	acre	1.0	598	491
3422	9101	INACTIVE USE	acre	0.6	0	0
3422		TOTAL			3316	2493
3423	6701	MILITARY USE	unique	0.0	14784	12111
3423		TOTAL			14784	12111
3424	101	SINGLE FAMILY	du	184.0	1804	1297
3424	102	MULTI-FAMILY	du	252.0	2092	1453
3424	2104	WAREHOUSING	acre	0.4	39	33
3424	4112	RIGHT-OF-WAY	acre	24.2	0	0
3424	4114	PARKING	acre	0.6	0	0
3424	5007	STREETFRONT COMMERCIAL	acre	1.9	2387	1746
3424	5008	SERVICE STATION	acre	0.6	2198	1605
3424	5009	OTHER COMMERCIAL	acre	0.4	48	36
3424	9101	INACTIVE USE	acre	4.4	0	0
3424		TOTAL			8568	6170
3425	101	SINGLE FAMILY	du	166.0	1621	1169
3425	102	MULTI-FAMILY	du	285.0	2377	1645
3425	1409	OTHER GROUP QUARTERS	acre	2.0	8	6
3425	4112	RIGHT-OF-WAY	acre	9.7	0	0
3425	5009	OTHER COMMERCIAL	acre	0.2	24	18
3425	9101	INACTIVE USE	acre	13.3	0	0
3425		TOTAL			4030	2838
3426	101	SINGLE FAMILY	du	236.0	2327	1673
3426	102	MULTI-FAMILY	du	241.0	2006	1397
3426	4112	RIGHT-OF-WAY	acre	15.2	0	0
3426	6102	CHURCH	acre	0.6	31	24
3426	6804	SENIOR HIGH SCHOOL	site	2.0	11273	4895
3426	9101	INACTIVE USE	acre	0.1	0	0
3426	9702	MIXED USE 67% STREETFRONT	acre	0.9	779	567
3426		TOTAL			16416	8556

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3427	101	SINGLE FAMILY	du	31.0	329	240
3427	102	MULTI-FAMILY	du	8.0	61	43
3427	103	MOBILE HOME PARK	du	32.0	202	131
3427	2104	WAREHOUSING	acre	0.2	8	7
3427	4111	TRANSIT STATION	acre	0.4	95	71
3427	4112	RIGHT-OF-WAY	acre	19.7	8	7
3427	5009	OTHER COMMERCIAL	acre	18.8	2506	1879
3427	6002	LOW RISE OFFICE	acre	1.2	319	245
3427		TOTAL			3528	2623
3428	101	SINGLE FAMILY	du	373.0	4189	2907
3428	4112	RIGHT-OF-WAY	acre	30.1	0	0
3428	5007	STREETFRONT COMMERCIAL	acre	0.5	570	411
3428	6105	FIRE OR POLICE STATION	site	1.0	254	183
3428		TOTAL			5013	3501
3429	101	SINGLE FAMILY	du	7.0	43	29
3429	7209	CASINO	unique	0.0	1590	1073
3429	9101	INACTIVE USE	acre	698.5	0	0
3429		TOTAL			1633	1102
3430	101	SINGLE FAMILY	du	779.0	7665	5504
3430	102	MULTI-FAMILY	du	172.0	1428	992
3430	2103	LIGHT INDUSTRY	acre	0.3	16	13
3430	2104	WAREHOUSING	acre	0.1	7	6
3430	4112	RIGHT-OF-WAY	acre	31.0	0	0
3430	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
3430	5007	STREETFRONT COMMERCIAL	acre	1.1	1337	966
3430	5009	OTHER COMMERCIAL	acre	0.3	27	20
3430	6002	LOW RISE OFFICE	acre	0.1	24	19
3430	6102	CHURCH	acre	0.2	37	31
3430	6806	ELEMENTARY SCHOOL	site	1.0	2152	1148
3430	9101	INACTIVE USE	acre	0.0	0	0
3430		TOTAL			12693	8699
3431	101	SINGLE FAMILY	du	220.0	2116	1544
3431	102	MULTI-FAMILY	du	383.0	3088	2193
3431	4112	RIGHT-OF-WAY	acre	9.4	0	0
3431	9101	INACTIVE USE	acre	0.2	0	0
3431		TOTAL			5204	3737
3432	101	SINGLE FAMILY	du	392.0	3867	2773
3432	102	MULTI-FAMILY	du	43.0	356	247
3432	4112	RIGHT-OF-WAY	acre	33.0	0	0
3432	5007	STREETFRONT COMMERCIAL	acre	0.2	238	172
3432	9101	INACTIVE USE	acre	0.8	0	0
3432		TOTAL			4461	3192
3433	101	SINGLE FAMILY	du	74.0	711	519
3433	102	MULTI-FAMILY	du	158.0	1273	905
3433	4112	RIGHT-OF-WAY	acre	3.6	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3433	4114	PARKING	acre	0.2	0	0
3433	5007	STREETFRONT COMMERCIAL	acre	0.2	208	153
3433	5009	OTHER COMMERCIAL	acre	0.3	35	25
3433		TOTAL			2227	1602
3434	101	SINGLE FAMILY	du	35.0	340	247
3434	102	MULTI-FAMILY	du	103.0	846	594
3434	4112	RIGHT-OF-WAY	acre	14.2	0	0
3434	4114	PARKING	acre	0.1	0	0
3434	5007	STREETFRONT COMMERCIAL	acre	2.3	2774	2013
3434	9101	INACTIVE USE	acre	0.6	0	0
3434		TOTAL			3960	2854
3435	101	SINGLE FAMILY	du	444.0	4992	3475
3435	102	MULTI-FAMILY	du	192.0	1574	1044
3435	1409	OTHER GROUP QUARTERS	acre	0.7	3	2
3435	4112	RIGHT-OF-WAY	acre	47.3	0	0
3435	6809	OTHER SCHOOL	acre	2.0	410	340
3435	9101	INACTIVE USE	acre	2.5	0	0
3435		TOTAL			6979	4861
3436	101	SINGLE FAMILY	du	429.0	4148	3025
3436	102	MULTI-FAMILY	du	31.0	251	178
3436	4112	RIGHT-OF-WAY	acre	18.9	0	0
3436	6809	OTHER SCHOOL	acre	0.3	65	54
3436	9101	INACTIVE USE	acre	0.7	0	0
3436		TOTAL			4464	3257
3437	4112	RIGHT-OF-WAY	acre	13.2	0	0
3437	4114	PARKING	acre	5.3	0	0
3437	5007	STREETFRONT COMMERCIAL	acre	1.1	1373	999
3437	5009	OTHER COMMERCIAL	acre	2.7	351	262
3437	6109	OTHER PUBLIC SERVICE	acre	2.8	923	654
3437	7204	GOLF COURSE	acre	16.8	9	7
3437	7205	GOLF CLUB HOUSE	site	1.0	638	429
3437	7210	OTHER RECREATION-HIGH	acre	3.8	275	199
3437	7601	ACTIVE PARK	acre	0.3	22	14
3437	9101	INACTIVE USE	acre	28.1	0	0
3437	9500	UNDER CONTRUCTION	acre	11.7	66	52
3437		TOTAL			3657	2616
3438	101	SINGLE FAMILY	du	29.0	318	226
3438	102	MULTI-FAMILY	du	56.0	440	300
3438	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	171	103
3438	2103	LIGHT INDUSTRY	acre	0.5	26	21
3438	4112	RIGHT-OF-WAY	acre	9.0	0	0
3438	4114	PARKING	acre	0.2	4	4
3438	5003	COMMUNITY COMMERCIAL	acre	14.5	11355	8020
3438	5007	STREETFRONT COMMERCIAL	acre	5.2	6168	4470
3438	5008	SERVICE STATION	acre	0.4	1763	1287
3438	5009	OTHER COMMERCIAL	acre	4.7	678	514

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3438	9101	INACTIVE USE	acre	0.2	0	0
3438	9702	MIXED USE 67% STREETFRONT	acre	0.7	563	410
3438		TOTAL			21486	15355
3439	101	SINGLE FAMILY	du	9.0	99	70
3439	102	MULTI-FAMILY	du	100.0	782	531
3439	4112	RIGHT-OF-WAY	acre	3.7	0	0
3439	5007	STREETFRONT COMMERCIAL	acre	4.4	5188	3754
3439	6002	LOW RISE OFFICE	acre	0.4	108	84
3439	9101	INACTIVE USE	acre	0.2	0	0
3439		TOTAL			6177	4439
3440	101	SINGLE FAMILY	du	164.0	1590	1157
3440	102	MULTI-FAMILY	du	48.0	388	276
3440	4112	RIGHT-OF-WAY	acre	11.1	0	0
3440		TOTAL			1978	1433
3441	2101	INDUSTRIAL PARK	acre	1.4	281	235
3441	2103	LIGHT INDUSTRY	acre	4.7	347	286
3441	2104	WAREHOUSING	acre	0.4	43	37
3441	4112	RIGHT-OF-WAY	acre	42.5	0	0
3441	4114	PARKING	acre	2.0	7	6
3441	5007	STREETFRONT COMMERCIAL	acre	1.5	1712	1237
3441	5009	OTHER COMMERCIAL	acre	1.6	292	228
3441	6002	LOW RISE OFFICE	acre	1.7	1574	1317
3441	9101	INACTIVE USE	acre	0.1	0	0
3441		TOTAL			4256	3346
3442	2301	JUNKYARD/DUMP/LANDFILL	acre	77.3	722	580
3442	4112	RIGHT-OF-WAY	acre	25.2	0	0
3442	4113	COMMUNICATION OR UTILITY	acre	23.1	68	52
3442	9101	INACTIVE USE	acre	830.9	0	0
3442		TOTAL			790	632
3443	101	SINGLE FAMILY	du	102.0	981	717
3443	4112	RIGHT-OF-WAY	acre	3.7	0	0
3443	5007	STREETFRONT COMMERCIAL	acre	0.2	255	185
3443	6002	LOW RISE OFFICE	acre	0.4	167	133
3443		TOTAL			1403	1035
3444	101	SINGLE FAMILY	du	463.0	4577	3286
3444	4112	RIGHT-OF-WAY	acre	39.5	0	0
3444	6806	ELEMENTARY SCHOOL	site	1.0	2269	1250
3444	9101	INACTIVE USE	acre	2.1	0	0
3444		TOTAL			6846	4536
3445	101	SINGLE FAMILY	du	420.0	4692	3284
3445	102	MULTI-FAMILY	du	110.0	901	598
3445	4112	RIGHT-OF-WAY	acre	56.9	0	0
3445	5004	NEIGHBORHOOD COMMERCIAL	acre	3.5	4266	2993
3445	5007	STREETFRONT COMMERCIAL	acre	2.1	2429	1753

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3445	6102	CHURCH	acre	3.3	164	127
3445	7210	OTHER RECREATION-HIGH	acre	0.6	29	20
3445	9101	INACTIVE USE	acre	2.4	0	0
3445		TOTAL			12481	8775
3446	101	SINGLE FAMILY	du	7.0	73	55
3446	4112	RIGHT-OF-WAY	acre	41.8	4	3
3446	4113	COMMUNICATION OR UTILITY	acre	1.9	5	4
3446	5004	NEIGHBORHOOD COMMERCIAL	acre	30.3	37623	26546
3446	5007	STREETFRONT COMMERCIAL	acre	2.1	2476	1790
3446	5008	SERVICE STATION	acre	1.9	7611	5556
3446	5009	OTHER COMMERCIAL	acre	3.4	367	266
3446	6002	LOW RISE OFFICE	acre	1.0	294	229
3446	6003	GOV'T OFFICE OR CENTER	acre	4.1	3874	2875
3446	9101	INACTIVE USE	acre	1.7	0	0
3446		TOTAL			52327	37324
3447	101	SINGLE FAMILY	du	21.0	217	162
3447	102	MULTI-FAMILY	du	10.0	79	53
3447	2103	LIGHT INDUSTRY	acre	0.2	9	7
3447	4112	RIGHT-OF-WAY	acre	6.9	0	0
3447	5004	NEIGHBORHOOD COMMERCIAL	acre	2.3	2852	2010
3447	5007	STREETFRONT COMMERCIAL	acre	5.1	6149	4461
3447	5008	SERVICE STATION	acre	1.0	4063	2966
3447	5009	OTHER COMMERCIAL	acre	6.2	793	590
3447		TOTAL			14162	10249
3448	101	SINGLE FAMILY	du	504.0	5468	3668
3448	102	MULTI-FAMILY	du	72.0	655	428
3448	2103	LIGHT INDUSTRY	acre	1.5	88	71
3448	4112	RIGHT-OF-WAY	acre	26.3	0	0
3448	5007	STREETFRONT COMMERCIAL	acre	0.1	102	74
3448	5009	OTHER COMMERCIAL	acre	2.0	223	162
3448	6002	LOW RISE OFFICE	acre	0.7	200	154
3448	6102	CHURCH	acre	4.6	227	175
3448	6806	ELEMENTARY SCHOOL	site	1.0	2398	1361
3448	9101	INACTIVE USE	acre	24.7	0	0
3448		TOTAL			9361	6093
3449	101	SINGLE FAMILY	du	659.0	6865	4729
3449	4112	RIGHT-OF-WAY	acre	35.5	0	0
3449	5007	STREETFRONT COMMERCIAL	acre	0.6	771	558
3449	6806	ELEMENTARY SCHOOL	site	1.0	2345	1315
3449	9101	INACTIVE USE	acre	0.3	0	0
3449		TOTAL			9981	6602
3450	101	SINGLE FAMILY	du	836.0	8582	5989
3450	102	MULTI-FAMILY	du	92.0	802	540
3450	4112	RIGHT-OF-WAY	acre	52.2	0	0
3450	6102	CHURCH	acre	3.7	183	141
3450	9101	INACTIVE USE	acre	16.6	0	0
3450		TOTAL			9567	6670

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3451	101	SINGLE FAMILY	du	734.0	8216	5739
3451	102	MULTI-FAMILY	du	103.0	837	553
3451	4112	RIGHT-OF-WAY	acre	82.3	0	0
3451	6102	CHURCH	acre	3.0	146	112
3451	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4138	2424
3451	6807	SCHOOL DISTRICT OFFICE	acre	3.7	846	646
3451	8002	INTENSIVE AGRICULTURE	acre	3.8	1	1
3451	9101	INACTIVE USE	acre	5.0	0	0
3451		TOTAL			14184	9475
3452	102	MULTI-FAMILY	du	293.0	2543	1717
3452	5002	REGIONAL COMMERCIAL	acre	33.8	23160	16254
3452	9702	MIXED USE 67% STREETFRONT	acre	20.2	16717	12165
3452		TOTAL			42420	30136
3453	101	SINGLE FAMILY	du	219.0	2441	1703
3453	102	MULTI-FAMILY	du	51.0	415	274
3453	4112	RIGHT-OF-WAY	acre	7.7	0	0
3453	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
3453	5009	OTHER COMMERCIAL	acre	1.2	149	111
3453	6102	CHURCH	acre	3.5	173	134
3453	7601	ACTIVE PARK	acre	8.7	552	359
3453		TOTAL			3731	2582
3454	101	SINGLE FAMILY	du	2.0	22	15
3454	102	MULTI-FAMILY	du	240.0	1901	1291
3454	4112	RIGHT-OF-WAY	acre	2.5	0	0
3454	5003	COMMUNITY COMMERCIAL	acre	13.3	10282	7250
3454		TOTAL			12205	8556
3455	101	SINGLE FAMILY	du	283.0	3186	2208
3455	102	MULTI-FAMILY	du	60.0	482	324
3455	4112	RIGHT-OF-WAY	acre	25.5	0	0
3455	5008	SERVICE STATION	acre	0.8	3317	2422
3455	6002	LOW RISE OFFICE	acre	2.3	568	430
3455	6102	CHURCH	acre	2.9	144	111
3455	6809	OTHER SCHOOL	acre	1.1	223	185
3455	9101	INACTIVE USE	acre	1.9	0	0
3455		TOTAL			7920	5680
3456	101	SINGLE FAMILY	du	61.0	692	474
3456	102	MULTI-FAMILY	du	311.0	2584	1691
3456	103	MOBILE HOME PARK	du	84.0	562	351
3456	2103	LIGHT INDUSTRY	acre	31.6	2233	1833
3456	4112	RIGHT-OF-WAY	acre	5.6	0	0
3456	4119	OTHER TRANSPORTATION	acre	0.5	51	39
3456	5009	OTHER COMMERCIAL	acre	1.2	162	121
3456		TOTAL			6284	4509
3457	101	SINGLE FAMILY	du	215.0	2402	1682
3457	4112	RIGHT-OF-WAY	acre	14.2	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3457	9101	INACTIVE USE	acre	45.5	0	0
3457		TOTAL			2402	1682
3458	101	SINGLE FAMILY	du	98.0	957	690
3458	102	MULTI-FAMILY	du	505.0	4126	2897
3458	1409	OTHER GROUP QUARTERS	acre	0.8	3	2
3458	4112	RIGHT-OF-WAY	acre	12.4	0	0
3458	4114	PARKING	acre	0.5	0	0
3458	5007	STREETFRONT COMMERCIAL	acre	2.0	2531	1852
3458	6002	LOW RISE OFFICE	acre	2.0	706	557
3458	6102	CHURCH	acre	0.2	10	8
3458	6109	OTHER PUBLIC SERVICE	acre	0.3	109	77
3458	6509	OTHER HEALTH CARE	acre	0.9	451	343
3458	9101	INACTIVE USE	acre	0.9	0	0
3458		TOTAL			8893	6426
3459	4112	RIGHT-OF-WAY	acre	16.2	0	0
3459	4113	COMMUNICATION OR UTILITY	acre	4.3	13	10
3459	6804	SENIOR HIGH SCHOOL	site	1.0	5875	2654
3459	7204	GOLF COURSE	acre	20.8	0	0
3459	9101	INACTIVE USE	acre	923.3	20	17
3459		TOTAL			5908	2681
3460	101	SINGLE FAMILY	du	6.0	61	46
3460	4112	RIGHT-OF-WAY	acre	7.5	0	0
3460	5004	NEIGHBORHOOD COMMERCIAL	acre	0.8	1029	731
3460	5007	STREETFRONT COMMERCIAL	acre	9.2	10971	7945
3460	6002	LOW RISE OFFICE	acre	0.9	221	167
3460	6104	POST OFFICE	acre	0.7	775	543
3460		TOTAL			13057	9432
3461	101	SINGLE FAMILY	du	2.0	21	16
3461	102	MULTI-FAMILY	du	48.0	370	256
3461	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	132	79
3461	4112	RIGHT-OF-WAY	acre	3.6	0	0
3461	5004	NEIGHBORHOOD COMMERCIAL	acre	2.9	3582	2528
3461	5007	STREETFRONT COMMERCIAL	acre	5.2	6147	4447
3461	5008	SERVICE STATION	acre	1.5	5946	4341
3461	9101	INACTIVE USE	acre	1.0	0	0
3461		TOTAL			16198	11667
3462	101	SINGLE FAMILY	du	201.0	1950	1417
3462	102	MULTI-FAMILY	du	43.0	346	246
3462	4112	RIGHT-OF-WAY	acre	17.3	0	0
3462	4113	COMMUNICATION OR UTILITY	acre	1.3	4	3
3462		TOTAL			2300	1666
3463	101	SINGLE FAMILY	du	52.0	506	367
3463	102	MULTI-FAMILY	du	234.0	1918	1352
3463	1409	OTHER GROUP QUARTERS	acre	0.1	1	0
3463	4112	RIGHT-OF-WAY	acre	8.8	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3463	4113	COMMUNICATION OR UTILITY	acre	0.9	4	3
3463	4114	PARKING	acre	0.3	0	0
3463	5007	STREETFRONT COMMERCIAL	acre	0.7	835	604
3463	6102	CHURCH	acre	2.1	175	142
3463	6103	LIBRARY	acre	0.9	385	263
3463	7601	ACTIVE PARK	acre	0.3	58	47
3463	9702	MIXED USE 67% STREETFRONT	acre	4.3	3556	2588
3463		TOTAL			7438	5366
3464	101	SINGLE FAMILY	du	125.0	1200	879
3464	102	MULTI-FAMILY	du	58.0	467	333
3464	4112	RIGHT-OF-WAY	acre	5.3	0	0
3464	4114	PARKING	acre	0.2	0	0
3464	6109	OTHER PUBLIC SERVICE	acre	0.3	109	78
3464		TOTAL			1776	1290
3465	101	SINGLE FAMILY	du	727.0	7886	5295
3465	102	MULTI-FAMILY	du	120.0	1091	713
3465	2103	LIGHT INDUSTRY	acre	0.7	41	33
3465	2104	WAREHOUSING	acre	0.4	17	14
3465	4112	RIGHT-OF-WAY	acre	43.9	0	0
3465	6102	CHURCH	acre	1.7	90	70
3465	6806	ELEMENTARY SCHOOL	site	2.0	4306	2298
3465	7601	ACTIVE PARK	acre	0.3	20	13
3465	9101	INACTIVE USE	acre	27.8	0	0
3465		TOTAL			13451	8436
3466	101	SINGLE FAMILY	du	152.0	1679	1181
3466	4112	RIGHT-OF-WAY	acre	12.1	0	0
3466	6102	CHURCH	acre	4.7	229	177
3466	9101	INACTIVE USE	acre	395.3	0	0
3466	9500	UNDER CONTRUCTION	acre	18.4	103	82
3466		TOTAL			2011	1440
3467	101	SINGLE FAMILY	du	324.0	3153	2279
3467	102	MULTI-FAMILY	du	30.0	242	171
3467	4112	RIGHT-OF-WAY	acre	16.6	0	0
3467	9101	INACTIVE USE	acre	2.9	0	0
3467		TOTAL			3395	2450
3468	101	SINGLE FAMILY	du	251.0	2775	1955
3468	1409	OTHER GROUP QUARTERS	acre	26.5	104	77
3468	4112	RIGHT-OF-WAY	acre	27.0	0	0
3468	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
3468	6806	ELEMENTARY SCHOOL	site	1.0	2192	1183
3468	7204	GOLF COURSE	acre	0.7	0	0
3468	7601	ACTIVE PARK	acre	8.3	525	341
3468	9101	INACTIVE USE	acre	63.6	0	0
3468		TOTAL			5597	3557
3469	101	SINGLE FAMILY	du	65.0	620	455

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3469	102	MULTI-FAMILY	du	149.0	1193	852
3469	4112	RIGHT-OF-WAY	acre	4.7	0	0
3469		TOTAL			1813	1307
3470	101	SINGLE FAMILY	du	210.0	2047	1483
3470	4112	RIGHT-OF-WAY	acre	21.4	0	0
3470		TOTAL			2047	1483
3471	101	SINGLE FAMILY	du	646.0	7154	4731
3471	102	MULTI-FAMILY	du	487.0	4366	2883
3471	1409	OTHER GROUP QUARTERS	acre	0.7	3	2
3471	2103	LIGHT INDUSTRY	acre	0.1	6	5
3471	2104	WAREHOUSING	acre	1.1	47	39
3471	4112	RIGHT-OF-WAY	acre	40.1	0	0
3471	5007	STREETFRONT COMMERCIAL	acre	0.9	1061	767
3471	5009	OTHER COMMERCIAL	acre	1.1	130	95
3471	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4334	2593
3471	9101	INACTIVE USE	acre	38.3	0	0
3471		TOTAL			17101	11115
3472	101	SINGLE FAMILY	du	30.0	282	208
3472	102	MULTI-FAMILY	du	376.0	2997	2145
3472	1502	HIGH-RISE HOTEL	acre	0.5	764	477
3472	4112	RIGHT-OF-WAY	acre	12.9	0	0
3472	4114	PARKING	acre	0.8	0	0
3472	5007	STREETFRONT COMMERCIAL	acre	1.3	1586	1159
3472	6001	HIGH RISE OFFICE	acre	0.7	1647	1294
3472	6002	LOW RISE OFFICE	acre	6.8	2841	2279
3472	6109	OTHER PUBLIC SERVICE	acre	0.3	99	71
3472	6509	OTHER HEALTH CARE	acre	0.8	371	279
3472	9101	INACTIVE USE	acre	1.8	0	0
3472	9500	UNDER CONTRUCTION	acre	0.3	2	2
3472		TOTAL			10589	7914
3473	101	SINGLE FAMILY	du	107.0	1023	750
3473	102	MULTI-FAMILY	du	375.0	3012	2144
3473	1409	OTHER GROUP QUARTERS	acre	0.1	1	0
3473	4112	RIGHT-OF-WAY	acre	17.3	0	0
3473	6002	LOW RISE OFFICE	acre	1.0	489	397
3473	6102	CHURCH	acre	1.6	81	63
3473	6509	OTHER HEALTH CARE	acre	0.8	434	330
3473	7210	OTHER RECREATION-HIGH	acre	2.4	128	86
3473	9101	INACTIVE USE	acre	0.5	0	0
3473		TOTAL			5168	3770
3474	101	SINGLE FAMILY	du	124.0	1179	869
3474	4112	RIGHT-OF-WAY	acre	7.5	0	0
3474	9101	INACTIVE USE	acre	10.1	0	0
3474	9500	UNDER CONTRUCTION	acre	0.4	2	2
3474		TOTAL			1181	871

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3475	4112	RIGHT-OF-WAY	acre	0.2	0	0
3475	6109	OTHER PUBLIC SERVICE	acre	2.4	777	551
3475	9101	INACTIVE USE	acre	86.1	0	0
3475		TOTAL			777	551
3476	2103	LIGHT INDUSTRY	acre	13.0	1108	918
3476	2104	WAREHOUSING	acre	7.1	982	839
3476	4112	RIGHT-OF-WAY	acre	23.4	0	0
3476	5006	AUTO COMMERCIAL	acre	6.9	2983	2116
3476	9101	INACTIVE USE	acre	0.4	0	0
3476		TOTAL			5073	3873
3477	101	SINGLE FAMILY	du	412.0	4304	2953
3477	102	MULTI-FAMILY	du	160.0	1410	944
3477	4112	RIGHT-OF-WAY	acre	35.8	0	0
3477	4113	COMMUNICATION OR UTILITY	acre	53.3	507	424
3477	7601	ACTIVE PARK	acre	8.4	534	347
3477	9101	INACTIVE USE	acre	331.0	0	0
3477		TOTAL			6755	4668
3478	101	SINGLE FAMILY	du	286.0	3187	2235
3478	4112	RIGHT-OF-WAY	acre	15.2	0	0
3478	6102	CHURCH	acre	2.3	113	87
3478		TOTAL			3300	2322
3479	101	SINGLE FAMILY	du	1.0	9	7
3479	4112	RIGHT-OF-WAY	acre	9.5	0	0
3479	4114	PARKING	acre	20.9	0	0
3479	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4301	2565
3479	7201	TOURIST ATTRACTION	acre	100.1	0	0
3479	7210	OTHER RECREATION-HIGH	acre	33.9	1797	1209
3479	7601	ACTIVE PARK	acre	6.0	381	248
3479	9101	INACTIVE USE	acre	12.1	0	0
3479		TOTAL			6488	4029
3480	101	SINGLE FAMILY	du	14.0	149	108
3480	102	MULTI-FAMILY	du	25.0	193	133
3480	4112	RIGHT-OF-WAY	acre	7.7	0	0
3480	5004	NEIGHBORHOOD COMMERCIAL	acre	6.1	7654	5405
3480	5007	STREETFRONT COMMERCIAL	acre	0.7	803	581
3480	6105	FIRE OR POLICE STATION	site	1.0	401	311
3480	6109	OTHER PUBLIC SERVICE	acre	0.2	65	46
3480	7601	ACTIVE PARK	acre	2.0	126	82
3480	9101	INACTIVE USE	acre	0.5	0	0
3480		TOTAL			9391	6666
3481	4112	RIGHT-OF-WAY	acre	15.5	0	0
3481	7601	ACTIVE PARK	acre	72.5	4605	2997
3481		TOTAL			4605	2997
3482	101	SINGLE FAMILY	du	44.0	485	345

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3482	4112	RIGHT-OF-WAY	acre	3.4	0	0
3482	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4319	2580
3482	6806	ELEMENTARY SCHOOL	site	1.0	2229	1215
3482	9101	INACTIVE USE	acre	0.4	0	0
3482		TOTAL			7033	4140
3483	101	SINGLE FAMILY	du	258.0	2531	1829
3483	4112	RIGHT-OF-WAY	acre	16.2	0	0
3483	9101	INACTIVE USE	acre	2.2	0	0
3483		TOTAL			2531	1829
3484	101	SINGLE FAMILY	du	287.0	3142	2225
3484	102	MULTI-FAMILY	du	333.0	2599	1778
3484	4112	RIGHT-OF-WAY	acre	15.3	0	0
3484	4113	COMMUNICATION OR UTILITY	acre	0.2	0	0
3484	6102	CHURCH	acre	0.5	78	66
3484	6509	OTHER HEALTH CARE	acre	0.3	126	92
3484	9101	INACTIVE USE	acre	0.6	0	0
3484		TOTAL			5945	4161
3485	101	SINGLE FAMILY	du	110.0	1072	774
3485	102	MULTI-FAMILY	du	178.0	1456	1025
3485	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
3485	4112	RIGHT-OF-WAY	acre	7.8	0	0
3485	4114	PARKING	acre	0.1	0	0
3485	5007	STREETFRONT COMMERCIAL	acre	0.8	935	677
3485	6002	LOW RISE OFFICE	acre	0.2	163	135
3485	9101	INACTIVE USE	acre	1.8	0	0
3485		TOTAL			3627	2612
3486	4112	RIGHT-OF-WAY	acre	1.6	0	0
3486	4114	PARKING	acre	1.8	0	0
3486	7601	ACTIVE PARK	acre	95.6	6071	3951
3486		TOTAL			6071	3951
3487	101	SINGLE FAMILY	du	223.0	2189	1576
3487	102	MULTI-FAMILY	du	107.0	879	616
3487	4112	RIGHT-OF-WAY	acre	14.2	0	0
3487	5007	STREETFRONT COMMERCIAL	acre	0.9	1148	836
3487		TOTAL			4216	3028
3488	101	SINGLE FAMILY	du	262.0	2525	1848
3488	102	MULTI-FAMILY	du	3.0	24	17
3488	4112	RIGHT-OF-WAY	acre	12.5	0	0
3488	9101	INACTIVE USE	acre	0.1	0	0
3488		TOTAL			2549	1865
3489	101	SINGLE FAMILY	du	133.0	1448	1029
3489	102	MULTI-FAMILY	du	576.0	4489	3059
3489	4112	RIGHT-OF-WAY	acre	9.3	0	0
3489	6509	OTHER HEALTH CARE	acre	3.5	1481	1086

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3489	6809	OTHER SCHOOL	acre	0.3	53	44
3489	9101	INACTIVE USE	acre	0.6	0	0
3489	9702	MIXED USE 67% STREETFRONT	acre	1.0	796	579
3489		TOTAL			8267	5797
3490	101	SINGLE FAMILY	du	372.0	3658	2630
3490	102	MULTI-FAMILY	du	25.0	206	145
3490	4112	RIGHT-OF-WAY	acre	14.9	0	0
3490	5007	STREETFRONT COMMERCIAL	acre	0.4	423	307
3490	5009	OTHER COMMERCIAL	acre	0.1	18	14
3490		TOTAL			4305	3096
3491	101	SINGLE FAMILY	du	347.0	3401	2449
3491	102	MULTI-FAMILY	du	189.0	1558	1089
3491	1409	OTHER GROUP QUARTERS	acre	0.2	1	0
3491	4112	RIGHT-OF-WAY	acre	12.8	0	0
3491	5007	STREETFRONT COMMERCIAL	acre	0.6	745	540
3491	5009	OTHER COMMERCIAL	acre	0.5	58	43
3491	6102	CHURCH	acre	0.4	21	16
3491	9101	INACTIVE USE	acre	5.0	0	0
3491		TOTAL			5784	4137
3492	101	SINGLE FAMILY	du	353.0	3870	2740
3492	102	MULTI-FAMILY	du	40.0	316	215
3492	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
3492	4112	RIGHT-OF-WAY	acre	11.5	0	0
3492	6102	CHURCH	acre	3.5	173	133
3492	9101	INACTIVE USE	acre	0.1	0	0
3492		TOTAL			4360	3089
3493	4112	RIGHT-OF-WAY	acre	7.9	0	0
3493	5003	COMMUNITY COMMERCIAL	acre	41.0	31777	22409
3493	5008	SERVICE STATION	acre	1.1	4549	3321
3493	9101	INACTIVE USE	acre	1.3	0	0
3493		TOTAL			36326	25730
3494	4101	COMMERCIAL AIRPORT	unique	0.0	52390	33896
3494		TOTAL			52390	33896
3495	101	SINGLE FAMILY	du	66.0	640	463
3495	102	MULTI-FAMILY	du	82.0	666	469
3495	4112	RIGHT-OF-WAY	acre	15.5	0	0
3495	4114	PARKING	acre	0.4	1	1
3495	5007	STREETFRONT COMMERCIAL	acre	2.2	2602	1887
3495	5008	SERVICE STATION	acre	0.5	1813	1324
3495	5009	OTHER COMMERCIAL	acre	0.9	106	79
3495	6002	LOW RISE OFFICE	acre	0.1	35	28
3495	6809	OTHER SCHOOL	acre	0.3	72	60
3495	9101	INACTIVE USE	acre	0.4	0	0
3495		TOTAL			5935	4311

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3496	101	SINGLE FAMILY	du	645.0	6643	4640
3496	102	MULTI-FAMILY	du	68.0	583	399
3496	4112	RIGHT-OF-WAY	acre	95.0	0	0
3496	5007	STREETFRONT COMMERCIAL	acre	1.3	1582	1143
3496	5009	OTHER COMMERCIAL	acre	0.7	83	61
3496	6102	CHURCH	acre	1.0	59	47
3496	7601	ACTIVE PARK	acre	22.8	1440	936
3496	9101	INACTIVE USE	acre	7.5	0	0
3496	9500	UNDER CONTRUCTION	acre	0.2	1	1
3496		TOTAL			10391	7227
3497	101	SINGLE FAMILY	du	127.0	1219	891
3497	102	MULTI-FAMILY	du	97.0	784	555
3497	4112	RIGHT-OF-WAY	acre	5.7	0	0
3497		TOTAL			2003	1446
3498	4112	RIGHT-OF-WAY	acre	0.8	0	0
3498	4119	OTHER TRANSPORTATION	acre	9.0	1636	1316
3498	7601	ACTIVE PARK	acre	1.9	121	79
3498	8002	INTENSIVE AGRICULTURE	acre	11.6	3	2
3498	9101	INACTIVE USE	acre	154.7	0	0
3498		TOTAL			1760	1397
3499	101	SINGLE FAMILY	du	442.0	4950	3453
3499	4112	RIGHT-OF-WAY	acre	36.0	0	0
3499	6806	ELEMENTARY SCHOOL	site	1.0	2245	1229
3499	7607	RESIDENTIAL RECREATION	acre	4.1	0	0
3499	9101	INACTIVE USE	acre	25.0	0	0
3499		TOTAL			7195	4682
3500	101	SINGLE FAMILY	du	209.0	2018	1470
3500	102	MULTI-FAMILY	du	296.0	2403	1700
3500	4112	RIGHT-OF-WAY	acre	12.5	0	0
3500	9101	INACTIVE USE	acre	5.8	0	0
3500		TOTAL			4421	3170
3501	101	SINGLE FAMILY	du	580.0	5684	4104
3501	102	MULTI-FAMILY	du	204.0	1691	1178
3501	4112	RIGHT-OF-WAY	acre	42.8	0	0
3501	5007	STREETFRONT COMMERCIAL	acre	0.2	236	170
3501	6109	OTHER PUBLIC SERVICE	acre	0.3	134	98
3501	9101	INACTIVE USE	acre	3.9	0	0
3501		TOTAL			7745	5550
3502	4112	RIGHT-OF-WAY	acre	19.3	0	0
3502	4114	PARKING	acre	3.4	26	23
3502	5009	OTHER COMMERCIAL	acre	10.1	1308	976
3502	6003	GOV'T OFFICE OR CENTER	acre	2.0	2763	2163
3502		TOTAL			4097	3162
3503	101	SINGLE FAMILY	du	11.0	112	83

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3503	102	MULTI-FAMILY	du	86.0	719	525
3503	4112	RIGHT-OF-WAY	acre	16.3	0	0
3503	4114	PARKING	acre	15.8	0	0
3503	5004	NEIGHBORHOOD COMMERCIAL	acre	7.0	8926	6332
3503	6002	LOW RISE OFFICE	acre	8.4	2777	2182
3503	6102	CHURCH	acre	4.1	203	157
3503	6804	SENIOR HIGH SCHOOL	site	1.0	5754	2550
3503	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4305	2568
3503	6806	ELEMENTARY SCHOOL	site	1.0	2188	1179
3503	7210	OTHER RECREATION-HIGH	acre	2.1	178	133
3503	9101	INACTIVE USE	acre	6.6	0	0
3503	9500	UNDER CONTRUCTION	acre	2.5	14	11
3503		TOTAL			25176	15720
3504	101	SINGLE FAMILY	du	117.0	1120	821
3504	102	MULTI-FAMILY	du	109.0	874	624
3504	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	199	124
3504	4112	RIGHT-OF-WAY	acre	7.1	0	0
3504	4114	PARKING	acre	0.2	0	0
3504	5006	AUTO COMMERCIAL	acre	0.2	93	65
3504	5007	STREETFRONT COMMERCIAL	acre	0.8	950	691
3504	5008	SERVICE STATION	acre	0.2	586	428
3504	6002	LOW RISE OFFICE	acre	0.6	160	123
3504	6102	CHURCH	acre	1.0	50	38
3504	9101	INACTIVE USE	acre	0.1	0	0
3504		TOTAL			4032	2914
3505	4101	COMMERCIAL AIRPORT	acre	0.8	0	0
3505		TOTAL			0	0
3506	101	SINGLE FAMILY	du	316.0	3471	2454
3506	2103	LIGHT INDUSTRY	acre	0.6	80	67
3506	4112	RIGHT-OF-WAY	acre	17.6	0	0
3506	6109	OTHER PUBLIC SERVICE	acre	2.4	778	550
3506	9101	INACTIVE USE	acre	2.0	0	0
3506		TOTAL			4329	3071
3507	101	SINGLE FAMILY	du	478.0	5316	3732
3507	102	MULTI-FAMILY	du	27.0	223	147
3507	2104	WAREHOUSING	acre	0.7	56	47
3507	4112	RIGHT-OF-WAY	acre	11.7	0	0
3507	4113	COMMUNICATION OR UTILITY	acre	1.1	3	2
3507	5007	STREETFRONT COMMERCIAL	acre	2.1	2456	1773
3507	6102	CHURCH	acre	1.4	67	52
3507	9101	INACTIVE USE	acre	0.4	0	0
3507		TOTAL			8121	5753
3508	101	SINGLE FAMILY	du	162.0	1602	1145
3508	4112	RIGHT-OF-WAY	acre	8.5	0	0
3508	9101	INACTIVE USE	acre	0.2	0	0
3508		TOTAL			1602	1145

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3509	101	SINGLE FAMILY	du	370.0	3686	2622
3509	4112	RIGHT-OF-WAY	acre	44.6	0	0
3509	7601	ACTIVE PARK	acre	11.4	719	467
3509	9101	INACTIVE USE	acre	2.5	0	0
3509		TOTAL			4405	3089
3510	101	SINGLE FAMILY	du	173.0	1681	1222
3510	4112	RIGHT-OF-WAY	acre	13.5	0	0
3510		TOTAL			1681	1222
3511	4101	COMMERCIAL AIRPORT	acre	81.2	813	704
3511	4112	RIGHT-OF-WAY	acre	19.2	0	0
3511	6109	OTHER PUBLIC SERVICE	acre	2.2	795	572
3511	6701	MILITARY USE	acre	10.3	11	9
3511	9101	INACTIVE USE	acre	10.3	0	0
3511		TOTAL			1619	1285
3512	101	SINGLE FAMILY	du	467.0	5015	3385
3512	102	MULTI-FAMILY	du	487.0	4545	2907
3512	2103	LIGHT INDUSTRY	acre	2.5	162	132
3512	4112	RIGHT-OF-WAY	acre	34.1	0	0
3512	5007	STREETFRONT COMMERCIAL	acre	1.9	2306	1669
3512	5008	SERVICE STATION	acre	1.5	5788	4226
3512	5009	OTHER COMMERCIAL	acre	0.5	56	41
3512	6102	CHURCH	acre	0.6	30	24
3512	6806	ELEMENTARY SCHOOL	site	1.0	2455	1410
3512	9101	INACTIVE USE	acre	21.1	0	0
3512		TOTAL			20357	13794
3513	101	SINGLE FAMILY	du	2.0	20	15
3513	4112	RIGHT-OF-WAY	acre	5.8	0	0
3513	5007	STREETFRONT COMMERCIAL	acre	0.7	872	631
3513	5008	SERVICE STATION	acre	0.8	3126	2283
3513	6002	LOW RISE OFFICE	acre	0.9	224	171
3513	6105	FIRE OR POLICE STATION	site	1.0	264	192
3513	6109	OTHER PUBLIC SERVICE	acre	0.5	171	121
3513	9101	INACTIVE USE	acre	0.2	0	0
3513		TOTAL			4677	3413
3514	101	SINGLE FAMILY	du	180.0	1781	1274
3514	4112	RIGHT-OF-WAY	acre	14.3	0	0
3514	6509	OTHER HEALTH CARE	acre	0.2	81	60
3514	9101	INACTIVE USE	acre	0.7	0	0
3514		TOTAL			1862	1334
3515	101	SINGLE FAMILY	du	346.0	3625	2488
3515	102	MULTI-FAMILY	du	127.0	1131	749
3515	1409	OTHER GROUP QUARTERS	acre	0.1	1	0
3515	4112	RIGHT-OF-WAY	acre	25.1	0	0
3515	5007	STREETFRONT COMMERCIAL	acre	0.8	938	681
3515	6102	CHURCH	acre	0.8	41	32

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3515	6509	OTHER HEALTH CARE	acre	0.2	71	52
3515	6804	SENIOR HIGH SCHOOL	site	1.0	5439	2277
3515	7601	ACTIVE PARK	acre	8.9	560	364
3515	9101	INACTIVE USE	acre	1.8	0	0
3515		TOTAL			11806	6643
3516	101	SINGLE FAMILY	du	375.0	3638	2649
3516	102	MULTI-FAMILY	du	13.0	107	75
3516	4112	RIGHT-OF-WAY	acre	22.4	0	0
3516	6002	LOW RISE OFFICE	acre	0.1	25	20
3516	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
3516	9101	INACTIVE USE	acre	0.3	0	0
3516		TOTAL			6020	3977
3517	101	SINGLE FAMILY	du	133.0	1541	1044
3517	1409	OTHER GROUP QUARTERS	acre	1.6	6	4
3517	4112	RIGHT-OF-WAY	acre	3.8	0	0
3517	9101	INACTIVE USE	acre	1.3	0	0
3517		TOTAL			1547	1048
3518	102	MULTI-FAMILY	du	74.0	597	399
3518	4112	RIGHT-OF-WAY	acre	1.3	0	0
3518	6104	POST OFFICE	acre	3.4	3463	2407
3518	6804	SENIOR HIGH SCHOOL	site	2.0	11652	5223
3518		TOTAL			15712	8029
3519	101	SINGLE FAMILY	du	324.0	3192	2289
3519	102	MULTI-FAMILY	du	84.0	701	485
3519	1409	OTHER GROUP QUARTERS	acre	0.2	1	0
3519	4112	RIGHT-OF-WAY	acre	15.0	0	0
3519	5007	STREETFRONT COMMERCIAL	acre	0.2	254	184
3519	9101	INACTIVE USE	acre	8.8	0	0
3519		TOTAL			4148	2958
3520	4112	RIGHT-OF-WAY	acre	34.7	0	0
3520	7204	GOLF COURSE	acre	144.8	0	0
3520	7205	GOLF CLUB HOUSE	site	1.0	662	450
3520	7601	ACTIVE PARK	acre	13.5	854	555
3520	9101	INACTIVE USE	acre	105.0	0	0
3520		TOTAL			1516	1005
3521	101	SINGLE FAMILY	du	329.0	3251	2331
3521	4112	RIGHT-OF-WAY	acre	20.7	0	0
3521	6804	SENIOR HIGH SCHOOL	site	1.0	5564	2384
3521	6806	ELEMENTARY SCHOOL	site	1.0	2242	1226
3521	9101	INACTIVE USE	acre	8.6	0	0
3521		TOTAL			11057	5941
3522	4101	COMMERCIAL AIRPORT	unique	411.4	52973	34401
3522	4112	RIGHT-OF-WAY	acre	12.7	0	0
3522	9101	INACTIVE USE	acre	0.9	0	0
3522		TOTAL			52973	34401

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3523	101	SINGLE FAMILY	du	32.0	302	224
3523	102	MULTI-FAMILY	du	61.0	487	349
3523	4112	RIGHT-OF-WAY	acre	4.3	0	0
3523	9101	INACTIVE USE	acre	13.9	0	0
3523		TOTAL			789	573
3524	101	SINGLE FAMILY	du	82.0	947	646
3524	102	MULTI-FAMILY	du	36.0	295	195
3524	1409	OTHER GROUP QUARTERS	acre	0.8	3	2
3524	2105	PUBLIC STORAGE	acre	1.0	27	22
3524	4112	RIGHT-OF-WAY	acre	5.8	0	0
3524	4113	COMMUNICATION OR UTILITY	acre	0.2	1	0
3524	5007	STREETFRONT COMMERCIAL	acre	1.9	2296	1664
3524	5008	SERVICE STATION	acre	0.2	830	606
3524	5009	OTHER COMMERCIAL	acre	12.4	1502	1108
3524	6102	CHURCH	acre	1.1	56	43
3524	7601	ACTIVE PARK	acre	1.4	85	55
3524		TOTAL			6042	4341
3525	4112	RIGHT-OF-WAY	acre	7.0	0	0
3525	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
3525	4114	PARKING	acre	15.6	0	0
3525	6002	LOW RISE OFFICE	acre	7.2	1915	1467
3525	7601	ACTIVE PARK	acre	3.8	237	154
3525	9101	INACTIVE USE	acre	30.4	0	0
3525		TOTAL			2153	1622
3526	101	SINGLE FAMILY	du	365.0	4131	2854
3526	102	MULTI-FAMILY	du	11.0	91	60
3526	4112	RIGHT-OF-WAY	acre	5.4	0	0
3526	5009	OTHER COMMERCIAL	acre	0.7	83	61
3526	6102	CHURCH	acre	3.4	166	128
3526	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
3526		TOTAL			4471	3103
3527	101	SINGLE FAMILY	du	111.0	1080	786
3527	4112	RIGHT-OF-WAY	acre	10.4	0	0
3527	9101	INACTIVE USE	acre	9.2	0	0
3527		TOTAL			1080	786
3528	101	SINGLE FAMILY	du	16.0	165	116
3528	102	MULTI-FAMILY	du	299.0	2391	1709
3528	1409	OTHER GROUP QUARTERS	acre	0.1	1	0
3528	4112	RIGHT-OF-WAY	acre	8.4	0	0
3528	4114	PARKING	acre	0.4	3	3
3528	5007	STREETFRONT COMMERCIAL	acre	2.0	2618	1921
3528	6002	LOW RISE OFFICE	acre	4.1	1734	1392
3528	6102	CHURCH	acre	1.3	64	50
3528	6509	OTHER HEALTH CARE	acre	0.2	68	50
3528	9101	INACTIVE USE	acre	0.6	0	0
3528		TOTAL			7044	5241

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3529	101	SINGLE FAMILY	du	237.0	2331	1681
3529	4112	RIGHT-OF-WAY	acre	14.5	0	0
3529	6102	CHURCH	acre	2.2	113	87
3529	6806	ELEMENTARY SCHOOL	site	1.0	2280	1259
3529		TOTAL			4724	3027
3530	101	SINGLE FAMILY	du	352.0	3672	2536
3530	103	MOBILE HOME PARK	du	185.0	1115	698
3530	4112	RIGHT-OF-WAY	acre	18.1	0	0
3530	9101	INACTIVE USE	acre	29.1	0	0
3530		TOTAL			4787	3234
3531	101	SINGLE FAMILY	du	568.0	6300	4421
3531	4112	RIGHT-OF-WAY	acre	31.1	0	0
3531	6102	CHURCH	acre	1.1	57	44
3531	6109	OTHER PUBLIC SERVICE	acre	0.6	189	133
3531	8002	INTENSIVE AGRICULTURE	acre	0.4	0	0
3531	9101	INACTIVE USE	acre	0.9	0	0
3531		TOTAL			6546	4598
3532	101	SINGLE FAMILY	du	350.0	3857	2723
3532	4112	RIGHT-OF-WAY	acre	14.5	0	0
3532	6102	CHURCH	acre	3.6	179	138
3532	6806	ELEMENTARY SCHOOL	site	1.0	2282	1261
3532		TOTAL			6318	4122
3533	101	SINGLE FAMILY	du	203.0	1935	1425
3533	102	MULTI-FAMILY	du	49.0	390	279
3533	2103	LIGHT INDUSTRY	acre	0.8	80	67
3533	4112	RIGHT-OF-WAY	acre	9.2	0	0
3533	6002	LOW RISE OFFICE	acre	0.3	108	84
3533	9101	INACTIVE USE	acre	8.3	0	0
3533		TOTAL			2513	1855
3534	101	SINGLE FAMILY	du	301.0	3339	2348
3534	102	MULTI-FAMILY	du	300.0	2419	1622
3534	4112	RIGHT-OF-WAY	acre	22.1	0	0
3534	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
3534	9101	INACTIVE USE	acre	31.1	0	0
3534		TOTAL			7976	5175
3535	101	SINGLE FAMILY	du	260.0	2548	1838
3535	102	MULTI-FAMILY	du	39.0	322	225
3535	4112	RIGHT-OF-WAY	acre	18.1	0	0
3535	5007	STREETFRONT COMMERCIAL	acre	0.3	370	270
3535	9101	INACTIVE USE	acre	4.1	0	0
3535		TOTAL			3240	2333
3536	101	SINGLE FAMILY	du	179.0	1741	1265
3536	4112	RIGHT-OF-WAY	acre	13.2	0	0
3536		TOTAL			1741	1265

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3537	4112	RIGHT-OF-WAY	acre	63.9	0	0
3537	4114	PARKING	acre	19.1	3	3
3537	6109	OTHER PUBLIC SERVICE	unique	0.0	19303	14011
3537	7601	ACTIVE PARK	unique	4.3	10936	7178
3537	9101	INACTIVE USE	acre	120.8	0	0
3537		TOTAL			30242	21192
3538	101	SINGLE FAMILY	du	513.0	5282	3682
3538	4112	RIGHT-OF-WAY	acre	28.0	0	0
3538	4113	COMMUNICATION OR UTILITY	acre	9.4	28	21
3538	6102	CHURCH	acre	1.2	59	46
3538	6103	LIBRARY	acre	0.4	190	133
3538	6105	FIRE OR POLICE STATION	site	1.0	264	192
3538	6806	ELEMENTARY SCHOOL	site	1.0	2273	1252
3538	7601	ACTIVE PARK	acre	3.5	221	144
3538	9101	INACTIVE USE	acre	3.6	0	0
3538		TOTAL			8317	5470
3539	101	SINGLE FAMILY	du	100.0	1102	782
3539	4112	RIGHT-OF-WAY	acre	28.1	0	0
3539	5007	STREETFRONT COMMERCIAL	acre	1.0	1129	815
3539	5009	OTHER COMMERCIAL	acre	2.9	324	236
3539	9101	INACTIVE USE	acre	1102.4	0	0
3539		TOTAL			2555	1833
3540	101	SINGLE FAMILY	du	709.0	6554	4919
3540	102	MULTI-FAMILY	du	54.0	415	305
3540	4112	RIGHT-OF-WAY	acre	15.0	0	0
3540	5007	STREETFRONT COMMERCIAL	acre	3.1	3640	2628
3540	6701	MILITARY USE	acre	6.7	0	0
3540	6804	SENIOR HIGH SCHOOL	site	1.0	5422	2262
3540	7210	OTHER RECREATION-HIGH	acre	2.3	121	81
3540	7607	RESIDENTIAL RECREATION	acre	2.9	253	219
3540	9101	INACTIVE USE	acre	2.3	0	0
3540		TOTAL			16405	10414
3541	101	SINGLE FAMILY	du	268.0	3015	2093
3541	102	MULTI-FAMILY	du	14.0	115	76
3541	103	MOBILE HOME PARK	du	140.0	954	586
3541	4112	RIGHT-OF-WAY	acre	7.6	0	0
3541		TOTAL			4084	2755
3542	101	SINGLE FAMILY	du	21.0	201	147
3542	102	MULTI-FAMILY	du	356.0	2854	2035
3542	1409	OTHER GROUP QUARTERS	acre	1.0	4	3
3542	4112	RIGHT-OF-WAY	acre	6.1	0	0
3542	6002	LOW RISE OFFICE	acre	1.0	314	245
3542	6109	OTHER PUBLIC SERVICE	acre	0.2	68	50
3542	6509	OTHER HEALTH CARE	acre	0.3	163	122
3542	9101	INACTIVE USE	acre	0.7	0	0
3542		TOTAL			3604	2602

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3543	101	SINGLE FAMILY	du	357.0	3491	2523
3543	102	MULTI-FAMILY	du	65.0	528	374
3543	4112	RIGHT-OF-WAY	acre	26.6	0	0
3543	4114	PARKING	acre	0.3	0	0
3543	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4230	2503
3543	9101	INACTIVE USE	acre	2.2	0	0
3543	9500	UNDER CONTRUCTION	acre	0.2	1	1
3543		TOTAL			8250	5401
3544	101	SINGLE FAMILY	du	75.0	725	527
3544	102	MULTI-FAMILY	du	48.0	387	275
3544	4112	RIGHT-OF-WAY	acre	12.0	0	0
3544	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
3544	4114	PARKING	acre	0.1	0	0
3544	5007	STREETFRONT COMMERCIAL	acre	0.2	282	204
3544	9101	INACTIVE USE	acre	1.6	0	0
3544		TOTAL			1394	1006
3545	102	MULTI-FAMILY	du	441.0	3610	2384
3545	4112	RIGHT-OF-WAY	acre	5.9	0	0
3545	7607	RESIDENTIAL RECREATION	acre	1.0	0	0
3545	9101	INACTIVE USE	acre	9.2	0	0
3545		TOTAL			3610	2384
3546	101	SINGLE FAMILY	du	518.0	5876	4066
3546	102	MULTI-FAMILY	du	6.0	51	33
3546	1409	OTHER GROUP QUARTERS	acre	1.9	7	5
3546	2105	PUBLIC STORAGE	acre	1.9	51	43
3546	4112	RIGHT-OF-WAY	acre	27.8	0	0
3546	5004	NEIGHBORHOOD COMMERCIAL	acre	1.1	1341	944
3546	5009	OTHER COMMERCIAL	acre	1.4	153	111
3546	6002	LOW RISE OFFICE	acre	1.4	388	299
3546	6102	CHURCH	acre	2.8	138	106
3546	9101	INACTIVE USE	acre	1.2	0	0
3546		TOTAL			8005	5607
3547	101	SINGLE FAMILY	du	250.0	2469	1769
3547	4112	RIGHT-OF-WAY	acre	10.9	0	0
3547	9101	INACTIVE USE	acre	10.8	0	0
3547		TOTAL			2469	1769
3548	101	SINGLE FAMILY	du	10.0	101	70
3548	102	MULTI-FAMILY	du	7.0	57	40
3548	2103	LIGHT INDUSTRY	acre	1.8	230	193
3548	4112	RIGHT-OF-WAY	acre	15.1	0	0
3548	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
3548	4114	PARKING	acre	4.5	10	9
3548	4119	OTHER TRANSPORTATION	acre	1.2	119	90
3548	5007	STREETFRONT COMMERCIAL	acre	0.2	188	136
3548	5009	OTHER COMMERCIAL	acre	3.8	635	492
3548		TOTAL			1341	1031

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3549	101	SINGLE FAMILY	du	418.0	4780	3295
3549	1409	OTHER GROUP QUARTERS	acre	2.5	10	7
3549	4112	RIGHT-OF-WAY	acre	41.9	0	0
3549	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4287	2552
3549	6806	ELEMENTARY SCHOOL	site	1.0	2223	1209
3549	7601	ACTIVE PARK	acre	3.9	244	158
3549	9101	INACTIVE USE	acre	9.1	0	0
3549		TOTAL			11544	7221
3550	101	SINGLE FAMILY	du	308.0	3031	2180
3550	102	MULTI-FAMILY	du	164.0	1351	946
3550	4112	RIGHT-OF-WAY	acre	13.9	0	0
3550	5007	STREETFRONT COMMERCIAL	acre	0.4	524	382
3550	9101	INACTIVE USE	acre	15.9	0	0
3550		TOTAL			4906	3508
3551	101	SINGLE FAMILY	du	254.0	2482	1797
3551	4112	RIGHT-OF-WAY	acre	20.8	0	0
3551	9101	INACTIVE USE	acre	0.1	0	0
3551		TOTAL			2482	1797
3552	101	SINGLE FAMILY	du	10.0	94	70
3552	102	MULTI-FAMILY	du	391.0	3126	2234
3552	4112	RIGHT-OF-WAY	acre	8.8	0	0
3552	4114	PARKING	acre	0.8	5	4
3552	5007	STREETFRONT COMMERCIAL	acre	1.1	1354	982
3552	5009	OTHER COMMERCIAL	acre	0.2	25	18
3552	6001	HIGH RISE OFFICE	acre	2.0	5233	4147
3552	6002	LOW RISE OFFICE	acre	2.4	742	580
3552	6109	OTHER PUBLIC SERVICE	acre	0.4	121	86
3552	6509	OTHER HEALTH CARE	acre	0.9	808	647
3552	9101	INACTIVE USE	acre	0.2	0	0
3552		TOTAL			11508	8768
3553	101	SINGLE FAMILY	du	118.0	1296	919
3553	4112	RIGHT-OF-WAY	acre	32.3	0	0
3553	7211	OTHER RECREATION-LOW	acre	90.5	573	392
3553	8001	ORCHARDS OR VINEYARD	acre	6.9	1	1
3553	8002	INTENSIVE AGRICULTURE	acre	5.5	1	1
3553	8003	FIELD CROPS	acre	10.9	1	1
3553	9101	INACTIVE USE	acre	1186.8	0	0
3553	9500	UNDER CONTRUCTION	acre	0.9	5	4
3553		TOTAL			1877	1318
3554	101	SINGLE FAMILY	du	750.0	7899	5439
3554	1409	OTHER GROUP QUARTERS	acre	0.3	1	1
3554	4112	RIGHT-OF-WAY	acre	47.1	0	0
3554	9101	INACTIVE USE	acre	2.3	0	0
3554		TOTAL			7900	5440
3555	101	SINGLE FAMILY	du	249.0	2448	1767

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3555	4112	RIGHT-OF-WAY	acre	29.9	0	0
3555	9500	UNDER CONTRUCTION	acre	0.9	5	4
3555		TOTAL			2453	1771
3556	101	SINGLE FAMILY	du	390.0	4351	3034
3556	4112	RIGHT-OF-WAY	acre	21.0	0	0
3556	4113	COMMUNICATION OR UTILITY	acre	1.8	5	4
3556	9101	INACTIVE USE	acre	176.0	0	0
3556		TOTAL			4356	3038
3557	1501	LOW-RISE HOTEL OR MOTEL	acre	6.1	2083	1293
3557	4112	RIGHT-OF-WAY	acre	0.4	0	0
3557	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	7207	5088
3557	6109	OTHER PUBLIC SERVICE	acre	1.0	312	221
3557	6509	OTHER HEALTH CARE	acre	11.3	4691	3431
3557	7206	CONVENTION CENTER	acre	2.5	2046	1376
3557	9101	INACTIVE USE	acre	10.4	0	0
3557	9500	UNDER CONTRUCTION	acre	5.5	31	25
3557		TOTAL			16370	11434
3558	101	SINGLE FAMILY	du	294.0	3269	2292
3558	103	MOBILE HOME PARK	du	471.0	3151	1979
3558	4112	RIGHT-OF-WAY	acre	16.3	0	0
3558	5004	NEIGHBORHOOD COMMERCIAL	acre	3.9	5355	3851
3558	9101	INACTIVE USE	acre	1.5	0	0
3558		TOTAL			11775	8122
3559	101	SINGLE FAMILY	du	1.0	7	4
3559	102	MULTI-FAMILY	du	10.0	59	34
3559	1409	OTHER GROUP QUARTERS	acre	60.3	159	117
3559	7210	OTHER RECREATION-HIGH	acre	7.6	270	182
3559	7211	OTHER RECREATION-LOW	acre	18.1	77	53
3559	9101	INACTIVE USE	acre	7765.9	133	115
3559		TOTAL			705	505
3560	101	SINGLE FAMILY	du	18.0	174	126
3560	102	MULTI-FAMILY	du	135.0	1112	779
3560	4112	RIGHT-OF-WAY	acre	5.5	0	0
3560	4114	PARKING	acre	0.1	0	0
3560	5007	STREETFRONT COMMERCIAL	acre	1.6	1935	1406
3560	5009	OTHER COMMERCIAL	acre	0.2	25	19
3560	6509	OTHER HEALTH CARE	acre	0.1	57	43
3560	9101	INACTIVE USE	acre	0.1	0	0
3560	9702	MIXED USE 67% STREETFRONT	acre	0.5	388	283
3560		TOTAL			3691	2656
3561	101	SINGLE FAMILY	du	25.0	237	175
3561	102	MULTI-FAMILY	du	378.0	3021	2161
3561	4112	RIGHT-OF-WAY	acre	9.0	0	0
3561	5007	STREETFRONT COMMERCIAL	acre	0.1	137	99
3561	5009	OTHER COMMERCIAL	acre	0.2	27	20

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3561	6002	LOW RISE OFFICE	acre	2.3	959	769
3561	6102	CHURCH	acre	1.3	64	49
3561	6509	OTHER HEALTH CARE	acre	0.6	296	224
3561	9702	MIXED USE 67% STREETFRONT	acre	0.2	205	149
3561		TOTAL			4946	3646
3562	101	SINGLE FAMILY	du	94.0	898	659
3562	102	MULTI-FAMILY	du	293.0	2342	1674
3562	1409	OTHER GROUP QUARTERS	acre	0.3	1	1
3562	4112	RIGHT-OF-WAY	acre	9.4	0	0
3562	9101	INACTIVE USE	acre	0.3	0	0
3562		TOTAL			3241	2334
3563	101	SINGLE FAMILY	du	120.0	1320	935
3563	102	MULTI-FAMILY	du	32.0	254	173
3563	4112	RIGHT-OF-WAY	acre	48.1	0	0
3563	6105	FIRE OR POLICE STATION	site	1.0	254	183
3563	7210	OTHER RECREATION-HIGH	acre	25.5	1353	910
3563	8003	FIELD CROPS	acre	92.5	8	6
3563	9101	INACTIVE USE	acre	1171.9	0	0
3563	9500	UNDER CONTRUCTION	acre	2.7	15	12
3563		TOTAL			3204	2219
3564	101	SINGLE FAMILY	du	429.0	4858	3371
3564	4112	RIGHT-OF-WAY	acre	32.5	0	0
3564	6806	ELEMENTARY SCHOOL	site	1.0	2244	1227
3564	7607	RESIDENTIAL RECREATION	acre	3.5	0	0
3564	9101	INACTIVE USE	acre	35.3	0	0
3564		TOTAL			7102	4598
3565	103	MOBILE HOME PARK	du	130.0	884	545
3565	2101	INDUSTRIAL PARK	acre	32.8	4574	3775
3565	2105	PUBLIC STORAGE	acre	10.9	293	246
3565	4112	RIGHT-OF-WAY	acre	12.7	0	0
3565	5007	STREETFRONT COMMERCIAL	acre	3.1	3590	2592
3565	6105	FIRE OR POLICE STATION	site	1.0	312	233
3565	6509	OTHER HEALTH CARE	acre	2.7	1136	834
3565	8002	INTENSIVE AGRICULTURE	acre	11.0	3	2
3565	9101	INACTIVE USE	acre	0.9	0	0
3565		TOTAL			10792	8227
3566	2001	HEAVY INDUSTRY	acre	46.9	2288	1914
3566	4112	RIGHT-OF-WAY	acre	8.8	0	0
3566		TOTAL			2288	1914
3567	101	SINGLE FAMILY	du	724.0	7683	5219
3567	102	MULTI-FAMILY	du	128.0	1118	754
3567	2101	INDUSTRIAL PARK	acre	2.3	282	231
3567	2103	LIGHT INDUSTRY	acre	9.1	801	665
3567	2105	PUBLIC STORAGE	acre	5.2	141	119
3567	4112	RIGHT-OF-WAY	acre	98.3	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3567	4113	COMMUNICATION OR UTILITY	acre	2.4	48	41
3567	5007	STREETFRONT COMMERCIAL	acre	0.3	378	272
3567	5009	OTHER COMMERCIAL	acre	2.2	275	204
3567	6102	CHURCH	acre	1.5	74	57
3567	6806	ELEMENTARY SCHOOL	site	1.0	2213	1201
3567	9101	INACTIVE USE	acre	18.8	0	0
3567		TOTAL			13013	8763
3568	101	SINGLE FAMILY	du	105.0	1160	818
3568	4112	RIGHT-OF-WAY	acre	9.6	0	0
3568	4113	COMMUNICATION OR UTILITY	acre	5.4	16	12
3568	9101	INACTIVE USE	acre	107.7	0	0
3568		TOTAL			1176	830
3569	101	SINGLE FAMILY	du	222.0	2474	1736
3569	1409	OTHER GROUP QUARTERS	acre	11.3	44	33
3569	4112	RIGHT-OF-WAY	acre	22.9	0	0
3569	4113	COMMUNICATION OR UTILITY	acre	2.7	8	6
3569	5009	OTHER COMMERCIAL	acre	4.4	490	357
3569	6102	CHURCH	acre	0.6	31	24
3569	8003	FIELD CROPS	acre	0.8	0	0
3569	9101	INACTIVE USE	acre	109.7	0	0
3569	9500	UNDER CONTRUCTION	acre	0.6	3	3
3569		TOTAL			3050	2159
3570	101	SINGLE FAMILY	du	53.0	504	371
3570	102	MULTI-FAMILY	du	104.0	833	595
3570	2103	LIGHT INDUSTRY	acre	0.7	97	82
3570	4112	RIGHT-OF-WAY	acre	9.4	0	0
3570	6002	LOW RISE OFFICE	acre	0.1	35	27
3570	6105	FIRE OR POLICE STATION	site	1.0	264	192
3570	9101	INACTIVE USE	acre	0.4	0	0
3570		TOTAL			1733	1267
3571	4112	RIGHT-OF-WAY	acre	9.4	0	0
3571	6003	GOV'T OFFICE OR CENTER	acre	1.1	982	719
3571	7601	ACTIVE PARK	acre	24.6	1557	1012
3571	9101	INACTIVE USE	acre	27.3	0	0
3571		TOTAL			2539	1731
3572	101	SINGLE FAMILY	du	269.0	2619	1908
3572	4112	RIGHT-OF-WAY	acre	24.1	0	0
3572	6109	OTHER PUBLIC SERVICE	acre	0.6	199	141
3572	9101	INACTIVE USE	acre	0.2	0	0
3572		TOTAL			2818	2049
3573	101	SINGLE FAMILY	du	391.0	4318	3046
3573	1409	OTHER GROUP QUARTERS	acre	6.8	27	20
3573	2104	WAREHOUSING	acre	4.4	217	181
3573	4112	RIGHT-OF-WAY	acre	27.4	0	0
3573	9101	INACTIVE USE	acre	3.5	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3573	9500	UNDER CONTRUCTION	acre	0.9	5	4
3573		TOTAL			4567	3251
3574	2103	LIGHT INDUSTRY	acre	14.2	1406	1172
3574	2105	PUBLIC STORAGE	acre	2.0	54	45
3574	4112	RIGHT-OF-WAY	acre	4.0	0	0
3574	9101	INACTIVE USE	acre	1.1	0	0
3574		TOTAL			1460	1217
3575	101	SINGLE FAMILY	du	520.0	5719	4045
3575	4112	RIGHT-OF-WAY	acre	22.3	0	0
3575	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
3575	7601	ACTIVE PARK	acre	6.0	379	246
3575	9101	INACTIVE USE	acre	6.8	0	0
3575		TOTAL			8324	5503
3576	101	SINGLE FAMILY	du	543.0	5997	4226
3576	102	MULTI-FAMILY	du	71.0	571	382
3576	103	MOBILE HOME PARK	du	32.0	208	132
3576	4112	RIGHT-OF-WAY	acre	24.0	0	0
3576	6806	ELEMENTARY SCHOOL	site	1.0	2231	1216
3576	9101	INACTIVE USE	acre	7.8	0	0
3576		TOTAL			9007	5956
3577	101	SINGLE FAMILY	du	2.0	11	8
3577	4112	RIGHT-OF-WAY	acre	159.9	0	0
3577	6105	FIRE OR POLICE STATION	site	1.0	85	61
3577	6804	SENIOR HIGH SCHOOL	site	1.0	1816	758
3577	7211	OTHER RECREATION-LOW	acre	25.4	108	74
3577	8003	FIELD CROPS	acre	268.1	15	12
3577	9101	INACTIVE USE	acre	205.6	0	0
3577		TOTAL			2035	913
3578	100	RESIDENTIAL EMPLOYMENT	employee	17.0	0	0
3578	101	SINGLE FAMILY	du	8.0	77	56
3578	102	MULTI-FAMILY	du	130.0	1044	744
3578	2103	LIGHT INDUSTRY	employee	40.0	144	119
3578	5007	STREETFRONT COMMERCIAL	employee	10.0	322	233
3578	5009	OTHER COMMERCIAL	employee	58.0	452	336
3578	6002	LOW RISE OFFICE	employee	113.0	1083	841
3578		TOTAL			3122	2329
3579	101	SINGLE FAMILY	du	43.0	411	301
3579	102	MULTI-FAMILY	du	300.0	2399	1715
3579	4112	RIGHT-OF-WAY	acre	6.4	0	0
3579	4114	PARKING	acre	0.2	0	0
3579	5007	STREETFRONT COMMERCIAL	acre	0.4	465	339
3579	5009	OTHER COMMERCIAL	acre	0.1	19	14
3579	6002	LOW RISE OFFICE	acre	0.3	83	64
3579	9101	INACTIVE USE	acre	0.4	0	0
3579		TOTAL			3377	2433

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3580	101	SINGLE FAMILY	du	35.0	335	245
3580	102	MULTI-FAMILY	du	246.0	1971	1406
3580	4112	RIGHT-OF-WAY	acre	6.3	0	0
3580	4114	PARKING	acre	0.5	0	0
3580	5007	STREETFRONT COMMERCIAL	acre	0.5	664	485
3580	6002	LOW RISE OFFICE	acre	1.6	597	474
3580		TOTAL			3567	2610
3581	101	SINGLE FAMILY	du	3.0	28	21
3581	102	MULTI-FAMILY	du	439.0	3529	2511
3581	1409	OTHER GROUP QUARTERS	acre	0.9	4	3
3581	4112	RIGHT-OF-WAY	acre	9.4	0	0
3581	4114	PARKING	acre	1.1	3	3
3581	5007	STREETFRONT COMMERCIAL	acre	0.4	449	325
3581	6002	LOW RISE OFFICE	acre	4.7	2615	2137
3581	6102	CHURCH	acre	0.1	6	5
3581	6509	OTHER HEALTH CARE	acre	0.2	135	103
3581		TOTAL			6769	5108
3582	4112	RIGHT-OF-WAY	acre	11.8	0	0
3582	4114	PARKING	acre	22.2	0	0
3582	6003	GOV'T OFFICE OR CENTER	acre	0.1	125	92
3582	6102	CHURCH	acre	0.2	8	6
3582	6103	LIBRARY	acre	0.1	57	39
3582	6501	MAJOR HOSPITAL	acre	75.9	25394	19020
3582	7210	OTHER RECREATION-HIGH	acre	3.5	212	147
3582	7601	ACTIVE PARK	unique	5.4	11009	7226
3582	9101	INACTIVE USE	acre	24.0	0	0
3582		TOTAL			36805	26530
3583	101	SINGLE FAMILY	du	125.0	1205	884
3583	4112	RIGHT-OF-WAY	acre	16.8	0	0
3583	4113	COMMUNICATION OR UTILITY	acre	2.8	8	6
3583	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3279	2346
3583	6105	FIRE OR POLICE STATION	site	1.0	264	192
3583	7601	ACTIVE PARK	acre	10.4	656	426
3583		TOTAL			5412	3854
3584	101	SINGLE FAMILY	du	37.0	416	290
3584	102	MULTI-FAMILY	du	116.0	976	632
3584	4112	RIGHT-OF-WAY	acre	5.6	0	0
3584	5004	NEIGHBORHOOD COMMERCIAL	acre	10.3	12560	8815
3584		TOTAL			13952	9737
3585	102	MULTI-FAMILY	du	284.0	2331	1632
3585	1501	LOW-RISE HOTEL OR MOTEL	employee	96.0	1554	957
3585	2101	INDUSTRIAL PARK	employee	21.0	113	94
3585	4114	PARKING	employee	21.0	10	9
3585	5007	STREETFRONT COMMERCIAL	employee	4.0	129	93
3585	5009	OTHER COMMERCIAL	employee	38.0	296	220
3585	9701	MIXED USE 77% STREETFRONT	employee	100.0	2527	1839
3585		TOTAL			6960	4844

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3586	101	SINGLE FAMILY	du	571.0	5649	4050
3586	102	MULTI-FAMILY	du	2.0	17	12
3586	4112	RIGHT-OF-WAY	acre	41.9	0	0
3586	7601	ACTIVE PARK	acre	0.6	36	23
3586	9101	INACTIVE USE	acre	52.0	0	0
3586		TOTAL			5702	4085
3587	101	SINGLE FAMILY	du	82.0	800	579
3587	102	MULTI-FAMILY	du	125.0	1028	721
3587	1501	LOW-RISE HOTEL OR MOTEL	acre	1.5	516	318
3587	4112	RIGHT-OF-WAY	acre	10.0	0	0
3587	4114	PARKING	acre	0.2	0	0
3587	5007	STREETFRONT COMMERCIAL	acre	5.0	6295	4600
3587	6002	LOW RISE OFFICE	acre	0.8	306	242
3587	9500	UNDER CONTRUCTION	acre	0.1	1	0
3587		TOTAL			8946	6460
3588	2001	HEAVY INDUSTRY	acre	22.0	3583	3069
3588	4112	RIGHT-OF-WAY	acre	10.6	0	0
3588	5007	STREETFRONT COMMERCIAL	acre	0.3	378	273
3588	7207	MARINA	acre	68.3	2401	1588
3588	7601	ACTIVE PARK	acre	1.4	88	57
3588	9101	INACTIVE USE	acre	4.8	0	0
3588		TOTAL			6450	4987
3589	1501	LOW-RISE HOTEL OR MOTEL	acre	7.0	2484	1556
3589	1502	HIGH-RISE HOTEL	acre	3.1	5154	3198
3589	1503	RESORT	acre	15.5	2803	1813
3589	4112	RIGHT-OF-WAY	acre	13.5	0	0
3589	4114	PARKING	acre	2.8	3	3
3589	4119	OTHER TRANSPORTATION	acre	6.5	657	497
3589	5005	SPECIALTY COMMERCIAL	acre	3.5	4081	2875
3589	5009	OTHER COMMERCIAL	acre	6.2	897	680
3589	7207	MARINA	acre	106.3	3886	2599
3589	7601	ACTIVE PARK	acre	24.1	1523	990
3589	9101	INACTIVE USE	acre	11.3	0	0
3589		TOTAL			21488	14211
3590	101	SINGLE FAMILY	du	162.0	1595	1147
3590	102	MULTI-FAMILY	du	139.0	1155	803
3590	4112	RIGHT-OF-WAY	acre	10.3	0	0
3590	5007	STREETFRONT COMMERCIAL	acre	0.8	947	692
3590	5009	OTHER COMMERCIAL	acre	0.1	16	13
3590	9101	INACTIVE USE	acre	1.3	0	0
3590	9702	MIXED USE 67% STREETFRONT	acre	0.8	627	456
3590		TOTAL			4340	3111
3591	2103	LIGHT INDUSTRY	acre	12.0	646	521
3591	4119	OTHER TRANSPORTATION	acre	1.7	172	130
3591	5009	OTHER COMMERCIAL	acre	17.1	1969	1440
3591	6105	FIRE OR POLICE STATION	site	1.0	270	198

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3591	6701	MILITARY USE	acre	18.7	181	157
3591	7601	ACTIVE PARK	acre	6.1	387	252
3591	9101	INACTIVE USE	acre	0.7	0	0
3591		TOTAL			3625	2698
3592	101	SINGLE FAMILY	du	210.0	2071	1485
3592	102	MULTI-FAMILY	du	240.0	1988	1386
3592	4112	RIGHT-OF-WAY	acre	11.6	0	0
3592	5007	STREETFRONT COMMERCIAL	acre	0.3	415	301
3592	9101	INACTIVE USE	acre	1.5	0	0
3592	9702	MIXED USE 67% STREETFRONT	acre	2.3	1913	1392
3592		TOTAL			6387	4564
3593	101	SINGLE FAMILY	du	310.0	3032	2193
3593	102	MULTI-FAMILY	du	90.0	732	517
3593	4112	RIGHT-OF-WAY	acre	21.9	0	0
3593	6102	CHURCH	acre	1.0	76	60
3593	9101	INACTIVE USE	acre	1.6	0	0
3593	9500	UNDER CONTRUCTION	acre	0.1	1	0
3593		TOTAL			3841	2770
3594	101	SINGLE FAMILY	du	291.0	3033	2084
3594	103	MOBILE HOME PARK	du	252.0	1574	953
3594	4112	RIGHT-OF-WAY	acre	38.4	0	0
3594	9101	INACTIVE USE	acre	1.6	0	0
3594		TOTAL			4607	3037
3595	2001	HEAVY INDUSTRY	acre	25.7	993	823
3595	2104	WAREHOUSING	acre	6.7	257	213
3595	4112	RIGHT-OF-WAY	acre	34.8	0	0
3595	4114	PARKING	acre	3.8	0	0
3595	4119	OTHER TRANSPORTATION	acre	17.1	1731	1309
3595	4120	MARINE TERMINAL	acre	63.6	559	452
3595	5005	SPECIALTY COMMERCIAL	acre	0.1	225	170
3595	7207	MARINA	acre	0.0	0	0
3595	7210	OTHER RECREATION-HIGH	acre	0.8	172	141
3595	7601	ACTIVE PARK	acre	4.2	263	171
3595	7605	PASSIVE BEACH	acre	2.9	6	4
3595	9101	INACTIVE USE	acre	2191.2	0	0
3595		TOTAL			4206	3283
3596	6701	MILITARY USE	unique	0.0	4775	3912
3596		TOTAL			4775	3912
3597	101	SINGLE FAMILY	du	255.0	2841	1992
3597	4112	RIGHT-OF-WAY	acre	17.0	0	0
3597	6102	CHURCH	acre	0.9	58	46
3597	9101	INACTIVE USE	acre	0.7	0	0
3597		TOTAL			2899	2038
3598	101	SINGLE FAMILY	du	376.0	3619	2647

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3598	4112	RIGHT-OF-WAY	acre	28.0	0	0
3598	6102	CHURCH	acre	3.7	300	242
3598	9101	INACTIVE USE	acre	2.3	0	0
3598		TOTAL			3919	2889
3599	101	SINGLE FAMILY	du	10.0	96	70
3599	102	MULTI-FAMILY	du	19.0	148	108
3599	1501	LOW-RISE HOTEL OR MOTEL	employee	2.0	32	20
3599	2103	LIGHT INDUSTRY	employee	5.0	18	15
3599	2105	PUBLIC STORAGE	employee	2.0	0	0
3599	5007	STREETFRONT COMMERCIAL	employee	65.0	2090	1517
3599	5009	OTHER COMMERCIAL	employee	109.0	849	631
3599	6002	LOW RISE OFFICE	employee	399.0	3825	2968
3599	7601	ACTIVE PARK	employee	1.0	2	2
3599		TOTAL			7060	5331
3600	101	SINGLE FAMILY	du	19.0	184	134
3600	102	MULTI-FAMILY	du	142.0	1163	818
3600	1501	LOW-RISE HOTEL OR MOTEL	acre	5.3	1856	1157
3600	4112	RIGHT-OF-WAY	acre	11.1	0	0
3600	4114	PARKING	acre	1.5	0	0
3600	5007	STREETFRONT COMMERCIAL	acre	0.5	671	489
3600	5008	SERVICE STATION	acre	0.7	2941	2147
3600	6002	LOW RISE OFFICE	acre	1.4	362	276
3600	7207	MARINA	acre	1.9	97	70
3600	7601	ACTIVE PARK	acre	0.3	22	14
3600	9101	INACTIVE USE	acre	0.9	0	0
3600		TOTAL			7296	5105
3601	101	SINGLE FAMILY	du	1.0	5	4
3601	1409	OTHER GROUP QUARTERS	acre	15.6	41	30
3601	8003	FIELD CROPS	acre	204.4	11	9
3601	9101	INACTIVE USE	acre	4515.5	0	0
3601		TOTAL			57	43
3602	101	SINGLE FAMILY	du	538.0	5660	3895
3602	102	MULTI-FAMILY	du	6.0	53	35
3602	4112	RIGHT-OF-WAY	acre	50.8	0	0
3602	4113	COMMUNICATION OR UTILITY	acre	31.3	92	71
3602	6102	CHURCH	acre	2.0	99	76
3602	6806	ELEMENTARY SCHOOL	site	1.0	2233	1218
3602	7601	ACTIVE PARK	acre	9.4	595	387
3602	9101	INACTIVE USE	acre	70.8	0	0
3602		TOTAL			8732	5682
3603	101	SINGLE FAMILY	du	146.0	1598	1138
3603	4112	RIGHT-OF-WAY	acre	18.6	0	0
3603	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4444	2688
3603	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
3603	9101	INACTIVE USE	acre	295.0	0	0
3603		TOTAL			8154	4940

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3604	101	SINGLE FAMILY	du	426.0	4934	3376
3604	102	MULTI-FAMILY	du	8.0	66	44
3604	1409	OTHER GROUP QUARTERS	acre	4.7	19	14
3604	4112	RIGHT-OF-WAY	acre	30.5	0	0
3604	6102	CHURCH	acre	5.9	398	317
3604	9101	INACTIVE USE	acre	4.8	0	0
3604		TOTAL			5417	3751
3605	101	SINGLE FAMILY	du	277.0	3108	2167
3605	102	MULTI-FAMILY	du	24.0	193	130
3605	1409	OTHER GROUP QUARTERS	acre	0.6	2	2
3605	4112	RIGHT-OF-WAY	acre	15.7	0	0
3605	5007	STREETFRONT COMMERCIAL	acre	1.4	1654	1194
3605		TOTAL			4957	3493
3606	101	SINGLE FAMILY	du	415.0	4272	2982
3606	102	MULTI-FAMILY	du	80.0	690	468
3606	4112	RIGHT-OF-WAY	acre	21.5	0	0
3606	6102	CHURCH	acre	5.7	281	217
3606	6509	OTHER HEALTH CARE	acre	0.1	42	31
3606	6806	ELEMENTARY SCHOOL	site	1.0	2261	1243
3606	9101	INACTIVE USE	acre	0.0	0	0
3606	9702	MIXED USE 67% STREETFRONT	acre	2.8	2280	1660
3606		TOTAL			9826	6601
3607	2101	INDUSTRIAL PARK	employee	6.0	32	27
3607	2103	LIGHT INDUSTRY	employee	31.0	111	92
3607	5007	STREETFRONT COMMERCIAL	employee	66.0	2122	1541
3607	6002	LOW RISE OFFICE	employee	8.0	77	60
3607		TOTAL			2342	1720
3608	101	SINGLE FAMILY	du	149.0	1637	1164
3608	4112	RIGHT-OF-WAY	acre	14.2	0	0
3608	4113	COMMUNICATION OR UTILITY	acre	1.2	4	3
3608	6102	CHURCH	acre	5.9	311	242
3608	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4209	2485
3608	8002	INTENSIVE AGRICULTURE	acre	1.1	0	0
3608	9101	INACTIVE USE	acre	9.5	0	0
3608		TOTAL			6161	3894
3609	101	SINGLE FAMILY	du	93.0	947	670
3609	4112	RIGHT-OF-WAY	acre	7.6	0	0
3609	7601	ACTIVE PARK	acre	22.7	1434	932
3609	9101	INACTIVE USE	acre	23.0	0	0
3609		TOTAL			2381	1602
3610	101	SINGLE FAMILY	du	274.0	3102	2143
3610	102	MULTI-FAMILY	du	84.0	697	457
3610	4112	RIGHT-OF-WAY	acre	22.2	0	0
3610	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
3610	7607	RESIDENTIAL RECREATION	acre	2.0	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3610	9101	INACTIVE USE	acre	166.2	0	0
3610	9500	UNDER CONTRUCTION	acre	5.5	31	24
3610		TOTAL			3833	2626
3611	101	SINGLE FAMILY	du	119.0	1304	925
3611	4112	RIGHT-OF-WAY	acre	58.3	0	0
3611	4113	COMMUNICATION OR UTILITY	acre	6.2	18	14
3611	8003	FIELD CROPS	acre	110.7	9	7
3611	9101	INACTIVE USE	acre	3369.0	0	0
3611	9500	UNDER CONTRUCTION	acre	4.9	28	22
3611		TOTAL			1359	968
3612	101	SINGLE FAMILY	du	22.0	210	154
3612	102	MULTI-FAMILY	du	232.0	1859	1328
3612	4112	RIGHT-OF-WAY	acre	15.4	0	0
3612	4114	PARKING	acre	0.4	0	0
3612	5007	STREETFRONT COMMERCIAL	acre	0.6	786	581
3612	5009	OTHER COMMERCIAL	acre	0.1	13	9
3612	6002	LOW RISE OFFICE	acre	1.4	528	421
3612	9101	INACTIVE USE	acre	0.1	0	0
3612		TOTAL			3396	2493
3613	101	SINGLE FAMILY	du	24.0	233	170
3613	102	MULTI-FAMILY	du	218.0	1769	1253
3613	4112	RIGHT-OF-WAY	acre	8.0	0	0
3613	4114	PARKING	acre	1.8	0	0
3613	5007	STREETFRONT COMMERCIAL	acre	0.2	188	136
3613	6002	LOW RISE OFFICE	acre	1.5	641	515
3613	6102	CHURCH	acre	0.2	16	13
3613	6509	OTHER HEALTH CARE	acre	2.1	1480	1166
3613	9101	INACTIVE USE	acre	0.1	0	0
3613	9500	UNDER CONTRUCTION	acre	0.6	3	3
3613		TOTAL			4330	3256
3614	100	RESIDENTIAL EMPLOYMENT	employee	66.0	0	0
3614	101	SINGLE FAMILY	du	11.0	107	77
3614	102	MULTI-FAMILY	du	164.0	1317	940
3614	4112	RIGHT-OF-WAY	employee	5.0	2	2
3614	5007	STREETFRONT COMMERCIAL	employee	152.0	4888	3549
3614	5009	OTHER COMMERCIAL	employee	5.0	39	29
3614		TOTAL			6353	4597
3615	101	SINGLE FAMILY	du	55.0	533	387
3615	102	MULTI-FAMILY	du	121.0	977	694
3615	1501	LOW-RISE HOTEL OR MOTEL	acre	1.6	550	337
3615	4112	RIGHT-OF-WAY	acre	15.4	0	0
3615	4114	PARKING	acre	1.5	0	0
3615	5007	STREETFRONT COMMERCIAL	acre	5.4	6796	4974
3615	6002	LOW RISE OFFICE	acre	4.1	1601	1276
3615	6509	OTHER HEALTH CARE	acre	0.1	52	38
3615	9101	INACTIVE USE	acre	0.2	0	0
3615		TOTAL			10509	7706

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3616	101	SINGLE FAMILY	du	297.0	2905	2110
3616	4112	RIGHT-OF-WAY	acre	23.7	0	0
3616	7603	OPEN SPACE PRESERVE	unique	0.0	5130	3545
3616	9101	INACTIVE USE	acre	6.2	0	0
3616		TOTAL			8035	5655
3617	102	MULTI-FAMILY	du	556.0	4821	3258
3617	2105	PUBLIC STORAGE	acre	4.7	127	107
3617	4112	RIGHT-OF-WAY	acre	7.5	0	0
3617	6102	CHURCH	acre	6.2	309	239
3617	9702	MIXED USE 67% STREETFRONT	acre	19.2	15904	11573
3617		TOTAL			21161	15177
3618	101	SINGLE FAMILY	du	399.0	3946	2828
3618	102	MULTI-FAMILY	du	47.0	391	273
3618	4112	RIGHT-OF-WAY	acre	16.5	0	0
3618	9101	INACTIVE USE	acre	12.3	0	0
3618		TOTAL			4337	3101
3619	2103	LIGHT INDUSTRY	acre	29.6	1817	1479
3619	2105	PUBLIC STORAGE	acre	6.4	173	146
3619	4112	RIGHT-OF-WAY	acre	5.5	0	0
3619	4113	COMMUNICATION OR UTILITY	acre	3.3	10	8
3619	9101	INACTIVE USE	acre	7.5	0	0
3619		TOTAL			2000	1633
3620	101	SINGLE FAMILY	du	50.0	304	209
3620	4112	RIGHT-OF-WAY	acre	556.4	0	0
3620	8002	INTENSIVE AGRICULTURE	acre	77.5	12	10
3620	8003	FIELD CROPS	acre	1.8	0	0
3620	9101	INACTIVE USE	acre	5381.1	0	0
3620		TOTAL			316	219
3621	101	SINGLE FAMILY	du	266.0	2970	2080
3621	4112	RIGHT-OF-WAY	acre	18.2	0	0
3621	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
3621	7210	OTHER RECREATION-HIGH	acre	7.7	408	275
3621	7601	ACTIVE PARK	acre	4.8	303	197
3621		TOTAL			5899	3757
3622	102	MULTI-FAMILY	du	42.0	339	240
3622	5007	STREETFRONT COMMERCIAL	employee	5.0	161	117
3622	5009	OTHER COMMERCIAL	employee	40.0	312	231
3622		TOTAL			812	588
3623	100	RESIDENTIAL EMPLOYMENT	employee	124.0	0	0
3623	101	SINGLE FAMILY	du	17.0	165	120
3623	102	MULTI-FAMILY	du	470.0	3876	2714
3623	6002	LOW RISE OFFICE	employee	27.0	259	201
3623	6806	ELEMENTARY SCHOOL	site	1.0	2183	1175
3623		TOTAL			6483	4210

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3624	4112	RIGHT-OF-WAY	acre	0.1	0	0
3624	5007	STREETFRONT COMMERCIAL	acre	1.3	1659	1211
3624	7207	MARINA	acre	14.9	683	484
3624		TOTAL			2342	1695
3625	100	RESIDENTIAL EMPLOYMENT	employee	4.0	0	0
3625	101	SINGLE FAMILY	du	4.0	40	28
3625	1501	LOW-RISE HOTEL OR MOTEL	employee	81.0	1312	808
3625	2104	WAREHOUSING	employee	12.0	17	15
3625	5007	STREETFRONT COMMERCIAL	employee	43.0	1383	1004
3625	5009	OTHER COMMERCIAL	employee	60.0	468	347
3625	6002	LOW RISE OFFICE	employee	1.0	10	8
3625		TOTAL			3230	2210
3626	100	RESIDENTIAL EMPLOYMENT	employee	81.0	0	0
3626	101	SINGLE FAMILY	du	9.0	86	63
3626	102	MULTI-FAMILY	du	365.0	2963	2093
3626	5007	STREETFRONT COMMERCIAL	employee	412.0	13248	9617
3626		TOTAL			16297	11773
3627	101	SINGLE FAMILY	du	530.0	5619	3845
3627	4112	RIGHT-OF-WAY	acre	32.0	0	0
3627	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
3627	7601	ACTIVE PARK	acre	3.0	192	125
3627	9101	INACTIVE USE	acre	10.9	0	0
3627		TOTAL			5813	3971
3628	4114	PARKING	employee	133.0	63	54
3628	5007	STREETFRONT COMMERCIAL	employee	72.0	2315	1681
3628	6002	LOW RISE OFFICE	employee	84.0	805	625
3628		TOTAL			3183	2360
3629	101	SINGLE FAMILY	du	188.0	1836	1337
3629	4112	RIGHT-OF-WAY	acre	9.0	0	0
3629	6806	ELEMENTARY SCHOOL	site	1.0	2210	1198
3629		TOTAL			4046	2535
3630	101	SINGLE FAMILY	du	555.0	6141	4326
3630	4111	TRANSIT STATION	acre	3.4	886	669
3630	4112	RIGHT-OF-WAY	acre	31.2	0	0
3630		TOTAL			7027	4995
3631	100	RESIDENTIAL EMPLOYMENT	employee	99.0	0	0
3631	101	SINGLE FAMILY	du	5.0	49	35
3631	102	MULTI-FAMILY	du	253.0	2066	1455
3631	5007	STREETFRONT COMMERCIAL	employee	166.0	5337	3875
3631	6002	LOW RISE OFFICE	employee	148.0	1418	1100
3631	9701	MIXED USE 77% STREETFRONT	employee	26.0	657	479
3631		TOTAL			9527	6944
3632	7207	MARINA	acre	16.7	589	389
3632		TOTAL			589	389

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3633	101	SINGLE FAMILY	du	346.0	3425	2451
3633	102	MULTI-FAMILY	du	87.0	726	503
3633	1409	OTHER GROUP QUARTERS	acre	0.4	2	1
3633	4112	RIGHT-OF-WAY	acre	21.1	0	0
3633	5007	STREETFRONT COMMERCIAL	acre	0.1	136	99
3633	5009	OTHER COMMERCIAL	acre	0.1	13	10
3633	6109	OTHER PUBLIC SERVICE	acre	0.3	97	68
3633	9101	INACTIVE USE	acre	2.2	0	0
3633		TOTAL			4399	3132
3634	101	SINGLE FAMILY	du	99.0	985	704
3634	102	MULTI-FAMILY	du	121.0	1017	703
3634	4112	RIGHT-OF-WAY	acre	5.5	0	0
3634	5007	STREETFRONT COMMERCIAL	acre	0.1	146	106
3634	6102	CHURCH	acre	1.3	131	107
3634	9101	INACTIVE USE	acre	1.0	0	0
3634	9702	MIXED USE 67% STREETFRONT	acre	0.2	132	96
3634		TOTAL			2411	1716
3635	101	SINGLE FAMILY	du	2.0	19	14
3635	102	MULTI-FAMILY	du	217.0	1741	1240
3635	1409	OTHER GROUP QUARTERS	acre	1.0	4	3
3635	4112	RIGHT-OF-WAY	acre	17.8	0	0
3635	4114	PARKING	acre	1.2	26	22
3635	6002	LOW RISE OFFICE	acre	1.0	607	498
3635	6102	CHURCH	acre	1.8	131	105
3635	6502	HOSPITAL	acre	0.4	117	84
3635		TOTAL			2645	1966
3636	101	SINGLE FAMILY	du	26.0	267	187
3636	102	MULTI-FAMILY	du	236.0	2051	1381
3636	4112	RIGHT-OF-WAY	acre	57.5	0	0
3636	5007	STREETFRONT COMMERCIAL	acre	1.1	1282	929
3636	6002	LOW RISE OFFICE	acre	3.1	820	627
3636	7210	OTHER RECREATION-HIGH	acre	10.9	595	404
3636	9101	INACTIVE USE	acre	11.3	0	0
3636		TOTAL			5015	3528
3637	101	SINGLE FAMILY	du	2.0	19	14
3637	102	MULTI-FAMILY	du	331.0	2659	1895
3637	1501	LOW-RISE HOTEL OR MOTEL	acre	0.7	229	141
3637	4112	RIGHT-OF-WAY	acre	4.0	0	0
3637	4114	PARKING	acre	0.5	0	0
3637	5007	STREETFRONT COMMERCIAL	acre	0.8	962	696
3637	6002	LOW RISE OFFICE	acre	2.2	733	576
3637	6102	CHURCH	acre	0.2	11	9
3637	6509	OTHER HEALTH CARE	acre	0.1	43	32
3637		TOTAL			4656	3363
3638	100	RESIDENTIAL EMPLOYMENT	employee	31.0	0	0
3638	102	MULTI-FAMILY	du	281.0	2315	1621

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3638	5006	AUTO COMMERCIAL	employee	51.0	1032	732
3638		TOTAL			3347	2353
3639	102	MULTI-FAMILY	du	696.0	6160	4102
3639	4112	RIGHT-OF-WAY	acre	6.7	0	0
3639		TOTAL			6160	4102
3640	5007	STREETFRONT COMMERCIAL	employee	210.0	6752	4902
3640	6003	GOV'T OFFICE OR CENTER	employee	3063.0	34766	26012
3640	7201	TOURIST ATTRACTION	employee	92.0	2042	1297
3640	7601	ACTIVE PARK	employee	132.0	324	280
3640		TOTAL			43884	32491
3641	101	SINGLE FAMILY	du	308.0	3405	2396
3641	2105	PUBLIC STORAGE	acre	10.7	289	243
3641	4112	RIGHT-OF-WAY	acre	22.8	0	0
3641	4113	COMMUNICATION OR UTILITY	acre	9.0	160	136
3641	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
3641	9101	INACTIVE USE	acre	288.2	0	0
3641		TOTAL			3854	2775
3642	101	SINGLE FAMILY	du	4.0	38	28
3642	102	MULTI-FAMILY	du	57.0	464	327
3642	4112	RIGHT-OF-WAY	acre	2.1	0	0
3642	4114	PARKING	acre	0.1	0	0
3642	5007	STREETFRONT COMMERCIAL	acre	1.5	1898	1386
3642	6002	LOW RISE OFFICE	acre	0.6	157	119
3642		TOTAL			2557	1860
3643	1501	LOW-RISE HOTEL OR MOTEL	employee	38.0	616	379
3643	6803	JUNIOR COLLEGE	employee	151.0	3463	2734
3643		TOTAL			4079	3113
3644		TOTAL			0	0
3645	101	SINGLE FAMILY	du	202.0	2320	1596
3645	4112	RIGHT-OF-WAY	acre	28.1	0	0
3645	6804	SENIOR HIGH SCHOOL	site	1.0	5834	2618
3645		TOTAL			8154	4214
3646	100	RESIDENTIAL EMPLOYMENT	employee	95.0	0	0
3646	101	SINGLE FAMILY	du	6.0	58	42
3646	102	MULTI-FAMILY	du	1799.0	14322	10270
3646	1409	OTHER GROUP QUARTERS	employee	26.0	9	7
3646	1501	LOW-RISE HOTEL OR MOTEL	employee	5.0	81	50
3646	9701	MIXED USE 77% STREETFRONT	employee	208.0	5256	3825
3646		TOTAL			19726	14194
3647	101	SINGLE FAMILY	du	10.0	97	70
3647	1402	DORMITORY	acre	33.6	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3647	6802	UNIVERSITY OR COLLEGE	acre	49.7	9129	7445
3647	7604	ACTIVE BEACH	unique	0.0	1073	691
3647	9101	INACTIVE USE	acre	55.0	0	0
3647		TOTAL			10299	8206
3648	101	SINGLE FAMILY	du	235.0	2633	1838
3648	103	MOBILE HOME PARK	du	178.0	1176	739
3648	4112	RIGHT-OF-WAY	acre	14.3	0	0
3648	9101	INACTIVE USE	acre	5.5	0	0
3648		TOTAL			3809	2577
3649	6804	SENIOR HIGH SCHOOL	site	1.0	5745	2541
3649		TOTAL			5745	2541
3650	100	RESIDENTIAL EMPLOYMENT	employee	173.0	0	0
3650	101	SINGLE FAMILY	du	12.0	121	85
3650	102	MULTI-FAMILY	du	40.0	312	227
3650	4114	PARKING	employee	1.0	1	0
3650	5008	SERVICE STATION	employee	7.0	1969	1438
3650	6002	LOW RISE OFFICE	employee	36.0	345	268
3650	6102	CHURCH	employee	9.0	238	186
3650		TOTAL			2986	2204
3651	2101	INDUSTRIAL PARK	acre	33.6	4770	3940
3651	2103	LIGHT INDUSTRY	acre	7.4	608	503
3651	4112	RIGHT-OF-WAY	acre	40.1	0	0
3651	4113	COMMUNICATION OR UTILITY	acre	6.7	20	15
3651	4114	PARKING	acre	2.3	0	0
3651	6102	CHURCH	acre	4.1	204	157
3651		TOTAL			5602	4615
3652	100	RESIDENTIAL EMPLOYMENT	employee	13.0	0	0
3652	102	MULTI-FAMILY	du	130.0	1034	741
3652	1409	OTHER GROUP QUARTERS	employee	3.0	1	1
3652	1501	LOW-RISE HOTEL OR MOTEL	employee	18.0	292	179
3652	1502	HIGH-RISE HOTEL	employee	111.0	1883	1160
3652	5009	OTHER COMMERCIAL	employee	5.0	39	29
3652	6002	LOW RISE OFFICE	employee	55.0	527	409
3652	6802	UNIVERSITY OR COLLEGE	employee	231.0	3162	2569
3652		TOTAL			6938	5088
3653	101	SINGLE FAMILY	du	359.0	3562	2543
3653	102	MULTI-FAMILY	du	24.0	198	138
3653	4112	RIGHT-OF-WAY	acre	20.6	0	0
3653	9101	INACTIVE USE	acre	21.6	0	0
3653	9702	MIXED USE 67% STREETFRONT	acre	0.6	471	343
3653		TOTAL			4231	3024
3654	101	SINGLE FAMILY	du	161.0	1780	1253
3654	4112	RIGHT-OF-WAY	acre	0.6	0	0
3654	4113	COMMUNICATION OR UTILITY	acre	43.6	128	99

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3654	9101	INACTIVE USE	acre	2111.7	0	0
3654		TOTAL			1908	1352
3655	101	SINGLE FAMILY	du	4.0	38	28
3655	4112	RIGHT-OF-WAY	acre	1.8	0	0
3655	5007	STREETFRONT COMMERCIAL	acre	0.4	536	391
3655	5008	SERVICE STATION	acre	0.2	885	646
3655	6002	LOW RISE OFFICE	acre	0.8	308	246
3655	6109	OTHER PUBLIC SERVICE	acre	0.2	78	55
3655	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
3655		TOTAL			4095	2599
3656	100	RESIDENTIAL EMPLOYMENT	employee	7.0	0	0
3656	102	MULTI-FAMILY	du	868.0	6912	4958
3656	6001	HIGH RISE OFFICE	employee	371.0	3468	2733
3656	6002	LOW RISE OFFICE	employee	6.0	58	45
3656	6102	CHURCH	employee	274.0	7254	5659
3656	9701	MIXED USE 77% STREETFRONT	employee	303.0	7655	5571
3656		TOTAL			25347	18966
3657	101	SINGLE FAMILY	du	786.0	7595	5541
3657	4112	RIGHT-OF-WAY	acre	57.5	0	0
3657	9101	INACTIVE USE	acre	4.0	0	0
3657		TOTAL			7595	5541
3658	101	SINGLE FAMILY	du	1035.0	11469	8079
3658	4112	RIGHT-OF-WAY	acre	51.1	0	0
3658	4113	COMMUNICATION OR UTILITY	acre	1.3	4	3
3658	5007	STREETFRONT COMMERCIAL	acre	0.4	499	360
3658	9101	INACTIVE USE	acre	68.6	0	0
3658	9500	UNDER CONTRUCTION	acre	0.2	1	1
3658		TOTAL			11973	8443
3659	101	SINGLE FAMILY	du	19.0	184	134
3659	102	MULTI-FAMILY	du	17.0	139	98
3659	1409	OTHER GROUP QUARTERS	acre	0.3	1	1
3659	4112	RIGHT-OF-WAY	acre	14.0	0	0
3659	4119	OTHER TRANSPORTATION	acre	19.0	2139	1642
3659	9101	INACTIVE USE	acre	0.1	0	0
3659		TOTAL			2463	1875
3660	101	SINGLE FAMILY	du	287.0	3250	2251
3660	4112	RIGHT-OF-WAY	acre	17.9	0	0
3660	6002	LOW RISE OFFICE	acre	1.7	419	317
3660	6102	CHURCH	acre	10.1	503	389
3660	9101	INACTIVE USE	acre	0.8	0	0
3660		TOTAL			4172	2957
3661	101	SINGLE FAMILY	du	19.0	181	133
3661	102	MULTI-FAMILY	du	288.0	2343	1658
3661	2103	LIGHT INDUSTRY	acre	1.3	110	91

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3661	4112	RIGHT-OF-WAY	acre	6.7	0	0
3661	4113	COMMUNICATION OR UTILITY	acre	0.2	0	0
3661	4114	PARKING	acre	2.3	6	5
3661	5007	STREETFRONT COMMERCIAL	acre	2.1	2554	1865
3661	6002	LOW RISE OFFICE	acre	0.4	103	79
3661	6104	POST OFFICE	acre	0.3	398	286
3661	6109	OTHER PUBLIC SERVICE	acre	0.9	297	210
3661		TOTAL			5992	4327
3662	101	SINGLE FAMILY	du	605.0	5835	4259
3662	102	MULTI-FAMILY	du	296.0	2437	1708
3662	4112	RIGHT-OF-WAY	acre	39.7	0	0
3662	6109	OTHER PUBLIC SERVICE	acre	0.2	56	39
3662	7207	MARINA	acre	15.6	595	403
3662	7605	PASSIVE BEACH	acre	1.5	3	2
3662	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
3662	9101	INACTIVE USE	acre	6.9	0	0
3662		TOTAL			8926	6411
3663	101	SINGLE FAMILY	du	108.0	1074	763
3663	102	MULTI-FAMILY	du	7.0	58	40
3663	4112	RIGHT-OF-WAY	acre	9.1	0	0
3663	5007	STREETFRONT COMMERCIAL	acre	0.8	998	727
3663	6102	CHURCH	acre	0.1	6	5
3663	6806	ELEMENTARY SCHOOL	site	1.0	2281	1259
3663		TOTAL			4417	2794
3664	1502	HIGH-RISE HOTEL	employee	51.0	865	533
3664	5007	STREETFRONT COMMERCIAL	employee	14.0	450	327
3664		TOTAL			1315	860
3665	7601	ACTIVE PARK	employee	10.0	25	21
3665		TOTAL			25	21
3666	100	RESIDENTIAL EMPLOYMENT	employee	20.0	0	0
3666	102	MULTI-FAMILY	du	51.0	407	290
3666	5007	STREETFRONT COMMERCIAL	employee	4.0	129	93
3666		TOTAL			536	383
3667	100	RESIDENTIAL EMPLOYMENT	employee	8.0	0	0
3667	102	MULTI-FAMILY	du	72.0	572	410
3667	5007	STREETFRONT COMMERCIAL	employee	15.0	482	350
3667	6002	LOW RISE OFFICE	employee	1.0	9	7
3667		TOTAL			1063	767
3668	100	RESIDENTIAL EMPLOYMENT	employee	13.0	0	0
3668	101	SINGLE FAMILY	du	5.0	49	35
3668	6001	HIGH RISE OFFICE	employee	293.0	2739	2158
3668	6002	LOW RISE OFFICE	employee	244.0	2339	1815
3668		TOTAL			5127	4008

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3669	100	RESIDENTIAL EMPLOYMENT	employee	13.0	0	0
3669	102	MULTI-FAMILY	du	304.0	2424	1736
3669		TOTAL			2424	1736
3670	100	RESIDENTIAL EMPLOYMENT	employee	2.0	0	0
3670	101	SINGLE FAMILY	du	1.0	9	7
3670	102	MULTI-FAMILY	du	176.0	1376	1000
3670	6002	LOW RISE OFFICE	employee	35.0	335	260
3670		TOTAL			1720	1267
3671	100	RESIDENTIAL EMPLOYMENT	employee	8.0	0	0
3671	102	MULTI-FAMILY	du	230.0	1828	1312
3671		TOTAL			1828	1312
3672	101	SINGLE FAMILY	du	278.0	2861	1997
3672	102	MULTI-FAMILY	du	378.0	3279	2220
3672	1409	OTHER GROUP QUARTERS	acre	2.7	11	8
3672	4112	RIGHT-OF-WAY	acre	41.5	0	0
3672	6102	CHURCH	acre	4.8	239	185
3672	9702	MIXED USE 67% STREETFRONT	acre	9.0	7467	5434
3672		TOTAL			13857	9844
3673	2103	LIGHT INDUSTRY	acre	0.8	103	87
3673	4112	RIGHT-OF-WAY	acre	2.2	0	0
3673	4114	PARKING	acre	0.4	0	0
3673	5007	STREETFRONT COMMERCIAL	acre	0.2	270	196
3673	7207	MARINA	acre	22.8	1022	721
3673	9101	INACTIVE USE	acre	0.6	0	0
3673		TOTAL			1395	1004
3674	101	SINGLE FAMILY	du	140.0	1526	1091
3674	4112	RIGHT-OF-WAY	acre	15.5	0	0
3674	5003	COMMUNITY COMMERCIAL	acre	4.3	3369	2376
3674	5009	OTHER COMMERCIAL	acre	2.2	235	170
3674	8001	ORCHARDS OR VINEYARD	acre	1.3	0	0
3674	9101	INACTIVE USE	acre	75.2	0	0
3674	9500	UNDER CONTRUCTION	acre	5.8	32	25
3674		TOTAL			5162	3662
3675	101	SINGLE FAMILY	du	435.0	4897	3416
3675	102	MULTI-FAMILY	du	50.0	416	273
3675	4112	RIGHT-OF-WAY	acre	24.0	0	0
3675	5007	STREETFRONT COMMERCIAL	acre	1.3	1545	1115
3675	9101	INACTIVE USE	acre	0.7	0	0
3675		TOTAL			6858	4804
3676	101	SINGLE FAMILY	du	1.0	11	8
3676	103	MOBILE HOME PARK	du	16.0	101	67
3676	4112	RIGHT-OF-WAY	acre	6.6	0	0
3676	5008	SERVICE STATION	acre	2.3	9018	6584
3676	6002	LOW RISE OFFICE	acre	1.2	562	455

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3676	8001	ORCHARDS OR VINEYARD	acre	18.0	2	1
3676	9101	INACTIVE USE	acre	11.1	0	0
3676		TOTAL			9694	7115
3677	101	SINGLE FAMILY	du	118.0	1328	917
3677	102	MULTI-FAMILY	du	275.0	2275	1486
3677	103	MOBILE HOME PARK	du	102.0	671	421
3677	1409	OTHER GROUP QUARTERS	acre	0.6	2	2
3677	2103	LIGHT INDUSTRY	acre	32.1	2072	1693
3677	2105	PUBLIC STORAGE	acre	2.6	70	59
3677	4112	RIGHT-OF-WAY	acre	9.3	0	0
3677	5009	OTHER COMMERCIAL	acre	0.2	22	16
3677	6102	CHURCH	acre	0.5	23	18
3677	9101	INACTIVE USE	acre	18.7	0	0
3677		TOTAL			6463	4612
3678	102	MULTI-FAMILY	du	348.0	3032	2037
3678	4112	RIGHT-OF-WAY	acre	8.4	0	0
3678	4113	COMMUNICATION OR UTILITY	acre	4.9	39	33
3678	6002	LOW RISE OFFICE	acre	2.4	585	444
3678	9101	INACTIVE USE	acre	0.7	0	0
3678	9702	MIXED USE 67% STREETFRONT	acre	11.0	9093	6617
3678		TOTAL			12749	9131
3679	101	SINGLE FAMILY	du	467.0	5293	3664
3679	4112	RIGHT-OF-WAY	acre	29.1	0	0
3679	7607	RESIDENTIAL RECREATION	acre	1.4	0	0
3679	9101	INACTIVE USE	acre	20.4	0	0
3679		TOTAL			5293	3664
3680	101	SINGLE FAMILY	du	316.0	3305	2271
3680	102	MULTI-FAMILY	du	648.0	5692	3808
3680	1409	OTHER GROUP QUARTERS	acre	1.4	6	4
3680	2103	LIGHT INDUSTRY	acre	4.2	324	267
3680	4112	RIGHT-OF-WAY	acre	40.3	0	0
3680	6102	CHURCH	acre	0.3	17	13
3680	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
3680	6809	OTHER SCHOOL	acre	0.6	106	88
3680	9101	INACTIVE USE	acre	21.7	0	0
3680		TOTAL			11562	7564
3681	102	MULTI-FAMILY	du	228.0	1820	1303
3681	9701	MIXED USE 77% STREETFRONT	employee	36.0	909	662
3681		TOTAL			2729	1965
3682	100	RESIDENTIAL EMPLOYMENT	employee	6.0	0	0
3682	102	MULTI-FAMILY	du	184.0	1467	1052
3682	1409	OTHER GROUP QUARTERS	employee	74.0	26	19
3682	6002	LOW RISE OFFICE	employee	27.0	259	201
3682	7601	ACTIVE PARK	employee	14.0	34	30
3682		TOTAL			1786	1302

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3683	102	MULTI-FAMILY	du	200.0	1569	1138
3683	6002	LOW RISE OFFICE	employee	47.0	450	349
3683	6102	CHURCH	employee	2.0	53	42
3683		TOTAL			2072	1529
3684	101	SINGLE FAMILY	du	2.0	18	14
3684	5007	STREETFRONT COMMERCIAL	employee	10.0	322	233
3684	6002	LOW RISE OFFICE	employee	236.0	2262	1756
3684		TOTAL			2602	2003
3685	100	RESIDENTIAL EMPLOYMENT	employee	14.0	0	0
3685	102	MULTI-FAMILY	du	113.0	886	643
3685		TOTAL			886	643
3686	6002	LOW RISE OFFICE	employee	96.0	920	714
3686		TOTAL			920	714
3687	100	RESIDENTIAL EMPLOYMENT	employee	118.0	0	0
3687	102	MULTI-FAMILY	du	194.0	1527	1103
3687	5009	OTHER COMMERCIAL	employee	6.0	47	35
3687		TOTAL			1574	1138
3688	100	RESIDENTIAL EMPLOYMENT	employee	26.0	0	0
3688	102	MULTI-FAMILY	du	382.0	3104	2192
3688		TOTAL			3104	2192
3689	100	RESIDENTIAL EMPLOYMENT	employee	6.0	0	0
3689	102	MULTI-FAMILY	du	84.0	671	479
3689	6001	HIGH RISE OFFICE	employee	227.0	2122	1672
3689		TOTAL			2793	2151
3690	100	RESIDENTIAL EMPLOYMENT	employee	2.0	0	0
3690	102	MULTI-FAMILY	du	205.0	1655	1176
3690	1502	HIGH-RISE HOTEL	employee	3.0	51	31
3690	6001	HIGH RISE OFFICE	employee	524.0	4898	3860
3690		TOTAL			6604	5067
3691	6001	HIGH RISE OFFICE	employee	401.0	3748	2954
3691		TOTAL			3748	2954
3692	102	MULTI-FAMILY	du	158.0	1281	906
3692	9701	MIXED USE 77% STREETFRONT	employee	61.0	1541	1121
3692		TOTAL			2822	2027
3693	101	SINGLE FAMILY	du	32.0	189	133
3693	4112	RIGHT-OF-WAY	acre	181.9	0	0
3693	5007	STREETFRONT COMMERCIAL	acre	1.8	1450	1047
3693	8003	FIELD CROPS	acre	547.2	31	24
3693	9101	INACTIVE USE	acre	569.0	0	0
3693		TOTAL			1670	1204

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3694	101	SINGLE FAMILY	du	36.0	395	280
3694	4112	RIGHT-OF-WAY	acre	1.5	0	0
3694	9101	INACTIVE USE	acre	93.6	0	0
3694		TOTAL			395	280
3695	101	SINGLE FAMILY	du	268.0	3053	2101
3695	102	MULTI-FAMILY	du	557.0	4633	3037
3695	2103	LIGHT INDUSTRY	acre	15.4	1001	818
3695	4112	RIGHT-OF-WAY	acre	8.2	0	0
3695	6109	OTHER PUBLIC SERVICE	acre	0.6	206	146
3695	9101	INACTIVE USE	acre	10.8	0	0
3695		TOTAL			8893	6102
3696	101	SINGLE FAMILY	du	422.0	4650	3095
3696	102	MULTI-FAMILY	du	5.0	48	30
3696	4112	RIGHT-OF-WAY	acre	25.9	0	0
3696	6102	CHURCH	acre	1.5	72	56
3696	6806	ELEMENTARY SCHOOL	site	1.0	2502	1451
3696	9101	INACTIVE USE	acre	17.5	0	0
3696		TOTAL			7272	4632
3697	4112	RIGHT-OF-WAY	acre	0.9	0	0
3697	5007	STREETFRONT COMMERCIAL	acre	0.5	639	461
3697	7207	MARINA	acre	26.4	1034	706
3697		TOTAL			1673	1167
3698	1503	RESORT	acre	24.4	3683	2219
3698	4112	RIGHT-OF-WAY	acre	10.0	0	0
3698	4114	PARKING	acre	3.5	0	0
3698	5005	SPECIALTY COMMERCIAL	acre	0.8	1014	724
3698	6105	FIRE OR POLICE STATION	site	1.0	254	184
3698	7207	MARINA	acre	61.0	2655	1860
3698	7210	OTHER RECREATION-HIGH	acre	0.1	6	4
3698	7601	ACTIVE PARK	acre	22.9	1528	1011
3698	9101	INACTIVE USE	acre	1.6	0	0
3698		TOTAL			9140	6002
3699	101	SINGLE FAMILY	du	414.0	4691	3263
3699	4112	RIGHT-OF-WAY	acre	29.5	0	0
3699	5007	STREETFRONT COMMERCIAL	acre	0.2	206	149
3699	5009	OTHER COMMERCIAL	acre	0.6	67	49
3699	6102	CHURCH	acre	3.8	188	145
3699	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4245	2516
3699	7601	ACTIVE PARK	acre	5.7	359	233
3699	9101	INACTIVE USE	acre	0.0	0	0
3699		TOTAL			9756	6355
3700	101	SINGLE FAMILY	du	344.0	3950	2717
3700	4112	RIGHT-OF-WAY	acre	55.9	0	0
3700	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
3700	6102	CHURCH	acre	1.4	69	54

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3700	6806	ELEMENTARY SCHOOL	site	1.0	2253	1236
3700		TOTAL			6273	4008
3701	101	SINGLE FAMILY	du	1.0	10	7
3701	4112	RIGHT-OF-WAY	acre	9.6	0	0
3701	8002	INTENSIVE AGRICULTURE	acre	24.1	31	27
3701	8003	FIELD CROPS	acre	56.3	5	3
3701		TOTAL			46	37
3702	100	RESIDENTIAL EMPLOYMENT	employee	33.0	0	0
3702	102	MULTI-FAMILY	du	278.0	2187	1581
3702		TOTAL			2187	1581
3703	100	RESIDENTIAL EMPLOYMENT	employee	14.0	0	0
3703	102	MULTI-FAMILY	du	293.0	2315	1667
3703	1502	HIGH-RISE HOTEL	employee	413.0	7005	4315
3703		TOTAL			9320	5982
3704	100	RESIDENTIAL EMPLOYMENT	employee	2.0	0	0
3704	102	MULTI-FAMILY	du	49.0	392	280
3704	1501	LOW-RISE HOTEL OR MOTEL	employee	1.0	16	10
3704	1502	HIGH-RISE HOTEL	employee	112.0	1900	1170
3704	9701	MIXED USE 77% STREETFRONT	employee	31.0	783	570
3704		TOTAL			3091	2030
3705	100	RESIDENTIAL EMPLOYMENT	employee	4.0	0	0
3705	102	MULTI-FAMILY	du	547.0	4358	3126
3705	6002	LOW RISE OFFICE	employee	2618.0	25096	19473
3705	9701	MIXED USE 77% STREETFRONT	employee	82.0	2072	1508
3705		TOTAL			31526	24107
3706	100	RESIDENTIAL EMPLOYMENT	employee	19.0	0	0
3706	102	MULTI-FAMILY	du	244.0	1910	1387
3706	4114	PARKING	employee	27.0	13	11
3706		TOTAL			1923	1398
3707	4114	PARKING	employee	1.0	1	0
3707	6002	LOW RISE OFFICE	employee	108.0	1035	803
3707		TOTAL			1036	803
3708	6002	LOW RISE OFFICE	employee	109.0	1045	811
3708		TOTAL			1045	811
3709		TOTAL			0	0
3710	6001	HIGH RISE OFFICE	employee	657.0	6141	4840
3710		TOTAL			6141	4840
3711	6001	HIGH RISE OFFICE	employee	631.0	5898	4648
3711		TOTAL			5898	4648

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3712	6003	GOV'T OFFICE OR CENTER	employee	331.0	3757	2811
3712		TOTAL			3757	2811
3713		TOTAL			0	0
3714	4114	PARKING	employee	1.0	0	0
3714		TOTAL			0	0
3715	1502	HIGH-RISE HOTEL	employee	58.0	984	606
3715	5007	STREETFRONT COMMERCIAL	employee	11.0	354	257
3715	6001	HIGH RISE OFFICE	employee	112.0	1047	825
3715		TOTAL			2385	1688
3716	5007	STREETFRONT COMMERCIAL	employee	4.0	129	93
3716	6809	OTHER SCHOOL	employee	37.0	874	723
3716		TOTAL			1003	816
3717	5009	OTHER COMMERCIAL	employee	35.0	273	202
3717		TOTAL			273	202
3718	100	RESIDENTIAL EMPLOYMENT	employee	22.0	0	0
3718	102	MULTI-FAMILY	du	685.0	5370	3894
3718		TOTAL			5370	3894
3719	1502	HIGH-RISE HOTEL	employee	365.0	6191	3813
3719	4119	OTHER TRANSPORTATION	unique	74.0	16860	12845
3719	6002	LOW RISE OFFICE	employee	14.0	134	104
3719		TOTAL			23185	16762
3720	101	SINGLE FAMILY	du	946.0	10024	6850
3720	1409	OTHER GROUP QUARTERS	acre	0.3	1	1
3720	4112	RIGHT-OF-WAY	acre	58.1	0	0
3720	5007	STREETFRONT COMMERCIAL	acre	0.2	177	128
3720	5008	SERVICE STATION	acre	0.5	1823	1331
3720	6102	CHURCH	acre	2.4	118	91
3720	6103	LIBRARY	acre	5.9	2407	1637
3720	6809	OTHER SCHOOL	acre	0.8	165	137
3720	9101	INACTIVE USE	acre	73.3	0	0
3720		TOTAL			14715	10175
3721	6803	JUNIOR COLLEGE	employee	1276.0	29263	23102
3721		TOTAL			29263	23102
3722	101	SINGLE FAMILY	du	369.0	4170	2907
3722	4112	RIGHT-OF-WAY	acre	20.5	0	0
3722		TOTAL			4170	2907
3723	101	SINGLE FAMILY	du	229.0	2386	1638
3723	102	MULTI-FAMILY	du	532.0	4716	3118

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3723	4112	RIGHT-OF-WAY	acre	0.9	0	0
3723	5007	STREETFRONT COMMERCIAL	acre	0.5	574	418
3723	5009	OTHER COMMERCIAL	acre	0.2	31	24
3723	6002	LOW RISE OFFICE	acre	0.5	141	109
3723	6102	CHURCH	acre	0.3	16	12
3723	6104	POST OFFICE	acre	0.2	245	185
3723	9101	INACTIVE USE	acre	0.1	0	0
3723		TOTAL			8109	5504
3724	101	SINGLE FAMILY	du	166.0	1624	1172
3724	102	MULTI-FAMILY	du	440.0	3650	2541
3724	4112	RIGHT-OF-WAY	acre	9.6	0	0
3724	5007	STREETFRONT COMMERCIAL	acre	0.1	126	91
3724	6002	LOW RISE OFFICE	acre	0.5	150	117
3724	6102	CHURCH	acre	0.3	17	13
3724	6109	OTHER PUBLIC SERVICE	acre	0.2	73	52
3724	6509	OTHER HEALTH CARE	acre	0.1	69	53
3724	9101	INACTIVE USE	acre	0.5	0	0
3724		TOTAL			5709	4039
3725	101	SINGLE FAMILY	du	185.0	1919	1322
3725	102	MULTI-FAMILY	du	477.0	4210	2791
3725	1409	OTHER GROUP QUARTERS	acre	0.1	0	0
3725	4112	RIGHT-OF-WAY	acre	6.4	0	0
3725	4114	PARKING	acre	0.1	1	1
3725	5007	STREETFRONT COMMERCIAL	acre	2.5	3060	2224
3725	6002	LOW RISE OFFICE	acre	0.3	81	61
3725	6109	OTHER PUBLIC SERVICE	acre	0.2	62	45
3725		TOTAL			9333	6444
3726	102	MULTI-FAMILY	du	96.0	760	546
3726	4111	TRANSIT STATION	employee	3.0	30	23
3726	6001	HIGH RISE OFFICE	employee	264.0	2468	1945
3726	9701	MIXED USE 77% STREETFRONT	employee	13.0	328	239
3726		TOTAL			3586	2753
3727	100	RESIDENTIAL EMPLOYMENT	employee	23.0	0	0
3727	102	MULTI-FAMILY	du	326.0	2570	1853
3727		TOTAL			2570	1853
3728	4114	PARKING	employee	63.0	30	26
3728	6001	HIGH RISE OFFICE	employee	1147.0	10721	8449
3728		TOTAL			10751	8475
3729	6001	HIGH RISE OFFICE	employee	436.0	4075	3212
3729		TOTAL			4075	3212
3730	4114	PARKING	employee	27.0	13	11
3730		TOTAL			13	11
3731		TOTAL			0	0

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3732	6003	GOV'T OFFICE OR CENTER	employee	3011.0	34176	25571
3732		TOTAL			34176	25571
3733	6001	HIGH RISE OFFICE	employee	924.0	8637	6806
3733	6003	GOV'T OFFICE OR CENTER	employee	2089.0	23711	17741
3733		TOTAL			32348	24547
3734	6002	LOW RISE OFFICE	employee	60.0	575	446
3734		TOTAL			575	446
3735	6001	HIGH RISE OFFICE	employee	303.0	2832	2232
3735		TOTAL			2832	2232
3736	6001	HIGH RISE OFFICE	employee	880.0	8225	6482
3736		TOTAL			8225	6482
3737	6001	HIGH RISE OFFICE	employee	624.0	5832	4597
3737	9101	INACTIVE USE	employee	59.0	145	125
3737		TOTAL			5977	4722
3738	1502	HIGH-RISE HOTEL	employee	114.0	1933	1191
3738	6001	HIGH RISE OFFICE	employee	1121.0	10478	8258
3738	6109	OTHER PUBLIC SERVICE	employee	224.0	2643	1910
3738		TOTAL			15054	11359
3739	100	RESIDENTIAL EMPLOYMENT	employee	19.0	0	0
3739	102	MULTI-FAMILY	du	252.0	1993	1437
3739	5009	OTHER COMMERCIAL	employee	2.0	16	12
3739	9701	MIXED USE 77% STREETFRONT	employee	17.0	429	312
3739		TOTAL			2438	1761
3740	102	MULTI-FAMILY	du	679.0	5448	3881
3740	9701	MIXED USE 77% STREETFRONT	employee	8.0	202	147
3740		TOTAL			5650	4028
3741	100	RESIDENTIAL EMPLOYMENT	employee	2.0	0	0
3741	102	MULTI-FAMILY	du	245.0	1960	1403
3741	5008	SERVICE STATION	employee	11.0	3095	2260
3741	9701	MIXED USE 77% STREETFRONT	employee	38.0	960	699
3741		TOTAL			6015	4362
3742	100	RESIDENTIAL EMPLOYMENT	employee	2.0	0	0
3742	101	SINGLE FAMILY	du	1.0	9	7
3742	102	MULTI-FAMILY	du	358.0	2878	2048
3742	9701	MIXED USE 77% STREETFRONT	employee	44.0	1112	809
3742		TOTAL			3999	2864
3743	101	SINGLE FAMILY	du	123.0	1297	886
3743	102	MULTI-FAMILY	du	554.0	4961	3271
3743	1409	OTHER GROUP QUARTERS	acre	0.3	1	1
3743	4112	RIGHT-OF-WAY	acre	10.8	0	0

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3743	4114	PARKING	acre	0.1	0	0
3743	5007	STREETFRONT COMMERCIAL	acre	1.1	1393	1014
3743	5009	OTHER COMMERCIAL	acre	0.1	13	9
3743	6002	LOW RISE OFFICE	acre	0.3	82	62
3743	9101	INACTIVE USE	acre	0.4	0	0
3743		TOTAL			7747	5243
3744	101	SINGLE FAMILY	du	7.0	76	51
3744	102	MULTI-FAMILY	du	662.0	6215	4000
3744	4112	RIGHT-OF-WAY	acre	35.0	0	0
3744	6003	GOV'T OFFICE OR CENTER	acre	0.2	143	105
3744	6101	CEMETERY	acre	44.7	237	196
3744	6102	CHURCH	acre	2.4	292	242
3744	9101	INACTIVE USE	acre	1.0	0	0
3744		TOTAL			6963	4594
3745	101	SINGLE FAMILY	du	520.0	5660	3797
3745	102	MULTI-FAMILY	du	85.0	779	509
3745	4112	RIGHT-OF-WAY	acre	67.8	0	0
3745	6102	CHURCH	acre	0.6	28	21
3745	9101	INACTIVE USE	acre	0.6	0	0
3745		TOTAL			6467	4327
3746	101	SINGLE FAMILY	du	97.0	1070	753
3746	102	MULTI-FAMILY	du	194.0	1557	1043
3746	2105	PUBLIC STORAGE	acre	2.4	66	55
3746	4112	RIGHT-OF-WAY	acre	6.3	0	0
3746	5001	WHOLESALE TRADE	acre	4.2	181	130
3746	5004	NEIGHBORHOOD COMMERCIAL	acre	1.4	1690	1188
3746	5007	STREETFRONT COMMERCIAL	acre	1.5	1795	1299
3746	5009	OTHER COMMERCIAL	acre	0.7	97	72
3746	6509	OTHER HEALTH CARE	acre	0.9	425	317
3746		TOTAL			6881	4857
3747	6001	HIGH RISE OFFICE	employee	1271.0	11880	9363
3747		TOTAL			11880	9363
3748	1409	OTHER GROUP QUARTERS	employee	67.0	24	18
3748	4114	PARKING	employee	1.0	1	0
3748	6001	HIGH RISE OFFICE	employee	778.0	7272	5731
3748		TOTAL			7297	5749
3749	1502	HIGH-RISE HOTEL	employee	10.0	170	105
3749	5007	STREETFRONT COMMERCIAL	employee	326.0	10482	7610
3749	6002	LOW RISE OFFICE	employee	56.0	537	417
3749		TOTAL			11189	8132
3750	4114	PARKING	employee	5.0	2	2
3750	6002	LOW RISE OFFICE	employee	29.0	278	216
3750		TOTAL			280	218

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3751	1401	JAIL	employee	252.0	240	175
3751	6003	GOV'T OFFICE OR CENTER	employee	1095.0	12429	9299
3751		TOTAL			12669	9474
3752	1401	JAIL	employee	721.0	687	500
3752	6001	HIGH RISE OFFICE	employee	270.0	2524	1989
3752		TOTAL			3211	2489
3753		TOTAL			0	0
3754	6001	HIGH RISE OFFICE	employee	244.0	2281	1798
3754	7210	OTHER RECREATION-HIGH	employee	51.0	2748	1857
3754		TOTAL			5029	3655
3755	5007	STREETFRONT COMMERCIAL	employee	52.0	1672	1214
3755	6001	HIGH RISE OFFICE	employee	869.0	8123	6402
3755		TOTAL			9795	7616
3756	4114	PARKING	employee	27.0	13	11
3756	6001	HIGH RISE OFFICE	employee	784.0	7328	5775
3756		TOTAL			7341	5786
3757	100	RESIDENTIAL EMPLOYMENT	employee	6.0	0	0
3757	102	MULTI-FAMILY	du	92.0	725	525
3757	1501	LOW-RISE HOTEL OR MOTEL	employee	19.0	308	189
3757	5007	STREETFRONT COMMERCIAL	employee	107.0	3441	2498
3757	6002	LOW RISE OFFICE	employee	109.0	1045	811
3757		TOTAL			5519	4023
3758	4114	PARKING	employee	6.0	3	3
3758	6001	HIGH RISE OFFICE	employee	1901.0	17768	14004
3758		TOTAL			17771	14007
3759		TOTAL			0	0
3760	102	MULTI-FAMILY	du	31.0	243	176
3760	6001	HIGH RISE OFFICE	employee	47.0	439	346
3760	6002	LOW RISE OFFICE	employee	240.0	2301	1785
3760		TOTAL			2983	2307
3761	100	RESIDENTIAL EMPLOYMENT	employee	12.0	0	0
3761	101	SINGLE FAMILY	du	1.0	10	7
3761	102	MULTI-FAMILY	du	248.0	1973	1414
3761	9701	MIXED USE 77% STREETFRONT	employee	53.0	1339	975
3761		TOTAL			3322	2396
3762	100	RESIDENTIAL EMPLOYMENT	employee	65.0	0	0
3762	102	MULTI-FAMILY	du	228.0	1825	1303
3762		TOTAL			1825	1303

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3763	101	SINGLE FAMILY	du	200.0	2156	1464
3763	4112	RIGHT-OF-WAY	acre	14.7	0	0
3763	5007	STREETFRONT COMMERCIAL	acre	3.9	4696	3403
3763		TOTAL			6852	4867
3764	101	SINGLE FAMILY	du	452.0	4978	3318
3764	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
3764	4112	RIGHT-OF-WAY	acre	25.1	0	0
3764	6804	SENIOR HIGH SCHOOL	site	1.0	5688	2492
3764	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
3764	7601	ACTIVE PARK	acre	4.7	299	194
3764	9101	INACTIVE USE	acre	0.1	0	0
3764		TOTAL			13078	7119
3765	101	SINGLE FAMILY	du	473.0	5154	3459
3765	4112	RIGHT-OF-WAY	acre	28.6	0	0
3765	5004	NEIGHBORHOOD COMMERCIAL	acre	4.0	4946	3477
3765	9101	INACTIVE USE	acre	24.2	0	0
3765		TOTAL			10100	6936
3766	101	SINGLE FAMILY	du	281.0	3129	2062
3766	102	MULTI-FAMILY	du	70.0	681	424
3766	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	150	90
3766	2103	LIGHT INDUSTRY	acre	46.0	4334	3606
3766	4112	RIGHT-OF-WAY	acre	65.6	0	0
3766	5004	NEIGHBORHOOD COMMERCIAL	acre	0.6	750	531
3766	5007	STREETFRONT COMMERCIAL	acre	1.6	1963	1424
3766	5009	OTHER COMMERCIAL	acre	1.1	131	96
3766	6002	LOW RISE OFFICE	acre	0.1	19	14
3766	6806	ELEMENTARY SCHOOL	site	1.0	2361	1329
3766	7601	ACTIVE PARK	acre	0.2	14	9
3766	9101	INACTIVE USE	acre	6.7	0	0
3766		TOTAL			13532	9585
3767	2103	LIGHT INDUSTRY	acre	31.0	2684	2225
3767	4112	RIGHT-OF-WAY	acre	7.8	0	0
3767	5003	COMMUNITY COMMERCIAL	acre	14.4	11263	7953
3767	6509	OTHER HEALTH CARE	acre	4.2	1927	1434
3767	7601	ACTIVE PARK	acre	5.6	356	231
3767	9101	INACTIVE USE	acre	0.1	0	0
3767		TOTAL			16230	11843
3768	100	RESIDENTIAL EMPLOYMENT	employee	8.0	0	0
3768	102	MULTI-FAMILY	du	25.0	196	142
3768	6802	UNIVERSITY OR COLLEGE	employee	129.0	1766	1435
3768		TOTAL			1962	1577
3769	101	SINGLE FAMILY	du	1.0	9	7
3769	4114	PARKING	employee	1.0	1	1
3769	6802	UNIVERSITY OR COLLEGE	employee	170.0	2327	1891
3769		TOTAL			2337	1899

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3770	100	RESIDENTIAL EMPLOYMENT	employee	28.0	0	0
3770	102	MULTI-FAMILY	du	296.0	2382	1693
3770	5009	OTHER COMMERCIAL	employee	10.0	78	58
3770		TOTAL			2460	1751
3771	100	RESIDENTIAL EMPLOYMENT	employee	10.0	0	0
3771	102	MULTI-FAMILY	du	182.0	1470	1043
3771	9701	MIXED USE 77% STREETFRONT	employee	49.0	1238	901
3771		TOTAL			2708	1944
3772	100	RESIDENTIAL EMPLOYMENT	employee	2.0	0	0
3772	102	MULTI-FAMILY	du	225.0	1817	1294
3772	9701	MIXED USE 77% STREETFRONT	employee	44.0	1112	809
3772		TOTAL			2929	2103
3773	100	RESIDENTIAL EMPLOYMENT	employee	22.0	0	0
3773	102	MULTI-FAMILY	du	301.0	2393	1721
3773	6001	HIGH RISE OFFICE	employee	38.0	355	280
3773		TOTAL			2748	2001
3774	100	RESIDENTIAL EMPLOYMENT	employee	50.0	0	0
3774	102	MULTI-FAMILY	du	215.0	1717	1228
3774		TOTAL			1717	1228
3775	100	RESIDENTIAL EMPLOYMENT	employee	32.0	0	0
3775	102	MULTI-FAMILY	du	156.0	1259	893
3775		TOTAL			1259	893
3776	100	RESIDENTIAL EMPLOYMENT	employee	36.0	0	0
3776	102	MULTI-FAMILY	du	92.0	726	525
3776	5009	OTHER COMMERCIAL	employee	12.0	93	69
3776		TOTAL			819	594
3777	1501	LOW-RISE HOTEL OR MOTEL	employee	2.0	32	20
3777	5009	OTHER COMMERCIAL	employee	162.0	1263	937
3777		TOTAL			1295	957
3778	5009	OTHER COMMERCIAL	employee	209.0	1629	1209
3778		TOTAL			1629	1209
3779	100	RESIDENTIAL EMPLOYMENT	employee	94.0	0	0
3779	102	MULTI-FAMILY	du	84.0	666	478
3779	1502	HIGH-RISE HOTEL	employee	52.0	882	543
3779	5007	STREETFRONT COMMERCIAL	employee	4.0	129	94
3779		TOTAL			1677	1115
3780	100	RESIDENTIAL EMPLOYMENT	employee	26.0	0	0
3780	102	MULTI-FAMILY	du	210.0	1655	1196
3780	4114	PARKING	employee	63.0	30	26
3780	5007	STREETFRONT COMMERCIAL	employee	34.0	1093	794
3780	6002	LOW RISE OFFICE	employee	54.0	518	402

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3780	9701	MIXED USE 77% STREETFRONT	employee	65.0	1642	1195
3780		TOTAL			4938	3613
3781	1502	HIGH-RISE HOTEL	employee	85.0	1442	888
3781		TOTAL			1442	888
3782	1502	HIGH-RISE HOTEL	employee	353.0	5987	3688
3782	4114	PARKING	employee	331.0	156	135
3782	6001	HIGH RISE OFFICE	employee	76.0	710	560
3782		TOTAL			6853	4383
3783	1501	LOW-RISE HOTEL OR MOTEL	employee	6.0	97	60
3783	4111	TRANSIT STATION	employee	93.0	920	699
3783	6002	LOW RISE OFFICE	employee	3.0	29	22
3783		TOTAL			1046	781
3784	6003	GOV'T OFFICE OR CENTER	employee	1735.0	19693	14734
3784		TOTAL			19693	14734
3785	1502	HIGH-RISE HOTEL	employee	1693.0	28714	17687
3785		TOTAL			28714	17687
3786	101	SINGLE FAMILY	du	24.0	137	98
3786	4112	RIGHT-OF-WAY	acre	422.0	0	0
3786	4113	COMMUNICATION OR UTILITY	acre	10.2	20	16
3786	6102	CHURCH	acre	5.0	165	128
3786	7209	CASINO	unique	87.2	8602	5868
3786	8003	FIELD CROPS	acre	53.8	3	2
3786	9101	INACTIVE USE	acre	1296.1	0	0
3786	9500	UNDER CONTRUCTION	acre	27.2	103	81
3786		TOTAL			9030	6193
3787	101	SINGLE FAMILY	du	44.0	490	342
3787	4112	RIGHT-OF-WAY	acre	4.0	0	0
3787	9101	INACTIVE USE	acre	1023.6	0	0
3787		TOTAL			490	342
3788	4112	RIGHT-OF-WAY	acre	102.1	0	0
3788	4113	COMMUNICATION OR UTILITY	acre	43.0	140	109
3788	7211	OTHER RECREATION-LOW	acre	25.5	161	110
3788	7601	ACTIVE PARK	acre	2.7	172	112
3788	9101	INACTIVE USE	acre	3430.1	0	0
3788		TOTAL			473	331
3789	6701	MILITARY USE	unique	0.0	56826	46549
3789		TOTAL			56826	46549
3790	6002	LOW RISE OFFICE	employee	411.0	3940	3057
3790	9101	INACTIVE USE	employee	114.0	0	0
3790		TOTAL			3940	3057

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3791	100	RESIDENTIAL EMPLOYMENT	employee	44.0	0	0
3791	102	MULTI-FAMILY	du	658.0	5258	3759
3791		TOTAL			5258	3759
3792	100	RESIDENTIAL EMPLOYMENT	employee	46.0	0	0
3792	102	MULTI-FAMILY	du	700.0	5503	3975
3792		TOTAL			5503	3975
3793	100	RESIDENTIAL EMPLOYMENT	employee	4.0	0	0
3793	102	MULTI-FAMILY	du	186.0	1468	1058
3793	6001	HIGH RISE OFFICE	employee	248.0	2318	1827
3793		TOTAL			3786	2885
3794	1401	JAIL	employee	366.0	349	254
3794	6003	GOV'T OFFICE OR CENTER	employee	199.0	2259	1690
3794		TOTAL			2608	1944
3795	100	RESIDENTIAL EMPLOYMENT	employee	125.0	0	0
3795	102	MULTI-FAMILY	du	168.0	1323	956
3795	6003	GOV'T OFFICE OR CENTER	employee	4424.0	50215	37571
3795		TOTAL			51538	38527
3796	5007	STREETFRONT COMMERCIAL	employee	611.0	19647	14263
3796	6001	HIGH RISE OFFICE	employee	2803.0	26199	20648
3796		TOTAL			45846	34911
3797	1502	HIGH-RISE HOTEL	employee	634.0	10753	6623
3797	6001	HIGH RISE OFFICE	employee	1127.0	10534	8302
3797		TOTAL			21287	14925
3798	100	RESIDENTIAL EMPLOYMENT	employee	74.0	0	0
3798	102	MULTI-FAMILY	du	324.0	2631	1862
3798	5002	REGIONAL COMMERCIAL	employee	1440.0	29383	20689
3798		TOTAL			32014	22551
3799	101	SINGLE FAMILY	du	76.0	831	589
3799	4112	RIGHT-OF-WAY	acre	1.3	0	0
3799	4113	COMMUNICATION OR UTILITY	acre	6.2	18	14
3799	9101	INACTIVE USE	acre	31.9	0	0
3799		TOTAL			849	603
3800	101	SINGLE FAMILY	du	4.0	38	28
3800	5007	STREETFRONT COMMERCIAL	employee	84.0	2701	1961
3800	6001	HIGH RISE OFFICE	employee	284.0	2655	2092
3800		TOTAL			5394	4081
3801	101	SINGLE FAMILY	du	2.0	19	14
3801	102	MULTI-FAMILY	du	22.0	174	126
3801	1502	HIGH-RISE HOTEL	employee	243.0	4121	2538
3801	5007	STREETFRONT COMMERCIAL	employee	71.0	2283	1658
3801	6001	HIGH RISE OFFICE	employee	16.0	149	118

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3801	6002	LOW RISE OFFICE	employee	823.0	7889	6122
3801		TOTAL			14635	10576
3802	100	RESIDENTIAL EMPLOYMENT	employee	37.0	0	0
3802	102	MULTI-FAMILY	du	52.0	423	298
3802	5007	STREETFRONT COMMERCIAL	employee	4.0	128	93
3802	6001	HIGH RISE OFFICE	employee	422.0	3944	3109
3802		TOTAL			4495	3500
3803	5007	STREETFRONT COMMERCIAL	employee	1.0	32	23
3803	6001	HIGH RISE OFFICE	employee	228.0	2131	1680
3803		TOTAL			2163	1703
3804	102	MULTI-FAMILY	du	61.0	482	348
3804	5007	STREETFRONT COMMERCIAL	employee	7.0	225	164
3804	6103	LIBRARY	employee	17.0	322	223
3804		TOTAL			1029	735
3805	100	RESIDENTIAL EMPLOYMENT	employee	38.0	0	0
3805	102	MULTI-FAMILY	du	86.0	682	491
3805	5007	STREETFRONT COMMERCIAL	employee	13.0	418	304
3805	6102	CHURCH	employee	11.0	291	227
3805	6109	OTHER PUBLIC SERVICE	employee	40.0	472	341
3805		TOTAL			1863	1363
3806	101	SINGLE FAMILY	du	137.0	1442	988
3806	102	MULTI-FAMILY	du	352.0	3156	2080
3806	4112	RIGHT-OF-WAY	acre	17.9	0	0
3806	6102	CHURCH	acre	0.2	12	9
3806	9101	INACTIVE USE	acre	0.9	0	0
3806		TOTAL			4610	3077
3807	100	RESIDENTIAL EMPLOYMENT	employee	15.0	0	0
3807	102	MULTI-FAMILY	du	341.0	2723	1948
3807	9701	MIXED USE 77% STREETFRONT	employee	20.0	505	368
3807		TOTAL			3228	2316
3808	100	RESIDENTIAL EMPLOYMENT	employee	18.0	0	0
3808	102	MULTI-FAMILY	du	620.0	5056	3558
3808	6509	OTHER HEALTH CARE	employee	12.0	173	128
3808	9701	MIXED USE 77% STREETFRONT	employee	13.0	329	239
3808		TOTAL			5558	3925
3809	102	MULTI-FAMILY	du	233.0	1861	1331
3809	9701	MIXED USE 77% STREETFRONT	employee	82.0	2072	1508
3809		TOTAL			3933	2839
3810	102	MULTI-FAMILY	du	76.0	639	441
3810	9701	MIXED USE 77% STREETFRONT	employee	27.0	682	497
3810		TOTAL			1321	938

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3811	6105	FIRE OR POLICE STATION	site	1.0	1238	1035
3811		TOTAL			1238	1035
3812	102	MULTI-FAMILY	du	236.0	1880	1347
3812	9701	MIXED USE 77% STREETFRONT	employee	83.0	2097	1526
3812		TOTAL			3977	2873
3813	100	RESIDENTIAL EMPLOYMENT	employee	21.0	0	0
3813	102	MULTI-FAMILY	du	546.0	4365	3121
3813	9701	MIXED USE 77% STREETFRONT	employee	56.0	1415	1030
3813		TOTAL			5780	4151
3814	101	SINGLE FAMILY	du	169.0	1661	1193
3814	102	MULTI-FAMILY	du	184.0	1533	1062
3814	4112	RIGHT-OF-WAY	acre	31.0	0	0
3814	4114	PARKING	acre	0.1	0	0
3814	5007	STREETFRONT COMMERCIAL	acre	0.6	703	508
3814	6002	LOW RISE OFFICE	acre	0.3	137	110
3814	6102	CHURCH	acre	0.5	23	18
3814	9101	INACTIVE USE	acre	0.1	0	0
3814		TOTAL			4057	2891
3815	101	SINGLE FAMILY	du	94.0	1031	686
3815	102	MULTI-FAMILY	du	186.0	1756	1115
3815	1409	OTHER GROUP QUARTERS	acre	0.9	4	3
3815	4112	RIGHT-OF-WAY	acre	3.6	0	0
3815	5004	NEIGHBORHOOD COMMERCIAL	acre	0.5	631	448
3815	5007	STREETFRONT COMMERCIAL	acre	0.9	1016	735
3815	5008	SERVICE STATION	acre	0.3	1331	972
3815	6102	CHURCH	acre	0.3	16	12
3815	6105	FIRE OR POLICE STATION	site	1.0	264	192
3815	6109	OTHER PUBLIC SERVICE	acre	0.2	65	47
3815	6509	OTHER HEALTH CARE	acre	0.3	125	92
3815	9101	INACTIVE USE	acre	0.1	0	0
3815		TOTAL			6239	4302
3816	101	SINGLE FAMILY	du	186.0	1964	1344
3816	102	MULTI-FAMILY	du	121.0	1097	719
3816	4112	RIGHT-OF-WAY	acre	47.7	1	1
3816	4114	PARKING	acre	0.2	0	0
3816	6102	CHURCH	acre	0.9	84	69
3816	9101	INACTIVE USE	acre	1.0	0	0
3816		TOTAL			3146	2133
3817	101	SINGLE FAMILY	du	325.0	3580	2392
3817	102	MULTI-FAMILY	du	63.0	589	379
3817	4112	RIGHT-OF-WAY	acre	29.2	0	0
3817	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
3817	6102	CHURCH	acre	1.7	106	84
3817	7601	ACTIVE PARK	acre	5.0	323	211
3817	9101	INACTIVE USE	acre	5.5	0	0
3817		TOTAL			4599	3067

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3818	101	SINGLE FAMILY	du	59.0	645	456
3818	4112	RIGHT-OF-WAY	acre	4.7	0	0
3818	8003	FIELD CROPS	acre	149.3	13	10
3818	9101	INACTIVE USE	acre	137.6	0	0
3818		TOTAL			658	466
3819	100	RESIDENTIAL EMPLOYMENT	employee	26.0	0	0
3819	102	MULTI-FAMILY	du	51.0	402	291
3819	5007	STREETFRONT COMMERCIAL	employee	339.0	10900	7914
3819		TOTAL			11302	8205
3820	1501	LOW-RISE HOTEL OR MOTEL	employee	27.0	437	269
3820	1502	HIGH-RISE HOTEL	employee	39.0	662	407
3820	5007	STREETFRONT COMMERCIAL	employee	142.0	4566	3315
3820		TOTAL			5665	3991
3821	102	MULTI-FAMILY	du	32.0	282	191
3821	1501	LOW-RISE HOTEL OR MOTEL	employee	154.0	2494	1535
3821	6001	HIGH RISE OFFICE	employee	215.0	2010	1584
3821		TOTAL			4786	3310
3822	102	MULTI-FAMILY	du	123.0	1013	713
3822	6109	OTHER PUBLIC SERVICE	employee	2.0	24	17
3822		TOTAL			1037	730
3823	6104	POST OFFICE	employee	295.0	3526	2485
3823		TOTAL			3526	2485
3824	100	RESIDENTIAL EMPLOYMENT	employee	22.0	0	0
3824	102	MULTI-FAMILY	du	127.0	1010	724
3824	5007	STREETFRONT COMMERCIAL	employee	22.0	708	514
3824		TOTAL			1718	1238
3825	100	RESIDENTIAL EMPLOYMENT	employee	5.0	0	0
3825	101	SINGLE FAMILY	du	21.0	198	147
3825	102	MULTI-FAMILY	du	21.0	164	119
3825	5001	WHOLESALE TRADE	employee	4.0	19	13
3825		TOTAL			381	279
3826	100	RESIDENTIAL EMPLOYMENT	employee	6.0	0	0
3826	102	MULTI-FAMILY	du	31.0	244	177
3826	2103	LIGHT INDUSTRY	employee	29.0	104	86
3826	5009	OTHER COMMERCIAL	employee	2.0	16	12
3826		TOTAL			364	275
3827	102	MULTI-FAMILY	du	235.0	1876	1343
3827	9701	MIXED USE 77% STREETFRONT	employee	83.0	2097	1526
3827		TOTAL			3973	2869
3828	100	RESIDENTIAL EMPLOYMENT	employee	2.0	0	0
3828	102	MULTI-FAMILY	du	157.0	1248	894

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3828	9701	MIXED USE 77% STREETFRONT	employee	20.0	505	367
3828		TOTAL			1753	1261
3829	102	MULTI-FAMILY	du	467.0	3765	2669
3829	9701	MIXED USE 77% STREETFRONT	employee	316.0	7984	5810
3829		TOTAL			11749	8479
3830	100	RESIDENTIAL EMPLOYMENT	employee	4.0	0	0
3830	102	MULTI-FAMILY	du	154.0	1234	880
3830	5008	SERVICE STATION	employee	22.0	6189	4519
3830	9701	MIXED USE 77% STREETFRONT	employee	15.0	379	276
3830		TOTAL			7802	5675
3831	101	SINGLE FAMILY	du	91.0	1012	666
3831	102	MULTI-FAMILY	du	57.0	579	350
3831	2103	LIGHT INDUSTRY	acre	1.4	102	84
3831	4112	RIGHT-OF-WAY	acre	25.0	0	0
3831	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
3831	5001	WHOLESALE TRADE	acre	0.8	30	21
3831	5007	STREETFRONT COMMERCIAL	acre	0.6	669	486
3831	5009	OTHER COMMERCIAL	acre	4.4	530	391
3831	6002	LOW RISE OFFICE	acre	0.5	155	122
3831	6102	CHURCH	acre	0.9	46	35
3831	6109	OTHER PUBLIC SERVICE	acre	0.8	275	199
3831	6809	OTHER SCHOOL	acre	2.6	459	379
3831	7601	ACTIVE PARK	acre	0.2	15	9
3831	9101	INACTIVE USE	acre	4.9	0	0
3831		TOTAL			3873	2743
3832	101	SINGLE FAMILY	du	282.0	2964	2043
3832	102	MULTI-FAMILY	du	86.0	764	511
3832	4112	RIGHT-OF-WAY	acre	44.1	0	0
3832	5004	NEIGHBORHOOD COMMERCIAL	acre	5.4	6712	4741
3832	5007	STREETFRONT COMMERCIAL	acre	0.9	1026	742
3832		TOTAL			11466	8037
3833	101	SINGLE FAMILY	du	406.0	4556	3169
3833	102	MULTI-FAMILY	du	107.0	880	579
3833	4112	RIGHT-OF-WAY	acre	36.9	0	0
3833	5007	STREETFRONT COMMERCIAL	acre	1.0	1182	857
3833	5009	OTHER COMMERCIAL	acre	3.8	431	314
3833	6102	CHURCH	acre	1.5	73	56
3833	9101	INACTIVE USE	acre	2.3	0	0
3833		TOTAL			7122	4975
3834		TOTAL			0	0
3835	101	SINGLE FAMILY	du	156.0	1735	1213
3835	102	MULTI-FAMILY	du	195.0	1640	1067
3835	4112	RIGHT-OF-WAY	acre	13.3	0	0

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3835	6102	CHURCH	acre	0.5	24	19
3835	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	2.0	8498	5038
3835	6806	ELEMENTARY SCHOOL	site	1.0	2282	1261
3835		TOTAL			14179	8598
3836	6701	MILITARY USE	unique	0.0	10792	8840
3836		TOTAL			10792	8840
3837	101	SINGLE FAMILY	du	270.0	3038	2114
3837	102	MULTI-FAMILY	du	133.0	1077	718
3837	2105	PUBLIC STORAGE	acre	2.1	57	48
3837	4112	RIGHT-OF-WAY	acre	18.9	0	0
3837	4119	OTHER TRANSPORTATION	acre	2.6	264	200
3837	5003	COMMUNITY COMMERCIAL	acre	13.6	10423	7335
3837	5007	STREETFRONT COMMERCIAL	acre	2.3	2733	1973
3837	5008	SERVICE STATION	acre	0.6	2187	1597
3837	5009	OTHER COMMERCIAL	acre	0.7	84	61
3837	6102	CHURCH	acre	2.2	126	98
3837	6105	FIRE OR POLICE STATION	site	1.0	254	183
3837		TOTAL			20243	14327
3838	101	SINGLE FAMILY	du	148.0	1610	1150
3838	4112	RIGHT-OF-WAY	acre	70.6	0	0
3838	7211	OTHER RECREATION-LOW	acre	79.6	504	345
3838	8003	FIELD CROPS	acre	11.6	1	1
3838	9101	INACTIVE USE	acre	2257.3	0	0
3838	9500	UNDER CONTRUCTION	acre	10.8	61	48
3838		TOTAL			2176	1544
3839	101	SINGLE FAMILY	du	745.0	8446	5846
3839	103	MOBILE HOME PARK	du	180.0	1289	767
3839	4112	RIGHT-OF-WAY	acre	38.8	0	0
3839	6102	CHURCH	acre	1.9	94	73
3839	9101	INACTIVE USE	acre	5.2	0	0
3839		TOTAL			9829	6686
3840	101	SINGLE FAMILY	du	84.0	923	656
3840	4112	RIGHT-OF-WAY	acre	30.1	0	0
3840	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
3840	8002	INTENSIVE AGRICULTURE	acre	21.4	9	7
3840	9101	INACTIVE USE	acre	669.3	0	0
3840		TOTAL			933	664
3841	100	RESIDENTIAL EMPLOYMENT	employee	133.0	0	0
3841	102	MULTI-FAMILY	du	122.0	964	696
3841	1501	LOW-RISE HOTEL OR MOTEL	employee	60.0	972	598
3841	1502	HIGH-RISE HOTEL	employee	60.0	1018	627
3841	5007	STREETFRONT COMMERCIAL	employee	165.0	5306	3852
3841		TOTAL			8260	5773
3842	1501	LOW-RISE HOTEL OR MOTEL	employee	20.0	324	200

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3842	5007	STREETFRONT COMMERCIAL	employee	168.0	5402	3922
3842	7210	OTHER RECREATION-HIGH	employee	67.0	3610	2440
3842		TOTAL			9336	6562
3843	100	RESIDENTIAL EMPLOYMENT	employee	5.0	0	0
3843	102	MULTI-FAMILY	du	103.0	808	586
3843	1501	LOW-RISE HOTEL OR MOTEL	employee	28.0	453	279
3843	4114	PARKING	employee	9.0	4	4
3843	5007	STREETFRONT COMMERCIAL	employee	93.0	2990	2171
3843		TOTAL			4255	3040
3844	100	RESIDENTIAL EMPLOYMENT	employee	74.0	0	0
3844	102	MULTI-FAMILY	du	89.0	705	508
3844	4114	PARKING	employee	2.0	1	1
3844	6002	LOW RISE OFFICE	employee	92.0	882	684
3844		TOTAL			1588	1193
3845	101	SINGLE FAMILY	du	4.0	38	28
3845	102	MULTI-FAMILY	du	24.0	189	137
3845	1501	LOW-RISE HOTEL OR MOTEL	employee	10.0	162	100
3845	5009	OTHER COMMERCIAL	employee	13.0	101	75
3845	6002	LOW RISE OFFICE	employee	58.0	556	431
3845		TOTAL			1046	771
3846	100	RESIDENTIAL EMPLOYMENT	employee	90.0	0	0
3846	102	MULTI-FAMILY	du	448.0	3618	2560
3846	5009	OTHER COMMERCIAL	employee	13.0	101	75
3846		TOTAL			3719	2635
3847	100	RESIDENTIAL EMPLOYMENT	employee	10.0	0	0
3847	102	MULTI-FAMILY	du	441.0	3519	2520
3847	6002	LOW RISE OFFICE	employee	79.0	757	587
3847	9701	MIXED USE 77% STREETFRONT	employee	2.0	51	37
3847		TOTAL			4327	3144
3848	102	MULTI-FAMILY	du	36.0	288	206
3848	5009	OTHER COMMERCIAL	employee	5.0	39	29
3848		TOTAL			327	235
3849	101	SINGLE FAMILY	du	11.0	106	77
3849	5009	OTHER COMMERCIAL	employee	73.0	569	423
3849	6002	LOW RISE OFFICE	employee	106.0	1016	789
3849		TOTAL			1691	1289
3850	5007	STREETFRONT COMMERCIAL	employee	3.0	96	70
3850	6002	LOW RISE OFFICE	employee	5.0	48	37
3850	7601	ACTIVE PARK	employee	9.0	22	19
3850		TOTAL			166	126
3851	100	RESIDENTIAL EMPLOYMENT	employee	6.0	0	0
3851	102	MULTI-FAMILY	du	31.0	243	176

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3851	5007	STREETFRONT COMMERCIAL	employee	49.0	1576	1144
3851	7601	ACTIVE PARK	employee	7.0	17	15
3851		TOTAL			1836	1335
3852	102	MULTI-FAMILY	du	236.0	1883	1347
3852	9701	MIXED USE 77% STREETFRONT	employee	55.0	1390	1011
3852		TOTAL			3273	2358
3853	100	RESIDENTIAL EMPLOYMENT	employee	9.0	0	0
3853	102	MULTI-FAMILY	du	785.0	6284	4483
3853	9701	MIXED USE 77% STREETFRONT	employee	127.0	3209	2335
3853		TOTAL			9493	6818
3854	101	SINGLE FAMILY	du	135.0	1423	971
3854	102	MULTI-FAMILY	du	238.0	2158	1409
3854	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
3854	4112	RIGHT-OF-WAY	acre	29.8	0	0
3854	5007	STREETFRONT COMMERCIAL	acre	0.5	554	401
3854	6102	CHURCH	acre	1.0	123	102
3854	6109	OTHER PUBLIC SERVICE	acre	0.2	111	84
3854	6509	OTHER HEALTH CARE	acre	0.3	131	96
3854	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
3854	7601	ACTIVE PARK	acre	0.1	7	5
3854	9702	MIXED USE 67% STREETFRONT	acre	0.1	57	41
3854		TOTAL			6677	4224
3855	101	SINGLE FAMILY	du	166.0	1799	1214
3855	102	MULTI-FAMILY	du	102.0	950	613
3855	4112	RIGHT-OF-WAY	acre	30.0	0	0
3855	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
3855	5007	STREETFRONT COMMERCIAL	acre	1.1	1315	958
3855	5009	OTHER COMMERCIAL	acre	3.6	425	313
3855	6002	LOW RISE OFFICE	acre	0.8	183	138
3855	6003	GOV'T OFFICE OR CENTER	acre	2.5	2357	1752
3855	6102	CHURCH	acre	0.3	14	11
3855	6806	ELEMENTARY SCHOOL	site	2.0	4577	2532
3855	9101	INACTIVE USE	acre	0.9	0	0
3855		TOTAL			11621	7532
3856	5007	STREETFRONT COMMERCIAL	acre	0.3	576	447
3856	7207	MARINA	acre	23.3	1026	721
3856		TOTAL			1602	1168
3857	101	SINGLE FAMILY	du	517.0	5531	3767
3857	102	MULTI-FAMILY	du	20.0	185	120
3857	2103	LIGHT INDUSTRY	acre	17.0	2019	1693
3857	4112	RIGHT-OF-WAY	acre	53.7	0	0
3857	5004	NEIGHBORHOOD COMMERCIAL	acre	1.2	1542	1091
3857	5007	STREETFRONT COMMERCIAL	acre	1.6	1959	1417
3857	5009	OTHER COMMERCIAL	acre	1.6	217	163
3857	6102	CHURCH	acre	2.0	116	91

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3857	9101	INACTIVE USE	acre	0.1	0	0
3857		TOTAL			11569	8342
3858	101	SINGLE FAMILY	du	145.0	1593	1064
3858	102	MULTI-FAMILY	du	402.0	3676	2386
3858	2104	WAREHOUSING	acre	0.2	62	53
3858	4112	RIGHT-OF-WAY	acre	26.6	0	0
3858	4114	PARKING	acre	0.2	0	0
3858	5007	STREETFRONT COMMERCIAL	acre	1.5	1833	1325
3858	5009	OTHER COMMERCIAL	acre	3.7	540	411
3858	6002	LOW RISE OFFICE	acre	0.2	67	51
3858	6109	OTHER PUBLIC SERVICE	acre	0.1	45	33
3858	9101	INACTIVE USE	acre	1.9	0	0
3858	9702	MIXED USE 67% STREETFRONT	acre	0.4	350	254
3858		TOTAL			8166	5577
3859	100	RESIDENTIAL EMPLOYMENT	employee	82.0	0	0
3859	102	MULTI-FAMILY	du	178.0	1410	1012
3859	1502	HIGH-RISE HOTEL	employee	177.0	3002	1849
3859	9101	INACTIVE USE	employee	4.0	0	0
3859		TOTAL			4412	2861
3860	101	SINGLE FAMILY	du	118.0	1250	854
3860	102	MULTI-FAMILY	du	399.0	3682	2397
3860	2103	LIGHT INDUSTRY	acre	0.8	56	46
3860	4111	TRANSIT STATION	acre	2.5	663	501
3860	4112	RIGHT-OF-WAY	acre	20.3	0	0
3860	4113	COMMUNICATION OR UTILITY	acre	3.8	49	41
3860	5007	STREETFRONT COMMERCIAL	acre	0.9	1106	801
3860	6109	OTHER PUBLIC SERVICE	acre	0.5	163	116
3860	6806	ELEMENTARY SCHOOL	site	1.0	2290	1267
3860	9101	INACTIVE USE	acre	16.4	0	0
3860	9702	MIXED USE 67% STREETFRONT	acre	11.9	9829	7152
3860		TOTAL			19088	13175
3861	101	SINGLE FAMILY	du	475.0	5268	3490
3861	102	MULTI-FAMILY	du	229.0	2181	1386
3861	4111	TRANSIT STATION	acre	1.7	444	335
3861	4112	RIGHT-OF-WAY	acre	28.2	0	0
3861	5009	OTHER COMMERCIAL	acre	0.7	86	64
3861	6002	LOW RISE OFFICE	acre	0.2	54	41
3861	6102	CHURCH	acre	1.3	63	48
3861	6109	OTHER PUBLIC SERVICE	acre	0.2	82	58
3861	9101	INACTIVE USE	acre	2.5	0	0
3861		TOTAL			8178	5422
3862	100	RESIDENTIAL EMPLOYMENT	employee	37.0	0	0
3862	102	MULTI-FAMILY	du	228.0	1796	1297
3862	2104	WAREHOUSING	employee	36.0	51	44
3862	6002	LOW RISE OFFICE	employee	23.0	220	171
3862	7601	ACTIVE PARK	employee	25.0	61	53
3862		TOTAL			2128	1565

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3863	100	RESIDENTIAL EMPLOYMENT	employee	14.0	0	0
3863	102	MULTI-FAMILY	du	109.0	857	620
3863		TOTAL			857	620
3864	100	RESIDENTIAL EMPLOYMENT	employee	17.0	0	0
3864	102	MULTI-FAMILY	du	180.0	1418	1027
3864		TOTAL			1418	1027
3865	100	RESIDENTIAL EMPLOYMENT	employee	40.0	0	0
3865	102	MULTI-FAMILY	du	221.0	1731	1257
3865		TOTAL			1731	1257
3866	100	RESIDENTIAL EMPLOYMENT	employee	61.0	0	0
3866	102	MULTI-FAMILY	du	192.0	1509	1093
3866	5004	NEIGHBORHOOD COMMERCIAL	employee	107.0	4968	3509
3866		TOTAL			6477	4602
3867	100	RESIDENTIAL EMPLOYMENT	employee	1.0	0	0
3867	102	MULTI-FAMILY	du	283.0	2235	1613
3867		TOTAL			2235	1613
3868	5007	STREETFRONT COMMERCIAL	employee	396.0	12733	9244
3868	6002	LOW RISE OFFICE	employee	95.0	911	707
3868		TOTAL			13644	9951
3869	5007	STREETFRONT COMMERCIAL	employee	99.0	3183	2311
3869		TOTAL			3183	2311
3870	100	RESIDENTIAL EMPLOYMENT	employee	3.0	0	0
3870	102	MULTI-FAMILY	du	105.0	828	597
3870	2103	LIGHT INDUSTRY	employee	4.0	14	12
3870	4114	PARKING	employee	4.0	2	2
3870	5007	STREETFRONT COMMERCIAL	employee	41.0	1318	957
3870		TOTAL			2162	1568
3871	100	RESIDENTIAL EMPLOYMENT	employee	62.0	0	0
3871	101	SINGLE FAMILY	du	1.0	9	7
3871	102	MULTI-FAMILY	du	211.0	1683	1206
3871	5001	WHOLESALE TRADE	employee	2.0	9	7
3871	9701	MIXED USE 77% STREETFRONT	employee	14.0	354	257
3871		TOTAL			2055	1477
3872	100	RESIDENTIAL EMPLOYMENT	employee	60.0	0	0
3872	102	MULTI-FAMILY	du	132.0	1050	755
3872	4114	PARKING	employee	2.0	1	1
3872	5007	STREETFRONT COMMERCIAL	employee	5.0	161	117
3872	5009	OTHER COMMERCIAL	employee	5.0	39	29
3872		TOTAL			1251	902
3873	5007	STREETFRONT COMMERCIAL	employee	23.0	740	537
3873	5009	OTHER COMMERCIAL	employee	38.0	296	220
3873		TOTAL			1036	757

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3874	5007	STREETFRONT COMMERCIAL	employee	2.0	64	47
3874	5009	OTHER COMMERCIAL	employee	10.0	78	58
3874		TOTAL			142	105
3875	100	RESIDENTIAL EMPLOYMENT	employee	2.0	0	0
3875	102	MULTI-FAMILY	du	5.0	38	28
3875		TOTAL			38	28
3876	5001	WHOLESALE TRADE	employee	52.0	242	174
3876	5009	OTHER COMMERCIAL	employee	10.0	78	58
3876		TOTAL			320	232
3877	100	RESIDENTIAL EMPLOYMENT	employee	20.0	0	0
3877	102	MULTI-FAMILY	du	272.0	2183	1559
3877		TOTAL			2183	1559
3878	100	RESIDENTIAL EMPLOYMENT	employee	92.0	0	0
3878	102	MULTI-FAMILY	du	229.0	1854	1317
3878	9101	INACTIVE USE	employee	20.0	0	0
3878		TOTAL			1854	1317
3879	102	MULTI-FAMILY	du	136.0	1091	778
3879	5007	STREETFRONT COMMERCIAL	employee	12.0	386	280
3879	5009	OTHER COMMERCIAL	employee	33.0	257	191
3879	9701	MIXED USE 77% STREETFRONT	employee	50.0	1263	919
3879		TOTAL			2997	2168
3880	100	RESIDENTIAL EMPLOYMENT	employee	2.0	0	0
3880	101	SINGLE FAMILY	du	1.0	9	7
3880	102	MULTI-FAMILY	du	15.0	118	85
3880	5001	WHOLESALE TRADE	employee	9.0	42	30
3880	5007	STREETFRONT COMMERCIAL	employee	45.0	1447	1050
3880	5008	SERVICE STATION	employee	9.0	2532	1849
3880		TOTAL			4148	3021
3881	101	SINGLE FAMILY	du	2.0	20	15
3881	5009	OTHER COMMERCIAL	acre	4.4	479	347
3881	6002	LOW RISE OFFICE	acre	0.8	509	419
3881	6104	POST OFFICE	acre	0.8	859	598
3881	9101	INACTIVE USE	acre	4.4	0	0
3881		TOTAL			1867	1379
3882	101	SINGLE FAMILY	du	106.0	1181	830
3882	4112	RIGHT-OF-WAY	acre	12.3	0	0
3882	9101	INACTIVE USE	acre	9.6	0	0
3882	9500	UNDER CONTRUCTION	acre	1.1	6	5
3882		TOTAL			1187	835
3883	101	SINGLE FAMILY	du	908.0	9779	6655
3883	4112	RIGHT-OF-WAY	acre	44.8	0	0
3883	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3883	6806	ELEMENTARY SCHOOL	site	1.0	2258	1240
3883	7601	ACTIVE PARK	acre	4.1	262	170
3883		TOTAL			12300	8066
3884	101	SINGLE FAMILY	du	293.0	3176	2153
3884	102	MULTI-FAMILY	du	6.0	57	37
3884	1409	OTHER GROUP QUARTERS	acre	0.9	4	3
3884	4112	RIGHT-OF-WAY	acre	22.5	0	0
3884	5007	STREETFRONT COMMERCIAL	acre	1.0	1238	896
3884	5008	SERVICE STATION	acre	0.4	1784	1303
3884	5009	OTHER COMMERCIAL	acre	0.5	53	38
3884	6102	CHURCH	acre	2.3	116	90
3884	6109	OTHER PUBLIC SERVICE	acre	2.3	769	549
3884	7601	ACTIVE PARK	acre	3.4	217	141
3884	9101	INACTIVE USE	acre	31.0	0	0
3884		TOTAL			7414	5210
3885	100	RESIDENTIAL EMPLOYMENT	employee	79.0	0	0
3885	102	MULTI-FAMILY	du	503.0	3974	2859
3885	6809	OTHER SCHOOL	employee	11.0	260	215
3885		TOTAL			4234	3074
3886	100	RESIDENTIAL EMPLOYMENT	employee	30.0	0	0
3886	102	MULTI-FAMILY	du	211.0	1651	1198
3886	7601	ACTIVE PARK	employee	6.0	15	13
3886		TOTAL			1666	1211
3887	100	RESIDENTIAL EMPLOYMENT	employee	158.0	0	0
3887	101	SINGLE FAMILY	du	3.0	29	21
3887	102	MULTI-FAMILY	du	524.0	4137	2981
3887	4112	RIGHT-OF-WAY	employee	2.0	1	1
3887	5007	STREETFRONT COMMERCIAL	employee	140.0	4502	3268
3887		TOTAL			8669	6271
3888	100	RESIDENTIAL EMPLOYMENT	employee	68.0	0	0
3888	102	MULTI-FAMILY	du	100.0	795	572
3888	1501	LOW-RISE HOTEL OR MOTEL	employee	11.0	178	110
3888	5007	STREETFRONT COMMERCIAL	employee	107.0	3441	2498
3888	6002	LOW RISE OFFICE	employee	19.0	182	141
3888	6109	OTHER PUBLIC SERVICE	employee	3.0	35	25
3888		TOTAL			4631	3346
3889	100	RESIDENTIAL EMPLOYMENT	employee	4.0	0	0
3889	102	MULTI-FAMILY	du	28.0	235	162
3889	1501	LOW-RISE HOTEL OR MOTEL	employee	12.0	194	120
3889	5007	STREETFRONT COMMERCIAL	employee	181.0	5820	4225
3889		TOTAL			6249	4507
3890	100	RESIDENTIAL EMPLOYMENT	employee	50.0	0	0
3890	102	MULTI-FAMILY	du	423.0	3325	2407
3890	5001	WHOLESALE TRADE	employee	18.0	84	60

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3890	6002	LOW RISE OFFICE	employee	4.0	38	30
3890		TOTAL			3447	2497
3891	100	RESIDENTIAL EMPLOYMENT	employee	2.0	0	0
3891	102	MULTI-FAMILY	du	56.0	438	318
3891	9701	MIXED USE 77% STREETFRONT	employee	19.0	480	349
3891		TOTAL			918	667
3892	102	MULTI-FAMILY	du	244.0	1926	1389
3892		TOTAL			1926	1389
3893	102	MULTI-FAMILY	du	199.0	1695	1159
3893	1502	HIGH-RISE HOTEL	employee	87.0	1476	909
3893	5009	OTHER COMMERCIAL	employee	2.0	16	12
3893	6002	LOW RISE OFFICE	employee	14.0	134	104
3893	9701	MIXED USE 77% STREETFRONT	employee	95.0	2401	1747
3893		TOTAL			5722	3931
3894	100	RESIDENTIAL EMPLOYMENT	employee	38.0	0	0
3894	102	MULTI-FAMILY	du	230.0	2010	1356
3894		TOTAL			2010	1356
3895	100	RESIDENTIAL EMPLOYMENT	employee	7.0	0	0
3895	102	MULTI-FAMILY	du	120.0	991	693
3895	6002	LOW RISE OFFICE	employee	12.0	115	90
3895		TOTAL			1106	783
3896	100	RESIDENTIAL EMPLOYMENT	employee	223.0	0	0
3896	102	MULTI-FAMILY	du	358.0	2961	2067
3896		TOTAL			2961	2067
3897	101	SINGLE FAMILY	du	2.0	19	14
3897	102	MULTI-FAMILY	du	300.0	2451	1725
3897	9701	MIXED USE 77% STREETFRONT	employee	68.0	1718	1250
3897		TOTAL			4188	2989
3898	100	RESIDENTIAL EMPLOYMENT	employee	28.0	0	0
3898	102	MULTI-FAMILY	du	473.0	3968	2742
3898	5009	OTHER COMMERCIAL	employee	3.0	24	17
3898		TOTAL			3992	2759
3899	100	RESIDENTIAL EMPLOYMENT	employee	2.0	0	0
3899	101	SINGLE FAMILY	du	18.0	175	127
3899	102	MULTI-FAMILY	du	19.0	156	110
3899	5009	OTHER COMMERCIAL	employee	12.0	94	70
3899	6109	OTHER PUBLIC SERVICE	employee	50.0	590	426
3899		TOTAL			1015	733
3900	2104	WAREHOUSING	employee	2.0	3	2
3900		TOTAL			3	2

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3901	4114	PARKING	employee	280.0	132	114
3901	5005	SPECIALTY COMMERCIAL	employee	436.0	14095	9962
3901		TOTAL			14227	10076
3902	101	SINGLE FAMILY	du	142.0	1542	1035
3902	102	MULTI-FAMILY	du	188.0	1720	1122
3902	4112	RIGHT-OF-WAY	acre	40.8	0	0
3902	4119	OTHER TRANSPORTATION	acre	1.6	169	128
3902	5009	OTHER COMMERCIAL	acre	0.5	54	39
3902	6102	CHURCH	acre	0.6	31	24
3902	9101	INACTIVE USE	acre	0.8	0	0
3902		TOTAL			3516	2348
3903	1502	HIGH-RISE HOTEL	employee	1678.0	28460	17531
3903	5005	SPECIALTY COMMERCIAL	employee	75.0	2425	1714
3903		TOTAL			30885	19245
3904	101	SINGLE FAMILY	du	8.0	81	58
3904	102	MULTI-FAMILY	du	13.0	116	79
3904	4112	RIGHT-OF-WAY	acre	20.8	0	0
3904	5007	STREETFRONT COMMERCIAL	acre	0.6	829	607
3904	6101	CEMETERY	acre	226.3	1274	1059
3904	6102	CHURCH	acre	0.1	6	5
3904	7210	OTHER RECREATION-HIGH	acre	6.0	338	232
3904	9101	INACTIVE USE	acre	7.4	0	0
3904		TOTAL			2644	2040
3905	101	SINGLE FAMILY	du	300.0	3354	2203
3905	102	MULTI-FAMILY	du	171.0	1626	1032
3905	4112	RIGHT-OF-WAY	acre	15.1	0	0
3905	5007	STREETFRONT COMMERCIAL	acre	0.2	222	161
3905	6102	CHURCH	acre	0.2	10	7
3905	6509	OTHER HEALTH CARE	acre	3.0	1329	983
3905	7601	ACTIVE PARK	acre	2.7	167	109
3905	9101	INACTIVE USE	acre	0.3	0	0
3905	9702	MIXED USE 67% STREETFRONT	acre	1.7	1433	1043
3905		TOTAL			8141	5538
3906	9101	INACTIVE USE	employee	10.0	0	0
3906		TOTAL			0	0
3907	100	RESIDENTIAL EMPLOYMENT	employee	8.0	0	0
3907	101	SINGLE FAMILY	du	16.0	164	116
3907	1409	OTHER GROUP QUARTERS	employee	2.0	1	1
3907	2103	LIGHT INDUSTRY	employee	23.0	82	68
3907	5009	OTHER COMMERCIAL	employee	2.0	16	12
3907		TOTAL			263	197
3908	100	RESIDENTIAL EMPLOYMENT	employee	206.0	0	0
3908	102	MULTI-FAMILY	du	341.0	2698	1940

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3908	1501	LOW-RISE HOTEL OR MOTEL	employee	70.0	1134	698
3908	6002	LOW RISE OFFICE	employee	37.0	355	275
3908		TOTAL			4187	2913
3909	100	RESIDENTIAL EMPLOYMENT	employee	86.0	0	0
3909	102	MULTI-FAMILY	du	223.0	1760	1269
3909		TOTAL			1760	1269
3910	100	RESIDENTIAL EMPLOYMENT	employee	5.0	0	0
3910	102	MULTI-FAMILY	du	24.0	189	137
3910	4114	PARKING	employee	2.0	1	1
3910	5001	WHOLESALE TRADE	employee	9.0	42	30
3910		TOTAL			232	168
3911	1502	HIGH-RISE HOTEL	employee	184.0	3121	1922
3911	5009	OTHER COMMERCIAL	employee	4.0	31	23
3911		TOTAL			3152	1945
3912	102	MULTI-FAMILY	du	5.0	39	28
3912	5007	STREETFRONT COMMERCIAL	employee	23.0	740	537
3912	5009	OTHER COMMERCIAL	employee	40.0	312	231
3912	6105	FIRE OR POLICE STATION	site	1.0	264	192
3912		TOTAL			1355	988
3913	100	RESIDENTIAL EMPLOYMENT	employee	14.0	0	0
3913	102	MULTI-FAMILY	du	120.0	944	682
3913	6002	LOW RISE OFFICE	employee	18.0	172	134
3913		TOTAL			1116	816
3914	100	RESIDENTIAL EMPLOYMENT	employee	96.0	0	0
3914	101	SINGLE FAMILY	du	1.0	10	7
3914	102	MULTI-FAMILY	du	177.0	1566	1043
3914	2103	LIGHT INDUSTRY	employee	18.0	64	53
3914	5001	WHOLESALE TRADE	employee	12.0	56	40
3914		TOTAL			1696	1143
3915	100	RESIDENTIAL EMPLOYMENT	employee	2.0	0	0
3915	102	MULTI-FAMILY	du	77.0	662	450
3915	4114	PARKING	employee	20.0	9	8
3915		TOTAL			671	458
3916	100	RESIDENTIAL EMPLOYMENT	employee	8.0	0	0
3916	102	MULTI-FAMILY	du	184.0	1614	1082
3916		TOTAL			1614	1082
3917	100	RESIDENTIAL EMPLOYMENT	employee	4.0	0	0
3917	101	SINGLE FAMILY	du	4.0	39	28
3917	102	MULTI-FAMILY	du	164.0	1354	946
3917	5007	STREETFRONT COMMERCIAL	employee	21.0	675	490
3917		TOTAL			2068	1464

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3918	100	RESIDENTIAL EMPLOYMENT	employee	23.0	0	0
3918	102	MULTI-FAMILY	du	308.0	2832	1838
3918	2103	LIGHT INDUSTRY	employee	56.0	201	166
3918	5001	WHOLESALE TRADE	employee	7.0	33	24
3918		TOTAL			3066	2028
3919	2103	LIGHT INDUSTRY	employee	200.0	716	592
3919		TOTAL			716	592
3920	101	SINGLE FAMILY	du	189.0	2143	1393
3920	102	MULTI-FAMILY	du	24.0	233	146
3920	4112	RIGHT-OF-WAY	acre	10.4	0	0
3920	5009	OTHER COMMERCIAL	acre	0.2	23	16
3920	6102	CHURCH	acre	0.2	12	9
3920	6806	ELEMENTARY SCHOOL	site	1.0	2266	1247
3920		TOTAL			4677	2811
3921	101	SINGLE FAMILY	du	137.0	1479	995
3921	102	MULTI-FAMILY	du	106.0	973	631
3921	2103	LIGHT INDUSTRY	acre	0.1	4	4
3921	4112	RIGHT-OF-WAY	acre	8.8	0	0
3921	6002	LOW RISE OFFICE	acre	0.1	292	249
3921	6806	ELEMENTARY SCHOOL	site	1.0	2449	1405
3921	9101	INACTIVE USE	acre	0.2	0	0
3921		TOTAL			5197	3284
3922	101	SINGLE FAMILY	du	394.0	4185	2868
3922	102	MULTI-FAMILY	du	41.0	368	245
3922	103	MOBILE HOME PARK	du	250.0	1607	974
3922	4112	RIGHT-OF-WAY	acre	25.5	0	0
3922	5007	STREETFRONT COMMERCIAL	acre	1.0	1185	859
3922	6002	LOW RISE OFFICE	acre	0.9	227	172
3922	6102	CHURCH	acre	5.1	384	309
3922	9101	INACTIVE USE	acre	10.3	0	0
3922		TOTAL			7956	5427
3923	1502	HIGH-RISE HOTEL	employee	1942.0	32938	20289
3923		TOTAL			32938	20289
3924	101	SINGLE FAMILY	du	7.0	73	50
3924	4112	RIGHT-OF-WAY	acre	4.1	0	0
3924	4113	COMMUNICATION OR UTILITY	acre	0.2	0	0
3924	4114	PARKING	acre	0.4	0	0
3924	5007	STREETFRONT COMMERCIAL	acre	2.7	3148	2275
3924	5008	SERVICE STATION	acre	0.2	1005	734
3924	6102	CHURCH	acre	0.4	21	16
3924		TOTAL			4247	3075
3925	101	SINGLE FAMILY	du	548.0	5857	4000
3925	4112	RIGHT-OF-WAY	acre	26.6	0	0
3925		TOTAL			5857	4000

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3926	101	SINGLE FAMILY	du	8.0	82	59
3926	102	MULTI-FAMILY	du	40.0	366	241
3926	2103	LIGHT INDUSTRY	acre	9.5	651	533
3926	4112	RIGHT-OF-WAY	acre	4.2	0	0
3926	6102	CHURCH	acre	0.4	23	17
3926	6109	OTHER PUBLIC SERVICE	acre	0.6	193	136
3926	9101	INACTIVE USE	acre	6.0	0	0
3926		TOTAL			1315	986
3927	101	SINGLE FAMILY	du	27.0	277	193
3927	102	MULTI-FAMILY	du	50.0	470	304
3927	1409	OTHER GROUP QUARTERS	acre	1.2	5	3
3927	2103	LIGHT INDUSTRY	acre	10.2	915	760
3927	4112	RIGHT-OF-WAY	acre	10.0	0	0
3927	5007	STREETFRONT COMMERCIAL	acre	1.7	2006	1449
3927	5009	OTHER COMMERCIAL	acre	1.0	115	83
3927	6104	POST OFFICE	acre	3.9	3949	2735
3927	9101	INACTIVE USE	acre	5.9	0	0
3927		TOTAL			7737	5527
3928	101	SINGLE FAMILY	du	215.0	1317	916
3928	103	MOBILE HOME PARK	du	1.0	4	3
3928	4112	RIGHT-OF-WAY	acre	24.2	0	0
3928	4113	COMMUNICATION OR UTILITY	acre	0.6	2	2
3928	5007	STREETFRONT COMMERCIAL	acre	0.3	275	198
3928	5009	OTHER COMMERCIAL	acre	0.2	18	13
3928	6102	CHURCH	acre	0.5	17	13
3928	6105	FIRE OR POLICE STATION	site	1.0	85	61
3928	9101	INACTIVE USE	acre	66.2	0	0
3928		TOTAL			1718	1206
3929	4112	RIGHT-OF-WAY	acre	2.7	0	0
3929	5007	STREETFRONT COMMERCIAL	acre	2.8	3353	2431
3929	6003	GOV'T OFFICE OR CENTER	acre	2.0	1868	1381
3929	6809	OTHER SCHOOL	acre	0.8	142	118
3929		TOTAL			5363	3930
3930	2103	LIGHT INDUSTRY	employee	34.0	122	101
3930		TOTAL			122	101
3931	100	RESIDENTIAL EMPLOYMENT	employee	204.0	0	0
3931	102	MULTI-FAMILY	du	289.0	2304	1650
3931	1501	LOW-RISE HOTEL OR MOTEL	employee	386.0	6251	3849
3931	1502	HIGH-RISE HOTEL	employee	175.0	2968	1828
3931	5007	STREETFRONT COMMERCIAL	employee	25.0	804	584
3931	6002	LOW RISE OFFICE	employee	187.0	1793	1391
3931		TOTAL			14120	9302
3932	100	RESIDENTIAL EMPLOYMENT	employee	3.0	0	0
3932	102	MULTI-FAMILY	du	162.0	1269	922
3932	1502	HIGH-RISE HOTEL	employee	401.0	6801	4189

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3932	5007	STREETFRONT COMMERCIAL	employee	59.0	1897	1377
3932	6002	LOW RISE OFFICE	employee	106.0	1016	788
3932		TOTAL			10983	7276
3933	102	MULTI-FAMILY	du	11.0	85	62
3933	1409	OTHER GROUP QUARTERS	employee	4.0	1	1
3933	2104	WAREHOUSING	employee	22.0	31	27
3933	5009	OTHER COMMERCIAL	employee	6.0	47	35
3933		TOTAL			164	125
3934	100	RESIDENTIAL EMPLOYMENT	employee	215.0	0	0
3934	102	MULTI-FAMILY	du	550.0	4632	3192
3934	5009	OTHER COMMERCIAL	employee	29.0	226	168
3934	9701	MIXED USE 77% STREETFRONT	employee	1.0	26	19
3934		TOTAL			4884	3379
3935	102	MULTI-FAMILY	du	147.0	1227	850
3935	1502	HIGH-RISE HOTEL	employee	18.0	305	188
3935	4113	COMMUNICATION OR UTILITY	employee	27.0	47	38
3935	5001	WHOLESALE TRADE	employee	34.0	159	114
3935		TOTAL			1738	1190
3936	101	SINGLE FAMILY	du	620.0	6682	4537
3936	4112	RIGHT-OF-WAY	acre	36.9	0	0
3936	5008	SERVICE STATION	acre	0.4	1615	1179
3936	5009	OTHER COMMERCIAL	acre	0.6	61	44
3936	6105	FIRE OR POLICE STATION	site	1.0	384	296
3936	7601	ACTIVE PARK	acre	3.0	188	122
3936	9101	INACTIVE USE	acre	0.1	0	0
3936		TOTAL			8930	6178
3937	100	RESIDENTIAL EMPLOYMENT	employee	10.0	0	0
3937	101	SINGLE FAMILY	du	5.0	50	35
3937	102	MULTI-FAMILY	du	165.0	1383	956
3937	1409	OTHER GROUP QUARTERS	employee	85.0	30	22
3937	2103	LIGHT INDUSTRY	employee	21.0	76	62
3937	5009	OTHER COMMERCIAL	employee	14.0	109	81
3937		TOTAL			1648	1156
3938	102	MULTI-FAMILY	du	194.0	1543	1109
3938	5007	STREETFRONT COMMERCIAL	employee	16.0	514	373
3938		TOTAL			2057	1482
3939	5003	COMMUNITY COMMERCIAL	employee	6.0	213	150
3939	7202	STADIUM OR ARENA	employee	25.0	95	69
3939		TOTAL			308	219
3940	5003	COMMUNITY COMMERCIAL	employee	24.0	851	601
3940	6001	HIGH RISE OFFICE	employee	74.0	692	545
3940		TOTAL			1543	1146

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3941	101	SINGLE FAMILY	du	702.0	7376	5101
3941	4112	RIGHT-OF-WAY	acre	42.9	0	0
3941	6806	ELEMENTARY SCHOOL	site	1.0	2277	1257
3941		TOTAL			9653	6358
3942	6103	LIBRARY	employee	71.0	1344	929
3942		TOTAL			1344	929
3943	102	MULTI-FAMILY	du	191.0	1545	1096
3943	5001	WHOLESALE TRADE	employee	44.0	205	147
3943	9701	MIXED USE 77% STREETFRONT	employee	30.0	758	552
3943		TOTAL			2508	1795
3944	101	SINGLE FAMILY	du	1.0	10	7
3944	102	MULTI-FAMILY	du	141.0	1289	845
3944	103	MOBILE HOME PARK	du	265.0	1756	1031
3944	4111	TRANSIT STATION	acre	1.1	280	211
3944	4112	RIGHT-OF-WAY	acre	12.4	0	0
3944	6102	CHURCH	acre	0.9	44	34
3944	9101	INACTIVE USE	acre	3.5	0	0
3944		TOTAL			3379	2128
3945	102	MULTI-FAMILY	du	220.0	2044	1323
3945	4112	RIGHT-OF-WAY	acre	2.0	0	0
3945	5003	COMMUNITY COMMERCIAL	acre	8.4	6472	4561
3945	9702	MIXED USE 67% STREETFRONT	acre	9.8	8095	5891
3945		TOTAL			16611	11775
3946	101	SINGLE FAMILY	du	326.0	3505	2387
3946	4112	RIGHT-OF-WAY	acre	23.4	0	0
3946	6102	CHURCH	acre	1.6	78	60
3946	6806	ELEMENTARY SCHOOL	site	1.0	2393	1356
3946	9101	INACTIVE USE	acre	15.0	0	0
3946		TOTAL			5976	3803
3947	101	SINGLE FAMILY	du	45.0	477	329
3947	102	MULTI-FAMILY	du	314.0	2988	1899
3947	2103	LIGHT INDUSTRY	acre	1.3	69	56
3947	4112	RIGHT-OF-WAY	acre	23.5	0	0
3947	6102	CHURCH	acre	0.9	82	67
3947	9101	INACTIVE USE	acre	3.4	0	0
3947	9702	MIXED USE 67% STREETFRONT	acre	0.6	517	376
3947		TOTAL			4133	2727
3948	101	SINGLE FAMILY	du	322.0	3564	2506
3948	102	MULTI-FAMILY	du	37.0	294	197
3948	2101	INDUSTRIAL PARK	acre	0.7	90	73
3948	4112	RIGHT-OF-WAY	acre	28.4	0	0
3948	5004	NEIGHBORHOOD COMMERCIAL	acre	1.0	1235	868
3948	5007	STREETFRONT COMMERCIAL	acre	10.2	12038	8701
3948	5009	OTHER COMMERCIAL	acre	1.4	190	143

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3948	6102	CHURCH	acre	1.9	94	72
3948	6806	ELEMENTARY SCHOOL	site	1.0	2241	1225
3948	9101	INACTIVE USE	acre	4.0	0	0
3948		TOTAL			19746	13785
3949	101	SINGLE FAMILY	du	644.0	6955	4721
3949	102	MULTI-FAMILY	du	411.0	3819	2479
3949	4112	RIGHT-OF-WAY	acre	30.2	0	0
3949	5007	STREETFRONT COMMERCIAL	acre	0.3	340	246
3949	5008	SERVICE STATION	acre	0.3	1252	915
3949	6102	CHURCH	acre	2.2	142	113
3949	6806	ELEMENTARY SCHOOL	site	1.0	2168	1162
3949	9101	INACTIVE USE	acre	2.5	0	0
3949		TOTAL			14676	9636
3950	6701	MILITARY USE	unique	0.0	18146	14864
3950		TOTAL			18146	14864
3951	1502	HIGH-RISE HOTEL	employee	190.0	3222	1985
3951	4114	PARKING	employee	14.0	7	6
3951	5007	STREETFRONT COMMERCIAL	employee	2.0	64	47
3951		TOTAL			3293	2038
3952		TOTAL			0	0
3953	7206	CONVENTION CENTER	employee	50.0	1134	772
3953		TOTAL			1134	772
3954	4114	PARKING	employee	41.0	19	17
3954		TOTAL			19	17
3955		TOTAL			0	0
3956		TOTAL			0	0
3957	101	SINGLE FAMILY	du	3.0	29	21
3957	4119	OTHER TRANSPORTATION	employee	461.0	5156	3922
3957		TOTAL			5185	3943
3958	101	SINGLE FAMILY	du	437.0	4896	3210
3958	102	MULTI-FAMILY	du	91.0	882	551
3958	2103	LIGHT INDUSTRY	acre	4.0	265	217
3958	2104	WAREHOUSING	acre	0.2	9	8
3958	4112	RIGHT-OF-WAY	acre	21.6	0	0
3958	4114	PARKING	acre	0.8	0	0
3958	5007	STREETFRONT COMMERCIAL	acre	2.1	2513	1822
3958	5008	SERVICE STATION	acre	0.4	1798	1313
3958	5009	OTHER COMMERCIAL	acre	3.3	439	330

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3958	6002	LOW RISE OFFICE	acre	0.5	183	146
3958	6003	GOV'T OFFICE OR CENTER	acre	0.6	513	375
3958	6102	CHURCH	acre	1.0	48	37
3958	6105	FIRE OR POLICE STATION	site	1.0	378	290
3958	6109	OTHER PUBLIC SERVICE	acre	0.1	40	29
3958	6509	OTHER HEALTH CARE	acre	0.3	146	109
3958	9101	INACTIVE USE	acre	0.2	0	0
3958		TOTAL			12110	8437
3959	101	SINGLE FAMILY	du	202.0	2273	1490
3959	102	MULTI-FAMILY	du	26.0	253	158
3959	2103	LIGHT INDUSTRY	acre	1.4	78	63
3959	2301	JUNKYARD/DUMP/LANDFILL	acre	2.1	33	27
3959	4112	RIGHT-OF-WAY	acre	10.6	0	0
3959	5007	STREETFRONT COMMERCIAL	acre	1.7	2042	1477
3959	5009	OTHER COMMERCIAL	acre	1.9	217	159
3959	7601	ACTIVE PARK	acre	0.2	10	6
3959	9101	INACTIVE USE	acre	0.5	0	0
3959		TOTAL			4906	3380
3960	101	SINGLE FAMILY	du	169.0	1814	1229
3960	102	MULTI-FAMILY	du	129.0	1204	773
3960	2103	LIGHT INDUSTRY	acre	3.6	398	333
3960	2104	WAREHOUSING	acre	0.6	81	69
3960	4112	RIGHT-OF-WAY	acre	17.8	0	0
3960	4114	PARKING	acre	0.5	0	0
3960	5007	STREETFRONT COMMERCIAL	acre	1.7	2056	1492
3960	5009	OTHER COMMERCIAL	acre	1.4	169	125
3960	6109	OTHER PUBLIC SERVICE	acre	0.2	70	50
3960	9101	INACTIVE USE	acre	0.5	0	0
3960		TOTAL			5792	4071
3961	101	SINGLE FAMILY	du	158.0	1778	1163
3961	102	MULTI-FAMILY	du	74.0	707	446
3961	1409	OTHER GROUP QUARTERS	acre	0.3	1	1
3961	2103	LIGHT INDUSTRY	acre	3.2	207	169
3961	4112	RIGHT-OF-WAY	acre	10.6	0	0
3961	5007	STREETFRONT COMMERCIAL	acre	0.5	575	416
3961	5009	OTHER COMMERCIAL	acre	0.2	16	12
3961	6002	LOW RISE OFFICE	acre	0.7	167	127
3961	6102	CHURCH	acre	2.2	136	107
3961	9101	INACTIVE USE	acre	1.5	0	0
3961		TOTAL			3587	2441
3962	101	SINGLE FAMILY	du	532.0	5723	3900
3962	4112	RIGHT-OF-WAY	acre	31.8	0	0
3962	4113	COMMUNICATION OR UTILITY	acre	7.2	21	16
3962	9101	INACTIVE USE	acre	0.9	0	0
3962		TOTAL			5744	3916
3963	102	MULTI-FAMILY	du	60.0	479	320

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3963	5003	COMMUNITY COMMERCIAL	acre	19.2	15249	10807
3963		TOTAL			15728	11127
3964		TOTAL			0	0
3965	102	MULTI-FAMILY	du	38.0	296	216
3965	1502	HIGH-RISE HOTEL	employee	447.0	7581	4670
3965	5007	STREETFRONT COMMERCIAL	employee	9.0	289	210
3965		TOTAL			8166	5096
3966	4114	PARKING	employee	31.0	15	13
3966		TOTAL			15	13
3967		TOTAL			0	0
3968	2103	LIGHT INDUSTRY	employee	36.0	129	106
3968		TOTAL			129	106
3969	101	SINGLE FAMILY	du	49.0	527	356
3969	102	MULTI-FAMILY	du	573.0	5326	3429
3969	4112	RIGHT-OF-WAY	acre	5.4	0	0
3969	5007	STREETFRONT COMMERCIAL	acre	1.4	1673	1209
3969	5009	OTHER COMMERCIAL	acre	0.3	30	22
3969	6002	LOW RISE OFFICE	acre	2.3	763	600
3969	6102	CHURCH	acre	0.3	13	10
3969	6105	FIRE OR POLICE STATION	site	1.0	264	192
3969	6109	OTHER PUBLIC SERVICE	acre	0.3	84	59
3969	6509	OTHER HEALTH CARE	acre	2.1	975	726
3969	9101	INACTIVE USE	acre	3.1	0	0
3969		TOTAL			9655	6603
3970	101	SINGLE FAMILY	du	539.0	6000	4206
3970	102	MULTI-FAMILY	du	200.0	1681	1093
3970	4112	RIGHT-OF-WAY	acre	38.3	0	0
3970	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
3970	5007	STREETFRONT COMMERCIAL	acre	1.1	1336	966
3970	6102	CHURCH	acre	0.8	37	28
3970	6109	OTHER PUBLIC SERVICE	acre	0.5	150	106
3970	6509	OTHER HEALTH CARE	acre	0.2	78	57
3970	9101	INACTIVE USE	acre	1.5	0	0
3970		TOTAL			9284	6457
3971	4112	RIGHT-OF-WAY	acre	37.9	0	0
3971	4113	COMMUNICATION OR UTILITY	acre	0.2	1	0
3971	5001	WHOLESALE TRADE	acre	23.5	938	660
3971	7601	ACTIVE PARK	acre	6.1	387	251
3971	9101	INACTIVE USE	acre	6.3	0	0
3971		TOTAL			1326	911

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3972	101	SINGLE FAMILY	du	588.0	6291	4302
3972	4112	RIGHT-OF-WAY	acre	34.2	0	0
3972	6806	ELEMENTARY SCHOOL	site	1.0	2276	1255
3972	7601	ACTIVE PARK	acre	10.2	644	419
3972	9101	INACTIVE USE	acre	0.6	0	0
3972		TOTAL			9211	5976
3973	4113	COMMUNICATION OR UTILITY	employee	654.0	1149	914
3973	6001	HIGH RISE OFFICE	employee	708.0	6618	5216
3973		TOTAL			7767	6130
3974	101	SINGLE FAMILY	du	146.0	1535	1055
3974	102	MULTI-FAMILY	du	40.0	358	237
3974	4112	RIGHT-OF-WAY	acre	10.4	0	0
3974	4119	OTHER TRANSPORTATION	acre	0.9	94	71
3974	5008	SERVICE STATION	acre	0.5	2096	1530
3974	6102	CHURCH	acre	0.4	24	19
3974	9101	INACTIVE USE	acre	3.0	0	0
3974		TOTAL			4107	2912
3975	101	SINGLE FAMILY	du	6.0	58	42
3975	102	MULTI-FAMILY	du	480.0	4082	2801
3975	1409	OTHER GROUP QUARTERS	employee	254.0	91	67
3975	4114	PARKING	employee	4.0	2	2
3975	5007	STREETFRONT COMMERCIAL	employee	15.0	482	350
3975	5009	OTHER COMMERCIAL	employee	32.0	250	185
3975		TOTAL			4965	3447
3976	101	SINGLE FAMILY	du	37.0	408	289
3976	4112	RIGHT-OF-WAY	acre	67.6	0	0
3976	8001	ORCHARDS OR VINEYARD	acre	20.6	2	1
3976	8002	INTENSIVE AGRICULTURE	acre	22.6	5	4
3976	8003	FIELD CROPS	acre	93.4	17	13
3976	9101	INACTIVE USE	acre	5426.0	0	0
3976	9500	UNDER CONTRUCTION	acre	4.1	23	18
3976		TOTAL			455	325
3977	101	SINGLE FAMILY	du	349.0	3892	2574
3977	102	MULTI-FAMILY	du	64.0	611	388
3977	2103	LIGHT INDUSTRY	acre	5.0	339	278
3977	2301	JUNKYARD/DUMP/LANDFILL	acre	3.0	56	47
3977	4112	RIGHT-OF-WAY	acre	23.4	0	0
3977	5009	OTHER COMMERCIAL	acre	0.3	30	22
3977	6102	CHURCH	acre	0.3	16	12
3977	6109	OTHER PUBLIC SERVICE	acre	0.3	105	74
3977	9101	INACTIVE USE	acre	2.2	0	0
3977		TOTAL			5049	3395
3978	100	RESIDENTIAL EMPLOYMENT	employee	2.0	0	0
3978	101	SINGLE FAMILY	du	3.0	29	21
3978	102	MULTI-FAMILY	du	209.0	1942	1257

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3978	2103	LIGHT INDUSTRY	employee	147.0	526	435
3978	2104	WAREHOUSING	employee	82.0	116	100
3978	5001	WHOLESALE TRADE	employee	63.0	294	211
3978	5007	STREETFRONT COMMERCIAL	employee	51.0	1640	1190
3978	5009	OTHER COMMERCIAL	employee	29.0	226	168
3978	6002	LOW RISE OFFICE	employee	169.0	1620	1257
3978	6003	GOV'T OFFICE OR CENTER	employee	300.0	3405	2548
3978	6806	ELEMENTARY SCHOOL	site	1.0	2277	1256
3978	9701	MIXED USE 77% STREETFRONT	employee	64.0	1617	1177
3978		TOTAL			13692	9620
3979	101	SINGLE FAMILY	du	120.0	1345	878
3979	102	MULTI-FAMILY	du	46.0	445	277
3979	4112	RIGHT-OF-WAY	acre	23.1	0	0
3979	6102	CHURCH	acre	0.4	21	17
3979	9101	INACTIVE USE	acre	0.7	0	0
3979		TOTAL			1811	1172
3980	101	SINGLE FAMILY	du	217.0	2374	1584
3980	102	MULTI-FAMILY	du	52.0	484	312
3980	4112	RIGHT-OF-WAY	acre	21.4	0	0
3980	6102	CHURCH	acre	0.7	36	27
3980	6105	FIRE OR POLICE STATION	site	1.0	264	192
3980	9101	INACTIVE USE	acre	0.3	0	0
3980		TOTAL			3158	2115
3981	101	SINGLE FAMILY	du	1.0	11	7
3981	102	MULTI-FAMILY	du	604.0	5689	3628
3981	1409	OTHER GROUP QUARTERS	acre	1.0	4	3
3981	4112	RIGHT-OF-WAY	acre	12.3	0	0
3981	4119	OTHER TRANSPORTATION	acre	1.2	125	95
3981	6509	OTHER HEALTH CARE	acre	1.0	644	499
3981	7601	ACTIVE PARK	acre	0.4	84	68
3981	9101	INACTIVE USE	acre	4.1	0	0
3981	9701	MIXED USE 77% STREETFRONT	acre	14.8	14040	10217
3981		TOTAL			20597	14517
3982	101	SINGLE FAMILY	du	69.0	754	539
3982	4112	RIGHT-OF-WAY	acre	6.0	0	0
3982	6105	FIRE OR POLICE STATION	site	1.0	276	202
3982	9101	INACTIVE USE	acre	1101.1	0	0
3982		TOTAL			1030	741
3983	101	SINGLE FAMILY	du	2.0	22	15
3983	102	MULTI-FAMILY	du	394.0	3426	2309
3983	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	124	75
3983	2103	LIGHT INDUSTRY	acre	1.7	112	91
3983	4112	RIGHT-OF-WAY	acre	32.8	0	0
3983	5007	STREETFRONT COMMERCIAL	acre	0.3	395	286
3983	5008	SERVICE STATION	acre	0.2	960	701
3983	6002	LOW RISE OFFICE	acre	2.8	1170	940

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3983	6102	CHURCH	acre	0.6	29	23
3983	6105	FIRE OR POLICE STATION	site	1.0	264	192
3983	6109	OTHER PUBLIC SERVICE	acre	0.2	63	44
3983	6509	OTHER HEALTH CARE	acre	0.2	112	84
3983	7601	ACTIVE PARK	acre	3.2	209	137
3983	9101	INACTIVE USE	acre	0.1	0	0
3983	9500	UNDER CONTRUCTION	acre	0.9	5	4
3983	9701	MIXED USE 77% STREETFRONT	acre	7.0	6607	4808
3983		TOTAL			13498	9709
3984	101	SINGLE FAMILY	du	311.0	3398	2278
3984	102	MULTI-FAMILY	du	88.0	817	527
3984	2103	LIGHT INDUSTRY	acre	0.7	45	37
3984	4112	RIGHT-OF-WAY	acre	17.6	0	0
3984	5007	STREETFRONT COMMERCIAL	acre	0.2	209	151
3984	5009	OTHER COMMERCIAL	acre	1.4	184	137
3984	6002	LOW RISE OFFICE	acre	0.2	51	39
3984	6102	CHURCH	acre	0.3	17	13
3984	9101	INACTIVE USE	acre	1.0	0	0
3984		TOTAL			4721	3182
3985	101	SINGLE FAMILY	du	126.0	1361	916
3985	102	MULTI-FAMILY	du	274.0	2529	1635
3985	1409	OTHER GROUP QUARTERS	acre	0.2	0	0
3985	2103	LIGHT INDUSTRY	acre	0.9	80	66
3985	2104	WAREHOUSING	acre	0.5	20	16
3985	4112	RIGHT-OF-WAY	acre	17.2	0	0
3985	5009	OTHER COMMERCIAL	acre	0.1	13	9
3985	6102	CHURCH	acre	1.9	113	89
3985	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
3985	9702	MIXED USE 67% STREETFRONT	acre	3.5	2856	2078
3985		TOTAL			9084	5923
3986	101	SINGLE FAMILY	du	192.0	2103	1494
3986	102	MULTI-FAMILY	du	80.0	641	432
3986	4112	RIGHT-OF-WAY	acre	14.7	0	0
3986	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
3986	9101	INACTIVE USE	acre	3.1	0	0
3986		TOTAL			2745	1927
3987	4114	PARKING	employee	32.0	15	13
3987		TOTAL			15	13
3988	101	SINGLE FAMILY	du	274.0	2933	2002
3988	4112	RIGHT-OF-WAY	acre	22.0	0	0
3988	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4407	2656
3988	9101	INACTIVE USE	acre	12.8	0	0
3988	9500	UNDER CONTRUCTION	acre	0.2	1	1
3988		TOTAL			7341	4659
3989	101	SINGLE FAMILY	du	356.0	3868	2600

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3989	102	MULTI-FAMILY	du	61.0	569	365
3989	2103	LIGHT INDUSTRY	acre	1.5	82	66
3989	4112	RIGHT-OF-WAY	acre	24.2	0	0
3989	5007	STREETFRONT COMMERCIAL	acre	0.1	86	62
3989	6102	CHURCH	acre	2.4	155	123
3989	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4297	2561
3989	9101	INACTIVE USE	acre	0.5	0	0
3989		TOTAL			9057	5777
3990	101	SINGLE FAMILY	du	225.0	2447	1643
3990	102	MULTI-FAMILY	du	12.0	111	72
3990	2103	LIGHT INDUSTRY	acre	0.8	47	38
3990	4112	RIGHT-OF-WAY	acre	11.5	0	0
3990	5009	OTHER COMMERCIAL	acre	0.7	101	76
3990	6101	CEMETERY	acre	6.7	70	59
3990	6102	CHURCH	acre	0.5	26	20
3990	9101	INACTIVE USE	acre	0.8	0	0
3990		TOTAL			2802	1908
3991	101	SINGLE FAMILY	du	259.0	2847	1896
3991	102	MULTI-FAMILY	du	18.0	170	108
3991	4112	RIGHT-OF-WAY	acre	9.3	0	0
3991	5007	STREETFRONT COMMERCIAL	acre	0.9	1122	811
3991	5009	OTHER COMMERCIAL	acre	0.9	100	72
3991	6002	LOW RISE OFFICE	acre	0.2	56	43
3991	6109	OTHER PUBLIC SERVICE	acre	0.1	37	26
3991	9101	INACTIVE USE	acre	0.2	0	0
3991		TOTAL			4332	2956
3992	101	SINGLE FAMILY	du	240.0	2595	1742
3992	102	MULTI-FAMILY	du	250.0	2291	1488
3992	4112	RIGHT-OF-WAY	acre	19.3	0	0
3992	6002	LOW RISE OFFICE	acre	0.2	59	45
3992	6102	CHURCH	acre	0.5	25	19
3992	6109	OTHER PUBLIC SERVICE	acre	2.2	939	696
3992	6809	OTHER SCHOOL	acre	0.5	117	97
3992	7601	ACTIVE PARK	acre	6.9	435	283
3992	9101	INACTIVE USE	acre	8.3	0	0
3992		TOTAL			6461	4370
3993	4112	RIGHT-OF-WAY	acre	4.2	0	0
3993	5003	COMMUNITY COMMERCIAL	acre	24.1	18559	13072
3993	6002	LOW RISE OFFICE	acre	3.6	863	652
3993		TOTAL			19422	13724
3994	101	SINGLE FAMILY	du	165.0	1766	1196
3994	102	MULTI-FAMILY	du	8.0	74	48
3994	4112	RIGHT-OF-WAY	acre	20.3	0	0
3994	5009	OTHER COMMERCIAL	acre	0.4	51	37
3994	9101	INACTIVE USE	acre	8.0	0	0
3994		TOTAL			1891	1281

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3995	101	SINGLE FAMILY	du	333.0	3552	2420
3995	102	MULTI-FAMILY	du	132.0	1193	787
3995	4112	RIGHT-OF-WAY	acre	43.1	0	0
3995	5007	STREETFRONT COMMERCIAL	acre	3.8	4435	3205
3995	5008	SERVICE STATION	acre	0.4	1800	1314
3995	6102	CHURCH	acre	5.7	339	267
3995	6804	SENIOR HIGH SCHOOL	site	2.0	10901	4573
3995	6806	ELEMENTARY SCHOOL	site	1.0	2394	1358
3995	7601	ACTIVE PARK	acre	4.1	262	170
3995	9101	INACTIVE USE	acre	2.0	0	0
3995		TOTAL			24876	14094
3996	101	SINGLE FAMILY	du	716.0	7657	5228
3996	4112	RIGHT-OF-WAY	acre	38.7	0	0
3996	5006	AUTO COMMERCIAL	acre	0.3	135	95
3996	6102	CHURCH	acre	2.1	104	81
3996	9101	INACTIVE USE	acre	0.5	0	0
3996		TOTAL			7896	5404
3997	101	SINGLE FAMILY	du	30.0	312	216
3997	102	MULTI-FAMILY	du	300.0	2668	1768
3997	2103	LIGHT INDUSTRY	acre	1.2	72	59
3997	4112	RIGHT-OF-WAY	acre	26.3	0	0
3997	4113	COMMUNICATION OR UTILITY	acre	3.0	9	7
3997	6102	CHURCH	acre	6.3	333	259
3997	9101	INACTIVE USE	acre	4.4	0	0
3997		TOTAL			3394	2309
3998	101	SINGLE FAMILY	du	362.0	3977	2646
3998	102	MULTI-FAMILY	du	51.0	479	306
3998	4112	RIGHT-OF-WAY	acre	27.9	0	0
3998	5009	OTHER COMMERCIAL	acre	0.3	33	24
3998	6102	CHURCH	acre	1.1	56	43
3998	6104	POST OFFICE	acre	0.4	427	303
3998	6807	SCHOOL DISTRICT OFFICE	acre	1.1	225	169
3998	6809	OTHER SCHOOL	acre	0.6	99	82
3998	9101	INACTIVE USE	acre	0.0	0	0
3998		TOTAL			5296	3573
3999	101	SINGLE FAMILY	du	381.0	4212	2794
3999	102	MULTI-FAMILY	du	189.0	1788	1133
3999	4112	RIGHT-OF-WAY	acre	24.7	0	0
3999	5007	STREETFRONT COMMERCIAL	acre	0.6	723	528
3999	5009	OTHER COMMERCIAL	acre	0.1	9	7
3999	6102	CHURCH	acre	2.3	115	89
3999	6509	OTHER HEALTH CARE	acre	1.8	819	608
3999	6806	ELEMENTARY SCHOOL	site	1.0	2186	1177
3999	7601	ACTIVE PARK	acre	0.2	10	7
3999	9101	INACTIVE USE	acre	3.5	0	0
3999		TOTAL			9862	6343

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4000	101	SINGLE FAMILY	du	177.0	1706	1248
4000	4112	RIGHT-OF-WAY	acre	15.3	0	0
4000	7601	ACTIVE PARK	acre	0.2	13	9
4000	7605	PASSIVE BEACH	acre	0.5	1	1
4000	9101	INACTIVE USE	acre	0.2	0	0
4000		TOTAL			1720	1258
4001	101	SINGLE FAMILY	du	561.0	6042	4137
4001	4112	RIGHT-OF-WAY	acre	28.7	0	0
4001	6804	SENIOR HIGH SCHOOL	site	1.0	5969	2735
4001	6806	ELEMENTARY SCHOOL	site	1.0	2240	1225
4001	9101	INACTIVE USE	acre	31.9	0	0
4001		TOTAL			14251	8097
4002	101	SINGLE FAMILY	du	396.0	4410	2906
4002	102	MULTI-FAMILY	du	66.0	631	398
4002	4112	RIGHT-OF-WAY	acre	22.5	0	0
4002	4114	PARKING	acre	0.3	0	0
4002	5007	STREETFRONT COMMERCIAL	acre	0.6	757	546
4002	5008	SERVICE STATION	acre	0.3	1236	903
4002	5009	OTHER COMMERCIAL	acre	0.3	30	22
4002	6102	CHURCH	acre	4.3	216	168
4002	6103	LIBRARY	acre	0.2	104	74
4002	6109	OTHER PUBLIC SERVICE	acre	0.2	74	52
4002	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4339	2598
4002	6806	ELEMENTARY SCHOOL	site	1.0	2269	1250
4002	7601	ACTIVE PARK	acre	18.0	1225	815
4002	9101	INACTIVE USE	acre	0.4	0	0
4002		TOTAL			15291	9732
4003	101	SINGLE FAMILY	du	308.0	3284	2251
4003	4112	RIGHT-OF-WAY	acre	17.4	0	0
4003	5007	STREETFRONT COMMERCIAL	acre	1.4	1653	1193
4003	6102	CHURCH	acre	0.4	19	15
4003	9101	INACTIVE USE	acre	3.5	0	0
4003		TOTAL			4956	3459
4004	101	SINGLE FAMILY	du	8.0	85	62
4004	2201	EXTRACTIVE INDUSTRY	acre	52.3	38	32
4004	4112	RIGHT-OF-WAY	acre	21.5	0	0
4004	7210	OTHER RECREATION-HIGH	acre	92.5	4898	3294
4004	9101	INACTIVE USE	acre	7901.9	0	0
4004		TOTAL			5021	3388
4005	101	SINGLE FAMILY	du	287.0	2801	2028
4005	102	MULTI-FAMILY	du	180.0	1452	1033
4005	4112	RIGHT-OF-WAY	acre	19.2	0	0
4005	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
4005	4114	PARKING	acre	0.6	0	0
4005	7601	ACTIVE PARK	acre	4.1	269	177
4005	9101	INACTIVE USE	acre	0.5	0	0
4005		TOTAL			4524	3239

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4006	101	SINGLE FAMILY	du	189.0	2580	1862
4006	102	MULTI-FAMILY	du	22.0	207	140
4006	2104	WAREHOUSING	acre	0.0	1	1
4006	2105	PUBLIC STORAGE	acre	3.3	90	76
4006	4112	RIGHT-OF-WAY	acre	13.3	0	0
4006	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
4006	5001	WHOLESALE TRADE	acre	5.9	229	160
4006	9101	INACTIVE USE	acre	17.0	0	0
4006		TOTAL			3108	2240
4007	101	SINGLE FAMILY	du	696.0	7505	5102
4007	4112	RIGHT-OF-WAY	acre	42.3	0	0
4007	6102	CHURCH	acre	6.4	317	245
4007	6806	ELEMENTARY SCHOOL	site	1.0	2232	1218
4007	9101	INACTIVE USE	acre	4.8	0	0
4007		TOTAL			10054	6565
4008	101	SINGLE FAMILY	du	151.0	1658	1102
4008	102	MULTI-FAMILY	du	105.0	983	629
4008	1409	OTHER GROUP QUARTERS	acre	3.0	12	9
4008	4112	RIGHT-OF-WAY	acre	12.2	0	0
4008	5004	NEIGHBORHOOD COMMERCIAL	acre	6.1	7646	5398
4008	5008	SERVICE STATION	acre	0.4	1455	1062
4008	6102	CHURCH	acre	3.2	179	140
4008	6109	OTHER PUBLIC SERVICE	acre	0.4	140	102
4008	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
4008	7601	ACTIVE PARK	acre	0.2	10	6
4008	9101	INACTIVE USE	acre	1.2	0	0
4008		TOTAL			14195	9561
4009	101	SINGLE FAMILY	du	838.0	9132	6108
4009	102	MULTI-FAMILY	du	153.0	1427	917
4009	4112	RIGHT-OF-WAY	acre	36.9	0	0
4009	5007	STREETFRONT COMMERCIAL	acre	0.8	926	670
4009	5009	OTHER COMMERCIAL	acre	0.0	5	4
4009	6102	CHURCH	acre	2.0	100	77
4009	6109	OTHER PUBLIC SERVICE	acre	0.1	38	27
4009	6509	OTHER HEALTH CARE	acre	0.2	82	61
4009	6806	ELEMENTARY SCHOOL	site	1.0	2260	1241
4009	7601	ACTIVE PARK	acre	6.6	418	272
4009	9101	INACTIVE USE	acre	1.7	0	0
4009		TOTAL			14388	9377
4010	101	SINGLE FAMILY	du	442.0	4726	3228
4010	1409	OTHER GROUP QUARTERS	acre	0.2	1	1
4010	4112	RIGHT-OF-WAY	acre	35.8	0	0
4010	6102	CHURCH	acre	3.7	184	142
4010	7601	ACTIVE PARK	acre	34.6	2185	1420
4010	9101	INACTIVE USE	acre	11.6	0	0
4010		TOTAL			7096	4791

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4011	101	SINGLE FAMILY	du	67.0	719	495
4011	102	MULTI-FAMILY	du	541.0	5050	3251
4011	4112	RIGHT-OF-WAY	acre	8.9	0	0
4011	5004	NEIGHBORHOOD COMMERCIAL	acre	3.3	4047	2843
4011	5007	STREETFRONT COMMERCIAL	acre	0.4	532	384
4011	5008	SERVICE STATION	acre	0.4	1617	1181
4011	6103	LIBRARY	acre	0.5	216	151
4011	9101	INACTIVE USE	acre	8.5	0	0
4011		TOTAL			12181	8305
4012	101	SINGLE FAMILY	du	499.0	5166	3596
4012	102	MULTI-FAMILY	du	98.0	876	577
4012	103	MOBILE HOME PARK	du	131.0	792	495
4012	4112	RIGHT-OF-WAY	acre	69.0	0	0
4012	5003	COMMUNITY COMMERCIAL	acre	2.1	1576	1107
4012	5004	NEIGHBORHOOD COMMERCIAL	acre	5.0	6235	4397
4012	7607	RESIDENTIAL RECREATION	acre	1.1	0	0
4012		TOTAL			14645	10172
4013	101	SINGLE FAMILY	du	274.0	2922	2001
4013	102	MULTI-FAMILY	du	18.0	161	108
4013	4112	RIGHT-OF-WAY	acre	18.6	0	0
4013	5007	STREETFRONT COMMERCIAL	acre	0.4	502	363
4013	5009	OTHER COMMERCIAL	acre	0.2	18	13
4013	6102	CHURCH	acre	0.2	11	8
4013	6802	UNIVERSITY OR COLLEGE	acre	16.3	3016	2461
4013	9101	INACTIVE USE	acre	6.2	0	0
4013		TOTAL			6630	4954
4014	102	MULTI-FAMILY	du	80.0	639	457
4014	4112	RIGHT-OF-WAY	acre	1.3	0	0
4014	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
4014	5005	SPECIALTY COMMERCIAL	acre	8.6	10033	7069
4014	7210	OTHER RECREATION-HIGH	acre	0.7	37	25
4014	7601	ACTIVE PARK	acre	0.3	21	14
4014	7607	RESIDENTIAL RECREATION	acre	1.7	0	0
4014	9101	INACTIVE USE	acre	0.5	0	0
4014		TOTAL			10731	7566
4015	101	SINGLE FAMILY	du	246.0	2386	1736
4015	102	MULTI-FAMILY	du	53.0	419	303
4015	2104	WAREHOUSING	acre	0.1	3	3
4015	4112	RIGHT-OF-WAY	acre	14.4	0	0
4015	5009	OTHER COMMERCIAL	acre	0.1	14	10
4015		TOTAL			2822	2052
4016	101	SINGLE FAMILY	du	72.0	832	535
4016	102	MULTI-FAMILY	du	40.0	399	244
4016	4112	RIGHT-OF-WAY	acre	6.6	0	0
4016	5006	AUTO COMMERCIAL	acre	0.3	132	92
4016	5007	STREETFRONT COMMERCIAL	acre	2.3	2766	1999

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4016	5009	OTHER COMMERCIAL	acre	2.2	259	190
4016	6102	CHURCH	acre	0.0	1	1
4016	6109	OTHER PUBLIC SERVICE	acre	0.6	200	142
4016	6509	OTHER HEALTH CARE	acre	0.2	113	87
4016	9101	INACTIVE USE	acre	0.4	0	0
4016		TOTAL			4702	3290
4017	101	SINGLE FAMILY	du	104.0	1171	766
4017	102	MULTI-FAMILY	du	18.0	173	109
4017	2103	LIGHT INDUSTRY	acre	2.1	174	144
4017	4112	RIGHT-OF-WAY	acre	5.5	0	0
4017	4114	PARKING	acre	0.6	0	0
4017	5007	STREETFRONT COMMERCIAL	acre	0.3	323	234
4017	5009	OTHER COMMERCIAL	acre	0.2	19	14
4017	6002	LOW RISE OFFICE	acre	0.7	177	136
4017	6109	OTHER PUBLIC SERVICE	acre	0.3	102	72
4017	9101	INACTIVE USE	acre	0.3	0	0
4017		TOTAL			2139	1475
4018	101	SINGLE FAMILY	du	625.0	6702	4569
4018	4112	RIGHT-OF-WAY	acre	33.7	0	0
4018	6102	CHURCH	acre	0.3	14	11
4018	9101	INACTIVE USE	acre	10.1	0	0
4018		TOTAL			6716	4580
4019	101	SINGLE FAMILY	du	4.0	37	28
4019	102	MULTI-FAMILY	du	66.0	520	376
4019	4112	RIGHT-OF-WAY	acre	6.8	0	0
4019	5004	NEIGHBORHOOD COMMERCIAL	acre	2.4	3008	2133
4019	5007	STREETFRONT COMMERCIAL	acre	2.8	3484	2541
4019	6002	LOW RISE OFFICE	acre	0.5	376	313
4019	6102	CHURCH	acre	0.5	66	55
4019	6109	OTHER PUBLIC SERVICE	acre	1.9	835	625
4019	7210	OTHER RECREATION-HIGH	acre	1.5	82	55
4019		TOTAL			8408	6126
4020	101	SINGLE FAMILY	du	425.0	4165	3011
4020	4112	RIGHT-OF-WAY	acre	31.3	0	0
4020	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
4020	6807	SCHOOL DISTRICT OFFICE	acre	1.6	375	288
4020	6809	OTHER SCHOOL	acre	1.8	322	265
4020	9500	UNDER CONTRUCTION	acre	0.4	3	2
4020		TOTAL			4865	3566
4021	101	SINGLE FAMILY	du	6.0	62	43
4021	102	MULTI-FAMILY	du	144.0	1363	865
4021	2103	LIGHT INDUSTRY	acre	7.2	615	510
4021	2104	WAREHOUSING	acre	3.1	144	121
4021	4112	RIGHT-OF-WAY	acre	6.0	0	0
4021	4113	COMMUNICATION OR UTILITY	acre	2.0	6	5
4021	6002	LOW RISE OFFICE	acre	0.1	25	20

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4021	6109	OTHER PUBLIC SERVICE	acre	0.6	229	165
4021	9101	INACTIVE USE	acre	1.2	0	0
4021		TOTAL			2444	1729
4022	101	SINGLE FAMILY	du	352.0	3755	2570
4022	4112	RIGHT-OF-WAY	acre	22.8	0	0
4022	6102	CHURCH	acre	0.7	34	26
4022	6806	ELEMENTARY SCHOOL	site	1.0	2356	1324
4022	7601	ACTIVE PARK	acre	4.4	278	181
4022	9101	INACTIVE USE	acre	0.9	0	0
4022		TOTAL			6423	4101
4023	101	SINGLE FAMILY	du	184.0	1802	1299
4023	4112	RIGHT-OF-WAY	acre	11.3	0	0
4023		TOTAL			1802	1299
4024	101	SINGLE FAMILY	du	419.0	4444	3034
4024	102	MULTI-FAMILY	du	886.0	8243	5307
4024	4112	RIGHT-OF-WAY	acre	50.2	0	0
4024	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3082	2164
4024	5007	STREETFRONT COMMERCIAL	acre	2.2	2540	1835
4024	5009	OTHER COMMERCIAL	acre	0.2	34	26
4024	6102	CHURCH	acre	0.8	38	29
4024	6509	OTHER HEALTH CARE	acre	0.2	89	65
4024	6806	ELEMENTARY SCHOOL	site	1.0	2314	1288
4024	6809	OTHER SCHOOL	acre	2.4	435	359
4024	9101	INACTIVE USE	acre	2.0	0	0
4024		TOTAL			21219	14107
4025	102	MULTI-FAMILY	du	572.0	4733	3303
4025	1503	RESORT	acre	16.3	2453	1476
4025	4112	RIGHT-OF-WAY	acre	4.4	0	0
4025	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
4025	6109	OTHER PUBLIC SERVICE	acre	0.3	98	69
4025	7601	ACTIVE PARK	acre	28.9	1829	1189
4025		TOTAL			9113	6037
4026	101	SINGLE FAMILY	du	106.0	1016	745
4026	102	MULTI-FAMILY	du	176.0	1404	1005
4026	1409	OTHER GROUP QUARTERS	acre	1.8	7	5
4026	1501	LOW-RISE HOTEL OR MOTEL	acre	1.0	365	227
4026	4112	RIGHT-OF-WAY	acre	9.5	0	0
4026	6502	HOSPITAL	acre	4.4	2313	1829
4026		TOTAL			5105	3811
4027	101	SINGLE FAMILY	du	119.0	1325	876
4027	102	MULTI-FAMILY	du	62.0	594	374
4027	2103	LIGHT INDUSTRY	acre	4.6	425	353
4027	2104	WAREHOUSING	acre	1.0	39	33
4027	4112	RIGHT-OF-WAY	acre	36.3	0	0
4027	4113	COMMUNICATION OR UTILITY	acre	2.8	8	6

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4027	4119	OTHER TRANSPORTATION	acre	0.2	25	19
4027	5007	STREETFRONT COMMERCIAL	acre	1.0	1234	894
4027	5009	OTHER COMMERCIAL	acre	1.2	151	113
4027	6102	CHURCH	acre	0.4	20	15
4027	9101	INACTIVE USE	acre	3.8	0	0
4027		TOTAL			3821	2683
4028	101	SINGLE FAMILY	du	192.0	2136	1410
4028	102	MULTI-FAMILY	du	17.0	164	103
4028	2104	WAREHOUSING	acre	0.3	31	26
4028	4112	RIGHT-OF-WAY	acre	22.1	0	0
4028	4114	PARKING	acre	0.1	0	0
4028	5007	STREETFRONT COMMERCIAL	acre	0.7	867	633
4028	5009	OTHER COMMERCIAL	acre	5.1	660	492
4028	6002	LOW RISE OFFICE	acre	0.4	308	256
4028	6102	CHURCH	acre	0.6	37	30
4028	6109	OTHER PUBLIC SERVICE	acre	0.3	104	74
4028	9101	INACTIVE USE	acre	0.6	0	0
4028		TOTAL			4307	3024
4029	2001	HEAVY INDUSTRY	acre	44.6	6072	5190
4029	2104	WAREHOUSING	acre	1.9	80	66
4029	4112	RIGHT-OF-WAY	acre	19.0	0	0
4029	4113	COMMUNICATION OR UTILITY	acre	3.9	12	9
4029	4114	PARKING	acre	3.3	0	0
4029		TOTAL			6164	5265
4030	101	SINGLE FAMILY	du	79.0	880	580
4030	102	MULTI-FAMILY	du	58.0	555	351
4030	2103	LIGHT INDUSTRY	acre	3.5	326	271
4030	2104	WAREHOUSING	acre	0.3	16	13
4030	2301	JUNKYARD/DUMP/LANDFILL	acre	2.9	42	35
4030	4112	RIGHT-OF-WAY	acre	19.0	0	0
4030	5007	STREETFRONT COMMERCIAL	acre	1.6	1956	1415
4030	5009	OTHER COMMERCIAL	acre	0.2	17	13
4030	6002	LOW RISE OFFICE	acre	0.0	15	12
4030	9101	INACTIVE USE	acre	0.8	0	0
4030		TOTAL			3807	2690
4031	101	SINGLE FAMILY	du	739.0	7893	5389
4031	4112	RIGHT-OF-WAY	acre	48.3	0	0
4031	4113	COMMUNICATION OR UTILITY	acre	5.1	15	12
4031	6105	FIRE OR POLICE STATION	site	1.0	264	192
4031		TOTAL			8172	5593
4032	101	SINGLE FAMILY	du	779.0	8212	5632
4032	102	MULTI-FAMILY	du	25.0	224	148
4032	4112	RIGHT-OF-WAY	acre	22.5	0	0
4032	6102	CHURCH	acre	2.1	103	79
4032	7607	RESIDENTIAL RECREATION	acre	6.6	27	23
4032	9101	INACTIVE USE	acre	91.5	0	0
4032		TOTAL			8566	5882

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4033	2001	HEAVY INDUSTRY	acre	78.7	11185	9565
4033	4111	TRANSIT STATION	acre	0.7	173	131
4033	4112	RIGHT-OF-WAY	acre	25.8	0	0
4033	4120	MARINE TERMINAL	acre	0.2	2	2
4033	9101	INACTIVE USE	acre	217.4	0	0
4033		TOTAL			11360	9698
4034	101	SINGLE FAMILY	du	137.0	1329	966
4034	102	MULTI-FAMILY	du	179.0	1440	1025
4034	4112	RIGHT-OF-WAY	acre	11.0	0	0
4034	4114	PARKING	acre	0.3	0	0
4034	9101	INACTIVE USE	acre	0.2	0	0
4034		TOTAL			2769	1991
4035	101	SINGLE FAMILY	du	306.0	3346	2237
4035	102	MULTI-FAMILY	du	461.0	4292	2765
4035	4112	RIGHT-OF-WAY	acre	76.3	0	0
4035	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
4035	5007	STREETFRONT COMMERCIAL	acre	0.4	423	305
4035	5009	OTHER COMMERCIAL	acre	0.2	29	22
4035	6102	CHURCH	acre	4.1	207	160
4035	7601	ACTIVE PARK	acre	16.9	1074	699
4035	9101	INACTIVE USE	acre	0.4	0	0
4035		TOTAL			9371	6188
4036	101	SINGLE FAMILY	du	195.0	2109	1435
4036	102	MULTI-FAMILY	du	46.0	432	279
4036	4112	RIGHT-OF-WAY	acre	14.7	0	0
4036	6806	ELEMENTARY SCHOOL	site	1.0	2348	1318
4036	9101	INACTIVE USE	acre	12.5	0	0
4036		TOTAL			4889	3032
4037	101	SINGLE FAMILY	du	139.0	1334	980
4037	102	MULTI-FAMILY	du	121.0	965	692
4037	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	90	54
4037	4112	RIGHT-OF-WAY	acre	14.6	0	0
4037		TOTAL			2389	1726
4038	101	SINGLE FAMILY	du	275.0	3049	2007
4038	102	MULTI-FAMILY	du	53.0	501	318
4038	4112	RIGHT-OF-WAY	acre	17.4	0	0
4038	5007	STREETFRONT COMMERCIAL	acre	1.0	1222	884
4038	5009	OTHER COMMERCIAL	acre	0.4	42	31
4038	6102	CHURCH	acre	0.1	7	6
4038	6806	ELEMENTARY SCHOOL	site	1.0	2356	1324
4038	9101	INACTIVE USE	acre	4.7	0	0
4038		TOTAL			7177	4570
4039	101	SINGLE FAMILY	du	299.0	3340	2196
4039	102	MULTI-FAMILY	du	74.0	719	451
4039	4112	RIGHT-OF-WAY	acre	19.3	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4039	5007	STREETFRONT COMMERCIAL	acre	0.6	774	560
4039	5009	OTHER COMMERCIAL	acre	0.5	59	43
4039	6002	LOW RISE OFFICE	acre	0.1	30	22
4039	6102	CHURCH	acre	1.3	158	131
4039	6806	ELEMENTARY SCHOOL	site	1.0	2117	1117
4039	9101	INACTIVE USE	acre	3.0	0	0
4039		TOTAL			7197	4520
4040	101	SINGLE FAMILY	du	147.0	1606	1076
4040	102	MULTI-FAMILY	du	53.0	506	320
4040	2104	WAREHOUSING	acre	0.2	9	8
4040	4112	RIGHT-OF-WAY	acre	12.0	0	0
4040	5007	STREETFRONT COMMERCIAL	acre	0.9	1076	779
4040	5009	OTHER COMMERCIAL	acre	1.1	118	86
4040	6002	LOW RISE OFFICE	acre	3.3	804	608
4040	6102	CHURCH	acre	0.2	18	14
4040	6109	OTHER PUBLIC SERVICE	acre	0.1	47	34
4040	7601	ACTIVE PARK	acre	17.5	1106	719
4040	9101	INACTIVE USE	acre	1.6	0	0
4040		TOTAL			5290	3644
4041	101	SINGLE FAMILY	du	138.0	1315	968
4041	102	MULTI-FAMILY	du	232.0	1853	1327
4041	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	128	77
4041	4112	RIGHT-OF-WAY	acre	12.5	0	0
4041	5008	SERVICE STATION	acre	0.2	652	476
4041	6102	CHURCH	acre	0.3	16	12
4041	6105	FIRE OR POLICE STATION	site	1.0	303	226
4041	6109	OTHER PUBLIC SERVICE	acre	0.4	146	106
4041	6509	OTHER HEALTH CARE	acre	0.2	79	59
4041	6807	SCHOOL DISTRICT OFFICE	acre	1.0	217	164
4041	9500	UNDER CONTRUCTION	acre	0.2	1	1
4041		TOTAL			4710	3416
4042	101	SINGLE FAMILY	du	352.0	3446	2494
4042	4112	RIGHT-OF-WAY	acre	23.5	0	0
4042	9101	INACTIVE USE	acre	0.1	0	0
4042		TOTAL			3446	2494
4043	101	SINGLE FAMILY	du	9.0	94	65
4043	102	MULTI-FAMILY	du	5.0	44	29
4043	2103	LIGHT INDUSTRY	acre	10.3	792	653
4043	2104	WAREHOUSING	acre	2.4	134	112
4043	2301	JUNKYARD/DUMP/LANDFILL	acre	0.3	3	2
4043	4112	RIGHT-OF-WAY	acre	9.4	0	0
4043	4114	PARKING	acre	4.7	1	1
4043	5001	WHOLESALE TRADE	acre	1.0	79	62
4043	5007	STREETFRONT COMMERCIAL	acre	1.7	2062	1504
4043	6002	LOW RISE OFFICE	acre	0.4	128	101
4043		TOTAL			3337	2529

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4044	101	SINGLE FAMILY	du	586.0	6312	4296
4044	4112	RIGHT-OF-WAY	acre	38.4	0	0
4044	9101	INACTIVE USE	acre	26.0	0	0
4044		TOTAL			6312	4296
4045	4112	RIGHT-OF-WAY	acre	3.8	0	0
4045	6804	SENIOR HIGH SCHOOL	site	1.0	5748	2544
4045	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4255	2524
4045	6806	ELEMENTARY SCHOOL	site	1.0	2221	1208
4045		TOTAL			12224	6276
4046	101	SINGLE FAMILY	du	79.0	886	580
4046	102	MULTI-FAMILY	du	76.0	735	459
4046	1409	OTHER GROUP QUARTERS	acre	0.2	1	0
4046	2103	LIGHT INDUSTRY	acre	2.4	232	193
4046	4112	RIGHT-OF-WAY	acre	17.8	0	0
4046	4114	PARKING	acre	0.3	0	0
4046	5004	NEIGHBORHOOD COMMERCIAL	acre	0.7	899	635
4046	5007	STREETFRONT COMMERCIAL	acre	0.8	900	653
4046	5008	SERVICE STATION	acre	0.4	1704	1244
4046	9101	INACTIVE USE	acre	0.6	0	0
4046		TOTAL			5357	3764
4047	101	SINGLE FAMILY	du	456.0	4880	3334
4047	4112	RIGHT-OF-WAY	acre	23.2	0	0
4047	4113	COMMUNICATION OR UTILITY	acre	3.8	11	9
4047	9101	INACTIVE USE	acre	1.6	0	0
4047		TOTAL			4891	3343
4048	101	SINGLE FAMILY	du	21.0	235	155
4048	102	MULTI-FAMILY	du	14.0	135	85
4048	2103	LIGHT INDUSTRY	acre	1.7	130	107
4048	2301	JUNKYARD/DUMP/LANDFILL	acre	4.7	53	43
4048	4112	RIGHT-OF-WAY	acre	5.3	0	0
4048	4114	PARKING	acre	1.4	24	20
4048	5004	NEIGHBORHOOD COMMERCIAL	acre	1.4	1764	1242
4048	5007	STREETFRONT COMMERCIAL	acre	0.2	267	194
4048	5009	OTHER COMMERCIAL	acre	0.6	80	60
4048		TOTAL			2688	1906
4049	101	SINGLE FAMILY	du	216.0	2074	1520
4049	4112	RIGHT-OF-WAY	acre	10.8	0	0
4049	6102	CHURCH	acre	0.2	12	9
4049	9101	INACTIVE USE	acre	0.2	0	0
4049		TOTAL			2086	1529
4050	101	SINGLE FAMILY	du	2.0	19	14
4050	4112	RIGHT-OF-WAY	acre	0.4	0	0
4050	5003	COMMUNITY COMMERCIAL	acre	11.6	8958	6314
4050		TOTAL			8977	6328

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4051	101	SINGLE FAMILY	du	331.0	3241	2342
4051	4112	RIGHT-OF-WAY	acre	51.3	0	0
4051	7204	GOLF COURSE	acre	123.5	0	0
4051	7205	GOLF CLUB HOUSE	site	1.0	700	482
4051	7601	ACTIVE PARK	acre	0.3	17	11
4051	9101	INACTIVE USE	acre	0.9	0	0
4051		TOTAL			3958	2835
4052	101	SINGLE FAMILY	du	323.0	3102	2269
4052	102	MULTI-FAMILY	du	543.0	4374	3114
4052	4112	RIGHT-OF-WAY	acre	27.8	0	0
4052	4114	PARKING	acre	0.3	0	0
4052	5007	STREETFRONT COMMERCIAL	acre	1.2	1372	991
4052	6102	CHURCH	acre	0.3	15	12
4052	6509	OTHER HEALTH CARE	acre	0.1	59	44
4052	9500	UNDER CONTRUCTION	acre	0.3	1	1
4052		TOTAL			8923	6431
4053	101	SINGLE FAMILY	du	256.0	2733	1862
4053	4112	RIGHT-OF-WAY	acre	15.4	0	0
4053	5004	NEIGHBORHOOD COMMERCIAL	acre	6.7	8216	5781
4053	5008	SERVICE STATION	acre	0.8	3234	2361
4053		TOTAL			14183	10004
4054	5004	NEIGHBORHOOD COMMERCIAL	unique	0.0	14448	10233
4054		TOTAL			14448	10233
4055	101	SINGLE FAMILY	du	401.0	4310	2902
4055	1200	MULTI-FAMILY	unique	0.0	9748	7142
4055	4112	RIGHT-OF-WAY	acre	82.7	0	0
4055	6806	ELEMENTARY SCHOOL	site	1.0	2244	1227
4055	7207	MARINA	acre	117.7	4138	2736
4055	7605	PASSIVE BEACH	acre	153.0	293	187
4055	9101	INACTIVE USE	acre	2713.3	0	0
4055		TOTAL			20733	14194
4056	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	164	99
4056	2001	HEAVY INDUSTRY	acre	0.1	11	9
4056	2103	LIGHT INDUSTRY	acre	16.2	1196	984
4056	2104	WAREHOUSING	acre	0.3	16	14
4056	4112	RIGHT-OF-WAY	acre	22.3	0	0
4056	9101	INACTIVE USE	acre	2.1	0	0
4056		TOTAL			1387	1106
4057	101	SINGLE FAMILY	du	352.0	3902	2578
4057	102	MULTI-FAMILY	du	49.0	461	295
4057	4112	RIGHT-OF-WAY	acre	29.2	0	0
4057	5009	OTHER COMMERCIAL	acre	0.2	28	21
4057	6102	CHURCH	acre	0.3	16	12
4057	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
4057	9101	INACTIVE USE	acre	10.9	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4057	9500	UNDER CONTRUCTION	acre	0.1	0	0
4057		TOTAL			6519	4020
4058	101	SINGLE FAMILY	du	267.0	2928	1956
4058	102	MULTI-FAMILY	du	65.0	617	393
4058	4112	RIGHT-OF-WAY	acre	18.8	0	0
4058	5007	STREETFRONT COMMERCIAL	acre	0.1	139	100
4058	6102	CHURCH	acre	1.0	50	39
4058	6109	OTHER PUBLIC SERVICE	acre	0.2	86	63
4058	6806	ELEMENTARY SCHOOL	site	1.0	2244	1227
4058	7601	ACTIVE PARK	acre	0.2	10	7
4058	9101	INACTIVE USE	acre	3.0	0	0
4058		TOTAL			6074	3785
4059	101	SINGLE FAMILY	du	12.0	113	84
4059	102	MULTI-FAMILY	du	30.0	236	170
4059	4112	RIGHT-OF-WAY	acre	12.2	0	0
4059	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
4059	5007	STREETFRONT COMMERCIAL	acre	5.8	7147	5214
4059	5008	SERVICE STATION	acre	0.3	1110	810
4059	5009	OTHER COMMERCIAL	acre	0.3	85	69
4059	6103	LIBRARY	acre	0.6	258	175
4059	6105	FIRE OR POLICE STATION	site	1.0	255	184
4059	6509	OTHER HEALTH CARE	acre	0.1	35	25
4059	7601	ACTIVE PARK	acre	6.3	402	262
4059	9101	INACTIVE USE	acre	0.1	0	0
4059		TOTAL			9643	6994
4060	101	SINGLE FAMILY	du	440.0	4695	3204
4060	4112	RIGHT-OF-WAY	acre	27.8	0	0
4060		TOTAL			4695	3204
4061	101	SINGLE FAMILY	du	34.0	371	247
4061	102	MULTI-FAMILY	du	388.0	3647	2326
4061	4112	RIGHT-OF-WAY	acre	17.3	0	0
4061	9101	INACTIVE USE	acre	0.2	0	0
4061		TOTAL			4018	2573
4062	101	SINGLE FAMILY	du	230.0	2433	1668
4062	4112	RIGHT-OF-WAY	acre	12.8	0	0
4062	9101	INACTIVE USE	acre	0.4	0	0
4062		TOTAL			2433	1668
4063	101	SINGLE FAMILY	du	376.0	3938	2721
4063	4112	RIGHT-OF-WAY	acre	22.8	0	0
4063	9101	INACTIVE USE	acre	0.9	0	0
4063		TOTAL			3938	2721
4064	101	SINGLE FAMILY	du	350.0	3427	2478
4064	102	MULTI-FAMILY	du	115.0	911	657
4064	4112	RIGHT-OF-WAY	acre	26.7	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4064	6002	LOW RISE OFFICE	acre	0.3	81	62
4064	6102	CHURCH	acre	3.6	298	241
4064	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
4064	7601	ACTIVE PARK	acre	1.0	66	43
4064	9500	UNDER CONTRUCTION	acre	0.2	1	1
4064		TOTAL			6896	4596
4065	101	SINGLE FAMILY	du	227.0	2341	1631
4065	102	MULTI-FAMILY	du	630.0	5684	3724
4065	4112	RIGHT-OF-WAY	acre	20.9	0	0
4065	5004	NEIGHBORHOOD COMMERCIAL	acre	3.5	4181	2932
4065	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4393	2644
4065	9101	INACTIVE USE	acre	2.5	0	0
4065		TOTAL			16599	10931
4066	101	SINGLE FAMILY	du	290.0	3055	2105
4066	4112	RIGHT-OF-WAY	acre	22.1	0	0
4066	4113	COMMUNICATION OR UTILITY	acre	2.0	6	5
4066	6806	ELEMENTARY SCHOOL	site	1.0	2210	1198
4066	9101	INACTIVE USE	acre	4.5	0	0
4066		TOTAL			5271	3308
4067	6701	MILITARY USE	unique	0.0	14326	11735
4067		TOTAL			14326	11735
4068	101	SINGLE FAMILY	du	252.0	1571	1071
4068	1501	LOW-RISE HOTEL OR MOTEL	acre	3.1	662	399
4068	4112	RIGHT-OF-WAY	acre	177.5	0	0
4068	5009	OTHER COMMERCIAL	acre	10.8	792	574
4068	8003	FIELD CROPS	acre	24.9	1	1
4068	9101	INACTIVE USE	acre	513.7	0	0
4068		TOTAL			3026	2045
4069	101	SINGLE FAMILY	du	508.0	5382	3693
4069	4112	RIGHT-OF-WAY	acre	48.0	0	0
4069	9101	INACTIVE USE	acre	2.9	0	0
4069		TOTAL			5382	3693
4070	101	SINGLE FAMILY	du	423.0	4254	3026
4070	4112	RIGHT-OF-WAY	acre	52.2	0	0
4070	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
4070	6102	CHURCH	acre	3.9	195	150
4070	7607	RESIDENTIAL RECREATION	acre	1.8	0	0
4070	8002	INTENSIVE AGRICULTURE	acre	4.1	1	1
4070	9101	INACTIVE USE	acre	20.0	0	0
4070		TOTAL			4450	3177
4071	101	SINGLE FAMILY	du	265.0	2614	1872
4071	4112	RIGHT-OF-WAY	acre	29.3	0	0
4071	5007	STREETFRONT COMMERCIAL	acre	0.2	369	278
4071	9101	INACTIVE USE	acre	1.1	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4071	9500	UNDER CONTRUCTION	acre	0.6	3	3
4071		TOTAL			2986	2153
4072	101	SINGLE FAMILY	du	30.0	309	217
4072	102	MULTI-FAMILY	du	22.0	195	132
4072	2103	LIGHT INDUSTRY	acre	11.7	1252	1046
4072	2104	WAREHOUSING	acre	3.6	173	145
4072	4112	RIGHT-OF-WAY	acre	22.6	0	0
4072	5007	STREETFRONT COMMERCIAL	acre	0.4	473	342
4072	5008	SERVICE STATION	acre	0.5	2136	1560
4072	5009	OTHER COMMERCIAL	acre	1.0	121	89
4072		TOTAL			4659	3531
4073	101	SINGLE FAMILY	du	76.0	797	550
4073	4112	RIGHT-OF-WAY	acre	22.6	0	0
4073	4113	COMMUNICATION OR UTILITY	acre	0.6	1	1
4073	6806	ELEMENTARY SCHOOL	site	1.0	2279	1258
4073	7601	ACTIVE PARK	acre	23.4	1477	960
4073	9101	INACTIVE USE	acre	1.5	0	0
4073		TOTAL			4554	2769
4074	4112	RIGHT-OF-WAY	acre	2.1	0	0
4074	7604	ACTIVE BEACH	unique	72.8	10971	7068
4074		TOTAL			10971	7068
4075	6701	MILITARY USE	unique	0.0	35337	28947
4075	9101	INACTIVE USE	acre	103.2	0	0
4075		TOTAL			35337	28947
4076	101	SINGLE FAMILY	du	723.0	6683	5016
4076	4112	RIGHT-OF-WAY	acre	1.3	0	0
4076	6806	ELEMENTARY SCHOOL	site	1.0	2271	1251
4076	7601	ACTIVE PARK	acre	14.0	884	575
4076	9101	INACTIVE USE	acre	38.3	0	0
4076		TOTAL			9838	6842
4077	101	SINGLE FAMILY	du	22.0	242	161
4077	102	MULTI-FAMILY	du	208.0	1947	1246
4077	4112	RIGHT-OF-WAY	acre	3.5	0	0
4077	9101	INACTIVE USE	acre	1.0	0	0
4077	9701	MIXED USE 77% STREETFRONT	acre	6.4	6081	4425
4077		TOTAL			8270	5832
4078	101	SINGLE FAMILY	du	89.0	962	647
4078	102	MULTI-FAMILY	du	362.0	3315	2153
4078	4112	RIGHT-OF-WAY	acre	5.1	0	0
4078	9101	INACTIVE USE	acre	3.1	0	0
4078	9500	UNDER CONTRUCTION	acre	1.4	8	6
4078		TOTAL			4285	2806
4079	101	SINGLE FAMILY	du	335.0	3619	2441

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4079	102	MULTI-FAMILY	du	72.0	668	432
4079	1502	HIGH-RISE HOTEL	acre	0.8	1201	724
4079	4112	RIGHT-OF-WAY	acre	28.9	0	0
4079	5007	STREETFRONT COMMERCIAL	acre	0.2	177	128
4079	5008	SERVICE STATION	acre	0.9	3397	2480
4079	5009	OTHER COMMERCIAL	acre	0.2	22	17
4079	6102	CHURCH	acre	0.2	10	8
4079	6806	ELEMENTARY SCHOOL	site	1.0	2255	1237
4079	9101	INACTIVE USE	acre	1.4	0	0
4079		TOTAL			11349	7467
4080	101	SINGLE FAMILY	du	403.0	4400	2944
4080	102	MULTI-FAMILY	du	73.0	677	438
4080	4112	RIGHT-OF-WAY	acre	22.6	0	0
4080	5009	OTHER COMMERCIAL	acre	0.3	40	30
4080	6102	CHURCH	acre	1.9	93	71
4080	9101	INACTIVE USE	acre	4.2	0	0
4080		TOTAL			5210	3483
4081	101	SINGLE FAMILY	du	143.0	1543	1038
4081	102	MULTI-FAMILY	du	111.0	1035	659
4081	4112	RIGHT-OF-WAY	acre	17.8	0	0
4081	4113	COMMUNICATION OR UTILITY	acre	0.9	5	4
4081	5007	STREETFRONT COMMERCIAL	acre	0.8	930	671
4081	6102	CHURCH	acre	1.5	76	58
4081	7601	ACTIVE PARK	acre	13.0	824	535
4081	9101	INACTIVE USE	acre	28.7	0	0
4081	9702	MIXED USE 67% STREETFRONT	acre	0.3	236	172
4081		TOTAL			4649	3137
4082	101	SINGLE FAMILY	du	194.0	2008	1396
4082	102	MULTI-FAMILY	du	654.0	5834	3858
4082	4112	RIGHT-OF-WAY	acre	13.2	0	0
4082		TOTAL			7842	5254
4083	101	SINGLE FAMILY	du	54.0	333	228
4083	4112	RIGHT-OF-WAY	acre	12.6	0	0
4083	8003	FIELD CROPS	acre	6.3	0	0
4083	9101	INACTIVE USE	acre	832.6	0	0
4083		TOTAL			333	228
4084	101	SINGLE FAMILY	du	83.0	906	607
4084	102	MULTI-FAMILY	du	60.0	542	359
4084	4112	RIGHT-OF-WAY	acre	13.5	0	0
4084	5007	STREETFRONT COMMERCIAL	acre	0.9	1118	809
4084	6002	LOW RISE OFFICE	acre	0.3	79	60
4084	6102	CHURCH	acre	2.2	106	82
4084	6502	HOSPITAL	acre	20.0	6991	5276
4084	6809	OTHER SCHOOL	acre	9.5	1739	1436
4084	9101	INACTIVE USE	acre	14.9	0	0
4084		TOTAL			11481	8629

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4085	101	SINGLE FAMILY	du	215.0	1307	910
4085	4112	RIGHT-OF-WAY	acre	39.0	0	0
4085	4113	COMMUNICATION OR UTILITY	acre	1.7	3	3
4085	5007	STREETFRONT COMMERCIAL	acre	0.2	199	144
4085	8003	FIELD CROPS	acre	9.5	1	0
4085	9101	INACTIVE USE	acre	391.1	0	0
4085		TOTAL			1510	1057
4086	101	SINGLE FAMILY	du	41.0	395	287
4086	102	MULTI-FAMILY	du	149.0	1195	849
4086	1501	LOW-RISE HOTEL OR MOTEL	acre	0.7	239	148
4086	4112	RIGHT-OF-WAY	acre	15.3	0	0
4086	5007	STREETFRONT COMMERCIAL	acre	5.7	7140	5224
4086	5009	OTHER COMMERCIAL	acre	0.3	38	27
4086	6002	LOW RISE OFFICE	acre	2.8	1275	1030
4086	6003	GOV'T OFFICE OR CENTER	acre	0.6	553	412
4086	6104	POST OFFICE	acre	0.5	520	368
4086	6509	OTHER HEALTH CARE	acre	0.2	87	65
4086		TOTAL			11442	8410
4087	101	SINGLE FAMILY	du	109.0	1170	790
4087	102	MULTI-FAMILY	du	131.0	1186	779
4087	4112	RIGHT-OF-WAY	acre	19.2	0	0
4087	5007	STREETFRONT COMMERCIAL	acre	1.3	1490	1076
4087	5008	SERVICE STATION	acre	0.5	2050	1497
4087	6102	CHURCH	acre	1.4	92	73
4087	6109	OTHER PUBLIC SERVICE	acre	0.9	293	207
4087	6701	MILITARY USE	acre	3.8	0	0
4087	9101	INACTIVE USE	acre	0.6	0	0
4087		TOTAL			6281	4422
4088	101	SINGLE FAMILY	du	162.0	1703	1173
4088	102	MULTI-FAMILY	du	51.0	471	307
4088	4112	RIGHT-OF-WAY	acre	7.3	0	0
4088	4113	COMMUNICATION OR UTILITY	acre	0.2	1	0
4088	9101	INACTIVE USE	acre	0.3	0	0
4088		TOTAL			2175	1480
4089	101	SINGLE FAMILY	du	179.0	1937	1303
4089	102	MULTI-FAMILY	du	351.0	3253	2097
4089	4112	RIGHT-OF-WAY	acre	9.2	0	0
4089	5007	STREETFRONT COMMERCIAL	acre	0.2	292	211
4089	9701	MIXED USE 77% STREETFRONT	acre	4.8	4548	3309
4089		TOTAL			10030	6920
4090	101	SINGLE FAMILY	du	108.0	1470	1057
4090	4112	RIGHT-OF-WAY	acre	27.6	0	0
4090	7204	GOLF COURSE	acre	118.8	2	2
4090	7205	GOLF CLUB HOUSE	site	1.0	725	504
4090	7601	ACTIVE PARK	acre	31.1	1964	1277
4090	9101	INACTIVE USE	acre	101.1	0	0
4090		TOTAL			4161	2840

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4091	101	SINGLE FAMILY	du	200.0	1266	858
4091	1409	OTHER GROUP QUARTERS	acre	3.8	10	8
4091	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	81	49
4091	2105	PUBLIC STORAGE	acre	2.7	49	41
4091	2301	JUNKYARD/DUMP/LANDFILL	acre	28.6	179	144
4091	4112	RIGHT-OF-WAY	acre	64.8	0	0
4091	4113	COMMUNICATION OR UTILITY	acre	0.2	0	0
4091	5009	OTHER COMMERCIAL	acre	1.9	140	102
4091	8002	INTENSIVE AGRICULTURE	acre	21.0	3	3
4091	8003	FIELD CROPS	acre	219.4	12	10
4091	9101	INACTIVE USE	acre	3738.2	0	0
4091		TOTAL			1740	1215
4092	101	SINGLE FAMILY	du	59.0	355	249
4092	4112	RIGHT-OF-WAY	acre	156.1	0	0
4092	6509	OTHER HEALTH CARE	acre	2.0	604	450
4092		TOTAL			959	699
4093	101	SINGLE FAMILY	du	201.0	2188	1463
4093	102	MULTI-FAMILY	du	119.0	1119	713
4093	4112	RIGHT-OF-WAY	acre	13.8	0	0
4093	5007	STREETFRONT COMMERCIAL	acre	0.2	239	173
4093	9101	INACTIVE USE	acre	0.4	0	0
4093	9701	MIXED USE 77% STREETFRONT	acre	2.8	2678	1949
4093		TOTAL			6224	4298
4094	101	SINGLE FAMILY	du	90.0	878	635
4094	102	MULTI-FAMILY	du	120.0	972	689
4094	1501	LOW-RISE HOTEL OR MOTEL	acre	1.9	684	429
4094	1503	RESORT	acre	0.5	78	47
4094	4112	RIGHT-OF-WAY	acre	10.7	0	0
4094	6109	OTHER PUBLIC SERVICE	acre	0.2	54	38
4094	7207	MARINA	acre	16.8	623	419
4094	7210	OTHER RECREATION-HIGH	acre	1.9	99	66
4094	9101	INACTIVE USE	acre	2.2	0	0
4094	9500	UNDER CONTRUCTION	acre	0.2	1	1
4094		TOTAL			3389	2324
4095	101	SINGLE FAMILY	du	101.0	1085	736
4095	102	MULTI-FAMILY	du	116.0	1046	690
4095	1409	OTHER GROUP QUARTERS	acre	5.2	20	15
4095	4112	RIGHT-OF-WAY	acre	19.1	0	0
4095	6102	CHURCH	acre	1.2	59	46
4095	6509	OTHER HEALTH CARE	acre	5.1	2337	1740
4095	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
4095	9101	INACTIVE USE	acre	1.8	0	0
4095		TOTAL			4547	3227
4096	101	SINGLE FAMILY	du	174.0	1793	1247
4096	4112	RIGHT-OF-WAY	acre	13.9	0	0
4096	5004	NEIGHBORHOOD COMMERCIAL	acre	9.9	12073	8490

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4096	5007	STREETFRONT COMMERCIAL	acre	0.9	1062	768
4096	5008	SERVICE STATION	acre	1.0	4139	3022
4096	9101	INACTIVE USE	acre	2.1	0	0
4096		TOTAL			19067	13527
4097	101	SINGLE FAMILY	du	85.0	933	660
4097	4112	RIGHT-OF-WAY	acre	48.3	0	0
4097	6105	FIRE OR POLICE STATION	site	1.0	254	183
4097	8003	FIELD CROPS	acre	8.2	1	0
4097	9101	INACTIVE USE	acre	1595.0	0	0
4097		TOTAL			1188	843
4098	101	SINGLE FAMILY	du	292.0	3014	2095
4098	4112	RIGHT-OF-WAY	acre	27.4	0	0
4098	6806	ELEMENTARY SCHOOL	site	1.0	2367	1334
4098	7601	ACTIVE PARK	acre	12.0	761	494
4098	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
4098		TOTAL			6142	3923
4099	4113	COMMUNICATION OR UTILITY	acre	39.1	115	88
4099	7204	GOLF COURSE	acre	242.6	51	44
4099	9101	INACTIVE USE	acre	235.7	0	0
4099		TOTAL			166	132
4100	101	SINGLE FAMILY	du	77.0	1041	752
4100	4112	RIGHT-OF-WAY	acre	84.1	0	0
4100	4113	COMMUNICATION OR UTILITY	acre	169.4	498	383
4100	8002	INTENSIVE AGRICULTURE	acre	16.7	14	11
4100	9101	INACTIVE USE	acre	733.2	0	0
4100		TOTAL			1553	1146
4101	101	SINGLE FAMILY	du	185.0	2008	1348
4101	102	MULTI-FAMILY	du	153.0	1435	920
4101	4112	RIGHT-OF-WAY	acre	13.8	0	0
4101	9101	INACTIVE USE	acre	0.3	0	0
4101		TOTAL			3443	2268
4102	101	SINGLE FAMILY	du	862.0	8874	6200
4102	102	MULTI-FAMILY	du	102.0	909	607
4102	4112	RIGHT-OF-WAY	acre	46.4	0	0
4102		TOTAL			9783	6807
4103	101	SINGLE FAMILY	du	146.0	1624	1139
4103	4112	RIGHT-OF-WAY	acre	10.5	0	0
4103	9101	INACTIVE USE	acre	424.1	0	0
4103		TOTAL			1624	1139
4104	101	SINGLE FAMILY	du	52.0	533	373
4104	102	MULTI-FAMILY	du	675.0	5863	3940
4104	4112	RIGHT-OF-WAY	acre	2.8	0	0
4104	5004	NEIGHBORHOOD COMMERCIAL	acre	7.5	9074	6366

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4104	6102	CHURCH	acre	0.7	33	26
4104	6509	OTHER HEALTH CARE	acre	0.4	251	194
4104		TOTAL			15754	10899
4105	101	SINGLE FAMILY	du	275.0	2957	1999
4105	102	MULTI-FAMILY	du	69.0	645	413
4105	4112	RIGHT-OF-WAY	acre	13.0	0	0
4105	9101	INACTIVE USE	acre	0.2	0	0
4105	9500	UNDER CONTRUCTION	acre	0.2	1	1
4105		TOTAL			3603	2413
4106	101	SINGLE FAMILY	du	37.0	391	266
4106	102	MULTI-FAMILY	du	228.0	2094	1357
4106	4112	RIGHT-OF-WAY	acre	9.3	0	0
4106	5007	STREETFRONT COMMERCIAL	acre	1.2	1469	1064
4106	5009	OTHER COMMERCIAL	acre	0.2	24	18
4106	6102	CHURCH	acre	0.2	10	8
4106	9700	MIXED USE 67% STREETFRONT	acre	1.4	1148	835
4106	9701	MIXED USE 77% STREETFRONT	acre	6.3	6027	4386
4106		TOTAL			11163	7934
4107	101	SINGLE FAMILY	du	404.0	4032	2874
4107	102	MULTI-FAMILY	du	302.0	2561	1763
4107	4112	RIGHT-OF-WAY	acre	18.1	0	0
4107	5009	OTHER COMMERCIAL	acre	0.0	20	17
4107	6002	LOW RISE OFFICE	acre	0.7	189	145
4107	7607	RESIDENTIAL RECREATION	acre	4.1	0	0
4107	9101	INACTIVE USE	acre	21.9	0	0
4107		TOTAL			6802	4799
4108	101	SINGLE FAMILY	du	340.0	3530	2443
4108	4112	RIGHT-OF-WAY	acre	10.3	0	0
4108		TOTAL			3530	2443
4109	101	SINGLE FAMILY	du	243.0	2594	1764
4109	102	MULTI-FAMILY	du	51.0	465	304
4109	4112	RIGHT-OF-WAY	acre	21.6	0	0
4109	4114	PARKING	acre	0.4	0	0
4109	5007	STREETFRONT COMMERCIAL	acre	0.2	278	202
4109	6002	LOW RISE OFFICE	acre	0.2	53	40
4109	6102	CHURCH	acre	2.9	175	138
4109		TOTAL			3565	2448
4110	101	SINGLE FAMILY	du	235.0	2549	1705
4110	4112	RIGHT-OF-WAY	acre	13.2	0	0
4110	6102	CHURCH	acre	1.4	70	54
4110	6806	ELEMENTARY SCHOOL	site	1.0	2287	1265
4110		TOTAL			4906	3024
4111	101	SINGLE FAMILY	du	6.0	63	43
4111	102	MULTI-FAMILY	du	221.0	2007	1316

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4111	4112	RIGHT-OF-WAY	acre	12.0	0	0
4111	5007	STREETFRONT COMMERCIAL	acre	2.0	2413	1748
4111	5009	OTHER COMMERCIAL	acre	0.6	91	70
4111	9101	INACTIVE USE	acre	0.1	0	0
4111	9701	MIXED USE 77% STREETFRONT	acre	7.1	6730	4898
4111		TOTAL			11304	8075
4112	101	SINGLE FAMILY	du	470.0	4883	3386
4112	102	MULTI-FAMILY	du	20.0	180	119
4112	4112	RIGHT-OF-WAY	acre	19.9	0	0
4112	6804	SENIOR HIGH SCHOOL	site	1.0	5824	2610
4112	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
4112	7601	ACTIVE PARK	acre	9.5	603	392
4112	9101	INACTIVE USE	acre	1.2	0	0
4112		TOTAL			13716	7719
4113	1503	RESORT	acre	20.6	4163	2785
4113	4112	RIGHT-OF-WAY	acre	0.2	0	0
4113	4114	PARKING	acre	2.9	0	0
4113	7604	ACTIVE BEACH	acre	16.8	56	36
4113	9101	INACTIVE USE	acre	0.2	0	0
4113		TOTAL			4219	2821
4114	101	SINGLE FAMILY	du	655.0	6794	4712
4114	102	MULTI-FAMILY	du	104.0	922	612
4114	4112	RIGHT-OF-WAY	acre	22.1	0	0
4114	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
4114		TOTAL			7716	5324
4115	101	SINGLE FAMILY	du	165.0	1732	1189
4115	102	MULTI-FAMILY	du	142.0	1267	838
4115	1409	OTHER GROUP QUARTERS	acre	2.6	10	8
4115	4112	RIGHT-OF-WAY	acre	16.6	0	0
4115	5004	NEIGHBORHOOD COMMERCIAL	acre	3.1	3834	2706
4115	5007	STREETFRONT COMMERCIAL	acre	0.5	716	533
4115	6002	LOW RISE OFFICE	acre	1.4	339	256
4115	6509	OTHER HEALTH CARE	acre	1.0	447	329
4115	9101	INACTIVE USE	acre	2.0	0	0
4115		TOTAL			8345	5859
4116		TOTAL			0	0
4117	101	SINGLE FAMILY	du	501.0	5288	3618
4117	102	MULTI-FAMILY	du	16.0	143	94
4117	4112	RIGHT-OF-WAY	acre	30.3	0	0
4117	6002	LOW RISE OFFICE	acre	1.5	398	304
4117	6102	CHURCH	acre	2.5	125	96
4117		TOTAL			5954	4112
4118	101	SINGLE FAMILY	du	219.0	2358	1591

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4118	102	MULTI-FAMILY	du	200.0	1831	1187
4118	4112	RIGHT-OF-WAY	acre	13.1	0	0
4118	5004	NEIGHBORHOOD COMMERCIAL	acre	1.3	1736	1241
4118	5007	STREETFRONT COMMERCIAL	acre	0.8	945	683
4118	6002	LOW RISE OFFICE	acre	0.5	122	92
4118	6102	CHURCH	acre	2.0	99	76
4118	6509	OTHER HEALTH CARE	acre	0.2	98	73
4118	9101	INACTIVE USE	acre	0.9	0	0
4118		TOTAL			7189	4943
4119	101	SINGLE FAMILY	du	211.0	2208	1525
4119	4112	RIGHT-OF-WAY	acre	18.1	0	0
4119	4114	PARKING	acre	0.3	0	0
4119	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2337	1656
4119	5006	AUTO COMMERCIAL	acre	1.6	732	525
4119	6806	ELEMENTARY SCHOOL	site	1.0	2229	1215
4119	6809	OTHER SCHOOL	acre	0.6	107	88
4119	9101	INACTIVE USE	acre	1.0	0	0
4119		TOTAL			7613	5009
4120	101	SINGLE FAMILY	du	156.0	1641	1127
4120	102	MULTI-FAMILY	du	98.0	881	579
4120	1501	LOW-RISE HOTEL OR MOTEL	acre	1.3	403	243
4120	4112	RIGHT-OF-WAY	acre	13.1	0	0
4120	4114	PARKING	acre	0.3	0	0
4120	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3118	2197
4120	5007	STREETFRONT COMMERCIAL	acre	0.5	588	426
4120	6002	LOW RISE OFFICE	acre	0.4	152	121
4120	6102	CHURCH	acre	0.4	20	15
4120	9101	INACTIVE USE	acre	1.8	0	0
4120		TOTAL			6803	4708
4121	6701	MILITARY USE	unique	0.0	16904	13847
4121		TOTAL			16904	13847
4122	102	MULTI-FAMILY	du	1466.0	12157	8490
4122	4112	RIGHT-OF-WAY	acre	10.9	0	0
4122	4119	OTHER TRANSPORTATION	acre	1.9	196	148
4122	5007	STREETFRONT COMMERCIAL	acre	0.7	848	615
4122	6003	GOV'T OFFICE OR CENTER	acre	0.7	786	597
4122	7207	MARINA	acre	5.8	273	195
4122	7210	OTHER RECREATION-HIGH	acre	1.3	71	49
4122	7601	ACTIVE PARK	acre	5.4	344	224
4122	7604	ACTIVE BEACH	acre	4.9	17	11
4122	9101	INACTIVE USE	acre	0.0	0	0
4122		TOTAL			14692	10329
4123	9101	INACTIVE USE	acre	937.5	0	0
4123		TOTAL			0	0

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4124	101	SINGLE FAMILY	du	63.0	375	267
4124	103	MOBILE HOME PARK	du	30.0	109	71
4124	4112	RIGHT-OF-WAY	acre	6.7	0	0
4124	8003	FIELD CROPS	acre	553.7	31	24
4124	9101	INACTIVE USE	acre	686.7	0	0
4124		TOTAL			515	362
4125	101	SINGLE FAMILY	du	36.0	373	258
4125	102	MULTI-FAMILY	du	5.0	44	30
4125	4112	RIGHT-OF-WAY	acre	3.6	0	0
4125	5007	STREETFRONT COMMERCIAL	acre	2.9	3501	2538
4125	9101	INACTIVE USE	acre	0.1	0	0
4125		TOTAL			3918	2826
4126	101	SINGLE FAMILY	du	328.0	3291	2343
4126	4112	RIGHT-OF-WAY	acre	63.7	0	0
4126	4113	COMMUNICATION OR UTILITY	acre	1.6	5	4
4126	6102	CHURCH	acre	3.3	163	126
4126	9101	INACTIVE USE	acre	31.1	0	0
4126		TOTAL			3459	2473
4127	101	SINGLE FAMILY	du	194.0	2039	1400
4127	4112	RIGHT-OF-WAY	acre	18.2	0	0
4127	5004	NEIGHBORHOOD COMMERCIAL	acre	4.5	5784	4107
4127	9101	INACTIVE USE	acre	2.2	0	0
4127		TOTAL			7823	5507
4128	101	SINGLE FAMILY	du	10.0	103	71
4128	1501	LOW-RISE HOTEL OR MOTEL	acre	2.0	691	425
4128	1502	HIGH-RISE HOTEL	acre	1.5	2233	1346
4128	4112	RIGHT-OF-WAY	acre	9.9	0	0
4128	5007	STREETFRONT COMMERCIAL	acre	3.6	4382	3178
4128	5009	OTHER COMMERCIAL	acre	2.3	279	206
4128	6002	LOW RISE OFFICE	acre	0.7	162	122
4128	9101	INACTIVE USE	acre	0.6	0	0
4128		TOTAL			7850	5348
4129	101	SINGLE FAMILY	du	166.0	1772	1204
4129	102	MULTI-FAMILY	du	92.0	838	547
4129	4112	RIGHT-OF-WAY	acre	15.2	0	0
4129	5007	STREETFRONT COMMERCIAL	acre	2.6	3122	2267
4129	5009	OTHER COMMERCIAL	acre	0.1	7	5
4129	6002	LOW RISE OFFICE	acre	2.4	664	510
4129	6102	CHURCH	acre	0.3	16	12
4129	6509	OTHER HEALTH CARE	acre	0.1	29	21
4129	9101	INACTIVE USE	acre	0.6	0	0
4129		TOTAL			6448	4566
4130	101	SINGLE FAMILY	du	561.0	5827	4043
4130	102	MULTI-FAMILY	du	13.0	116	77
4130	4112	RIGHT-OF-WAY	acre	27.5	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4130	6002	LOW RISE OFFICE	acre	1.2	307	234
4130	6104	POST OFFICE	acre	0.1	184	135
4130		TOTAL			6434	4489
4131	101	SINGLE FAMILY	du	43.0	445	311
4131	102	MULTI-FAMILY	du	27.0	237	159
4131	1501	LOW-RISE HOTEL OR MOTEL	acre	0.8	245	148
4131	4112	RIGHT-OF-WAY	acre	6.4	0	0
4131	5004	NEIGHBORHOOD COMMERCIAL	acre	7.9	9877	6977
4131	5008	SERVICE STATION	acre	0.4	1746	1275
4131	9101	INACTIVE USE	acre	1.5	0	0
4131		TOTAL			12550	8870
4132	101	SINGLE FAMILY	du	35.0	373	253
4132	102	MULTI-FAMILY	du	102.0	928	604
4132	4112	RIGHT-OF-WAY	acre	2.7	0	0
4132	5004	NEIGHBORHOOD COMMERCIAL	acre	12.5	15493	10927
4132	5007	STREETFRONT COMMERCIAL	acre	0.5	582	420
4132	5008	SERVICE STATION	acre	0.4	1586	1158
4132	6002	LOW RISE OFFICE	acre	1.0	247	187
4132	9101	INACTIVE USE	acre	0.6	0	0
4132	9500	UNDER CONTRUCTION	acre	1.7	10	7
4132		TOTAL			19219	13556
4133	101	SINGLE FAMILY	du	10.0	105	72
4133	102	MULTI-FAMILY	du	54.0	482	320
4133	4112	RIGHT-OF-WAY	acre	3.0	0	0
4133	5004	NEIGHBORHOOD COMMERCIAL	acre	3.7	4608	3254
4133		TOTAL			5195	3646
4134	101	SINGLE FAMILY	du	100.0	1038	717
4134	102	MULTI-FAMILY	du	176.0	1583	1039
4134	4112	RIGHT-OF-WAY	acre	13.4	0	0
4134	5004	NEIGHBORHOOD COMMERCIAL	acre	6.8	8451	5965
4134	5008	SERVICE STATION	acre	0.5	1893	1382
4134	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
4134		TOTAL			12965	9103
4135	101	SINGLE FAMILY	du	65.0	393	273
4135	4112	RIGHT-OF-WAY	acre	24.8	0	0
4135	8002	INTENSIVE AGRICULTURE	acre	13.3	2	2
4135	8003	FIELD CROPS	acre	201.5	11	9
4135	9101	INACTIVE USE	acre	5025.9	0	0
4135		TOTAL			406	284
4136	101	SINGLE FAMILY	du	308.0	3238	2225
4136	102	MULTI-FAMILY	du	71.0	631	420
4136	4112	RIGHT-OF-WAY	acre	16.3	0	0
4136	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
4136	5007	STREETFRONT COMMERCIAL	acre	1.9	2255	1629
4136	6102	CHURCH	acre	3.3	170	132

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4136	9101	INACTIVE USE	acre	3.8	0	0
4136		TOTAL			6295	4407
4137	101	SINGLE FAMILY	du	9.0	94	65
4137	102	MULTI-FAMILY	du	96.0	869	571
4137	4112	RIGHT-OF-WAY	acre	2.5	0	0
4137	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2312	1637
4137	5007	STREETFRONT COMMERCIAL	acre	3.2	3896	2823
4137	6102	CHURCH	acre	0.7	34	26
4137	6806	ELEMENTARY SCHOOL	site	1.0	2244	1227
4137		TOTAL			9449	6349
4138	101	SINGLE FAMILY	du	255.0	3469	2495
4138	4112	RIGHT-OF-WAY	acre	12.8	0	0
4138	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
4138	5009	OTHER COMMERCIAL	acre	1.0	107	78
4138	6806	ELEMENTARY SCHOOL	site	1.0	2228	1213
4138	9101	INACTIVE USE	acre	3.6	0	0
4138	9500	UNDER CONTRUCTION	acre	0.3	2	1
4138		TOTAL			5806	3787
4139	101	SINGLE FAMILY	du	403.0	4153	2904
4139	4112	RIGHT-OF-WAY	acre	21.7	0	0
4139	6102	CHURCH	acre	1.1	148	123
4139	6103	LIBRARY	acre	0.4	192	134
4139	6509	OTHER HEALTH CARE	acre	0.2	89	65
4139	6806	ELEMENTARY SCHOOL	site	1.0	2147	1144
4139		TOTAL			6729	4370
4140	101	SINGLE FAMILY	du	309.0	4169	3023
4140	4112	RIGHT-OF-WAY	acre	90.8	0	0
4140	4113	COMMUNICATION OR UTILITY	acre	7.3	21	16
4140	4114	PARKING	acre	0.3	0	0
4140	9101	INACTIVE USE	acre	145.3	0	0
4140		TOTAL			4190	3039
4141	101	SINGLE FAMILY	du	443.0	4862	3454
4141	4112	RIGHT-OF-WAY	acre	45.5	0	0
4141	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
4141	7607	RESIDENTIAL RECREATION	acre	1.7	0	0
4141	9101	INACTIVE USE	acre	334.8	0	0
4141		TOTAL			4863	3455
4142	101	SINGLE FAMILY	du	104.0	1084	748
4142	102	MULTI-FAMILY	du	376.0	3329	2215
4142	1501	LOW-RISE HOTEL OR MOTEL	acre	0.9	273	164
4142	4112	RIGHT-OF-WAY	acre	21.1	0	0
4142	5007	STREETFRONT COMMERCIAL	acre	1.5	1758	1275
4142	5008	SERVICE STATION	acre	0.7	2605	1902
4142	6102	CHURCH	acre	2.8	136	105
4142	7601	ACTIVE PARK	acre	0.2	12	8

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4142	9101	INACTIVE USE	acre	6.2	0	0
4142		TOTAL			9197	6417
4143	5003	COMMUNITY COMMERCIAL	acre	9.4	7404	5236
4143	5004	NEIGHBORHOOD COMMERCIAL	acre	13.6	16647	11715
4143		TOTAL			24051	16951
4144	7201	TOURIST ATTRACTION	unique	0.0	9281	5975
4144		TOTAL			9281	5975
4145	101	SINGLE FAMILY	du	1.0	10	7
4145	102	MULTI-FAMILY	du	58.0	508	342
4145	4112	RIGHT-OF-WAY	acre	5.8	0	0
4145	5003	COMMUNITY COMMERCIAL	acre	14.5	11352	8020
4145	5004	NEIGHBORHOOD COMMERCIAL	acre	6.0	7393	5205
4145	6109	OTHER PUBLIC SERVICE	acre	0.4	127	89
4145	9101	INACTIVE USE	acre	1.0	0	0
4145		TOTAL			19390	13663
4146	101	SINGLE FAMILY	du	152.0	1565	1092
4146	102	MULTI-FAMILY	du	121.0	1061	713
4146	4112	RIGHT-OF-WAY	acre	11.7	0	0
4146	4114	PARKING	acre	1.4	0	0
4146	6102	CHURCH	acre	0.1	6	5
4146	6109	OTHER PUBLIC SERVICE	acre	0.9	305	217
4146	6509	OTHER HEALTH CARE	acre	0.5	201	148
4146	7601	ACTIVE PARK	acre	0.3	22	14
4146	9101	INACTIVE USE	acre	0.1	0	0
4146		TOTAL			3160	2189
4147	101	SINGLE FAMILY	du	52.0	545	391
4147	102	MULTI-FAMILY	du	181.0	1642	1072
4147	2103	LIGHT INDUSTRY	acre	2.3	428	364
4147	4112	RIGHT-OF-WAY	acre	13.0	0	0
4147	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
4147	4114	PARKING	acre	0.2	0	0
4147	5006	AUTO COMMERCIAL	acre	1.1	457	324
4147	5007	STREETFRONT COMMERCIAL	acre	3.9	4701	3410
4147	5009	OTHER COMMERCIAL	acre	1.0	110	80
4147	6002	LOW RISE OFFICE	acre	0.7	195	151
4147	6102	CHURCH	acre	0.2	13	10
4147	6809	OTHER SCHOOL	acre	3.3	612	506
4147	9101	INACTIVE USE	acre	0.2	0	0
4147		TOTAL			8704	6309
4148	101	SINGLE FAMILY	du	1.0	13	10
4148	4112	RIGHT-OF-WAY	acre	25.9	0	0
4148	9101	INACTIVE USE	acre	259.1	0	0
4148		TOTAL			13	10
4149	101	SINGLE FAMILY	du	18.0	102	74

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4149	4112	RIGHT-OF-WAY	acre	151.2	0	0
4149	5009	OTHER COMMERCIAL	acre	3.9	285	206
4149	7210	OTHER RECREATION-HIGH	acre	57.8	2050	1379
4149	8003	FIELD CROPS	acre	130.6	7	6
4149	9101	INACTIVE USE	acre	477.5	0	0
4149		TOTAL			2444	1665
4150	101	SINGLE FAMILY	du	345.0	3643	2501
4150	102	MULTI-FAMILY	du	177.0	1621	1058
4150	4112	RIGHT-OF-WAY	acre	20.1	0	0
4150	5007	STREETFRONT COMMERCIAL	acre	0.3	314	226
4150	6002	LOW RISE OFFICE	acre	0.1	27	21
4150	6102	CHURCH	acre	0.9	46	35
4150	9101	INACTIVE USE	acre	0.9	0	0
4150		TOTAL			5651	3841
4151	101	SINGLE FAMILY	du	289.0	3014	2085
4151	4112	RIGHT-OF-WAY	acre	19.9	0	0
4151	9101	INACTIVE USE	acre	1.0	0	0
4151		TOTAL			3014	2085
4152	101	SINGLE FAMILY	du	268.0	2853	1942
4152	102	MULTI-FAMILY	du	16.0	145	96
4152	4112	RIGHT-OF-WAY	acre	14.4	0	0
4152	6102	CHURCH	acre	0.5	25	20
4152	6105	FIRE OR POLICE STATION	site	1.0	254	184
4152	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4306	2568
4152	6806	ELEMENTARY SCHOOL	site	1.0	2263	1244
4152	9101	INACTIVE USE	acre	3.5	0	0
4152	9500	UNDER CONTRUCTION	acre	0.3	2	1
4152		TOTAL			9848	6055
4153	101	SINGLE FAMILY	du	71.0	759	546
4153	102	MULTI-FAMILY	du	10.0	91	63
4153	2103	LIGHT INDUSTRY	acre	4.6	687	580
4153	4112	RIGHT-OF-WAY	acre	22.6	0	0
4153	4114	PARKING	acre	0.2	0	0
4153	5009	OTHER COMMERCIAL	acre	2.0	264	198
4153	6002	LOW RISE OFFICE	acre	0.1	21	16
4153	6102	CHURCH	acre	0.4	18	14
4153	9101	INACTIVE USE	acre	0.6	0	0
4153		TOTAL			1840	1417
4154	101	SINGLE FAMILY	du	1.0	9	7
4154	2103	LIGHT INDUSTRY	acre	9.6	540	437
4154	4112	RIGHT-OF-WAY	acre	14.1	0	0
4154	9101	INACTIVE USE	acre	0.5	0	0
4154		TOTAL			549	444
4155	101	SINGLE FAMILY	du	292.0	3032	2099
4155	102	MULTI-FAMILY	du	217.0	1931	1280

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4155	4112	RIGHT-OF-WAY	acre	16.6	0	0
4155	5007	STREETFRONT COMMERCIAL	acre	0.8	967	698
4155	6807	SCHOOL DISTRICT OFFICE	acre	3.8	1424	1142
4155	9101	INACTIVE USE	acre	1.9	0	0
4155		TOTAL			7354	5219
4156	101	SINGLE FAMILY	du	22.0	221	158
4156	102	MULTI-FAMILY	du	42.0	369	247
4156	4112	RIGHT-OF-WAY	acre	4.3	0	0
4156	5007	STREETFRONT COMMERCIAL	acre	7.3	8704	6302
4156	5008	SERVICE STATION	acre	0.5	2008	1466
4156	6002	LOW RISE OFFICE	acre	0.2	40	31
4156	6104	POST OFFICE	acre	1.0	1033	723
4156	9101	INACTIVE USE	acre	0.5	0	0
4156		TOTAL			12375	8927
4157	101	SINGLE FAMILY	du	683.0	9307	6721
4157	4112	RIGHT-OF-WAY	acre	48.8	0	0
4157	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
4157	9101	INACTIVE USE	acre	105.8	0	0
4157		TOTAL			9308	6722
4158	101	SINGLE FAMILY	du	201.0	2151	1457
4158	102	MULTI-FAMILY	du	47.0	423	279
4158	4112	RIGHT-OF-WAY	acre	9.6	0	0
4158	9101	INACTIVE USE	acre	1.2	0	0
4158		TOTAL			2574	1736
4159	101	SINGLE FAMILY	du	69.0	709	496
4159	102	MULTI-FAMILY	du	385.0	3430	2267
4159	4112	RIGHT-OF-WAY	acre	12.6	0	0
4159	5007	STREETFRONT COMMERCIAL	acre	0.1	95	69
4159	6003	GOV'T OFFICE OR CENTER	acre	3.0	3537	2707
4159	6103	LIBRARY	acre	1.8	710	481
4159	6105	FIRE OR POLICE STATION	site	1.0	264	192
4159	6109	OTHER PUBLIC SERVICE	acre	1.7	549	388
4159	7601	ACTIVE PARK	acre	23.1	1527	1007
4159		TOTAL			10821	7607
4160	101	SINGLE FAMILY	du	22.0	224	157
4160	102	MULTI-FAMILY	du	140.0	1231	823
4160	4112	RIGHT-OF-WAY	acre	26.4	0	0
4160	5007	STREETFRONT COMMERCIAL	acre	0.9	1031	745
4160	6806	ELEMENTARY SCHOOL	site	1.0	2229	1215
4160	7204	GOLF COURSE	acre	21.4	0	0
4160	7601	ACTIVE PARK	acre	18.1	1160	757
4160	9101	INACTIVE USE	acre	0.2	0	0
4160		TOTAL			5875	3697
4161	101	SINGLE FAMILY	du	249.0	2483	1775
4161	4112	RIGHT-OF-WAY	acre	44.7	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4161	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
4161	6109	OTHER PUBLIC SERVICE	acre	1.0	342	242
4161	9101	INACTIVE USE	acre	33.4	0	0
4161		TOTAL			2825	2017
4162	101	SINGLE FAMILY	du	626.0	6549	4526
4162	1409	OTHER GROUP QUARTERS	acre	2.8	11	8
4162	4112	RIGHT-OF-WAY	acre	61.2	0	0
4162	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
4162	7601	ACTIVE PARK	acre	12.3	782	510
4162	9101	INACTIVE USE	acre	3.5	0	0
4162		TOTAL			7342	5044
4163	101	SINGLE FAMILY	du	12.0	121	86
4163	102	MULTI-FAMILY	du	38.0	329	225
4163	4112	RIGHT-OF-WAY	acre	3.4	0	0
4163	5004	NEIGHBORHOOD COMMERCIAL	acre	0.5	583	413
4163	6002	LOW RISE OFFICE	acre	4.8	1143	863
4163	6102	CHURCH	acre	1.2	62	48
4163	6806	ELEMENTARY SCHOOL	site	1.0	2269	1250
4163		TOTAL			4507	2885
4164	101	SINGLE FAMILY	du	58.0	620	444
4164	102	MULTI-FAMILY	du	20.0	184	129
4164	1501	LOW-RISE HOTEL OR MOTEL	acre	1.0	331	200
4164	2103	LIGHT INDUSTRY	acre	5.7	468	388
4164	4112	RIGHT-OF-WAY	acre	10.0	0	0
4164	4113	COMMUNICATION OR UTILITY	acre	0.2	13	11
4164	5006	AUTO COMMERCIAL	acre	0.6	243	171
4164	5007	STREETFRONT COMMERCIAL	acre	1.1	1259	911
4164	5009	OTHER COMMERCIAL	acre	1.4	176	131
4164	6003	GOV'T OFFICE OR CENTER	acre	1.3	1162	851
4164	6102	CHURCH	acre	0.1	6	5
4164	9101	INACTIVE USE	acre	0.1	0	0
4164		TOTAL			4462	3241
4165	101	SINGLE FAMILY	du	497.0	5191	3570
4165	103	MOBILE HOME PARK	du	82.0	462	300
4165	4112	RIGHT-OF-WAY	acre	21.9	0	0
4165	4113	COMMUNICATION OR UTILITY	acre	1.5	4	3
4165	5009	OTHER COMMERCIAL	acre	0.5	53	39
4165	6102	CHURCH	acre	2.4	118	91
4165	7601	ACTIVE PARK	acre	12.4	784	509
4165	9101	INACTIVE USE	acre	16.3	0	0
4165		TOTAL			6612	4512
4166	101	SINGLE FAMILY	du	12.0	164	117
4166	4112	RIGHT-OF-WAY	acre	2.9	0	0
4166	5004	NEIGHBORHOOD COMMERCIAL	acre	3.5	4295	3026
4166	5007	STREETFRONT COMMERCIAL	acre	3.0	3618	2624
4166	5008	SERVICE STATION	acre	0.7	2749	2007

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4166	6002	LOW RISE OFFICE	acre	0.4	212	172
4166	6102	CHURCH	acre	1.3	66	51
4166	6103	LIBRARY	acre	0.9	408	283
4166	6104	POST OFFICE	acre	0.7	752	524
4166		TOTAL			12264	8804
4167	101	SINGLE FAMILY	du	240.0	3240	2355
4167	102	MULTI-FAMILY	du	23.0	210	147
4167	4112	RIGHT-OF-WAY	acre	16.6	1	1
4167	4113	COMMUNICATION OR UTILITY	acre	5.0	15	11
4167	9101	INACTIVE USE	acre	157.8	0	0
4167		TOTAL			3466	2514
4168	101	SINGLE FAMILY	du	9.0	92	65
4168	102	MULTI-FAMILY	du	16.0	138	94
4168	4112	RIGHT-OF-WAY	acre	7.6	0	0
4168	5006	AUTO COMMERCIAL	acre	1.6	655	461
4168	5007	STREETFRONT COMMERCIAL	acre	0.1	158	115
4168	5009	OTHER COMMERCIAL	acre	5.5	669	494
4168	6102	CHURCH	acre	0.2	12	9
4168	6103	LIBRARY	acre	2.1	866	590
4168	6109	OTHER PUBLIC SERVICE	acre	0.3	84	59
4168		TOTAL			2674	1887
4169	101	SINGLE FAMILY	du	109.0	1152	826
4169	102	MULTI-FAMILY	du	9.0	80	56
4169	2103	LIGHT INDUSTRY	acre	4.6	512	428
4169	2104	WAREHOUSING	acre	0.6	53	45
4169	4112	RIGHT-OF-WAY	acre	11.2	0	0
4169	5009	OTHER COMMERCIAL	acre	1.2	146	109
4169	9101	INACTIVE USE	acre	0.2	0	0
4169		TOTAL			1943	1464
4170	101	SINGLE FAMILY	du	24.0	250	173
4170	102	MULTI-FAMILY	du	52.0	461	307
4170	4112	RIGHT-OF-WAY	acre	4.3	0	0
4170	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4286	2551
4170	6806	ELEMENTARY SCHOOL	site	1.0	2186	1177
4170	9101	INACTIVE USE	acre	1.5	0	0
4170		TOTAL			7183	4208
4171	101	SINGLE FAMILY	du	357.0	4840	3503
4171	102	MULTI-FAMILY	du	282.0	2592	1804
4171	4112	RIGHT-OF-WAY	acre	32.6	0	0
4171	6806	ELEMENTARY SCHOOL	site	1.0	2244	1227
4171	7601	ACTIVE PARK	acre	3.5	220	143
4171	9101	INACTIVE USE	acre	36.3	0	0
4171		TOTAL			9896	6677
4172	101	SINGLE FAMILY	du	44.0	468	336
4172	2103	LIGHT INDUSTRY	acre	7.9	804	670

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4172	4112	RIGHT-OF-WAY	acre	9.2	0	0
4172	5007	STREETFRONT COMMERCIAL	acre	0.1	153	111
4172	5009	OTHER COMMERCIAL	acre	0.1	15	11
4172	6109	OTHER PUBLIC SERVICE	acre	0.1	42	30
4172	9101	INACTIVE USE	acre	0.8	0	0
4172		TOTAL			1482	1158
4173	101	SINGLE FAMILY	du	622.0	8490	6130
4173	4112	RIGHT-OF-WAY	acre	49.6	0	0
4173	4113	COMMUNICATION OR UTILITY	acre	0.4	1	1
4173	6002	LOW RISE OFFICE	acre	0.7	178	136
4173	6102	CHURCH	acre	15.9	785	606
4173	6105	FIRE OR POLICE STATION	site	1.0	266	194
4173	6809	OTHER SCHOOL	acre	0.6	108	89
4173	9101	INACTIVE USE	acre	28.0	0	0
4173		TOTAL			9828	7156
4174	101	SINGLE FAMILY	du	134.0	1373	960
4174	102	MULTI-FAMILY	du	108.0	966	639
4174	4112	RIGHT-OF-WAY	acre	7.9	0	0
4174	9101	INACTIVE USE	acre	0.3	0	0
4174		TOTAL			2339	1599
4175	101	SINGLE FAMILY	du	6.0	64	46
4175	102	MULTI-FAMILY	du	57.0	533	372
4175	2001	HEAVY INDUSTRY	acre	24.8	1641	1385
4175	2101	INDUSTRIAL PARK	acre	5.4	757	625
4175	2103	LIGHT INDUSTRY	acre	23.3	1465	1195
4175	4112	RIGHT-OF-WAY	acre	41.0	0	0
4175	5007	STREETFRONT COMMERCIAL	acre	0.3	343	248
4175		TOTAL			4803	3871
4176	101	SINGLE FAMILY	du	68.0	697	488
4176	102	MULTI-FAMILY	du	24.0	208	141
4176	4112	RIGHT-OF-WAY	acre	2.7	0	0
4176	5007	STREETFRONT COMMERCIAL	acre	0.3	368	265
4176		TOTAL			1273	894
4177	101	SINGLE FAMILY	du	344.0	3625	2485
4177	102	MULTI-FAMILY	du	6.0	53	36
4177	2103	LIGHT INDUSTRY	acre	3.4	188	152
4177	2104	WAREHOUSING	acre	0.5	19	16
4177	4112	RIGHT-OF-WAY	acre	12.7	0	0
4177	4113	COMMUNICATION OR UTILITY	acre	1.1	3	2
4177	5007	STREETFRONT COMMERCIAL	acre	0.1	108	78
4177	5009	OTHER COMMERCIAL	acre	0.6	63	46
4177	6103	LIBRARY	acre	0.5	218	152
4177	6104	POST OFFICE	acre	0.1	122	85
4177	6105	FIRE OR POLICE STATION	site	1.0	254	184
4177	9101	INACTIVE USE	acre	2.9	0	0
4177		TOTAL			4653	3236

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4178	101	SINGLE FAMILY	du	27.0	279	195
4178	102	MULTI-FAMILY	du	20.0	180	118
4178	4112	RIGHT-OF-WAY	acre	6.2	0	0
4178	5007	STREETFRONT COMMERCIAL	acre	6.3	7451	5389
4178	5008	SERVICE STATION	acre	0.9	3578	2612
4178	5009	OTHER COMMERCIAL	acre	0.2	19	14
4178	6002	LOW RISE OFFICE	acre	0.1	25	19
4178		TOTAL			11532	8347
4179	9101	INACTIVE USE	acre	82.1	0	0
4179		TOTAL			0	0
4180	101	SINGLE FAMILY	du	51.0	535	369
4180	4112	RIGHT-OF-WAY	acre	14.4	0	0
4180	6102	CHURCH	acre	8.2	406	313
4180	8002	INTENSIVE AGRICULTURE	acre	2.3	1	1
4180	9101	INACTIVE USE	acre	2.6	0	0
4180		TOTAL			942	683
4181	101	SINGLE FAMILY	du	179.0	1877	1292
4181	102	MULTI-FAMILY	du	7.0	65	42
4181	4112	RIGHT-OF-WAY	acre	13.5	0	0
4181	5007	STREETFRONT COMMERCIAL	acre	0.6	650	470
4181	6102	CHURCH	acre	0.5	26	20
4181	9101	INACTIVE USE	acre	0.3	0	0
4181		TOTAL			2618	1824
4182	101	SINGLE FAMILY	du	295.0	3188	2146
4182	102	MULTI-FAMILY	du	962.0	9037	5781
4182	4112	RIGHT-OF-WAY	acre	24.9	0	0
4182	5007	STREETFRONT COMMERCIAL	acre	0.2	219	159
4182	5009	OTHER COMMERCIAL	acre	0.1	13	9
4182	6102	CHURCH	acre	0.1	5	4
4182	6109	OTHER PUBLIC SERVICE	acre	0.4	127	90
4182	9101	INACTIVE USE	acre	1.1	0	0
4182		TOTAL			12589	8189
4183	101	SINGLE FAMILY	du	49.0	474	346
4183	102	MULTI-FAMILY	du	188.0	1559	1087
4183	4112	RIGHT-OF-WAY	acre	22.6	0	0
4183	5007	STREETFRONT COMMERCIAL	acre	1.5	1784	1290
4183	5008	SERVICE STATION	acre	0.7	2723	1988
4183	6002	LOW RISE OFFICE	acre	2.0	528	405
4183	6109	OTHER PUBLIC SERVICE	acre	3.3	1120	800
4183	6509	OTHER HEALTH CARE	acre	7.1	3134	2317
4183	7204	GOLF COURSE	acre	123.1	42	36
4183	7205	GOLF CLUB HOUSE	site	1.0	638	429
4183	7601	ACTIVE PARK	acre	64.7	4090	2659
4183		TOTAL			16092	11357

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4184	101	SINGLE FAMILY	du	116.0	1204	836
4184	4112	RIGHT-OF-WAY	acre	22.3	0	0
4184	5008	SERVICE STATION	acre	1.2	4865	3552
4184	9101	INACTIVE USE	acre	8.9	0	0
4184		TOTAL			6069	4388
4185	101	SINGLE FAMILY	du	7.0	106	58
4185	4112	RIGHT-OF-WAY	acre	8.1	0	0
4185	5006	AUTO COMMERCIAL	acre	23.3	10380	7417
4185	5007	STREETFRONT COMMERCIAL	acre	0.4	496	358
4185	5009	OTHER COMMERCIAL	acre	0.2	22	16
4185	6509	OTHER HEALTH CARE	acre	1.0	484	364
4185		TOTAL			11488	8213
4186	101	SINGLE FAMILY	du	178.0	1085	752
4186	102	MULTI-FAMILY	du	1.0	5	3
4186	103	MOBILE HOME PARK	du	27.0	99	64
4186	2301	JUNKYARD/DUMP/LANDFILL	acre	4.9	30	24
4186	4112	RIGHT-OF-WAY	acre	106.2	0	0
4186	4113	COMMUNICATION OR UTILITY	acre	10.6	21	16
4186	4119	OTHER TRANSPORTATION	acre	4.7	361	278
4186	5009	OTHER COMMERCIAL	acre	12.0	878	636
4186	6105	FIRE OR POLICE STATION	site	1.0	85	61
4186	6806	ELEMENTARY SCHOOL	site	1.0	751	410
4186	8003	FIELD CROPS	acre	253.1	14	11
4186	9101	INACTIVE USE	acre	4778.9	0	0
4186	9500	UNDER CONTRUCTION	acre	10.2	38	30
4186		TOTAL			3367	2285
4187	101	SINGLE FAMILY	du	328.0	3449	2365
4187	102	MULTI-FAMILY	du	47.0	464	286
4187	1409	OTHER GROUP QUARTERS	acre	1.1	4	3
4187	4112	RIGHT-OF-WAY	acre	22.6	0	0
4187	5007	STREETFRONT COMMERCIAL	acre	2.2	2545	1839
4187	5008	SERVICE STATION	acre	0.5	1902	1389
4187	5009	OTHER COMMERCIAL	acre	0.2	20	15
4187	6102	CHURCH	acre	1.9	92	71
4187	6509	OTHER HEALTH CARE	acre	0.3	114	83
4187	7204	GOLF COURSE	acre	23.4	17	15
4187	7205	GOLF CLUB HOUSE	site	1.0	678	464
4187	9101	INACTIVE USE	acre	10.4	0	0
4187		TOTAL			9285	6530
4188	102	MULTI-FAMILY	du	87.0	688	469
4188	4112	RIGHT-OF-WAY	acre	9.4	0	0
4188	7210	OTHER RECREATION-HIGH	acre	79.9	4231	2845
4188	9101	INACTIVE USE	acre	1836.3	0	0
4188		TOTAL			4919	3314
4189	101	SINGLE FAMILY	du	58.0	619	417
4189	2103	LIGHT INDUSTRY	acre	6.4	548	454

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4189	2104	WAREHOUSING	acre	0.8	85	72
4189	2105	PUBLIC STORAGE	acre	1.6	43	36
4189	4112	RIGHT-OF-WAY	acre	15.1	0	0
4189	4113	COMMUNICATION OR UTILITY	acre	2.6	8	6
4189	4114	PARKING	acre	0.5	0	0
4189	4119	OTHER TRANSPORTATION	acre	2.9	340	263
4189	5007	STREETFRONT COMMERCIAL	acre	0.1	171	126
4189	5009	OTHER COMMERCIAL	acre	0.1	13	9
4189	6102	CHURCH	acre	0.8	49	38
4189	6806	ELEMENTARY SCHOOL	site	1.0	2207	1195
4189	6809	OTHER SCHOOL	acre	0.3	49	40
4189	7601	ACTIVE PARK	acre	1.8	116	76
4189	9101	INACTIVE USE	acre	5.9	0	0
4189		TOTAL			4248	2732
4190	101	SINGLE FAMILY	du	86.0	519	363
4190	4112	RIGHT-OF-WAY	acre	28.5	0	0
4190	8003	FIELD CROPS	acre	12.5	1	0
4190	9101	INACTIVE USE	acre	4153.7	0	0
4190		TOTAL			520	363
4191	101	SINGLE FAMILY	du	511.0	5569	3986
4191	4112	RIGHT-OF-WAY	acre	34.8	1	1
4191	7607	RESIDENTIAL RECREATION	acre	0.4	0	0
4191	9101	INACTIVE USE	acre	30.9	0	0
4191		TOTAL			5570	3987
4192	101	SINGLE FAMILY	du	632.0	8618	6195
4192	102	MULTI-FAMILY	du	184.0	1661	1163
4192	4112	RIGHT-OF-WAY	acre	67.3	0	0
4192	6102	CHURCH	acre	2.1	104	80
4192	7601	ACTIVE PARK	acre	2.2	142	92
4192	9101	INACTIVE USE	acre	5.2	0	0
4192		TOTAL			10525	7530
4193	101	SINGLE FAMILY	du	215.0	2366	1679
4193	4112	RIGHT-OF-WAY	acre	22.0	1	1
4193	9101	INACTIVE USE	acre	32.2	5	4
4193		TOTAL			2372	1684
4194	101	SINGLE FAMILY	du	40.0	439	310
4194	4112	RIGHT-OF-WAY	acre	8.2	0	0
4194	6102	CHURCH	acre	0.7	34	26
4194	8003	FIELD CROPS	acre	158.9	13	10
4194	9101	INACTIVE USE	acre	2374.6	0	0
4194		TOTAL			486	346
4195	4112	RIGHT-OF-WAY	acre	20.2	0	0
4195	9101	INACTIVE USE	acre	4976.6	0	0
4195		TOTAL			0	0

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4196	101	SINGLE FAMILY	du	366.0	4954	3588
4196	4112	RIGHT-OF-WAY	acre	33.8	0	0
4196	4113	COMMUNICATION OR UTILITY	acre	1.3	4	3
4196	6102	CHURCH	acre	3.9	223	175
4196	6809	OTHER SCHOOL	acre	2.1	394	326
4196	9101	INACTIVE USE	acre	131.1	0	0
4196		TOTAL			5575	4092
4197	101	SINGLE FAMILY	du	9.0	91	64
4197	2001	HEAVY INDUSTRY	acre	21.7	1545	1306
4197	2103	LIGHT INDUSTRY	acre	43.2	2976	2440
4197	2104	WAREHOUSING	acre	8.5	331	274
4197	4112	RIGHT-OF-WAY	acre	37.7	0	0
4197	5009	OTHER COMMERCIAL	acre	0.4	42	31
4197	9101	INACTIVE USE	acre	2.3	0	0
4197		TOTAL			4985	4115
4198	101	SINGLE FAMILY	du	93.0	979	672
4198	4112	RIGHT-OF-WAY	acre	38.8	0	0
4198	5009	OTHER COMMERCIAL	acre	0.2	18	13
4198	6101	CEMETERY	acre	21.0	75	61
4198	9101	INACTIVE USE	acre	1.8	0	0
4198		TOTAL			1072	746
4199	101	SINGLE FAMILY	du	69.0	721	498
4199	102	MULTI-FAMILY	du	6.0	54	36
4199	103	MOBILE HOME PARK	du	178.0	1153	686
4199	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	175	105
4199	4112	RIGHT-OF-WAY	acre	8.7	0	0
4199	5007	STREETFRONT COMMERCIAL	acre	1.5	1837	1329
4199	9101	INACTIVE USE	acre	1.6	0	0
4199	9500	UNDER CONTRUCTION	acre	1.0	5	4
4199		TOTAL			3945	2658
4200	101	SINGLE FAMILY	du	94.0	1015	683
4200	102	MULTI-FAMILY	du	142.0	1319	850
4200	4112	RIGHT-OF-WAY	acre	11.0	0	0
4200	5007	STREETFRONT COMMERCIAL	acre	0.8	988	715
4200	5009	OTHER COMMERCIAL	acre	1.2	137	100
4200	6102	CHURCH	acre	0.3	13	10
4200	6804	SENIOR HIGH SCHOOL	site	1.0	6092	2841
4200	6806	ELEMENTARY SCHOOL	site	1.0	2252	1234
4200		TOTAL			11816	6433
4201	101	SINGLE FAMILY	du	202.0	2746	1970
4201	4112	RIGHT-OF-WAY	acre	16.5	0	0
4201	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
4201	6102	CHURCH	acre	4.2	209	162
4201	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
4201	7210	OTHER RECREATION-HIGH	acre	13.6	729	492
4201	9101	INACTIVE USE	acre	73.1	0	0
4201		TOTAL			5903	3830

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4202	2101	INDUSTRIAL PARK	acre	0.0	2	2
4202	4112	RIGHT-OF-WAY	acre	10.6	0	0
4202	4114	PARKING	acre	7.7	0	0
4202	5006	AUTO COMMERCIAL	acre	2.0	877	626
4202	5007	STREETFRONT COMMERCIAL	acre	2.9	3489	2525
4202	6002	LOW RISE OFFICE	acre	8.8	2578	2000
4202	6809	OTHER SCHOOL	acre	1.7	427	358
4202	9101	INACTIVE USE	acre	2.4	5	4
4202		TOTAL			7378	5515
4203	101	SINGLE FAMILY	du	134.0	1446	973
4203	102	MULTI-FAMILY	du	279.0	2604	1671
4203	1409	OTHER GROUP QUARTERS	acre	2.1	8	6
4203	2101	INDUSTRIAL PARK	acre	1.2	203	169
4203	2104	WAREHOUSING	acre	1.4	54	45
4203	4112	RIGHT-OF-WAY	acre	22.3	0	0
4203	5006	AUTO COMMERCIAL	acre	23.0	10131	7222
4203	5007	STREETFRONT COMMERCIAL	acre	0.3	315	229
4203	6002	LOW RISE OFFICE	acre	1.8	518	401
4203	9101	INACTIVE USE	acre	2.4	0	0
4203		TOTAL			15279	10716
4204	101	SINGLE FAMILY	du	166.0	2309	1646
4204	102	MULTI-FAMILY	du	357.0	3478	2289
4204	4112	RIGHT-OF-WAY	acre	46.1	1	1
4204	7607	RESIDENTIAL RECREATION	acre	2.1	25	21
4204	9101	INACTIVE USE	acre	20.0	0	0
4204		TOTAL			5813	3957
4205	101	SINGLE FAMILY	du	4.0	39	29
4205	102	MULTI-FAMILY	du	643.0	5799	3823
4205	4112	RIGHT-OF-WAY	acre	8.9	0	0
4205	5003	COMMUNITY COMMERCIAL	acre	2.9	2352	1670
4205	5004	NEIGHBORHOOD COMMERCIAL	acre	6.5	8002	5640
4205	5009	OTHER COMMERCIAL	acre	0.2	23	16
4205	9101	INACTIVE USE	acre	16.1	0	0
4205	9701	MIXED USE 77% STREETFRONT	acre	24.2	23027	16757
4205		TOTAL			39242	27935
4206	101	SINGLE FAMILY	du	112.0	1511	1098
4206	4112	RIGHT-OF-WAY	acre	6.7	0	0
4206	5004	NEIGHBORHOOD COMMERCIAL	acre	11.7	15170	10810
4206	5008	SERVICE STATION	acre	0.5	2040	1489
4206	6002	LOW RISE OFFICE	acre	2.1	534	407
4206		TOTAL			19255	13804
4207	102	MULTI-FAMILY	du	120.0	1105	763
4207	4112	RIGHT-OF-WAY	acre	4.0	1	1
4207	5004	NEIGHBORHOOD COMMERCIAL	acre	10.7	13265	9356
4207	9101	INACTIVE USE	acre	3.5	0	0
4207		TOTAL			14371	10120

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4208	4112	RIGHT-OF-WAY	acre	53.2	0	0
4208	5002	REGIONAL COMMERCIAL	acre	71.7	48954	34331
4208	9101	INACTIVE USE	acre	56.5	0	0
4208		TOTAL			48954	34331
4209	101	SINGLE FAMILY	du	49.0	292	203
4209	4112	RIGHT-OF-WAY	acre	28.5	0	0
4209	8003	FIELD CROPS	acre	63.9	4	3
4209	9101	INACTIVE USE	acre	5176.5	0	0
4209		TOTAL			296	206
4210	101	SINGLE FAMILY	du	380.0	5316	3731
4210	102	MULTI-FAMILY	du	283.0	2789	1822
4210	2103	LIGHT INDUSTRY	acre	1.1	60	48
4210	4112	RIGHT-OF-WAY	acre	23.5	3	3
4210	6105	FIRE OR POLICE STATION	site	1.0	293	217
4210	6806	ELEMENTARY SCHOOL	site	1.0	2197	1187
4210	7601	ACTIVE PARK	acre	6.8	430	280
4210	7607	RESIDENTIAL RECREATION	acre	1.7	0	0
4210	9101	INACTIVE USE	acre	13.8	0	0
4210		TOTAL			11088	7288
4211	101	SINGLE FAMILY	du	235.0	3167	2299
4211	4112	RIGHT-OF-WAY	acre	28.8	0	0
4211	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
4211	9101	INACTIVE USE	acre	43.2	0	0
4211		TOTAL			3170	2301
4212	101	SINGLE FAMILY	du	581.0	8121	5704
4212	4112	RIGHT-OF-WAY	acre	42.5	0	0
4212	7601	ACTIVE PARK	acre	27.4	1730	1124
4212	7607	RESIDENTIAL RECREATION	acre	0.7	5	4
4212	9101	INACTIVE USE	acre	45.0	0	0
4212		TOTAL			9856	6832
4213	101	SINGLE FAMILY	du	457.0	6428	4546
4213	4112	RIGHT-OF-WAY	acre	49.7	1	1
4213	6806	ELEMENTARY SCHOOL	site	1.0	2229	1215
4213	6809	OTHER SCHOOL	acre	1.4	279	231
4213	7607	RESIDENTIAL RECREATION	acre	2.5	0	0
4213	9101	INACTIVE USE	acre	114.6	0	0
4213		TOTAL			8937	5993
4214	4112	RIGHT-OF-WAY	acre	34.1	0	0
4214	4113	COMMUNICATION OR UTILITY	acre	7.0	20	16
4214	5004	NEIGHBORHOOD COMMERCIAL	acre	23.0	28040	19710
4214	9101	INACTIVE USE	acre	4.0	0	0
4214		TOTAL			28060	19726
4215	2101	INDUSTRIAL PARK	acre	54.7	8810	7318
4215	2103	LIGHT INDUSTRY	acre	0.4	21	16

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4215	2104	WAREHOUSING	acre	7.7	336	280
4215	2105	PUBLIC STORAGE	acre	0.9	24	20
4215	4112	RIGHT-OF-WAY	acre	34.3	1	1
4215	5009	OTHER COMMERCIAL	acre	2.5	280	204
4215	9101	INACTIVE USE	acre	9.4	0	0
4215		TOTAL			9472	7839
4216	101	SINGLE FAMILY	du	408.0	5763	4002
4216	4112	RIGHT-OF-WAY	acre	67.9	3	3
4216	6105	FIRE OR POLICE STATION	site	1.0	283	208
4216	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	2.0	8413	4965
4216	6806	ELEMENTARY SCHOOL	site	1.0	2422	1382
4216	7601	ACTIVE PARK	acre	2.4	154	100
4216	9101	INACTIVE USE	acre	90.6	0	0
4216	9500	UNDER CONTRUCTION	acre	0.7	3	3
4216		TOTAL			17041	10663
4217	101	SINGLE FAMILY	du	42.0	247	174
4217	1501	LOW-RISE HOTEL OR MOTEL	acre	1.5	324	195
4217	4112	RIGHT-OF-WAY	acre	195.1	0	0
4217	8003	FIELD CROPS	acre	10.8	1	1
4217	9101	INACTIVE USE	acre	1083.8	0	0
4217		TOTAL			572	370
4218	101	SINGLE FAMILY	du	80.0	487	335
4218	4112	RIGHT-OF-WAY	acre	107.0	0	0
4218	9101	INACTIVE USE	acre	2139.0	0	0
4218		TOTAL			487	335
4219	101	SINGLE FAMILY	du	5.0	68	49
4219	5004	NEIGHBORHOOD COMMERCIAL	acre	7.8	9743	6882
4219	5007	STREETFRONT COMMERCIAL	acre	0.9	1033	746
4219	5009	OTHER COMMERCIAL	acre	2.4	325	244
4219	6002	LOW RISE OFFICE	acre	2.3	707	551
4219	9101	INACTIVE USE	acre	1.1	0	0
4219		TOTAL			11876	8472
4220	2101	INDUSTRIAL PARK	acre	13.4	1974	1634
4220	4112	RIGHT-OF-WAY	acre	70.7	0	0
4220	4114	PARKING	acre	5.1	8	7
4220	5007	STREETFRONT COMMERCIAL	acre	0.8	956	696
4220	6109	OTHER PUBLIC SERVICE	acre	0.2	74	52
4220	9101	INACTIVE USE	acre	89.8	0	0
4220		TOTAL			3012	2389
4221	101	SINGLE FAMILY	du	119.0	1618	1172
4221	4112	RIGHT-OF-WAY	acre	3.4	0	0
4221	4113	COMMUNICATION OR UTILITY	acre	1.0	79	68
4221	6101	CEMETERY	acre	2.5	9	8
4221	6102	CHURCH	acre	3.6	177	137
4221	9101	INACTIVE USE	acre	4.3	0	0
4221		TOTAL			1883	1385

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4222	2103	LIGHT INDUSTRY	acre	54.6	3228	2622
4222	2104	WAREHOUSING	acre	97.3	4206	3502
4222	4112	RIGHT-OF-WAY	acre	33.0	0	0
4222	4114	PARKING	acre	2.3	0	0
4222	4119	OTHER TRANSPORTATION	acre	4.0	399	302
4222	4120	MARINE TERMINAL	acre	82.4	703	568
4222	7207	MARINA	acre	20.2	734	491
4222	7601	ACTIVE PARK	acre	3.4	213	139
4222	9101	INACTIVE USE	acre	24.6	0	0
4222		TOTAL			9483	7624
4223	101	SINGLE FAMILY	du	85.0	892	611
4223	102	MULTI-FAMILY	du	10.0	90	59
4223	2104	WAREHOUSING	acre	7.3	371	311
4223	4112	RIGHT-OF-WAY	acre	9.5	0	0
4223	4113	COMMUNICATION OR UTILITY	acre	2.5	7	6
4223	4114	PARKING	acre	12.4	11	10
4223	5007	STREETFRONT COMMERCIAL	acre	0.4	539	390
4223	5009	OTHER COMMERCIAL	acre	0.3	49	38
4223	6002	LOW RISE OFFICE	acre	0.9	252	195
4223	9101	INACTIVE USE	acre	4.2	0	0
4223		TOTAL			2211	1620
4224	101	SINGLE FAMILY	du	713.0	9854	7009
4224	102	MULTI-FAMILY	du	654.0	6182	4192
4224	4112	RIGHT-OF-WAY	acre	56.6	1	1
4224	7601	ACTIVE PARK	acre	1.3	81	52
4224	7607	RESIDENTIAL RECREATION	acre	5.3	0	0
4224	9101	INACTIVE USE	acre	63.2	10	9
4224		TOTAL			16128	11263
4225	101	SINGLE FAMILY	du	292.0	3967	2853
4225	102	MULTI-FAMILY	du	58.0	529	366
4225	1409	OTHER GROUP QUARTERS	acre	4.8	19	14
4225	4112	RIGHT-OF-WAY	acre	12.5	1	1
4225	7211	OTHER RECREATION-LOW	acre	26.9	170	117
4225	9101	INACTIVE USE	acre	28.0	0	0
4225		TOTAL			4686	3351
4226	101	SINGLE FAMILY	du	209.0	2839	2045
4226	102	MULTI-FAMILY	du	376.0	3431	2382
4226	4112	RIGHT-OF-WAY	acre	72.8	0	0
4226	6102	CHURCH	acre	3.2	156	121
4226	6806	ELEMENTARY SCHOOL	site	1.0	2216	1204
4226	9101	INACTIVE USE	acre	23.0	0	0
4226		TOTAL			8642	5752
4227	101	SINGLE FAMILY	du	79.0	1101	777
4227	102	MULTI-FAMILY	du	137.0	1314	879
4227	103	MOBILE HOME PARK	du	104.0	796	512
4227	2101	INDUSTRIAL PARK	acre	21.5	3308	2742

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4227	2103	LIGHT INDUSTRY	acre	3.5	348	290
4227	2104	WAREHOUSING	acre	1.3	52	43
4227	2105	PUBLIC STORAGE	acre	3.0	82	69
4227	4112	RIGHT-OF-WAY	acre	38.0	1	1
4227	5007	STREETFRONT COMMERCIAL	acre	3.0	3717	2709
4227	5009	OTHER COMMERCIAL	acre	1.2	137	101
4227	6003	GOV'T OFFICE OR CENTER	acre	3.7	3194	2339
4227	9101	INACTIVE USE	acre	2.9	0	0
4227		TOTAL			14050	10462
4228	101	SINGLE FAMILY	du	323.0	4372	3151
4228	4112	RIGHT-OF-WAY	acre	25.5	0	0
4228	5007	STREETFRONT COMMERCIAL	acre	0.9	1005	727
4228	8003	FIELD CROPS	acre	2.0	0	0
4228	9101	INACTIVE USE	acre	64.6	0	0
4228		TOTAL			5377	3878
4229	101	SINGLE FAMILY	du	203.0	2790	2001
4229	4112	RIGHT-OF-WAY	acre	16.6	0	0
4229	7601	ACTIVE PARK	acre	12.1	763	496
4229	9101	INACTIVE USE	acre	59.8	0	0
4229		TOTAL			3553	2497
4230	103	MOBILE HOME PARK	du	95.0	638	368
4230	4112	RIGHT-OF-WAY	acre	3.8	0	0
4230	5006	AUTO COMMERCIAL	acre	14.8	6279	4439
4230	9101	INACTIVE USE	acre	1.6	0	0
4230		TOTAL			6917	4807
4231	101	SINGLE FAMILY	du	242.0	3331	2378
4231	4112	RIGHT-OF-WAY	acre	21.6	0	0
4231	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
4231	6806	ELEMENTARY SCHOOL	site	1.0	2239	1223
4231	9101	INACTIVE USE	acre	89.2	10	9
4231		TOTAL			5580	3610
4232	101	SINGLE FAMILY	du	130.0	1762	1274
4232	4112	RIGHT-OF-WAY	acre	6.8	0	0
4232	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
4232	9101	INACTIVE USE	acre	56.8	0	0
4232		TOTAL			1763	1275
4233	4112	RIGHT-OF-WAY	acre	23.3	0	0
4233	9101	INACTIVE USE	acre	11.3	0	0
4233		TOTAL			0	0
4234	101	SINGLE FAMILY	du	240.0	3265	2352
4234	102	MULTI-FAMILY	du	173.0	1645	1107
4234	1409	OTHER GROUP QUARTERS	acre	3.8	15	11
4234	4112	RIGHT-OF-WAY	acre	28.5	0	0

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4234	4113	COMMUNICATION OR UTILITY	acre	6.1	18	14
4234	5007	STREETFRONT COMMERCIAL	acre	1.0	1153	837
4234	5009	OTHER COMMERCIAL	acre	2.0	281	213
4234	6002	LOW RISE OFFICE	acre	3.7	987	757
4234	6101	CEMETERY	acre	62.4	494	415
4234	6102	CHURCH	acre	3.4	170	131
4234	6809	OTHER SCHOOL	acre	0.7	154	128
4234	9101	INACTIVE USE	acre	49.2	0	0
4234		TOTAL			8182	5965
4235	2101	INDUSTRIAL PARK	acre	12.5	1722	1420
4235	2103	LIGHT INDUSTRY	acre	36.6	2633	2163
4235	2104	WAREHOUSING	acre	12.4	904	765
4235	2105	PUBLIC STORAGE	acre	7.2	193	162
4235	4112	RIGHT-OF-WAY	acre	23.8	0	0
4235	5003	COMMUNITY COMMERCIAL	acre	13.3	10598	7524
4235	6002	LOW RISE OFFICE	acre	17.9	6200	4893
4235	6104	POST OFFICE	acre	3.2	3271	2266
4235	6509	OTHER HEALTH CARE	acre	3.1	1299	952
4235	7601	ACTIVE PARK	acre	7.2	452	294
4235		TOTAL			27272	20439
4236	2101	INDUSTRIAL PARK	acre	26.3	3962	3282
4236	2104	WAREHOUSING	acre	10.1	562	472
4236	4112	RIGHT-OF-WAY	acre	11.5	0	0
4236	5005	SPECIALTY COMMERCIAL	acre	16.8	19410	13659
4236	6003	GOV'T OFFICE OR CENTER	acre	4.5	4335	3230
4236	9101	INACTIVE USE	acre	28.1	0	0
4236	9500	UNDER CONTRUCTION	acre	3.0	17	14
4236		TOTAL			28286	20657
4237	101	SINGLE FAMILY	du	254.0	3618	2499
4237	4112	RIGHT-OF-WAY	acre	11.9	0	0
4237	9101	INACTIVE USE	acre	19.6	0	0
4237		TOTAL			3618	2499
4238	4112	RIGHT-OF-WAY	acre	19.9	0	0
4238	5003	COMMUNITY COMMERCIAL	acre	13.9	10786	7606
4238	9101	INACTIVE USE	acre	4.4	0	0
4238		TOTAL			10786	7606
4239	101	SINGLE FAMILY	du	165.0	1819	1288
4239	102	MULTI-FAMILY	du	97.0	776	525
4239	4112	RIGHT-OF-WAY	acre	1.6	0	0
4239	9101	INACTIVE USE	acre	2028.0	0	0
4239		TOTAL			2595	1813
4240	101	SINGLE FAMILY	du	144.0	1943	1407
4240	4112	RIGHT-OF-WAY	acre	6.2	1	1
4240	6102	CHURCH	acre	4.1	246	194
4240	9101	INACTIVE USE	acre	47.2	0	0
4240		TOTAL			2190	1602

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4241	101	SINGLE FAMILY	du	279.0	3827	2737
4241	4112	RIGHT-OF-WAY	acre	32.8	1	1
4241	9101	INACTIVE USE	acre	144.8	5	4
4241		TOTAL			3833	2742
4242	101	SINGLE FAMILY	du	1.0	13	10
4242	2103	LIGHT INDUSTRY	acre	5.1	351	288
4242	4112	RIGHT-OF-WAY	acre	2.8	0	0
4242	5003	COMMUNITY COMMERCIAL	acre	21.0	15880	11130
4242	9101	INACTIVE USE	acre	10.7	0	0
4242		TOTAL			16244	11428
4243	101	SINGLE FAMILY	du	342.0	4658	3356
4243	4112	RIGHT-OF-WAY	acre	19.0	0	0
4243	9101	INACTIVE USE	acre	41.8	0	0
4243		TOTAL			4658	3356
4244	101	SINGLE FAMILY	du	149.0	2020	1454
4244	102	MULTI-FAMILY	du	213.0	1987	1357
4244	1409	OTHER GROUP QUARTERS	acre	2.3	9	7
4244	4112	RIGHT-OF-WAY	acre	9.4	0	0
4244	5007	STREETFRONT COMMERCIAL	acre	0.4	487	352
4244	6002	LOW RISE OFFICE	acre	1.7	568	446
4244	9101	INACTIVE USE	acre	0.1	0	0
4244		TOTAL			5071	3616
4245	2103	LIGHT INDUSTRY	acre	7.0	546	451
4245	2105	PUBLIC STORAGE	acre	2.9	78	65
4245	4112	RIGHT-OF-WAY	acre	5.4	0	0
4245	5003	COMMUNITY COMMERCIAL	acre	10.1	7841	5531
4245	5007	STREETFRONT COMMERCIAL	acre	0.9	1112	806
4245		TOTAL			9577	6853
4246	2101	INDUSTRIAL PARK	acre	8.8	1206	994
4246	2104	WAREHOUSING	acre	1.4	131	111
4246	4112	RIGHT-OF-WAY	acre	33.5	3	2
4246	5003	COMMUNITY COMMERCIAL	acre	36.8	28730	20284
4246	5008	SERVICE STATION	acre	1.2	4860	3548
4246	5009	OTHER COMMERCIAL	acre	7.7	834	604
4246	6002	LOW RISE OFFICE	acre	5.6	1474	1127
4246	6102	CHURCH	acre	4.3	470	387
4246	6105	FIRE OR POLICE STATION	site	1.0	259	188
4246	6509	OTHER HEALTH CARE	acre	12.9	5457	4009
4246	6809	OTHER SCHOOL	acre	1.7	313	259
4246	9101	INACTIVE USE	acre	15.9	34	30
4246		TOTAL			43771	31543
4247	101	SINGLE FAMILY	du	285.0	3996	2810
4247	4112	RIGHT-OF-WAY	acre	30.8	3	3
4247	5009	OTHER COMMERCIAL	acre	0.6	90	69
4247	6002	LOW RISE OFFICE	acre	3.6	1067	830

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4247	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4313	2575
4247	9101	INACTIVE USE	acre	25.5	0	0
4247		TOTAL			9469	6287
4248	101	SINGLE FAMILY	du	212.0	2920	2078
4248	102	MULTI-FAMILY	du	493.0	4694	3164
4248	4112	RIGHT-OF-WAY	acre	16.5	1	1
4248	5004	NEIGHBORHOOD COMMERCIAL	acre	5.2	6302	4432
4248	6102	CHURCH	acre	1.8	123	98
4248	7601	ACTIVE PARK	acre	19.7	1265	827
4248	9101	INACTIVE USE	acre	0.9	0	0
4248		TOTAL			15305	10600
4249	4112	RIGHT-OF-WAY	acre	15.6	0	0
4249	7601	ACTIVE PARK	acre	15.2	962	625
4249	9101	INACTIVE USE	acre	409.8	0	0
4249		TOTAL			962	625
4250	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1318	799
4250	4112	RIGHT-OF-WAY	acre	31.9	0	0
4250	5007	STREETFRONT COMMERCIAL	acre	3.3	4092	2977
4250	5008	SERVICE STATION	acre	1.1	4418	3226
4250	9101	INACTIVE USE	acre	5.3	0	0
4250		TOTAL			9828	7002
4251	101	SINGLE FAMILY	du	224.0	3096	2200
4251	103	MOBILE HOME PARK	du	192.0	1515	958
4251	4112	RIGHT-OF-WAY	acre	22.5	2	2
4251	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
4251	9101	INACTIVE USE	acre	1.7	0	0
4251		TOTAL			4614	3161
4252	4112	RIGHT-OF-WAY	acre	0.3	0	0
4252	9101	INACTIVE USE	acre	15647.0	0	0
4252		TOTAL			0	0
4253	101	SINGLE FAMILY	du	1124.0	15919	11114
4253	4112	RIGHT-OF-WAY	acre	47.7	8	7
4253	4113	COMMUNICATION OR UTILITY	acre	3.0	9	7
4253	7204	GOLF COURSE	acre	95.4	0	0
4253	7205	GOLF CLUB HOUSE	site	1.0	676	462
4253	7601	ACTIVE PARK	acre	3.2	202	131
4253	7607	RESIDENTIAL RECREATION	acre	1.2	10	8
4253	9101	INACTIVE USE	acre	19.5	0	0
4253		TOTAL			16824	11729
4254	101	SINGLE FAMILY	du	599.0	8383	5909
4254	4112	RIGHT-OF-WAY	acre	42.6	2	2
4254	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
4254	6102	CHURCH	acre	5.4	268	207

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4254	6809	OTHER SCHOOL	acre	0.9	197	164
4254	7601	ACTIVE PARK	acre	4.6	291	189
4254	9101	INACTIVE USE	acre	78.9	0	0
4254		TOTAL			9142	6472
4255	101	SINGLE FAMILY	du	118.0	1634	1161
4255	102	MULTI-FAMILY	du	263.0	2481	1685
4255	1409	OTHER GROUP QUARTERS	acre	10.0	39	29
4255	4112	RIGHT-OF-WAY	acre	14.1	2	2
4255	5006	AUTO COMMERCIAL	acre	1.4	588	416
4255	5007	STREETFRONT COMMERCIAL	acre	1.7	2126	1546
4255	6002	LOW RISE OFFICE	acre	2.3	1024	826
4255		TOTAL			7894	5665
4256	101	SINGLE FAMILY	du	651.0	8939	6382
4256	102	MULTI-FAMILY	du	230.0	2148	1465
4256	4112	RIGHT-OF-WAY	acre	51.8	2	2
4256	4113	COMMUNICATION OR UTILITY	acre	3.2	9	7
4256	6102	CHURCH	acre	1.4	67	52
4256	6806	ELEMENTARY SCHOOL	site	1.0	2208	1197
4256	7601	ACTIVE PARK	acre	8.1	509	331
4256	7607	RESIDENTIAL RECREATION	acre	2.0	0	0
4256	9101	INACTIVE USE	acre	144.3	0	0
4256		TOTAL			13882	9436
4257	101	SINGLE FAMILY	du	21.0	226	161
4257	103	MOBILE HOME PARK	du	54.0	341	224
4257	1409	OTHER GROUP QUARTERS	acre	92.5	364	268
4257	2301	JUNKYARD/DUMP/LANDFILL	acre	21.2	198	159
4257	4112	RIGHT-OF-WAY	acre	50.6	0	0
4257	5009	OTHER COMMERCIAL	acre	2.1	237	173
4257	6105	FIRE OR POLICE STATION	site	1.0	254	183
4257	8003	FIELD CROPS	acre	43.1	3	3
4257	9101	INACTIVE USE	acre	4274.0	0	0
4257		TOTAL			1623	1171
4258	101	SINGLE FAMILY	du	132.0	1502	1044
4258	1409	OTHER GROUP QUARTERS	acre	5.8	23	17
4258	4112	RIGHT-OF-WAY	acre	59.5	0	0
4258	4113	COMMUNICATION OR UTILITY	acre	0.1	1	0
4258	5009	OTHER COMMERCIAL	acre	0.6	66	48
4258	6105	FIRE OR POLICE STATION	site	1.0	254	183
4258	7211	OTHER RECREATION-LOW	acre	291.7	1846	1263
4258	8002	INTENSIVE AGRICULTURE	acre	9.3	2	2
4258	8003	FIELD CROPS	acre	185.5	65	55
4258	9101	INACTIVE USE	acre	11035.2	0	0
4258		TOTAL			3759	2612
4259	101	SINGLE FAMILY	du	546.0	7409	5331
4259	102	MULTI-FAMILY	du	266.0	2481	1706
4259	4112	RIGHT-OF-WAY	acre	39.7	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4259	9101	INACTIVE USE	acre	9.7	0	0
4259		TOTAL			9890	7037
4260	101	SINGLE FAMILY	du	45.0	616	443
4260	102	MULTI-FAMILY	du	227.0	2114	1452
4260	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	78	47
4260	4112	RIGHT-OF-WAY	acre	2.4	1	1
4260	4119	OTHER TRANSPORTATION	acre	4.1	417	316
4260	5006	AUTO COMMERCIAL	acre	0.3	580	482
4260	5007	STREETFRONT COMMERCIAL	acre	2.3	2854	2088
4260		TOTAL			6660	4829
4261	4112	RIGHT-OF-WAY	acre	14.1	0	0
4261	5004	NEIGHBORHOOD COMMERCIAL	acre	14.2	17751	12550
4261	5008	SERVICE STATION	acre	0.7	2683	1959
4261	6102	CHURCH	acre	4.8	363	292
4261	6105	FIRE OR POLICE STATION	site	1.0	254	183
4261	6804	SENIOR HIGH SCHOOL	site	1.0	5830	2615
4261		TOTAL			26881	17599
4262	101	SINGLE FAMILY	du	344.0	4754	3383
4262	4112	RIGHT-OF-WAY	acre	33.5	3	3
4262	4113	COMMUNICATION OR UTILITY	acre	3.7	11	8
4262	7601	ACTIVE PARK	acre	3.3	206	134
4262	9101	INACTIVE USE	acre	21.9	0	0
4262		TOTAL			4974	3528
4263	101	SINGLE FAMILY	du	147.0	2011	1443
4263	102	MULTI-FAMILY	du	475.0	4468	3034
4263	103	MOBILE HOME PARK	du	82.0	642	406
4263	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	168	109
4263	4112	RIGHT-OF-WAY	acre	15.8	3	3
4263	4113	COMMUNICATION OR UTILITY	acre	0.6	2	1
4263	5007	STREETFRONT COMMERCIAL	acre	2.0	2474	1799
4263	5009	OTHER COMMERCIAL	acre	1.1	122	88
4263	9101	INACTIVE USE	acre	1.5	0	0
4263		TOTAL			9890	6883
4264	101	SINGLE FAMILY	du	8.0	102	77
4264	4112	RIGHT-OF-WAY	acre	8.3	0	0
4264	9101	INACTIVE USE	acre	113.3	0	0
4264		TOTAL			102	77
4265	101	SINGLE FAMILY	du	125.0	1707	1230
4265	4112	RIGHT-OF-WAY	acre	38.0	1	1
4265	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
4265	9101	INACTIVE USE	acre	0.2	0	0
4265		TOTAL			1708	1231
4266	101	SINGLE FAMILY	du	157.0	2163	1538
4266	102	MULTI-FAMILY	du	351.0	3317	2237

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4266	1409	OTHER GROUP QUARTERS	acre	1.1	4	3
4266	4112	RIGHT-OF-WAY	acre	13.1	3	3
4266	5007	STREETFRONT COMMERCIAL	acre	1.7	2107	1532
4266	5008	SERVICE STATION	acre	0.5	2150	1570
4266	6102	CHURCH	acre	1.3	65	50
4266		TOTAL			9809	6933
4267	101	SINGLE FAMILY	du	2.0	25	19
4267	4112	RIGHT-OF-WAY	acre	26.4	1	1
4267	5003	COMMUNITY COMMERCIAL	acre	17.8	14110	9995
4267	5008	SERVICE STATION	acre	1.1	4506	3290
4267	7601	ACTIVE PARK	acre	14.9	943	613
4267		TOTAL			19585	13918
4268	101	SINGLE FAMILY	du	711.0	9777	6999
4268	4112	RIGHT-OF-WAY	acre	33.0	0	0
4268	5004	NEIGHBORHOOD COMMERCIAL	acre	6.0	7478	5272
4268	5008	SERVICE STATION	acre	0.6	2277	1663
4268	6806	ELEMENTARY SCHOOL	site	1.0	2241	1224
4268	7601	ACTIVE PARK	acre	5.0	318	206
4268	9101	INACTIVE USE	acre	6.1	0	0
4268		TOTAL			22091	15364
4269	4104	AIRSTRIP	acre	55.9	37	28
4269	4112	RIGHT-OF-WAY	acre	12.4	0	0
4269	4113	COMMUNICATION OR UTILITY	acre	18.6	55	42
4269	9101	INACTIVE USE	acre	2054.9	0	0
4269		TOTAL			92	70
4270	101	SINGLE FAMILY	du	77.0	1079	758
4270	102	MULTI-FAMILY	du	232.0	2230	1487
4270	4112	RIGHT-OF-WAY	acre	6.2	1	1
4270	7601	ACTIVE PARK	acre	28.7	1815	1180
4270	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
4270	9101	INACTIVE USE	acre	10.7	5	4
4270		TOTAL			5130	3430
4271	101	SINGLE FAMILY	du	561.0	7594	5496
4271	102	MULTI-FAMILY	du	93.0	855	593
4271	4112	RIGHT-OF-WAY	acre	46.8	1	1
4271	7601	ACTIVE PARK	acre	29.9	1891	1229
4271	7607	RESIDENTIAL RECREATION	acre	6.1	0	0
4271	9101	INACTIVE USE	acre	13.3	0	0
4271		TOTAL			10341	7319
4272	101	SINGLE FAMILY	du	263.0	3552	2566
4272	102	MULTI-FAMILY	du	174.0	1593	1102
4272	4112	RIGHT-OF-WAY	acre	16.3	1	1
4272	6002	LOW RISE OFFICE	acre	1.8	691	550
4272		TOTAL			5837	4219

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4273	101	SINGLE FAMILY	du	165.0	2273	1620
4273	102	MULTI-FAMILY	du	333.0	3153	2128
4273	4112	RIGHT-OF-WAY	acre	7.6	0	0
4273	6102	CHURCH	acre	2.5	121	94
4273		TOTAL			5547	3842
4274	101	SINGLE FAMILY	du	15.0	91	63
4274	4112	RIGHT-OF-WAY	acre	142.5	0	0
4274	5009	OTHER COMMERCIAL	acre	5.2	388	281
4274	9101	INACTIVE USE	acre	1066.9	0	0
4274		TOTAL			479	344
4275	101	SINGLE FAMILY	du	123.0	1682	1205
4275	102	MULTI-FAMILY	du	233.0	2187	1487
4275	103	MOBILE HOME PARK	du	58.0	442	287
4275	4112	RIGHT-OF-WAY	acre	9.4	4	3
4275	4114	PARKING	acre	0.1	0	0
4275	5006	AUTO COMMERCIAL	acre	0.8	326	230
4275	5007	STREETFRONT COMMERCIAL	acre	4.9	5792	4193
4275	5008	SERVICE STATION	acre	0.7	2813	2054
4275	6002	LOW RISE OFFICE	acre	1.0	243	183
4275	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
4275	9101	INACTIVE USE	acre	0.6	0	0
4275		TOTAL			15601	10756
4276	4112	RIGHT-OF-WAY	acre	4.4	0	0
4276	4113	COMMUNICATION OR UTILITY	acre	4.9	14	11
4276	6002	LOW RISE OFFICE	acre	10.7	2800	2142
4276	7210	OTHER RECREATION-HIGH	acre	0.0	2	2
4276	9101	INACTIVE USE	acre	5.3	0	0
4276		TOTAL			2816	2155
4277	101	SINGLE FAMILY	du	67.0	899	651
4277	102	MULTI-FAMILY	du	89.0	809	561
4277	4112	RIGHT-OF-WAY	acre	12.1	5	4
4277	4114	PARKING	acre	0.3	0	0
4277	5007	STREETFRONT COMMERCIAL	acre	0.8	959	701
4277	5009	OTHER COMMERCIAL	acre	0.2	32	24
4277	6002	LOW RISE OFFICE	acre	0.4	225	185
4277	9702	MIXED USE 67% STREETFRONT	acre	20.0	16514	12017
4277		TOTAL			19443	14143
4278	101	SINGLE FAMILY	du	638.0	8911	6276
4278	4112	RIGHT-OF-WAY	acre	38.3	0	0
4278	6806	ELEMENTARY SCHOOL	site	1.0	2265	1245
4278	7210	OTHER RECREATION-HIGH	acre	1.9	99	67
4278	7601	ACTIVE PARK	acre	5.7	363	236
4278	9101	INACTIVE USE	acre	183.1	0	0
4278		TOTAL			11638	7824
4279	101	SINGLE FAMILY	du	87.0	1186	854

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4279	102	MULTI-FAMILY	du	16.0	150	102
4279	103	MOBILE HOME PARK	du	126.0	984	625
4279	1501	LOW-RISE HOTEL OR MOTEL	acre	4.2	1367	833
4279	4112	RIGHT-OF-WAY	acre	10.0	0	0
4279	5007	STREETFRONT COMMERCIAL	acre	3.0	3650	2650
4279	5008	SERVICE STATION	acre	0.8	3103	2265
4279	6806	ELEMENTARY SCHOOL	site	1.0	2800	1709
4279		TOTAL			13240	9038
4280	4112	RIGHT-OF-WAY	acre	2.6	0	0
4280	6803	JUNIOR COLLEGE	acre	148.8	34510	27123
4280		TOTAL			34510	27123
4281	101	SINGLE FAMILY	du	777.0	10920	7704
4281	4112	RIGHT-OF-WAY	acre	64.2	1	1
4281	7601	ACTIVE PARK	acre	12.9	813	529
4281	9101	INACTIVE USE	acre	43.5	0	0
4281		TOTAL			11734	8234
4282	101	SINGLE FAMILY	du	105.0	1434	1029
4282	102	MULTI-FAMILY	du	22.0	205	140
4282	4112	RIGHT-OF-WAY	acre	9.6	0	0
4282	5007	STREETFRONT COMMERCIAL	acre	1.8	2110	1529
4282	6003	GOV'T OFFICE OR CENTER	acre	7.9	9755	7517
4282	6103	LIBRARY	acre	4.1	1745	1201
4282	6105	FIRE OR POLICE STATION	site	1.0	264	192
4282	7601	ACTIVE PARK	acre	4.0	250	163
4282		TOTAL			15763	11771
4283	101	SINGLE FAMILY	du	380.0	2374	1617
4283	102	MULTI-FAMILY	du	53.0	319	189
4283	1409	OTHER GROUP QUARTERS	acre	46.2	122	90
4283	2104	WAREHOUSING	acre	5.7	148	123
4283	4112	RIGHT-OF-WAY	acre	190.7	0	0
4283	4113	COMMUNICATION OR UTILITY	acre	1.2	2	2
4283	4119	OTHER TRANSPORTATION	acre	1.0	65	49
4283	5009	OTHER COMMERCIAL	acre	1.9	184	140
4283	6102	CHURCH	acre	1.4	47	36
4283	6104	POST OFFICE	acre	1.3	857	594
4283	6105	FIRE OR POLICE STATION	site	2.0	175	127
4283	6804	SENIOR HIGH SCHOOL	site	1.0	1845	782
4283	8003	FIELD CROPS	acre	496.3	29	23
4283	9101	INACTIVE USE	acre	6545.1	0	0
4283	9500	UNDER CONTRUCTION	acre	0.6	2	2
4283		TOTAL			6169	3774
4284	102	MULTI-FAMILY	du	707.0	6855	4557
4284	4112	RIGHT-OF-WAY	acre	21.9	0	0
4284	6102	CHURCH	acre	8.6	423	327
4284	6105	FIRE OR POLICE STATION	site	1.0	254	184
4284	7210	OTHER RECREATION-HIGH	acre	4.6	445	338

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4284	7607	RESIDENTIAL RECREATION	acre	0.8	0	0
4284	9101	INACTIVE USE	acre	12.1	0	0
4284		TOTAL			7977	5406
4285	101	SINGLE FAMILY	du	231.0	3147	2263
4285	4112	RIGHT-OF-WAY	acre	53.8	2	2
4285	6804	SENIOR HIGH SCHOOL	site	1.0	5811	2598
4285	8002	INTENSIVE AGRICULTURE	acre	7.8	2	2
4285	9101	INACTIVE USE	acre	8.3	5	4
4285		TOTAL			8967	4869
4286	102	MULTI-FAMILY	du	252.0	2497	1631
4286	4112	RIGHT-OF-WAY	acre	11.5	0	0
4286	4113	COMMUNICATION OR UTILITY	acre	20.9	61	47
4286	6804	SENIOR HIGH SCHOOL	site	1.0	6005	2766
4286	7601	ACTIVE PARK	acre	1.6	103	67
4286	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
4286	9101	INACTIVE USE	acre	1.8	0	0
4286		TOTAL			8666	4511
4287	101	SINGLE FAMILY	du	944.0	13376	9311
4287	102	MULTI-FAMILY	du	382.0	3730	2455
4287	4112	RIGHT-OF-WAY	acre	89.0	3	2
4287	4113	COMMUNICATION OR UTILITY	acre	56.3	165	127
4287	7601	ACTIVE PARK	acre	4.1	259	169
4287	9101	INACTIVE USE	acre	58.2	5	4
4287		TOTAL			17538	12068
4288	101	SINGLE FAMILY	du	1119.0	11310	7953
4288	102	MULTI-FAMILY	du	72.0	603	416
4288	1503	RESORT	acre	15.0	2495	1564
4288	4112	RIGHT-OF-WAY	acre	88.7	0	0
4288	5007	STREETFRONT COMMERCIAL	acre	3.2	3853	2792
4288	6105	FIRE OR POLICE STATION	site	1.0	254	184
4288	6109	OTHER PUBLIC SERVICE	acre	0.9	304	215
4288	6701	MILITARY USE	unique	20.7	955	782
4288	7207	MARINA	acre	7.5	272	182
4288	7601	ACTIVE PARK	unique	54.3	14096	9231
4288	7604	ACTIVE BEACH	acre	22.5	76	48
4288	7605	PASSIVE BEACH	acre	55.5	106	68
4288	7607	RESIDENTIAL RECREATION	acre	4.8	0	0
4288	9101	INACTIVE USE	acre	1110.4	0	0
4288		TOTAL			34324	23435
4289	1501	LOW-RISE HOTEL OR MOTEL	acre	2.2	756	467
4289	4112	RIGHT-OF-WAY	acre	61.4	0	0
4289	5007	STREETFRONT COMMERCIAL	acre	4.4	5270	3817
4289	9101	INACTIVE USE	acre	7.2	0	0
4289		TOTAL			6026	4284
4290	101	SINGLE FAMILY	du	416.0	5743	4094

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4290	4112	RIGHT-OF-WAY	acre	24.9	0	0
4290	6102	CHURCH	acre	4.1	263	208
4290	6806	ELEMENTARY SCHOOL	site	1.0	2197	1187
4290	7601	ACTIVE PARK	acre	8.2	518	337
4290	7607	RESIDENTIAL RECREATION	acre	1.8	0	0
4290	9101	INACTIVE USE	acre	10.0	0	0
4290		TOTAL			8721	5826
4291	101	SINGLE FAMILY	du	238.0	3298	2339
4291	102	MULTI-FAMILY	du	178.0	1692	1140
4291	1409	OTHER GROUP QUARTERS	acre	1.6	6	5
4291	4112	RIGHT-OF-WAY	acre	11.8	1	1
4291	6102	CHURCH	acre	0.9	42	32
4291	6109	OTHER PUBLIC SERVICE	acre	1.0	317	224
4291	9101	INACTIVE USE	acre	0.1	0	0
4291		TOTAL			5356	3741
4292	102	MULTI-FAMILY	du	218.0	1691	1168
4292	4112	RIGHT-OF-WAY	acre	2.1	0	0
4292	9101	INACTIVE USE	acre	187.9	0	0
4292		TOTAL			1691	1168
4293	101	SINGLE FAMILY	du	365.0	4955	3571
4293	4112	RIGHT-OF-WAY	acre	25.7	2	2
4293	9101	INACTIVE USE	acre	1.2	0	0
4293		TOTAL			4957	3573
4294	101	SINGLE FAMILY	du	54.0	316	223
4294	103	MOBILE HOME PARK	du	14.0	55	33
4294	4112	RIGHT-OF-WAY	acre	209.2	0	0
4294	5009	OTHER COMMERCIAL	acre	1.8	157	117
4294	6804	SENIOR HIGH SCHOOL	site	1.0	1833	772
4294	6806	ELEMENTARY SCHOOL	site	1.0	770	427
4294	8002	INTENSIVE AGRICULTURE	acre	2.7	1	0
4294	8003	FIELD CROPS	acre	837.4	50	39
4294	9101	INACTIVE USE	acre	6634.9	0	0
4294		TOTAL			3182	1611
4295	101	SINGLE FAMILY	du	52.0	698	506
4295	102	MULTI-FAMILY	du	276.0	2548	1748
4295	4112	RIGHT-OF-WAY	acre	12.8	3	2
4295	5007	STREETFRONT COMMERCIAL	acre	0.4	415	300
4295	6002	LOW RISE OFFICE	acre	0.2	72	56
4295	6102	CHURCH	acre	0.7	36	28
4295	6109	OTHER PUBLIC SERVICE	acre	1.6	506	357
4295	6509	OTHER HEALTH CARE	acre	0.1	69	52
4295	7601	ACTIVE PARK	acre	7.6	482	313
4295	9702	MIXED USE 67% STREETFRONT	acre	17.3	14319	10420
4295		TOTAL			19148	13782
4296	101	SINGLE FAMILY	du	37.0	506	363

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4296	103	MOBILE HOME PARK	du	182.0	1434	903
4296	1501	LOW-RISE HOTEL OR MOTEL	acre	3.8	1227	744
4296	4112	RIGHT-OF-WAY	acre	5.5	10	9
4296	5006	AUTO COMMERCIAL	acre	1.5	617	434
4296	5007	STREETFRONT COMMERCIAL	acre	6.4	7659	5549
4296	6509	OTHER HEALTH CARE	acre	0.2	63	47
4296		TOTAL			11516	8049
4297	102	MULTI-FAMILY	du	410.0	3796	2614
4297	4112	RIGHT-OF-WAY	acre	1.5	0	0
4297	5003	COMMUNITY COMMERCIAL	acre	31.2	24532	17357
4297	9101	INACTIVE USE	acre	32.8	0	0
4297		TOTAL			28328	19971
4298	101	SINGLE FAMILY	du	339.0	4608	3316
4298	102	MULTI-FAMILY	du	303.0	2817	1933
4298	4112	RIGHT-OF-WAY	acre	18.4	0	0
4298	6102	CHURCH	acre	2.6	131	101
4298	6809	OTHER SCHOOL	acre	0.2	48	40
4298	9101	INACTIVE USE	acre	0.8	0	0
4298		TOTAL			7604	5390
4299	101	SINGLE FAMILY	du	3.0	41	29
4299	102	MULTI-FAMILY	du	439.0	4159	2804
4299	1501	LOW-RISE HOTEL OR MOTEL	acre	3.1	1045	641
4299	4111	TRANSIT STATION	acre	4.3	1123	847
4299	4112	RIGHT-OF-WAY	acre	4.3	0	0
4299	4119	OTHER TRANSPORTATION	acre	6.2	658	502
4299	5007	STREETFRONT COMMERCIAL	acre	5.6	6730	4878
4299		TOTAL			13756	9701
4300	101	SINGLE FAMILY	du	201.0	2739	1967
4300	102	MULTI-FAMILY	du	299.0	2802	1907
4300	4112	RIGHT-OF-WAY	acre	10.9	0	0
4300	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
4300	6002	LOW RISE OFFICE	acre	2.3	957	768
4300	6102	CHURCH	acre	1.2	58	44
4300	6105	FIRE OR POLICE STATION	site	1.0	260	188
4300	6109	OTHER PUBLIC SERVICE	acre	0.3	93	66
4300	6509	OTHER HEALTH CARE	acre	3.0	1423	1067
4300	9101	INACTIVE USE	acre	0.5	0	0
4300		TOTAL			8333	6008
4301	101	SINGLE FAMILY	du	311.0	4383	3067
4301	102	MULTI-FAMILY	du	117.0	1138	754
4301	4112	RIGHT-OF-WAY	acre	29.4	1	1
4301	6102	CHURCH	acre	4.6	228	176
4301	6806	ELEMENTARY SCHOOL	site	1.0	2234	1219
4301	7601	ACTIVE PARK	acre	5.0	316	205
4301	7607	RESIDENTIAL RECREATION	acre	0.5	0	0
4301	9101	INACTIVE USE	acre	24.2	0	0
4301		TOTAL			8300	5422

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4302	101	SINGLE FAMILY	du	333.0	4555	3277
4302	4112	RIGHT-OF-WAY	acre	8.1	0	0
4302	4113	COMMUNICATION OR UTILITY	acre	2.8	15	12
4302	9101	INACTIVE USE	acre	37.0	20	17
4302		TOTAL			4590	3306
4303	4112	RIGHT-OF-WAY	acre	9.2	0	0
4303	9101	INACTIVE USE	acre	401.5	0	0
4303		TOTAL			0	0
4304	101	SINGLE FAMILY	du	1233.0	17598	12197
4304	102	MULTI-FAMILY	du	75.0	739	485
4304	4112	RIGHT-OF-WAY	acre	88.9	3	2
4304	4113	COMMUNICATION OR UTILITY	acre	14.6	43	33
4304	6102	CHURCH	acre	12.3	609	470
4304	6806	ELEMENTARY SCHOOL	site	1.0	2184	1176
4304	7204	GOLF COURSE	acre	56.2	0	0
4304	7607	RESIDENTIAL RECREATION	acre	4.2	0	0
4304	9101	INACTIVE USE	acre	30.9	0	0
4304		TOTAL			21176	14363
4305	101	SINGLE FAMILY	du	395.0	5379	3876
4305	102	MULTI-FAMILY	du	96.0	888	615
4305	4112	RIGHT-OF-WAY	acre	28.0	0	0
4305	6806	ELEMENTARY SCHOOL	site	1.0	2264	1245
4305	9101	INACTIVE USE	acre	33.8	5	4
4305		TOTAL			8536	5740
4306	101	SINGLE FAMILY	du	179.0	2454	1752
4306	102	MULTI-FAMILY	du	377.0	3546	2403
4306	4112	RIGHT-OF-WAY	acre	7.6	0	0
4306	5007	STREETFRONT COMMERCIAL	acre	4.1	4909	3554
4306	6109	OTHER PUBLIC SERVICE	acre	0.2	49	34
4306		TOTAL			10958	7743
4307	101	SINGLE FAMILY	du	1.0	13	10
4307	2101	INDUSTRIAL PARK	acre	1.4	186	153
4307	4112	RIGHT-OF-WAY	acre	7.1	0	0
4307	4113	COMMUNICATION OR UTILITY	acre	3.7	11	9
4307	5003	COMMUNITY COMMERCIAL	acre	24.7	19445	13754
4307	5009	OTHER COMMERCIAL	acre	0.8	148	117
4307	6002	LOW RISE OFFICE	acre	12.0	3948	3100
4307	6509	OTHER HEALTH CARE	acre	1.0	451	334
4307	9101	INACTIVE USE	acre	2.6	0	0
4307		TOTAL			24202	17477
4308	101	SINGLE FAMILY	du	29.0	396	284
4308	102	MULTI-FAMILY	du	554.0	5178	3543
4308	4112	RIGHT-OF-WAY	acre	7.2	1	1
4308	4114	PARKING	acre	0.3	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4308	5007	STREETFRONT COMMERCIAL	acre	1.2	1414	1029
4308	6002	LOW RISE OFFICE	acre	3.3	1627	1319
4308	6102	CHURCH	acre	3.8	324	263
4308	9101	INACTIVE USE	acre	1.4	0	0
4308	9702	MIXED USE 67% STREETFRONT	acre	7.9	6530	4752
4308		TOTAL			15470	11191
4309	101	SINGLE FAMILY	du	488.0	6956	4819
4309	4112	RIGHT-OF-WAY	acre	43.5	3	3
4309	7601	ACTIVE PARK	acre	3.0	191	124
4309	9101	INACTIVE USE	acre	38.4	5	4
4309		TOTAL			7155	4950
4310	101	SINGLE FAMILY	du	5.0	68	49
4310	102	MULTI-FAMILY	du	278.0	2618	1776
4310	103	MOBILE HOME PARK	du	540.0	4203	2681
4310	1501	LOW-RISE HOTEL OR MOTEL	acre	1.4	461	278
4310	2103	LIGHT INDUSTRY	acre	2.1	184	153
4310	4112	RIGHT-OF-WAY	acre	8.1	4	3
4310	4113	COMMUNICATION OR UTILITY	acre	3.4	29	24
4310	5007	STREETFRONT COMMERCIAL	acre	3.4	3996	2889
4310	5009	OTHER COMMERCIAL	acre	0.3	33	24
4310	9101	INACTIVE USE	acre	0.8	0	0
4310		TOTAL			11596	7877
4311	101	SINGLE FAMILY	du	403.0	5574	3964
4311	4112	RIGHT-OF-WAY	acre	24.0	1	1
4311	4113	COMMUNICATION OR UTILITY	acre	0.9	3	2
4311	9101	INACTIVE USE	acre	81.2	0	0
4311		TOTAL			5578	3967
4312	101	SINGLE FAMILY	du	1.0	13	10
4312	2105	PUBLIC STORAGE	acre	1.8	48	40
4312	4112	RIGHT-OF-WAY	acre	7.3	0	0
4312	5003	COMMUNITY COMMERCIAL	acre	41.2	31923	22503
4312	5008	SERVICE STATION	acre	1.5	5823	4251
4312	9101	INACTIVE USE	acre	2.8	0	0
4312		TOTAL			37807	26804
4313	101	SINGLE FAMILY	du	517.0	7059	5072
4313	4112	RIGHT-OF-WAY	acre	33.9	1	1
4313	4113	COMMUNICATION OR UTILITY	acre	1.4	4	3
4313	5007	STREETFRONT COMMERCIAL	acre	0.0	19	13
4313	6806	ELEMENTARY SCHOOL	site	1.0	2192	1183
4313	7601	ACTIVE PARK	acre	1.3	82	53
4313	9101	INACTIVE USE	acre	40.8	0	0
4313		TOTAL			9357	6325
4314	101	SINGLE FAMILY	du	452.0	6108	4420
4314	4112	RIGHT-OF-WAY	acre	65.6	0	0
4314	4113	COMMUNICATION OR UTILITY	acre	1.8	5	4

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4314	6102	CHURCH	acre	2.2	111	86
4314	9101	INACTIVE USE	acre	0.5	0	0
4314		TOTAL			6224	4510
4315	101	SINGLE FAMILY	du	73.0	993	715
4315	102	MULTI-FAMILY	du	232.0	2150	1484
4315	4112	RIGHT-OF-WAY	acre	9.5	1	1
4315	6502	HOSPITAL	acre	18.2	6438	4866
4315	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4349	2606
4315	9702	MIXED USE 67% STREETFRONT	acre	8.1	6735	4901
4315		TOTAL			20666	14573
4316	101	SINGLE FAMILY	du	179.0	2463	1764
4316	4112	RIGHT-OF-WAY	acre	9.4	0	0
4316	9101	INACTIVE USE	acre	5.3	0	0
4316		TOTAL			2463	1764
4317	2001	HEAVY INDUSTRY	acre	0.0	1	1
4317	2103	LIGHT INDUSTRY	acre	20.6	1194	969
4317	4112	RIGHT-OF-WAY	acre	5.7	0	0
4317	9101	INACTIVE USE	acre	23.9	0	0
4317		TOTAL			1195	970
4318	101	SINGLE FAMILY	du	457.0	6183	4469
4318	4112	RIGHT-OF-WAY	acre	31.0	0	0
4318	4113	COMMUNICATION OR UTILITY	acre	1.2	4	3
4318	6102	CHURCH	acre	6.6	326	252
4318	6806	ELEMENTARY SCHOOL	site	1.0	2229	1215
4318	7601	ACTIVE PARK	acre	6.0	378	246
4318	9101	INACTIVE USE	acre	0.2	0	0
4318		TOTAL			9120	6185
4319	101	SINGLE FAMILY	du	316.0	4375	3105
4319	102	MULTI-FAMILY	du	280.0	2691	1802
4319	4112	RIGHT-OF-WAY	acre	18.5	0	0
4319	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4138	2424
4319	7601	ACTIVE PARK	acre	16.9	1427	1005
4319	9101	INACTIVE USE	acre	27.2	0	0
4319		TOTAL			12631	8336
4320	101	SINGLE FAMILY	du	635.0	8613	6218
4320	4112	RIGHT-OF-WAY	acre	39.5	0	0
4320	4113	COMMUNICATION OR UTILITY	acre	12.4	36	28
4320	4114	PARKING	acre	0.6	8	7
4320	5009	OTHER COMMERCIAL	acre	0.9	102	74
4320	6102	CHURCH	acre	6.2	306	236
4320	6809	OTHER SCHOOL	acre	1.8	358	296
4320	9101	INACTIVE USE	acre	45.0	0	0
4320		TOTAL			9423	6859
4321	101	SINGLE FAMILY	du	129.0	1749	1261

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4321	102	MULTI-FAMILY	du	36.0	330	229
4321	4112	RIGHT-OF-WAY	acre	10.6	0	0
4321	4114	PARKING	acre	0.2	0	0
4321	5007	STREETFRONT COMMERCIAL	acre	4.2	5154	3761
4321	5009	OTHER COMMERCIAL	acre	1.6	255	195
4321	6002	LOW RISE OFFICE	acre	1.1	324	252
4321	6102	CHURCH	acre	1.1	52	40
4321	6509	OTHER HEALTH CARE	acre	0.2	81	60
4321	6806	ELEMENTARY SCHOOL	site	1.0	2234	1219
4321		TOTAL			10179	7017
4322	101	SINGLE FAMILY	du	55.0	744	537
4322	102	MULTI-FAMILY	du	79.0	721	500
4322	1401	JAIL	acre	2.6	44	32
4322	4112	RIGHT-OF-WAY	acre	8.5	1	1
4322	5007	STREETFRONT COMMERCIAL	acre	0.1	178	130
4322	6002	LOW RISE OFFICE	acre	3.9	1628	1306
4322	6003	GOV'T OFFICE OR CENTER	acre	12.1	11866	8859
4322	6109	OTHER PUBLIC SERVICE	acre	0.4	134	98
4322		TOTAL			15316	11463
4323	101	SINGLE FAMILY	du	172.0	2336	1687
4323	102	MULTI-FAMILY	du	108.0	995	690
4323	4112	RIGHT-OF-WAY	acre	3.5	0	0
4323	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
4323	9101	INACTIVE USE	acre	15.9	0	0
4323		TOTAL			3331	2377
4324	101	SINGLE FAMILY	du	1.0	14	10
4324	102	MULTI-FAMILY	du	165.0	1551	1054
4324	103	MOBILE HOME PARK	du	61.0	475	303
4324	4112	RIGHT-OF-WAY	acre	4.8	7	6
4324	5007	STREETFRONT COMMERCIAL	acre	10.2	12105	8757
4324	6102	CHURCH	acre	0.6	29	23
4324		TOTAL			14181	10153
4325	101	SINGLE FAMILY	du	543.0	7389	5324
4325	102	MULTI-FAMILY	du	90.0	828	572
4325	4112	RIGHT-OF-WAY	acre	69.0	5	4
4325	5007	STREETFRONT COMMERCIAL	acre	1.5	1825	1322
4325	5008	SERVICE STATION	acre	0.4	1451	1059
4325	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
4325	9101	INACTIVE USE	acre	2.0	0	0
4325		TOTAL			11498	8281
4326	2103	LIGHT INDUSTRY	acre	15.0	982	802
4326	4112	RIGHT-OF-WAY	acre	1.2	0	0
4326	7207	MARINA	acre	8.5	299	198
4326	9101	INACTIVE USE	acre	8.7	0	0
4326		TOTAL			1281	1000

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4327	101	SINGLE FAMILY	du	227.0	3084	2219
4327	4112	RIGHT-OF-WAY	acre	15.7	0	0
4327		TOTAL			3084	2219
4328	101	SINGLE FAMILY	du	8.0	111	79
4328	102	MULTI-FAMILY	du	520.0	4940	3324
4328	4111	TRANSIT STATION	acre	3.0	796	601
4328	4112	RIGHT-OF-WAY	acre	8.7	0	0
4328	5007	STREETFRONT COMMERCIAL	acre	0.3	350	253
4328	5008	SERVICE STATION	acre	0.5	2054	1500
4328	9101	INACTIVE USE	acre	0.5	0	0
4328		TOTAL			8251	5757
4329	101	SINGLE FAMILY	du	99.0	596	416
4329	4112	RIGHT-OF-WAY	acre	194.0	0	0
4329	6102	CHURCH	acre	30.1	1416	1132
4329	7211	OTHER RECREATION-LOW	acre	10.1	43	29
4329	8003	FIELD CROPS	acre	254.6	14	11
4329	9101	INACTIVE USE	acre	4823.1	0	0
4329		TOTAL			2069	1588
4330	9101	INACTIVE USE	acre	1441.3	0	0
4330		TOTAL			0	0
4331	101	SINGLE FAMILY	du	169.0	2284	1657
4331	102	MULTI-FAMILY	du	135.0	1228	861
4331	4112	RIGHT-OF-WAY	acre	11.8	7	6
4331	4114	PARKING	acre	0.3	0	0
4331	5007	STREETFRONT COMMERCIAL	acre	0.8	943	685
4331	6002	LOW RISE OFFICE	acre	3.0	833	640
4331	6109	OTHER PUBLIC SERVICE	acre	0.4	127	90
4331	6509	OTHER HEALTH CARE	acre	0.5	223	164
4331	6809	OTHER SCHOOL	acre	0.2	41	34
4331	9101	INACTIVE USE	acre	0.0	0	0
4331		TOTAL			5686	4137
4332	5003	COMMUNITY COMMERCIAL	acre	29.4	22613	15920
4332	5004	NEIGHBORHOOD COMMERCIAL	acre	11.6	14263	10035
4332	5008	SERVICE STATION	acre	1.0	4053	2959
4332	9101	INACTIVE USE	acre	4.9	0	0
4332		TOTAL			40929	28914
4333	101	SINGLE FAMILY	du	251.0	3484	2469
4333	4112	RIGHT-OF-WAY	acre	10.7	0	0
4333	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
4333	9101	INACTIVE USE	acre	0.1	0	0
4333		TOTAL			3484	2469
4334	102	MULTI-FAMILY	du	494.0	4698	3189
4334	1409	OTHER GROUP QUARTERS	acre	30.5	120	89

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4334	4112	RIGHT-OF-WAY	acre	7.1	0	0
4334	9101	INACTIVE USE	acre	49.0	0	0
4334		TOTAL			4818	3278
4335	2001	HEAVY INDUSTRY	acre	80.6	3384	2815
4335	4112	RIGHT-OF-WAY	acre	18.3	0	0
4335	9101	INACTIVE USE	acre	3.1	0	0
4335		TOTAL			3384	2815
4336	101	SINGLE FAMILY	du	151.0	2093	1484
4336	102	MULTI-FAMILY	du	301.0	2858	1930
4336	4112	RIGHT-OF-WAY	acre	28.4	3	3
4336	7607	RESIDENTIAL RECREATION	acre	1.8	0	0
4336	9101	INACTIVE USE	acre	12.1	0	0
4336	9500	UNDER CONTRUCTION	acre	7.8	44	35
4336		TOTAL			4998	3452
4337	4112	RIGHT-OF-WAY	acre	8.3	0	0
4337	4113	COMMUNICATION OR UTILITY	acre	5.5	16	12
4337	9101	INACTIVE USE	acre	818.6	0	0
4337		TOTAL			16	12
4338	102	MULTI-FAMILY	du	262.0	2404	1672
4338	4112	RIGHT-OF-WAY	acre	8.9	0	0
4338	7601	ACTIVE PARK	acre	4.0	253	165
4338	9101	INACTIVE USE	acre	13.0	0	0
4338		TOTAL			2657	1837
4339	4112	RIGHT-OF-WAY	acre	4.8	0	0
4339	5002	REGIONAL COMMERCIAL	acre	55.1	38214	26888
4339		TOTAL			38214	26888
4340	101	SINGLE FAMILY	du	795.0	11305	7835
4340	102	MULTI-FAMILY	du	1293.0	12764	8326
4340	4112	RIGHT-OF-WAY	acre	53.4	1	1
4340	4114	PARKING	acre	1.9	0	0
4340	5008	SERVICE STATION	acre	0.4	1677	1224
4340	7601	ACTIVE PARK	acre	8.1	514	334
4340	9101	INACTIVE USE	acre	53.9	0	0
4340	9702	MIXED USE 67% STREETFRONT	acre	6.3	5226	3803
4340		TOTAL			31487	21523
4341	101	SINGLE FAMILY	du	320.0	4437	3149
4341	4112	RIGHT-OF-WAY	acre	17.7	0	0
4341	4113	COMMUNICATION OR UTILITY	acre	8.5	25	19
4341	7601	ACTIVE PARK	acre	4.4	276	180
4341	9101	INACTIVE USE	acre	30.9	0	0
4341		TOTAL			4738	3348
4342	4112	RIGHT-OF-WAY	acre	0.4	0	0
4342	5007	STREETFRONT COMMERCIAL	acre	0.9	1084	784

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4342	6105	FIRE OR POLICE STATION	site	1.0	255	184
4342	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4340	2597
4342	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
4342	9101	INACTIVE USE	acre	0.2	0	0
4342		TOTAL			7929	4798
4343	101	SINGLE FAMILY	du	164.0	2319	1614
4343	102	MULTI-FAMILY	du	714.0	6977	4584
4343	4112	RIGHT-OF-WAY	acre	30.2	4	3
4343	7601	ACTIVE PARK	acre	5.6	357	232
4343	9101	INACTIVE USE	acre	22.9	0	0
4343		TOTAL			9657	6433
4344	101	SINGLE FAMILY	du	39.0	529	382
4344	102	MULTI-FAMILY	du	183.0	1696	1169
4344	4112	RIGHT-OF-WAY	acre	12.4	1	1
4344	5004	NEIGHBORHOOD COMMERCIAL	acre	17.6	21941	15493
4344	5007	STREETFRONT COMMERCIAL	acre	0.6	706	511
4344	5008	SERVICE STATION	acre	0.4	1720	1256
4344	6509	OTHER HEALTH CARE	acre	0.3	126	92
4344		TOTAL			26719	18904
4345	101	SINGLE FAMILY	du	420.0	5861	4150
4345	102	MULTI-FAMILY	du	1308.0	12520	8457
4345	4112	RIGHT-OF-WAY	acre	84.0	4	4
4345	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
4345	7601	ACTIVE PARK	acre	7.5	474	308
4345	7607	RESIDENTIAL RECREATION	acre	1.9	0	0
4345	9101	INACTIVE USE	acre	12.2	0	0
4345	9702	MIXED USE 67% STREETFRONT	acre	7.3	6006	4370
4345		TOTAL			27115	18522
4346	101	SINGLE FAMILY	du	70.0	957	685
4346	102	MULTI-FAMILY	du	152.0	1416	968
4346	4112	RIGHT-OF-WAY	acre	6.5	3	3
4346	5004	NEIGHBORHOOD COMMERCIAL	acre	2.0	2715	1949
4346	5007	STREETFRONT COMMERCIAL	acre	0.9	1072	780
4346	5008	SERVICE STATION	acre	0.3	1186	866
4346	6002	LOW RISE OFFICE	acre	9.2	3253	2571
4346	6109	OTHER PUBLIC SERVICE	acre	1.6	571	411
4346	6809	OTHER SCHOOL	acre	0.2	39	32
4346	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
4346	9101	INACTIVE USE	acre	0.3	0	0
4346		TOTAL			11212	8265
4347	5002	REGIONAL COMMERCIAL	acre	85.0	56997	39797
4347	9101	INACTIVE USE	acre	42.6	0	0
4347		TOTAL			56997	39797
4348	4112	RIGHT-OF-WAY	acre	6.8	0	0
4348	7208	OTC	acre	149.1	904	616
4348		TOTAL			904	616

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4349	101	SINGLE FAMILY	du	91.0	1239	892
4349	102	MULTI-FAMILY	du	16.0	148	103
4349	4112	RIGHT-OF-WAY	acre	4.9	4	3
4349	5004	NEIGHBORHOOD COMMERCIAL	acre	7.0	8745	6185
4349	5007	STREETFRONT COMMERCIAL	acre	4.6	5493	3987
4349		TOTAL			15629	11170
4350	101	SINGLE FAMILY	du	424.0	5790	4158
4350	4112	RIGHT-OF-WAY	acre	23.8	0	0
4350	4113	COMMUNICATION OR UTILITY	acre	10.8	31	24
4350	7601	ACTIVE PARK	acre	0.4	27	17
4350	9101	INACTIVE USE	acre	11.3	0	0
4350		TOTAL			5848	4199
4351	102	MULTI-FAMILY	du	161.0	1530	1034
4351	4112	RIGHT-OF-WAY	acre	3.2	0	0
4351	7210	OTHER RECREATION-HIGH	acre	12.8	710	484
4351	7601	ACTIVE PARK	acre	11.1	700	455
4351	9101	INACTIVE USE	acre	11.5	0	0
4351		TOTAL			2940	1973
4352	101	SINGLE FAMILY	du	371.0	5166	3653
4352	4112	RIGHT-OF-WAY	acre	34.7	1	1
4352	6806	ELEMENTARY SCHOOL	site	1.0	2191	1181
4352	6809	OTHER SCHOOL	acre	1.8	317	261
4352	9101	INACTIVE USE	acre	60.1	0	0
4352		TOTAL			7675	5096
4353	101	SINGLE FAMILY	du	345.0	4640	3365
4353	102	MULTI-FAMILY	du	4.0	37	25
4353	4112	RIGHT-OF-WAY	acre	23.9	0	0
4353	5007	STREETFRONT COMMERCIAL	acre	1.6	1902	1376
4353	6809	OTHER SCHOOL	acre	0.3	54	45
4353	9101	INACTIVE USE	acre	0.2	0	0
4353		TOTAL			6633	4811
4354	101	SINGLE FAMILY	du	18.0	246	176
4354	102	MULTI-FAMILY	du	150.0	1397	955
4354	103	MOBILE HOME PARK	du	93.0	717	460
4354	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	146	90
4354	4112	RIGHT-OF-WAY	acre	2.4	0	0
4354	5007	STREETFRONT COMMERCIAL	acre	1.1	1366	989
4354	5008	SERVICE STATION	acre	0.5	2051	1498
4354		TOTAL			5923	4168
4355	101	SINGLE FAMILY	du	506.0	7239	4994
4355	102	MULTI-FAMILY	du	328.0	3260	2115
4355	4112	RIGHT-OF-WAY	acre	71.8	15	13
4355	6806	ELEMENTARY SCHOOL	site	1.0	2258	1240
4355	7601	ACTIVE PARK	acre	12.4	785	510
4355	9101	INACTIVE USE	acre	31.3	0	0
4355		TOTAL			13557	8872

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4356	2103	LIGHT INDUSTRY	acre	2.8	367	308
4356	4112	RIGHT-OF-WAY	acre	29.7	0	0
4356	4114	PARKING	acre	9.6	0	0
4356	6002	LOW RISE OFFICE	acre	2.8	927	729
4356	9101	INACTIVE USE	acre	1.8	0	0
4356		TOTAL			1294	1037
4357	101	SINGLE FAMILY	du	112.0	1538	1101
4357	102	MULTI-FAMILY	du	142.0	1320	908
4357	4112	RIGHT-OF-WAY	acre	7.4	0	0
4357	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
4357	6002	LOW RISE OFFICE	acre	0.4	100	77
4357	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
4357	9101	INACTIVE USE	acre	0.0	0	0
4357		TOTAL			5163	3280
4358	2001	HEAVY INDUSTRY	acre	48.2	1855	1537
4358	4112	RIGHT-OF-WAY	acre	9.7	0	0
4358	4114	PARKING	acre	8.8	0	0
4358	7207	MARINA	acre	42.4	1692	1159
4358	7601	ACTIVE PARK	acre	0.3	17	11
4358	9101	INACTIVE USE	acre	31.4	0	0
4358		TOTAL			3564	2707
4359	101	SINGLE FAMILY	du	446.0	6163	4398
4359	4112	RIGHT-OF-WAY	acre	27.5	0	0
4359	5008	SERVICE STATION	acre	0.4	1608	1175
4359		TOTAL			7771	5573
4360	101	SINGLE FAMILY	du	295.0	4127	2916
4360	102	MULTI-FAMILY	du	152.0	1457	980
4360	4112	RIGHT-OF-WAY	acre	11.4	0	0
4360	6102	CHURCH	acre	5.7	280	216
4360		TOTAL			5864	4112
4361	101	SINGLE FAMILY	du	480.0	6540	4707
4361	4112	RIGHT-OF-WAY	acre	35.9	2	2
4361	6102	CHURCH	acre	2.2	108	84
4361	6806	ELEMENTARY SCHOOL	site	1.0	2207	1195
4361	7601	ACTIVE PARK	acre	3.3	212	137
4361	9101	INACTIVE USE	acre	2.3	0	0
4361		TOTAL			9069	6125
4362	101	SINGLE FAMILY	du	79.0	459	326
4362	103	MOBILE HOME PARK	du	34.0	123	78
4362	4112	RIGHT-OF-WAY	acre	47.7	0	0
4362	6101	CEMETERY	acre	0.9	2	2
4362	6104	POST OFFICE	acre	0.3	212	147
4362	6105	FIRE OR POLICE STATION	site	2.0	170	123
4362	6806	ELEMENTARY SCHOOL	site	1.0	754	413
4362	8002	INTENSIVE AGRICULTURE	acre	85.9	13	11

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4362	8003	FIELD CROPS	acre	469.2	28	22
4362	9101	INACTIVE USE	acre	1676.3	0	0
4362		TOTAL			1761	1122
4363	101	SINGLE FAMILY	du	284.0	3847	2784
4363	102	MULTI-FAMILY	du	29.0	264	185
4363	4112	RIGHT-OF-WAY	acre	18.8	1	1
4363	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
4363		TOTAL			4112	2970
4364	101	SINGLE FAMILY	du	163.0	2248	1604
4364	102	MULTI-FAMILY	du	28.0	264	179
4364	103	MOBILE HOME PARK	du	63.0	490	316
4364	4112	RIGHT-OF-WAY	acre	14.1	0	0
4364	6806	ELEMENTARY SCHOOL	site	1.0	2223	1209
4364		TOTAL			5225	3308
4365	101	SINGLE FAMILY	du	125.0	1708	1229
4365	4112	RIGHT-OF-WAY	acre	10.3	6	5
4365	5006	AUTO COMMERCIAL	acre	0.4	168	118
4365	5007	STREETFRONT COMMERCIAL	acre	5.5	6555	4749
4365		TOTAL			8437	6101
4366	101	SINGLE FAMILY	du	554.0	7660	5474
4366	4112	RIGHT-OF-WAY	acre	56.5	1	1
4366	6102	CHURCH	acre	13.1	829	657
4366	6804	SENIOR HIGH SCHOOL	site	1.0	5909	2683
4366	7601	ACTIVE PARK	acre	1.4	87	56
4366	9101	INACTIVE USE	acre	18.1	0	0
4366		TOTAL			14486	8871
4367	101	SINGLE FAMILY	du	29.0	397	285
4367	102	MULTI-FAMILY	du	120.0	1102	765
4367	4112	RIGHT-OF-WAY	acre	5.4	0	0
4367	5004	NEIGHBORHOOD COMMERCIAL	acre	5.7	7016	4948
4367	5007	STREETFRONT COMMERCIAL	acre	3.0	3624	2635
4367	5008	SERVICE STATION	acre	0.4	1794	1309
4367	6002	LOW RISE OFFICE	acre	3.5	1126	882
4367	6104	POST OFFICE	acre	4.7	4924	3435
4367	6109	OTHER PUBLIC SERVICE	acre	0.6	193	136
4367		TOTAL			20176	14395
4368	101	SINGLE FAMILY	du	191.0	2683	1895
4368	4112	RIGHT-OF-WAY	acre	9.7	0	0
4368	5009	OTHER COMMERCIAL	acre	1.1	120	87
4368	6002	LOW RISE OFFICE	acre	1.1	353	277
4368	9101	INACTIVE USE	acre	18.4	0	0
4368		TOTAL			3156	2259
4369	101	SINGLE FAMILY	du	473.0	6425	4641
4369	102	MULTI-FAMILY	du	460.0	4229	2937

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4369	4112	RIGHT-OF-WAY	acre	28.5	0	0
4369	6806	ELEMENTARY SCHOOL	site	1.0	2284	1262
4369	7601	ACTIVE PARK	acre	9.0	571	371
4369	9101	INACTIVE USE	acre	20.8	0	0
4369	9500	UNDER CONTRUCTION	acre	9.0	51	40
4369	9700	MIXED USE 67% STREETFRONT	acre	2.5	2051	1492
4369		TOTAL			15611	10743
4370	101	SINGLE FAMILY	du	296.0	3969	2889
4370	102	MULTI-FAMILY	du	97.0	891	618
4370	4112	RIGHT-OF-WAY	acre	20.6	2	2
4370	6002	LOW RISE OFFICE	acre	0.5	222	178
4370	9101	INACTIVE USE	acre	0.5	0	0
4370		TOTAL			5084	3687
4371	101	SINGLE FAMILY	du	830.0	11400	8156
4371	4112	RIGHT-OF-WAY	acre	55.9	0	0
4371	6102	CHURCH	acre	5.9	346	272
4371	6806	ELEMENTARY SCHOOL	site	1.0	2210	1198
4371	9101	INACTIVE USE	acre	0.2	0	0
4371		TOTAL			13956	9626
4372	101	SINGLE FAMILY	du	233.0	3166	2287
4372	4112	RIGHT-OF-WAY	acre	26.8	0	0
4372	7601	ACTIVE PARK	acre	3.2	204	133
4372	9101	INACTIVE USE	acre	197.6	0	0
4372		TOTAL			3370	2420
4373	101	SINGLE FAMILY	du	563.0	7917	5559
4373	4112	RIGHT-OF-WAY	acre	67.1	10	9
4373	4113	COMMUNICATION OR UTILITY	acre	10.7	31	24
4373	6105	FIRE OR POLICE STATION	site	1.0	254	183
4373	7601	ACTIVE PARK	acre	3.7	231	150
4373	7607	RESIDENTIAL RECREATION	acre	0.7	0	0
4373	9101	INACTIVE USE	acre	13.9	0	0
4373		TOTAL			8443	5925
4374	101	SINGLE FAMILY	du	118.0	1601	1154
4374	102	MULTI-FAMILY	du	154.0	1456	986
4374	1501	LOW-RISE HOTEL OR MOTEL	acre	0.7	225	136
4374	4112	RIGHT-OF-WAY	acre	11.4	5	4
4374	5006	AUTO COMMERCIAL	acre	0.6	235	165
4374	5007	STREETFRONT COMMERCIAL	acre	6.2	7404	5365
4374	5009	OTHER COMMERCIAL	acre	0.9	102	74
4374	9101	INACTIVE USE	acre	0.3	0	0
4374		TOTAL			11028	7884
4375	101	SINGLE FAMILY	du	400.0	5729	3964
4375	4112	RIGHT-OF-WAY	acre	26.5	0	0
4375	9101	INACTIVE USE	acre	37.6	0	0
4375		TOTAL			5729	3964

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4376	101	SINGLE FAMILY	du	55.0	756	541
4376	102	MULTI-FAMILY	du	630.0	5961	4060
4376	4112	RIGHT-OF-WAY	acre	18.0	0	0
4376	6105	FIRE OR POLICE STATION	site	1.0	254	183
4376	6804	SENIOR HIGH SCHOOL	site	1.0	5618	2432
4376	9101	INACTIVE USE	acre	101.0	0	0
4376	9702	MIXED USE 67% STREETFRONT	acre	21.9	18130	13194
4376		TOTAL			30719	20410
4377	101	SINGLE FAMILY	du	108.0	1539	1064
4377	102	MULTI-FAMILY	du	334.0	3323	2162
4377	1409	OTHER GROUP QUARTERS	acre	30.0	118	87
4377	4112	RIGHT-OF-WAY	acre	2.4	0	0
4377	6502	HOSPITAL	acre	21.6	8633	6633
4377	6509	OTHER HEALTH CARE	acre	16.3	6852	5026
4377	9101	INACTIVE USE	acre	9.4	0	0
4377		TOTAL			20465	14972
4378	101	SINGLE FAMILY	du	9.0	124	88
4378	102	MULTI-FAMILY	du	261.0	2465	1666
4378	4112	RIGHT-OF-WAY	acre	7.1	0	0
4378	5004	NEIGHBORHOOD COMMERCIAL	acre	5.0	6216	4385
4378	5007	STREETFRONT COMMERCIAL	acre	2.9	3433	2487
4378	5008	SERVICE STATION	acre	0.5	1945	1420
4378	6002	LOW RISE OFFICE	acre	4.9	1629	1281
4378	6509	OTHER HEALTH CARE	acre	3.6	1628	1210
4378	9101	INACTIVE USE	acre	0.5	0	0
4378		TOTAL			17440	12537
4379	101	SINGLE FAMILY	du	533.0	7359	5247
4379	2103	LIGHT INDUSTRY	acre	3.5	273	226
4379	2105	PUBLIC STORAGE	acre	3.6	97	81
4379	4112	RIGHT-OF-WAY	acre	40.9	0	0
4379	7607	RESIDENTIAL RECREATION	acre	0.3	0	0
4379	9101	INACTIVE USE	acre	0.5	0	0
4379		TOTAL			7729	5554
4380	101	SINGLE FAMILY	du	257.0	3630	2543
4380	4112	RIGHT-OF-WAY	acre	49.8	1	1
4380	4113	COMMUNICATION OR UTILITY	acre	6.8	20	15
4380	6806	ELEMENTARY SCHOOL	site	1.0	2263	1244
4380	7210	OTHER RECREATION-HIGH	acre	7.2	430	298
4380	7601	ACTIVE PARK	acre	26.2	1657	1077
4380	9101	INACTIVE USE	acre	0.0	0	0
4380		TOTAL			8001	5178
4381	101	SINGLE FAMILY	du	333.0	4521	3265
4381	4112	RIGHT-OF-WAY	acre	16.1	0	0
4381	4113	COMMUNICATION OR UTILITY	acre	7.6	22	17
4381	9101	INACTIVE USE	acre	5.4	0	0
4381		TOTAL			4543	3282

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4382	101	SINGLE FAMILY	du	21.0	283	206
4382	4112	RIGHT-OF-WAY	acre	10.2	0	0
4382	5004	NEIGHBORHOOD COMMERCIAL	acre	2.0	2447	1716
4382	7204	GOLF COURSE	acre	143.2	2	2
4382	7205	GOLF CLUB HOUSE	site	1.0	714	495
4382	9101	INACTIVE USE	acre	6.2	0	0
4382		TOTAL			3446	2419
4383	101	SINGLE FAMILY	du	237.0	3393	2348
4383	4112	RIGHT-OF-WAY	acre	20.9	1	1
4383	9101	INACTIVE USE	acre	17.5	0	0
4383		TOTAL			3394	2349
4384	101	SINGLE FAMILY	du	161.0	2172	1576
4384	102	MULTI-FAMILY	du	13.0	120	83
4384	4112	RIGHT-OF-WAY	acre	13.7	0	0
4384	6804	SENIOR HIGH SCHOOL	site	1.0	5960	2727
4384		TOTAL			8252	4386
4385	2001	HEAVY INDUSTRY	acre	0.0	2	1
4385	4112	RIGHT-OF-WAY	acre	7.0	0	0
4385	4113	COMMUNICATION OR UTILITY	acre	27.0	79	61
4385	7601	ACTIVE PARK	acre	16.2	1026	667
4385	9101	INACTIVE USE	acre	6.4	0	0
4385		TOTAL			1107	729
4386	101	SINGLE FAMILY	du	105.0	658	450
4386	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	456	274
4386	4112	RIGHT-OF-WAY	acre	35.3	0	0
4386	5009	OTHER COMMERCIAL	acre	3.2	233	168
4386	6102	CHURCH	acre	0.5	17	13
4386	6104	POST OFFICE	acre	0.3	244	170
4386	6105	FIRE OR POLICE STATION	site	1.0	85	62
4386	9101	INACTIVE USE	acre	181.2	0	0
4386		TOTAL			1693	1137
4387	4112	RIGHT-OF-WAY	acre	3.5	0	0
4387	4114	PARKING	acre	0.4	0	0
4387	6002	LOW RISE OFFICE	acre	5.5	1875	1477
4387	6509	OTHER HEALTH CARE	acre	1.3	551	403
4387	9101	INACTIVE USE	acre	1.0	0	0
4387		TOTAL			2426	1880
4388	101	SINGLE FAMILY	du	119.0	684	494
4388	103	MOBILE HOME PARK	du	40.0	140	92
4388	4112	RIGHT-OF-WAY	acre	32.2	0	0
4388	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
4388	6102	CHURCH	acre	0.5	16	12
4388	6103	LIBRARY	acre	4.2	1168	796
4388	8003	FIELD CROPS	acre	278.4	17	13
4388	9101	INACTIVE USE	acre	68.8	0	0
4388		TOTAL			2025	1407

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4389	101	SINGLE FAMILY	du	328.0	4605	3237
4389	4112	RIGHT-OF-WAY	acre	19.1	0	0
4389	4113	COMMUNICATION OR UTILITY	acre	1.3	4	3
4389	6102	CHURCH	acre	0.9	45	35
4389	7601	ACTIVE PARK	acre	2.7	170	110
4389		TOTAL			4824	3385
4390	101	SINGLE FAMILY	du	202.0	2789	1991
4390	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	194	116
4390	4112	RIGHT-OF-WAY	acre	15.0	0	0
4390	5006	AUTO COMMERCIAL	acre	1.3	533	376
4390	5007	STREETFRONT COMMERCIAL	acre	3.5	4171	3021
4390	5008	SERVICE STATION	acre	0.5	2073	1514
4390	5009	OTHER COMMERCIAL	acre	6.8	873	651
4390	6806	ELEMENTARY SCHOOL	site	1.0	2112	1114
4390		TOTAL			12745	8783
4391	101	SINGLE FAMILY	du	506.0	7185	4994
4391	4112	RIGHT-OF-WAY	acre	41.2	1	1
4391	7601	ACTIVE PARK	acre	5.6	354	230
4391	9101	INACTIVE USE	acre	34.6	0	0
4391		TOTAL			7540	5225
4392	102	MULTI-FAMILY	du	1176.0	11149	7592
4392	4112	RIGHT-OF-WAY	acre	1.0	0	0
4392	9101	INACTIVE USE	acre	37.8	0	0
4392	9702	MIXED USE 67% STREETFRONT	acre	81.3	67303	48977
4392		TOTAL			78452	56569
4393	102	MULTI-FAMILY	du	288.0	2767	1862
4393	4112	RIGHT-OF-WAY	acre	12.9	0	0
4393	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4471	2711
4393	9101	INACTIVE USE	acre	7.2	0	0
4393		TOTAL			7238	4573
4394	101	SINGLE FAMILY	du	18.0	250	177
4394	102	MULTI-FAMILY	du	179.0	1704	1151
4394	1409	OTHER GROUP QUARTERS	acre	4.4	17	13
4394	4112	RIGHT-OF-WAY	acre	3.9	2	2
4394	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
4394	5007	STREETFRONT COMMERCIAL	acre	1.0	1181	857
4394	5008	SERVICE STATION	acre	0.5	2085	1522
4394	6102	CHURCH	acre	3.1	151	117
4394	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
4394	9101	INACTIVE USE	acre	5.8	0	0
4394		TOTAL			7616	5051
4395	101	SINGLE FAMILY	du	527.0	7302	5191
4395	4112	RIGHT-OF-WAY	acre	34.9	0	0
4395	4113	COMMUNICATION OR UTILITY	acre	0.7	2	2
4395	6102	CHURCH	acre	5.3	263	203

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4395	6105	FIRE OR POLICE STATION	site	1.0	254	184
4395	6109	OTHER PUBLIC SERVICE	acre	2.3	738	521
4395	6806	ELEMENTARY SCHOOL	site	1.0	2255	1237
4395	9101	INACTIVE USE	acre	0.2	0	0
4395		TOTAL			10814	7338
4396	4112	RIGHT-OF-WAY	acre	7.8	0	0
4396	7207	MARINA	acre	10.9	384	254
4396	9101	INACTIVE USE	acre	46.7	0	0
4396		TOTAL			384	254
4397	101	SINGLE FAMILY	du	85.0	1176	838
4397	102	MULTI-FAMILY	du	1135.0	10751	7315
4397	4112	RIGHT-OF-WAY	acre	9.1	0	0
4397	7601	ACTIVE PARK	acre	9.7	629	412
4397	9101	INACTIVE USE	acre	44.6	0	0
4397	9702	MIXED USE 67% STREETFRONT	acre	12.1	10052	7315
4397		TOTAL			22608	15880
4398	101	SINGLE FAMILY	du	478.0	6641	4724
4398	4112	RIGHT-OF-WAY	acre	67.8	0	0
4398	6806	ELEMENTARY SCHOOL	site	1.0	2264	1245
4398	7607	RESIDENTIAL RECREATION	acre	1.7	0	0
4398	9101	INACTIVE USE	acre	45.3	0	0
4398		TOTAL			8905	5969
4399	101	SINGLE FAMILY	du	203.0	2764	1986
4399	102	MULTI-FAMILY	du	107.0	994	682
4399	4112	RIGHT-OF-WAY	acre	10.1	0	0
4399	6102	CHURCH	acre	2.5	162	129
4399	6806	ELEMENTARY SCHOOL	site	2.0	4287	2281
4399	6809	OTHER SCHOOL	acre	2.0	355	293
4399	9101	INACTIVE USE	acre	0.5	0	0
4399		TOTAL			8562	5371
4400	101	SINGLE FAMILY	du	76.0	1048	750
4400	4112	RIGHT-OF-WAY	acre	2.4	0	0
4400	9101	INACTIVE USE	acre	0.5	0	0
4400		TOTAL			1048	750
4401	102	MULTI-FAMILY	du	609.0	6196	3954
4401	4112	RIGHT-OF-WAY	acre	11.0	0	0
4401	5004	NEIGHBORHOOD COMMERCIAL	acre	11.1	13562	9528
4401	5008	SERVICE STATION	acre	1.3	5025	3669
4401	6509	OTHER HEALTH CARE	acre	2.6	1062	776
4401	7601	ACTIVE PARK	acre	10.0	634	412
4401	9101	INACTIVE USE	acre	0.1	0	0
4401		TOTAL			26479	18339
4402	2101	INDUSTRIAL PARK	acre	27.1	5012	4185
4402	2104	WAREHOUSING	acre	3.8	203	170

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4402	2201	EXTRACTIVE INDUSTRY	acre	57.6	42	35
4402	4112	RIGHT-OF-WAY	acre	28.4	1	1
4402	4113	COMMUNICATION OR UTILITY	acre	123.6	363	280
4402	9101	INACTIVE USE	acre	3.2	0	0
4402		TOTAL			5621	4671
4403	101	SINGLE FAMILY	du	601.0	8282	5915
4403	4112	RIGHT-OF-WAY	acre	34.6	1	1
4403	4113	COMMUNICATION OR UTILITY	acre	2.6	8	6
4403	6102	CHURCH	acre	5.0	287	226
4403	6806	ELEMENTARY SCHOOL	site	2.0	4370	2353
4403	9101	INACTIVE USE	acre	0.7	0	0
4403	9500	UNDER CONTRUCTION	acre	0.4	3	2
4403		TOTAL			12951	8503
4404	101	SINGLE FAMILY	du	19.0	260	187
4404	102	MULTI-FAMILY	du	482.0	4534	3085
4404	1501	LOW-RISE HOTEL OR MOTEL	acre	0.7	234	141
4404	2103	LIGHT INDUSTRY	acre	19.3	1181	962
4404	4112	RIGHT-OF-WAY	acre	12.2	7	6
4404	5004	NEIGHBORHOOD COMMERCIAL	acre	0.8	1027	729
4404	5007	STREETFRONT COMMERCIAL	acre	10.2	12115	8770
4404	5008	SERVICE STATION	acre	0.3	1113	813
4404	5009	OTHER COMMERCIAL	acre	2.7	295	214
4404	6002	LOW RISE OFFICE	acre	4.3	1258	975
4404	7210	OTHER RECREATION-HIGH	acre	1.3	93	67
4404	9101	INACTIVE USE	acre	7.7	0	0
4404		TOTAL			22117	15949
4405	101	SINGLE FAMILY	du	564.0	8040	5589
4405	4112	RIGHT-OF-WAY	acre	39.9	2	2
4405	6806	ELEMENTARY SCHOOL	site	1.0	2244	1227
4405	9101	INACTIVE USE	acre	79.9	0	0
4405		TOTAL			10286	6818
4406	101	SINGLE FAMILY	du	528.0	7311	5204
4406	4112	RIGHT-OF-WAY	acre	36.7	0	0
4406	6806	ELEMENTARY SCHOOL	site	1.0	2181	1173
4406	7210	OTHER RECREATION-HIGH	acre	1.4	72	48
4406	9101	INACTIVE USE	acre	10.2	0	0
4406		TOTAL			9564	6425
4407	101	SINGLE FAMILY	du	21.0	289	206
4407	102	MULTI-FAMILY	du	260.0	2460	1667
4407	4112	RIGHT-OF-WAY	acre	5.6	0	0
4407	5003	COMMUNITY COMMERCIAL	acre	11.6	8882	6247
4407	5004	NEIGHBORHOOD COMMERCIAL	acre	6.1	7475	5259
4407	5007	STREETFRONT COMMERCIAL	acre	3.7	4448	3224
4407		TOTAL			23554	16603
4408	102	MULTI-FAMILY	du	1466.0	14018	9458

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4408	6806	ELEMENTARY SCHOOL	site	1.0	2245	1229
4408	9101	INACTIVE USE	acre	89.0	0	0
4408	9702	MIXED USE 67% STREETFRONT	acre	65.7	54398	39586
4408		TOTAL			70661	50273
4409	101	SINGLE FAMILY	du	360.0	4932	3529
4409	102	MULTI-FAMILY	du	47.0	445	299
4409	4112	RIGHT-OF-WAY	acre	18.3	1	1
4409	9101	INACTIVE USE	acre	0.3	0	0
4409		TOTAL			5378	3829
4410	101	SINGLE FAMILY	du	391.0	5432	3862
4410	4112	RIGHT-OF-WAY	acre	16.8	0	0
4410	4114	PARKING	acre	0.3	0	0
4410	7601	ACTIVE PARK	acre	0.9	54	35
4410	9101	INACTIVE USE	acre	20.5	0	0
4410		TOTAL			5486	3897
4411	101	SINGLE FAMILY	du	33.0	447	323
4411	102	MULTI-FAMILY	du	423.0	3994	2709
4411	4112	RIGHT-OF-WAY	acre	4.3	3	2
4411	6809	OTHER SCHOOL	acre	9.0	1907	1585
4411		TOTAL			6351	4619
4412	101	SINGLE FAMILY	du	141.0	1951	1394
4412	2103	LIGHT INDUSTRY	acre	26.0	2463	2049
4412	9101	INACTIVE USE	acre	111.9	0	0
4412		TOTAL			4414	3443
4413	101	SINGLE FAMILY	du	36.0	492	353
4413	102	MULTI-FAMILY	du	23.0	214	147
4413	103	MOBILE HOME PARK	du	245.0	1891	1214
4413	1501	LOW-RISE HOTEL OR MOTEL	acre	0.7	230	139
4413	2101	INDUSTRIAL PARK	acre	1.8	238	196
4413	2103	LIGHT INDUSTRY	acre	1.2	98	81
4413	2104	WAREHOUSING	acre	1.2	65	55
4413	2105	PUBLIC STORAGE	acre	0.4	10	9
4413	4112	RIGHT-OF-WAY	acre	20.9	4	3
4413	4113	COMMUNICATION OR UTILITY	acre	6.8	23	17
4413	5003	COMMUNITY COMMERCIAL	acre	8.7	6617	4646
4413	5008	SERVICE STATION	acre	0.4	1437	1049
4413	5009	OTHER COMMERCIAL	acre	1.2	143	104
4413	7210	OTHER RECREATION-HIGH	acre	1.9	116	82
4413	9101	INACTIVE USE	acre	0.4	0	0
4413		TOTAL			11578	8095
4414	101	SINGLE FAMILY	du	167.0	2295	1639
4414	102	MULTI-FAMILY	du	263.0	2511	1687
4414	4112	RIGHT-OF-WAY	acre	12.1	0	0
4414		TOTAL			4806	3326

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4415	101	SINGLE FAMILY	du	54.0	318	225
4415	4112	RIGHT-OF-WAY	acre	28.6	0	0
4415	4113	COMMUNICATION OR UTILITY	acre	2.6	5	4
4415	5009	OTHER COMMERCIAL	acre	0.8	56	41
4415	6806	ELEMENTARY SCHOOL	site	1.0	730	393
4415	9101	INACTIVE USE	acre	94.4	0	0
4415		TOTAL			1109	663
4416	4112	RIGHT-OF-WAY	acre	0.5	0	0
4416	9101	INACTIVE USE	acre	251.7	0	0
4416		TOTAL			0	0
4417	101	SINGLE FAMILY	du	203.0	2828	2002
4417	102	MULTI-FAMILY	du	391.0	3721	2503
4417	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	151	92
4417	2103	LIGHT INDUSTRY	acre	3.9	260	212
4417	4112	RIGHT-OF-WAY	acre	21.5	7	6
4417	5006	AUTO COMMERCIAL	acre	0.3	114	80
4417	5007	STREETFRONT COMMERCIAL	acre	6.6	7956	5771
4417	6002	LOW RISE OFFICE	acre	0.1	32	24
4417	9101	INACTIVE USE	acre	1.4	0	0
4417	9500	UNDER CONTRUCTION	acre	0.7	4	3
4417		TOTAL			15073	10693
4418	101	SINGLE FAMILY	du	364.0	5006	3583
4418	102	MULTI-FAMILY	du	57.0	535	366
4418	9101	INACTIVE USE	acre	55.9	0	0
4418		TOTAL			5541	3949
4419	101	SINGLE FAMILY	du	70.0	950	685
4419	102	MULTI-FAMILY	du	16.0	146	101
4419	103	MOBILE HOME PARK	du	131.0	1004	650
4419	2105	PUBLIC STORAGE	acre	2.3	62	52
4419	4112	RIGHT-OF-WAY	acre	7.0	0	0
4419	5007	STREETFRONT COMMERCIAL	acre	9.2	11242	8170
4419	5009	OTHER COMMERCIAL	acre	1.1	127	92
4419	6509	OTHER HEALTH CARE	acre	2.8	1186	872
4419		TOTAL			14717	10622
4420	101	SINGLE FAMILY	du	495.0	6934	4897
4420	4112	RIGHT-OF-WAY	acre	45.0	1	1
4420	4113	COMMUNICATION OR UTILITY	acre	17.3	51	39
4420	9101	INACTIVE USE	acre	9.9	49	42
4420		TOTAL			7035	4979
4421	101	SINGLE FAMILY	du	480.0	6631	4722
4421	4112	RIGHT-OF-WAY	acre	28.8	0	0
4421	6102	CHURCH	acre	0.6	32	25
4421	9101	INACTIVE USE	acre	0.2	0	0
4421		TOTAL			6663	4747

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4422	2101	INDUSTRIAL PARK	acre	7.9	1338	1113
4422	2201	EXTRACTIVE INDUSTRY	acre	1124.0	937	781
4422	4112	RIGHT-OF-WAY	acre	42.4	0	0
4422	9101	INACTIVE USE	acre	364.2	0	0
4422		TOTAL			2275	1894
4423	101	SINGLE FAMILY	du	12.0	166	118
4423	102	MULTI-FAMILY	du	379.0	3609	2426
4423	103	MOBILE HOME PARK	du	16.0	126	80
4423	4112	RIGHT-OF-WAY	acre	0.0	0	0
4423		TOTAL			3901	2624
4424	102	MULTI-FAMILY	du	485.0	4617	3134
4424	4112	RIGHT-OF-WAY	acre	22.0	0	0
4424	6806	ELEMENTARY SCHOOL	site	1.0	2168	1162
4424	9101	INACTIVE USE	acre	70.9	0	0
4424	9702	MIXED USE 67% STREETFRONT	acre	70.2	58102	42282
4424		TOTAL			64887	46578
4425	101	SINGLE FAMILY	du	166.0	2273	1629
4425	102	MULTI-FAMILY	du	325.0	3086	2079
4425	4112	RIGHT-OF-WAY	acre	16.3	4	3
4425	5004	NEIGHBORHOOD COMMERCIAL	acre	3.2	4190	2993
4425	5007	STREETFRONT COMMERCIAL	acre	2.4	2832	2051
4425	6002	LOW RISE OFFICE	acre	2.1	814	650
4425	6807	SCHOOL DISTRICT OFFICE	acre	6.6	1839	1436
4425	9101	INACTIVE USE	acre	0.8	0	0
4425		TOTAL			15038	10841
4426	101	SINGLE FAMILY	du	410.0	5673	4043
4426	4112	RIGHT-OF-WAY	acre	23.7	0	0
4426	4113	COMMUNICATION OR UTILITY	acre	10.8	32	25
4426	9101	INACTIVE USE	acre	0.2	0	0
4426		TOTAL			5705	4068
4427	4112	RIGHT-OF-WAY	acre	0.6	0	0
4427	6804	SENIOR HIGH SCHOOL	site	1.0	6116	2863
4427		TOTAL			6116	2863
4428	2103	LIGHT INDUSTRY	acre	56.7	5364	4464
4428	4112	RIGHT-OF-WAY	acre	5.3	0	0
4428	4113	COMMUNICATION OR UTILITY	acre	1.0	3	2
4428	9101	INACTIVE USE	acre	79.3	0	0
4428		TOTAL			5367	4466
4429	101	SINGLE FAMILY	du	18.0	249	177
4429	102	MULTI-FAMILY	du	270.0	2562	1731
4429	4112	RIGHT-OF-WAY	acre	6.1	0	0
4429	5007	STREETFRONT COMMERCIAL	acre	9.3	11071	8015
4429	5008	SERVICE STATION	acre	0.4	1711	1249
4429	5009	OTHER COMMERCIAL	acre	0.2	31	24

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4429	6002	LOW RISE OFFICE	acre	3.4	1005	780
4429	6102	CHURCH	acre	1.2	142	117
4429	7601	ACTIVE PARK	acre	3.8	240	156
4429	9101	INACTIVE USE	acre	1.2	0	0
4429		TOTAL			17011	12249
4430	4112	RIGHT-OF-WAY	acre	6.6	0	0
4430	5003	COMMUNITY COMMERCIAL	acre	30.5	23409	16469
4430	5008	SERVICE STATION	acre	0.8	3283	2397
4430	6002	LOW RISE OFFICE	acre	7.4	1997	1533
4430	6806	ELEMENTARY SCHOOL	site	1.0	2218	1205
4430	7601	ACTIVE PARK	acre	5.2	329	214
4430		TOTAL			31236	21818
4431	101	SINGLE FAMILY	du	71.0	969	699
4431	102	MULTI-FAMILY	du	13.0	122	84
4431	4112	RIGHT-OF-WAY	acre	6.2	1	1
4431	5007	STREETFRONT COMMERCIAL	acre	0.7	869	629
4431	5008	SERVICE STATION	acre	0.5	2107	1538
4431	5009	OTHER COMMERCIAL	acre	0.3	33	24
4431	6804	SENIOR HIGH SCHOOL	site	1.0	5798	2587
4431	7601	ACTIVE PARK	acre	11.1	700	455
4431		TOTAL			10599	6017
4432	9101	INACTIVE USE	acre	127.4	0	0
4432		TOTAL			0	0
4433	2301	JUNKYARD/DUMP/LANDFILL	acre	510.3	4846	3897
4433	4113	COMMUNICATION OR UTILITY	acre	5.4	16	12
4433		TOTAL			4862	3909
4434	101	SINGLE FAMILY	du	58.0	802	568
4434	102	MULTI-FAMILY	du	830.0	7897	5315
4434	4112	RIGHT-OF-WAY	acre	6.9	0	0
4434	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4480	2719
4434		TOTAL			13179	8602
4435	101	SINGLE FAMILY	du	111.0	1509	1084
4435	4112	RIGHT-OF-WAY	acre	5.6	0	0
4435	6102	CHURCH	acre	4.3	244	191
4435	6105	FIRE OR POLICE STATION	site	1.0	254	184
4435	6806	ELEMENTARY SCHOOL	site	1.0	2263	1244
4435	9101	INACTIVE USE	acre	0.2	0	0
4435		TOTAL			4270	2703
4436	101	SINGLE FAMILY	du	342.0	4736	3372
4436	9101	INACTIVE USE	acre	395.5	0	0
4436		TOTAL			4736	3372
4437	101	SINGLE FAMILY	du	2.0	11	8

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4437	4112	RIGHT-OF-WAY	acre	20.8	0	0
4437	9101	INACTIVE USE	acre	4548.2	0	0
4437		TOTAL			11	8
4438	101	SINGLE FAMILY	du	80.0	1083	781
4438	102	MULTI-FAMILY	du	868.0	8099	5521
4438	4112	RIGHT-OF-WAY	acre	8.6	4	3
4438	5004	NEIGHBORHOOD COMMERCIAL	acre	2.0	2507	1771
4438	5007	STREETFRONT COMMERCIAL	acre	1.1	1389	1011
4438	6102	CHURCH	acre	0.7	32	25
4438	6804	SENIOR HIGH SCHOOL	site	1.0	5545	2368
4438		TOTAL			18659	11480
4439	9101	INACTIVE USE	acre	232.9	0	0
4439		TOTAL			0	0
4440	101	SINGLE FAMILY	du	109.0	1506	1076
4440	4112	RIGHT-OF-WAY	acre	61.7	0	0
4440	9101	INACTIVE USE	acre	236.9	0	0
4440		TOTAL			1506	1076
4441	101	SINGLE FAMILY	du	596.0	8314	5893
4441	102	MULTI-FAMILY	du	460.0	4405	2973
4441	4112	RIGHT-OF-WAY	acre	35.7	3	3
4441	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
4441	5004	NEIGHBORHOOD COMMERCIAL	acre	0.9	1042	730
4441	6806	ELEMENTARY SCHOOL	site	1.0	2208	1197
4441	7601	ACTIVE PARK	acre	4.3	274	178
4441	7607	RESIDENTIAL RECREATION	acre	3.1	5	4
4441	9101	INACTIVE USE	acre	60.9	10	9
4441		TOTAL			16261	10987
4442	101	SINGLE FAMILY	du	34.0	470	333
4442	102	MULTI-FAMILY	du	36.0	340	230
4442	4112	RIGHT-OF-WAY	acre	6.1	2	2
4442	4114	PARKING	acre	0.2	1	1
4442	5004	NEIGHBORHOOD COMMERCIAL	acre	20.2	24989	17620
4442	5007	STREETFRONT COMMERCIAL	acre	1.7	2090	1517
4442	5008	SERVICE STATION	acre	0.3	1103	805
4442	9101	INACTIVE USE	acre	0.4	0	0
4442		TOTAL			28995	20508
4443	4112	RIGHT-OF-WAY	acre	6.2	1	1
4443	5003	COMMUNITY COMMERCIAL	acre	32.8	26221	18612
4443	5007	STREETFRONT COMMERCIAL	acre	0.7	867	632
4443	9101	INACTIVE USE	acre	1.2	0	0
4443		TOTAL			27089	19245
4444	101	SINGLE FAMILY	du	185.0	2539	1819
4444	102	MULTI-FAMILY	du	223.0	2118	1436

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4444	103	MOBILE HOME PARK	du	290.0	2275	1452
4444	4112	RIGHT-OF-WAY	acre	10.8	0	0
4444	4113	COMMUNICATION OR UTILITY	acre	6.2	18	14
4444	7601	ACTIVE PARK	acre	9.1	576	374
4444	9101	INACTIVE USE	acre	0.3	0	0
4444		TOTAL			7526	5095
4445	102	MULTI-FAMILY	du	427.0	4024	2752
4445	4112	RIGHT-OF-WAY	acre	8.3	0	0
4445	6806	ELEMENTARY SCHOOL	site	1.0	2168	1162
4445	9101	INACTIVE USE	acre	11.3	0	0
4445	9702	MIXED USE 67% STREETFRONT	acre	50.0	41397	30125
4445		TOTAL			47589	34039
4446	101	SINGLE FAMILY	du	357.0	4955	3523
4446	4112	RIGHT-OF-WAY	acre	55.6	0	0
4446	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
4446		TOTAL			7067	4636
4447	101	SINGLE FAMILY	du	219.0	3015	2150
4447	102	MULTI-FAMILY	du	33.0	316	212
4447	103	MOBILE HOME PARK	du	33.0	258	164
4447	4112	RIGHT-OF-WAY	acre	18.0	7	6
4447	6102	CHURCH	acre	2.3	115	89
4447	9101	INACTIVE USE	acre	0.2	0	0
4447		TOTAL			3711	2621
4448	101	SINGLE FAMILY	du	32.0	456	317
4448	102	MULTI-FAMILY	du	206.0	2034	1335
4448	4112	RIGHT-OF-WAY	acre	2.2	0	0
4448	5004	NEIGHBORHOOD COMMERCIAL	acre	6.8	8390	5907
4448	5008	SERVICE STATION	acre	1.2	4863	3550
4448		TOTAL			15743	11109
4449	101	SINGLE FAMILY	du	414.0	5758	4084
4449	102	MULTI-FAMILY	du	116.0	1115	749
4449	4112	RIGHT-OF-WAY	acre	38.7	4	3
4449	6806	ELEMENTARY SCHOOL	site	1.0	2226	1212
4449		TOTAL			9103	6048
4450	101	SINGLE FAMILY	du	34.0	450	332
4450	2103	LIGHT INDUSTRY	acre	5.5	302	244
4450	2104	WAREHOUSING	acre	0.7	30	25
4450	4112	RIGHT-OF-WAY	acre	24.8	4	3
4450	5009	OTHER COMMERCIAL	acre	0.4	44	33
4450	6002	LOW RISE OFFICE	acre	0.3	87	66
4450	9101	INACTIVE USE	acre	9.6	0	0
4450		TOTAL			917	703
4451	101	SINGLE FAMILY	du	158.0	2250	1563
4451	102	MULTI-FAMILY	du	92.0	899	593

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4451	103	MOBILE HOME PARK	du	40.0	311	197
4451	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	171	104
4451	2103	LIGHT INDUSTRY	acre	1.5	104	86
4451	4112	RIGHT-OF-WAY	acre	7.9	5	4
4451	5009	OTHER COMMERCIAL	acre	0.2	29	21
4451	6102	CHURCH	acre	1.6	79	61
4451	9101	INACTIVE USE	acre	5.3	0	0
4451		TOTAL			3848	2629
4452	101	SINGLE FAMILY	du	36.0	493	351
4452	102	MULTI-FAMILY	du	482.0	4585	3085
4452	4112	RIGHT-OF-WAY	acre	6.8	0	0
4452	4113	COMMUNICATION OR UTILITY	acre	1.7	5	4
4452	5007	STREETFRONT COMMERCIAL	acre	4.9	5953	4317
4452		TOTAL			11036	7757
4453	4111	TRANSIT STATION	acre	4.3	1161	880
4453	4112	RIGHT-OF-WAY	acre	8.2	0	0
4453	5003	COMMUNITY COMMERCIAL	acre	17.0	13017	9149
4453		TOTAL			14178	10029
4454	101	SINGLE FAMILY	du	176.0	2442	1739
4454	4112	RIGHT-OF-WAY	acre	10.4	0	0
4454	5007	STREETFRONT COMMERCIAL	acre	0.5	626	455
4454	6806	ELEMENTARY SCHOOL	site	1.0	2281	1259
4454	6809	OTHER SCHOOL	acre	0.2	41	34
4454	7601	ACTIVE PARK	acre	19.3	1220	793
4454	9101	INACTIVE USE	acre	0.7	0	0
4454		TOTAL			6610	4280
4455	101	SINGLE FAMILY	du	260.0	3571	2561
4455	9101	INACTIVE USE	acre	123.2	0	0
4455		TOTAL			3571	2561
4456	101	SINGLE FAMILY	du	2.0	25	19
4456	102	MULTI-FAMILY	du	112.0	1024	710
4456	2105	PUBLIC STORAGE	acre	4.2	112	94
4456	4112	RIGHT-OF-WAY	acre	3.5	5	4
4456	4119	OTHER TRANSPORTATION	acre	4.6	481	366
4456	5004	NEIGHBORHOOD COMMERCIAL	acre	2.9	3606	2541
4456	5007	STREETFRONT COMMERCIAL	acre	0.8	943	682
4456	5009	OTHER COMMERCIAL	acre	4.4	528	390
4456	9500	UNDER CONTRUCTION	acre	1.3	7	6
4456		TOTAL			6731	4812
4457	101	SINGLE FAMILY	du	387.0	5417	3822
4457	4112	RIGHT-OF-WAY	acre	26.4	0	0
4457	6102	CHURCH	acre	2.4	117	90
4457	6109	OTHER PUBLIC SERVICE	acre	0.4	139	98
4457	7601	ACTIVE PARK	acre	5.1	327	214
4457	9101	INACTIVE USE	acre	8.8	5	4

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4457	9500	UNDER CONTRUCTION	acre	0.2	1	1
4457		TOTAL			6006	4229
4458	101	SINGLE FAMILY	du	2.0	27	20
4458	103	MOBILE HOME PARK	du	458.0	3514	2260
4458	4112	RIGHT-OF-WAY	acre	4.4	0	0
4458	4113	COMMUNICATION OR UTILITY	acre	9.4	28	21
4458	4119	OTHER TRANSPORTATION	acre	1.8	184	140
4458	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
4458		TOTAL			3753	2441
4459	101	SINGLE FAMILY	du	1.0	14	10
4459	102	MULTI-FAMILY	du	179.0	1734	1155
4459	103	MOBILE HOME PARK	du	171.0	1397	864
4459	2101	INDUSTRIAL PARK	acre	18.5	2797	2317
4459	2104	WAREHOUSING	acre	2.4	150	127
4459	4111	TRANSIT STATION	acre	0.3	73	55
4459	4112	RIGHT-OF-WAY	acre	12.1	1	1
4459	4113	COMMUNICATION OR UTILITY	acre	9.5	28	22
4459	5003	COMMUNITY COMMERCIAL	acre	0.2	124	87
4459	5009	OTHER COMMERCIAL	acre	4.0	519	387
4459	9101	INACTIVE USE	acre	0.1	0	0
4459		TOTAL			6837	5025
4460	101	SINGLE FAMILY	du	45.0	638	446
4460	102	MULTI-FAMILY	du	124.0	1201	802
4460	103	MOBILE HOME PARK	du	439.0	3530	2206
4460	4112	RIGHT-OF-WAY	acre	9.1	6	5
4460	4113	COMMUNICATION OR UTILITY	acre	7.3	22	17
4460	4114	PARKING	acre	2.9	0	0
4460	5007	STREETFRONT COMMERCIAL	acre	0.9	1109	800
4460	6103	LIBRARY	acre	3.0	1216	829
4460	9101	INACTIVE USE	acre	1.0	20	17
4460		TOTAL			7742	5122
4461	101	SINGLE FAMILY	du	350.0	4793	3447
4461	102	MULTI-FAMILY	du	104.0	987	673
4461	4113	COMMUNICATION OR UTILITY	acre	2.3	7	5
4461	6802	UNIVERSITY OR COLLEGE	acre	17.0	2725	2202
4461	9101	INACTIVE USE	acre	4.1	0	0
4461		TOTAL			8512	6327
4462	101	SINGLE FAMILY	du	176.0	2495	1738
4462	103	MOBILE HOME PARK	du	131.0	1068	659
4462	2103	LIGHT INDUSTRY	acre	0.3	27	22
4462	4112	RIGHT-OF-WAY	acre	17.5	7	6
4462	6806	ELEMENTARY SCHOOL	site	1.0	2221	1208
4462	7601	ACTIVE PARK	acre	4.4	278	181
4462	9101	INACTIVE USE	acre	0.2	0	0
4462		TOTAL			6096	3814

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4463	101	SINGLE FAMILY	du	334.0	4696	3298
4463	102	MULTI-FAMILY	du	76.0	734	491
4463	4112	RIGHT-OF-WAY	acre	16.5	3	2
4463	5007	STREETFRONT COMMERCIAL	acre	0.5	548	396
4463	7601	ACTIVE PARK	acre	0.7	42	27
4463	9101	INACTIVE USE	acre	0.4	0	0
4463		TOTAL			6023	4214
4464	9101	INACTIVE USE	acre	576.2	0	0
4464		TOTAL			0	0
4465	101	SINGLE FAMILY	du	132.0	1815	1303
4465	2201	EXTRACTIVE INDUSTRY	acre	135.9	103	85
4465	9101	INACTIVE USE	acre	142.2	0	0
4465		TOTAL			1918	1388
4466	2101	INDUSTRIAL PARK	acre	34.8	4831	3986
4466	4112	RIGHT-OF-WAY	acre	18.4	0	0
4466		TOTAL			4831	3986
4467	102	MULTI-FAMILY	du	42.0	399	272
4467	103	MOBILE HOME PARK	du	195.0	1613	987
4467	2201	EXTRACTIVE INDUSTRY	acre	8.5	6	5
4467	4112	RIGHT-OF-WAY	acre	12.0	0	0
4467	4114	PARKING	acre	0.2	0	0
4467	5007	STREETFRONT COMMERCIAL	acre	1.0	1224	886
4467	9101	INACTIVE USE	acre	217.5	0	0
4467		TOTAL			3242	2150
4468	101	SINGLE FAMILY	du	114.0	1581	1117
4468	102	MULTI-FAMILY	du	180.0	1670	1145
4468	103	MOBILE HOME PARK	du	233.0	1839	1155
4468	2103	LIGHT INDUSTRY	acre	1.5	95	77
4468	2104	WAREHOUSING	acre	1.7	78	65
4468	2105	PUBLIC STORAGE	acre	2.4	66	55
4468	4112	RIGHT-OF-WAY	acre	12.8	3	3
4468	5003	COMMUNITY COMMERCIAL	acre	3.8	2915	2048
4468	5006	AUTO COMMERCIAL	acre	0.6	265	187
4468	5009	OTHER COMMERCIAL	acre	3.6	424	311
4468	6002	LOW RISE OFFICE	acre	0.1	22	16
4468	9101	INACTIVE USE	acre	2.0	0	0
4468		TOTAL			8958	6179
4469	102	MULTI-FAMILY	du	18.0	162	113
4469	2101	INDUSTRIAL PARK	acre	23.1	3245	2679
4469	2103	LIGHT INDUSTRY	acre	19.4	1362	1118
4469	2105	PUBLIC STORAGE	acre	4.7	126	106
4469	4112	RIGHT-OF-WAY	acre	7.6	0	0
4469	5001	WHOLESALE TRADE	acre	7.3	300	213
4469	5003	COMMUNITY COMMERCIAL	acre	3.9	3079	2183

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4469	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	3675	2596
4469	5007	STREETFRONT COMMERCIAL	acre	0.1	85	63
4469	9101	INACTIVE USE	acre	1.1	0	0
4469		TOTAL			12034	9071
4470	2101	INDUSTRIAL PARK	acre	38.3	5557	4595
4470	2103	LIGHT INDUSTRY	acre	4.1	385	321
4470	4112	RIGHT-OF-WAY	acre	8.0	0	0
4470	5006	AUTO COMMERCIAL	acre	35.5	15581	11105
4470		TOTAL			21523	16021
4471	101	SINGLE FAMILY	du	235.0	3307	2321
4471	102	MULTI-FAMILY	du	120.0	1175	776
4471	2103	LIGHT INDUSTRY	acre	3.3	307	255
4471	2104	WAREHOUSING	acre	0.1	4	3
4471	4112	RIGHT-OF-WAY	acre	22.0	2	2
4471	5006	AUTO COMMERCIAL	acre	0.2	93	65
4471	5007	STREETFRONT COMMERCIAL	acre	3.1	3646	2640
4471	5008	SERVICE STATION	acre	0.4	1595	1165
4471	5009	OTHER COMMERCIAL	acre	1.3	177	133
4471	6002	LOW RISE OFFICE	acre	0.3	222	185
4471	6102	CHURCH	acre	3.0	150	116
4471	6509	OTHER HEALTH CARE	acre	0.1	40	29
4471	6806	ELEMENTARY SCHOOL	site	1.0	2262	1243
4471	9101	INACTIVE USE	acre	2.8	0	0
4471		TOTAL			12980	8933
4472	2103	LIGHT INDUSTRY	acre	52.1	3560	2917
4472	2301	JUNKYARD/DUMP/LANDFILL	acre	64.1	753	614
4472	4112	RIGHT-OF-WAY	acre	13.3	0	0
4472	9101	INACTIVE USE	acre	64.6	0	0
4472		TOTAL			4313	3531
4473	1401	JAIL	acre	483.2	8201	5962
4473	4112	RIGHT-OF-WAY	acre	2.0	0	0
4473	4113	COMMUNICATION OR UTILITY	acre	43.0	126	97
4473	9101	INACTIVE USE	acre	879.3	0	0
4473		TOTAL			8327	6059
4474	101	SINGLE FAMILY	du	2.0	25	19
4474	2101	INDUSTRIAL PARK	acre	1.6	219	181
4474	2103	LIGHT INDUSTRY	acre	31.7	2132	1746
4474	2105	PUBLIC STORAGE	acre	2.8	76	63
4474	2301	JUNKYARD/DUMP/LANDFILL	acre	21.9	334	276
4474	4112	RIGHT-OF-WAY	acre	7.7	4	3
4474	4113	COMMUNICATION OR UTILITY	acre	5.5	18	14
4474	4114	PARKING	acre	1.1	147	127
4474	7210	OTHER RECREATION-HIGH	acre	1.4	74	50
4474	9101	INACTIVE USE	acre	45.6	0	0
4474		TOTAL			3029	2479

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4475	4112	RIGHT-OF-WAY	acre	40.0	0	0
4475	5003	COMMUNITY COMMERCIAL	acre	34.0	26404	18630
4475	7210	OTHER RECREATION-HIGH	acre	2.6	140	95
4475	9101	INACTIVE USE	acre	73.7	0	0
4475		TOTAL			26544	18725
4476	101	SINGLE FAMILY	du	6.0	80	58
4476	2101	INDUSTRIAL PARK	acre	0.3	32	26
4476	2103	LIGHT INDUSTRY	acre	13.5	940	771
4476	2104	WAREHOUSING	acre	9.4	430	359
4476	2105	PUBLIC STORAGE	acre	17.2	464	389
4476	2301	JUNKYARD/DUMP/LANDFILL	acre	5.6	78	64
4476	4112	RIGHT-OF-WAY	acre	5.6	1	1
4476	5008	SERVICE STATION	acre	1.6	6376	4655
4476	9101	INACTIVE USE	acre	6.5	0	0
4476		TOTAL			8401	6323
4477	4112	RIGHT-OF-WAY	acre	34.6	0	0
4477	9101	INACTIVE USE	acre	319.3	0	0
4477		TOTAL			0	0
4478	1401	JAIL	acre	423.4	7187	5225
4478	4112	RIGHT-OF-WAY	acre	2.8	0	0
4478	6509	OTHER HEALTH CARE	acre	114.9	48679	35746
4478	9101	INACTIVE USE	acre	179.9	0	0
4478		TOTAL			55866	40971
4479	101	SINGLE FAMILY	du	23.0	305	222
4479	2101	INDUSTRIAL PARK	acre	0.2	103	88
4479	2103	LIGHT INDUSTRY	acre	22.3	1390	1133
4479	2104	WAREHOUSING	acre	3.2	146	122
4479	2105	PUBLIC STORAGE	acre	7.7	207	174
4479	2301	JUNKYARD/DUMP/LANDFILL	acre	12.2	173	143
4479	4112	RIGHT-OF-WAY	acre	14.2	0	0
4479	5009	OTHER COMMERCIAL	acre	3.0	404	303
4479	9101	INACTIVE USE	acre	25.6	0	0
4479		TOTAL			2728	2185
4480	101	SINGLE FAMILY	du	4.0	54	39
4480	102	MULTI-FAMILY	du	46.0	418	291
4480	2103	LIGHT INDUSTRY	acre	4.2	466	390
4480	2201	EXTRACTIVE INDUSTRY	acre	49.9	94	80
4480	4112	RIGHT-OF-WAY	acre	6.2	5	4
4480	5008	SERVICE STATION	acre	0.6	2536	1851
4480	5009	OTHER COMMERCIAL	acre	1.8	223	165
4480	8003	FIELD CROPS	acre	8.2	3	3
4480	9101	INACTIVE USE	acre	6.1	0	0
4480		TOTAL			3799	2823
4481	101	SINGLE FAMILY	du	3.0	38	29

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4481	2101	INDUSTRIAL PARK	acre	15.3	2293	1899
4481	4112	RIGHT-OF-WAY	acre	9.6	0	0
4481	9101	INACTIVE USE	acre	29.9	118	102
4481		TOTAL			2449	2030
4482	101	SINGLE FAMILY	du	54.0	773	535
4482	2103	LIGHT INDUSTRY	acre	6.5	594	494
4482	2105	PUBLIC STORAGE	acre	4.3	116	97
4482	2301	JUNKYARD/DUMP/LANDFILL	acre	5.1	63	52
4482	4112	RIGHT-OF-WAY	acre	13.8	3	2
4482	5006	AUTO COMMERCIAL	acre	0.5	236	168
4482	5007	STREETFRONT COMMERCIAL	acre	1.3	1585	1149
4482	5008	SERVICE STATION	acre	0.7	2856	2085
4482	5009	OTHER COMMERCIAL	acre	1.1	142	105
4482	6109	OTHER PUBLIC SERVICE	acre	2.0	637	450
4482	9101	INACTIVE USE	acre	8.1	5	4
4482		TOTAL			7010	5141
4483	4112	RIGHT-OF-WAY	acre	14.4	3	3
4483	4119	OTHER TRANSPORTATION	acre	4.8	545	418
4483	5003	COMMUNITY COMMERCIAL	acre	16.9	13153	9282
4483	5006	AUTO COMMERCIAL	acre	39.4	17132	12183
4483	5008	SERVICE STATION	acre	0.6	2302	1681
4483	9101	INACTIVE USE	acre	135.4	0	0
4483		TOTAL			33135	23567
4484	2101	INDUSTRIAL PARK	acre	25.4	3495	2882
4484	4112	RIGHT-OF-WAY	acre	12.4	0	0
4484	9101	INACTIVE USE	acre	665.3	0	0
4484		TOTAL			3495	2882
4485	101	SINGLE FAMILY	du	554.0	7904	5501
4485	102	MULTI-FAMILY	du	112.0	1124	731
4485	1501	LOW-RISE HOTEL OR MOTEL	acre	1.9	604	364
4485	4112	RIGHT-OF-WAY	acre	27.6	1	1
4485	5004	NEIGHBORHOOD COMMERCIAL	acre	2.4	2985	2102
4485	5007	STREETFRONT COMMERCIAL	acre	0.3	355	256
4485	5008	SERVICE STATION	acre	1.1	4456	3254
4485	9101	INACTIVE USE	acre	28.2	44	38
4485		TOTAL			17473	12247
4486	101	SINGLE FAMILY	du	251.0	3580	2487
4486	4112	RIGHT-OF-WAY	acre	9.4	6	5
4486	9101	INACTIVE USE	acre	23.5	0	0
4486	9500	UNDER CONTRUCTION	acre	0.6	4	3
4486		TOTAL			3590	2495
4487	4112	RIGHT-OF-WAY	acre	8.1	0	0
4487	7210	OTHER RECREATION-HIGH	acre	123.4	6913	4722
4487	9101	INACTIVE USE	acre	153.2	0	0
4487		TOTAL			6913	4722

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4488	101	SINGLE FAMILY	du	511.0	7183	5041
4488	102	MULTI-FAMILY	du	48.0	458	308
4488	2103	LIGHT INDUSTRY	acre	0.7	56	47
4488	4112	RIGHT-OF-WAY	acre	27.7	9	8
4488	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
4488	6102	CHURCH	acre	0.8	45	35
4488	6806	ELEMENTARY SCHOOL	site	1.0	2209	1197
4488	7601	ACTIVE PARK	acre	3.6	229	149
4488	9101	INACTIVE USE	acre	23.2	0	0
4488		TOTAL			10189	6785
4489	2201	EXTRACTIVE INDUSTRY	acre	11.0	8	7
4489	4112	RIGHT-OF-WAY	acre	6.2	0	0
4489	9101	INACTIVE USE	acre	570.7	0	0
4489		TOTAL			8	7
4490	101	SINGLE FAMILY	du	188.0	2636	1857
4490	102	MULTI-FAMILY	du	162.0	1553	1044
4490	103	MOBILE HOME PARK	du	9.0	72	45
4490	2201	EXTRACTIVE INDUSTRY	acre	39.4	69	59
4490	4111	TRANSIT STATION	acre	3.9	1009	762
4490	4112	RIGHT-OF-WAY	acre	27.0	0	0
4490	6102	CHURCH	acre	8.6	426	329
4490	9101	INACTIVE USE	acre	98.9	196	170
4490		TOTAL			5961	4266
4491	101	SINGLE FAMILY	du	212.0	3009	2110
4491	2201	EXTRACTIVE INDUSTRY	acre	12.4	9	7
4491	4112	RIGHT-OF-WAY	acre	20.1	0	0
4491	6804	SENIOR HIGH SCHOOL	site	1.0	6122	2868
4491	9101	INACTIVE USE	acre	85.3	0	0
4491		TOTAL			9140	4985
4492	101	SINGLE FAMILY	du	158.0	2224	1567
4492	4112	RIGHT-OF-WAY	acre	30.7	0	0
4492	6102	CHURCH	acre	4.8	236	183
4492	6105	FIRE OR POLICE STATION	site	1.0	264	192
4492	9101	INACTIVE USE	acre	111.9	0	0
4492		TOTAL			2724	1942
4493	101	SINGLE FAMILY	du	514.0	7322	5116
4493	4112	RIGHT-OF-WAY	acre	39.2	0	0
4493	6806	ELEMENTARY SCHOOL	site	1.0	2248	1231
4493	9101	INACTIVE USE	acre	83.9	0	0
4493		TOTAL			9570	6347
4494	101	SINGLE FAMILY	du	576.0	7965	5669
4494	102	MULTI-FAMILY	du	720.0	6712	4604
4494	4112	RIGHT-OF-WAY	acre	42.0	3	2
4494	7601	ACTIVE PARK	acre	5.9	371	241
4494	9101	INACTIVE USE	acre	96.8	0	0
4494		TOTAL			15051	10516

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4495	101	SINGLE FAMILY	du	222.0	3044	2182
4495	4112	RIGHT-OF-WAY	acre	12.0	0	0
4495	9101	INACTIVE USE	acre	79.5	0	0
4495		TOTAL			3044	2182
4496	101	SINGLE FAMILY	du	39.0	545	385
4496	102	MULTI-FAMILY	du	83.0	799	536
4496	4112	RIGHT-OF-WAY	acre	14.8	0	0
4496	5007	STREETFRONT COMMERCIAL	acre	0.7	896	652
4496	5009	OTHER COMMERCIAL	acre	0.5	58	43
4496	7204	GOLF COURSE	acre	9.5	0	0
4496	7205	GOLF CLUB HOUSE	site	1.0	991	735
4496	7210	OTHER RECREATION-HIGH	acre	2.3	129	88
4496	9101	INACTIVE USE	acre	12.6	0	0
4496	9702	MIXED USE 67% STREETFRONT	acre	0.4	375	273
4496		TOTAL			3793	2712
4497	101	SINGLE FAMILY	du	446.0	6262	4403
4497	102	MULTI-FAMILY	du	177.0	1717	1143
4497	2101	INDUSTRIAL PARK	acre	0.9	117	96
4497	2103	LIGHT INDUSTRY	acre	0.8	52	43
4497	2104	WAREHOUSING	acre	2.3	88	73
4497	4112	RIGHT-OF-WAY	acre	16.7	2	2
4497	4119	OTHER TRANSPORTATION	acre	2.0	205	155
4497	6509	OTHER HEALTH CARE	acre	0.4	176	130
4497	9101	INACTIVE USE	acre	1.7	0	0
4497		TOTAL			8619	6045
4498	101	SINGLE FAMILY	du	269.0	3651	2632
4498	4112	RIGHT-OF-WAY	acre	18.7	0	0
4498	6806	ELEMENTARY SCHOOL	site	1.0	2205	1194
4498	7601	ACTIVE PARK	acre	3.0	191	124
4498		TOTAL			6047	3950
4499	101	SINGLE FAMILY	du	8.0	110	78
4499	102	MULTI-FAMILY	du	95.0	888	603
4499	103	MOBILE HOME PARK	du	124.0	977	620
4499	1501	LOW-RISE HOTEL OR MOTEL	acre	1.2	392	236
4499	4112	RIGHT-OF-WAY	acre	6.2	1	1
4499	5004	NEIGHBORHOOD COMMERCIAL	acre	3.7	4600	3243
4499	5007	STREETFRONT COMMERCIAL	acre	1.4	1612	1165
4499	5009	OTHER COMMERCIAL	acre	0.2	29	21
4499		TOTAL			8609	5967
4500	103	MOBILE HOME PARK	du	373.0	3008	1869
4500	5007	STREETFRONT COMMERCIAL	acre	0.3	369	267
4500	5008	SERVICE STATION	acre	0.4	1496	1092
4500	5009	OTHER COMMERCIAL	acre	1.1	158	119
4500		TOTAL			5031	3347
4501	101	SINGLE FAMILY	du	150.0	2031	1466

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4501	102	MULTI-FAMILY	du	93.0	850	591
4501	4112	RIGHT-OF-WAY	acre	10.6	2	2
4501	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
4501	5007	STREETFRONT COMMERCIAL	acre	3.2	3822	2764
4501	7210	OTHER RECREATION-HIGH	acre	1.5	80	54
4501	9101	INACTIVE USE	acre	0.6	0	0
4501		TOTAL			6785	4877
4502	101	SINGLE FAMILY	du	11.0	155	108
4502	102	MULTI-FAMILY	du	174.0	1693	1128
4502	4112	RIGHT-OF-WAY	acre	2.2	0	0
4502	5004	NEIGHBORHOOD COMMERCIAL	acre	6.5	7937	5583
4502	5007	STREETFRONT COMMERCIAL	acre	1.8	2158	1561
4502	5008	SERVICE STATION	acre	0.6	2177	1590
4502		TOTAL			14120	9970
4503	4112	RIGHT-OF-WAY	acre	51.3	0	0
4503	5003	COMMUNITY COMMERCIAL	acre	58.3	45380	32030
4503	5008	SERVICE STATION	acre	2.1	8456	6173
4503	6502	HOSPITAL	acre	28.0	7700	5579
4503		TOTAL			61536	43782
4504	101	SINGLE FAMILY	du	477.0	6551	4687
4504	102	MULTI-FAMILY	du	241.0	2258	1544
4504	4112	RIGHT-OF-WAY	acre	30.4	0	0
4504	4113	COMMUNICATION OR UTILITY	acre	1.5	4	3
4504	7601	ACTIVE PARK	acre	3.9	254	166
4504	7607	RESIDENTIAL RECREATION	acre	0.2	0	0
4504	9101	INACTIVE USE	acre	162.9	15	13
4504		TOTAL			9082	6413
4505	101	SINGLE FAMILY	du	3.0	38	29
4505	102	MULTI-FAMILY	du	16.0	145	102
4505	103	MOBILE HOME PARK	du	75.0	560	370
4505	1409	OTHER GROUP QUARTERS	acre	0.3	1	1
4505	4112	RIGHT-OF-WAY	acre	8.8	2	2
4505	5004	NEIGHBORHOOD COMMERCIAL	acre	2.8	3461	2444
4505	5007	STREETFRONT COMMERCIAL	acre	5.0	5965	4319
4505	5008	SERVICE STATION	acre	0.5	1891	1380
4505	6509	OTHER HEALTH CARE	acre	0.5	198	146
4505		TOTAL			12261	8793
4506	101	SINGLE FAMILY	du	35.0	493	345
4506	102	MULTI-FAMILY	du	248.0	2420	1600
4506	4112	RIGHT-OF-WAY	acre	15.1	1	1
4506	5007	STREETFRONT COMMERCIAL	acre	6.5	7835	5680
4506	6102	CHURCH	acre	0.4	26	21
4506	7601	ACTIVE PARK	acre	0.7	45	29
4506	9101	INACTIVE USE	acre	0.2	0	0
4506	9702	MIXED USE 67% STREETFRONT	acre	5.7	4733	3444
4506		TOTAL			15553	11120

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4507	101	SINGLE FAMILY	du	13.0	172	127
4507	1501	LOW-RISE HOTEL OR MOTEL	acre	2.7	877	532
4507	4112	RIGHT-OF-WAY	acre	12.6	0	0
4507	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
4507	5004	NEIGHBORHOOD COMMERCIAL	acre	3.9	4832	3415
4507	5007	STREETFRONT COMMERCIAL	acre	7.3	8652	6260
4507	5008	SERVICE STATION	acre	0.5	2129	1554
4507	5009	OTHER COMMERCIAL	acre	3.9	452	331
4507	9101	INACTIVE USE	acre	0.1	0	0
4507		TOTAL			17115	12220
4508	4112	RIGHT-OF-WAY	acre	25.9	0	0
4508	9101	INACTIVE USE	acre	146.1	0	0
4508		TOTAL			0	0
4509	102	MULTI-FAMILY	du	131.0	1279	850
4509	4112	RIGHT-OF-WAY	acre	2.3	0	0
4509	5004	NEIGHBORHOOD COMMERCIAL	acre	4.7	5869	4146
4509	5008	SERVICE STATION	acre	0.6	2529	1846
4509		TOTAL			9677	6842
4510	101	SINGLE FAMILY	du	492.0	6917	4874
4510	102	MULTI-FAMILY	du	120.0	1142	779
4510	103	MOBILE HOME PARK	du	40.0	314	203
4510	4112	RIGHT-OF-WAY	acre	32.1	0	0
4510	4113	COMMUNICATION OR UTILITY	acre	7.4	22	17
4510	6102	CHURCH	acre	6.9	349	270
4510	9101	INACTIVE USE	acre	3.4	0	0
4510		TOTAL			8744	6143
4511	101	SINGLE FAMILY	du	49.0	659	477
4511	102	MULTI-FAMILY	du	214.0	1975	1361
4511	1501	LOW-RISE HOTEL OR MOTEL	acre	1.1	374	228
4511	4112	RIGHT-OF-WAY	acre	6.9	2	2
4511	4114	PARKING	acre	0.8	2	2
4511	5004	NEIGHBORHOOD COMMERCIAL	acre	0.1	150	105
4511	5007	STREETFRONT COMMERCIAL	acre	3.6	4398	3198
4511	5009	OTHER COMMERCIAL	acre	0.2	29	21
4511	6109	OTHER PUBLIC SERVICE	acre	0.1	51	37
4511	7601	ACTIVE PARK	acre	1.4	86	56
4511	7604	ACTIVE BEACH	unique	4.9	1089	702
4511	7605	PASSIVE BEACH	acre	6.6	13	8
4511	9101	INACTIVE USE	acre	1.2	0	0
4511		TOTAL			8828	6197
4512	101	SINGLE FAMILY	du	473.0	6410	4627
4512	102	MULTI-FAMILY	du	512.0	4704	3257
4512	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	72	43
4512	4112	RIGHT-OF-WAY	acre	25.3	6	5
4512	5007	STREETFRONT COMMERCIAL	acre	1.5	1809	1309

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4512	7601	ACTIVE PARK	acre	0.6	41	27
4512	9101	INACTIVE USE	acre	0.8	0	0
4512	9500	UNDER CONTRUCTION	acre	0.1	1	1
4512		TOTAL			13043	9269
4513	101	SINGLE FAMILY	du	446.0	6064	4363
4513	102	MULTI-FAMILY	du	111.0	1012	704
4513	103	MOBILE HOME PARK	du	110.0	824	541
4513	4112	RIGHT-OF-WAY	acre	27.7	3	2
4513	5007	STREETFRONT COMMERCIAL	acre	0.3	371	267
4513	6102	CHURCH	acre	2.0	99	76
4513	9101	INACTIVE USE	acre	0.2	0	0
4513		TOTAL			8373	5953
4514	101	SINGLE FAMILY	du	444.0	6208	4381
4514	102	MULTI-FAMILY	du	406.0	3895	2617
4514	103	MOBILE HOME PARK	du	69.0	549	346
4514	4112	RIGHT-OF-WAY	acre	31.6	0	0
4514	4113	COMMUNICATION OR UTILITY	acre	0.3	1	1
4514	6102	CHURCH	acre	3.3	189	149
4514		TOTAL			10842	7494
4515	101	SINGLE FAMILY	du	71.0	976	695
4515	102	MULTI-FAMILY	du	187.0	1768	1195
4515	4112	RIGHT-OF-WAY	acre	12.5	1	1
4515	4114	PARKING	acre	0.2	1	1
4515	5004	NEIGHBORHOOD COMMERCIAL	acre	3.3	4171	2949
4515	5007	STREETFRONT COMMERCIAL	acre	9.8	11769	8527
4515	5008	SERVICE STATION	acre	1.1	4416	3224
4515	6104	POST OFFICE	acre	0.4	480	336
4515	6109	OTHER PUBLIC SERVICE	acre	0.3	107	76
4515	9101	INACTIVE USE	acre	0.0	0	0
4515	9702	MIXED USE 67% STREETFRONT	acre	2.0	1677	1221
4515		TOTAL			25366	18225
4516	101	SINGLE FAMILY	du	430.0	6027	4258
4516	103	MOBILE HOME PARK	du	150.0	1217	756
4516	4112	RIGHT-OF-WAY	acre	26.6	0	0
4516	6806	ELEMENTARY SCHOOL	site	1.0	2261	1243
4516	7601	ACTIVE PARK	acre	4.2	268	174
4516	9101	INACTIVE USE	acre	1.5	0	0
4516		TOTAL			9773	6431
4517	101	SINGLE FAMILY	du	217.0	3032	2144
4517	102	MULTI-FAMILY	du	333.0	3209	2151
4517	4112	RIGHT-OF-WAY	acre	20.1	0	0
4517	6102	CHURCH	acre	0.5	24	19
4517	9101	INACTIVE USE	acre	0.5	0	0
4517		TOTAL			6265	4314
4518	101	SINGLE FAMILY	du	8.0	112	79

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4518	102	MULTI-FAMILY	du	212.0	2044	1367
4518	103	MOBILE HOME PARK	du	58.0	462	292
4518	2103	LIGHT INDUSTRY	acre	0.6	30	24
4518	2104	WAREHOUSING	acre	3.5	192	161
4518	4112	RIGHT-OF-WAY	acre	2.5	0	0
4518	5007	STREETFRONT COMMERCIAL	acre	0.9	1109	803
4518	5008	SERVICE STATION	acre	0.6	2400	1752
4518	9101	INACTIVE USE	acre	0.2	0	0
4518		TOTAL			6349	4478
4519	101	SINGLE FAMILY	du	380.0	5356	3777
4519	102	MULTI-FAMILY	du	102.0	975	663
4519	4112	RIGHT-OF-WAY	acre	27.4	0	0
4519	6103	LIBRARY	acre	2.4	991	676
4519	7601	ACTIVE PARK	acre	58.9	3721	2418
4519	9101	INACTIVE USE	acre	4.4	0	0
4519		TOTAL			11043	7534
4520	9101	INACTIVE USE	acre	90.9	0	0
4520		TOTAL			0	0
4521	101	SINGLE FAMILY	du	613.0	8761	6112
4521	102	MULTI-FAMILY	du	80.0	775	521
4521	4112	RIGHT-OF-WAY	acre	28.3	0	0
4521	6806	ELEMENTARY SCHOOL	site	1.0	2281	1260
4521		TOTAL			11817	7893
4522	101	SINGLE FAMILY	du	105.0	1471	1041
4522	102	MULTI-FAMILY	du	396.0	3868	2569
4522	4112	RIGHT-OF-WAY	acre	9.2	0	0
4522	5004	NEIGHBORHOOD COMMERCIAL	acre	0.3	381	270
4522	5007	STREETFRONT COMMERCIAL	acre	1.6	1839	1329
4522	6806	ELEMENTARY SCHOOL	site	1.0	2255	1237
4522		TOTAL			9814	6446
4523	101	SINGLE FAMILY	du	652.0	9421	6521
4523	4112	RIGHT-OF-WAY	acre	43.5	0	0
4523	5007	STREETFRONT COMMERCIAL	acre	0.3	413	300
4523	7601	ACTIVE PARK	acre	8.1	515	335
4523		TOTAL			10349	7156
4524	101	SINGLE FAMILY	du	453.0	6492	4527
4524	4112	RIGHT-OF-WAY	acre	17.0	0	0
4524	4113	COMMUNICATION OR UTILITY	acre	2.0	6	4
4524	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
4524		TOTAL			8748	5764
4525	101	SINGLE FAMILY	du	257.0	3518	2529
4525	102	MULTI-FAMILY	du	126.0	1175	809
4525	4112	RIGHT-OF-WAY	acre	18.4	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4525	9101	INACTIVE USE	acre	60.0	0	0
4525		TOTAL			4693	3338
4526	101	SINGLE FAMILY	du	152.0	2099	1491
4526	2001	HEAVY INDUSTRY	acre	69.4	8498	7255
4526	2103	LIGHT INDUSTRY	acre	13.0	1232	1025
4526	4112	RIGHT-OF-WAY	acre	25.0	0	0
4526	7601	ACTIVE PARK	acre	6.9	434	282
4526	9101	INACTIVE USE	acre	50.5	0	0
4526		TOTAL			12263	10053
4527	101	SINGLE FAMILY	du	419.0	5857	4138
4527	102	MULTI-FAMILY	du	313.0	3053	2022
4527	4112	RIGHT-OF-WAY	acre	25.9	6	5
4527	5004	NEIGHBORHOOD COMMERCIAL	acre	0.4	491	344
4527	5007	STREETFRONT COMMERCIAL	acre	1.9	2264	1649
4527	5008	SERVICE STATION	acre	0.6	2194	1601
4527	5009	OTHER COMMERCIAL	acre	0.4	48	35
4527	6102	CHURCH	acre	0.6	34	27
4527	6806	ELEMENTARY SCHOOL	site	1.0	2248	1231
4527		TOTAL			16195	11052
4528	101	SINGLE FAMILY	du	444.0	6132	4369
4528	102	MULTI-FAMILY	du	62.0	583	397
4528	4112	RIGHT-OF-WAY	acre	27.2	1	1
4528	4113	COMMUNICATION OR UTILITY	acre	0.2	1	1
4528	6102	CHURCH	acre	0.4	24	19
4528		TOTAL			6741	4787
4529	101	SINGLE FAMILY	du	114.0	1614	1133
4529	102	MULTI-FAMILY	du	27.0	264	176
4529	103	MOBILE HOME PARK	du	161.0	1300	809
4529	4112	RIGHT-OF-WAY	acre	22.2	0	0
4529	5008	SERVICE STATION	acre	0.4	1441	1052
4529	6002	LOW RISE OFFICE	acre	0.8	231	179
4529	6102	CHURCH	acre	3.7	183	141
4529	6806	ELEMENTARY SCHOOL	site	1.0	2301	1277
4529	7210	OTHER RECREATION-HIGH	acre	10.9	614	421
4529	7601	ACTIVE PARK	acre	6.4	405	263
4529	9101	INACTIVE USE	acre	7.1	0	0
4529		TOTAL			8353	5451
4530	2103	LIGHT INDUSTRY	acre	20.8	1968	1637
4530	2301	JUNKYARD/DUMP/LANDFILL	acre	81.2	773	621
4530	4103	GENERAL AVIATION AIRPORT	acre	8.9	59	46
4530	9101	INACTIVE USE	acre	145.0	0	0
4530		TOTAL			2800	2304
4531	2103	LIGHT INDUSTRY	acre	22.9	1572	1289
4531	2301	JUNKYARD/DUMP/LANDFILL	acre	5.7	53	43
4531	4103	GENERAL AVIATION AIRPORT	acre	643.2	3669	2789

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4531	4112	RIGHT-OF-WAY	acre	17.4	0	0
4531	9101	INACTIVE USE	acre	113.9	0	0
4531		TOTAL			5294	4121
4532	101	SINGLE FAMILY	du	2.0	26	19
4532	4112	RIGHT-OF-WAY	acre	2.2	0	0
4532	8003	FIELD CROPS	acre	72.3	6	5
4532	9101	INACTIVE USE	acre	289.8	0	0
4532		TOTAL			32	24
4533	101	SINGLE FAMILY	du	319.0	4391	3137
4533	102	MULTI-FAMILY	du	100.0	940	640
4533	4112	RIGHT-OF-WAY	acre	22.9	2	2
4533	6102	CHURCH	acre	2.3	180	145
4533	6103	LIBRARY	acre	0.4	178	125
4533	6804	SENIOR HIGH SCHOOL	site	1.0	5794	2584
4533	6806	ELEMENTARY SCHOOL	site	1.0	2234	1219
4533	6807	SCHOOL DISTRICT OFFICE	acre	1.6	770	627
4533	9101	INACTIVE USE	acre	9.1	0	0
4533		TOTAL			14489	8479
4534	101	SINGLE FAMILY	du	34.0	477	335
4534	102	MULTI-FAMILY	du	266.0	2574	1717
4534	4112	RIGHT-OF-WAY	acre	4.4	0	0
4534	5004	NEIGHBORHOOD COMMERCIAL	acre	7.9	9808	6921
4534	6102	CHURCH	acre	0.4	20	16
4534	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
4534		TOTAL			14991	10102
4535	101	SINGLE FAMILY	du	452.0	6094	4408
4535	4112	RIGHT-OF-WAY	acre	34.1	0	0
4535	9101	INACTIVE USE	acre	112.1	0	0
4535		TOTAL			6094	4408
4536	101	SINGLE FAMILY	du	1.0	14	10
4536	102	MULTI-FAMILY	du	60.0	574	388
4536	103	MOBILE HOME PARK	du	80.0	641	403
4536	1501	LOW-RISE HOTEL OR MOTEL	acre	2.0	691	432
4536	2104	WAREHOUSING	acre	1.7	73	61
4536	4112	RIGHT-OF-WAY	acre	7.0	0	0
4536	5001	WHOLESALE TRADE	acre	1.1	45	32
4536	5005	SPECIALTY COMMERCIAL	acre	0.6	702	495
4536	5007	STREETFRONT COMMERCIAL	acre	1.6	1912	1388
4536	5008	SERVICE STATION	acre	0.4	1649	1204
4536	5009	OTHER COMMERCIAL	acre	0.9	106	78
4536	6102	CHURCH	acre	1.5	73	56
4536	9101	INACTIVE USE	acre	3.5	0	0
4536		TOTAL			6480	4547
4537	101	SINGLE FAMILY	du	17.0	232	167
4537	102	MULTI-FAMILY	du	644.0	5953	4114

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4537	4112	RIGHT-OF-WAY	acre	5.9	0	0
4537	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3097	2191
4537	9101	INACTIVE USE	acre	111.7	0	0
4537		TOTAL			9282	6472
4538	101	SINGLE FAMILY	du	373.0	5344	3724
4538	4112	RIGHT-OF-WAY	acre	18.6	0	0
4538		TOTAL			5344	3724
4539	101	SINGLE FAMILY	du	162.0	2297	1610
4539	4112	RIGHT-OF-WAY	acre	11.5	0	0
4539	5004	NEIGHBORHOOD COMMERCIAL	acre	0.4	474	335
4539	5007	STREETFRONT COMMERCIAL	acre	1.0	1234	892
4539	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4327	2586
4539	7601	ACTIVE PARK	acre	13.0	824	535
4539		TOTAL			9156	5958
4540	2103	LIGHT INDUSTRY	acre	83.8	5979	4911
4540	2104	WAREHOUSING	acre	19.6	768	637
4540	4112	RIGHT-OF-WAY	acre	64.3	0	0
4540	4119	OTHER TRANSPORTATION	acre	63.4	6427	4862
4540	9101	INACTIVE USE	acre	12.6	0	0
4540		TOTAL			13174	10410
4541	101	SINGLE FAMILY	du	1.0	13	10
4541	2101	INDUSTRIAL PARK	acre	36.6	5022	4142
4541	2103	LIGHT INDUSTRY	acre	23.6	1451	1181
4541	4112	RIGHT-OF-WAY	acre	45.1	0	0
4541	8003	FIELD CROPS	acre	112.1	10	7
4541	9101	INACTIVE USE	acre	14.9	0	0
4541		TOTAL			6496	5340
4542	8003	FIELD CROPS	acre	74.3	112	96
4542	9101	INACTIVE USE	acre	78.0	0	0
4542		TOTAL			112	96
4543	101	SINGLE FAMILY	du	79.0	1097	780
4543	102	MULTI-FAMILY	du	404.0	3918	2616
4543	103	MOBILE HOME PARK	du	301.0	2457	1519
4543	4112	RIGHT-OF-WAY	acre	9.1	0	0
4543	5004	NEIGHBORHOOD COMMERCIAL	acre	2.7	3331	2345
4543	5008	SERVICE STATION	acre	0.6	2264	1653
4543	6104	POST OFFICE	acre	1.1	1206	851
4543		TOTAL			14273	9764
4544	102	MULTI-FAMILY	du	143.0	1338	911
4544	2103	LIGHT INDUSTRY	acre	60.3	4396	3614
4544	2104	WAREHOUSING	acre	23.2	900	746
4544	2301	JUNKYARD/DUMP/LANDFILL	acre	2.5	24	19
4544	4112	RIGHT-OF-WAY	acre	12.5	0	0
4544	6002	LOW RISE OFFICE	acre	5.3	1373	1049

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4544	9101	INACTIVE USE	acre	81.5	0	0
4544		TOTAL			8031	6339
4545	102	MULTI-FAMILY	du	72.0	722	472
4545	4112	RIGHT-OF-WAY	acre	2.5	0	0
4545	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	7360	5215
4545		TOTAL			8082	5687
4546	101	SINGLE FAMILY	du	340.0	4660	3339
4546	102	MULTI-FAMILY	du	248.0	2270	1577
4546	4112	RIGHT-OF-WAY	acre	28.3	0	0
4546	6102	CHURCH	acre	0.6	39	31
4546	7601	ACTIVE PARK	acre	9.0	569	370
4546	9101	INACTIVE USE	acre	2.1	0	0
4546		TOTAL			7538	5317
4547	101	SINGLE FAMILY	du	378.0	5214	3718
4547	4112	RIGHT-OF-WAY	acre	24.6	6	5
4547	6003	GOV'T OFFICE OR CENTER	acre	2.1	2067	1543
4547	6105	FIRE OR POLICE STATION	site	1.0	264	192
4547		TOTAL			7551	5458
4548	101	SINGLE FAMILY	du	57.0	770	557
4548	102	MULTI-FAMILY	du	315.0	2880	2002
4548	4112	RIGHT-OF-WAY	acre	10.9	0	0
4548	7603	OPEN SPACE PRESERVE	unique	0.0	1026	709
4548	9101	INACTIVE USE	acre	384.0	101	87
4548		TOTAL			4777	3355
4549	101	SINGLE FAMILY	du	304.0	4217	2993
4549	102	MULTI-FAMILY	du	188.0	1773	1206
4549	4112	RIGHT-OF-WAY	acre	15.6	2	2
4549	6806	ELEMENTARY SCHOOL	site	1.0	2373	1339
4549	9101	INACTIVE USE	acre	0.2	0	0
4549		TOTAL			8365	5540
4550	101	SINGLE FAMILY	du	479.0	6876	4754
4550	102	MULTI-FAMILY	du	252.0	2452	1626
4550	4112	RIGHT-OF-WAY	acre	26.1	2	2
4550	5007	STREETFRONT COMMERCIAL	acre	1.2	1416	1024
4550	9101	INACTIVE USE	acre	0.2	0	0
4550		TOTAL			10746	7406
4551	101	SINGLE FAMILY	du	9.0	116	87
4551	2103	LIGHT INDUSTRY	acre	39.9	3184	2630
4551	2301	JUNKYARD/DUMP/LANDFILL	acre	2.0	28	24
4551	4111	TRANSIT STATION	acre	2.2	562	425
4551	4112	RIGHT-OF-WAY	acre	17.5	0	0
4551	5004	NEIGHBORHOOD COMMERCIAL	acre	0.7	907	638
4551	6104	POST OFFICE	acre	2.2	2206	1528
4551	6109	OTHER PUBLIC SERVICE	acre	0.2	64	45

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4551	9101	INACTIVE USE	acre	8.7	0	0
4551		TOTAL			7067	5377
4552	101	SINGLE FAMILY	du	584.0	8130	5785
4552	4112	RIGHT-OF-WAY	acre	34.0	0	0
4552		TOTAL			8130	5785
4553	101	SINGLE FAMILY	du	405.0	5706	3994
4553	102	MULTI-FAMILY	du	772.0	7532	4991
4553	4112	RIGHT-OF-WAY	acre	21.6	0	0
4553	4114	PARKING	acre	0.2	0	0
4553	5004	NEIGHBORHOOD COMMERCIAL	acre	0.2	301	221
4553	5007	STREETFRONT COMMERCIAL	acre	1.4	1711	1245
4553	6102	CHURCH	acre	0.7	38	30
4553	9101	INACTIVE USE	acre	0.1	0	0
4553		TOTAL			15288	10481
4554	101	SINGLE FAMILY	du	157.0	2206	1551
4554	4112	RIGHT-OF-WAY	acre	12.9	0	0
4554	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4332	2591
4554	6806	ELEMENTARY SCHOOL	site	1.0	2279	1258
4554	7601	ACTIVE PARK	acre	8.9	561	365
4554		TOTAL			9378	5765
4555	101	SINGLE FAMILY	du	152.0	2135	1501
4555	102	MULTI-FAMILY	du	102.0	987	659
4555	4112	RIGHT-OF-WAY	acre	9.9	0	0
4555	5007	STREETFRONT COMMERCIAL	acre	0.8	970	701
4555	6102	CHURCH	acre	2.2	110	85
4555		TOTAL			4202	2946
4556	101	SINGLE FAMILY	du	4.0	57	40
4556	102	MULTI-FAMILY	du	253.0	2519	1647
4556	103	MOBILE HOME PARK	du	55.0	462	280
4556	1501	LOW-RISE HOTEL OR MOTEL	acre	1.0	317	192
4556	4112	RIGHT-OF-WAY	acre	1.7	0	0
4556	4113	COMMUNICATION OR UTILITY	acre	3.3	10	8
4556	5007	STREETFRONT COMMERCIAL	acre	1.0	1166	842
4556	5008	SERVICE STATION	acre	0.9	3478	2539
4556	6105	FIRE OR POLICE STATION	site	1.0	264	192
4556	9101	INACTIVE USE	acre	1.1	0	0
4556		TOTAL			8273	5740
4557	101	SINGLE FAMILY	du	173.0	2440	1710
4557	102	MULTI-FAMILY	du	312.0	3073	2024
4557	4112	RIGHT-OF-WAY	acre	27.1	0	0
4557	5007	STREETFRONT COMMERCIAL	acre	0.8	961	697
4557	5008	SERVICE STATION	acre	0.8	3184	2324
4557	6105	FIRE OR POLICE STATION	site	1.0	356	271
4557	7601	ACTIVE PARK	acre	0.3	21	14
4557	9101	INACTIVE USE	acre	18.4	0	0
4557		TOTAL			10035	7040

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4558	101	SINGLE FAMILY	du	123.0	1646	1199
4558	102	MULTI-FAMILY	du	584.0	5305	3698
4558	2105	PUBLIC STORAGE	acre	2.9	79	66
4558	4112	RIGHT-OF-WAY	acre	56.0	0	0
4558	7601	ACTIVE PARK	acre	4.9	315	206
4558	9101	INACTIVE USE	acre	32.9	0	0
4558		TOTAL			7345	5169
4559	8003	FIELD CROPS	acre	109.9	9	7
4559		TOTAL			9	7
4560	1401	JAIL	acre	35.5	603	438
4560	4112	RIGHT-OF-WAY	acre	7.5	0	0
4560	8003	FIELD CROPS	acre	121.3	10	8
4560		TOTAL			613	446
4561	101	SINGLE FAMILY	du	178.0	2504	1760
4561	102	MULTI-FAMILY	du	436.0	4254	2822
4561	103	MOBILE HOME PARK	du	223.0	1819	1132
4561	4111	TRANSIT STATION	acre	0.6	158	119
4561	4112	RIGHT-OF-WAY	acre	71.2	0	0
4561	5001	WHOLESALE TRADE	acre	1.2	56	41
4561	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4277	2544
4561	7607	RESIDENTIAL RECREATION	acre	2.0	0	0
4561	9101	INACTIVE USE	acre	0.2	0	0
4561		TOTAL			13068	8418
4562	9101	INACTIVE USE	acre	1239.6	0	0
4562		TOTAL			0	0
4563	101	SINGLE FAMILY	du	361.0	5234	3605
4563	4112	RIGHT-OF-WAY	acre	45.9	0	0
4563		TOTAL			5234	3605
4564	102	MULTI-FAMILY	du	1585.0	14664	10140
4564	6806	ELEMENTARY SCHOOL	site	1.0	2473	1426
4564	9101	INACTIVE USE	acre	49.5	0	0
4564		TOTAL			17137	11566
4565	4112	RIGHT-OF-WAY	acre	3.8	0	0
4565	8003	FIELD CROPS	acre	48.8	4	3
4565	9101	INACTIVE USE	acre	100.9	0	0
4565		TOTAL			4	3
4566	101	SINGLE FAMILY	du	5.0	67	49
4566	9101	INACTIVE USE	acre	367.8	0	0
4566		TOTAL			67	49
4567	101	SINGLE FAMILY	du	499.0	7235	4995
4567	4112	RIGHT-OF-WAY	acre	76.4	0	0

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4567	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
4567	6806	ELEMENTARY SCHOOL	site	1.0	2250	1233
4567	7601	ACTIVE PARK	acre	10.3	650	423
4567		TOTAL			10135	6651
4568	101	SINGLE FAMILY	du	236.0	3445	2367
4568	4112	RIGHT-OF-WAY	acre	11.2	0	0
4568		TOTAL			3445	2367
4569	101	SINGLE FAMILY	du	1.0	14	10
4569	102	MULTI-FAMILY	du	278.0	2772	1807
4569	103	MOBILE HOME PARK	du	44.0	368	224
4569	4112	RIGHT-OF-WAY	acre	6.8	0	0
4569	6804	SENIOR HIGH SCHOOL	site	1.0	5816	2603
4569	6806	ELEMENTARY SCHOOL	site	1.0	2300	1276
4569	7601	ACTIVE PARK	acre	5.0	315	205
4569		TOTAL			11585	6125
4570	101	SINGLE FAMILY	du	484.0	6832	4794
4570	102	MULTI-FAMILY	du	488.0	4789	3183
4570	4112	RIGHT-OF-WAY	acre	28.0	0	0
4570	6101	CEMETERY	acre	2.0	7	6
4570	6806	ELEMENTARY SCHOOL	site	1.0	2239	1223
4570	9101	INACTIVE USE	acre	4.1	0	0
4570		TOTAL			13867	9206
4571	101	SINGLE FAMILY	du	2.0	26	19
4571	4112	RIGHT-OF-WAY	acre	2.2	0	0
4571	8003	FIELD CROPS	acre	98.9	8	6
4571	9101	INACTIVE USE	acre	49.7	0	0
4571		TOTAL			34	25
4572	101	SINGLE FAMILY	du	30.0	431	299
4572	102	MULTI-FAMILY	du	864.0	8593	5626
4572	4112	RIGHT-OF-WAY	acre	17.1	0	0
4572	5007	STREETFRONT COMMERCIAL	acre	0.5	597	432
4572	7607	RESIDENTIAL RECREATION	acre	1.3	10	9
4572		TOTAL			9631	6366
4573	4112	RIGHT-OF-WAY	acre	4.8	0	0
4573	9101	INACTIVE USE	acre	18.4	0	0
4573		TOTAL			0	0
4574	9101	INACTIVE USE	acre	182.7	0	0
4574		TOTAL			0	0
4575	6701	MILITARY USE	unique	0.0	955	782
4575		TOTAL			955	782

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4576	101	SINGLE FAMILY	du	654.0	9111	6460
4576	102	MULTI-FAMILY	du	133.0	1251	856
4576	4112	RIGHT-OF-WAY	acre	44.9	0	0
4576	6102	CHURCH	acre	2.7	134	104
4576	8002	INTENSIVE AGRICULTURE	acre	42.0	21	17
4576	9101	INACTIVE USE	acre	205.7	314	272
4576		TOTAL			10831	7709
4577	101	SINGLE FAMILY	du	142.0	2060	1413
4577	102	MULTI-FAMILY	du	407.0	4159	2676
4577	1501	LOW-RISE HOTEL OR MOTEL	acre	0.9	304	183
4577	4112	RIGHT-OF-WAY	acre	48.4	0	0
4577	5004	NEIGHBORHOOD COMMERCIAL	acre	4.5	5624	3977
4577	5009	OTHER COMMERCIAL	acre	0.2	19	14
4577		TOTAL			12166	8263
4578	102	MULTI-FAMILY	du	322.0	3204	2102
4578	2103	LIGHT INDUSTRY	acre	16.7	1661	1385
4578	4112	RIGHT-OF-WAY	acre	23.6	0	0
4578		TOTAL			4865	3487
4579	101	SINGLE FAMILY	du	442.0	6374	4398
4579	4112	RIGHT-OF-WAY	acre	137.0	0	0
4579	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
4579	9101	INACTIVE USE	acre	65.6	0	0
4579		TOTAL			6375	4399
4580	101	SINGLE FAMILY	du	149.0	2146	1481
4580	102	MULTI-FAMILY	du	5.0	50	33
4580	4112	RIGHT-OF-WAY	acre	8.2	0	0
4580	9101	INACTIVE USE	acre	1.8	0	0
4580		TOTAL			2196	1514
4581	101	SINGLE FAMILY	du	404.0	5816	4024
4581	103	MOBILE HOME PARK	du	87.0	729	445
4581	4112	RIGHT-OF-WAY	acre	75.7	0	0
4581	6806	ELEMENTARY SCHOOL	site	1.0	2232	1218
4581	7601	ACTIVE PARK	acre	1.8	112	73
4581	9101	INACTIVE USE	acre	2.0	0	0
4581		TOTAL			8889	5760
4582	102	MULTI-FAMILY	du	424.0	4180	2748
4582	4112	RIGHT-OF-WAY	acre	3.9	0	0
4582	6804	SENIOR HIGH SCHOOL	site	1.0	5715	2515
4582	9101	INACTIVE USE	acre	30.3	0	0
4582		TOTAL			9895	5263
4583	102	MULTI-FAMILY	du	867.0	8509	5606
4583	4112	RIGHT-OF-WAY	acre	5.9	0	0
4583	9101	INACTIVE USE	acre	48.1	0	0
4583		TOTAL			8509	5606

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4584	4112	RIGHT-OF-WAY	acre	4.6	0	0
4584	9101	INACTIVE USE	acre	15.2	0	0
4584		TOTAL			0	0
4585	4112	RIGHT-OF-WAY	acre	9.5	0	0
4585	6002	LOW RISE OFFICE	acre	4.4	1609	1277
4585	9101	INACTIVE USE	acre	50.3	0	0
4585		TOTAL			1609	1277
4586	2103	LIGHT INDUSTRY	acre	12.6	1190	990
4586	4112	RIGHT-OF-WAY	acre	1.0	0	0
4586	6002	LOW RISE OFFICE	acre	6.4	2346	1862
4586	9101	INACTIVE USE	acre	42.0	0	0
4586		TOTAL			3536	2852
4587	101	SINGLE FAMILY	du	1.0	13	10
4587	2105	PUBLIC STORAGE	acre	1.6	42	36
4587	4112	RIGHT-OF-WAY	acre	2.0	0	0
4587	5009	OTHER COMMERCIAL	acre	0.9	95	69
4587	6102	CHURCH	acre	2.0	100	77
4587	6806	ELEMENTARY SCHOOL	site	1.0	2319	1292
4587	7601	ACTIVE PARK	acre	6.8	428	278
4587		TOTAL			2997	1762
4588	101	SINGLE FAMILY	du	2.0	26	19
4588	2103	LIGHT INDUSTRY	acre	16.9	1385	1145
4588	2104	WAREHOUSING	acre	0.5	63	54
4588	4112	RIGHT-OF-WAY	acre	7.4	0	0
4588	4114	PARKING	acre	11.1	30	26
4588	5008	SERVICE STATION	acre	0.9	3726	2720
4588	6002	LOW RISE OFFICE	acre	14.4	4742	3723
4588	9101	INACTIVE USE	acre	29.9	0	0
4588		TOTAL			9972	7687
4589	2103	LIGHT INDUSTRY	acre	2.0	156	128
4589	2104	WAREHOUSING	acre	5.7	295	247
4589	4112	RIGHT-OF-WAY	acre	12.9	0	0
4589	4119	OTHER TRANSPORTATION	acre	1.9	188	143
4589	5008	SERVICE STATION	acre	1.9	7418	5415
4589	9101	INACTIVE USE	acre	63.6	0	0
4589	9500	UNDER CONTRUCTION	acre	2.5	14	11
4589		TOTAL			8071	5944
4590	2103	LIGHT INDUSTRY	acre	57.8	4334	3569
4590	4112	RIGHT-OF-WAY	acre	11.6	0	0
4590	9101	INACTIVE USE	acre	21.4	0	0
4590		TOTAL			4334	3569
4591	4112	RIGHT-OF-WAY	acre	16.6	0	0
4591	4119	OTHER TRANSPORTATION	acre	17.5	1772	1341

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Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4591	5007	STREETFRONT COMMERCIAL	acre	1.4	1614	1166
4591	5008	SERVICE STATION	acre	3.1	12450	9089
4591	5009	OTHER COMMERCIAL	acre	0.8	89	65
4591	9101	INACTIVE USE	acre	47.6	0	0
4591		TOTAL			15925	11661
4592	4112	RIGHT-OF-WAY	acre	3.8	0	0
4592	9101	INACTIVE USE	acre	42.2	0	0
4592		TOTAL			0	0
4593	4112	RIGHT-OF-WAY	acre	8.2	0	0
4593	9101	INACTIVE USE	acre	88.4	0	0
4593		TOTAL			0	0
4594	4112	RIGHT-OF-WAY	acre	12.7	0	0
4594	4113	COMMUNICATION OR UTILITY	acre	18.0	68	54
4594	8003	FIELD CROPS	acre	9.7	1	1
4594	9101	INACTIVE USE	acre	111.0	0	0
4594		TOTAL			69	55
4595	2101	INDUSTRIAL PARK	acre	73.0	9541	7849
4595	4112	RIGHT-OF-WAY	acre	12.9	0	0
4595		TOTAL			9541	7849
4596	101	SINGLE FAMILY	du	217.0	3140	2158
4596	4112	RIGHT-OF-WAY	acre	18.5	0	0
4596		TOTAL			3140	2158
4597	4112	RIGHT-OF-WAY	acre	6.5	0	0
4597	8003	FIELD CROPS	acre	144.6	12	9
4597		TOTAL			12	9
4598	4112	RIGHT-OF-WAY	acre	1.9	0	0
4598	4119	OTHER TRANSPORTATION	acre	37.8	3829	2897
4598	8003	FIELD CROPS	acre	112.3	14	11
4598		TOTAL			3843	2908
4599	8003	FIELD CROPS	acre	145.3	12	9
4599		TOTAL			12	9
4600	101	SINGLE FAMILY	du	4.0	57	40
4600	102	MULTI-FAMILY	du	479.0	4739	3143
4600	4112	RIGHT-OF-WAY	acre	5.1	0	0
4600	6003	GOV'T OFFICE OR CENTER	acre	14.4	13415	9932
4600	6806	ELEMENTARY SCHOOL	site	1.0	2327	1300
4600	7601	ACTIVE PARK	acre	8.0	507	330
4600		TOTAL			21045	14745
4601	101	SINGLE FAMILY	du	208.0	3059	2080

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4601	4112	RIGHT-OF-WAY	acre	9.5	0	0
4601		TOTAL			3059	2080
4602	101	SINGLE FAMILY	du	38.0	542	378
4602	4112	RIGHT-OF-WAY	acre	4.6	0	0
4602	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0	4296	2560
4602	6807	SCHOOL DISTRICT OFFICE	acre	6.5	1514	1157
4602	6809	OTHER SCHOOL	acre	6.2	1853	1559
4602	9101	INACTIVE USE	acre	6.9	0	0
4602		TOTAL			8205	5654
4603	101	SINGLE FAMILY	du	1020.0	14678	10194
4603	102	MULTI-FAMILY	du	162.0	1624	1065
4603	4112	RIGHT-OF-WAY	acre	60.8	0	0
4603	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
4603	9101	INACTIVE USE	acre	0.5	0	0
4603		TOTAL			16302	11259
4604	101	SINGLE FAMILY	du	189.0	2701	1876
4604	9101	INACTIVE USE	acre	312.3	0	0
4604		TOTAL			2701	1876
4605	101	SINGLE FAMILY	du	99.0	1416	985
4605	102	MULTI-FAMILY	du	38.0	361	245
4605	4113	COMMUNICATION OR UTILITY	acre	2.3	7	5
4605	9101	INACTIVE USE	acre	75.0	0	0
4605		TOTAL			1784	1235
4606	101	SINGLE FAMILY	du	4.0	56	40
4606	102	MULTI-FAMILY	du	37.0	355	239
4606	2103	LIGHT INDUSTRY	acre	13.7	1100	909
4606	2104	WAREHOUSING	acre	6.7	264	219
4606	4112	RIGHT-OF-WAY	acre	6.4	0	0
4606	8003	FIELD CROPS	acre	20.8	2	1
4606	9101	INACTIVE USE	acre	92.9	0	0
4606	9702	MIXED USE 67% STREETFRONT	acre	0.9	749	545
4606		TOTAL			2526	1953
4607	102	MULTI-FAMILY	du	19.0	171	120
4607	4112	RIGHT-OF-WAY	acre	2.9	0	0
4607	9101	INACTIVE USE	acre	71.4	0	0
4607		TOTAL			171	120
4608	2103	LIGHT INDUSTRY	acre	8.6	493	400
4608	4112	RIGHT-OF-WAY	acre	6.2	0	0
4608	6803	JUNIOR COLLEGE	acre	17.6	4344	3435
4608	9101	INACTIVE USE	acre	46.1	0	0
4608		TOTAL			4837	3835
4609	4112	RIGHT-OF-WAY	acre	1.3	0	0
4609	9101	INACTIVE USE	acre	33.1	0	0
4609		TOTAL			0	0

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4610	2104	WAREHOUSING	acre	31.0	1201	996
4610	4112	RIGHT-OF-WAY	acre	4.1	0	0
4610	4119	OTHER TRANSPORTATION	acre	30.7	3102	2346
4610	9101	INACTIVE USE	acre	12.6	0	0
4610		TOTAL			4303	3342
4611	2101	INDUSTRIAL PARK	acre	52.9	7146	5888
4611	2104	WAREHOUSING	acre	6.4	451	381
4611	4112	RIGHT-OF-WAY	acre	9.1	0	0
4611	9101	INACTIVE USE	acre	3.4	0	0
4611		TOTAL			7597	6269
4612	9101	INACTIVE USE	acre	83.0	0	0
4612		TOTAL			0	0
4613	101	SINGLE FAMILY	du	231.0	3322	2299
4613	102	MULTI-FAMILY	du	270.0	2697	1762
4613	4112	RIGHT-OF-WAY	acre	14.3	0	0
4613	5007	STREETFRONT COMMERCIAL	acre	1.6	1980	1437
4613	5009	OTHER COMMERCIAL	acre	4.1	528	395
4613	6102	CHURCH	acre	5.2	280	218
4613	6509	OTHER HEALTH CARE	acre	3.2	1489	1112
4613	9101	INACTIVE USE	acre	1.1	0	0
4613		TOTAL			10296	7223
4614	102	MULTI-FAMILY	du	332.0	3292	2163
4614	1501	LOW-RISE HOTEL OR MOTEL	acre	3.8	1206	726
4614	4112	RIGHT-OF-WAY	acre	17.6	0	0
4614	5007	STREETFRONT COMMERCIAL	acre	1.7	2060	1498
4614		TOTAL			6558	4387
4615	101	SINGLE FAMILY	du	25.0	361	249
4615	102	MULTI-FAMILY	du	125.0	1262	817
4615	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	185	113
4615	4112	RIGHT-OF-WAY	acre	9.7	0	0
4615	6102	CHURCH	acre	0.9	43	33
4615	9101	INACTIVE USE	acre	1.3	0	0
4615		TOTAL			1851	1212
4616	101	SINGLE FAMILY	du	133.0	1913	1319
4616	102	MULTI-FAMILY	du	603.0	6027	3917
4616	1501	LOW-RISE HOTEL OR MOTEL	acre	2.0	662	401
4616	4112	RIGHT-OF-WAY	acre	10.3	0	0
4616	5007	STREETFRONT COMMERCIAL	acre	0.7	891	649
4616	5008	SERVICE STATION	acre	0.5	1875	1369
4616	6102	CHURCH	acre	1.8	87	67
4616	9101	INACTIVE USE	acre	1.2	0	0
4616		TOTAL			11455	7722
4617	101	SINGLE FAMILY	du	499.0	7095	4944

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4617	9101	INACTIVE USE	acre	161.2	0	0
4617		TOTAL			7095	4944
4618	101	SINGLE FAMILY	du	1.0	14	10
4618	102	MULTI-FAMILY	du	998.0	9826	6475
4618	2301	JUNKYARD/DUMP/LANDFILL	acre	1.8	17	14
4618	9101	INACTIVE USE	acre	93.4	0	0
4618	9702	MIXED USE 67% STREETFRONT	acre	27.4	22672	16498
4618		TOTAL			32529	22997
4619	101	SINGLE FAMILY	du	15.0	208	149
4619	2201	EXTRACTIVE INDUSTRY	acre	10.5	8	6
4619	4112	RIGHT-OF-WAY	acre	40.3	0	0
4619	4113	COMMUNICATION OR UTILITY	acre	82.2	242	187
4619	7601	ACTIVE PARK	acre	23.8	1504	977
4619	8002	INTENSIVE AGRICULTURE	acre	300.5	79	65
4619	8003	FIELD CROPS	acre	9.8	1	1
4619	9101	INACTIVE USE	acre	3346.1	96	83
4619		TOTAL			2138	1468
4620	101	SINGLE FAMILY	du	71.0	1014	703
4620	102	MULTI-FAMILY	du	680.0	6817	4431
4620	103	MOBILE HOME PARK	du	25.0	208	127
4620	4112	RIGHT-OF-WAY	acre	13.4	0	0
4620	4114	PARKING	acre	0.2	0	0
4620	6102	CHURCH	acre	1.4	69	54
4620	6806	ELEMENTARY SCHOOL	site	1.0	2239	1223
4620	9101	INACTIVE USE	acre	5.3	0	0
4620	9500	UNDER CONTRUCTION	acre	0.2	1	1
4620	9702	MIXED USE 67% STREETFRONT	acre	0.3	290	212
4620		TOTAL			10638	6751
4621	101	SINGLE FAMILY	du	821.0	11682	8138
4621	8003	FIELD CROPS	acre	0.8	0	0
4621	9101	INACTIVE USE	acre	59.4	0	0
4621		TOTAL			11682	8138
4622	8002	INTENSIVE AGRICULTURE	acre	0.6	0	0
4622	8003	FIELD CROPS	acre	52.1	4	3
4622	9101	INACTIVE USE	acre	26.0	0	0
4622		TOTAL			4	3
4623	101	SINGLE FAMILY	du	3.0	41	30
4623	102	MULTI-FAMILY	du	44.0	424	285
4623	8002	INTENSIVE AGRICULTURE	acre	52.6	338	292
4623	8003	FIELD CROPS	acre	18.8	2	1
4623	9101	INACTIVE USE	acre	1.1	0	0
4623	9702	MIXED USE 67% STREETFRONT	acre	1.1	876	638
4623		TOTAL			1681	1246
4624	101	SINGLE FAMILY	du	5.0	68	49

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4624	2103	LIGHT INDUSTRY	acre	17.6	969	783
4624	4112	RIGHT-OF-WAY	acre	6.5	0	0
4624	5001	WHOLESALE TRADE	acre	39.0	1507	1053
4624	9101	INACTIVE USE	acre	42.8	0	0
4624	9500	UNDER CONTRUCTION	acre	39.2	221	174
4624		TOTAL			2765	2059
4625	101	SINGLE FAMILY	du	2.0	26	19
4625	4112	RIGHT-OF-WAY	acre	4.8	0	0
4625	4119	OTHER TRANSPORTATION	acre	26.0	2647	2004
4625	8003	FIELD CROPS	acre	48.5	4	3
4625	9101	INACTIVE USE	acre	75.7	0	0
4625		TOTAL			2677	2026
4626	2101	INDUSTRIAL PARK	acre	18.0	2639	2183
4626	4112	RIGHT-OF-WAY	acre	5.9	0	0
4626	4119	OTHER TRANSPORTATION	acre	38.8	3914	2960
4626	9101	INACTIVE USE	acre	72.0	0	0
4626	9500	UNDER CONTRUCTION	acre	25.5	144	113
4626		TOTAL			6697	5256
4627	2101	INDUSTRIAL PARK	acre	18.6	2545	2098
4627	2103	LIGHT INDUSTRY	acre	19.7	1127	914
4627	2104	WAREHOUSING	acre	2.8	131	110
4627	4112	RIGHT-OF-WAY	acre	16.9	0	0
4627	4114	PARKING	acre	6.4	6	5
4627	4119	OTHER TRANSPORTATION	acre	20.0	2029	1535
4627	9101	INACTIVE USE	acre	24.0	0	0
4627		TOTAL			5838	4662
4628	4112	RIGHT-OF-WAY	acre	15.1	0	0
4628	4119	OTHER TRANSPORTATION	acre	109.3	11042	8350
4628	9101	INACTIVE USE	acre	1.8	0	0
4628		TOTAL			11042	8350
4629	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	585	352
4629	2103	LIGHT INDUSTRY	acre	24.7	1577	1288
4629	2104	WAREHOUSING	acre	9.4	371	308
4629	4112	RIGHT-OF-WAY	acre	30.6	0	0
4629	6002	LOW RISE OFFICE	acre	8.3	2861	2257
4629	9101	INACTIVE USE	acre	7.4	0	0
4629		TOTAL			5394	4205
4630	1501	LOW-RISE HOTEL OR MOTEL	acre	2.5	825	498
4630	2104	WAREHOUSING	acre	1.1	56	47
4630	2105	PUBLIC STORAGE	acre	4.1	109	92
4630	4112	RIGHT-OF-WAY	acre	6.7	0	0
4630	4119	OTHER TRANSPORTATION	acre	15.5	1575	1192
4630	5004	NEIGHBORHOOD COMMERCIAL	acre	2.7	3351	2361
4630	5008	SERVICE STATION	acre	0.8	2985	2179
4630	9101	INACTIVE USE	acre	11.8	0	0
4630		TOTAL			8901	6369

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4631	2103	LIGHT INDUSTRY	acre	21.4	1327	1081
4631	2104	WAREHOUSING	acre	30.1	1233	1024
4631	4112	RIGHT-OF-WAY	acre	6.7	0	0
4631	4119	OTHER TRANSPORTATION	acre	7.5	758	573
4631		TOTAL			3318	2678
4632	4113	COMMUNICATION OR UTILITY	acre	1.5	4	3
4632	9101	INACTIVE USE	acre	147.2	0	0
4632		TOTAL			4	3
4633	4112	RIGHT-OF-WAY	acre	13.0	0	0
4633	4119	OTHER TRANSPORTATION	acre	50.6	5111	3865
4633	8003	FIELD CROPS	acre	87.2	7	6
4633	9101	INACTIVE USE	acre	37.7	0	0
4633		TOTAL			5118	3871
4634	9101	INACTIVE USE	acre	160.8	0	0
4634		TOTAL			0	0
4635	8003	FIELD CROPS	acre	153.4	13	10
4635	9101	INACTIVE USE	acre	9.3	0	0
4635		TOTAL			13	10
4636	101	SINGLE FAMILY	du	27.0	385	267
4636	102	MULTI-FAMILY	du	91.0	907	593
4636	4111	TRANSIT STATION	acre	1.3	336	253
4636	4112	RIGHT-OF-WAY	acre	8.8	0	0
4636	6809	OTHER SCHOOL	acre	2.4	486	404
4636	9101	INACTIVE USE	acre	1.1	0	0
4636		TOTAL			2114	1517
4637	101	SINGLE FAMILY	du	12.0	165	117
4637	102	MULTI-FAMILY	du	7.0	66	44
4637	2101	INDUSTRIAL PARK	acre	7.2	1220	1015
4637	2103	LIGHT INDUSTRY	acre	16.5	1538	1278
4637	2104	WAREHOUSING	acre	5.8	401	339
4637	2105	PUBLIC STORAGE	acre	6.0	161	135
4637	4112	RIGHT-OF-WAY	acre	11.9	0	0
4637	9101	INACTIVE USE	acre	82.3	0	0
4637		TOTAL			3551	2928
4638	101	SINGLE FAMILY	du	69.0	926	672
4638	102	MULTI-FAMILY	du	66.0	681	437
4638	4112	RIGHT-OF-WAY	acre	7.6	0	0
4638	6806	ELEMENTARY SCHOOL	site	1.0	2221	1208
4638	7601	ACTIVE PARK	acre	14.8	954	624
4638	9101	INACTIVE USE	acre	25.0	0	0
4638		TOTAL			4782	2941
4639	101	SINGLE FAMILY	du	115.0	1641	1142

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4639	9101	INACTIVE USE	acre	592.5	0	0
4639		TOTAL			1641	1142
4640	101	SINGLE FAMILY	du	168.0	2418	1671
4640	102	MULTI-FAMILY	du	232.0	2320	1511
4640	4112	RIGHT-OF-WAY	acre	9.4	0	0
4640	5007	STREETFRONT COMMERCIAL	acre	2.0	2392	1731
4640	5009	OTHER COMMERCIAL	acre	0.2	39	31
4640	6102	CHURCH	acre	0.4	19	14
4640	6103	LIBRARY	acre	0.2	98	71
4640	6105	FIRE OR POLICE STATION	site	1.0	254	184
4640	6109	OTHER PUBLIC SERVICE	acre	0.2	53	37
4640	7601	ACTIVE PARK	acre	3.0	190	124
4640	9101	INACTIVE USE	acre	1.6	0	0
4640		TOTAL			7783	5374
4641	2101	INDUSTRIAL PARK	acre	3.5	425	348
4641	2103	LIGHT INDUSTRY	acre	26.6	1588	1290
4641	2104	WAREHOUSING	acre	13.7	615	512
4641	4112	RIGHT-OF-WAY	acre	20.7	0	0
4641	4114	PARKING	acre	19.0	1	1
4641	4119	OTHER TRANSPORTATION	acre	2.4	247	187
4641	9101	INACTIVE USE	acre	14.4	0	0
4641		TOTAL			2876	2338
4642	4112	RIGHT-OF-WAY	acre	13.8	0	0
4642	5004	NEIGHBORHOOD COMMERCIAL	acre	8.1	10149	7176
4642	5007	STREETFRONT COMMERCIAL	acre	0.9	1096	795
4642	6104	POST OFFICE	acre	1.0	1098	768
4642	6806	ELEMENTARY SCHOOL	site	1.0	2112	1113
4642		TOTAL			14455	9852
4643	4112	RIGHT-OF-WAY	acre	8.2	0	0
4643	5004	NEIGHBORHOOD COMMERCIAL	acre	4.2	5122	3610
4643	5007	STREETFRONT COMMERCIAL	acre	1.7	2017	1460
4643	5008	SERVICE STATION	acre	2.3	9186	6707
4643	5009	OTHER COMMERCIAL	acre	4.5	620	468
4643	6002	LOW RISE OFFICE	acre	1.1	483	390
4643	9101	INACTIVE USE	acre	8.8	0	0
4643		TOTAL			17428	12635
4644	2103	LIGHT INDUSTRY	acre	46.3	3287	2699
4644	2104	WAREHOUSING	acre	10.7	482	402
4644	4112	RIGHT-OF-WAY	acre	20.9	0	0
4644	4119	OTHER TRANSPORTATION	acre	6.6	672	508
4644	9101	INACTIVE USE	acre	26.2	0	0
4644	9500	UNDER CONTRUCTION	acre	2.7	15	12
4644		TOTAL			4456	3621
4645	101	SINGLE FAMILY	du	56.0	795	557
4645	102	MULTI-FAMILY	du	59.0	582	385

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4645	4112	RIGHT-OF-WAY	acre	33.2	0	0
4645	5007	STREETFRONT COMMERCIAL	acre	2.1	2545	1848
4645	5008	SERVICE STATION	acre	0.3	1301	950
4645	5009	OTHER COMMERCIAL	acre	0.3	36	26
4645	9101	INACTIVE USE	acre	0.2	0	0
4645		TOTAL			5259	3766
4646	101	SINGLE FAMILY	du	51.0	684	497
4646	102	MULTI-FAMILY	du	5.0	45	32
4646	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	91	57
4646	2104	WAREHOUSING	acre	0.6	22	19
4646	4112	RIGHT-OF-WAY	acre	53.8	0	0
4646	5004	NEIGHBORHOOD COMMERCIAL	acre	8.9	11002	7759
4646	5007	STREETFRONT COMMERCIAL	acre	2.3	2786	2024
4646	5008	SERVICE STATION	acre	0.8	3251	2373
4646	5009	OTHER COMMERCIAL	acre	3.2	392	290
4646	6002	LOW RISE OFFICE	acre	0.3	102	80
4646	9101	INACTIVE USE	acre	1.0	0	0
4646		TOTAL			18375	13131
4647	2104	WAREHOUSING	acre	5.0	310	261
4647	4112	RIGHT-OF-WAY	acre	11.6	0	0
4647	4113	COMMUNICATION OR UTILITY	acre	0.0	0	0
4647	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	2696	1902
4647	5008	SERVICE STATION	acre	1.0	4017	2933
4647	9101	INACTIVE USE	acre	10.1	0	0
4647		TOTAL			7023	5096
4648	101	SINGLE FAMILY	du	4.0	58	40
4648	102	MULTI-FAMILY	du	154.0	1542	1003
4648	4112	RIGHT-OF-WAY	acre	20.5	0	0
4648	5007	STREETFRONT COMMERCIAL	acre	1.4	1645	1189
4648	5008	SERVICE STATION	acre	0.4	1459	1065
4648	6105	FIRE OR POLICE STATION	site	1.0	292	216
4648		TOTAL			4996	3513
4649	2103	LIGHT INDUSTRY	acre	27.2	1687	1374
4649	2104	WAREHOUSING	acre	22.9	1080	903
4649	4112	RIGHT-OF-WAY	acre	5.4	0	0
4649	4113	COMMUNICATION OR UTILITY	acre	0.1	0	0
4649	4119	OTHER TRANSPORTATION	acre	41.1	4182	3166
4649	9101	INACTIVE USE	acre	163.5	0	0
4649		TOTAL			6949	5443
4650	101	SINGLE FAMILY	du	2.0	26	19
4650	2103	LIGHT INDUSTRY	acre	9.6	516	416
4650	2104	WAREHOUSING	acre	8.3	361	300
4650	4112	RIGHT-OF-WAY	acre	12.3	0	0
4650	4119	OTHER TRANSPORTATION	acre	14.0	1417	1072
4650	8002	INTENSIVE AGRICULTURE	acre	29.5	7	5
4650	8003	FIELD CROPS	acre	8.9	1	1

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4650	9101	INACTIVE USE	acre	55.6	0	0
4650	9500	UNDER CONTRUCTION	acre	13.6	77	61
4650		TOTAL			2405	1874
4651	101	SINGLE FAMILY	du	38.0	557	380
4651	102	MULTI-FAMILY	du	643.0	6646	4227
4651	103	MOBILE HOME PARK	du	132.0	1160	681
4651	1501	LOW-RISE HOTEL OR MOTEL	acre	5.3	1728	1047
4651	4112	RIGHT-OF-WAY	acre	10.2	0	0
4651	5007	STREETFRONT COMMERCIAL	acre	1.3	1572	1148
4651	5008	SERVICE STATION	acre	1.0	3994	2916
4651	6002	LOW RISE OFFICE	acre	1.2	340	264
4651	7210	OTHER RECREATION-HIGH	acre	2.9	160	109
4651	7601	ACTIVE PARK	acre	17.5	1114	726
4651	9101	INACTIVE USE	acre	13.8	0	0
4651		TOTAL			17271	11498
4652	2101	INDUSTRIAL PARK	acre	23.1	3255	2687
4652	2103	LIGHT INDUSTRY	acre	13.7	813	661
4652	2104	WAREHOUSING	acre	2.2	88	73
4652	4101	COMMERCIAL AIRPORT	unique	0.0	15809	10228
4652	4112	RIGHT-OF-WAY	acre	6.7	0	0
4652	5001	WHOLESALE TRADE	acre	8.2	375	271
4652	9101	INACTIVE USE	acre	88.0	0	0
4652		TOTAL			20340	13920
4653	101	SINGLE FAMILY	du	1.0	13	10
4653	4119	OTHER TRANSPORTATION	acre	10.0	1008	763
4653	9101	INACTIVE USE	acre	114.3	0	0
4653		TOTAL			1021	773
4654	2103	LIGHT INDUSTRY	acre	70.8	4786	3920
4654	2104	WAREHOUSING	acre	23.7	1089	909
4654	4112	RIGHT-OF-WAY	acre	17.8	0	0
4654	9101	INACTIVE USE	acre	24.9	0	0
4654	9500	UNDER CONTRUCTION	acre	9.8	55	43
4654		TOTAL			5930	4872
4655	4112	RIGHT-OF-WAY	acre	7.1	0	0
4655	9101	INACTIVE USE	acre	67.2	0	0
4655		TOTAL			0	0
4656	103	MOBILE HOME PARK	du	63.0	520	319
4656	4112	RIGHT-OF-WAY	acre	1.0	0	0
4656	5008	SERVICE STATION	acre	1.1	4394	3208
4656	5009	OTHER COMMERCIAL	acre	0.6	73	53
4656		TOTAL			4987	3580
4657	101	SINGLE FAMILY	du	500.0	7350	4994
4657	4112	RIGHT-OF-WAY	acre	33.5	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4657	7607	RESIDENTIAL RECREATION	acre	3.0	0	0
4657	9101	INACTIVE USE	acre	6.0	0	0
4657		TOTAL			7350	4994
4658	4112	RIGHT-OF-WAY	acre	4.7	0	0
4658	4119	OTHER TRANSPORTATION	acre	12.9	1300	983
4658	5001	WHOLESALE TRADE	acre	35.6	1596	1152
4658	9101	INACTIVE USE	acre	6.9	0	0
4658		TOTAL			2896	2135
4659	4119	OTHER TRANSPORTATION	acre	40.8	4621	3549
4659	9101	INACTIVE USE	acre	2.3	0	0
4659		TOTAL			4621	3549
4660	101	SINGLE FAMILY	du	1.0	13	10
4660	102	MULTI-FAMILY	du	9.0	82	57
4660	1501	LOW-RISE HOTEL OR MOTEL	acre	0.8	271	163
4660	4112	RIGHT-OF-WAY	acre	15.3	0	0
4660	4119	OTHER TRANSPORTATION	acre	0.2	24	18
4660	5007	STREETFRONT COMMERCIAL	acre	1.6	1884	1367
4660	5009	OTHER COMMERCIAL	acre	11.0	1561	1182
4660	6003	GOV'T OFFICE OR CENTER	acre	1.2	1075	788
4660		TOTAL			4910	3585
4661	102	MULTI-FAMILY	du	212.0	2226	1401
4661	4112	RIGHT-OF-WAY	acre	3.2	0	0
4661	4114	PARKING	acre	5.7	10	9
4661	5003	COMMUNITY COMMERCIAL	acre	19.1	14769	10413
4661	6806	ELEMENTARY SCHOOL	site	1.0	2247	1230
4661		TOTAL			19252	13053
4662	1501	LOW-RISE HOTEL OR MOTEL	acre	1.4	445	268
4662	4111	TRANSIT STATION	acre	1.0	265	200
4662	4112	RIGHT-OF-WAY	acre	43.5	0	0
4662	4114	PARKING	acre	1.4	0	0
4662	4119	OTHER TRANSPORTATION	acre	6.1	624	473
4662	5007	STREETFRONT COMMERCIAL	acre	2.9	3583	2609
4662	6109	OTHER PUBLIC SERVICE	acre	3.4	6374	5336
4662	9101	INACTIVE USE	acre	15.5	0	0
4662		TOTAL			11291	8886
4663	102	MULTI-FAMILY	du	2.0	17	12
4663	1501	LOW-RISE HOTEL OR MOTEL	acre	1.6	501	302
4663	2104	WAREHOUSING	acre	1.4	96	81
4663	5007	STREETFRONT COMMERCIAL	acre	1.7	2080	1506
4663	5009	OTHER COMMERCIAL	acre	1.9	240	178
4663	9101	INACTIVE USE	acre	3.0	0	0
4663		TOTAL			2934	2079
4664	4112	RIGHT-OF-WAY	acre	2.0	0	0
4664	5005	SPECIALTY COMMERCIAL	acre	47.4	54892	38656

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4664	5007	STREETFRONT COMMERCIAL	acre	1.6	2006	1472
4664	9101	INACTIVE USE	acre	16.5	0	0
4664		TOTAL			56898	40128
4665	4112	RIGHT-OF-WAY	acre	5.5	0	0
4665	4114	PARKING	acre	9.8	0	0
4665	5007	STREETFRONT COMMERCIAL	acre	2.0	2373	1721
4665	9101	INACTIVE USE	acre	6.1	0	0
4665		TOTAL			2373	1721
4666	6701	MILITARY USE	unique	0.0	29607	24253
4666		TOTAL			29607	24253
4667	101	SINGLE FAMILY	du	76.0	826	617
4667	4112	RIGHT-OF-WAY	acre	44.3	0	0
4667	4113	COMMUNICATION OR UTILITY	acre	106.9	314	242
4667	6701	MILITARY USE	acre	80.0	0	0
4667	7604	ACTIVE BEACH	unique	220.1	6102	3927
4667	9101	INACTIVE USE	acre	45.6	0	0
4667		TOTAL			7242	4786
4668	101	SINGLE FAMILY	du	102.0	1158	831
4668	103	MOBILE HOME PARK	du	103.0	670	448
4668	4112	RIGHT-OF-WAY	acre	74.3	0	0
4668	4113	COMMUNICATION OR UTILITY	acre	14.1	62	49
4668	8001	ORCHARDS OR VINEYARD	acre	35.9	3	2
4668	8002	INTENSIVE AGRICULTURE	acre	22.3	11	10
4668	8003	FIELD CROPS	acre	39.7	3	3
4668	9101	INACTIVE USE	acre	735.5	0	0
4668		TOTAL			1907	1343
4669	101	SINGLE FAMILY	du	77.0	927	636
4669	1401	JAIL	acre	44.2	750	546
4669	4112	RIGHT-OF-WAY	acre	18.0	0	0
4669	4113	COMMUNICATION OR UTILITY	acre	37.1	109	84
4669	6105	FIRE OR POLICE STATION	site	1.0	254	183
4669	8001	ORCHARDS OR VINEYARD	acre	165.7	14	11
4669	8002	INTENSIVE AGRICULTURE	acre	221.9	55	45
4669	8003	FIELD CROPS	acre	176.4	113	96
4669	9101	INACTIVE USE	acre	864.1	0	0
4669		TOTAL			2222	1601
4670	101	SINGLE FAMILY	du	21.0	244	171
4670	4112	RIGHT-OF-WAY	acre	67.6	0	0
4670	4113	COMMUNICATION OR UTILITY	acre	0.5	1	1
4670	8001	ORCHARDS OR VINEYARD	acre	41.0	3	3
4670	8002	INTENSIVE AGRICULTURE	acre	16.0	63	54
4670	8003	FIELD CROPS	acre	15.9	1	1
4670		TOTAL			312	230
4671	101	SINGLE FAMILY	du	13.0	147	106

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4671	4112	RIGHT-OF-WAY	acre	9.7	0	0
4671	4113	COMMUNICATION OR UTILITY	acre	1.0	3	2
4671	8001	ORCHARDS OR VINEYARD	acre	22.4	2	1
4671	9101	INACTIVE USE	acre	1726.8	0	0
4671		TOTAL			152	109
4672	101	SINGLE FAMILY	du	81.0	938	660
4672	4112	RIGHT-OF-WAY	acre	13.7	0	0
4672	4113	COMMUNICATION OR UTILITY	acre	1.4	4	3
4672	8001	ORCHARDS OR VINEYARD	acre	277.8	34	27
4672	8003	FIELD CROPS	acre	90.6	8	6
4672	9101	INACTIVE USE	acre	3480.3	0	0
4672	9500	UNDER CONTRUCTION	acre	11.2	63	50
4672		TOTAL			1047	746
4673	101	SINGLE FAMILY	du	20.0	115	82
4673	4112	RIGHT-OF-WAY	acre	84.2	0	0
4673	4113	COMMUNICATION OR UTILITY	acre	0.7	1	1
4673	6105	FIRE OR POLICE STATION	site	1.0	85	61
4673	6806	ELEMENTARY SCHOOL	site	1.0	711	376
4673	7211	OTHER RECREATION-LOW	acre	162.7	690	472
4673	8003	FIELD CROPS	acre	369.5	24	19
4673	9101	INACTIVE USE	acre	3158.1	0	0
4673		TOTAL			1626	1011
4674	101	SINGLE FAMILY	du	71.0	414	293
4674	103	MOBILE HOME PARK	du	285.0	1081	660
4674	1503	RESORT	acre	12.3	1239	745
4674	4112	RIGHT-OF-WAY	acre	65.7	0	0
4674	5009	OTHER COMMERCIAL	acre	9.8	712	515
4674	6105	FIRE OR POLICE STATION	site	1.0	85	61
4674	7211	OTHER RECREATION-LOW	acre	28.7	122	83
4674	8002	INTENSIVE AGRICULTURE	acre	152.2	24	19
4674	8003	FIELD CROPS	acre	402.5	24	18
4674	9101	INACTIVE USE	acre	11220.3	0	0
4674		TOTAL			3701	2394
4675	101	SINGLE FAMILY	du	43.0	243	175
4675	4112	RIGHT-OF-WAY	acre	52.4	0	0
4675	6105	FIRE OR POLICE STATION	site	1.0	85	62
4675	8002	INTENSIVE AGRICULTURE	acre	266.3	41	33
4675	8003	FIELD CROPS	acre	445.2	26	21
4675	9101	INACTIVE USE	acre	2399.4	0	0
4675		TOTAL			395	291
4676	101	SINGLE FAMILY	du	129.0	737	531
4676	102	MULTI-FAMILY	du	5.0	23	16
4676	103	MOBILE HOME PARK	du	138.0	525	321
4676	4104	AIRSTRIP	acre	151.3	66	50
4676	4112	RIGHT-OF-WAY	acre	296.4	0	0
4676	5007	STREETFRONT COMMERCIAL	acre	4.2	3279	2367

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4676	5009	OTHER COMMERCIAL	acre	5.4	394	285
4676	6105	FIRE OR POLICE STATION	site	1.0	95	70
4676	7210	OTHER RECREATION-HIGH	acre	48.9	1734	1166
4676	7211	OTHER RECREATION-LOW	acre	2.5	11	7
4676	7601	ACTIVE PARK	acre	34.3	1451	943
4676	9101	INACTIVE USE	acre	20794.5	0	0
4676		TOTAL			8315	5756
4677	101	SINGLE FAMILY	du	1.0	6	4
4677	4112	RIGHT-OF-WAY	acre	501.2	0	0
4677	7210	OTHER RECREATION-HIGH	acre	95.1	3372	2268
4677	9101	INACTIVE USE	acre	92742.8	0	0
4677		TOTAL			3378	2272
4678	4112	RIGHT-OF-WAY	acre	146.1	0	0
4678	9101	INACTIVE USE	acre	1612.2	0	0
4678		TOTAL			0	0
4679	101	SINGLE FAMILY	du	4.0	22	16
4679	4104	AIRSTRIP	acre	121.6	53	40
4679	4112	RIGHT-OF-WAY	acre	62.5	0	0
4679	8003	FIELD CROPS	acre	113.3	6	5
4679	9101	INACTIVE USE	acre	1250.4	0	0
4679		TOTAL			81	61
4680	101	SINGLE FAMILY	du	40.0	249	169
4680	2103	LIGHT INDUSTRY	acre	12.4	457	369
4680	4112	RIGHT-OF-WAY	acre	44.5	0	0
4680	4119	OTHER TRANSPORTATION	acre	45.1	3066	2320
4680	5007	STREETFRONT COMMERCIAL	acre	2.5	1972	1429
4680	5009	OTHER COMMERCIAL	acre	0.9	75	56
4680	6102	CHURCH	acre	13.1	435	336
4680	6509	OTHER HEALTH CARE	acre	1.1	340	251
4680	8003	FIELD CROPS	acre	1.4	0	0
4680	9101	INACTIVE USE	acre	553.5	0	0
4680		TOTAL			6594	4930
4681	101	SINGLE FAMILY	du	40.0	244	166
4681	4112	RIGHT-OF-WAY	acre	37.4	0	0
4681	4119	OTHER TRANSPORTATION	acre	27.4	1858	1405
4681	5009	OTHER COMMERCIAL	acre	1.3	92	67
4681	6102	CHURCH	acre	0.3	10	7
4681	8003	FIELD CROPS	acre	1.1	0	0
4681	9101	INACTIVE USE	acre	3413.6	0	0
4681		TOTAL			2204	1645
4682	101	SINGLE FAMILY	du	14.0	86	59
4682	2103	LIGHT INDUSTRY	acre	1.1	41	33
4682	2104	WAREHOUSING	acre	21.5	690	577
4682	4112	RIGHT-OF-WAY	acre	52.6	0	0

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4682	6102	CHURCH	acre	1.0	35	27
4682	6105	FIRE OR POLICE STATION	site	1.0	85	61
4682	8003	FIELD CROPS	acre	44.8	3	2
4682	9101	INACTIVE USE	acre	2939.8	0	0
4682		TOTAL			940	759
4683	101	SINGLE FAMILY	du	4.0	44	32
4683	8001	ORCHARDS OR VINEYARD	acre	86.3	11	9
4683	9101	INACTIVE USE	acre	83.7	0	0
4683		TOTAL			55	41
4684	101	SINGLE FAMILY	du	7.0	77	57
4684	4113	COMMUNICATION OR UTILITY	acre	6.3	18	14
4684	8001	ORCHARDS OR VINEYARD	acre	120.9	10	8
4684	9101	INACTIVE USE	acre	93.5	0	0
4684		TOTAL			105	79
4685	101	SINGLE FAMILY	du	43.0	489	351
4685	103	MOBILE HOME PARK	du	166.0	1177	740
4685	4112	RIGHT-OF-WAY	acre	106.2	0	0
4685	4113	COMMUNICATION OR UTILITY	acre	1.9	6	4
4685	8001	ORCHARDS OR VINEYARD	acre	166.5	15	12
4685	9101	INACTIVE USE	acre	89.0	0	0
4685		TOTAL			1687	1107
4686	101	SINGLE FAMILY	du	3.0	33	24
4686	4112	RIGHT-OF-WAY	acre	2.1	0	0
4686	5009	OTHER COMMERCIAL	acre	1.2	135	99
4686	8003	FIELD CROPS	acre	34.5	3	2
4686	9101	INACTIVE USE	acre	12.4	0	0
4686		TOTAL			171	125
4687	101	SINGLE FAMILY	du	3.0	34	24
4687	4112	RIGHT-OF-WAY	acre	0.2	0	0
4687	6109	OTHER PUBLIC SERVICE	acre	4.4	1417	1000
4687	8003	FIELD CROPS	acre	43.6	4	3
4687	9101	INACTIVE USE	acre	5.8	0	0
4687		TOTAL			1455	1027
4688	4113	COMMUNICATION OR UTILITY	acre	5.3	15	12
4688	8001	ORCHARDS OR VINEYARD	acre	139.4	12	9
4688	9101	INACTIVE USE	acre	16.8	0	0
4688		TOTAL			27	21

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Appendix AO

Peak Hour Intersection Capacity Worksheets – Existing Plus Cumulative Projects Plus Project

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	0	856	1	360	0	435	404	231	685	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	0	0	930	1	391	0	473	336	251	745	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	0	0	539	1	227	1	348	247	159	861	0
Arrive On Green	0.00	0.00	0.00	0.45	0.45	0.45	0.00	0.34	0.34	0.09	0.46	0.00
Sat Flow, veh/h	1774	0	0	1205	1	507	1774	1015	721	1774	1863	0
Grp Volume(v), veh/h	1	0	0	1322	0	0	0	0	809	251	745	0
Grp Sat Flow(s),veh/h/ln	1774	0	0	1713	0	0	1774	0	1736	1774	1863	0
Q Serve(g_s), s	0.1	0.0	0.0	60.0	0.0	0.0	0.0	0.0	46.0	12.0	48.1	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	60.0	0.0	0.0	0.0	0.0	46.0	12.0	48.1	0.0
Prop In Lane	1.00		0.00	0.70		0.30	1.00		0.42	1.00		0.00
Lane Grp Cap(c), veh/h	2	0	0	766	0	0	1	0	595	159	861	0
V/C Ratio(X)	0.52	0.00	0.00	1.73	0.00	0.00	0.00	0.00	1.36	1.58	0.87	0.00
Avail Cap(c_a), veh/h	212	0	0	766	0	0	53	0	595	159	861	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.0	0.0	0.0	37.1	0.0	0.0	0.0	0.0	44.1	61.1	32.3	0.0
Incr Delay (d2), s/veh	133.3	0.0	0.0	331.9	0.0	0.0	0.0	0.0	172.4	289.6	11.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	99.0	0.0	0.0	0.0	0.0	50.5	18.6	27.3	0.0
LnGrp Delay(d),s/veh	200.2	0.0	0.0	369.0	0.0	0.0	0.0	0.0	216.5	350.7	43.7	0.0
LnGrp LOS	F			F					F	F	D	
Approach Vol, veh/h		1			1322			809			996	
Approach Delay, s/veh		200.2			369.0			216.5			121.0	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	50.0		4.1	0.0	66.0		64.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.0	46.0		16.0	4.0	54.0		60.0
Max Q Clear Time (g_c+I1), s	14.0	48.0		2.1	0.0	50.1		62.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		250.5
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	195	260	330	75	350	90	957	388	460	1652	45
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	16	212	218	418	0	293	98	1040	335	500	1796	16
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	289	265	712	0	318	125	1351	420	592	1909	17
Arrive On Green	0.17	0.17	0.17	0.20	0.00	0.20	0.07	0.27	0.27	0.17	0.37	0.37
Sat Flow, veh/h	130	1726	1583	3548	0	1583	1774	5085	1583	3442	5198	46
Grp Volume(v), veh/h	228	0	218	418	0	293	98	1040	335	500	1171	641
Grp Sat Flow(s),veh/h/ln	1856	0	1583	1774	0	1583	1774	1695	1583	1721	1695	1855
Q Serve(g_s), s	9.6	0.0	10.9	8.8	0.0	14.9	4.5	15.5	16.2	11.6	27.5	27.5
Cycle Q Clear(g_c), s	9.6	0.0	10.9	8.8	0.0	14.9	4.5	15.5	16.2	11.6	27.5	27.5
Prop In Lane	0.07		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	311	0	265	712	0	318	125	1351	420	592	1245	681
V/C Ratio(X)	0.73	0.00	0.82	0.59	0.00	0.92	0.79	0.77	0.80	0.85	0.94	0.94
Avail Cap(c_a), veh/h	372	0	318	712	0	318	125	1351	420	690	1245	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	33.1	29.8	0.0	32.2	37.6	27.9	28.1	33.0	25.2	25.2
Incr Delay (d2), s/veh	6.0	0.0	13.7	1.3	0.0	31.2	27.3	2.8	10.3	8.4	14.8	22.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	5.8	4.4	0.0	9.2	3.1	7.6	8.3	6.2	15.4	18.4
LnGrp Delay(d),s/veh	38.5	0.0	46.7	31.1	0.0	63.5	64.9	30.7	38.4	41.4	39.9	47.9
LnGrp LOS	D		D	C		E	E	C	D	D	D	D
Approach Vol, veh/h		446			711			1473			2312	
Approach Delay, s/veh		42.5			44.4			34.7			42.5	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	34.2		20.5	18.1	25.8		17.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.8	30.2		16.5	16.5	19.5		16.5
Max Q Clear Time (g_c+I1), s	6.5	29.5		16.9	13.6	18.2		12.9
Green Ext Time (p_c), s	0.0	0.7		0.0	0.6	1.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	40.4
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	338	175	140	219	286	90	1125	184	315	1655	215
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	125	367	168	152	238	268	98	1223	113	342	1799	169
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	389	330	219	396	337	169	1850	576	414	1856	578
Arrive On Green	0.12	0.21	0.21	0.12	0.21	0.21	0.10	0.36	0.36	0.12	0.36	0.36
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	125	367	168	152	238	268	98	1223	113	342	1799	169
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	3.2	18.9	9.1	8.0	11.2	15.6	5.1	19.6	4.8	9.4	33.8	7.4
Cycle Q Clear(g_c), s	3.2	18.9	9.1	8.0	11.2	15.6	5.1	19.6	4.8	9.4	33.8	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	424	389	330	219	396	337	169	1850	576	414	1856	578
V/C Ratio(X)	0.29	0.94	0.51	0.69	0.60	0.80	0.58	0.66	0.20	0.83	0.97	0.29
Avail Cap(c_a), veh/h	630	389	330	319	396	337	210	1871	583	478	1856	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	37.9	34.1	40.9	34.6	36.3	42.1	25.9	21.2	41.8	30.4	22.0
Incr Delay (d2), s/veh	0.4	31.7	1.3	3.9	2.5	12.4	3.1	0.9	0.2	10.2	14.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	13.1	4.1	4.2	6.0	8.0	2.7	9.3	2.1	5.0	18.3	3.3
LnGrp Delay(d),s/veh	39.2	69.6	35.4	44.8	37.1	48.7	45.2	26.8	21.4	52.0	44.7	22.2
LnGrp LOS	D	E	D	D	D	D	D	C	C	D	D	C
Approach Vol, veh/h		660			658			1434			2310	
Approach Delay, s/veh		55.1			43.6			27.6			44.2	
Approach LOS		E			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	41.4	16.1	24.4	15.3	41.5	15.7	24.8
Change Period (Y+Rc), s	3.7	6.0	4.1	* 4.1	6.0	* 6	3.7	4.1
Max Green Setting (Gmax), s	13.5	35.8	17.5	* 20	11.5	* 36	17.8	20.4
Max Q Clear Time (g_c+I1), s	11.4	21.6	10.0	20.9	7.1	35.8	5.2	17.6
Green Ext Time (p_c), s	0.3	12.9	0.2	0.0	0.1	0.0	0.3	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	25.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	637	0	0	520	221	135
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	Free	Free
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	671	0	0	547	233	142
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	671	0	1218	671
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	547	-
Follow-up Headway	-	0	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	919	-	# 199	456
Stage 1	-	0	-	-	508	-
Stage 2	-	0	-	-	580	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	919	-	# 199	456
Mov Capacity-2 Maneuver	-	-	-	-	# 199	-
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	580	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	109.1
HCM LOS	A	A	F

Lane	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (vph)	199	456			
HCM Control Delay (s)	165.8	16.4	-	0	-
HCM Lane VC Ratio	1.169	0.312	-	-	-
HCM Lane LOS	F	C	-	A	-
HCM 95th Percentile Queue (veh)	11.676	1.314	-	0	-

Intersection	
Intersection Delay (sec/veh):	6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	176	510	370	20	10	295
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	220	637	462	25	12	369
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	488	0	0	0	1554	476
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	1078	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1075	-	-	-	125	589
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	327	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1075	-	-	-	85	589
Mov Capacity-2 Maneuver	-	-	-	-	85	-
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	223	-

Approach	EB	WB	SB
HCM Control Delay (s)	2.4	0	21.9
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					85	589
HCM Control Delay (s)	9.208	-	-	-	54.5	20.8
HCM Lane VC Ratio	0.205	-	-	-	0.147	0.626
HCM Lane LOS	A	-	-	-	F	C
HCM 95th Percentile Queue (veh)	0.766	-	-	-	0.491	4.339

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	85	835	193	142	1015	155	278	246	215	435	322	110
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	92	908	201	154	1103	125	302	267	202	473	350	106
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	826	369	95	897	969	218	193	359	325	241	73
Arrive On Green	0.03	0.23	0.23	0.05	0.25	0.25	0.23	0.23	0.23	0.36	0.36	0.36
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	963	851	1583	907	671	203
Grp Volume(v), veh/h	92	908	201	154	1103	125	569	0	202	929	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1815	0	1583	1782	0	0
Q Serve(g_s), s	4.0	35.0	16.7	8.0	38.0	5.0	34.0	0.0	17.0	53.8	0.0	0.0
Cycle Q Clear(g_c), s	4.0	35.0	16.7	8.0	38.0	5.0	34.0	0.0	17.0	53.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.53		1.00	0.51		0.11
Lane Grp Cap(c), veh/h	47	826	369	95	897	969	411	0	359	639	0	0
V/C Ratio(X)	1.94	1.10	0.54	1.63	1.23	0.13	1.38	0.00	0.56	1.45	0.00	0.00
Avail Cap(c_a), veh/h	47	826	369	95	897	969	411	0	359	639	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	73.0	57.5	50.5	71.0	56.0	12.3	58.0	0.0	51.4	48.1	0.0	0.0
Incr Delay (d2), s/veh	492.7	62.1	1.6	325.3	113.4	0.1	187.1	0.0	2.0	212.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	24.2	7.5	12.5	32.7	4.2	38.4	0.0	7.6	64.2	0.0	0.0
LnGrp Delay(d),s/veh	565.7	119.6	52.1	396.3	169.4	12.3	245.1	0.0	53.4	261.0	0.0	0.0
LnGrp LOS	F	F	D	F	F	B	F		D	F		
Approach Vol, veh/h		1201			1382			771			929	
Approach Delay, s/veh		142.5			180.5			194.9			261.0	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	41.0		58.0	10.0	43.0		39.0
Change Period (Y+Rc), s	4.0	6.0		* 4.2	6.0	* 5		5.0
Max Green Setting (Gmax), s	8.0	35.0		* 54	4.0	* 38		34.0
Max Q Clear Time (g_c+I1), s	10.0	37.0		55.8	6.0	40.0		36.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		189.9
HCM 2010 LOS		F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	330	667	75	203	612	65	95	159	197	35	140	205
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	359	725	82	221	665	71	103	173	214	38	152	223
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	736	0	0	807	0	0	2335	2662	404	2310	2668	369
Stage 1	-	-	-	-	-	-	1484	1484	-	1143	1143	-
Stage 2	-	-	-	-	-	-	851	1178	-	1167	1525	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	865	-	-	814	-	-	# 20	# 22	596	# 20	# 22	628
Stage 1	-	-	-	-	-	-	131	187	-	213	273	-
Stage 2	-	-	-	-	-	-	321	263	-	206	178	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	865	-	-	814	-	-	-	# 9	596	-	# 9	628
Mov Capacity-2 Maneuver	-	-	-	-	-	-	-	# 9	-	-	# 9	-
Stage 1	-	-	-	-	-	-	# 77	# 109	-	125	199	-
Stage 2	-	-	-	-	-	-	# 36	192	-	-	# 104	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	4.2	2.9	-	-
HCM LOS	A	A	-	-

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	-							-
HCM Control Delay (s)	-	12.078	0.7	-	11.059	0.5	-	-
HCM Lane VC Ratio	-	0.415	-	-	0.271	-	-	-
HCM Lane LOS	-	B	A	-	B	A	-	-
HCM 95th Percentile Queue (veh)	-	2.058	-	-	1.099	-	-	-

Intersection	
Intersection Delay (sec/veh):	93.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	301	135	514	179	30	548
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	327	147	559	195	33	596
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	1319	657	0	0	754	0
Stage 1	657	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	# 173	465	-	-	856	-
Stage 1	516	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	# 163	465	-	-	856	-
Mov Capacity-2 Maneuver	# 163	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	483	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	$ 364.5	0	0.5
HCM LOS	F	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			163	465		
HCM Control Delay (s)	-	-	$ 520.7	16.3	9.372	-
HCM Lane VC Ratio	-	-	2.007	0.316	0.038	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th Percentile Queue (veh)	-	-	25.36	1.338	0.119	-

Intersection												
Intersection Delay (sec/veh): $ 777.9												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	85	39	61	388	76	209	66	335	248	134	495	195
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		50	200		50	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	92	42	66	422	83	227	72	364	270	146	538	212
Number of Lanes	0	1	1	0	1	1	1	1	0	1	2	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	1734	1714	375	1225	1685	317	750	0	0	634	0	0
Stage 1	936	936	-	643	643	-	-	-	-	-	-	-
Stage 2	798	778	-	582	1042	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	# 56	89	623	# 135	93	679	855	-	-	945	-	-
Stage 1	285	342	-	428	467	-	-	-	-	-	-	-
Stage 2	346	405	-	466	305	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	-	69	623	# 52	# 72	679	855	-	-	945	-	-
Mov Capacity-2 Maneuver	-	69	-	# 52	# 72	-	-	-	-	-	-	-
Stage 1	261	289	-	# 392	428	-	-	-	-	-	-	-
Stage 2	170	371	-	# 300	258	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	-	$ 2691.3	1	1.7
HCM LOS	-	F	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (vph)				-	623	54	679			
HCM Control Delay (s)	9.596	0	-	-	11.5	$ 3897.8	12.9	9.502	0.3	-
HCM Lane VC Ratio	0.084	-	-	-	0.106	9.34	0.335	0.154	-	-
HCM Lane LOS	A	A	-	-	B	F	B	A	A	-
HCM 95th Percentile Queue (veh)	0.274	-	-	-	0.355	59.474	1.47	0.544	-	-

Intersection	
Intersection Delay (sec/veh):	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	318	626	25	430	0	0	0	0	100	1	69
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	346	680	27	467	0	0	0	0	109	1	75
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	1026	0	-			1207	1547	234
Stage 1	-	-	-	-	-	-			521	521	-
Stage 2	-	-	-	-	-	-			686	1026	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	677	-	0			160	114	805
Stage 1	0	-	-	-	-	0			539	532	-
Stage 2	0	-	-	-	-	0			438	312	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	677	-	-			155	109	805
Mov Capacity-2 Maneuver	-	-	-	-	-	-			155	109	-
Stage 1	-	-	-	-	-	-			-	511	-
Stage 2	-	-	-	-	-	-			438	312	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.6	51.5
HCM LOS	A	A	F

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					250
HCM Control Delay (s)	-	-	10.54	-	51.5
HCM Lane VC Ratio	-	-	0.04	-	0.739
HCM Lane LOS	-	-	B	-	F
HCM 95th Percentile Queue (veh)	-	-	0.125	-	5.193

Intersection	
Intersection Delay (sec/veh):	6.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	284	0	0	310	267	50
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	250
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	309	0	0	337	290	54
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	478	309
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	169	-
Follow-up Headway	-	0	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	0	0	-	516	687
Stage 1	-	0	0	-	718	-
Stage 2	-	0	0	-	843	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	516	687
Mov Capacity-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	843	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	19
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	516	687		
HCM Control Delay (s)	20.6	10.7	-	-
HCM Lane VC Ratio	0.562	0.079	-	-
HCM Lane LOS	C	B	-	-
HCM 95th Percentile Queue (veh)	3.437	0.257	-	-

Intersection	
Intersection Delay (sec/veh):	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	37	230	126	289	277	29
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	40	250	137	314	301	32
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	905	167	333	0	0	0
Stage 1	317	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	307	877	1226	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	273	877	1226	-	-	-
Mov Capacity-2 Maneuver	273	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	14.4	2.5	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			671		
HCM Control Delay (s)	8.305	-	14.4	-	-
HCM Lane VC Ratio	0.112	-	0.433	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.376	-	2.186	-	-

Intersection	
Intersection Delay (sec/veh):	90.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	328	83	344	114	51	471
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	345	87	362	120	54	496
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	1026	241	0	0	482	0
Stage 1	422	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	# 244	*1160	-	-	1076	-
Stage 1	710	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Time blocked-Platoon(%)	23	23	-	-	23	-
Mov Capacity-1 Maneuver	# 231	*1160	-	-	1076	-
Mov Capacity-2 Maneuver	# 231	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	$ 305.4	0	0.8
HCM LOS	F	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			*276		
HCM Control Delay (s)	-	-	$ 305.4	8.521	-
HCM Lane VC Ratio	-	-	1.568	0.05	-
HCM Lane LOS	-	-	F	A	-
HCM 95th Percentile Queue (veh)	-	-	25.854	0.157	-

Intersection	
Intersection Delay (sec/veh):	$ 656.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	362	240	407	419	0	0	0	0	125	5	630
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	381	253	428	441	0	0	0	0	132	5	663
Number of Lanes	0	1	0	1	2	0	0	0	1	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	441	0	0	634	0	-	~	~	508	1805	1931	221
Stage 1	-	-	-	-	-	-	-	-	-	1297	1297	-
Stage 2	-	-	-	-	-	-	-	-	-	508	634	-
Follow-up Headway	2.22	-	-	2.22	-	0	0	0	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1115	-	-	945	-	0	0	0	510	# 50	65	783
Stage 1	-	-	-	-	-	0	0	0	-	171	230	-
Stage 2	-	-	-	-	-	0	0	0	-	516	471	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1115	-	-	945	-	-	0	-	510	# 32	36	783
Mov Capacity-2 Maneuver	-	-	-	-	-	-	0	-	-	# 32	36	-
Stage 1	-	-	-	-	-	-	0	-	-	171	126	-
Stage 2	-	-	-	-	-	-	0	-	-	516	471	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	5.9	0	$ 1884.2
HCM LOS	A	A	A	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	0						158
HCM Control Delay (s)	0	0	-	-	11.929	-	$ 0
HCM Lane VC Ratio	-	-	-	-	0.453	-	5.063
HCM Lane LOS	A	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	-	0	-	-	2.399	-	83.829

Intersection	
Intersection Delay (sec/veh):	98.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	195	292	0	0	661	125	180	5	215	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		32	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	212	317	0	0	718	136	196	5	234	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	854	0	-	317	0	0	1100	1595	159
Stage 1	-	-	-	-	-	-	741	741	-
Stage 2	-	-	-	-	-	-	359	854	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	781	-	0	1240	-	-	# 167	106	858
Stage 1	-	-	0	-	-	-	374	421	-
Stage 2	-	-	0	-	-	-	632	373	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	781	-	-	1240	-	-	# 132	77	858
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 132	77	-
Stage 1	-	-	-	-	-	-	272	307	-
Stage 2	-	-	-	-	-	-	632	373	-

Approach	EB	WB	NB
HCM Control Delay (s)	4.5	0	$ 405.9
HCM LOS	A	A	F

Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	243					
HCM Control Delay (s)	$ 405.9	11.318	-	0	-	-
HCM Lane VC Ratio	1.789	0.271	-	-	-	-
HCM Lane LOS	F	B	-	A	-	-
HCM 95th Percentile Queue (veh)	29.5	1.1	-	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	252	385	275	216	294	531
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	274	347	299	235	320	506
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	328	594	338	1290	820	697
Arrive On Green	0.18	0.18	0.32	1.00	0.44	0.44
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	274	347	299	235	320	506
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	9.7	11.4	10.4	0.0	7.5	17.1
Cycle Q Clear(g_c), s	9.7	11.4	10.4	0.0	7.5	17.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	328	594	338	1290	820	697
V/C Ratio(X)	0.84	0.58	0.88	0.18	0.39	0.73
Avail Cap(c_a), veh/h	328	594	355	1290	820	697
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	25.6	16.2	21.5	0.0	12.3	15.0
Incr Delay (d2), s/veh	17.0	1.5	20.6	0.3	1.4	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	10.3	6.9	0.1	4.1	8.7
LnGrp Delay(d),s/veh	42.6	17.7	42.0	0.3	13.7	21.5
LnGrp LOS	D	B	D	A	B	C
Approach Vol, veh/h	621			534	826	
Approach Delay, s/veh	28.7			23.7	18.5	
Approach LOS	C			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		49.0		16.0	16.4	32.6		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		45.0		12.0	13.0	28.0		
Max Q Clear Time (g_c+I1), s		2.0		13.4	12.4	19.1		
Green Ext Time (p_c), s		5.3		0.0	0.1	3.3		

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	185	308	193	50	201	368
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	373	568	645	167	263	1235
Arriving On Green	0.21	0.21	0.45	0.45	0.30	1.00
Sat Flow, veh/h	1774.0	1583.3	1427.6	369.9	1774.0	1862.7
Grp Volume(v), veh/h	201.1	334.8	0.0	264.1	218.5	400.0
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1797.5	1774.0	1862.7
Q Serve(g_s), s	6.4	10.9	0.0	6.0	7.3	0.0
Cycle Q Clear(g_c), s	6.4	10.9	0.0	6.0	7.3	0.0
Proportion In Lane	1.000	1.000		0.206	1.000	
Lane Grp Cap(c), veh/h	373.3	567.8	0.0	812.3	262.9	1235.5
V/C Ratio(X)	0.539	0.590	0.000	0.325	0.831	0.324
Avail Cap(c_a), veh/h	420.2	609.7	0.0	812.3	448.2	1235.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	0.942	0.942
Uniform Delay (d), s/veh	22.3	16.5	0.0	11.2	21.5	0.0
Incr Delay (d2), s/veh	1.2	1.3	0.0	1.1	6.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	23.5	17.8	0.0	12.2	27.9	0.7
Lane Group LOS	C	B		B	C	A
Approach Volume, veh/h	536		264			618
Approach Delay, s/veh	20.0		12.2			10.3
Approach LOS	B		B			B

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		32.62		13.38	46.00
Change Period (Y+Rc), s		4.00		4.00	4.00
Max Green Setting (Gmax), s		22.00		16.00	42.00
Max Q Clear Time (g_c+I1), s		7.98		9.28	2.00
Green Extension Time (p_c)		3.03		0.31	3.86

Intersection Summary	
HCM 2010 Control Delay	14.3
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	10	5	61	5	5	5	43	95	5	24	93	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	11	5	66	5	5	5	47	103	5	26	101	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	361	358	104	391	358	106	106	0	0	108	0	0
Stage 1	156	156	-	200	200	-	-	-	-	-	-	-
Stage 2	205	202	-	191	158	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	595	569	951	568	569	948	1485	-	-	1483	-	-
Stage 1	846	769	-	802	736	-	-	-	-	-	-	-
Stage 2	797	734	-	811	767	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	564	539	951	503	539	948	1485	-	-	1483	-	-
Mov Capacity-2 Maneuver	564	539	-	503	539	-	-	-	-	-	-	-
Stage 1	817	754	-	775	711	-	-	-	-	-	-	-
Stage 2	760	709	-	735	752	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	9.8	11	2.3	1.5
HCM LOS	A	B	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				834	612			
HCM Control Delay (s)	7.503	0	-	9.8	11	7.471	0	-
HCM Lane VC Ratio	0.031	-	-	0.099	0.027	0.018	-	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th Percentile Queue (veh)	0.097	-	-	0.329	0.082	0.054	-	-

Intersection	
Intersection Delay (sec/veh):	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	28	118	10	5	236	12	5	5	5	13	5	51
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	30	128	11	5	257	13	5	5	5	14	5	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	270	0	0	139	0	0	498	474	134	473	473	264
Stage 1	-	-	-	-	-	-	194	194	-	274	274	-
Stage 2	-	-	-	-	-	-	304	280	-	199	199	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1293	-	-	1445	-	-	483	489	915	501	490	775
Stage 1	-	-	-	-	-	-	808	740	-	732	684	-
Stage 2	-	-	-	-	-	-	705	679	-	803	736	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1293	-	-	1445	-	-	435	475	915	483	476	775
Mov Capacity-2 Maneuver	-	-	-	-	-	-	435	475	-	483	476	-
Stage 1	-	-	-	-	-	-	788	722	-	714	681	-
Stage 2	-	-	-	-	-	-	647	676	-	772	718	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	1.4	0.1	11.8	11.1
HCM LOS	A	A	B	B

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	546							668
HCM Control Delay (s)	11.8	7.851	0	-	7.501	0	-	11.1
HCM Lane VC Ratio	0.03	0.024	-	-	0.004	-	-	0.112
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.092	0.072	-	-	0.011	-	-	0.378

Intersection	
Intersection Delay (sec/veh):	6.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	134	65	58	70	91	116
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	146	71	63	76	99	126
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	425	101	0	0	139	0
Stage 1	101	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	586	954	-	-	1445	-
Stage 1	923	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	543	954	-	-	1445	-
Mov Capacity-2 Maneuver	543	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	679	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	13.6	0	3.4
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			632		
HCM Control Delay (s)	-	-	13.6	7.674	-
HCM Lane VC Ratio	-	-	0.342	0.068	-
HCM Lane LOS	-	-	B	A	-
HCM 95th Percentile Queue (veh)	-	-	1.517	0.22	-

Intersection	
Intersection Delay (sec/veh):	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	46	153	61	75	120	46
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	50	166	66	82	130	50
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	369	155	180	0	0	0
Stage 1	155	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	631	891	1396	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	599	891	1396	-	-	-
Mov Capacity-2 Maneuver	599	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	781	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	11.1	3.5	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			801		
HCM Control Delay (s)	7.707	-	11.1	-	-
HCM Lane VC Ratio	0.047	-	0.27	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.149	-	1.093	-	-

Intersection	
Intersection Delay (sec/veh):	4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	21	180	295	99	140	62
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	23	196	321	108	152	67
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	429	0	0	0	617	215
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	242	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1130	-	-	-	453	825
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	798	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1130	-	-	-	444	825
Mov Capacity-2 Maneuver	-	-	-	-	444	-
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	782	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.9	0	17
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					517
HCM Control Delay (s)	8.252	-	-	-	17
HCM Lane VC Ratio	0.02	-	-	-	0.425
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.062	-	-	-	2.096

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	324	30	374	7	10	5	222	425	5	10	940	211
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	314	424	360	12	17	8	326	1951	23	12	1332	270
Arriving On Green	0.23	0.23	0.23	0.02	0.02	0.02	0.09	0.53	0.53	0.01	0.44	0.44
Sat Flow, veh/h	1381.6	1862.7	1583.3	561.3	801.8	400.9	3441.6	3674.7	43.2	1774.0	3008.2	609.7
Grp Volume(v), veh/h	352.2	32.6	310.9	23.9	0.0	0.0	241.3	234.0	233.3	10.9	631.7	597.6
Grp Sat Flow(s),veh/h/ln	1381.6	1862.7	1583.3	1763.9	0.0	0.0	1720.8	1862.7	1855.1	1774.0	1862.7	1755.1
Q Serve(g_s), s	17.0	1.0	14.1	1.0	0.0	0.0	5.1	5.0	5.0	0.5	21.4	21.5
Cycle Q Clear(g_c), s	17.0	1.0	14.1	1.0	0.0	0.0	5.1	5.0	5.0	0.5	21.4	21.5
Proportion In Lane	1.000		1.000	0.318		0.227	1.000		0.023	1.000		0.347
Lane Grp Cap(c), veh/h	314.2	423.7	360.1	36.9	0.0	0.0	326.0	989.0	984.9	11.8	824.9	777.2
V/C Ratio(X)	1.121	0.077	0.863	0.647	0.000	0.000	0.740	0.237	0.237	0.922	0.766	0.769
Avail Cap(c_a), veh/h	314.2	423.7	360.1	389.4	0.0	0.0	340.7	989.0	984.9	106.8	824.9	777.2
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	28.9	22.7	27.8	36.3	0.0	0.0	32.9	9.4	9.4	37.1	17.6	17.6
Incr Delay (d2), s/veh	87.4	0.1	19.0	17.4	0.0	0.0	8.0	0.6	0.6	100.8	6.7	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	116.3	22.8	46.7	53.7	0.0	0.0	40.9	10.0	10.0	137.9	24.3	24.8
Lane Group LOS	F	C	D	D			D	A	A	F	C	C
Approach Volume, veh/h		696			24			709			1240	
Approach Delay, s/veh		80.8			53.7			20.5			25.5	
Approach LOS		F			D			C			C	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		21.00			5.57		11.08	43.68		4.50	37.10	
Change Period (Y+Rc), s		4.00			4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s		17.00			16.50		7.40	36.00		4.50	33.10	
Max Q Clear Time (g_c+I1), s		19.00			3.01		7.10	7.04		2.46	23.50	
Green Extension Time (p_c)		0.00			0.04		0.03	12.57		0.00	6.37	

Intersection Summary		
HCM 2010 Control Delay	38.9	
HCM 2010 Level of Service	D	

Intersection	
Intersection Delay (sec/veh):	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	36	868	936	15	15	75
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	39	943	1017	16	16	82
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1033	0	0	0	1575	517
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	550	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	668	-	-	-	101	503
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	542	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	668	-	-	-	95	503
Mov Capacity-2 Maneuver	-	-	-	-	95	-
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.4	0	23.3
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					293
HCM Control Delay (s)	10.724	-	-	-	23.3
HCM Lane VC Ratio	0.059	-	-	-	0.334
HCM Lane LOS	B	-	-	-	C
HCM 95th Percentile Queue (veh)	0.186	-	-	-	1.421

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	431	396	66	20	381	245	61	35	30	245	35	498
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	574	694	590	25	527	248	196	112	67	292	42	520
Arriving On Green	0.17	0.37	0.37	0.01	0.22	0.22	0.21	0.21	0.21	0.19	0.19	0.19
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	2399.7	1126.9	918.2	526.8	316.1	1561.6	223.1	2786.7
Grp Volume(v), veh/h	468.5	430.4	42.4	21.7	320.4	290.5	127.2	0.0	0.0	304.3	0.0	432.6
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1663.9	1761.1	0.0	0.0	1784.7	0.0	1393.3
Q Serve(g_s), s	9.8	14.1	1.3	0.9	12.2	12.4	4.6	0.0	0.0	12.5	0.0	11.2
Cycle Q Clear(g_c), s	9.8	14.1	1.3	0.9	12.2	12.4	4.6	0.0	0.0	12.5	0.0	11.2
Proportion In Lane	1.000		1.000	1.000		0.677	0.521		0.179	0.875		1.000
Lane Grp Cap(c), veh/h	574.4	693.6	589.6	25.2	409.1	365.5	375.8	0.0	0.0	333.2	0.0	520.3
V/C Ratio(X)	0.816	0.621	0.072	0.863	0.783	0.795	0.338	0.000	0.000	0.913	0.000	0.831
Avail Cap(c_a), veh/h	725.2	693.6	589.6	196.4	452.1	403.8	375.8	0.0	0.0	333.2	0.0	520.3
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	30.1	19.2	15.2	36.9	27.6	27.7	25.0	0.0	0.0	29.9	0.0	29.4
Incr Delay (d2), s/veh	5.8	1.7	0.1	52.5	8.0	9.7	2.4	0.0	0.0	28.5	0.0	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	35.9	20.9	15.2	89.4	35.5	37.3	27.4	0.0	0.0	58.4	0.0	40.3
Lane Group LOS	D	C	B	F	D	D	C			E		D
Approach Volume, veh/h		941			633			127			737	
Approach Delay, s/veh		28.1			38.2			27.4			47.8	
Approach LOS		C			D			C			D	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	16.52	31.92		5.06	20.47			20.00			18.00	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00			4.00			4.00	
Max Green Setting (Gmax), s	15.80	25.70		8.30	18.20			16.00			14.00	
Max Q Clear Time (g_c+I1), s	11.84	16.14		2.92	14.38			6.59			14.54	
Green Extension Time (p_c)	0.67	4.17		0.01	2.09			0.40			0.00	

Intersection Summary	
HCM 2010 Control Delay	36.6
HCM 2010 Level of Service	D

Intersection	
Intersection Delay (sec/veh)	11.7
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	474	598	95	181
Demand Flow Rate (pc/h)	484	610	97	184
Vehicles Circulating (pc/h)	15	227	455	686
Vehicles Exiting (pc/h)	855	325	44	151
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	8.0	15.7	6.6	11.1
Approach LOS	A	C	A	B

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	484	610	97	184
Capacity, Entry Lane (pc/h)	1113	900	717	569
Entry HV Adjustment Factor	0.979	0.981	0.978	0.983
Flow Rate, Entry (vph)	474	598	95	181
Capacity, Entry (vph)	1087	881	699	558
Volume to Capacity Ratio	0.436	0.679	0.136	0.324
Control Delay (sec/veh)	8.0	15.7	6.6	11.1
Level of Service	A	C	A	B
95th-Percentile Queue (veh)	2	5	0	1

Intersection	
Intersection Delay (sec/veh)	7.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	38	77	532	320
Demand Flow Rate (pc/h)	38	78	542	326
Vehicles Circulating (pc/h)	315	552	43	21
Vehicles Exiting (pc/h)	32	33	310	609
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	4.8	7.0	9.3	6.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	38	78	542	326
Capacity, Entry Lane (pc/h)	825	651	1082	1106
Entry HV Adjustment Factor	0.997	0.986	0.981	0.983
Flow Rate, Entry (vph)	38	77	532	320
Capacity, Entry (vph)	820	640	1059	1084
Volume to Capacity Ratio	0.046	0.120	0.502	0.295
Control Delay (sec/veh)	4.8	7.0	9.3	6.2
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	3	1

Intersection	
Intersection Delay (sec/veh)	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	15	120	5	203	5	0	0	5	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	0	0	16	130	5	221	5	0	0	5	22
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.6	9.3	7.2
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Volume Left (%)	98%	11%	0%
Volume Thru (%)	2%	86%	20%
Volume Right (%)	0%	4%	80%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	208	140	25
Left Turning Volume	5	120	5
Through Volume	0	5	20
Right Turning Volume	203	15	0
Lane Flow Rate	226	152	27
Geometry Group	1	1	1
Degree of Utilization, X	0.284	0.191	0.031
Departure Headway, Hd	4.521	4.526	4.069
Convergence(Y/N)	Yes	Yes	Yes
Capacity	798	794	881
Service Time	2.535	2.543	2.087
HCM Lane V/C Ratio	0.283	0.191	0.031
HCM Control Delay	9.3	8.6	7.2
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	1.2	0.7	0.1

Intersection	
Intersection Delay (sec/veh)	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	85	102	0	0	0	0	203	15	10	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	5	92	111	0	0	0	0	221	16	11	11	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.6	9.2	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Volume Left (%)	0%	3%	50%
Volume Thru (%)	93%	44%	50%
Volume Right (%)	7%	53%	0%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	218	192	20
Left Turning Volume	203	85	10
Through Volume	15	102	0
Right Turning Volume	0	5	10
Lane Flow Rate	237	209	22
Geometry Group	1	1	1
Degree of Utilization, X	0.289	0.245	0.029
Departure Headway, Hd	4.384	4.219	4.764
Convergence(Y/N)	Yes	Yes	Yes
Capacity	822	854	752
Service Time	2.403	2.234	2.789
HCM Lane V/C Ratio	0.288	0.245	0.029
HCM Control Delay	9.2	8.6	7.9
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	1.2	1	0.1

Intersection	
Intersection Delay (sec/veh):	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	5	20	10	10	17	25
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	5	22	11	11	18	27
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	22	0	0	0	49	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	32	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1593	-	-	-	960	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	991	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1593	-	-	-	957	1062
Mov Capacity-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.5	0	8.7
HCM LOS	A	A	A

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					1017
HCM Control Delay (s)	7.268	-	-	-	8.7
HCM Lane VC Ratio	0.003	-	-	-	0.045
HCM Lane LOS	A	-	-	-	A
HCM 95th Percentile Queue (veh)	0.01	-	-	-	0.141

Intersection	
Intersection Delay (sec/veh)	4.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	32	124	68	131
Demand Flow Rate (pc/h)	32	126	69	134
Vehicles Circulating (pc/h)	134	69	129	21
Vehicles Exiting (pc/h)	21	129	37	174
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	4.0	4.6	4.3	4.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	32	126	69	134
Capacity, Entry Lane (pc/h)	988	1055	993	1106
Entry HV Adjustment Factor	0.987	0.982	0.983	0.981
Flow Rate, Entry (vph)	32	124	68	131
Capacity, Entry (vph)	972	1033	974	1083
Volume to Capacity Ratio	0.032	0.120	0.070	0.121
Control Delay (sec/veh)	4.0	4.6	4.3	4.4
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	0

HCM 2010 Signalized Intersection Summary
1: East Vista Way & Gopher Canyon Road

4/2/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	426	1	232	6	565	894	363	650	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	479	1	165	7	635	835	427	765	6
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	299	1	103	55	326	429	306	1051	8
Arrive On Green	0.00	0.00	0.00	0.23	0.23	0.23	0.03	0.45	0.45	0.17	0.57	0.57
Sat Flow, veh/h	0	1863	0	1278	3	440	1774	731	962	1774	1846	14
Grp Volume(v), veh/h	0	0	0	645	0	0	7	0	1470	427	0	771
Grp Sat Flow(s),veh/h/ln	0	1863	0	1721	0	0	1774	0	1693	1774	0	1860
Q Serve(g_s), s	0.0	0.0	0.0	30.4	0.0	0.0	0.5	0.0	58.0	22.4	0.0	39.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	30.4	0.0	0.0	0.5	0.0	58.0	22.4	0.0	39.6
Prop In Lane	0.00		0.00	0.74		0.26	1.00		0.57	1.00		0.01
Lane Grp Cap(c), veh/h	0	1	0	402	0	0	55	0	755	306	0	1059
V/C Ratio(X)	0.00	0.00	0.00	1.60	0.00	0.00	0.13	0.00	1.95	1.40	0.00	0.73
Avail Cap(c_a), veh/h	0	229	0	402	0	0	218	0	755	306	0	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	49.8	0.0	0.0	61.3	0.0	36.0	53.8	0.0	20.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	282.6	0.0	0.0	1.0	0.0	430.6	197.4	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	46.0	0.0	0.0	0.3	0.0	117.4	27.7	0.0	20.9
LnGrp Delay(d),s/veh	0.0	0.0	0.0	332.4	0.0	0.0	62.3	0.0	466.6	251.2	0.0	23.2
LnGrp LOS				F			E		F	F		C
Approach Vol, veh/h		0			645			1477			1198	
Approach Delay, s/veh		0.0			332.4			464.7			104.4	
Approach LOS					F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	28.0	66.0		0.0	12.0	82.0		36.0
Change Period (Y+Rc), s	5.6	8.0		4.0	8.0	* 8		5.6
Max Green Setting (Gmax), s	22.4	58.0		16.0	16.0	* 62		30.4
Max Q Clear Time (g_c+I1), s	24.4	60.0		0.0	2.5	41.6		32.4
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	17.8		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		309.0
HCM 2010 LOS		F

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	105	93	254	125	420	196	1864	446	415	1648	20
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	16	114	58	206	234	327	213	2026	322	451	1791	21
Adj No. of Lanes	0	2	0	1	1	1	1	3	1	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	178	93	310	325	276	237	2316	721	504	2426	28
Arrive On Green	0.08	0.08	0.08	0.17	0.17	0.17	0.13	0.46	0.46	0.15	0.47	0.47
Sat Flow, veh/h	295	2119	1102	1774	1863	1583	1774	5085	1583	3442	5181	61
Grp Volume(v), veh/h	100	0	88	206	234	327	213	2026	322	451	1172	640
Grp Sat Flow(s),veh/h/ln	1848	0	1668	1774	1863	1583	1774	1695	1583	1721	1695	1852
Q Serve(g_s), s	7.5	0.0	7.3	15.5	16.9	24.9	16.9	51.4	19.8	18.4	40.1	40.1
Cycle Q Clear(g_c), s	7.5	0.0	7.3	15.5	16.9	24.9	16.9	51.4	19.8	18.4	40.1	40.1
Prop In Lane	0.16		0.66	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	155	0	140	310	325	276	237	2316	721	504	1587	867
V/C Ratio(X)	0.64	0.00	0.63	0.67	0.72	1.18	0.90	0.87	0.45	0.90	0.74	0.74
Avail Cap(c_a), veh/h	207	0	187	310	325	276	286	2346	730	565	1587	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.3	0.0	63.2	55.0	55.6	58.9	60.8	35.1	26.5	59.8	30.8	30.8
Incr Delay (d2), s/veh	4.4	0.0	4.5	5.3	7.5	113.0	25.7	4.0	0.4	15.7	1.9	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	3.5	8.1	9.4	19.6	10.0	24.9	8.8	9.9	19.1	21.3
LnGrp Delay(d),s/veh	67.7	0.0	67.7	60.3	63.1	171.9	86.5	39.1	27.0	75.5	32.7	34.2
LnGrp LOS	E		E	E	E	F	F	D	C	E	C	C
Approach Vol, veh/h		188			767			2561			2263	
Approach Delay, s/veh		67.7			108.7			41.5			41.7	
Approach LOS		E			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	23.3	73.3		29.5	25.1	71.5		16.6
Change Period (Y+Rc), s	* 4.2	6.5		4.6	* 4.2	6.5		4.6
Max Green Setting (Gmax), s	* 23	66.2		24.9	* 23	65.8		16.0
Max Q Clear Time (g_c+I1), s	18.9	42.1		26.9	20.4	53.4		9.5
Green Ext Time (p_c), s	0.2	22.8		0.0	0.5	11.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	51.4
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	125	255	300	145	183	426	180	1915	208	311	1450	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	136	277	185	158	199	278	196	2082	226	338	1576	185
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	317	269	182	357	304	220	2268	706	384	2104	655
Arrive On Green	0.08	0.17	0.17	0.10	0.19	0.19	0.12	0.45	0.45	0.11	0.41	0.41
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	136	277	185	158	199	278	196	2082	226	338	1576	185
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	5.4	20.8	15.8	12.6	13.9	24.7	15.6	55.1	13.2	13.9	37.8	11.1
Cycle Q Clear(g_c), s	5.4	20.8	15.8	12.6	13.9	24.7	15.6	55.1	13.2	13.9	37.8	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	317	269	182	357	304	220	2268	706	384	2104	655
V/C Ratio(X)	0.47	0.87	0.69	0.87	0.56	0.92	0.89	0.92	0.32	0.88	0.75	0.28
Avail Cap(c_a), veh/h	355	330	280	215	369	313	284	2338	728	403	2104	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.8	58.1	56.0	63.5	52.5	56.9	61.9	37.3	25.7	62.8	35.7	27.9
Incr Delay (d2), s/veh	1.2	21.4	6.5	26.6	1.8	29.7	23.0	6.3	0.3	19.1	1.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	12.6	7.4	7.5	7.3	13.3	9.1	27.2	5.9	7.6	18.0	4.9
LnGrp Delay(d),s/veh	64.0	79.5	62.5	90.1	54.2	86.6	84.9	43.6	26.0	81.9	37.3	28.2
LnGrp LOS	E	E	E	F	D	F	F	D	C	F	D	C
Approach Vol, veh/h		598			635			2504			2099	
Approach Delay, s/veh		70.7			77.3			45.2			43.7	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	72.0	20.3	30.0	25.8	67.4	17.2	33.1
Change Period (Y+Rc), s	* 5.2	8.0	5.6	* 5.6	8.0	* 8	* 5.2	5.6
Max Green Setting (Gmax), s	* 17	66.0	17.4	* 25	23.0	* 57	* 15	28.4
Max Q Clear Time (g_c+I1), s	15.9	57.1	14.6	22.8	17.6	39.8	7.4	26.7
Green Ext Time (p_c), s	0.1	6.9	0.1	1.2	0.2	16.4	0.2	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	50.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	574	0	0	584	109	181
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	None	None
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	604	0	0	615	115	191
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	604	0	1219	604
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	615	-
Follow-up Headway	-	0	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	974	-	199	498
Stage 1	-	0	-	-	546	-
Stage 2	-	0	-	-	539	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	974	-	199	498
Mov Capacity-2 Maneuver	-	-	-	-	199	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	27.3
HCM LOS	A	A	D

Lane	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (vph)	199	498			
HCM Control Delay (s)	45.2	16.6	-	0	-
HCM Lane VC Ratio	0.577	0.383	-	-	-
HCM Lane LOS	E	C	-	A	-
HCM 95th Percentile Queue (veh)	3.146	1.777	-	0	-

Intersection	
Intersection Delay (sec/veh):	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	180	500	395	25	15	157
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	196	543	429	27	16	171
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	456	0	0	0	1378	443
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	935	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1105	-	-	-	160	615
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	382	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1105	-	-	-	119	615
Mov Capacity-2 Maneuver	-	-	-	-	119	-
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	285	-

Approach	EB	WB	SB
HCM Control Delay (s)	2.4	0	15.4
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					119	615
HCM Control Delay (s)	8.958	-	-	-	40	13.1
HCM Lane VC Ratio	0.177	-	-	-	0.137	0.277
HCM Lane LOS	A	-	-	-	E	B
HCM 95th Percentile Queue (veh)	0.642	-	-	-	0.46	1.129

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	110	990	148	127	1140	340	216	320	141	335	246	90
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	120	1076	154	138	1239	268	235	348	104	364	267	91
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	897	401	151	920	844	167	247	359	245	180	61
Arrive On Green	0.08	0.25	0.25	0.09	0.26	0.26	0.23	0.23	0.23	0.27	0.27	0.27
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	736	1090	1583	897	658	224
Grp Volume(v), veh/h	120	1076	154	138	1239	268	583	0	104	722	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1826	0	1583	1778	0	0
Q Serve(g_s), s	10.0	38.0	12.1	11.6	39.0	14.3	34.0	0.0	8.2	41.0	0.0	0.0
Cycle Q Clear(g_c), s	10.0	38.0	12.1	11.6	39.0	14.3	34.0	0.0	8.2	41.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.40		1.00	0.50		0.13
Lane Grp Cap(c), veh/h	140	897	401	151	920	844	414	0	359	486	0	0
V/C Ratio(X)	0.86	1.20	0.38	0.91	1.35	0.32	1.41	0.00	0.29	1.49	0.00	0.00
Avail Cap(c_a), veh/h	140	897	401	151	920	844	414	0	359	486	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	68.3	56.0	46.3	68.0	55.5	19.7	58.0	0.0	48.0	54.5	0.0	0.0
Incr Delay (d2), s/veh	38.4	100.8	0.6	47.9	163.2	0.2	197.8	0.0	0.4	229.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	31.1	5.3	7.7	39.9	10.0	39.9	0.0	3.6	51.1	0.0	0.0
LnGrp Delay(d),s/veh	106.7	156.8	46.9	115.9	218.7	19.9	255.8	0.0	48.4	283.7	0.0	0.0
LnGrp LOS	F	F	D	F	F	B	F		D	F		
Approach Vol, veh/h		1350			1645			687			722	
Approach Delay, s/veh		139.8			177.7			224.4			283.7	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	46.0		40.0	18.0	45.0		47.0
Change Period (Y+Rc), s	* 5.2	7.0		6.0	* 5.2	7.0		6.0
Max Green Setting (Gmax), s	* 12	39.0		34.0	* 13	38.0		41.0
Max Q Clear Time (g_c+I1), s	12.0	41.0		36.0	13.6	40.0		43.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		190.7
HCM 2010 LOS		F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	32.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	485	1793	275	242	1050	85	240	196	291	90	204	480
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	527	1949	299	263	1141	92	261	213	316	98	222	522
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	1233	0	0	2248	0	0	4361	4912	1125	3848	5015	617
Stage 1	-	-	-	-	-	-	3153	3153	-	1713	1713	-
Stage 2	-	-	-	-	-	-	1208	1759	-	2135	3302	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	561	-	-	# 226	-	-	# 0	# 1	# 199	# 1	# 1	# 433
Stage 1	-	-	-	-	-	-	# 11	# 25	-	# 94	# 144	-
Stage 2	-	-	-	-	-	-	# 194	# 137	-	# 50	# 21	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	561	-	-	# 226	-	-	-	# 0	# 199	-	# 0	# 433
Mov Capacity-2 Maneuver	-	-	-	-	-	-	-	# 0	-	-	# 0	-
Stage 1	-	-	-	-	-	-	# 1	# 2	-	# 6	# 144	-
Stage 2	-	-	-	-	-	-	# 21	# 137	-	188	# 1	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	16.1	97.9	-	-
HCM LOS	C	F	-	-

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	-							-
HCM Control Delay (s)	-	51.68	8.9	-	156.313	92.4	-	-
HCM Lane VC Ratio	-	0.94	-	-	1.164	-	-	-
HCM Lane LOS	-	F	A	-	F	F	-	-
HCM 95th Percentile Queue (veh)	-	12.104	-	-	12.513	-	-	-

Intersection	
Intersection Delay (sec/veh):	40.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	203	150	428	269	100	421
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	221	163	465	292	109	458
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	1287	611	0	0	757	0
Stage 1	611	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	# 181	494	-	-	854	-
Stage 1	542	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	# 150	494	-	-	854	-
Mov Capacity-2 Maneuver	# 150	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	179.1	0	1.9
HCM LOS	F	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			150	494		
HCM Control Delay (s)	-	-	299.7	15.8	9.829	-
HCM Lane VC Ratio	-	-	1.471	0.33	0.127	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th Percentile Queue (veh)	-	-	14.527	1.429	0.435	-

Intersection	
Intersection Delay (sec/veh):	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	155	90	46	282	53	157	116	340	449	255	225	90
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		50	200		50	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	168	98	50	307	58	171	126	370	488	277	245	98
Number of Lanes	0	1	1	0	1	0	1	1	0	1	2	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	1829	1958	172	1592	1763	429	343	0	0	858	0	0
Stage 1	848	848	-	866	866	-	-	-	-	-	-	-
Stage 2	981	1110	-	726	897	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	# 48	# 63	842	# 72	83	574	1213	-	-	779	-	-
Stage 1	322	376	-	314	369	-	-	-	-	-	-	-
Stage 2	268	283	-	382	357	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	-	# 36	842	-	# 48	574	1213	-	-	779	-	-
Mov Capacity-2 Maneuver	-	# 36	-	-	# 48	-	-	-	-	-	-	-
Stage 1	289	242	-	# 281	331	-	-	-	-	-	-	-
Stage 2	# 139	254	-	# 138	230	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	-	-	1.1	5.6
HCM LOS	-	-	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (vph)				-	842	-			
HCM Control Delay (s)	8.312	0	-	-	9.5	-	12.152	0.3	-
HCM Lane VC Ratio	0.104	-	-	-	0.059	-	0.356	-	-
HCM Lane LOS	A	A	-	-	A	-	B	A	-
HCM 95th Percentile Queue (veh)	0.347	-	-	-	0.189	-	1.615	-	-

Intersection	
Intersection Delay (sec/veh):	64.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	261	365	45	695	0	0	0	0	137	0	269
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	284	397	49	755	0	0	0	0	149	0	292
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	681	0	-			1336	1534	378
Stage 1	-	-	-	-	-	-			853	853	-
Stage 2	-	-	-	-	-	-			483	681	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	912	-	0			# 130	116	669
Stage 1	0	-	-	-	-	0			354	376	-
Stage 2	0	-	-	-	-	0			565	450	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	912	-	-			# 125	110	669
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 125	110	-
Stage 1	-	-	-	-	-	-			-	356	-
Stage 2	-	-	-	-	-	-			565	450	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.6	281.7
HCM LOS	A	A	F

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					291
HCM Control Delay (s)	-	-	9.171	-	281.7
HCM Lane VC Ratio	-	-	0.054	-	1.517
HCM Lane LOS	-	-	A	-	F
HCM 95th Percentile Queue (veh)	-	-	0.17	-	25.323

Intersection	
Intersection Delay (sec/veh):	45.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	290	0	0	338	518	75
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	250
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	315	0	0	367	563	82
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	499	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	184	-
Follow-up Headway	-	0	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	0	0	-	# 501	681
Stage 1	-	0	0	-	713	-
Stage 2	-	0	0	-	829	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	# 501	681
Mov Capacity-2 Maneuver	-	-	-	-	# 501	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	829	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	94.4
HCM LOS	A	A	F

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	501	681		
HCM Control Delay (s)	106.5	11	-	-
HCM Lane VC Ratio	1.124	0.12	-	-
HCM Lane LOS	F	B	-	-
HCM 95th Percentile Queue (veh)	18.917	0.406	-	-

Intersection	
Intersection Delay (sec/veh):	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	40	211	231	314	290	78
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	43	229	251	341	315	85
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	1201	201	400	0	0	0
Stage 1	358	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	204	840	1159	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	160	840	1159	-	-	-
Mov Capacity-2 Maneuver	160	-	-	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	331	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	20.4	3.8	0
HCM LOS	C	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			501		
HCM Control Delay (s)	8.963	-	20.4	-	-
HCM Lane VC Ratio	0.217	-	0.545	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th Percentile Queue (veh)	0.824	-	3.223	-	-

Intersection	
Intersection Delay (sec/veh):	78.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	188	95	449	378	145	356
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	204	103	488	411	158	387
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	1397	450	0	0	899	0
Stage 1	694	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	# 155	609	-	-	756	-
Stage 1	496	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	# 123	609	-	-	756	-
Mov Capacity-2 Maneuver	# 123	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	$ 442.8	0	3.2
HCM LOS	F	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			168		
HCM Control Delay (s)	-	-	$ 442.8	11.012	-
HCM Lane VC Ratio	-	-	1.831	0.208	-
HCM Lane LOS	-	-	F	B	-
HCM 95th Percentile Queue (veh)	-	-	22.563	0.782	-

Intersection	
Intersection Delay (sec/veh):	$ 605

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	816	300	303	381	0	0	0	0	120	5	205
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	887	326	329	414	0	0	0	0	130	5	223
Number of Lanes	0	1	0	1	2	0	0	0	1	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	414	0	0	1213	0	-	~	~	1050	2122	2285	207
Stage 1	-	-	-	-	-	-	-	-	-	1072	1072	-
Stage 2	-	-	-	-	-	-	-	-	-	1050	1213	-
Follow-up Headway	2.22	-	-	2.22	-	0	0	0	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1141	-	-	571	-	0	0	0	224	# 28	39	799
Stage 1	-	-	-	-	-	0	0	0	-	235	295	-
Stage 2	-	-	-	-	-	0	0	0	-	243	253	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1141	-	-	571	-	-	0	-	224	# 15	17	799
Mov Capacity-2 Maneuver	-	-	-	-	-	-	0	-	-	# 15	17	-
Stage 1	-	-	-	-	-	-	0	-	-	235	125	-
Stage 2	-	-	-	-	-	-	0	-	-	243	253	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	8.7	0	$ 3886.9
HCM LOS	A	A	A	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	0						39
HCM Control Delay (s)	0	0	-	-	19.541	-	$ 0
HCM Lane VC Ratio	-	-	-	-	0.577	-	9.197
HCM Lane LOS	A	A	-	-	C	-	F
HCM 95th Percentile Queue (veh)	-	0	-	-	3.648	-	43.084

Intersection	
Intersection Delay (sec/veh)	$ 2692.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	635	301	0	0	439	150	245	5	547	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		32	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	690	327	0	0	477	163	266	5	595	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	640	0	-	327	0	0	1946	2347	164
Stage 1	-	-	-	-	-	-	1707	1707	-
Stage 2	-	-	-	-	-	-	239	640	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	940	-	0	1229	-	-	# 39	36	852
Stage 1	-	-	0	-	-	-	# 95	145	-
Stage 2	-	-	0	-	-	-	743	468	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	940	-	-	1229	-	-	# 16	10	852
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 16	10	-
Stage 1	-	-	-	-	-	-	# 25	39	-
Stage 2	-	-	-	-	-	-	743	468	-

Approach	EB	WB	NB
HCM Control Delay (s)	12.6	0	$ 7830.2
HCM LOS	B	A	F

Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	48					
HCM Control Delay (s)	$ 7830.2	18.612	-	0	-	-
HCM Lane VC Ratio	18.048	0.734	-	-	-	-
HCM Lane LOS	F	C	-	A	-	-
HCM 95th Percentile Queue (veh)	105.371	6.806	-	0	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	583	315	280	264	309	339
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	634	271	304	287	336	297
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	691	967	359	905	412	351
Arrive On Green	0.39	0.39	0.20	0.49	0.22	0.22
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	634	271	304	287	336	297
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	24.5	5.8	11.9	6.8	12.4	13.0
Cycle Q Clear(g_c), s	24.5	5.8	11.9	6.8	12.4	13.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	691	967	359	905	412	351
V/C Ratio(X)	0.92	0.28	0.85	0.32	0.81	0.85
Avail Cap(c_a), veh/h	774	1042	406	1019	477	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	6.6	27.7	11.3	26.7	26.9
Incr Delay (d2), s/veh	14.8	0.2	14.1	0.2	9.3	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.8	4.0	7.2	3.5	7.4	6.9
LnGrp Delay(d),s/veh	35.8	6.8	41.8	11.5	35.9	40.7
LnGrp LOS	D	A	D	B	D	D
Approach Vol, veh/h	905			591	633	
Approach Delay, s/veh	27.1			27.1	38.2	
Approach LOS	C			C	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.1	20.5		32.6		39.6		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	16.5	18.5		31.5		39.5		
Max Q Clear Time (g_c+I1), s	13.9	15.0		26.5		8.8		
Green Ext Time (p_c), s	0.7	1.0		1.6		2.4		

Intersection Summary	
HCM 2010 Ctrl Delay	30.4
HCM 2010 LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	170	252	261	120	289	204
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	263	570	488	189	376	1266
Arriving On Green	0.15	0.15	0.38	0.38	0.21	0.68
Sat Flow, veh/h	1774.0	1583.3	1280.0	495.3	1774.0	1862.7
Grp Volume(v), veh/h	184.8	143.5	0.0	393.5	314.1	221.7
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1775.3	1774.0	1862.7
Q Serve(g_s), s	5.2	3.3	0.0	9.2	8.9	2.3
Cycle Q Clear(g_c), s	5.2	3.3	0.0	9.2	8.9	2.3
Proportion In Lane	1.000	1.000		0.279	1.000	
Lane Grp Cap(c), veh/h	262.6	569.8	0.0	677.5	375.9	1266.1
V/C Ratio(X)	0.704	0.252	0.000	0.581	0.836	0.175
Avail Cap(c_a), veh/h	526.5	805.3	0.0	677.5	492.5	1266.1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	21.2	11.8	0.0	12.8	19.7	3.0
Incr Delay (d2), s/veh	3.4	0.2	0.0	3.6	9.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	24.6	12.0	0.0	16.4	29.1	3.3
Lane Group LOS	C	B		B	C	A
Approach Volume, veh/h	328		393			536
Approach Delay, s/veh	19.1		16.4			18.4
Approach LOS	B		B			B

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		24.43		15.57	40.00
Change Period (Y+Rc), s		4.50		4.50	4.50
Max Green Setting (Gmax), s		16.50		14.50	35.50
Max Q Clear Time (g_c+I1), s		11.20		10.86	4.26
Green Extension Time (p_c)		1.57		0.33	3.51

Intersection Summary	
HCM 2010 Control Delay	18.0
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	5	55	5	5	5	89	100	5	28	121	10
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	5	5	60	5	5	5	97	109	5	30	132	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	509	506	138	536	509	112	143	0	0	114	0	0
Stage 1	198	198	-	306	306	-	-	-	-	-	-	-
Stage 2	311	308	-	230	203	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	475	469	910	455	467	941	1440	-	-	1475	-	-
Stage 1	804	737	-	704	662	-	-	-	-	-	-	-
Stage 2	699	660	-	773	733	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	435	426	910	391	424	941	1440	-	-	1475	-	-
Mov Capacity-2 Maneuver	435	426	-	391	424	-	-	-	-	-	-	-
Stage 1	746	721	-	653	614	-	-	-	-	-	-	-
Stage 2	639	612	-	701	717	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	10.1	12.4	3.5	1.3
HCM LOS	B	B	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				777	502			
HCM Control Delay (s)	7.68	0	-	10.1	12.4	7.492	0	-
HCM Lane VC Ratio	0.067	-	-	0.091	0.032	0.021	-	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th Percentile Queue (veh)	0.216	-	-	0.299	0.101	0.063	-	-

Intersection	
Intersection Delay (sec/veh):	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	65	171	5	5	135	9	5	10	5	7	5	39
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	71	186	5	5	147	10	5	11	5	8	5	42
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	157	0	0	191	0	0	517	498	189	501	495	152
Stage 1	-	-	-	-	-	-	331	331	-	162	162	-
Stage 2	-	-	-	-	-	-	186	167	-	339	333	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1423	-	-	1383	-	-	469	474	853	480	476	894
Stage 1	-	-	-	-	-	-	682	645	-	840	764	-
Stage 2	-	-	-	-	-	-	816	760	-	676	644	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1423	-	-	1383	-	-	422	446	853	447	448	894
Mov Capacity-2 Maneuver	-	-	-	-	-	-	422	446	-	447	448	-
Stage 1	-	-	-	-	-	-	644	609	-	793	761	-
Stage 2	-	-	-	-	-	-	769	757	-	623	608	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	2.1	0.3	12.6	10.4
HCM LOS	A	A	B	B

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	498							724
HCM Control Delay (s)	12.6	7.662	0	-	7.613	0	-	10.4
HCM Lane VC Ratio	0.044	0.05	-	-	0.004	-	-	0.077
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th Percentile Queue (veh)	0.137	0.157	-	-	0.012	-	-	0.248

Intersection	
Intersection Delay (sec/veh):	6.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	113	113	81	75	56	60
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	123	123	88	82	61	65
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	316	129	0	0	170	0
Stage 1	129	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	677	921	-	-	1407	-
Stage 1	897	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	647	921	-	-	1407	-
Mov Capacity-2 Maneuver	647	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	12	0	3.7
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			760		
HCM Control Delay (s)	-	-	12	7.674	-
HCM Lane VC Ratio	-	-	0.323	0.043	-
HCM Lane LOS	-	-	B	A	-
HCM 95th Percentile Queue (veh)	-	-	1.402	0.136	-

Intersection	
Intersection Delay (sec/veh):	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	63	83	100	105	105	49
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	68	90	109	114	114	53
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	473	141	167	0	0	0
Stage 1	141	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	550	907	1411	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	505	907	1411	-	-	-
Mov Capacity-2 Maneuver	505	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	12	3.8	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			675		
HCM Control Delay (s)	7.764	-	12	-	-
HCM Lane VC Ratio	0.077	-	0.235	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.25	-	0.909	-	-

Intersection	
Intersection Delay (sec/veh):	6.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	53	395	335	202	146	67
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	54	403	342	206	149	68
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	548	0	0	0	956	274
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	511	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1021	-	-	-	286	765
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	602	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1021	-	-	-	271	765
Mov Capacity-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	570	-

Approach	EB	WB	SB
HCM Control Delay (s)	1	0	32.6
HCM LOS	A	A	D

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					340
HCM Control Delay (s)	8.723	-	-	-	32.6
HCM Lane VC Ratio	0.053	-	-	-	0.639
HCM Lane LOS	A	-	-	-	D
HCM 95th Percentile Queue (veh)	0.168	-	-	-	4.178

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	379	35	243	5	5	5	290	845	15	5	880	369
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	320	428	364	8	8	8	373	2253	40	6	1361	466
Arriving On Green	0.23	0.23	0.23	0.01	0.01	0.01	0.11	0.62	0.62	0.00	0.51	0.51
Sat Flow, veh/h	1391.1	1862.7	1583.3	577.3	577.3	577.3	3441.6	3649.3	64.8	1774.0	2656.2	908.9
Grp Volume(v), veh/h	412.0	38.0	155.4	16.3	0.0	0.0	315.2	468.8	466.0	5.4	669.0	616.9
Grp Sat Flow(s),veh/h/ln	1391.1	1862.7	1583.3	1732.0	0.0	0.0	1720.8	1862.7	1851.3	1774.0	1862.7	1702.4
Q Serve(g_s), s	30.5	2.1	11.1	1.2	0.0	0.0	11.9	17.1	17.1	0.4	36.3	36.8
Cycle Q Clear(g_c), s	30.5	2.1	11.1	1.2	0.0	0.0	11.9	17.1	17.1	0.4	36.3	36.8
Proportion In Lane	1.000		1.000	0.333		0.333	1.000		0.035	1.000		0.534
Lane Grp Cap(c), veh/h	319.9	428.3	364.1	23.6	0.0	0.0	373.4	1150.1	1143.1	5.8	954.2	872.0
V/C Ratio(X)	1.288	0.089	0.427	0.691	0.000	0.000	0.844	0.408	0.408	0.930	0.701	0.707
Avail Cap(c_a), veh/h	319.9	428.3	364.1	202.4	0.0	0.0	485.2	1150.1	1143.1	54.8	954.2	872.0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	51.1	40.1	43.6	65.1	0.0	0.0	58.0	13.0	13.0	66.1	24.6	24.7
Incr Delay (d2), s/veh	151.1	0.1	0.8	30.3	0.0	0.0	10.3	1.1	1.1	152.1	4.3	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	202.2	40.2	44.4	95.4	0.0	0.0	68.3	14.0	14.0	218.2	28.9	29.6
Lane Group LOS	F	D	D	F			E	B	B	F	C	C
Approach Volume, veh/h		605			16			1250			1291	
Approach Delay, s/veh		151.5			95.4			27.7			30.0	
Approach LOS		F			F			C			C	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		35.00			6.31		18.89	86.40		4.94	72.45	
Change Period (Y+Rc), s		4.50			4.50		4.50	4.50		4.50	4.50	
Max Green Setting (Gmax), s		30.50			15.50		18.70	81.90		4.10	67.30	
Max Q Clear Time (g_c+I1), s		32.50			3.24		13.92	19.07		2.41	38.77	
Green Extension Time (p_c)		0.00			0.02		0.47	24.99		0.00	17.29	

Intersection Summary		
HCM 2010 Control Delay	52.7	
HCM 2010 Level of Service	D	

Intersection	
Intersection Delay (sec/veh):	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	86	1253	1153	40	20	66
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	93	1362	1253	43	22	72
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1296	0	0	0	2142	649
Stage 1	-	-	-	-	1275	-
Stage 2	-	-	-	-	867	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	531	-	-	-	42	412
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	372	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	531	-	-	-	35	412
Mov Capacity-2 Maneuver	-	-	-	-	35	-
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	307	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.8	0	103
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					118
HCM Control Delay (s)	13.223	-	-	-	103
HCM Lane VC Ratio	0.176	-	-	-	0.792
HCM Lane LOS	B	-	-	-	F
HCM 95th Percentile Queue (veh)	0.634	-	-	-	4.583

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	614	493	126	25	554	155	87	75	50	165	95	582
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	729	779	662	33	658	153	146	126	57	225	129	546
Arriving On Green	0.21	0.42	0.42	0.02	0.23	0.23	0.19	0.19	0.19	0.20	0.20	0.20
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	2925.8	679.7	785.4	677.0	306.9	1145.8	659.7	2786.7
Grp Volume(v), veh/h	667.4	535.9	109.8	27.2	382.9	359.5	213.0	0.0	0.0	282.6	0.0	415.2
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1742.8	1769.3	0.0	0.0	1805.5	0.0	1393.3
Q Serve(g_s), s	18.9	23.4	4.3	1.5	19.9	20.0	11.1	0.0	0.0	14.8	0.0	14.0
Cycle Q Clear(g_c), s	18.9	23.4	4.3	1.5	19.9	20.0	11.1	0.0	0.0	14.8	0.0	14.0
Proportion In Lane	1.000		1.000	1.000		0.390	0.444		0.173	0.635		1.000
Lane Grp Cap(c), veh/h	729.0	778.9	662.1	33.1	419.2	392.2	329.2	0.0	0.0	354.0	0.0	546.5
V/C Ratio(X)	0.916	0.688	0.166	0.820	0.913	0.917	0.647	0.000	0.000	0.798	0.000	0.760
Avail Cap(c_a), veh/h	744.1	778.9	662.1	73.1	421.5	394.3	329.2	0.0	0.0	354.0	0.0	546.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	38.3	23.6	18.1	48.6	37.6	37.6	37.4	0.0	0.0	38.1	0.0	37.8
Incr Delay (d2), s/veh	15.8	2.6	0.1	36.7	24.0	25.8	9.5	0.0	0.0	16.9	0.0	9.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	54.2	26.2	18.2	85.4	61.6	63.4	46.9	0.0	0.0	55.0	0.0	47.3
Lane Group LOS	D	C	B	F	E	E	D			E		D
Approach Volume, veh/h		1313			770			213			698	
Approach Delay, s/veh		39.7			63.3			46.9			50.5	
Approach LOS		D			E			D			D	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	25.56	46.08		6.36	26.88			23.00			24.00	
Change Period (Y+Rc), s	4.50	4.50		4.50	4.50			4.50			4.50	
Max Green Setting (Gmax), s	21.50	39.90		4.10	22.50			18.50			19.50	
Max Q Clear Time (g_c+I1), s	20.86	25.37		3.52	22.03			13.08			16.84	
Green Extension Time (p_c)	0.21	6.77		0.00	0.35			0.53			0.92	

Intersection Summary	
HCM 2010 Control Delay	48.8
HCM 2010 Level of Service	D

Intersection	
Intersection Delay (sec/veh)	16.9
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	908	391	34	149
Demand Flow Rate (pc/h)	926	398	34	152
Vehicles Circulating (pc/h)	19	251	831	405
Vehicles Exiting (pc/h)	538	614	114	244
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	21.8	9.9	8.2	7.1
Approach LOS	C	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	926	398	34	152
Capacity, Entry Lane (pc/h)	1109	879	492	754
Entry HV Adjustment Factor	0.981	0.981	0.997	0.979
Flow Rate, Entry (vph)	908	391	34	149
Capacity, Entry (vph)	1084	860	489	736
Volume to Capacity Ratio	0.838	0.454	0.069	0.202
Control Delay (sec/veh)	21.8	9.9	8.2	7.1
Level of Service	C	A	A	A
95th-Percentile Queue (veh)	10	2	0	1

Intersection	
Intersection Delay (sec/veh)	9.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	27	49	381	602
Demand Flow Rate (pc/h)	27	50	388	614
Vehicles Circulating (pc/h)	614	388	94	38
Vehicles Exiting (pc/h)	38	94	547	400
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	6.4	5.5	7.6	10.5
Approach LOS	A	A	A	B

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	27	50	388	614
Capacity, Entry Lane (pc/h)	612	767	1029	1088
Entry HV Adjustment Factor	0.996	0.978	0.982	0.980
Flow Rate, Entry (vph)	27	49	381	602
Capacity, Entry (vph)	608	748	1007	1063
Volume to Capacity Ratio	0.044	0.065	0.378	0.566
Control Delay (sec/veh)	6.4	5.5	7.6	10.5
Level of Service	A	A	A	B
95th-Percentile Queue (veh)	0	0	2	4

Intersection	
Intersection Delay (sec/veh)	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	25	120	10	130	60	0	0	10	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	0	0	27	130	11	141	65	0	0	11	27
Number of Lanes	0	0	0	0	1	0	1	0	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.7	9.1	7.3
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Volume Left (%)	68%	16%	0%
Volume Thru (%)	32%	77%	29%
Volume Right (%)	0%	6%	71%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	190	155	35
Left Turning Volume	60	120	10
Through Volume	0	10	25
Right Turning Volume	130	25	0
Lane Flow Rate	207	168	38
Geometry Group	1	1	1
Degree of Utilization, X	0.259	0.21	0.044
Departure Headway, Hd	4.513	4.495	4.137
Convergence(Y/N)	Yes	Yes	Yes
Capacity	799	800	867
Service Time	2.526	2.512	2.156
HCM Lane V/C Ratio	0.259	0.21	0.044
HCM Control Delay	9.1	8.7	7.3
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	1	0.8	0.1

Intersection	
Intersection Delay (sec/veh)	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	65	170	179	0	0	0	0	130	30	15	25	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	71	185	195	0	0	0	0	141	33	16	27	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	12	9.5	8.7
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	SBLn1
Volume Left (%)	0%	16%	38%
Volume Thru (%)	81%	41%	62%
Volume Right (%)	19%	43%	0%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	160	414	40
Left Turning Volume	130	170	25
Through Volume	30	179	0
Right Turning Volume	0	65	15
Lane Flow Rate	174	450	43
Geometry Group	1	1	1
Degree of Utilization, X	0.236	0.532	0.063
Departure Headway, Hd	4.89	4.253	5.252
Convergence(Y/N)	Yes	Yes	Yes
Capacity	732	846	679
Service Time	2.937	2.279	3.31
HCM Lane V/C Ratio	0.238	0.532	0.063
HCM Control Delay	9.5	12	8.7
HCM Lane LOS	A	B	A
HCM 95th Percentile Queue	0.9	3.4	0.2

Intersection	
Intersection Delay (sec/veh):	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	30	33	26	10	10	10
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	120			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	33	36	28	11	11	11
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	39	0	0	0	136	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	102	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1571	-	-	-	857	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	922	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1571	-	-	-	839	1039
Mov Capacity-2 Maneuver	-	-	-	-	839	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	903	-

Approach	EB	WB	SB
HCM Control Delay (s)	3.5	0	9
HCM LOS	A	A	A

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					928
HCM Control Delay (s)	7.34	-	-	-	9
HCM Lane VC Ratio	0.021	-	-	-	0.023
HCM Lane LOS	A	-	-	-	A
HCM 95th Percentile Queue (veh)	0.064	-	-	-	0.072

Intersection	
Intersection Delay (sec/veh)	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	47	130	38	163
Demand Flow Rate (pc/h)	47	132	38	166
Vehicles Circulating (pc/h)	172	38	175	45
Vehicles Exiting (pc/h)	39	175	44	125
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	20	20	20	20
Ped Capacity Adjustment	0.997	0.997	0.997	0.997
Approach Delay (sec/veh)	4.3	4.5	4.2	4.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Right Turn Channelized				
Lane Utilization	1.000	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193	5.193
Entry Flow Rate (pc/h)	47	132	38	166
Capacity, Entry Lane (pc/h)	951	1088	949	1080
Entry HV Adjustment Factor	0.992	0.981	0.989	0.981
Flow Rate, Entry (vph)	47	130	38	163
Capacity, Entry (vph)	941	1065	935	1056
Volume to Capacity Ratio	0.050	0.122	0.040	0.154
Control Delay (sec/veh)	4.3	4.5	4.2	4.8
Level of Service	A	A	A	A
95th-Percentile Queue (veh)	0	0	0	1

HCM research expects at least one 'Stop' controlled approach at the intersection.

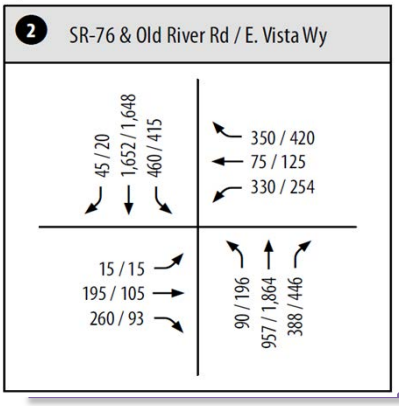
Appendix AP

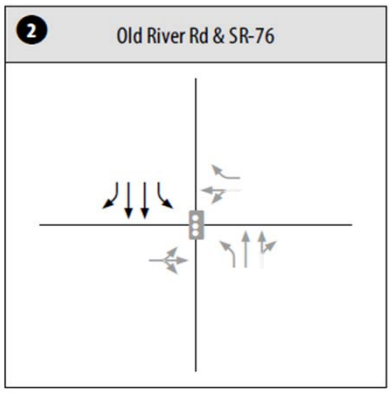
Ramp Intersection Capacity Analysis Worksheets – Existing Plus Cumulative Projects Plus Project

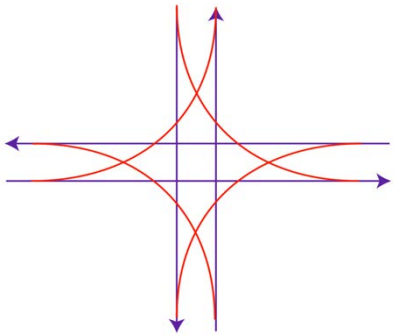
EXISTING + CUMULATIVE + PROJECT

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD RIVER ROAD / EAST VISTA WAY







PHASE 1:

90 / 196
AM/PM





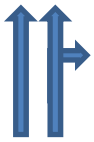
Critical Volume

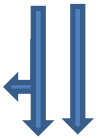
460 / 415
AM/PM

230 / 208

PHASE 2:

1345 / 2,310
AM/PM





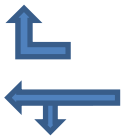
Critical Volume

1697 / 1668
AM/PM

778.5 / 1155

PHASE 3

WBL	330	254
WBT	75	125
WBR	350	420
	AM /	PM

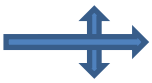


Critical Volume

405 / 420

PHASE 4

EBL	15	15
EBT	195	105
EBR	260	93
	AM /	PM



Critical Volume

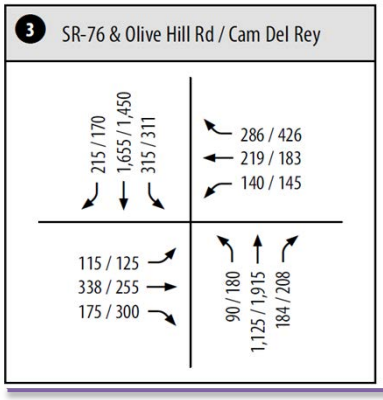
470 / 213

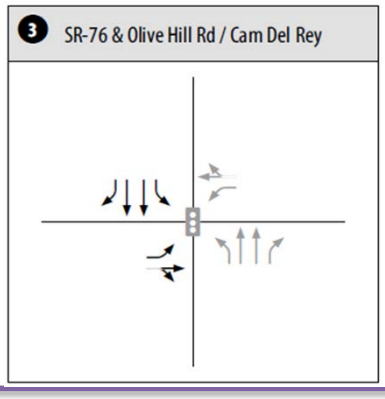
SUM	PHASE 1	230 / 208	AM	1,884 >1500: (Over Capacity)
	PHASE 2	778.5 / 1155	PM	1,996 >1500: (Over Capacity)
	PHASE 3	405 / 420		
	PHASE 4	470 / 213		
	TOTAL	1,884 / 1,996		

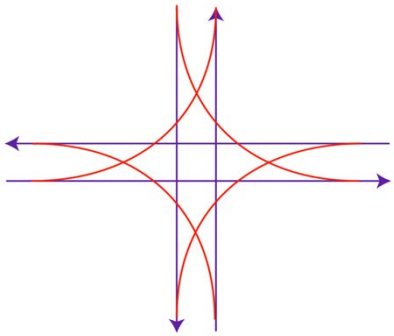
EXISTING + CUMULATIVE + PROJECT

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLIVE HILL RD / CAM DEL REY







PHASE 1:

90 / 180	
AM/PM	

Critical Volume

315 / 311
AM/PM
315 / 311

PHASE 2:

NBT	1125 / 1,915	
NBR	184 / 208	
	AM/PM	

215 / 170	SBR
1655 / 1450	SBT
AM/PM	

Critical Volume 715 / 958

PHASE 3

WBL	140	142
WBT	219	183
WBR	286	426
	AM /	PM

Critical Volume 505 / 609

PHASE 4

EBL	115	125
EBT	338	255
EBR	175	300
	AM /	PM

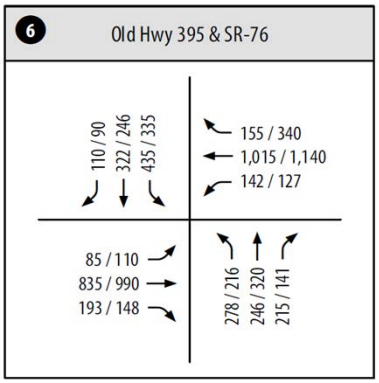
Critical Volume 628 / 680

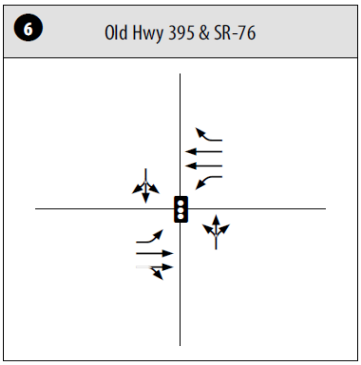
SUM	PHASE 1	315 / 311	AM	2,163 >1500: (Over Capacity)
	PHASE 2	715 / 958	PM	2,558 >1500: (Over Capacity)
	PHASE 3	505 / 609		
	PHASE 4	628 / 680		
	TOTAL	2,163 / 2,558		

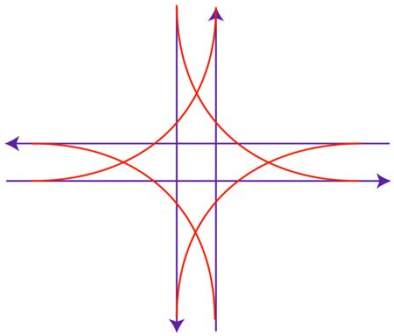
EXISTING + CUMULATIVE + PROJECT

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD HIGHWAY 395







PHASE 1:

85 / 110
AM/PM

Critical Volume

142 / 127
AM/PM

142 / 127

PHASE 2:

NBT
NBR

835 / 990
193 / 148
AM/PM

Critical Volume

155 / 340	WBR
1015 / 1140	WBT
AM/PM	

514 / 569

PHASE 3

NBL	278	216
NBT	246	320
NBR	215	141
	AM	PM

Critical Volume

739 / 677

PHASE 4

SBL	435	335
SBT	322	246
SBR	110	90
	AM	PM

Critical Volume

867 / 671

SUM	PHASE 1	142 / 127	AM	2,262	>1500: (Over Capacity)
	PHASE 2	514 / 569	PM	2,044	>1500: (Over Capacity)
	PHASE 3	739 / 677			
	PHASE 4	867 / 671			
	TOTAL	2,262 / 2,044			

Appendix AQ

Arterial Analysis - Existing Plus Cumulative Projects Plus Project

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	Phuong Nguyen
Agency/Co.:	
Date Performed:	1/22/2013
Analysis Time Period:	AM
Urban Street:	West Lilac Rd - Old 395 to Mai
Direction of Travel:	
Jurisdiction:	
Analysis Year:	Cumulative
Project ID:	

Traffic Characteristics

Annual average daily traffic, AADT	14560	vpd
Planning analysis hour factor, K	0.080	
Directional distribution factor, D	0.614	
Peak-hour factor, PHF	0.950	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	35	mph
Urban class	4	
Section length	0.63	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	90.0	sec
Effective green ratio, g/C	0.480	

Results

Annual average daily traffic, AADT	14560	vpd
Two-way hourly volume	1164	vph
Hourly directional volume	714	vph
Through-volume 15-min. flow rate	375	v
Running time	70.8	sec
v/c ratio	0.46	
Through capacity	820	vph
Progression factor, PF	1.000	
Uniform delay	15.6	sec
Filtering/metering factor, I	0.888	
Incremental delay	1.6	sec
Control delay	17.2	sec/v
Total travel speed, Sa	21.6	mph
Total urban street LOS	B	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	Phuong Nguyen
Agency/Co.:	
Date Performed:	1/22/2013
Analysis Time Period:	PM
Urban Street:	W. Lilac Old 395 to main
Direction of Travel:	WB - E
Jurisdiction:	
Analysis Year:	Cumulative PM
Project ID:	

Traffic Characteristics

Annual average daily traffic, AADT	14560	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.624	
Peak-hour factor, PHF	0.950	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	30	mph
Urban class	4	
Section length	1.74	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	140.0	sec
Effective green ratio, g/C	0.480	

Results

Annual average daily traffic, AADT	14560	vpd
Two-way hourly volume	1310	vph
Hourly directional volume	817	vph
Through-volume 15-min. flow rate	430	v
Running time	208.8	sec
v/c ratio	0.52	
Through capacity	820	vph
Progression factor, PF	1.000	
Uniform delay	25.3	sec
Filtering/metering factor, I	0.839	
Incremental delay	2.0	sec
Control delay	27.3	sec/v
Total travel speed, Sa	23.8	mph
Total urban street LOS	B	

Appendix AR

Traffic Signal Warrants

– Existing Plus Cumulative Projects Plus Project

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #10: I-15 SB RAMPS / OLD HIGHWAY 395 - EXISTING + CUMULATIVE + PROJECT

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

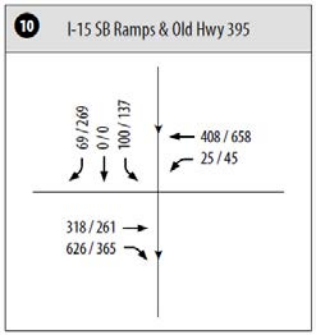
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 169 / 407
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,377 / 1,329

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour	
Both Approaches - Major Street	X			1,377 / 1,329
Higher Approach - Minor Street	X			169 / 407

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



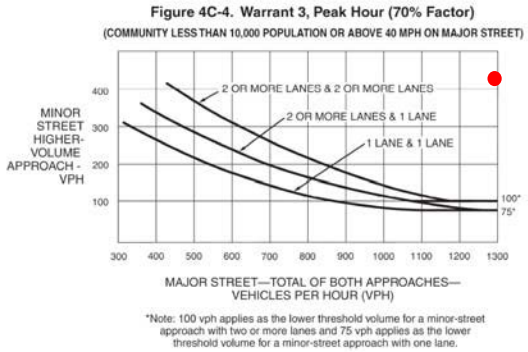


Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Cumulative + Project

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: Old Highway 395 Critical Approach Speed ____ mph

Minor St: I-15 SB Ramps Critical Approach Speed ____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)

☐ URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....14,060.....	1.....4,300.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	[5,600]	2,400	[1,680]
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied ____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....14,060.....	1.....4,300.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	[8,400]	1,200	[850]
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied ____

2 CONDITIONS 80% | 2 CONDITIONS 80%

No one condition satisfied, but following conditions fulfilled 80% or more..... ____ (A) ____ (B)

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #11: I-15 NB RAMPS / OLD HIGHWAY 395 - EXISTING + CUMULATIVE + PROJECT

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

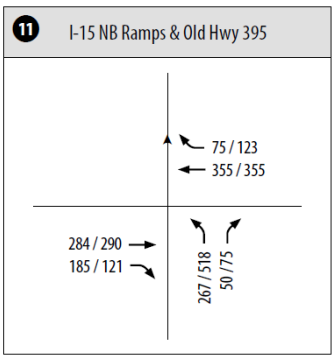
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 317 / 593
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,216 / 1,482

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour	
Both Approaches - Major Street	X			899 / 889
Higher Approach - Minor Street	X			317 / 593

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



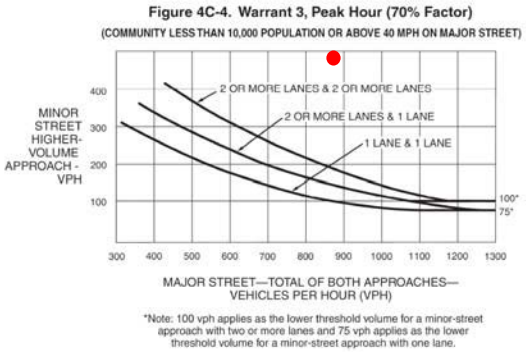


Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Cumulative + Project

DIST ____ CO ____ RTE ____ PM ____

CALC _____ DATE _____

CHK _____ DATE _____

Major St: Old Highway 395 Critical Approach Speed _____ mph

Minor St: I-15 NB Ramps Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or } **RURAL (R)**
In built up area of isolated community of < 10,000 population..... ☐

☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....11,100.....	1.....4,200.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....11,100.....	1.....4,200.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied _____

2 CONDITIONS 80%

2 CONDITIONS 80%

No one condition satisfied, but following conditions fulfilled 80% or more..... A _____ B _____

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #13: OLD HIGHWAY 395 / CIRCLE R DRIVE - EXISTING + CUMULATIVE + PROJECT

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

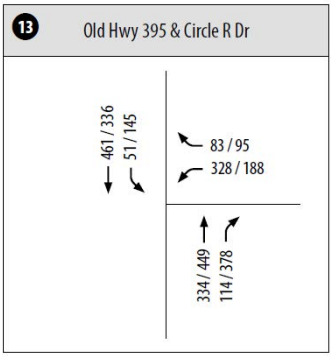
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 411 / 283
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,371 / 1,591

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street	X			960 / 1,308		
Higher Approach - Minor Street	X			411 / 283		

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



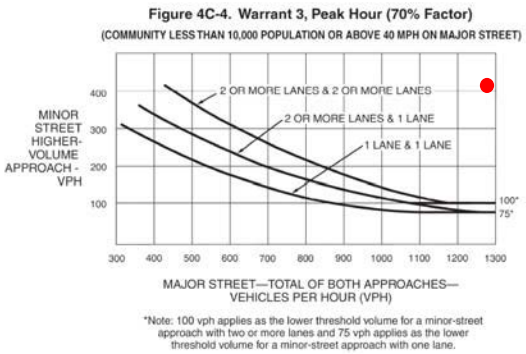


Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Cumulative + Project

DIST ____ CO ____ RTE ____ PM ____

CALC _____ DATE _____

CHK _____ DATE _____

Major St: Old Highway 395 Critical Approach Speed _____ mph

Minor St: Circle R Drive Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)

☐ URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1..... 15,390	1.....6,720.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1..... 15,390	1.....6,720.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied _____

2 CONDITIONS 80%

2 CONDITIONS 80%

No one condition satisfied, but following conditions fulfilled 80% or more..... A _____ B _____

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #14: I-15 SB RAMPS / GOPHER CANYON RD - EXISTING + CUMULATIVE + PROJECT

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

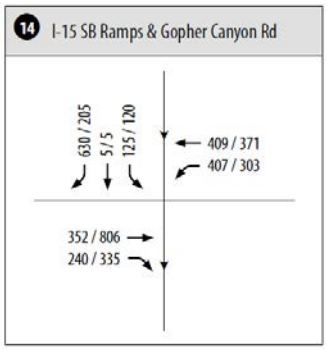
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 760 / 330
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 2,168 / 2,145

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour	
Both Approaches - Major Street	X			1,408 / 1,815
Higher Approach - Minor Street	X			760 / 330

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



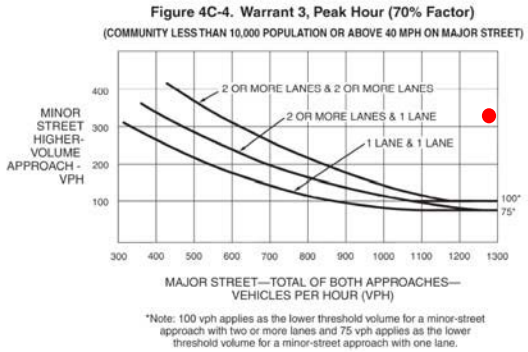


Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Cumulative + Project

DIST ____ CO ____ RTE ____ PM ____

CALC _____ DATE _____

CHK _____ DATE _____

Major St: Gopher Canyon Rd

Minor St: I-15 SB Ramps

Critical Approach Speed _____ mph

Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied ___X___ Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More.....18,340.....	1.....9,800.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied ___X___ Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More.....18,340.....	1.....9,800.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches) / Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)

Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied ___X___ Not Satisfied _____

No one condition satisfied, but following conditions fulfilled 80% or more..... ____ (A) ____ (B)

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #15: I-15 NB RAMPS / GOPHER CANYON RD - EXISTING + CUMULATIVE + PROJECT

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

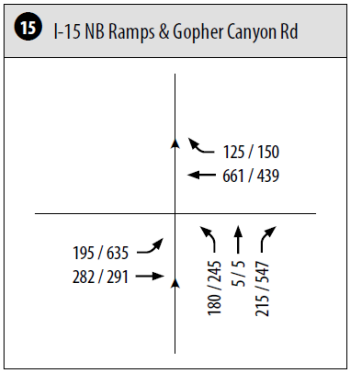
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 400 / 797
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,663 / 2,312

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour	
Both Approaches - Major Street	X			1,263 / 1,515
Higher Approach - Minor Street	X			400 / 797

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



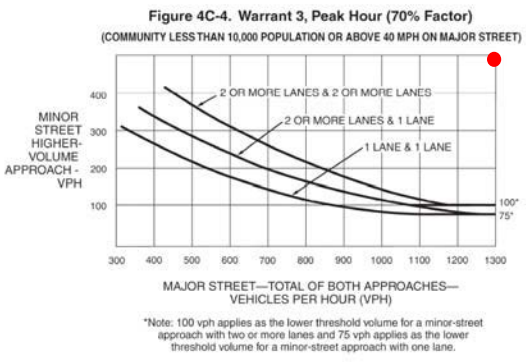


Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Cumulative + Project

DIST ____ CO ____ RTE ____ PM ____

CALC _____ DATE _____

CHK _____ DATE _____

Major St: Gopher Canyon Rd

Minor St: I-15 NB Ramps

Critical Approach Speed _____ mph

Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐

RURAL (R)

☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or More 18,340	1 9,800
2 or More	2 or More
1	2 or More

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or More 18,340	1 9,800
2 or More	2 or More
1	2 or More

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied _____

No one condition satisfied, but following conditions fulfilled 80% or more..... _____ A _____ B

2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #24: MILLER ROAD / VALLEY CENTER ROAD - EXISTING + CUMULATIVE + PROJECT

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

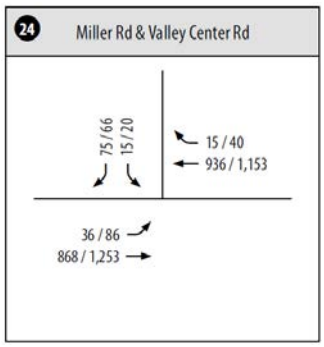
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☒ 80 / 86
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 1,945 / 2,618

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street		X	1,765 / 2,532
Higher Approach - Minor Street	X		180 / 86

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



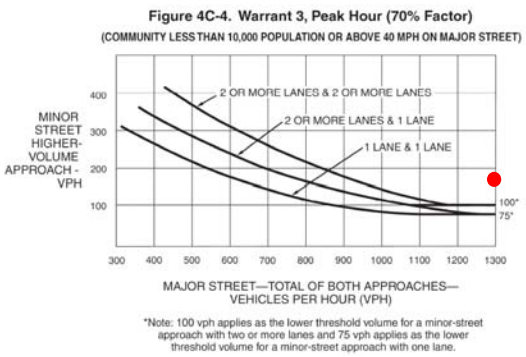


Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Cumulative + Project

DIST ____ CO ____ RTE ____ PM ____

CALC _____ DATE _____

CHK _____ DATE _____

Major St: Miller Road

Minor St: Valley Center Road

Critical Approach Speed _____ mph

Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied _____ Not Satisfied ____X____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More.....27,000.....	1.....2,280.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied _____ Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More.....27,000.....	1.....2,280.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches) / Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)

Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied _____ Not Satisfied ____X____

No one condition satisfied, but following conditions fulfilled 80% or more..... _____ A _____ B

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #7 : SR-76 / PANKEY ROAD - EXISTING + CUMULATIVE + PROJECT

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

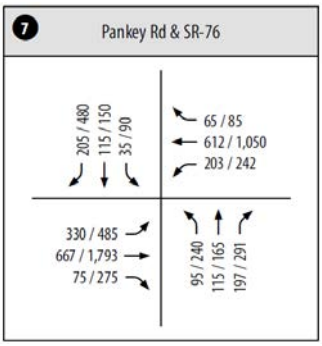
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 355 / 720
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 2,714 / 5,346

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour	
Both Approaches - Major Street		X		944 / 1,295
Higher Approach - Minor Street	X			1,952 / 3,930

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



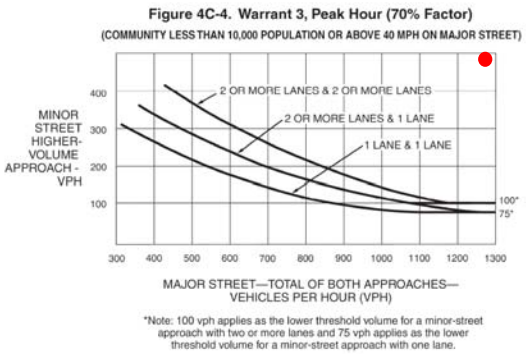


Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Cumulative + Project

DIST ____ CO ____ RTE ____ PM ____

CALC _____ DATE _____

CHK _____ DATE _____

Major St: SR-76 Critical Approach Speed _____ mph

Minor St: Pankey Road Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More.....	1.....
2 or More.....32,550.....	2 or More.....16,520.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....	1.....
2 or More.....	1.....
2 or More.....32,550.....	2 or More.....16,520.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches) / Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)

Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied _____

No one condition satisfied, but following conditions fulfilled 80% or more..... A _____ B _____

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #8: OLD HIGHWAY .95 / E. DULIN ROAD - EXISTING + CUMULATIVE + PROJECT

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

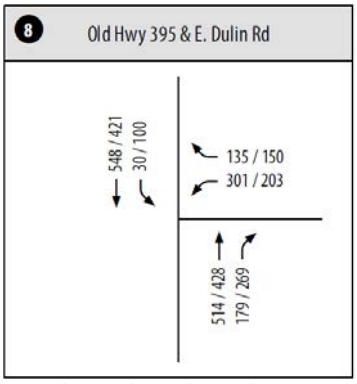
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 436 / 353
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 2,714 / 5,346

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	Hour	
Both Approaches - Major Street	X			1,271 / 1,218
Higher Approach - Minor Street	X			436 / 353

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



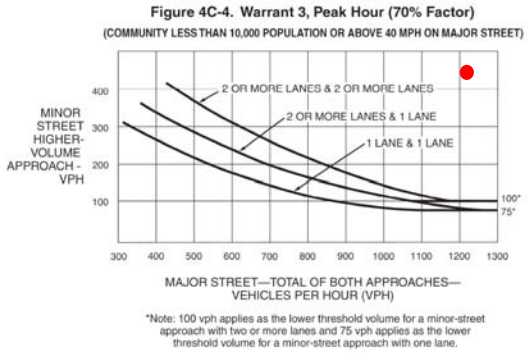


Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Cumulative + Project

DIST ____ CO ____ RTE ____ PM ____

CALC _____ DATE _____

CHK _____ DATE _____

Major St: Old Highway 395 Critical Approach Speed _____ mph

Minor St: E. Dulin Road Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☐ **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....12,780.....	1.....7,330.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....12,780.....	1.....7,330.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied _____

No one condition satisfied, but following conditions fulfilled 80% or more..... A _____ B _____

2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

INTERSECTION #9: OLD HIGHWAY 395 / W. LILAC RD - EXISTING + CUMULATIVE + PROJECT

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

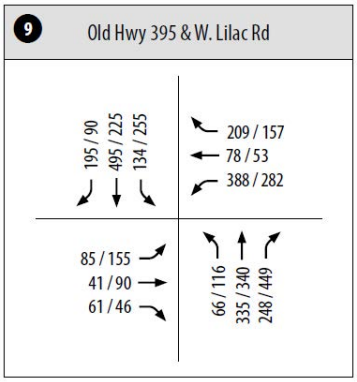
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐ 675 / 492
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐ 2,335 / 2,258

PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More		Hour
Both Approaches - Major Street	X			1,173 / 1,175
Higher Approach - Minor Street	X			675 / 492

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



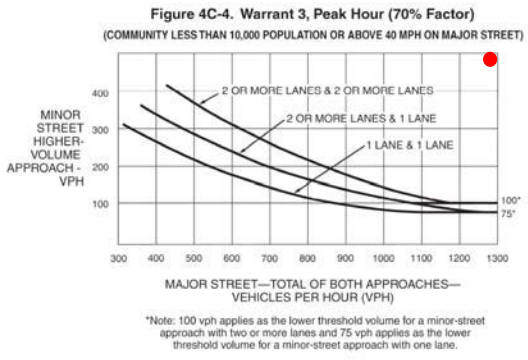


Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE Existing + Cumulative + Project

DIST ____ CO ____ RTE ____ PM ____

CALC _____ DATE _____

CHK _____ DATE _____

Major St: Old Highway 395 Critical Approach Speed _____ mph

Minor St: West Lilac Road Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)

☐ URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....X.....

CONDITION A - Minimum Vehicular Volume

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....13,310.....	1.....12,800.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	[5,600]	2,400	[1,680]
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied X Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1.....13,310.....	1.....12,800.....
2 or More.....	1.....
2 or More.....	2 or More.....
1.....	2 or More.....

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	[8,400]	1,200	[850]
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied X Not Satisfied _____

No one condition satisfied, but following conditions fulfilled 80% or more..... A _____ B _____

2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Appendix AS

Mitigated Peak Hour Intersection Capacity Worksheets

- Existing Plus Cumulative Projects Plus Project

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	856	360	435	404	231	685
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	0.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	2	0	2	1	1	2
Capacity, veh/h	0	0	2469	1105	206	3210
Arriving On Green	0.00	0.00	0.70	0.70	0.12	0.91
Sat Flow, veh/h	0.0		3632.3	1583.3	1774.0	3632.4
Grp Volume(v), veh/h	0.0		472.8	408.7	251.1	744.6
Grp Sat Flow(s),veh/h/ln	0.0		1769.6	1583.3	1774.0	1769.6
Q Serve(g_s), s	0.0		2.0	4.5	5.0	1.1
Cycle Q Clear(g_c), s	0.0		2.0	4.5	5.0	1.1
Proportion In Lane	0.000			1.000	1.000	
Lane Grp Cap(c), veh/h	0.0		2469.2	1104.7	206.3	3210.0
V/C Ratio(X)	0.000		0.191	0.370	1.217	0.232
Avail Cap(c_a), veh/h	0.0		2469.2	1104.7	206.3	3210.0
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	0.000		1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	0.0		2.3	2.6	19.0	0.2
Incr Delay (d2), s/veh	0.0		0.2	1.0	133.5	0.2
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	0.0		2.4	3.6	152.5	0.4
Lane Group LOS			A	A	F	A
Approach Volume, veh/h	0		882			996
Approach Delay, s/veh	0.0		3.0			38.8
Approach LOS			A			D

Timer					
Assigned Phase			2		1	6
Phase Duration (G+Y+Rc), s			34.00		9.00	43.00
Change Period (Y+Rc), s			4.00		4.00	4.00
Max Green Setting (Gmax), s			30.00		5.00	39.00
Max Q Clear Time (g_c+I1), s			6.52		7.00	3.07
Green Extension Time (p_c)			10.04		0.00	11.68

Intersection Summary	
HCM 2010 Control Delay	22.0
HCM 2010 Level of Service	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	195	260	330	75	350	90	957	388	460	1652	45
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	2	1	1	1	3	1	2	3	0
Capacity, veh/h	18	384	327	387	574	488	125	1398	435	710	2093	56
Arriving On Green	0.01	0.21	0.21	0.11	0.31	0.31	0.07	0.28	0.28	0.21	0.41	0.41
Sat Flow, veh/h	1774.0	1583.3	1583.3	3441.6	1583.3	1583.3	1774.0	1583.3	1583.3	3441.6	5093.4	135.6
Grp Volume(v), veh/h	16.3	212.0	217.4	358.7	81.5	250.0	97.8	1040.2	258.7	500.0	1194.8	648.6
Grp Sat Flow(s),veh/h/ln	1774.0	1862.7	1583.3	1720.8	1862.7	1583.3	1774.0	1695.1	1583.3	1720.8	1695.1	1838.8
Q Serve(g_s), s	0.7	8.2	10.1	8.3	2.5	10.4	4.3	14.9	11.3	10.8	25.6	25.7
Cycle Q Clear(g_c), s	0.7	8.2	10.1	8.3	2.5	10.4	4.3	14.9	11.3	10.8	25.6	25.7
Proportion In Lane	1.000		1.000	1.000		1.000	1.000		1.000	1.000		0.074
Lane Grp Cap(c), veh/h	18.4	384.2	326.6	387.2	574.4	488.2	124.6	1398.5	435.4	709.8	1393.4	755.8
V/C Ratio(X)	0.884	0.552	0.666	0.926	0.142	0.512	0.785	0.744	0.594	0.704	0.858	0.858
Avail Cap(c_a), veh/h	88.7	384.2	326.6	387.2	574.4	488.2	133.1	1398.5	435.4	709.8	1393.4	755.8
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	39.5	28.4	29.2	35.2	20.0	22.7	36.6	26.4	25.1	29.5	21.4	21.4
Incr Delay (d2), s/veh	69.2	5.6	10.3	28.0	0.5	3.8	24.6	3.6	5.9	5.8	7.0	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	108.8	34.0	39.5	63.2	20.5	26.5	61.2	30.1	31.0	35.3	28.4	33.6
Lane Group LOS	F	C	D	E	C	C	E	C	C	D	C	C
Approach Volume, veh/h		446			690			1397			2343	
Approach Delay, s/veh		39.4			44.9			32.4			31.3	
Approach LOS		D			D			C			C	

Timer												
Assigned Phase	3	8		7	4		1	6		5	2	
Phase Duration (G+Y+Rc), s	4.83	20.50		13.00	28.67		9.62	26.00		20.50	36.88	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s	4.00	16.50		9.00	21.50		6.00	22.00		16.50	32.50	
Max Q Clear Time (g_c+I1), s	2.73	12.11		10.26	12.37		6.34	16.92		12.79	27.68	
Green Extension Time (p_c)	0.00	1.38		0.00	2.22		0.00	4.74		0.66	4.50	

Intersection Summary	
HCM 2010 Control Delay	34.3
HCM 2010 Level of Service	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	338	175	140	219	286	90	1125	184	315	1655	215
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	1	1	1	1	3	1	2	3	0
Capacity, veh/h	151	437	371	170	458	389	121	2077	647	408	2138	148
Arriving On Green	0.09	0.23	0.23	0.10	0.25	0.25	0.07	0.41	0.41	0.12	0.44	0.44
Sat Flow, veh/h	1774.0	1583.3	1583.3	1774.0	1583.3	1583.3	1774.0	1583.3	1583.3	3441.6	4856.8	336.7
Grp Volume(v), veh/h	125.0	367.4	103.3	152.2	238.0	245.7	97.8	1222.8	113.0	342.4	1254.5	669.4
Grp Sat Flow(s),veh/h/ln	1774.0	1862.7	1583.3	1774.0	1862.7	1583.3	1774.0	1695.1	1583.3	1720.8	1695.1	1803.3
Q Serve(g_s), s	8.7	23.5	6.7	10.6	13.8	17.3	6.8	23.4	5.7	12.2	41.1	41.3
Cycle Q Clear(g_c), s	8.7	23.5	6.7	10.6	13.8	17.3	6.8	23.4	5.7	12.2	41.1	41.3
Proportion In Lane	1.000		1.000	1.000		1.000	1.000		1.000	1.000		0.187
Lane Grp Cap(c), veh/h	150.9	437.1	371.5	170.4	457.5	388.9	121.3	2076.7	646.6	407.9	1492.1	793.7
V/C Ratio(X)	0.829	0.841	0.278	0.893	0.520	0.632	0.806	0.589	0.175	0.839	0.841	0.843
Avail Cap(c_a), veh/h	212.9	618.6	525.8	170.4	567.9	482.7	167.5	2076.7	646.6	581.1	1543.6	821.1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	56.3	45.6	39.2	55.8	40.8	42.1	57.4	28.8	23.6	53.9	31.1	31.1
Incr Delay (d2), s/veh	16.7	7.2	0.4	40.1	0.9	1.8	17.8	1.2	0.6	7.4	5.9	10.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	73.0	52.8	39.6	96.0	41.7	43.9	75.2	30.0	24.1	61.4	37.0	41.8
Lane Group LOS	E	D	D	F	D	D	E	C	C	E	D	D
Approach Volume, veh/h		596			636			1434			2266	
Approach Delay, s/veh		54.7			55.5			32.6			42.1	
Approach LOS		D			E			C			D	

Timer												
Assigned Phase	7	4		3	8		5	2		1	6	
Phase Duration (G+Y+Rc), s	14.63	33.42		16.00	34.79		14.55	57.03		18.51	61.00	
Change Period (Y+Rc), s	4.00	4.10		4.00	4.10		6.00	6.00		3.70	6.00	
Max Green Setting (Gmax), s	15.00	41.50		12.00	38.10		11.80	48.00		21.10	56.90	
Max Q Clear Time (g_c+I1), s	10.67	25.50		12.60	19.31		8.79	25.41		14.17	43.31	
Green Extension Time (p_c)	0.10	4.22		0.00	4.47		0.05	19.06		0.64	12.15	

Intersection Summary	
HCM 2010 Control Delay	42.6
HCM 2010 Level of Service	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	835	193	142	1015	155	278	246	215	435	322	110
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	1	2	1	1	2	1	1	1	1	2	1	0
Capacity, veh/h	106	1023	458	160	1129	759	319	504	429	552	372	81
Arriving On Green	0.06	0.29	0.29	0.09	0.32	0.32	0.18	0.27	0.27	0.16	0.25	0.25
Sat Flow, veh/h	1774.0	1583.3	1583.3	1774.0	1583.3	1583.3	1774.0	1583.3	1583.3	3441.6	1483.4	322.5
Grp Volume(v), veh/h	92.4	907.6	188.0	154.3	1103.3	116.3	302.2	267.4	201.1	472.8	0.0	426.1
Grp Sat Flow(s),veh/h/ln	1774.0	1769.6	1583.3	1774.0	1769.6	1583.3	1774.0	1862.7	1583.3	1720.8	0.0	1805.8
Q Serve(g_s), s	5.2	24.5	9.6	8.7	30.8	2.5	16.8	12.2	10.6	13.4	0.0	23.1
Cycle Q Clear(g_c), s	5.2	24.5	9.6	8.7	30.8	2.5	16.8	12.2	10.6	13.4	0.0	23.1
Proportion In Lane	1.000		1.000	1.000		1.000	1.000		1.000	1.000		0.179
Lane Grp Cap(c), veh/h	106.4	1022.8	457.6	159.7	1129.0	759.0	319.3	504.1	428.5	551.9	0.0	453.3
V/C Ratio(X)	0.868	0.887	0.411	0.967	0.977	0.153	0.946	0.530	0.469	0.857	0.000	0.940
Avail Cap(c_a), veh/h	106.4	1022.8	457.6	159.7	1164.4	774.8	319.3	504.1	428.5	653.9	0.0	467.7
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	46.6	34.0	28.7	45.4	33.7	6.1	40.5	31.1	30.5	40.9	0.0	36.7
Incr Delay (d2), s/veh	48.5	11.3	2.7	61.1	21.8	0.4	36.3	4.0	3.7	9.6	0.0	29.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	95.1	45.3	31.4	106.4	55.5	6.5	76.9	35.0	34.1	50.5	0.0	66.4
Lane Group LOS	F	D	C	F	E	A	E	D	C	D		E
Approach Volume, veh/h		1188			1374			771			899	
Approach Delay, s/veh		47.0			57.1			51.2			58.0	
Approach LOS		D			E			D			E	

Timer												
Assigned Phase	5	2		1	6		3	8		7	4	
Phase Duration (G+Y+Rc), s	10.00	34.90		13.00	37.90		22.00	32.06		20.04	30.10	
Change Period (Y+Rc), s	4.00	6.00		4.00	6.00		4.00	5.00		4.00	5.00	
Max Green Setting (Gmax), s	6.00	28.90		9.00	32.90		18.00	24.10		19.00	25.90	
Max Q Clear Time (g_c+I1), s	7.16	26.52		10.67	32.84		18.83	14.22		15.37	25.13	
Green Extension Time (p_c)	0.00	2.09		0.00	0.05		0.00	3.41		0.66	0.40	

Intersection Summary	
HCM 2010 Control Delay	53.4
HCM 2010 Level of Service	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	330	667	75	203	612	65	95	159	197	35	140	205
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	2	1	1	2	1	2	1	1	1	1	2
Capacity, veh/h	488	1022	457	271	1061	475	182	393	334	45	342	907
Arriving On Green	0.14	0.29	0.29	0.15	0.30	0.30	0.05	0.21	0.21	0.03	0.18	0.18
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	1583.3	1583.3	3441.6	1583.3	1583.3	1774.0	2786.7	2786.7
Grp Volume(v), veh/h	358.7	725.0	81.5	220.7	665.2	70.7	103.3	172.8	214.1	38.0	152.2	222.8
Grp Sat Flow(s),veh/h/ln	1720.8	1769.6	1583.3	1774.0	1769.6	1583.3	1720.8	1862.7	1583.3	1774.0	1862.7	1393.3
Q Serve(g_s), s	5.0	9.1	1.9	6.0	8.1	1.6	1.5	4.0	6.1	1.1	3.6	2.9
Cycle Q Clear(g_c), s	5.0	9.1	1.9	6.0	8.1	1.6	1.5	4.0	6.1	1.1	3.6	2.9
Proportion In Lane	1.000		1.000	1.000		1.000	1.000		1.000	1.000		1.000
Lane Grp Cap(c), veh/h	488.5	1022.0	457.2	271.3	1061.1	474.7	182.5	393.4	334.4	44.7	341.6	906.6
V/C Ratio(X)	0.734	0.709	0.178	0.813	0.627	0.149	0.566	0.439	0.640	0.851	0.445	0.246
Avail Cap(c_a), veh/h	553.9	1139.1	509.6	285.5	1139.1	509.6	276.9	599.5	509.6	142.7	599.5	1292.4
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	20.4	15.8	13.3	20.4	15.0	12.8	23.0	17.0	17.9	24.1	18.0	12.3
Incr Delay (d2), s/veh	4.4	1.8	0.2	15.7	1.0	0.1	2.7	0.8	2.0	33.2	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	24.8	17.6	13.4	36.0	16.0	12.9	25.7	17.8	19.9	57.4	19.0	12.4
Lane Group LOS	C	B	B	D	B	B	C	B	B	E	B	B
Approach Volume, veh/h		1165			957			490			413	
Approach Delay, s/veh		19.6			20.4			20.4			19.0	
Approach LOS		B			C			C			B	

Timer												
Assigned Phase	7	4		3	8		5	2		1	6	
Phase Duration (G+Y+Rc), s	11.06	18.36		11.60	18.90		6.64	14.50		5.25	13.12	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s	8.00	16.00		8.00	16.00		4.00	16.00		4.00	16.00	
Max Q Clear Time (g_c+I1), s	6.96	11.11		7.98	10.06		3.46	8.13		3.06	5.61	
Green Extension Time (p_c)	0.14	3.25		0.00	3.81		0.01	2.37		0.00	2.78	

Intersection Summary	
HCM 2010 Control Delay	19.9
HCM 2010 Level of Service	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	301	135	514	179	30	548
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	0	1
Capacity, veh/h	463	413	643	224	139	852
Arriving On Green	0.26	0.26	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1774.0	1583.3	1321.4	460.2	92.9	1531.9
Grp Volume(v), veh/h	327.2	146.7	0.0	753.3	628.3	0.0
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1781.5	1790.8	0.0
Q Serve(g_s), s	5.3	2.4	0.0	11.9	0.0	0.0
Cycle Q Clear(g_c), s	5.3	2.4	0.0	11.9	8.3	0.0
Proportion In Lane	1.000	1.000		0.258	0.052	
Lane Grp Cap(c), veh/h	462.6	412.9	0.0	867.3	991.3	0.0
V/C Ratio(X)	0.707	0.355	0.000	0.869	0.634	0.000
Avail Cap(c_a), veh/h	895.6	799.3	0.0	899.4	1020.4	0.0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	1.000	0.000
Uniform Delay (d), s/veh	10.6	9.5	0.0	7.2	6.3	0.0
Incr Delay (d2), s/veh	2.0	0.5	0.0	8.9	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	12.6	10.1	0.0	16.1	7.5	0.0
Lane Group LOS	B	B		B	A	
Approach Volume, veh/h	474		753			628
Approach Delay, s/veh	11.8		16.1			7.5
Approach LOS	B		B			A

Timer						
Assigned Phase			2			6
Phase Duration (G+Y+Rc), s			19.43			19.43
Change Period (Y+Rc), s			4.00			4.00
Max Green Setting (Gmax), s			16.00			16.00
Max Q Clear Time (g_c+I1), s			13.91			10.28
Green Extension Time (p_c)			1.52			3.71

Intersection Summary	
HCM 2010 Control Delay	12.1
HCM 2010 Level of Service	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	61	61	468	76	209	66	335	268	154	495	195
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	1	1	0	1	1	0	1	1	0	1	2	0
Capacity, veh/h	118	97	65	523	181	356	92	399	224	174	1136	308
Arriving On Green	0.07	0.09	0.09	0.29	0.32	0.32	0.05	0.36	0.36	0.10	0.40	0.40
Sat Flow, veh/h	1774.0	1040.2	699.2	1774.0	563.4	1104.5	1774.0	1122.0	629.6	1774.0	2823.4	766.8
Grp Volume(v), veh/h	92.4	0.0	110.9	508.7	0.0	244.6	71.7	0.0	568.5	167.4	354.2	330.6
Grp Sat Flow(s),veh/h/ln	1774.0	0.0	1739.4	1774.0	0.0	1667.8	1774.0	0.0	1751.6	1774.0	1862.7	1727.4
Q Serve(g_s), s	5.2	0.0	6.3	28.8	0.0	11.9	4.1	0.0	31.5	9.6	14.3	14.4
Cycle Q Clear(g_c), s	5.2	0.0	6.3	28.8	0.0	11.9	4.1	0.0	31.5	9.6	14.3	14.4
Proportion In Lane	1.000		0.402	1.000		0.662	1.000		0.359	1.000		0.444
Lane Grp Cap(c), veh/h	117.8	0.0	162.7	523.2	0.0	537.1	92.4	0.0	623.6	174.4	749.2	694.8
V/C Ratio(X)	0.785	0.000	0.681	0.972	0.000	0.455	0.776	0.000	0.912	0.960	0.473	0.476
Avail Cap(c_a), veh/h	209.3	0.0	273.6	523.2	0.0	557.4	174.4	0.0	654.3	174.4	749.2	694.8
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	1.000	1.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	46.8	0.0	44.6	35.5	0.0	27.4	47.6	0.0	31.2	45.7	22.4	22.5
Incr Delay (d2), s/veh	10.8	0.0	4.9	32.2	0.0	0.6	13.0	0.0	16.7	56.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	57.6	0.0	49.6	67.7	0.0	28.0	60.6	0.0	47.9	101.9	22.9	23.0
Lane Group LOS	E		D	E		C	E		D	F	C	C
Approach Volume, veh/h		203			753			640			852	
Approach Delay, s/veh		53.2			54.8			49.3			38.5	
Approach LOS		D			D			D			D	

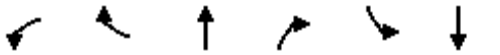
Timer												
Assigned Phase	7	4		3	8		5	2		1	6	
Phase Duration (G+Y+Rc), s	10.75	13.51		34.00	36.76		9.30	40.21		14.00	44.92	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s	12.00	16.00		30.00	34.00		10.00	38.00		10.00	38.00	
Max Q Clear Time (g_c+I1), s	7.22	8.28		30.84	13.85		6.06	33.48		11.56	16.39	
Green Extension Time (p_c)	0.07	1.24		0.00	2.03		0.04	2.74		0.00	7.55	

Intersection Summary	
HCM 2010 Control Delay	47.6
HCM 2010 Level of Service	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	310	598	25	418	0	0	0	0	100	0	69
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	0	1863
Adj Flow Rate, veh/h	0	337	650	27	454	0				109	0	75
Adj No. of Lanes	0	1	1	1	1	0				1	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	944	802	47	1221	0				176	0	157
Arrive On Green	0.00	0.51	0.51	0.03	0.66	0.00				0.10	0.00	0.10
Sat Flow, veh/h	0	1863	1583	1774	1863	0				1774	0	1583
Grp Volume(v), veh/h	0	337	650	27	454	0				109	0	75
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1774	1863	0				1774	0	1583
Q Serve(g_s), s	0.0	3.6	11.2	0.5	3.6	0.0				1.9	0.0	1.5
Cycle Q Clear(g_c), s	0.0	3.6	11.2	0.5	3.6	0.0				1.9	0.0	1.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	944	802	47	1221	0				176	0	157
V/C Ratio(X)	0.00	0.36	0.81	0.57	0.37	0.00				0.62	0.00	0.48
Avail Cap(c_a), veh/h	0	1084	921	217	1540	0				272	0	242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.9	6.7	15.7	2.6	0.0				14.1	0.0	13.9
Incr Delay (d2), s/veh	0.0	0.2	4.9	10.4	0.2	0.0				3.5	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(0%),veh/ln	0.0	1.8	5.8	0.4	1.8	0.0				1.1	0.0	0.7
LnGrp Delay(d),s/veh	0.0	5.1	11.6	26.2	2.7	0.0				17.6	0.0	16.1
LnGrp LOS		A	B	C	A					B		B
Approach Vol, veh/h		987			481						184	
Approach Delay, s/veh		9.4			4.1						17.0	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		25.4			4.9	20.5		7.2
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		27.0			4.0	19.0		5.0
Max Q Clear Time (g_c+I1), s		5.6			2.5	13.2		3.9
Green Ext Time (p_c), s		7.2			0.0	3.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A



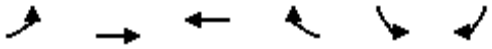
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	374	88	344	131	42	471
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	394	93	362	138	44	496
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	447	105	586	498	70	863
Arrive On Green	0.32	0.32	0.31	0.31	0.04	0.46
Sat Flow, veh/h	1400	331	1863	1583	1774	1863
Grp Volume(v), veh/h	488	0	362	138	44	496
Grp Sat Flow(s),veh/h/ln	1734	0	1863	1583	1774	1863
Q Serve(g_s), s	9.8	0.0	6.1	2.4	0.9	7.2
Cycle Q Clear(g_c), s	9.8	0.0	6.1	2.4	0.9	7.2
Prop In Lane	0.81	0.19		1.00	1.00	
Lane Grp Cap(c), veh/h	553	0	586	498	70	863
V/C Ratio(X)	0.88	0.00	0.62	0.28	0.63	0.58
Avail Cap(c_a), veh/h	756	0	863	733	242	1320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	0.0	10.7	9.4	17.4	7.2
Incr Delay (d2), s/veh	9.2	0.0	1.1	0.3	9.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(0%),veh/ln	6.0	0.0	3.3	1.1	0.6	3.7
LnGrp Delay(d),s/veh	21.1	0.0	11.8	9.7	26.3	7.8
LnGrp LOS	C		B	A	C	A
Approach Vol, veh/h	488		500			540
Approach Delay, s/veh	21.1		11.2			9.3
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.4	15.5				21.0		15.7
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	5.0	17.0				26.0		16.0
Max Q Clear Time (g_c+I1), s	2.9	8.1				9.2		11.8
Green Ext Time (p_c), s	0.0	3.5				4.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	36	868	936	15	15	75
Number	5	2	6	16	7	14
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	0.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	2	2	0	1	0
Capacity, veh/h	41	2475	1372	22	0	0
Arriving On Green	0.02	0.70	0.38	0.38	0.00	0.00
Sat Flow, veh/h	1774.0	3632.4	3656.7	58.6	0.0	
Grp Volume(v), veh/h	39.1	943.5	518.3	515.4	0.0	
Grp Sat Flow(s),veh/h/ln	1774.0	1769.6	1862.7	1852.4	0.0	
Q Serve(g_s), s	0.3	1.5	3.2	3.2	0.0	
Cycle Q Clear(g_c), s	0.3	1.5	3.2	3.2	0.0	
Proportion In Lane	1.000			0.032	0.000	
Lane Grp Cap(c), veh/h	41.3	2474.7	698.7	694.9	0.0	
V/C Ratio(X)	0.946	0.381	0.742	0.742	0.000	
Avail Cap(c_a), veh/h	667.0	2927.5	698.7	694.9	0.0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.000	1.000	1.000	1.000	0.000	
Uniform Delay (d), s/veh	6.5	0.8	3.6	3.6	0.0	
Incr Delay (d2), s/veh	52.4	0.1	4.2	4.3	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	
Lane Group Delay (d), s/veh	58.8	0.9	7.8	7.9	0.0	
Lane Group LOS	E	A	A	A		
Approach Volume, veh/h		983	1034		0	
Approach Delay, s/veh		3.2	7.9		0.0	
Approach LOS		A	A			

Timer			
Assigned Phase	5	2	6
Phase Duration (G+Y+Rc), s	4.31	13.30	8.99
Change Period (Y+Rc), s	4.00	4.00	4.00
Max Green Setting (Gmax), s	5.00	11.00	2.00
Max Q Clear Time (g_c+I1), s	2.29	3.45	5.20
Green Extension Time (p_c)	0.01	5.85	0.00

Intersection Summary	
HCM 2010 Control Delay	5.6
HCM 2010 Level of Service	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	426	232	565	894	363	650
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	0.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	2	0	2	1	1	2
Capacity, veh/h	0	0	2510	1123	303	3282
Arriving On Green	0.00	0.00	0.71	0.71	0.17	0.93
Sat Flow, veh/h	0.0		3632.4	1583.3	1774.0	3632.4
Grp Volume(v), veh/h	0.0		614.1	808.7	394.6	706.5
Grp Sat Flow(s),veh/h/ln	0.0		1769.6	1583.3	1774.0	1769.6
Q Serve(g_s), s	0.0		6.7	33.4	18.8	2.0
Cycle Q Clear(g_c), s	0.0		6.7	33.4	18.8	2.0
Proportion In Lane	0.000			1.000	1.000	
Lane Grp Cap(c), veh/h	0.0		2509.6	1122.7	303.2	3281.8
V/C Ratio(X)	0.000		0.245	0.720	1.301	0.215
Avail Cap(c_a), veh/h	0.0		2509.6	1122.7	303.2	3359.0
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	0.000		1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	0.0		5.6	9.5	45.6	0.4
Incr Delay (d2), s/veh	0.0		0.2	4.0	157.7	0.2
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	0.0		5.9	13.5	203.3	0.5
Lane Group LOS			A	B	F	A
Approach Volume, veh/h	0		1423			1101
Approach Delay, s/veh	0.0		10.2			73.2
Approach LOS			B			E

Timer					
Assigned Phase		2		1	6
Phase Duration (G+Y+Rc), s		86.00		24.00	110.00
Change Period (Y+Rc), s		8.00		5.20	8.00
Max Green Setting (Gmax), s		78.00		18.80	104.40
Max Q Clear Time (g_c+I1), s		35.41		20.80	4.00
Green Extension Time (p_c)		17.66		0.00	20.81

Intersection Summary	
HCM 2010 Control Delay	37.7
HCM 2010 Level of Service	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	105	93	254	125	420	196	1864	446	415	1648	20
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	2	1	1	1	3	1	2	3	0
Capacity, veh/h	124	185	157	419	316	268	245	2177	678	478	2223	26
Arriving On Green	0.10	0.10	0.10	0.17	0.17	0.17	0.14	0.43	0.43	0.14	0.43	0.43
Sat Flow, veh/h	1248.3	1862.7	1583.3	2470.0	1862.7	1583.3	1774.0	1583.3	1583.3	3441.6	5182.7	59.7
Grp Volume(v), veh/h	16.3	114.1	70.7	276.1	135.9	271.7	213.0	2026.1	376.1	451.1	1171.6	640.3
Grp Sat Flow(s),veh/h/ln	1248.3	1862.7	1583.3	1235.0	1862.7	1583.3	1774.0	1695.1	1583.3	1720.8	1695.1	1852.2
Q Serve(g_s), s	1.4	7.1	5.1	12.6	7.9	20.5	14.2	45.8	21.6	15.7	36.5	36.5
Cycle Q Clear(g_c), s	1.4	7.1	5.1	12.6	7.9	20.5	14.2	45.8	21.6	15.7	36.5	36.5
Proportion In Lane	1.000		1.000	1.000		1.000	1.000		1.000	1.000		0.032
Lane Grp Cap(c), veh/h	123.7	184.5	156.9	418.5	315.6	268.3	244.9	2177.3	677.9	477.9	1454.3	794.5
V/C Ratio(X)	0.132	0.618	0.450	0.660	0.430	1.013	0.870	0.931	0.555	0.944	0.806	0.806
Avail Cap(c_a), veh/h	165.1	246.3	209.4	418.5	315.6	268.3	244.9	2177.3	677.9	477.9	1454.3	794.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	49.8	52.3	51.4	47.0	45.0	50.2	51.1	32.9	25.9	51.6	30.1	30.1
Incr Delay (d2), s/veh	0.5	3.4	2.0	7.9	4.2	58.3	31.9	8.7	3.3	29.3	4.9	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	50.2	55.7	53.4	54.9	49.3	108.5	82.9	41.6	29.2	80.9	35.0	38.7
Lane Group LOS	D	E	D	D	D	F	F	D	C	F	D	D
Approach Volume, veh/h		201			684			2615			2263	
Approach Delay, s/veh		54.4			75.1			43.2			45.2	
Approach LOS		D			E			D			D	

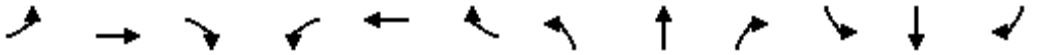
Timer												
Assigned Phase		8			4		1	6		5	2	
Phase Duration (G+Y+Rc), s		16.59			25.10		20.90	58.30		21.00	58.40	
Change Period (Y+Rc), s		4.60			4.60		4.20	6.50		4.20	6.50	
Max Green Setting (Gmax), s		16.00			20.50		16.70	51.80		16.80	51.90	
Max Q Clear Time (g_c+I1), s		9.11			22.50		16.23	47.82		17.72	38.50	
Green Extension Time (p_c)		0.40			0.00		0.03	3.92		0.00	12.89	

Intersection Summary		
HCM 2010 Control Delay	48.1	
HCM 2010 Level of Service	D	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	255	300	145	183	426	180	1915	208	311	1450	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	1	1	1	1	3	1	2	3	0
Capacity, veh/h	143	319	271	169	346	294	220	2312	720	385	2065	128
Arriving On Green	0.08	0.17	0.17	0.10	0.19	0.19	0.12	0.45	0.45	0.11	0.42	0.42
Sat Flow, veh/h	1774.0	1583.3	1583.3	1774.0	1583.3	1583.3	1774.0	1583.3	1583.3	3441.6	4895.6	303.7
Grp Volume(v), veh/h	135.9	277.2	163.0	157.6	198.9	245.7	195.7	2081.5	160.9	338.0	1091.2	582.7
Grp Sat Flow(s),veh/h/ln	1774.0	1862.7	1583.3	1774.0	1862.7	1583.3	1774.0	1695.1	1583.3	1720.8	1695.1	1809.1
Q Serve(g_s), s	10.4	19.8	13.0	12.0	13.3	20.4	14.8	51.6	8.4	13.2	37.4	37.5
Cycle Q Clear(g_c), s	10.4	19.8	13.0	12.0	13.3	20.4	14.8	51.6	8.4	13.2	37.4	37.5
Proportion In Lane	1.000		1.000	1.000		1.000	1.000		1.000	1.000		0.168
Lane Grp Cap(c), veh/h	143.1	318.5	270.7	169.1	345.8	294.0	220.3	2311.6	719.7	385.3	1430.0	763.1
V/C Ratio(X)	0.950	0.870	0.602	0.932	0.575	0.836	0.888	0.900	0.224	0.877	0.763	0.764
Avail Cap(c_a), veh/h	143.1	366.0	311.1	169.1	387.9	329.7	260.1	2311.6	719.7	398.7	1430.0	763.1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	62.4	55.1	52.2	61.3	50.6	53.5	58.8	34.3	22.6	59.6	33.6	33.6
Incr Delay (d2), s/veh	59.9	18.0	2.5	49.7	1.7	15.5	26.1	6.2	0.7	18.9	3.9	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	122.4	73.0	54.8	111.0	52.3	69.0	84.9	40.5	23.3	78.6	37.5	40.8
Lane Group LOS	F	E	D	F	D	E	F	D	C	E	D	D
Approach Volume, veh/h		576			602			2438			2012	
Approach Delay, s/veh		79.5			74.5			43.0			45.4	
Approach LOS		E			E			D			D	

Timer												
Assigned Phase	7	4		3	8		5	2		1	6	
Phase Duration (G+Y+Rc), s	15.00	28.92		17.00	30.92		24.94	70.00		20.47	65.53	
Change Period (Y+Rc), s	4.00	5.60		4.00	5.60		8.00	8.00		5.20	8.00	
Max Green Setting (Gmax), s	11.00	26.80		13.00	28.40		20.00	62.00		15.80	57.40	
Max Q Clear Time (g_c+I1), s	12.40	21.77		14.03	22.40		16.81	53.55		15.19	39.47	
Green Extension Time (p_c)	0.00	1.96		0.00	2.22		0.14	8.16		0.08	16.83	

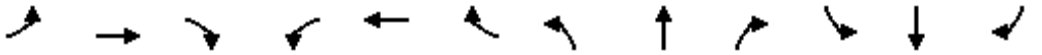
Intersection Summary	
HCM 2010 Control Delay	50.9
HCM 2010 Level of Service	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	990	148	127	1140	340	216	320	141	335	246	90
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	1	2	1	1	2	1	1	1	1	2	1	0
Capacity, veh/h	149	1246	557	170	1286	756	239	387	329	393	248	85
Arriving On Green	0.08	0.35	0.35	0.10	0.36	0.36	0.13	0.21	0.21	0.11	0.19	0.19
Sat Flow, veh/h	1774.0	1583.3	1583.3	1774.0	1583.3	1583.3	1774.0	1583.3	1583.3	3441.6	1328.9	453.8
Grp Volume(v), veh/h	119.6	1076.1	154.3	138.0	1239.1	267.4	234.8	347.8	104.3	364.1	0.0	358.7
Grp Sat Flow(s),veh/h/ln	1774.0	1769.6	1583.3	1774.0	1769.6	1583.3	1774.0	1862.7	1583.3	1720.8	0.0	1782.7
Q Serve(g_s), s	6.4	27.3	6.7	7.3	33.0	10.2	12.7	17.5	5.4	10.1	0.0	18.0
Cycle Q Clear(g_c), s	6.4	27.3	6.7	7.3	33.0	10.2	12.7	17.5	5.4	10.1	0.0	18.0
Proportion In Lane	1.000		1.000	1.000		1.000	1.000		1.000	1.000		0.255
Lane Grp Cap(c), veh/h	149.2	1245.8	557.3	169.6	1286.3	756.3	239.5	386.9	328.8	393.1	0.0	333.2
V/C Ratio(X)	0.801	0.864	0.277	0.814	0.963	0.354	0.980	0.899	0.317	0.926	0.000	1.077
Avail Cap(c_a), veh/h	217.4	1249.6	559.0	235.8	1286.3	756.3	239.5	386.9	328.8	393.1	0.0	333.2
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	43.3	29.1	22.4	42.7	30.0	15.8	41.5	37.2	32.4	42.2	0.0	39.2
Incr Delay (d2), s/veh	12.6	6.5	0.3	13.9	17.7	1.3	52.4	26.3	2.5	27.7	0.0	71.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	55.9	35.5	22.7	56.7	47.7	17.1	94.0	63.4	34.9	70.0	0.0	110.3
Lane Group LOS	E	D	C	E	D	B	F	E	C	E		F
Approach Volume, veh/h		1350			1645			687			723	
Approach Delay, s/veh		35.9			43.5			69.5			90.0	
Approach LOS		D			D			E			F	

Timer												
Assigned Phase	1	6		5	2		7	4		3	8	
Phase Duration (G+Y+Rc), s	13.30	40.90		14.40	42.00		17.00	26.00		15.00	24.00	
Change Period (Y+Rc), s	5.20	7.00		5.20	7.00		4.00	6.00		4.00	6.00	
Max Green Setting (Gmax), s	11.80	34.00		12.80	35.00		13.00	20.00		11.00	18.00	
Max Q Clear Time (g_c+I1), s	8.37	29.26		9.35	35.02		14.71	19.52		12.09	20.00	
Green Extension Time (p_c)	0.07	4.26		0.09	0.00		0.00	0.24		0.00	0.00	

Intersection Summary	
HCM 2010 Control Delay	52.9
HCM 2010 Level of Service	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	485	1793	275	242	1050	85	240	196	291	90	204	480
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	2	1	1	2	1	2	1	1	1	1	2
Capacity, veh/h	573	1829	818	260	1759	787	265	282	240	109	254	843
Arriving On Green	0.17	0.52	0.52	0.15	0.50	0.50	0.08	0.15	0.15	0.06	0.14	0.14
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	1583.3	1583.3	3441.6	1583.3	1583.3	1774.0	2786.7	2786.7
Grp Volume(v), veh/h	510.5	1887.4	289.5	254.7	1105.3	89.5	252.6	206.3	148.4	94.7	214.7	505.3
Grp Sat Flow(s),veh/h/ln	1720.8	1769.6	1583.3	1774.0	1769.6	1583.3	1720.8	1862.7	1583.3	1774.0	1862.7	1393.3
Q Serve(g_s), s	18.8	67.0	10.0	18.6	29.6	3.9	9.5	13.7	11.4	6.9	14.6	15.2
Cycle Q Clear(g_c), s	18.8	67.0	10.0	18.6	29.6	3.9	9.5	13.7	11.4	6.9	14.6	15.2
Proportion In Lane	1.000		1.000	1.000		1.000	1.000		1.000	1.000		1.000
Lane Grp Cap(c), veh/h	572.6	1829.0	818.2	260.0	1758.8	786.8	265.5	282.3	240.0	109.5	253.6	843.0
V/C Ratio(X)	0.892	1.032	0.354	0.980	0.628	0.114	0.952	0.731	0.618	0.865	0.847	0.599
Avail Cap(c_a), veh/h	663.6	1829.0	818.2	260.0	1758.8	786.8	265.5	287.3	244.2	109.5	258.6	850.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	52.9	31.3	9.4	55.1	23.9	17.4	59.6	52.5	51.5	60.3	54.7	23.0
Incr Delay (d2), s/veh	13.0	29.7	0.3	50.0	0.7	0.1	42.1	9.0	4.6	47.0	21.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	65.9	61.1	9.7	105.2	24.6	17.5	101.7	61.5	56.0	107.3	76.5	24.1
Lane Group LOS	E	F	A	F	C	B	F	E	E	F	E	C
Approach Volume, veh/h		2687			1449			607			815	
Approach Delay, s/veh		56.4			38.3			76.9			47.6	
Approach LOS		E			D			E			D	

Timer												
Assigned Phase	7	4		3	8		5	2		1	6	
Phase Duration (G+Y+Rc), s	25.57	71.00		23.00	68.43		14.00	23.65		12.00	21.65	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s	25.00	67.00		19.00	61.00		10.00	20.00		8.00	18.00	
Max Q Clear Time (g_c+I1), s	20.82	69.00		20.55	31.62		11.48	15.70		8.86	17.15	
Green Extension Time (p_c)	0.75	0.00		0.00	24.78		0.00	2.15		0.00	0.50	

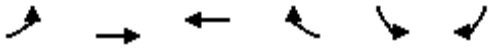
Intersection Summary	
HCM 2010 Control Delay	52.7
HCM 2010 Level of Service	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	203	150	428	269	100	421
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	0	1
Capacity, veh/h	364	324	556	349	235	676
Arriving On Green	0.20	0.20	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1774.0	1583.3	1070.9	673.1	282.2	960.2
Grp Volume(v), veh/h	220.7	163.0	0.0	757.6	566.3	0.0
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1744.0	1470.5	0.0
Q Serve(g_s), s	3.3	2.6	0.0	10.7	0.0	0.0
Cycle Q Clear(g_c), s	3.3	2.6	0.0	10.7	6.9	0.0
Proportion In Lane	1.000	1.000		0.386	0.192	
Lane Grp Cap(c), veh/h	363.6	324.5	0.0	904.6	911.0	0.0
V/C Ratio(X)	0.607	0.502	0.000	0.837	0.622	0.000
Avail Cap(c_a), veh/h	980.5	875.1	0.0	963.9	951.3	0.0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	1.000	0.000
Uniform Delay (d), s/veh	10.4	10.2	0.0	5.9	4.9	0.0
Incr Delay (d2), s/veh	1.6	1.2	0.0	6.3	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	12.1	11.4	0.0	12.2	6.0	0.0
Lane Group LOS	B	B		B	A	
Approach Volume, veh/h	384		758			566
Approach Delay, s/veh	11.8		12.2			6.0
Approach LOS	B		B			A

Timer	
Assigned Phase	2	6
Phase Duration (G+Y+Rc), s	19.02	19.02
Change Period (Y+Rc), s	4.00	4.00
Max Green Setting (Gmax), s	16.00	16.00
Max Q Clear Time (g_c+I1), s	12.70	8.90
Green Extension Time (p_c)	2.32	4.46

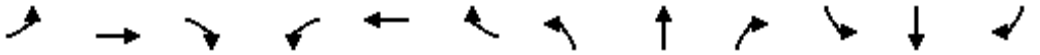
Intersection Summary	
HCM 2010 Control Delay	10.1
HCM 2010 Level of Service	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	86	1253	1153	40	20	126
Number	5	2	6	16	7	14
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	0.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	2	2	0	1	0
Capacity, veh/h	108	2611	1486	52	0	0
Arriving On Green	0.06	0.74	0.42	0.42	0.00	0.00
Sat Flow, veh/h	1774.0	3632.4	3580.3	124.1	0.0	
Grp Volume(v), veh/h	93.5	1362.0	651.8	645.0	0.0	
Grp Sat Flow(s),veh/h/ln	1774.0	1769.6	1862.7	1840.8	0.0	
Q Serve(g_s), s	0.8	2.5	4.8	4.8	0.0	
Cycle Q Clear(g_c), s	0.8	2.5	4.8	4.8	0.0	
Proportion In Lane	1.000			0.067	0.000	
Lane Grp Cap(c), veh/h	107.7	2611.5	773.1	764.0	0.0	
V/C Ratio(X)	0.868	0.522	0.843	0.844	0.000	
Avail Cap(c_a), veh/h	581.3	2783.2	773.1	764.0	0.0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.000	1.000	1.000	1.000	0.000	
Uniform Delay (d), s/veh	7.1	0.9	4.0	4.0	0.0	
Incr Delay (d2), s/veh	18.2	0.2	8.4	8.6	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	
Lane Group Delay (d), s/veh	25.3	1.0	12.4	12.6	0.0	
Lane Group LOS	C	A	B	B		
Approach Volume, veh/h		1455	1297		0	
Approach Delay, s/veh		2.6	12.5		0.0	
Approach LOS		A	B			

Timer			
Assigned Phase	5	2	6
Phase Duration (G+Y+Rc), s	4.93	15.26	10.33
Change Period (Y+Rc), s	4.00	4.00	4.00
Max Green Setting (Gmax), s	5.00	12.00	3.00
Max Q Clear Time (g_c+I1), s	2.80	4.50	6.81
Green Extension Time (p_c)	0.03	6.76	0.00

Intersection Summary	
HCM 2010 Control Delay	7.3
HCM 2010 Level of Service	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	39	61	388	76	209	66	335	248	134	495	195
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	1	1	0	1	1	0	1	1	0	1	2	0
Capacity, veh/h	119	74	77	459	158	310	93	425	213	179	1163	316
Arriving On Green	0.07	0.09	0.09	0.26	0.28	0.28	0.05	0.36	0.36	0.10	0.41	0.41
Sat Flow, veh/h	1774.0	832.8	875.5	1774.0	563.4	1104.5	1774.0	1171.5	587.5	1774.0	2823.4	766.8
Grp Volume(v), veh/h	92.4	0.0	87.0	421.7	0.0	244.6	71.7	0.0	546.7	145.7	354.2	330.6
Grp Sat Flow(s),veh/h/ln	1774.0	0.0	1708.2	1774.0	0.0	1667.8	1774.0	0.0	1759.1	1774.0	1862.7	1727.4
Q Serve(g_s), s	4.3	0.0	4.1	19.6	0.0	10.5	3.4	0.0	24.3	6.8	11.7	11.8
Cycle Q Clear(g_c), s	4.3	0.0	4.1	19.6	0.0	10.5	3.4	0.0	24.3	6.8	11.7	11.8
Proportion In Lane	1.000		0.512	1.000		0.662	1.000		0.334	1.000		0.444
Lane Grp Cap(c), veh/h	119.0	0.0	150.8	459.5	0.0	467.4	92.5	0.0	638.9	178.7	767.0	711.3
V/C Ratio(X)	0.776	0.000	0.576	0.918	0.000	0.523	0.776	0.000	0.856	0.815	0.462	0.465
Avail Cap(c_a), veh/h	230.2	0.0	322.5	502.3	0.0	570.6	188.4	0.0	726.4	188.4	769.2	713.3
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	1.000	1.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	38.9	0.0	37.1	30.5	0.0	25.7	39.7	0.0	24.9	37.3	18.1	18.1
Incr Delay (d2), s/veh	10.3	0.0	3.4	20.9	0.0	0.9	12.9	0.0	9.0	22.5	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	49.2	0.0	40.6	51.4	0.0	26.6	52.6	0.0	33.9	59.9	18.5	18.6
Lane Group LOS	D		D	D		C	D		C	E	B	B
Approach Volume, veh/h		179			666			618			830	
Approach Delay, s/veh		45.0			42.3			36.1			25.8	
Approach LOS		D			D			D			C	

Timer												
Assigned Phase	7	4		3	8		5	2		1	6	
Phase Duration (G+Y+Rc), s	9.69	11.48		25.95	27.75		8.42	34.78		12.54	38.90	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s	11.00	16.00		24.00	29.00		9.00	35.00		9.00	35.00	
Max Q Clear Time (g_c+I1), s	6.34	6.14		21.59	12.48		5.39	26.34		8.82	13.80	
Green Extension Time (p_c)	0.07	1.34		0.37	1.75		0.04	4.44		0.01	7.30	

Intersection Summary		
HCM 2010 Control Delay	34.9	
HCM 2010 Level of Service	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	318	626	25	430	0	0	0	0	100	1	69
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Adj Sat Flow Rate	0	1863	1863	1863	1863	0	0	0	0	1863	1863	1863
Lanes	0	1	1	1	1	0	0	0	0	0	1	1
Capacity, veh/h	0	864	734	0	864	0	0	0	0	227	2	205
Arriving On Green	0.00	0.46	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.13	0.13	0.13
Sat Flow, veh/h		1862.7	1583.3		1862.7	0.0		0		1757.3	17.6	1583.3
Grp Volume(v), veh/h		345.7	0.0		467.4	0.0		0.0		109.8	0.0	75.0
Grp Sat Flow(s),veh/h/ln		1862.7	1583.3		1862.7	0.0				1774.9	0.0	1583.3
Q Serve(g_s), s		2.4	0.0		3.5	0.0				1.1	0.0	0.9
Cycle Q Clear(g_c), s		2.4	0.0		3.5	0.0				1.1	0.0	0.9
Proportion In Lane			1.000			0.000				0.990		1.000
Lane Grp Cap(c), veh/h		864.1	734.4		864.1	0.0				229.5	0.0	204.7
V/C Ratio(X)		0.400	0.000		0.541	0.000				0.478	0.000	0.366
Avail Cap(c_a), veh/h		1705.2	1449.4		1705.2	0.0				1444.2	0.0	1288.4
HCM Platoon Ratio		1.00	1.00		1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)		1.000	0.000		1.000	0.000				1.000	0.000	1.000
Uniform Delay (d), s/veh		3.5	0.0		3.8	0.0				7.9	0.0	7.8
Incr Delay (d2), s/veh		0.3	0.0		0.5	0.0				1.5	0.0	1.1
Initial Q Delay(d3),s/veh		0.0	0.0		0.0	0.0				0.0	0.0	0.0
Lane Group Delay (d), s/veh		3.8	0.0		4.3	0.0				9.5	0.0	8.9
Lane Group LOS		A			A					A		A
Approach Volume, veh/h		346			467						185	
Approach Delay, s/veh		3.8			4.3						9.3	
Approach LOS		A			A						A	

Timer												
Assigned Phase		6			2						8	
Phase Duration (G+Y+Rc), s		13.12			13.12						6.54	
Change Period (Y+Rc), s		4.00			4.00						4.00	
Max Green Setting (Gmax), s		18.00			18.00						16.00	
Max Q Clear Time (g_c+I1), s		4.40			5.53						3.13	
Green Extension Time (p_c)		3.74			3.59						0.56	

Intersection Summary		
HCM 2010 Control Delay		5.0
HCM 2010 Level of Service		A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	284	0	0	310	267	50
Number	6	16	5	2	7	14
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking, Bus Adj	1.00	1.00	0.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	0	0	1863	1863	1863
Lanes	1	0	0	2	1	1
Capacity, veh/h	673	0	0	1278	432	386
Arriving On Green	0.36	0.00	0.00	0.36	0.24	0.24
Sat Flow, veh/h	1862.7	0.0		3725.5	1774.0	1583.3
Grp Volume(v), veh/h	308.7	0.0		337.0	290.2	54.3
Grp Sat Flow(s),veh/h/ln	1862.7	0.0		1769.6	1774.0	1583.3
Q Serve(g_s), s	2.6	0.0		1.4	3.0	0.5
Cycle Q Clear(g_c), s	2.6	0.0		1.4	3.0	0.5
Proportion In Lane		0.000			1.000	1.000
Lane Grp Cap(c), veh/h	672.5	0.0		1277.8	432.1	385.7
V/C Ratio(X)	0.459	0.000		0.264	0.672	0.141
Avail Cap(c_a), veh/h	1473.0	0.0		2798.8	1402.9	1252.1
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000		1.000	1.000	1.000
Uniform Delay (d), s/veh	5.0	0.0		4.6	6.9	6.0
Incr Delay (d2), s/veh	0.5	0.0		0.1	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0
Lane Group Delay (d), s/veh	5.4	0.0		4.7	8.7	6.2
Lane Group LOS	A			A	A	A
Approach Volume, veh/h	309			337	345	
Approach Delay, s/veh	5.4			4.7	8.3	
Approach LOS	A			A	A	

Timer						
Assigned Phase	6			2		
Phase Duration (G+Y+Rc), s	11.30			11.30		
Change Period (Y+Rc), s	4.00			4.00		
Max Green Setting (Gmax), s	16.00			16.00		
Max Q Clear Time (g_c+I1), s	4.57			3.36		
Green Extension Time (p_c)	2.74			2.88		

Intersection Summary	
HCM 2010 Control Delay	6.2
HCM 2010 Level of Service	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	328	83	344	114	51	471
Number	3	18	2	12	1	6
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking, Bus Adj	1.00	0.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863
Lanes	1	0	1	1	1	1
Capacity, veh/h	0	0	908	771	59	1416
Arriving On Green	0.00	0.00	0.49	0.49	0.03	0.76
Sat Flow, veh/h	0.0		1862.7	1583.3	1774.0	1862.7
Grp Volume(v), veh/h	0.0		362.1	120.0	53.7	495.8
Grp Sat Flow(s),veh/h/ln	0.0		1862.7	1583.3	1774.0	1862.7
Q Serve(g_s), s	0.0		2.1	0.7	0.5	1.5
Cycle Q Clear(g_c), s	0.0		2.1	0.7	0.5	1.5
Proportion In Lane	0.000			1.000	1.000	
Lane Grp Cap(c), veh/h	0.0		907.6	771.5	58.9	1416.1
V/C Ratio(X)	0.000		0.399	0.156	0.912	0.350
Avail Cap(c_a), veh/h	0.0		1786.6	1518.6	425.4	1786.6
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	0.000		1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	0.0		2.7	2.4	8.0	0.7
Incr Delay (d2), s/veh	0.0		0.3	0.1	35.9	0.1
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	0.0		3.0	2.5	44.0	0.8
Lane Group LOS			A	A	D	A
Approach Volume, veh/h	0		482			549
Approach Delay, s/veh	0.0		2.9			5.0
Approach LOS			A			A

Timer						
Assigned Phase			2		1	6
Phase Duration (G+Y+Rc), s			12.13		4.55	16.68
Change Period (Y+Rc), s			4.00		4.00	4.00
Max Green Setting (Gmax), s			16.00		4.00	16.00
Max Q Clear Time (g_c+I1), s			4.06		2.50	3.45
Green Extension Time (p_c)			4.06		0.01	4.17

Intersection Summary	
HCM 2010 Control Delay	4.0
HCM 2010 Level of Service	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	362	240	407	419	0	0	0	0	125	5	630
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Adj Sat Flow Rate	0	1863	1863	1863	1863	0	0	0	0	1863	1863	1863
Lanes	0	2	0	1	2	0	0	0	1	0	1	1
Capacity, veh/h	0	709	0	496	1914	0	0	0	0	543	22	503
Arriving On Green	0.00	0.19	0.00	0.28	0.54	0.00	0.00	0.00	0.00	0.32	0.32	0.32
Sat Flow, veh/h		3725.5	0.0	1774.0	3632.4	0.0		0		1708.9	68.4	1583.3
Grp Volume(v), veh/h		381.1	0.0	428.4	441.1	0.0		0.0		136.8	0.0	505.3
Grp Sat Flow(s),veh/h/ln		1862.7	0.0	1774.0	1769.6	0.0				1777.3	0.0	1583.3
Q Serve(g_s), s		5.2	0.0	13.0	3.7	0.0				3.2	0.0	18.0
Cycle Q Clear(g_c), s		5.2	0.0	13.0	3.7	0.0				3.2	0.0	18.0
Proportion In Lane			0.000	1.000		0.000				0.962		1.000
Lane Grp Cap(c), veh/h		709.3	0.0	496.4	1914.2	0.0				564.9	0.0	503.3
V/C Ratio(X)		0.537	0.000	0.863	0.230	0.000				0.242	0.000	1.004
Avail Cap(c_a), veh/h		1118.4	0.0	720.5	2750.0	0.0				564.9	0.0	503.3
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)		1.000	0.000	1.000	1.000	0.000				1.000	0.000	1.000
Uniform Delay (d), s/veh		20.7	0.0	19.4	6.8	0.0				14.3	0.0	19.3
Incr Delay (d2), s/veh		0.6	0.0	7.4	0.1	0.0				0.2	0.0	41.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
Lane Group Delay (d), s/veh		21.3	0.0	26.8	6.9	0.0				14.5	0.0	60.4
Lane Group LOS		C		C	A					B		F
Approach Volume, veh/h		381			869						642	
Approach Delay, s/veh		21.3			16.7						50.6	
Approach LOS		C			B						D	

Timer												
Assigned Phase		2		1	6						4	
Phase Duration (G+Y+Rc), s		14.78		19.85	34.63						22.00	
Change Period (Y+Rc), s		4.00		4.00	4.00						4.00	
Max Green Setting (Gmax), s		17.00		23.00	44.00						18.00	
Max Q Clear Time (g_c+I1), s		7.22		14.98	5.70						20.00	
Green Extension Time (p_c)		3.56		0.88	5.87						0.00	

Intersection Summary		
HCM 2010 Control Delay	29.1	
HCM 2010 Level of Service	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	195	292	0	0	661	125	180	5	215	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Adj Sat Flow Rate	1863	1863	0	0	1863	1863	1863	1863	1863	0	0	0
Lanes	1	2	0	0	2	0	0	1	1	0	0	0
Capacity, veh/h	276	2117	0	0	1266	0	339	9	311	0	0	0
Arriving On Green	0.16	0.60	0.00	0.00	0.34	0.00	0.20	0.20	0.20	0.00	0.00	0.00
Sat Flow, veh/h	1774.0	3632.4	0.0		3725.5	0.0	1728.3	48.0	1583.3		0	
Grp Volume(v), veh/h	212.0	317.4	0.0		718.5	0.0	201.1	0.0	201.1		0.0	
Grp Sat Flow(s),veh/h/ln	1774.0	1769.6	0.0		1862.7	0.0	1776.3	0.0	1583.3			
Q Serve(g_s), s	4.5	1.5	0.0		6.1	0.0	4.0	0.0	4.5			
Cycle Q Clear(g_c), s	4.5	1.5	0.0		6.1	0.0	4.0	0.0	4.5			
Proportion In Lane	1.000		0.000			0.000	0.973		1.000			
Lane Grp Cap(c), veh/h	275.7	2116.8	0.0		1266.4	0.0	348.7	0.0	310.8			
V/C Ratio(X)	0.769	0.150	0.000		0.567	0.000	0.577	0.000	0.647			
Avail Cap(c_a), veh/h	547.1	3274.3	0.0		1914.8	0.0	730.4	0.0	651.0			
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.000	1.000	0.000		1.000	0.000	1.000	0.000	1.000			
Uniform Delay (d), s/veh	15.8	3.5	0.0		10.5	0.0	14.2	0.0	14.4			
Incr Delay (d2), s/veh	4.5	0.0	0.0		0.4	0.0	1.5	0.0	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Lane Group Delay (d), s/veh	20.3	3.5	0.0		10.9	0.0	15.7	0.0	16.7			
Lane Group LOS	C	A			B		B		B			
Approach Volume, veh/h		529			718			402				
Approach Delay, s/veh		10.2			10.9			16.2				
Approach LOS		B			B			B				

Timer												
Assigned Phase	5	2			6			8				
Phase Duration (G+Y+Rc), s	10.05	27.27			17.23			11.64				
Change Period (Y+Rc), s	4.00	4.00			4.00			4.00				
Max Green Setting (Gmax), s	12.00	36.00			20.00			16.00				
Max Q Clear Time (g_c+I1), s	6.46	3.54			8.14			6.55				
Green Extension Time (p_c)	0.27	7.73			5.09			1.19				

Intersection Summary		
HCM 2010 Control Delay		12.0
HCM 2010 Level of Service		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	155	90	46	282	53	157	116	340	449	255	225	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	1	1	0	1	1	0	1	1	0	1	2	0
Capacity, veh/h	197	124	50	333	131	165	154	412	296	302	1401	366
Arriving On Green	0.11	0.10	0.10	0.19	0.17	0.17	0.09	0.41	0.41	0.17	0.49	0.49
Sat Flow, veh/h	1774.0	1266.7	506.7	1774.0	748.9	946.7	1774.0	1010.0	724.8	1774.0	2850.4	743.8
Grp Volume(v), veh/h	168.5	0.0	137.0	306.5	0.0	130.4	126.1	0.0	634.8	277.2	158.0	151.8
Grp Sat Flow(s),veh/h/ln	1774.0	0.0	1773.3	1774.0	0.0	1695.7	1774.0	0.0	1734.8	1774.0	1862.7	1731.5
Q Serve(g_s), s	11.0	0.0	8.9	19.9	0.0	8.1	8.2	0.0	40.1	18.0	5.5	5.7
Cycle Q Clear(g_c), s	11.0	0.0	8.9	19.9	0.0	8.1	8.2	0.0	40.1	18.0	5.5	5.7
Proportion In Lane	1.000		0.286	1.000		0.558	1.000		0.418	1.000		0.430
Lane Grp Cap(c), veh/h	197.2	0.0	173.5	332.9	0.0	295.7	154.0	0.0	707.9	302.0	915.5	851.0
V/C Ratio(X)	0.855	0.000	0.789	0.921	0.000	0.441	0.819	0.000	0.897	0.918	0.173	0.178
Avail Cap(c_a), veh/h	256.7	0.0	241.5	347.3	0.0	317.6	271.8	0.0	959.9	302.0	1062.4	987.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	1.000	1.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	51.3	0.0	51.8	46.9	0.0	43.4	52.7	0.0	32.5	47.9	16.6	16.6
Incr Delay (d2), s/veh	19.1	0.0	11.2	28.5	0.0	1.0	10.2	0.0	8.7	31.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	70.4	0.0	63.0	75.3	0.0	44.4	62.9	0.0	41.2	79.3	16.7	16.7
Lane Group LOS	E		E	E		D	E		D	E	B	B
Approach Volume, veh/h		305			437			761			587	
Approach Delay, s/veh		67.1			66.1			44.8			46.3	
Approach LOS		E			E			D			D	

Timer												
Assigned Phase	7	4		3	8		5	2		1	6	
Phase Duration (G+Y+Rc), s	17.06	15.50		26.04	24.48		14.20	51.93		24.00	61.74	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s	17.00	16.00		23.00	22.00		18.00	65.00		20.00	67.00	
Max Q Clear Time (g_c+I1), s	12.96	10.87		21.93	10.08		10.21	42.13		20.05	7.74	
Green Extension Time (p_c)	0.15	0.63		0.11	1.11		0.16	5.81		0.00	6.63	

Intersection Summary	
HCM 2010 Control Delay	52.9
HCM 2010 Level of Service	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	261	365	45	695	0	0	0	0	137	0	269
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Adj Sat Flow Rate	0	1863	1863	1863	1863	0	0	0	0	1863	0	1863
Lanes	0	1	1	1	1	0	0	0	0	0	1	1
Capacity, veh/h	0	347	295	0	855	0	0	0	0	0	0	321
Arriving On Green	0.00	0.19	0.19	0.00	0.46	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Sat Flow, veh/h		1862.7	1583.3		1862.7	0.0		0		0.0	0.0	1583.3
Grp Volume(v), veh/h		283.7	125.0		755.4	0.0		0.0		148.9	0.0	205.4
Grp Sat Flow(s),veh/h/ln		1862.7	1583.3		1862.7	0.0				0.0	0.0	1583.3
Q Serve(g_s), s		11.5	5.5		29.2	0.0				16.0	0.0	9.4
Cycle Q Clear(g_c), s		11.5	5.5		29.2	0.0				16.0	0.0	9.4
Proportion In Lane			1.000			0.000				1.000		1.000
Lane Grp Cap(c), veh/h		347.3	295.2		855.3	0.0				0.0	0.0	320.7
V/C Ratio(X)		0.817	0.423		0.883	0.000				0.000	0.000	0.641
Avail Cap(c_a), veh/h		518.7	440.9		1414.7	0.0				0.0	0.0	320.7
HCM Platoon Ratio		1.00	1.00		1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)		1.000	1.000		1.000	0.000				1.000	0.000	1.000
Uniform Delay (d), s/veh		30.8	28.4		19.4	0.0				0.0	0.0	28.9
Incr Delay (d2), s/veh		6.2	1.0		4.0	0.0				0.0	0.0	4.3
Initial Q Delay(d3),s/veh		0.0	0.0		0.0	0.0				0.0	0.0	0.0
Lane Group Delay (d), s/veh		37.1	29.4		23.4	0.0				0.0	0.0	33.1
Lane Group LOS		D	C		C							C
Approach Volume, veh/h		409			755						354	
Approach Delay, s/veh		34.7			23.4						19.2	
Approach LOS		C			C						B	

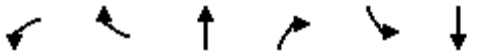
Timer												
Assigned Phase		6			2						8	
Phase Duration (G+Y+Rc), s		18.73			40.27						20.00	
Change Period (Y+Rc), s		4.00			4.00						4.00	
Max Green Setting (Gmax), s		22.00			60.00						16.00	
Max Q Clear Time (g_c+I1), s		13.55			31.15						18.00	
Green Extension Time (p_c)		1.18			5.12						0.00	

Intersection Summary	
HCM 2010 Control Delay	25.5
HCM 2010 Level of Service	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	290	0	0	338	518	75
Number	6	16	5	2	7	14
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking, Bus Adj	1.00	1.00	0.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	0	0	1863	1863	1863
Lanes	1	0	0	2	1	1
Capacity, veh/h	582	0	0	1106	703	627
Arriving On Green	0.31	0.00	0.00	0.31	0.40	0.40
Sat Flow, veh/h	1862.7	0.0		3725.5	1774.0	1583.3
Grp Volume(v), veh/h	315.2	0.0		367.4	563.0	81.5
Grp Sat Flow(s),veh/h/ln	1862.7	0.0		1769.6	1774.0	1583.3
Q Serve(g_s), s	3.8	0.0		2.2	7.7	0.9
Cycle Q Clear(g_c), s	3.8	0.0		2.2	7.7	0.9
Proportion In Lane		0.000			1.000	1.000
Lane Grp Cap(c), veh/h	581.9	0.0		1105.7	702.9	627.3
V/C Ratio(X)	0.542	0.000		0.332	0.801	0.130
Avail Cap(c_a), veh/h	1085.6	0.0		2062.6	1033.9	922.7
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000		1.000	1.000	1.000
Uniform Delay (d), s/veh	7.8	0.0		7.2	7.3	5.3
Incr Delay (d2), s/veh	0.8	0.0		0.2	2.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0
Lane Group Delay (d), s/veh	8.6	0.0		7.4	10.2	5.4
Lane Group LOS	A			A	B	A
Approach Volume, veh/h	315			367	645	
Approach Delay, s/veh	8.6			7.4	9.6	
Approach LOS	A			A	A	

Timer	
Assigned Phase	6	2
Phase Duration (G+Y+Rc), s	12.58	12.58
Change Period (Y+Rc), s	4.00	4.00
Max Green Setting (Gmax), s	16.00	16.00
Max Q Clear Time (g_c+I1), s	5.85	4.19
Green Extension Time (p_c)	2.73	2.96

Intersection Summary	
HCM 2010 Control Delay	8.7
HCM 2010 Level of Service	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	221	85	469	392	140	356
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	240	92	510	426	152	387
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	281	108	729	619	195	1102
Arrive On Green	0.23	0.23	0.39	0.39	0.11	0.59
Sat Flow, veh/h	1238	474	1863	1583	1774	1863
Grp Volume(v), veh/h	333	0	510	426	152	387
Grp Sat Flow(s),veh/h/ln	1717	0	1863	1583	1774	1863
Q Serve(g_s), s	8.2	0.0	10.2	9.9	3.7	4.7
Cycle Q Clear(g_c), s	8.2	0.0	10.2	9.9	3.7	4.7
Prop In Lane	0.72	0.28		1.00	1.00	
Lane Grp Cap(c), veh/h	390	0	729	619	195	1102
V/C Ratio(X)	0.85	0.00	0.70	0.69	0.78	0.35
Avail Cap(c_a), veh/h	621	0	1011	859	321	1516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	11.3	11.2	19.1	4.6
Incr Delay (d2), s/veh	6.6	0.0	1.3	1.4	6.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	5.4	4.5	2.1	2.4
LnGrp Delay(d),s/veh	23.0	0.0	12.6	12.6	25.7	4.8
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	333		936			539
Approach Delay, s/veh	23.0		12.6			10.7
Approach LOS	C		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.9	21.3				30.2		14.1
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	8.0	24.0				36.0		16.0
Max Q Clear Time (g_c+I1), s	5.7	12.2				6.7		10.2
Green Ext Time (p_c), s	0.1	5.2				7.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	816	300	303	381	0	0	0	0	120	5	205
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Adj Sat Flow Rate	0	1863	1863	1863	1863	0	0	0	0	1863	1863	1863
Lanes	0	2	0	1	2	0	0	0	1	0	1	1
Capacity, veh/h	0	1432	0	392	2393	0	0	0	0	311	13	289
Arriving On Green	0.00	0.38	0.00	0.22	0.68	0.00	0.00	0.00	0.00	0.18	0.18	0.18
Sat Flow, veh/h		3725.5	0.0	1774.0	3632.4	0.0		0		1706.3	71.1	1583.3
Grp Volume(v), veh/h		887.0	0.0	329.3	414.1	0.0		0.0		135.9	0.0	222.8
Grp Sat Flow(s),veh/h/ln		1862.7	0.0	1774.0	1769.6	0.0				1777.4	0.0	1583.3
Q Serve(g_s), s		10.9	0.0	10.0	2.4	0.0				3.8	0.0	7.6
Cycle Q Clear(g_c), s		10.9	0.0	10.0	2.4	0.0				3.8	0.0	7.6
Proportion In Lane			0.000	1.000		0.000				0.960		1.000
Lane Grp Cap(c), veh/h		1431.6	0.0	391.9	2392.6	0.0				324.1	0.0	288.7
V/C Ratio(X)		0.620	0.000	0.840	0.173	0.000				0.419	0.000	0.772
Avail Cap(c_a), veh/h		2242.6	0.0	565.4	3508.9	0.0				503.5	0.0	448.5
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)		1.000	0.000	1.000	1.000	0.000				1.000	0.000	1.000
Uniform Delay (d), s/veh		14.1	0.0	21.0	3.4	0.0				20.4	0.0	22.0
Incr Delay (d2), s/veh		0.4	0.0	7.6	0.0	0.0				0.9	0.0	4.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
Lane Group Delay (d), s/veh		14.5	0.0	28.6	3.4	0.0				21.3	0.0	26.3
Lane Group LOS		B		C	A					C		C
Approach Volume, veh/h		887			743						359	
Approach Delay, s/veh		14.5			14.6						24.4	
Approach LOS		B			B						C	

Timer				
Assigned Phase	2	1	6	4
Phase Duration (G+Y+Rc), s	25.71	16.48	42.18	14.30
Change Period (Y+Rc), s	4.00	4.00	4.00	4.00
Max Green Setting (Gmax), s	34.00	18.00	56.00	16.00
Max Q Clear Time (g_c+I1), s	12.87	12.03	4.43	9.56
Green Extension Time (p_c)	8.84	0.52	11.46	0.77

Intersection Summary	
HCM 2010 Control Delay	16.3
HCM 2010 Level of Service	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	635	301	0	0	439	150	245	5	547	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Adj Sat Flow Rate	1863	1863	0	0	1863	1863	1863	1863	1863	0	0	0
Lanes	1	2	0	0	2	0	0	1	1	0	0	0
Capacity, veh/h	694	2261	0	0	698	0	419	9	381	0	0	0
Arriving On Green	0.39	0.64	0.00	0.00	0.19	0.00	0.24	0.24	0.24	0.00	0.00	0.00
Sat Flow, veh/h	1774.0	3632.4	0.0		3725.5	0.0	1740.2	35.5	1583.3		0	
Grp Volume(v), veh/h	690.2	327.2	0.0		477.2	0.0	271.7	0.0	377.2		0.0	
Grp Sat Flow(s),veh/h/ln	1774.0	1769.6	0.0		1862.7	0.0	1775.7	0.0	1583.3			
Q Serve(g_s), s	25.8	2.4	0.0		7.9	0.0	9.1	0.0	15.8			
Cycle Q Clear(g_c), s	25.8	2.4	0.0		7.9	0.0	9.1	0.0	15.8			
Proportion In Lane	1.000		0.000			0.000	0.980		1.000			
Lane Grp Cap(c), veh/h	694.2	2260.8	0.0		697.6	0.0	427.6	0.0	381.3			
V/C Ratio(X)	0.994	0.145	0.000		0.684	0.000	0.635	0.000	0.989			
Avail Cap(c_a), veh/h	694.2	2450.3	0.0		897.1	0.0	427.6	0.0	381.3			
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.000	1.000	0.000		1.000	0.000	1.000	0.000	1.000			
Uniform Delay (d), s/veh	20.1	4.8	0.0		25.2	0.0	22.6	0.0	25.1			
Incr Delay (d2), s/veh	32.6	0.0	0.0		1.5	0.0	3.1	0.0	43.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Lane Group Delay (d), s/veh	52.8	4.8	0.0		26.6	0.0	25.7	0.0	68.2			
Lane Group LOS	D	A			C		C		E			
Approach Volume, veh/h		1017			477			649				
Approach Delay, s/veh		37.4			26.6			50.4				
Approach LOS		D			C			D				

Timer												
Assigned Phase	5	2			6			8				
Phase Duration (G+Y+Rc), s	30.00	46.44			16.44			20.00				
Change Period (Y+Rc), s	4.00	4.00			4.00			4.00				
Max Green Setting (Gmax), s	26.00	46.00			16.00			16.00				
Max Q Clear Time (g_c+I1), s	27.75	4.44			9.93			17.77				
Green Extension Time (p_c)	0.00	5.77			2.51			0.00				

Intersection Summary		
HCM 2010 Control Delay	38.9	
HCM 2010 Level of Service	D	

I-15 Interchanges Alternatives
Existing Plus Cumulative Projects Plus Project

Intersection	
Intersection Delay (sec/veh)	40.9
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	300	598	25	408	0	0	0	0	100	1	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	326	650	27	443	0	0	0	0	109	1	75
Number of Lanes	0	1	0	1	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	55.5	21.5	12.9
HCM LOS	F	C	B

Lane	EBLn1	WBLn1	WBLn2	SBLn1
Volume Left (%)	0%	100%	0%	59%
Volume Thru (%)	33%	0%	100%	1%
Volume Right (%)	67%	0%	0%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Volume by Lane	898	25	408	170
Left Turning Volume	300	0	408	1
Through Volume	598	0	0	69
Right Turning Volume	0	25	0	100
Lane Flow Rate	976	27	443	185
Geometry Group	5	7	7	2
Degree of Utilization, X	1	0.048	0.719	0.335
Departure Headway, Hd	5.006	6.338	5.839	6.522
Convergence(Y/N)	Yes	Yes	Yes	Yes
Capacity	732	563	616	551
Service Time	3.006	4.104	3.604	4.581
HCM Lane V/C Ratio	1.333	0.048	0.719	0.336
HCM Control Delay	55.5	9.4	22.2	12.9
HCM Lane LOS	F	A	C	B
HCM 95th Percentile Queue	127.2	0.2	7.6	1.5

Intersection	
Intersection Delay (sec/veh)	12.2
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	250	0	0	409	250	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	272	0	0	445	272	54
Number of Lanes	1	0	0	2	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	12.6	10.2	14.5
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Volume Left (%)	83%	0%	0%	0%
Volume Thru (%)	0%	100%	100%	100%
Volume Right (%)	17%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Volume by Lane	300	250	205	205
Left Turning Volume	0	250	205	205
Through Volume	50	0	0	0
Right Turning Volume	250	0	0	0
Lane Flow Rate	326	272	222	222
Geometry Group	2	5	7	7
Degree of Utilization, X	0.512	0.42	0.364	0.256
Departure Headway, Hd	5.656	5.57	5.899	4.141
Convergence(Y/N)	Yes	Yes	Yes	Yes
Capacity	639	647	609	867
Service Time	3.688	3.605	3.633	1.873
HCM Lane V/C Ratio	0.51	0.42	0.365	0.256
HCM Control Delay	14.5	12.6	12	8.3
HCM Lane LOS	B	B	B	A
HCM 95th Percentile Queue	3.1	2.2	1.7	1

Intersection	
Intersection Delay (sec/veh)	54.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	256	345	45	658	0	0	0	0	137	0	249
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	278	375	49	715	0	0	0	0	149	0	271
Number of Lanes	0	1	0	1	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	62.4	62.6	28.9
HCM LOS	F	F	D

Lane	EBLn1	WBLn1	WBLn2	SBLn1
Volume Left (%)	0%	100%	0%	35%
Volume Thru (%)	43%	0%	100%	0%
Volume Right (%)	57%	0%	0%	65%
Sign Control	Stop	Stop	Stop	Stop
Traffic Volume by Lane	601	45	658	386
Left Turning Volume	256	0	658	0
Through Volume	345	0	0	249
Right Turning Volume	0	45	0	137
Lane Flow Rate	653	49	715	420
Geometry Group	5	7	7	2
Degree of Utilization, X	1	0.103	1	0.772
Departure Headway, Hd	6.278	7.549	7.048	6.622
Convergence(Y/N)	Yes	Yes	Yes	Yes
Capacity	581	477	522	541
Service Time	4.278	5.249	4.748	4.712
HCM Lane V/C Ratio	1.124	0.103	1.37	0.776
HCM Control Delay	62.4	11.1	66.1	28.9
HCM Lane LOS	F	B	F	D
HCM 95th Percentile Queue	113.6	0.3	107.2	10

Intersection	
Intersection Delay (sec/veh)	35.5
Intersection LOS	E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	267	0	0	488	483	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	290	0	0	530	525	82
Number of Lanes	1	0	0	2	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	17.9	14.5	62.2
HCM LOS	C	B	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Volume Left (%)	87%	0%	0%	0%
Volume Thru (%)	0%	100%	100%	100%
Volume Right (%)	13%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Volume by Lane	558	267	244	244
Left Turning Volume	0	267	244	244
Through Volume	75	0	0	0
Right Turning Volume	483	0	0	0
Lane Flow Rate	607	290	265	265
Geometry Group	2	5	7	7
Degree of Utilization, X	1	0.554	0.528	0.397
Departure Headway, Hd	6.141	6.875	7.164	5.384
Convergence(Y/N)	Yes	Yes	Yes	Yes
Capacity	588	534	512	676
Service Time	4.226	4.786	4.793	3.061
HCM Lane V/C Ratio	1.032	0.543	0.518	0.392
HCM Control Delay	62.2	17.9	17.5	11.5
HCM Lane LOS	F	C	C	B
HCM 95th Percentile Queue	114.1	3.7	3.3	2

Intersection	
Intersection Delay (sec/veh)	35.1
Intersection LOS	E

Approach	EB	WB	NB	SB
Entry Lanes	1	1	0	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	976	470	0	185
Demand Flow Rate (pc/h)	996	480	0	188
Vehicles Circulating (pc/h)	140	0	444	480
Vehicles Exiting (pc/h)	528	444	692	0
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	53.3	7.8	0.0	8.5
Approach LOS	F	A	-	A

Lane	Left	Left	Left
Designated moves	TR	LT	LTR
Assumed Moves	TR	LT	LTR
Right Turn Channelized			
Lane Utilization	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193
Entry Flow Rate (pc/h)	996	480	188
Capacity, Entry Lane (pc/h)	982	1130	699
Entry HV Adjustment Factor	0.980	0.979	0.984
Flow Rate, Entry (vph)	976	470	185
Capacity, Entry (vph)	963	1107	688
Volume to Capacity Ratio	1.014	0.425	0.269
Control Delay (sec/veh)	53.3	7.8	8.5
Level of Service	F	A	A
95th-Percentile Queue (veh)	20	2	1

Intersection	
Intersection Delay (sec/veh)	9.2
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adjusted Approach Flow (vph)	272	445	326
Demand Flow Rate (pc/h)	277	454	332
Vehicles Circulating (pc/h)	0	277	277
Vehicles Exiting (pc/h)	731	332	0
Follow-Up Headway (s)	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000
Approach Delay (sec/veh)	5.5	11.7	8.9
Approach LOS	A	B	A

Lane	Left	Left	Left
Designated moves	TR	T	LR
Assumed Moves	TR	T	LR
Right Turn Channelized			
Lane Utilization	1.000	1.000	1.000
Critical Headway (s)	5.193	5.193	5.193
Entry Flow Rate (pc/h)	277	454	332
Capacity, Entry Lane (pc/h)	1130	857	857
Entry HV Adjustment Factor	0.980	0.980	0.982
Flow Rate, Entry (vph)	272	445	326
Capacity, Entry (vph)	1108	840	841
Volume to Capacity Ratio	0.245	0.530	0.388
Control Delay (sec/veh)	5.5	11.7	8.9
Level of Service	A	B	A
95th-Percentile Queue (veh)	1	3	2

Intersection	
Intersection Delay (sec/veh)	15.0
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	0	1
Conflicting Circle Lanes	1	1	1	1
Adjusted Approach Flow (vph)	653	764	0	420
Demand Flow Rate (pc/h)	666	779	0	428
Vehicles Circulating (pc/h)	202	0	436	779
Vehicles Exiting (pc/h)	729	436	432	0
Follow-Up Headway (s)	3.186	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000	1.000
Approach Delay (sec/veh)	17.1	13.6	0.0	14.4
Approach LOS	C	B	-	B

Lane	Left	Left		Left	Bypass
Designated moves	TR	LT		L	R
Assumed Moves	TR	LT		L	R
Right Turn Channelized					Yield
Lane Utilization	1.000	1.000		1.000	
Critical Headway (s)	5.193	5.193		5.193	
Entry Flow Rate (pc/h)	666	779		152	276
Capacity, Entry Lane (pc/h)	923	1130		518	545
Entry HV Adjustment Factor	0.981	0.980		0.980	0.980
Flow Rate, Entry (vph)	653	764		149	271
Capacity, Entry (vph)	906	1108		508	534
Volume to Capacity Ratio	0.721	0.689		0.293	0.507
Control Delay (sec/veh)	17.1	13.6		11.5	16.0
Level of Service	C	B		B	C
95th-Percentile Queue (veh)	6	6		1	3

Intersection	
Intersection Delay (sec/veh)	17.7
Intersection LOS	C

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adjusted Approach Flow (vph)	290	530	607
Demand Flow Rate (pc/h)	296	541	620
Vehicles Circulating (pc/h)	0	535	296
Vehicles Exiting (pc/h)	1076	296	0
Follow-Up Headway (s)	3.186	3.186	3.186
Ped Vol. Crossing Leg (#/hr)	0	0	0
Ped Capacity Adjustment	1.000	1.000	1.000
Approach Delay (sec/veh)	5.7	29.6	12.9
Approach LOS	A	D	B

Lane	Left	Left	Left	Bypass
Designated moves	T	T	L	R
Assumed Moves	T	T	L	R
Right Turn Channelized				Free
Lane Utilization	1.000	1.000	1.000	
Critical Headway (s)	5.193	5.193	5.193	
Entry Flow Rate (pc/h)	296	541	536	84
Capacity, Entry Lane (pc/h)	1130	662	840	1938
Entry HV Adjustment Factor	0.980	0.980	0.979	0.980
Flow Rate, Entry (vph)	290	530	525	82
Capacity, Entry (vph)	1108	649	823	1900
Volume to Capacity Ratio	0.262	0.818	0.638	0.043
Control Delay (sec/veh)	5.7	29.6	14.9	0.0
Level of Service	A	D	B	A
95th-Percentile Queue (veh)	1	9	5	0

Intersection	
Intersection Delay (sec/veh):	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	300	598	25	408	0	0	0	0	100	1	69
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		0	0		0	0		0	0		200
Median Width		12			12			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	326	650	27	443	0	0	0	0	109	1	75
Number of Lanes	0	1	0	1	1	0	0	0	0	1	0	1

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	976	0	-			1148	1473	222
Stage 1	-	-	-	-	-	-			497	497	-
Stage 2	-	-	-	-	-	-			651	976	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	707	-	0			176	127	818
Stage 1	0	-	-	-	-	0			555	545	-
Stage 2	0	-	-	-	-	0			457	329	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	707	-	-			171	122	818
Mov Capacity-2 Maneuver	-	-	-	-	-	-			171	122	-
Stage 1	-	-	-	-	-	-			-	524	-
Stage 2	-	-	-	-	-	-			457	329	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.6	37.7
HCM LOS	A	A	E

Lane	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (vph)					171	818
HCM Control Delay (s)	-	-	10.295	-	57	9.8
HCM Lane VC Ratio	-	-	0.038	-	0.636	0.092
HCM Lane LOS	-	-	B	-	F	A
HCM 95th Percentile Queue (veh)	-	-	0.12	-	3.584	0.302

Intersection	
Intersection Delay (sec/veh):	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	250	0	0	308	250	50
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	200
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	272	0	0	335	272	54
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	440	272
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	168	-
Follow-up Headway	-	0	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	0	0	-	545	726
Stage 1	-	0	0	-	749	-
Stage 2	-	0	0	-	844	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	545	726
Mov Capacity-2 Maneuver	-	-	-	-	545	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	16.7
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	545	726		
HCM Control Delay (s)	18	10.4	-	-
HCM Lane VC Ratio	0.499	0.075	-	-
HCM Lane LOS	C	B	-	-
HCM 95th Percentile Queue (veh)	2.76	0.242	-	-

Intersection	
Intersection Delay (sec/veh):	15.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	256	345	45	658	0	0	0	0	137	0	249
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		0	0		0	0		0	0		200
Median Width		12			12			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	278	375	49	715	0	0	0	0	149	0	271
Number of Lanes	0	1	0	1	1	0	0	0	0	1	0	1

Major/Minor	Major 1			Major 2					Minor 2		
Conflicting Flow Rate - All	-	0	0	653	0	-			1279	~	358
Stage 1	-	-	-	-	-	-			813	-	-
Stage 2	-	-	-	-	-	-			466	-	-
Follow-up Headway	0	-	-	2.218	-	0			3.518	0	3.318
Pot Capacity-1 Maneuver	0	-	-	934	-	0			# 143	0	686
Stage 1	0	-	-	-	-	0			372	0	-
Stage 2	0	-	-	-	-	0			577	0	-
Time blocked-Platoon(%)	0	-	-	0	-	0			0	0	0
Mov Capacity-1 Maneuver	-	-	-	934	-	-			# 137	-	686
Mov Capacity-2 Maneuver	-	-	-	-	-	-			# 137	-	-
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	-	-			577	-	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.6	67.7
HCM LOS	A	A	F

Lane	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (vph)					137	686
HCM Control Delay (s)	-	-	9.067	-	165.9	13.6
HCM Lane VC Ratio	-	-	0.052	-	1.087	0.395
HCM Lane LOS	-	-	A	-	F	B
HCM 95th Percentile Queue (veh)	-	-	0.166	-	8.254	1.886

Intersection	
Intersection Delay (sec/veh):	30.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	267	0	0	345	483	75
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	200
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	290	0	0	375	525	82
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	478	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	188	-
Follow-up Headway	-	0	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	0	0	-	# 516	707
Stage 1	-	0	0	-	734	-
Stage 2	-	0	0	-	825	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	# 516	707
Mov Capacity-2 Maneuver	-	-	-	-	# 516	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	825	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	64.3
HCM LOS	A	A	F

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	516	707		
HCM Control Delay (s)	72.6	10.8	-	-
HCM Lane VC Ratio	1.017	0.115	-	-
HCM Lane LOS	F	B	-	-
HCM 95th Percentile Queue (veh)	14.605	0.389	-	-

Appendix AT

Sight Distance Analysis by Landmark Consulting

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June 25, 2013

Mr. Jon Rilling
Accretive Capital Partners, LLC
12275 El Camino Real, Suite 110
San Diego, CA 92130

RE: Lilac Hills Ranch (TM 5571) - Sight Distance Analysis at Circle R Drive and Mtn Ridge Rd

Dear Jon:

Per your request, we have conducted the Sight Distance Analysis at the intersection of Circle R Drive and Mountain Ridge Road in Valley Center (see Figure 1 - Vicinity Map) to determine adequate sight distance per the San Diego County Public Road Standards requirements. For this analysis, it was assumed the existing alignment of Mountain Ridge Road would remain the same as it approaches Circle R Drive from the north.

The speed survey was completed between September 11, 2012 and September 16, 2012 by National Data and Surveying Services. Average speeds range from 34.7 to 37.0 mph while the 85th percentile, speeds were in the range of 41.3-44.0 mph (see table below). For this analysis, a 45 mph prevailing speed was used. Per the County of San Diego sight distance requirements, the minimum corner intersection sight distance is 450' for a prevailing speed of 45 mph.

Circle R Drive, just east of Mountain Ridge Road						
	ADT	Average Speed (mph)		85th Percentile Speed (mph)		Heavy Vehicle %
		EB	WB	EB	WB	
Weekday	1,822	34.7	36.7	41.3	44.0	2.0%
Weekend	1,407	34.5	37.0	41.5	44.0	2.5%

The line of sight from Observation Point 'B' looking east is of 450' has been achieved due to recent clearing performed in April 2013 along the existing public road within APN 129-390-18 between the existing pavement of Circle R Drive and an existing public road easement granted per PM 17205. It is recommended that this area be kept clear by means of preventative maintenance to maintain adequate sight distance at this Intersection.The County has prescriptive easement rights to this portion of Circle R Drive, a public road. Since the required clearing area is between the existing pavement to the north and an existing public road easement to the south, the County should have the right to clear this area to establish the required line of sight to assure public safety for the use of this existing public road as part of their normal maintenance responsibilities. However, a clear space easement should be obtained over this area (as illustrated on Figure 2) from the offsite property owner (APN 129-390-18) to ensure maintenance rights in perpetuity. Additionally, this clearing area falls within the 50' fire buffer area required by the Deer Springs Fire Protection District along all existing property lines.

The current line of sight for the eastbound traffic as seen from Observation Point 'B' on Mountain Ridge Road looking west toward Object Target 'C' on Circle R Drive is also adequate and neither maintenance nor clearing is recommended at this time.

Profiles through both lines of sight and photos are provided for clarity (Figures 3-6).

If you have any particular questions or require additional information, please do not hesitate to call.

Sincerely,

LANDMARK CONSULTING



Mark A. Brencick, P.E., P.L.S.
President

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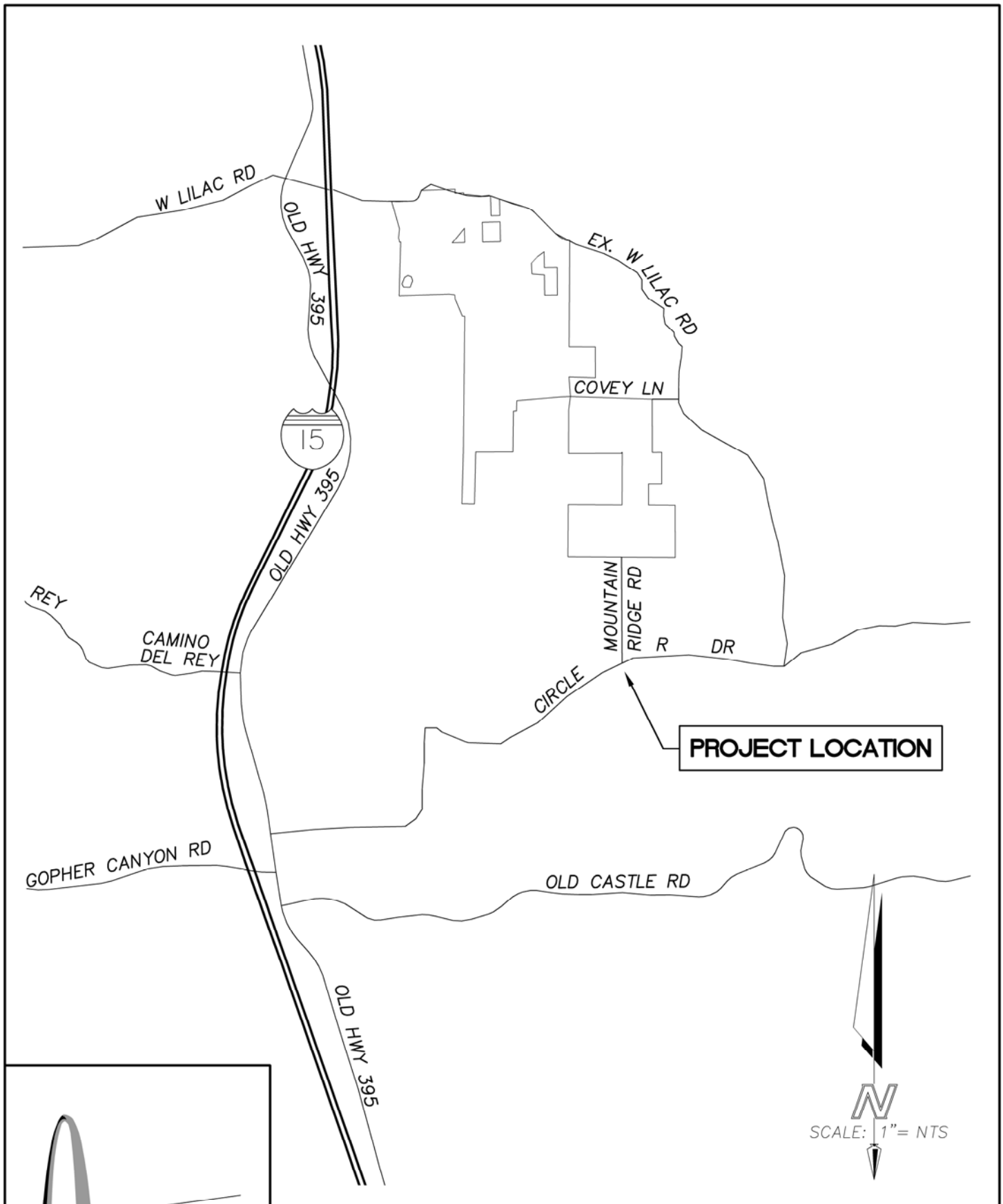

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San Diego, CA 92121, (858) 587-8070

FIGURE 1
VICINITY MAP

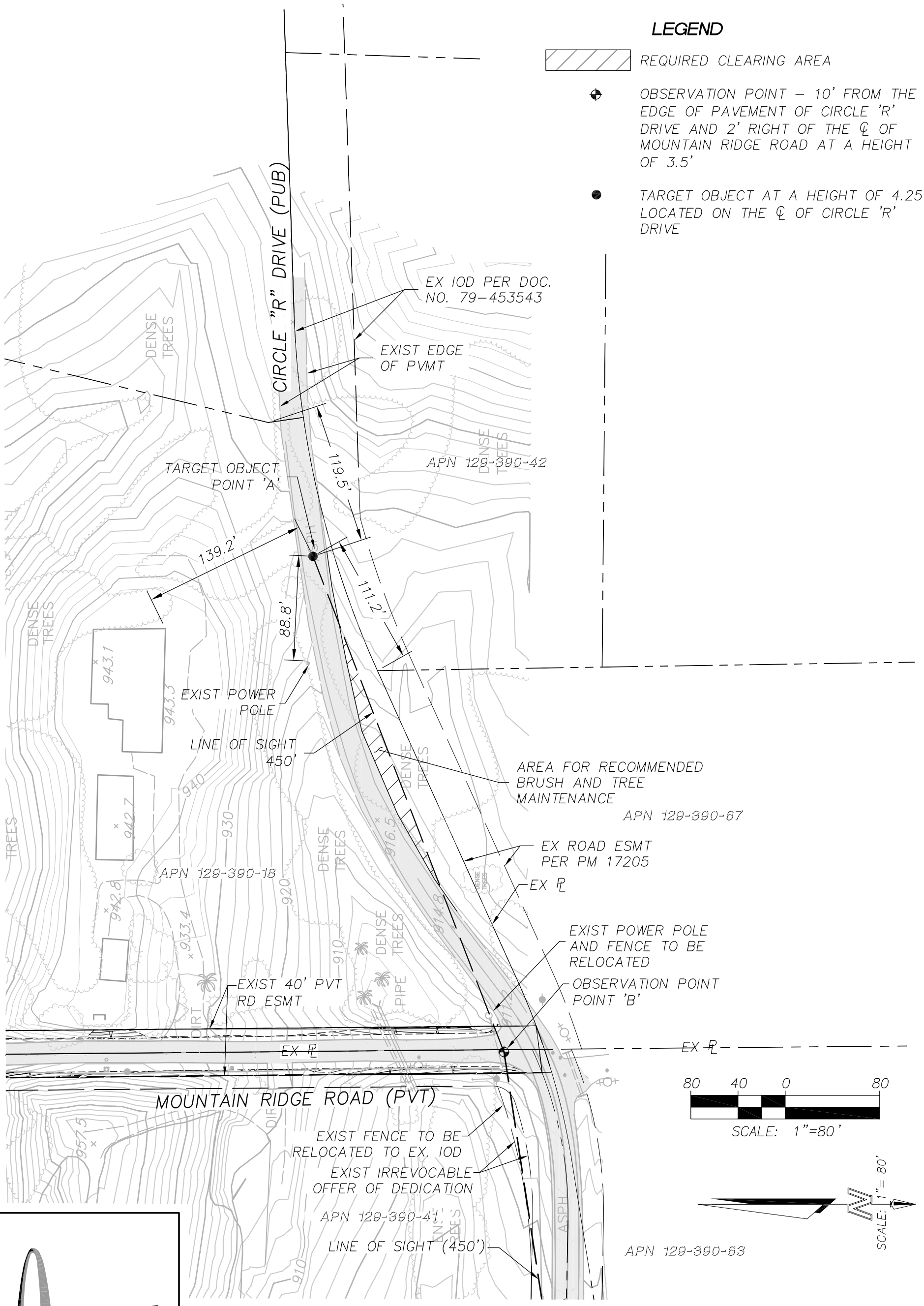

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FIGURE 2
SIGHT DISTANCE ANALYSIS
CIRCLE R DRIVE AND MOUNTAIN RIDGE RD

PROFILE: CIRCLE R EAST

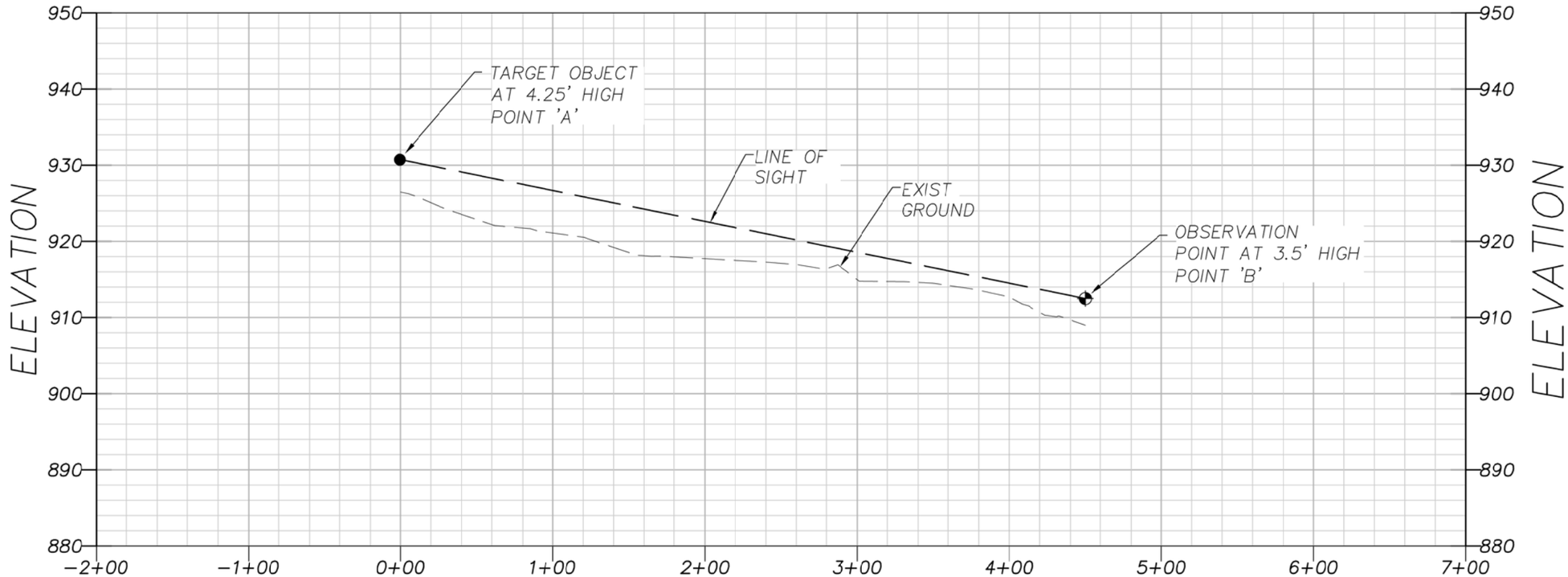

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FIGURE 3

LINE OF SIGHT PROFILE FOR MTN RIDGE RD AND CIRCLE R DR (WESTBOUND TRAFFIC)

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PROFILE: CIRCLE R WEST

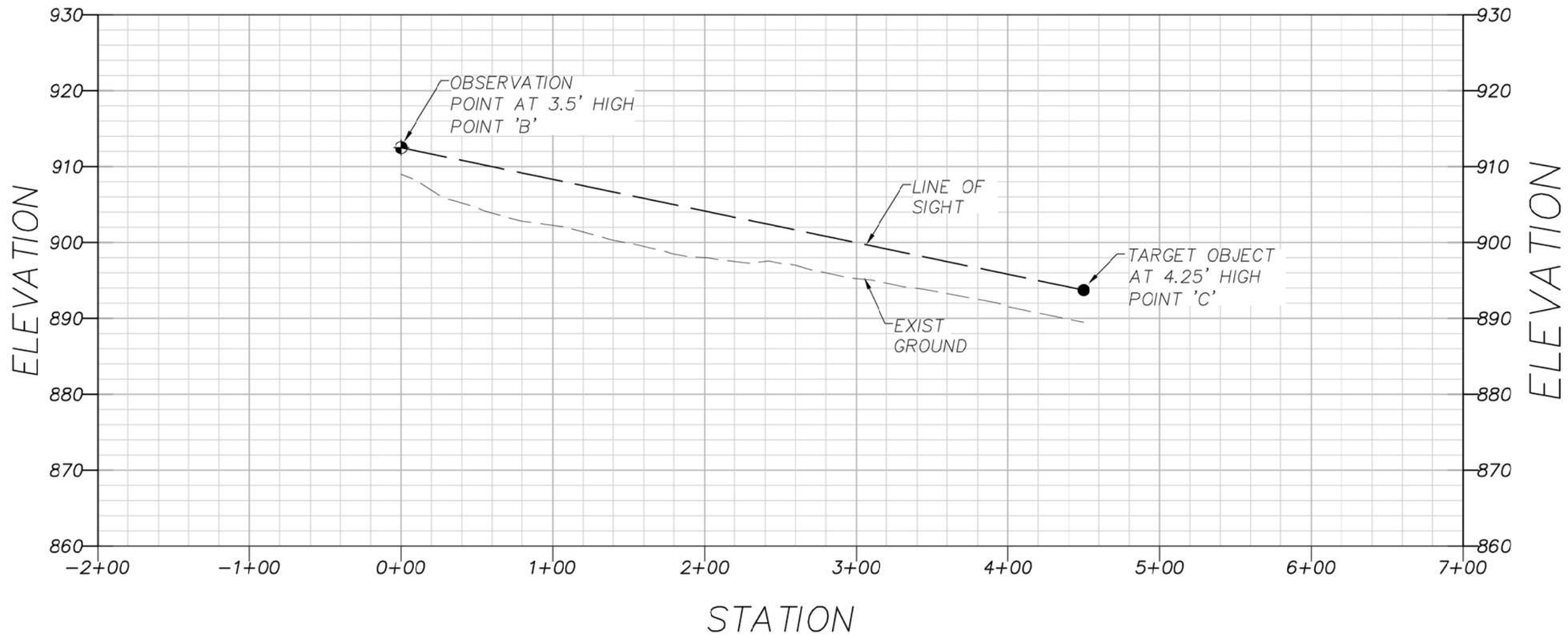

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FIGURE 4

LINE OF SIGHT PROFILE FOR MTN RIDGE RD AND CIRCLE R DR (EASTBOUND TRAFFIC)

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PHOTO: 05-01-2013



FROM MOUNTAIN RIDGE ROAD LOOKING WEST ONTO CIRCLE "R" DRIVE

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San Diego, CA 92121, (858) 587-8070

FIGURE 5
PHOTOS

PHOTO: 05-01-2013



FROM MOUNTAIN RIDGE ROAD LOOKING EAST ONTO CIRCLE "R" DRIVE

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San Diego, CA 92121, (858) 587-8070

FIGURE 6
PHOTOS

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CONSULTING
Planning Engineering Surveying

June 25, 2013

Mr. Jon Rilling
Accretive Capital Partners, LLC
12275 El Camino Real, Suite 110
San Diego, CA 92130

RE: Lilac Hills Ranch (TM 5571) - Sight Distance Analysis at West Lilac Road and Covey lane

Dear Jon:

Per your request, we have conducted the Sight Distance Analysis at the intersection of West Lilac Road and Covey Lane in Valley Center (see Figure 1 - Vicinity Map) to determine adequate sight distance per the San Diego County Public Road Standards requirements.

The speed survey was completed January 2013 by National Data and Surveying Services. Average speeds range from 25 to 42 mph while the 85th percentile speeds were in the range of 31-48 mph (see table below). For this analysis, a 48 mph prevailing speed was used for the northbound traffic on West Lilac Road south of Covey Lane; and 40 mph for the southbound traffic on West Lilac Road north of Covey Lane. Per the County of San Diego sight distance requirements, the minimum corner intersection sight distance is 480' for a prevailing speed of 48 mph, and 400' for a prevailing speed of 40 mph.

West Lilac Road at Covey Lane				
Roadway	**Segment**	**Direction**	**Average Speed**	**85% Percentile Speed**
Covey Lane	West of L. Lilac Road	EB	25	31
		WB	28	35
W. Lilac Road	North of Covey Lane	NB	34	41
		SB	34	40
	South of Covey Lane	NB	42	48
		SB	38	44

Currently, the maximum line of sight distance from Observation Point 'B' looking south toward Object Target 'C' on West Lilac Road is 330' assuming no clearing or grading is completed. A line of sight distance of 480' can be achieved by grading and clearing dense trees and brush in an area on property APN 129-190-44. In order to mitigate for the 480' Line of Sight distance requirement, a clear space easement with grading rights should be obtained (as illustrated in Figure 2).

The current line of sight for the southbound traffic as seen from Observation Point 'B' on Covey Lane looking north toward Object Target 'A' on West Lilac Road was adequate; no improvements or clearing will be required.

Profiles through both lines of sight and photos are provided for clarity (Figures 3-5).

If you have any particular questions or require additional information, please do not hesitate to call.

Sincerely,

LANDMARK CONSULTING



Mark A. Brencick, P.E., P.L.S.
President

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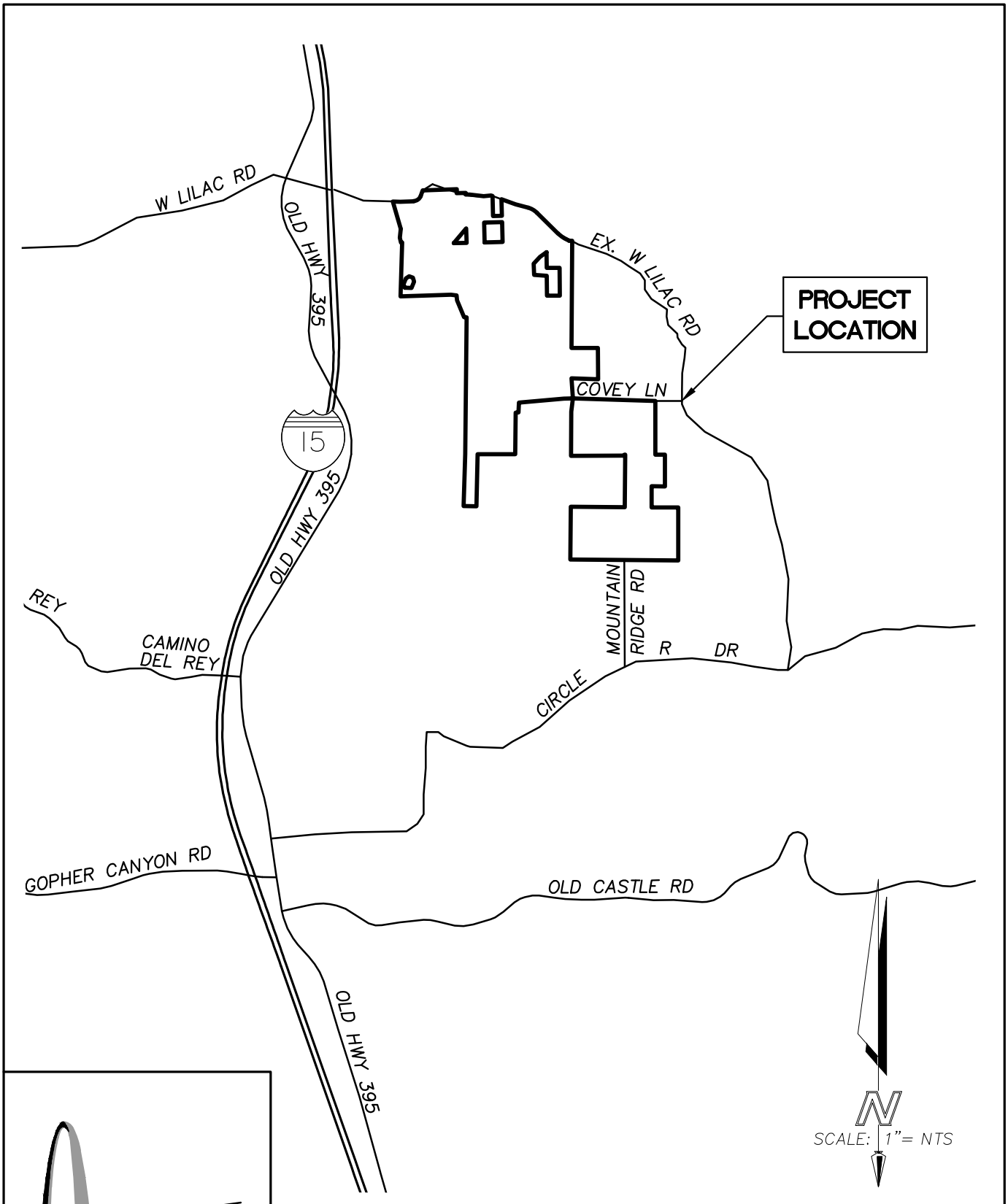

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FIGURE 1
VICINITY MAP

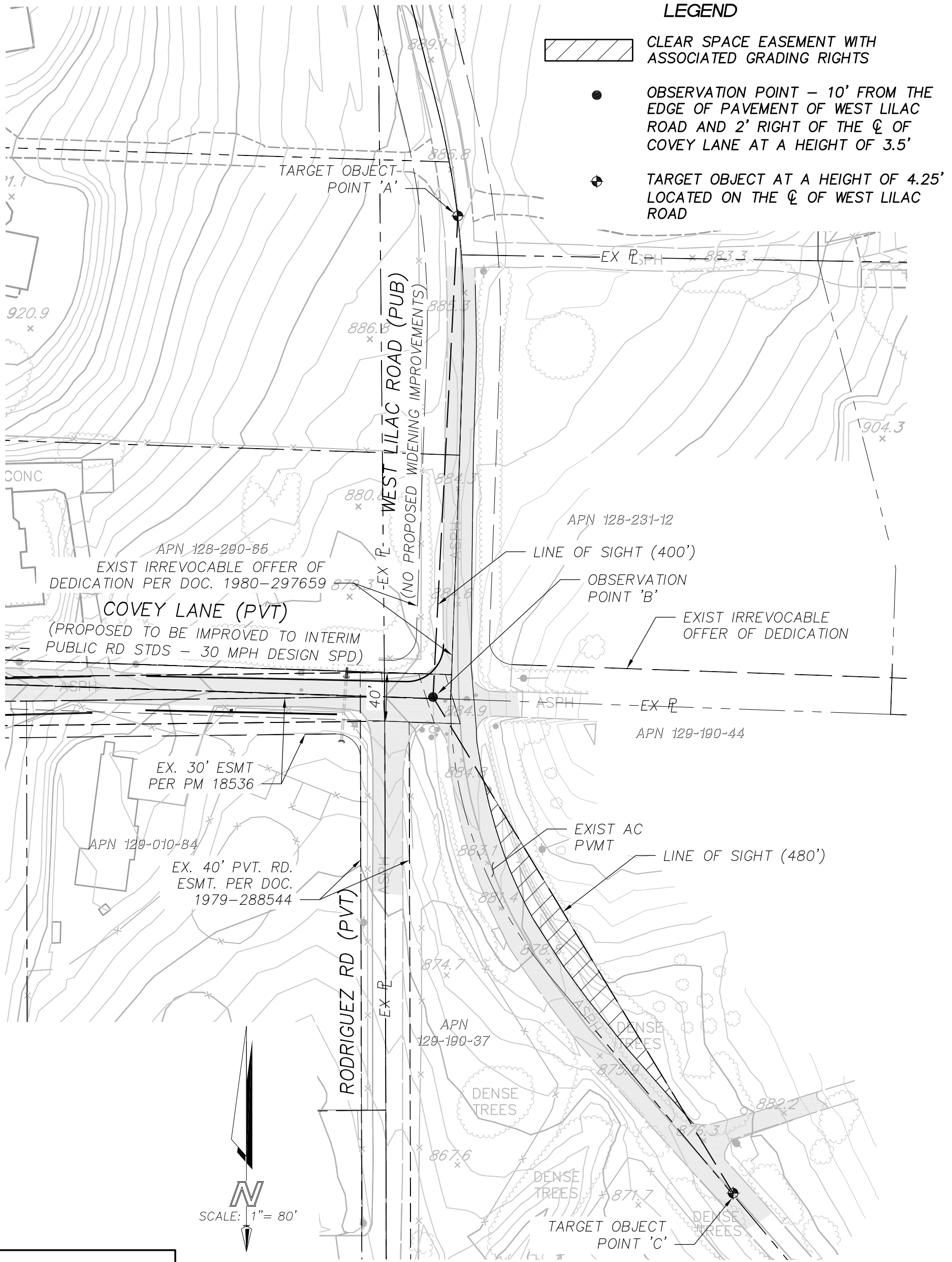

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FIGURE 2
SIGHT DISTANCE ANALYSIS
WEST LILAC ROAD AND COVEY LANE

PROFILE: W LILAC NORTH

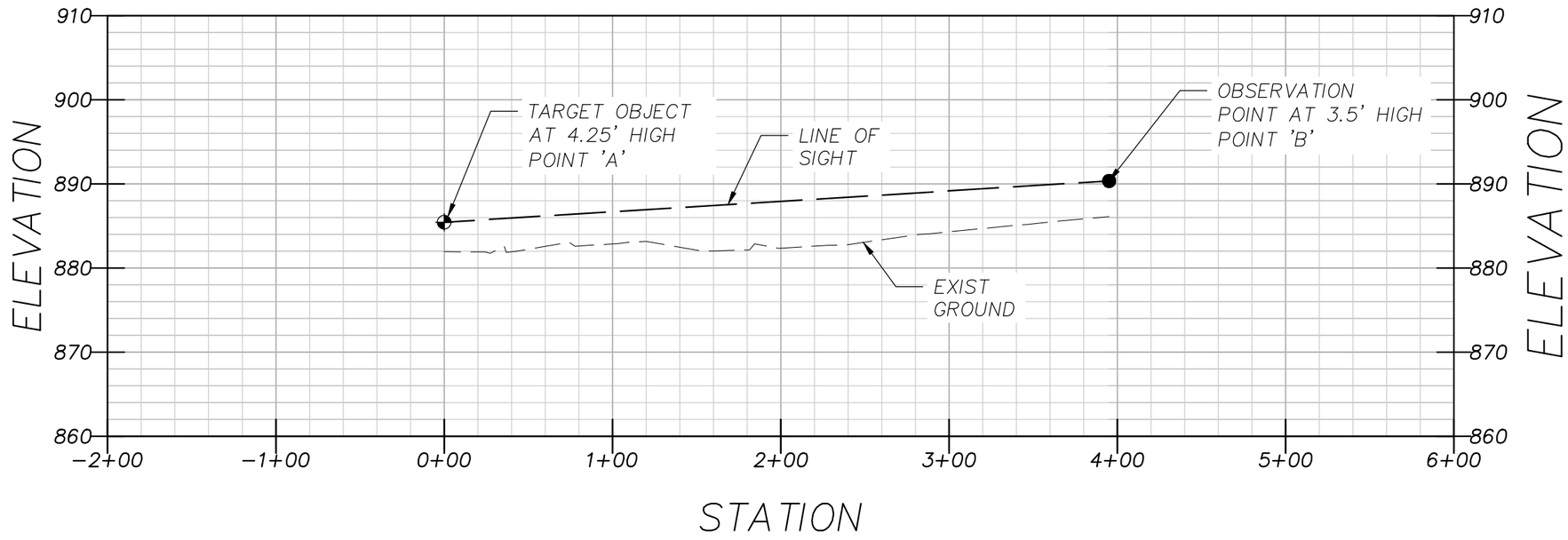

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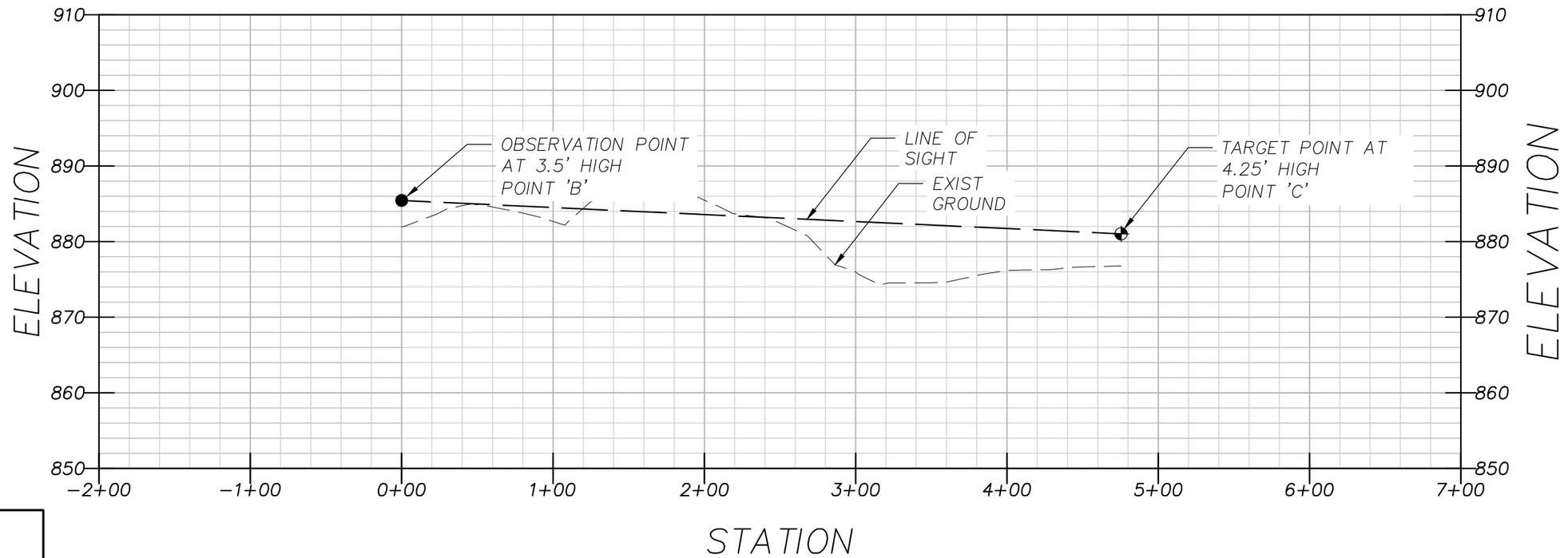
FIGURE 3

LINE OF SIGHT PROFILE FOR WEST LILAC ROAD AND COVEY LANE (SOUTHBOUND TRAFFIC)

PROFILE: W LILAC SOUTH



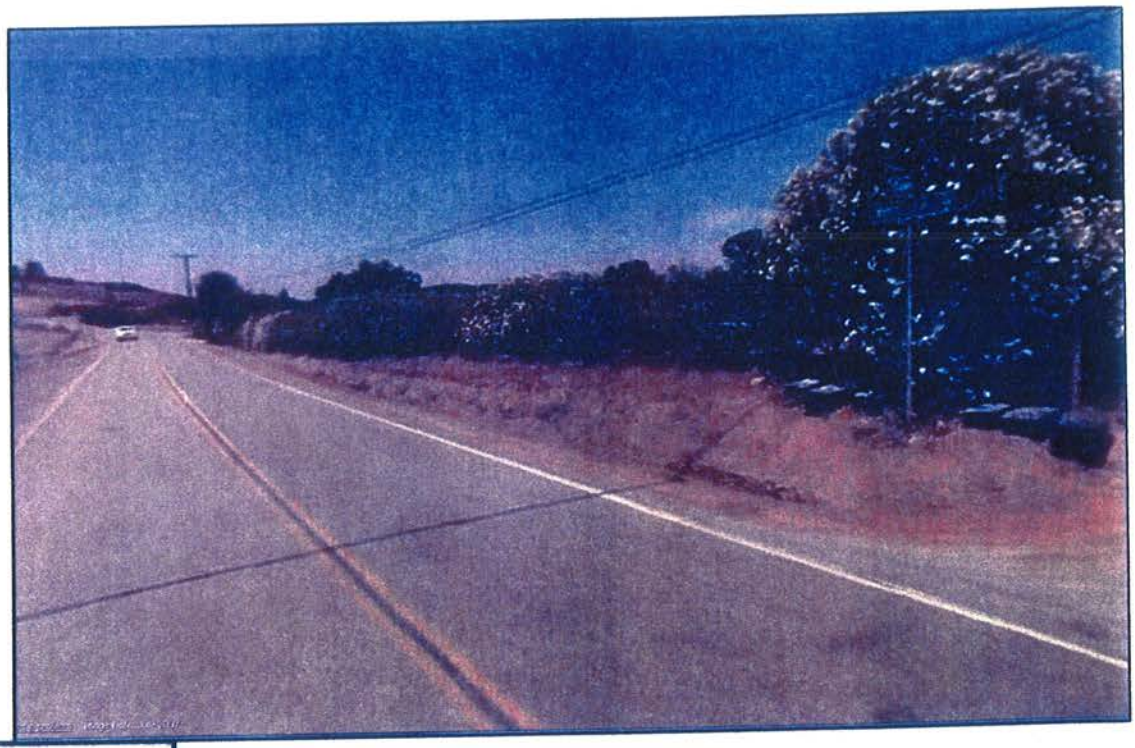
LANDMARK
CONSULTING
Planning Engineering Surveying
9555 Genesee Avenue, Suite 200
San Diego, CA 92121, (858) 587-8070

FIGURE 4

LINE OF SIGHT PROFILE FOR WEST LILAC ROAD AND COVEY LANE (NORTHHBOUND TRAFFIC)



LOOKING SOUTH



LOOKING NORTH

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CONSULTING
Planning Engineering Surveying
9555 Genesee Avenue, Suite 200
San Diego, CA 92121, (858) 587-8070

FIGURE 5
PHOTOS

Appendix AU

Arterial Analysis -LHR Internal Roadways

HCS2000: Urban Streets Release 4.1

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	Phuong Nguyen
Agency/Co.:	
Date Performed:	1/22/2013
Analysis Time Period:	
Urban Street:	Main Street
Direction of Travel:	
Jurisdiction:	
Analysis Year:	
Project ID:	

Traffic Characteristics

Annual average daily traffic, AADT	7780	vpd
Planning analysis hour factor, K	0.113	
Directional distribution factor, D	0.648	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	30	mph
Urban class	4	
Section length	1.74	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	65.0	sec
Effective green ratio, g/C	0.446	

Results

Annual average daily traffic, AADT	7780	vpd
Two-way hourly volume	879	vph
Hourly directional volume	569	vph
Through-volume 15-min. flow rate	618	v
Running time	208.8	sec
v/c ratio	0.96	
Through capacity	641	vph
Progression factor, PF	1.000	
Uniform delay	17.5	sec
Filtering/metering factor, I	0.175	
Incremental delay	8.6	sec
Control delay	26.1	sec/v
Total travel speed, Sa	24.0	mph
Total urban street LOS	B	

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Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	Phuong Nguyen
Agency/Co.:	
Date Performed:	1/22/2013
Analysis Time Period:	
Urban Street:	Main Street
Direction of Travel:	

Jurisdiction:
Analysis Year:
Project ID:

Traffic Characteristics

Annual average daily traffic, AADT	7780	vpd
Planning analysis hour factor, K	0.135	
Directional distribution factor, D	0.624	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	30	mph
Urban class	4	
Section length	1.74	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	65.0	sec
Effective green ratio, g/C	0.489	

Results

Annual average daily traffic, AADT	7780	vpd
Two-way hourly volume	1050	vph
Hourly directional volume	655	vph
Through-volume 15-min. flow rate	711	v
Running time	208.8	sec
v/c ratio	1.01	
Through capacity	703	vph
Progression factor, PF	1.000	
Uniform delay	16.6	sec
Filtering/metering factor, I	0.090	
Incremental delay	13.1	sec
Control delay	29.7	sec/v
Total travel speed, Sa	23.4	mph
Total urban street LOS	B	

HCS2000: Urban Streets Release 4.1

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.:
Date Performed: 1/22/2013
Analysis Time Period:
Urban Street: Lilac HIll Ranch Road
Direction of Travel:
Jurisdiction:
Analysis Year:
Project ID:

Traffic Characteristics

Annual average daily traffic, AADT	5390	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.670	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N 1

Free flow speed, FFS	30	mph
Urban class	4	
Section length	0.66	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	60.0	sec
Effective green ratio, g/C	0.545	

Results

Annual average daily traffic, AADT	5390	vpd
Two-way hourly volume	377	vph
Hourly directional volume	252	vph
Through-volume 15-min. flow rate	273	v
Running time	81.0	sec
v/c ratio	0.35	
Through capacity	784	vph
Progression factor, PF	1.000	
Uniform delay	7.7	sec
Filtering/metering factor, I	0.946	
Incremental delay	1.2	sec
Control delay	8.8	sec/v
Total travel speed, Sa	24.1	mph
Total urban street LOS	B	

HCS2000: Urban Streets Release 4.1

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	Phuong Nguyen
Agency/Co.:	
Date Performed:	1/22/2013
Analysis Time Period:	
Urban Street:	Lilac HIll Ranch Road
Direction of Travel:	
Jurisdiction:	
Analysis Year:	
Project ID:	

Traffic Characteristics

Annual average daily traffic, AADT	5390	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.547	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	30	mph
Urban class	4	
Section length	0.66	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	60.0	sec
Effective green ratio, g/C	0.311	

Results

Annual average daily traffic, AADT	5390	vpd
Two-way hourly volume	485	vph
Hourly directional volume	265	vph
Through-volume 15-min. flow rate	288	v
Running time	81.0	sec
v/c ratio	0.64	
Through capacity	447	vph
Progression factor, PF	1.000	
Uniform delay	17.8	sec
Filtering/metering factor, I	0.720	
Incremental delay	5.1	sec
Control delay	22.9	sec/v
Total travel speed, Sa	18.7	mph
Total urban street LOS	C	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.:
Date Performed: 1/22/2013
Analysis Time Period: MainST_WBAM
Urban Street: Main Street
Direction of Travel:
Jurisdiction: MainST_WBAM
Analysis Year: MainST_WBAM
Project ID: MainST_WBAM-NOR3

Traffic Characteristics

Annual average daily traffic, AADT 9300 vpd
Planning analysis hour factor, K 0.080
Directional distribution factor, D 0.660
Peak-hour factor, PHF 0.920
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 1
Free flow speed, FFS 30 mph
Urban class 4
Section length 1.74 miles
Median No
Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
Arrival type, AT 3
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 80.0 sec
Effective green ratio, g/C 0.400

Results

Annual average daily traffic, AADT 9300 vpd
Two-way hourly volume 743 vph
Hourly directional volume 490 vph
Through-volume 15-min. flow rate 532 v
Running time 208.8 sec
v/c ratio 0.78
Through capacity 683 vph
Progression factor, PF 1.000
Uniform delay 20.9 sec
Filtering/metering factor, I 0.534
Incremental delay 4.7 sec
Control delay 25.7 sec/v
Total travel speed, Sa 24.1 mph
Total urban street LOS B

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	Phuong Nguyen
Agency/Co.:	
Date Performed:	1/22/2013
Analysis Time Period:	LHR_AM_With NOR3
Urban Street:	Lilac HIll Ranch Road
Direction of Travel:	PM
Jurisdiction:	
Analysis Year:	LHR_AM_With NOR3
Project ID:	

Traffic Characteristics

Annual average daily traffic, AADT	5390	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.547	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	30	mph
Urban class	4	
Section length	0.66	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	60.0	sec
Effective green ratio, g/C	0.500	

Results

Annual average daily traffic, AADT	5390	vpd
Two-way hourly volume	377	vph
Hourly directional volume	206	vph
Through-volume 15-min. flow rate	223	v
Running time	81.0	sec
v/c ratio	0.31	
Through capacity	719	vph
Progression factor, PF	1.000	
Uniform delay	8.9	sec
Filtering/metering factor, I	0.961	
Incremental delay	1.1	sec
Control delay	10.0	sec/v
Total travel speed, Sa	23.5	mph
Total urban street LOS	B	

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	Phuong Nguyen
Agency/Co.:	
Date Performed:	1/22/2013
Analysis Time Period:	
Urban Street:	Lilac HIll Ranch Road
Direction of Travel:	PM
Jurisdiction:	
Analysis Year:	
Project ID:	

Traffic Characteristics

Annual average daily traffic, AADT	5390	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.670	
Peak-hour factor, PHF	0.920	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	30	mph
Urban class	4	
Section length	0.66	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	60.0	sec
Effective green ratio, g/C	0.500	

Results

Annual average daily traffic, AADT	5390	vpd
Two-way hourly volume	377	vph
Hourly directional volume	252	vph
Through-volume 15-min. flow rate	273	v
Running time	81.0	sec
v/c ratio	0.38	
Through capacity	719	vph
Progression factor, PF	1.000	
Uniform delay	9.3	sec
Filtering/metering factor, I	0.932	
Incremental delay	1.4	sec
Control delay	10.7	sec/v
Total travel speed, Sa	23.2	mph
Total urban street LOS	B	

Appendix AV

Lilac Hills Ranch Road / Covey Lane Traffic Operation Analysis

Intersection	
Intersection Delay (sec/veh)	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT	Lane	NBLn1
Volume (vph)	10	15	90	43	35	10	Volume Left (%)	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	Volume Thru (%)	68%
Heavy Vehicles(%)	2	2	2	2	2	2	Volume Right (%)	32%
Movement Flow Rate	11	16	98	47	38	11	Sign Control	Stop
Number of Lanes	1	0	1	0	1	0	Traffic Volume by Lane	133
							Left Turning Volume	90

Approach	WB		NB		SB		Through Volume	43
Opposing Approach			SB		NB		Right Turning Volume	0
Opposing Lanes	0		1		1		Lane Flow Rate	145
Conflicting Approach Left	NB				WB		Geometry Group	1
Conflicting Lanes Left	1		0		1		Degree of Utilization, X	0.154
Conflicting Approach Right	SB		WB				Departure Headway, Hd	3.823
Conflicting Lanes Right	1		1		0		Convergence(Y/N)	Yes
HCM Control Delay	7.2		7.5		7.5		Capacity	938
HCM LOS	A		A		A		Service Time	1.848
							HCM Lane V/C Ratio	0.155

HCM Control Delay	7.5	7.2	7.5
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.5	0.1	0.2

Intersection	
Intersection Delay (sec/veh)	7.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT	Lane	NBLn1
Volume (vph)	45	35	30	28	30	100	Volume Left (%)	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	Volume Thru (%)	52%
Heavy Vehicles(%)	2	2	2	2	2	2	Volume Right (%)	48%
Movement Flow Rate	49	38	33	30	33	109	Sign Control	Stop
Number of Lanes	1	0	1	0	1	0	Traffic Volume by Lane	58
							Left Turning Volume	30

Approach	WB			NB		SB	Through Volume	28
Opposing Approach				SB		NB	Right Turning Volume	0
Opposing Lanes	0			1		1	Lane Flow Rate	63
Conflicting Approach Left	NB					WB	Geometry Group	1
Conflicting Lanes Left	1			0		1	Degree of Utilization, X	0.068
Conflicting Approach Right	SB			WB			Departure Headway, Hd	3.905
Conflicting Lanes Right	1			1		0	Convergence(Y/N)	Yes
HCM Control Delay	7.7			7.3		8.1	Capacity	905
HCM LOS	A			A		A	Service Time	1.984
							HCM Lane V/C Ratio	0.07

HCM Control Delay	7.3	7.7	8.1
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.2	0.3	0.6

Appendix AW

Arterial Analysis

– Horizon Year With Road 3 Base Plus Project Conditions

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.: +
Date Performed: 1/23/2013
Analysis Time Period: SR76-Dulin + R3
Urban Street: Old Highway 395
Direction of Travel:
Jurisdiction: SR76-Dulin + R3
Analysis Year: SR76-Dulin + R3
Project ID: SR76-Dulin + R3

Traffic Characteristics

Annual average daily traffic, AADT 15820 vpd
Planning analysis hour factor, K 0.070
Directional distribution factor, D 0.550
Peak-hour factor, PHF 0.920
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 1
Free flow speed, FFS 40 mph
Urban class 2
Section length 0.53 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 3
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 60.0 sec
Effective green ratio, g/C 0.540

Results

Annual average daily traffic, AADT 15820 vpd
Two-way hourly volume 1107 vph
Hourly directional volume 608 vph
Through-volume 15-min. flow rate 660 v
Running time 57.0 sec
v/c ratio 0.85
Through capacity 777 vph
Progression factor, PF 1.000
Uniform delay 11.7 sec
Filtering/metering factor, I 0.412
Incremental delay 5.0 sec
Control delay 16.7 sec/v
Total travel speed, Sa 21.1 mph
Total urban street LOS D

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.:
Date Performed: 1/23/2013
Analysis Time Period: SR76-Dulin + R3
Urban Street: Old Highway 395
Direction of Travel:
Jurisdiction: SR76-Dulin + R3 PM
Analysis Year:
Project ID: SR76-Dulin + R3

Traffic Characteristics

Annual average daily traffic, AADT 15820 vpd
Planning analysis hour factor, K 0.090
Directional distribution factor, D 0.500
Peak-hour factor, PHF 0.920
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 1
Free flow speed, FFS 40 mph
Urban class 2
Section length 0.53 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 3
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 60.0 sec
Effective green ratio, g/C 0.540

Results

Annual average daily traffic, AADT 15820 vpd
Two-way hourly volume 1423 vph
Hourly directional volume 711 vph
Through-volume 15-min. flow rate 772 v
Running time 57.0 sec
v/c ratio 0.99
Through capacity 777 vph
Progression factor, PF 1.000
Uniform delay 13.7 sec
Filtering/metering factor, I 0.106
Incremental delay 9.1 sec
Control delay 22.8 sec/v
Total travel speed, Sa 18.6 mph
Total urban street LOS D

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.:
Date Performed: 1/23/2013
Analysis Time Period:
Urban Street: Old Highway 395
Direction of Travel:
Jurisdiction: E Dulin to W Lilac AM
Analysis Year: E Dulin to W Lilac AM
Project ID: E Dulin to W Lilac AM

Traffic Characteristics

Annual average daily traffic, AADT 18150 vpd
Planning analysis hour factor, K 0.070
Directional distribution factor, D 0.550
Peak-hour factor, PHF 0.920
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 1
Free flow speed, FFS 40 mph
Urban class 2
Section length 1.58 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 3
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 60.0 sec
Effective green ratio, g/C 0.540

Results

Annual average daily traffic, AADT 18150 vpd
Two-way hourly volume 1270 vph
Hourly directional volume 698 vph
Through-volume 15-min. flow rate 758 v
Running time 144.2 sec
v/c ratio 0.98
Through capacity 777 vph
Progression factor, PF 1.000
Uniform delay 13.4 sec
Filtering/metering factor, I 0.148
Incremental delay 8.0 sec
Control delay 21.4 sec/v
Total travel speed, Sa 30.4 mph
Total urban street LOS B

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.:
Date Performed: 1/23/2013
Analysis Time Period:
Urban Street: Old Highway 395
Direction of Travel:
Jurisdiction: E Dulin to W Lilac PM
Analysis Year: E Dulin to W Lilac PM
Project ID: E Dulin to W Lilac PM

Traffic Characteristics

Annual average daily traffic, AADT 18150 vpd
Planning analysis hour factor, K 0.090
Directional distribution factor, D 0.500
Peak-hour factor, PHF 0.920
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 1
Free flow speed, FFS 40 mph
Urban class 2
Section length 1.58 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 3
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 60.0 sec
Effective green ratio, g/C 0.610

Results

Annual average daily traffic, AADT 18150 vpd
Two-way hourly volume 1633 vph
Hourly directional volume 816 vph
Through-volume 15-min. flow rate 886 v
Running time 144.2 sec
v/c ratio 1.01
Through capacity 877 vph
Progression factor, PF 1.000
Uniform delay 11.7 sec
Filtering/metering factor, I 0.090
Incremental delay 11.8 sec
Control delay 23.5 sec/v
Total travel speed, Sa 29.8 mph
Total urban street LOS B

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	Phuong Nguyen
Agency/Co.:	
Date Performed:	1/22/2013
Analysis Time Period:	MainST_WBAM
Urban Street:	Main Street
Direction of Travel:	
Jurisdiction:	MainST_WBAM
Analysis Year:	MainST_WBAM
Project ID:	MainST_WBAM

Traffic Characteristics

Annual average daily traffic, AADT	20290	vpd
Planning analysis hour factor, K	0.080	
Directional distribution factor, D	0.614	
Peak-hour factor, PHF	0.950	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	30	mph
Urban class	4	
Section length	1.74	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.552	

Results

Annual average daily traffic, AADT	20290	vpd
Two-way hourly volume	1623	vph
Hourly directional volume	996	vph
Through-volume 15-min. flow rate	1048	v
Running time	208.8	sec
v/c ratio	1.11	
Through capacity	943	vph
Progression factor, PF	1.000	
Uniform delay	33.6	sec
Filtering/metering factor, I	0.090	
Incremental delay	51.8	sec
Control delay	85.4	sec/v
Total travel speed, Sa	16.5	mph
Total urban street LOS	C	

HCS2000: Urban Streets Release 4.1

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	Phuong Nguyen
Agency/Co.:	
Date Performed:	1/22/2013
Analysis Time Period:	MAINST_PM_WITH R3
Urban Street:	Main Street
Direction of Travel:	
Jurisdiction:	MAINST_PM_WITH R3
Analysis Year:	MAINST_PM_WITH R3
Project ID:	MAINST_PM_WITH R3

Traffic Characteristics

Annual average daily traffic, AADT	20290	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.624	
Peak-hour factor, PHF	0.950	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	30	mph
Urban class	4	
Section length	1.74	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.618	

Results

Annual average daily traffic, AADT	20290	vpd
Two-way hourly volume	1826	vph
Hourly directional volume	1139	vph
Through-volume 15-min. flow rate	1198	v
Running time	208.8	sec
v/c ratio	1.13	
Through capacity	1056	vph
Progression factor, PF	1.000	
Uniform delay	28.6	sec
Filtering/metering factor, I	0.090	
Incremental delay	61.8	sec
Control delay	90.4	sec/v
Total travel speed, Sa	16.1	mph
Total urban street LOS	C	

HCS2000: Urban Streets Release 4.1

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	Phuong Nguyen
Agency/Co.:	
Date Performed:	1/23/2013
Analysis Time Period:	E Dulin to W Lilac AM
Urban Street:	Old Highway 395
Direction of Travel:	
Jurisdiction:	
Analysis Year:	
Project ID:	W. Lilac to I-15 SB ramps AM

Traffic Characteristics

Annual average daily traffic, AADT	26600	vpd
Planning analysis hour factor, K	0.070	
Directional distribution factor, D	0.550	
Peak-hour factor, PHF	0.950	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	40	mph
Urban class	2	
Section length	1.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.721	

Results

Annual average daily traffic, AADT	26600	vpd
Two-way hourly volume	1862	vph
Hourly directional volume	1024	vph
Through-volume 15-min. flow rate	1077	v
Running time	93.0	sec
v/c ratio	1.04	
Through capacity	1037	vph
Progression factor, PF	1.000	
Uniform delay	20.9	sec
Filtering/metering factor, I	0.090	
Incremental delay	20.9	sec
Control delay	41.8	sec/v
Total travel speed, Sa	20.4	mph
Total urban street LOS	D	

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Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	Phuong Nguyen
Agency/Co.:	

Date Performed: 1/23/2013
Analysis Time Period: E Dulin to W Lilac PM
Urban Street: Old Highway 395
Direction of Travel:
Jurisdiction: E Dulin to W Lilac PM
Analysis Year: E Dulin to W Lilac PM
Project ID: E Dulin to W Lilac PM

Traffic Characteristics

Annual average daily traffic, AADT	26600	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.500	
Peak-hour factor, PHF	0.950	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	40	mph
Urban class	2	
Section length	1.00	miles
Median	No	
Left-turn bays	No	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.805	

Results

Annual average daily traffic, AADT	26600	vpd
Two-way hourly volume	2394	vph
Hourly directional volume	1197	vph
Through-volume 15-min. flow rate	1260	v
Running time	93.0	sec
v/c ratio	1.09	
Through capacity	1158	vph
Progression factor, PF	1.000	
Uniform delay	14.6	sec
Filtering/metering factor, I	0.090	
Incremental delay	41.3	sec
Control delay	55.9	sec/v
Total travel speed, Sa	17.6	mph
Total urban street LOS	D	

Appendix AX

Arterial Analysis

– Horizon Year Without Road 3 Base Plus Project Conditions

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.:
Date Performed: 1/23/2013
Analysis Time Period:
Urban Street: LR_BE2VL
Direction of Travel:
Jurisdiction: LR_BE2VL
Analysis Year: 2030 NOR3
Project ID: LR_BE2VL

Traffic Characteristics

Annual average daily traffic, AADT 41320 vpd
Planning analysis hour factor, K 0.070
Directional distribution factor, D 0.570
Peak-hour factor, PHF 0.920
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 2
Free flow speed, FFS 40 mph
Urban class 2
Section length 0.27 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 3
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 65.0 sec
Effective green ratio, g/C 0.706

Results

Annual average daily traffic, AADT 41320 vpd
Two-way hourly volume 2892 vph
Hourly directional volume 1648 vph
Through-volume 15-min. flow rate 1791 v
Running time 31.1 sec
v/c ratio 0.88
Through capacity 2031 vph
Progression factor, PF 1.000
Uniform delay 7.4 sec
Filtering/metering factor, I 0.350
Incremental delay 2.2 sec
Control delay 9.7 sec/v
Total travel speed, Sa 19.3 mph
Total urban street LOS D

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.:
Date Performed: 1/23/2013
Analysis Time Period:
Urban Street: LR_BE2VL
Direction of Travel:
Jurisdiction: LR_BE2VL
Analysis Year: Existing + Cumulative + Projec
Project ID: LR_BE2VL

Traffic Characteristics

Annual average daily traffic, AADT 41320 vpd
Planning analysis hour factor, K 0.090
Directional distribution factor, D 0.510
Peak-hour factor, PHF 0.920
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 2
Free flow speed, FFS 40 mph
Urban class 2
Section length 0.27 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 3
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 65.0 sec
Effective green ratio, g/C 0.748

Results

Annual average daily traffic, AADT 41320 vpd
Two-way hourly volume 3718 vph
Hourly directional volume 1896 vph
Through-volume 15-min. flow rate 2060 v
Running time 31.1 sec
v/c ratio 0.96
Through capacity 2152 vph
Progression factor, PF 1.000
Uniform delay 7.3 sec
Filtering/metering factor, I 0.191
Incremental delay 3.1 sec
Control delay 10.3 sec/v
Total travel speed, Sa 18.8 mph
Total urban street LOS D

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.:
Date Performed: 1/23/2013
Analysis Time Period:
Urban Street: Lilac Road
Direction of Travel:
Jurisdiction: LR_2030-NO-R3-AM-OC2ANT
Analysis Year: LR_2030-NO-R3-AM-OC2ANT
Project ID: LR_2030-NO-R3-AM-OC2ANT

Traffic Characteristics

Annual average daily traffic, AADT 14030 vpd
Planning analysis hour factor, K 0.070
Directional distribution factor, D 0.570
Peak-hour factor, PHF 0.920
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 1
Free flow speed, FFS 40 mph
Urban class 2
Section length 1.60 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 3
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 65.0 sec
Effective green ratio, g/C 0.392

Results

Annual average daily traffic, AADT 14030 vpd
Two-way hourly volume 982 vph
Hourly directional volume 559 vph
Through-volume 15-min. flow rate 607 v
Running time 145.9 sec
v/c ratio 1.08
Through capacity 564 vph
Progression factor, PF 1.000
Uniform delay 19.8 sec
Filtering/metering factor, I 0.090
Incremental delay 38.0 sec
Control delay 57.7 sec/v
Total travel speed, Sa 22.0 mph
Total urban street LOS C

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PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.:
Date Performed: 1/23/2013
Analysis Time Period: LR_2030-NO-R3-PM-OC2ANT
Urban Street: Lilac Road
Direction of Travel:
Jurisdiction: LR_2030-NO-R3-PM-OC2ANT
Analysis Year: LR_2030-NO-R3-PM-OC2ANT
Project ID:

Traffic Characteristics

Annual average daily traffic, AADT 14030 vpd
Planning analysis hour factor, K 0.090
Directional distribution factor, D 0.510
Peak-hour factor, PHF 0.920
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 1
Free flow speed, FFS 40 mph
Urban class 2
Section length 1.60 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 3
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 65.0 sec
Effective green ratio, g/C 0.449

Results

Annual average daily traffic, AADT 14030 vpd
Two-way hourly volume 1262 vph
Hourly directional volume 643 vph
Through-volume 15-min. flow rate 698 v
Running time 145.9 sec
v/c ratio 1.08
Through capacity 646 vph
Progression factor, PF 1.000
Uniform delay 17.9 sec
Filtering/metering factor, I 0.090
Incremental delay 39.3 sec
Control delay 57.2 sec/v
Total travel speed, Sa 22.1 mph
Total urban street LOS C

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.: +
Date Performed: 1/23/2013
Analysis Time Period: SR76-Dulin + R3
Urban Street: Old Highway 395
Direction of Travel:
Jurisdiction: SR76-Dulin + R3
Analysis Year: SR76-Dulin + R3
Project ID: SR76-Dulin + R3

Traffic Characteristics

Annual average daily traffic, AADT 15280 vpd
Planning analysis hour factor, K 0.070
Directional distribution factor, D 0.550
Peak-hour factor, PHF 0.920
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 1
Free flow speed, FFS 40 mph
Urban class 2
Section length 0.53 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 3
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 60.0 sec
Effective green ratio, g/C 0.533

Results

Annual average daily traffic, AADT 15280 vpd
Two-way hourly volume 1069 vph
Hourly directional volume 587 vph
Through-volume 15-min. flow rate 638 v
Running time 57.0 sec
v/c ratio 0.83
Through capacity 766 vph
Progression factor, PF 1.000
Uniform delay 11.8 sec
Filtering/metering factor, I 0.443
Incremental delay 4.9 sec
Control delay 16.6 sec/v
Total travel speed, Sa 21.1 mph
Total urban street LOS D

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.:
Date Performed: 1/23/2013
Analysis Time Period: SR76-Dulin + R3
Urban Street: Old Highway 395
Direction of Travel:
Jurisdiction: SR76-Dulin + R3 PM
Analysis Year: SR76-Dulin + R3 PM
Project ID: SR76-Dulin + R3

Traffic Characteristics

Annual average daily traffic, AADT 15280 vpd
Planning analysis hour factor, K 0.090
Directional distribution factor, D 0.500
Peak-hour factor, PHF 0.920
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 1
Free flow speed, FFS 40 mph
Urban class 2
Section length 0.53 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 3
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 60.0 sec
Effective green ratio, g/C 0.526

Results

Annual average daily traffic, AADT 15280 vpd
Two-way hourly volume 1375 vph
Hourly directional volume 687 vph
Through-volume 15-min. flow rate 746 v
Running time 57.0 sec
v/c ratio 0.99
Through capacity 756 vph
Progression factor, PF 1.000
Uniform delay 14.0 sec
Filtering/metering factor, I 0.122
Incremental delay 8.8 sec
Control delay 22.8 sec/v
Total travel speed, Sa 18.6 mph
Total urban street LOS D

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.:
Date Performed: 1/23/2013
Analysis Time Period: 395_DUL-WL_NO-R2-2030AM
Urban Street: Old Highway 395
Direction of Travel:
Jurisdiction: 395_DUL-WL_NO-R2-2030AM
Analysis Year: 395_DUL-WL_NO-R2-2030AM
Project ID: 395_DUL-WL_NO-R2-2030AM

Traffic Characteristics

Annual average daily traffic, AADT 17980 vpd
Planning analysis hour factor, K 0.070
Directional distribution factor, D 0.550
Peak-hour factor, PHF 0.920
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 1
Free flow speed, FFS 50 mph
Urban class 1
Section length 1.58 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 3
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 60.0 sec
Effective green ratio, g/C 0.550

Results

Annual average daily traffic, AADT 17980 vpd
Two-way hourly volume 1258 vph
Hourly directional volume 691 vph
Through-volume 15-min. flow rate 751 v
Running time 117.7 sec
v/c ratio 0.95
Through capacity 791 vph
Progression factor, PF 1.000
Uniform delay 12.7 sec
Filtering/metering factor, I 0.208
Incremental delay 6.8 sec
Control delay 19.6 sec/v
Total travel speed, Sa 36.3 mph
Total urban street LOS B

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Phuong Nguyen
Agency/Co.:
Date Performed: 1/23/2013
Analysis Time Period:
Urban Street: Old Highway 395
Direction of Travel:
Jurisdiction: 395_DUL-WL_NO-R2-2030PM
Analysis Year: 395_DUL-WL_NO-R2-2030PM
Project ID: 395_DUL-WL_NO-R2-2030PM

Traffic Characteristics

Annual average daily traffic, AADT 18150 vpd
Planning analysis hour factor, K 0.090
Directional distribution factor, D 0.500
Peak-hour factor, PHF 0.920
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 1
Free flow speed, FFS 50 mph
Urban class 1
Section length 1.58 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 3
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 60.0 sec
Effective green ratio, g/C 0.610

Results

Annual average daily traffic, AADT 18150 vpd
Two-way hourly volume 1633 vph
Hourly directional volume 816 vph
Through-volume 15-min. flow rate 886 v
Running time 117.7 sec
v/c ratio 1.01
Through capacity 877 vph
Progression factor, PF 1.000
Uniform delay 11.7 sec
Filtering/metering factor, I 0.090
Incremental delay 11.8 sec
Control delay 23.5 sec/v
Total travel speed, Sa 34.5 mph
Total urban street LOS B

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst:	Phuong Nguyen
Agency/Co.:	
Date Performed:	1/22/2013
Analysis Time Period:	MainST_WBAM
Urban Street:	Main Street
Direction of Travel:	
Jurisdiction:	MainST_WBAM
Analysis Year:	MainST_WBAM
Project ID:	MainST_WBAM-NOR3

Traffic Characteristics

Annual average daily traffic, AADT	14900	vpd
Planning analysis hour factor, K	0.080	
Directional distribution factor, D	0.614	
Peak-hour factor, PHF	0.950	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	30	mph
Urban class	4	
Section length	1.74	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.546	

Results

Annual average daily traffic, AADT	14900	vpd
Two-way hourly volume	1191	vph
Hourly directional volume	731	vph
Through-volume 15-min. flow rate	769	v
Running time	208.8	sec
v/c ratio	0.82	
Through capacity	933	vph
Progression factor, PF	1.000	
Uniform delay	28.1	sec
Filtering/metering factor, I	0.458	
Incremental delay	3.9	sec
Control delay	32.1	sec/v
Total travel speed, Sa	23.0	mph
Total urban street LOS	B	

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E-Mail:

PLANNING ANALYSIS

Analyst:	Phuong Nguyen
Agency/Co.:	
Date Performed:	1/22/2013
Analysis Time Period:	MAINST_PM_WITH R3
Urban Street:	Main Street
Direction of Travel:	
Jurisdiction:	
Analysis Year:	
Project ID:	MAINST_PM_NO R3

Traffic Characteristics

Annual average daily traffic, AADT	14900	vpd
Planning analysis hour factor, K	0.080	
Directional distribution factor, D	0.624	
Peak-hour factor, PHF	0.950	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	0	%

Roadway Characteristics

Number of through lanes one direction, N	1	
Free flow speed, FFS	30	mph
Urban class	4	
Section length	1.74	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.534	

Results

Annual average daily traffic, AADT	14900	vpd
Two-way hourly volume	1191	vph
Hourly directional volume	743	vph
Through-volume 15-min. flow rate	782	v
Running time	208.8	sec
v/c ratio	0.86	
Through capacity	912	vph
Progression factor, PF	1.000	
Uniform delay	30.0	sec
Filtering/metering factor, I	0.397	
Incremental delay	4.4	sec
Control delay	34.5	sec/v
Total travel speed, Sa	22.6	mph
Total urban street LOS	B	

Appendix AY

AM Peak Hour Intersection Capacity Worksheets

- Existing Plus Project Buildout w/o On-Site School Conditions

Intersection	
Intersection Delay (sec/veh):	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	9	0	126	3	0	2	82	94	1	0	128	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.42	0.42	0.42	0.75	0.75	0.75	0.55	0.55	0.55
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	13	0	180	7	0	5	109	125	1	0	233	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	584	582	238	672	586	126	242	0	0	126	0	0
Stage 1	238	238	-	344	344	-	-	-	-	-	-	-
Stage 2	346	344	-	328	242	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	423	425	801	370	423	924	1324	-	-	1460	-	-
Stage 1	765	709	-	671	637	-	-	-	-	-	-	-
Stage 2	670	637	-	685	705	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	392	387	801	267	385	924	1324	-	-	1460	-	-
Mov Capacity-2 Maneuver	392	387	-	267	385	-	-	-	-	-	-	-
Stage 1	697	709	-	611	580	-	-	-	-	-	-	-
Stage 2	607	580	-	531	705	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	11.5	15	3.7	0
HCM LOS	B	C	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				749	373			
HCM Control Delay (s)	7.964	0	-	11.5	15	0	-	-
HCM Lane VC Ratio	0.083	-	-	0.257	0.032	-	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th Percentile Queue (veh)	0.27	-	-	1.025	0.099	0	-	-

Intersection	
Intersection Delay (sec/veh):	12.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	74	190	13	34	300	25
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.83	0.83	0.69	0.69
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	83	213	16	41	435	36
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	943	37	0	0	57	0
Stage 1	37	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	291	1035	-	-	1547	-
Stage 1	985	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	207	1035	-	-	1547	-
Mov Capacity-2 Maneuver	207	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	281	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	23.2	0	7.6
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			488		
HCM Control Delay (s)	-	-	23.2	8.234	-
HCM Lane VC Ratio	-	-	0.608	0.281	-
HCM Lane LOS	-	-	C	A	-
HCM 95th Percentile Queue (veh)	-	-	3.986	1.163	-

Intersection	
Intersection Delay (sec/veh):	10.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	17	336	201	63	100	35
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.67	0.67	0.82	0.82	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	25	501	245	77	133	47
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	724	157	180	0	0	0
Stage 1	157	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	393	889	1396	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	321	889	1396	-	-	-
Mov Capacity-2 Maneuver	321	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	464	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	17	6.2	0
HCM LOS	C	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			819		
HCM Control Delay (s)	8.127	-	17	-	-
HCM Lane VC Ratio	0.176	-	0.643	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th Percentile Queue (veh)	0.636	-	4.784	-	-

Intersection	
Intersection Delay (sec/veh):	12.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	12	111	227	198	323	55
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.94	0.94	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	15	135	241	211	359	61
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	452	0	0	0	512	227
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	165	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1109	-	-	-	522	812
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	864	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1109	-	-	-	515	812
Mov Capacity-2 Maneuver	-	-	-	-	515	-
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.8	0	30.5
HCM LOS	A	A	D

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					544
HCM Control Delay (s)	8.29	-	-	-	30.5
HCM Lane VC Ratio	0.013	-	-	-	0.772
HCM Lane LOS	A	-	-	-	D
HCM 95th Percentile Queue (veh)	0.04	-	-	-	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	378	0	203	0	0	0	113	284	0	3	662	307
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	0	1863	0	0	0	1863	1863	0	1863	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	479	0	428	0	0	0	214	1933	0	3	1132	490
Arriving On Green	0.27	0.00	0.27	0.00	0.00	0.00	0.06	0.52	0.00	0.00	0.46	0.46
Sat Flow, veh/h	1774.0	0.0	1583.3	0.0	0.0	0.0	3441.6	3725.5	0.0	1774.0	2467.9	1069.0
Grp Volume(v), veh/h	424.7	0.0	129.2	0.0	0.0	0.0	128.4	322.7	0.0	3.4	567.6	510.8
Grp Sat Flow(s),veh/h/ln	1774.0	0.0	1583.3	0.0	0.0	0.0	1720.8	1862.7	0.0	1774.0	1862.7	1674.1
Q Serve(g_s), s	13.2	15.5	3.7	0.0	0.0	0.0	2.1	2.6	0.0	0.1	13.6	13.6
Cycle Q Clear(g_c), s	13.2	15.5	3.7	0.0	0.0	0.0	2.1	2.6	0.0	0.1	13.6	13.6
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.000	1.000		0.639
Lane Grp Cap(c), veh/h	479.0	0.0	427.5	0.0	0.0	0.0	214.3	1932.9	0.0	3.5	854.1	767.6
V/C Ratio(X)	0.887	0.000	0.302	0.000	0.000	0.000	0.599	0.167	0.000	0.988	0.665	0.665
Avail Cap(c_a), veh/h	513.4	0.0	458.2	0.0	0.0	0.0	276.0	1932.9	0.0	139.2	854.1	767.6
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	20.1	0.0	16.6	0.0	0.0	0.0	26.2	7.3	0.0	28.6	12.1	12.1
Incr Delay (d2), s/veh	16.2	0.0	0.4	0.0	0.0	0.0	2.7	0.2	0.0	221.1	4.1	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	36.3	0.0	17.0	0.0	0.0	0.0	28.9	7.5	0.0	249.8	16.2	16.6
Lane Group LOS	D		B				C	A		F	B	B
Approach Volume, veh/h		554			0			451			1082	
Approach Delay, s/veh		31.8			0.0			13.6			17.1	
Approach LOS		C						B			B	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		19.49			0.00		7.57	33.76		4.11	30.30	
Change Period (Y+Rc), s		4.00			4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s		16.60			16.50		4.60	26.40		4.50	26.30	
Max Q Clear Time (g_c+I1), s		15.18			0.00		4.08	4.62		2.11	15.64	
Green Extension Time (p_c)		0.31			0.00		0.02	9.12		0.00	6.01	

Intersection Summary	
HCM 2010 Control Delay	20.3
HCM 2010 Level of Service	C

Intersection	
Intersection Delay (sec/veh):	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	27	938	962	4	9	64
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.91	0.91	0.70	0.70
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	33	1130	1057	4	13	91
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1061	0	0	0	1690	531
Stage 1	-	-	-	-	1059	-
Stage 2	-	-	-	-	631	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	652	-	-	-	84	493
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	492	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	652	-	-	-	80	493
Mov Capacity-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	467	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.3	0	23.2
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					301
HCM Control Delay (s)	10.811	-	-	-	23.2
HCM Lane VC Ratio	0.05	-	-	-	0.346
HCM Lane LOS	B	-	-	-	C
HCM 95th Percentile Queue (veh)	0.157	-	-	-	1.499

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	584	317	37	16	329	143	25	13	17	195	25	613
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	627	669	568	25	556	132	204	106	65	332	43	586
Arriving On Green	0.18	0.36	0.36	0.01	0.19	0.19	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	2909.9	693.2	957.0	497.6	306.2	1581.0	202.7	2786.7
Grp Volume(v), veh/h	634.8	344.6	10.9	21.6	283.3	268.0	61.3	0.0	0.0	268.3	0.0	625.6
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1740.4	1760.9	0.0	0.0	1783.7	0.0	1393.3
Q Serve(g_s), s	14.3	11.4	0.3	1.0	11.4	11.6	2.2	0.0	0.0	11.0	0.0	16.5
Cycle Q Clear(g_c), s	14.3	11.4	0.3	1.0	11.4	11.6	2.2	0.0	0.0	11.0	0.0	16.5
Proportion In Lane	1.000		1.000	1.000		0.398	0.543		0.174	0.886		1.000
Lane Grp Cap(c), veh/h	627.0	668.7	568.4	25.1	355.7	332.4	374.7	0.0	0.0	375.0	0.0	585.8
V/C Ratio(X)	1.012	0.515	0.019	0.861	0.796	0.806	0.164	0.000	0.000	0.716	0.000	1.068
Avail Cap(c_a), veh/h	627.0	668.7	568.4	101.7	391.6	365.9	374.7	0.0	0.0	375.0	0.0	585.8
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	32.1	19.8	16.2	38.6	30.3	30.4	25.2	0.0	0.0	28.8	0.0	31.0
Incr Delay (d2), s/veh	39.0	0.7	0.0	52.2	10.1	11.6	0.9	0.0	0.0	6.4	0.0	56.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	71.1	20.5	16.2	90.8	40.4	41.9	26.1	0.0	0.0	35.2	0.0	87.6
Lane Group LOS	F	C	B	F	D	D	C			D		F
Approach Volume, veh/h		990			573			61			894	
Approach Delay, s/veh		52.9			43.0			26.1			71.9	
Approach LOS		D			D			C			E	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	18.30	32.18		5.11	18.99			20.70			20.50	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00			4.00			4.00	
Max Green Setting (Gmax), s	14.30	26.30		4.50	16.50			16.70			16.50	
Max Q Clear Time (g_c+I1), s	16.30	13.42		2.95	13.56			4.23			18.50	
Green Extension Time (p_c)	0.00	4.11		0.00	1.43			0.17			0.00	

Intersection Summary	
HCM 2010 Control Delay	56.7
HCM 2010 Level of Service	E

Appendix AZ

Mountain Ridge Road Weekend ADT Counts

Prepared by NDS/ATD

VOLUME

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Saturday
Date: 9/15/2012

City: Valley Center
Project #: CA12_4314_001

DAILY TOTALS	NB	SB	EB	WB	Total
	75	72	0	0	147

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0	
00:15	0		0						0	
00:30	1		0						1	
00:45	0	1	0						0	1
01:00	0		0						0	
01:15	0		0						0	
01:30	0		0						0	
01:45	0		0						0	
02:00	0		0						0	
02:15	0		0						0	
02:30	0		0						0	
02:45	0		0						0	
03:00	0		0						0	
03:15	0		0						0	
03:30	0		0						0	
03:45	0		0						0	
04:00	0		0						0	
04:15	0		0						0	
04:30	1		1						2	
04:45	0	1	0	1					0	2
05:00	0		0						0	
05:15	1		0						1	
05:30	2		0						2	
05:45	1	4	3	3					4	7
06:00	1		0						1	
06:15	1		0						1	
06:30	2		1						3	
06:45	1	5	0	1					1	6
07:00	0		2						2	
07:15	0		0						0	
07:30	4		1						5	
07:45	1	5	0	3					1	8
08:00	1		2						3	
08:15	0		1						1	
08:30	0		1						1	
08:45	2	3	4	8					6	11
09:00	0		2						2	
09:15	0		2						2	
09:30	1		3						4	
09:45	0	1	1	8					1	9
10:00	1		1						2	
10:15	0		1						1	
10:30	2		0						2	
10:45	2	5	1	3					3	8
11:00	0		2						2	
11:15	4		2						6	
11:30	2		0						2	
11:45	2	8	3	7					5	15
TOTALS		33		34						67
SPLIT %		49.3%		50.7%						45.6%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	1		3						4	
12:15	0		3						3	
12:30	0		0						0	
12:45	2	3	2	8					4	11
13:00	1		0						1	
13:15	2		1						3	
13:30	1		0						1	
13:45	1	5	0	1					1	6
14:00	0		0						0	
14:15	0		1						1	
14:30	1		1						2	
14:45	1	2	0	2					1	4
15:00	2		2						4	
15:15	0		0						0	
15:30	1		2						3	
15:45	0	3	1	5					1	8
16:00	1		1						2	
16:15	0		2						2	
16:30	0		0						0	
16:45	1	2	0	3					1	5
17:00	3		2						5	
17:15	2		0						2	
17:30	0		1						1	
17:45	3	8	0	3					3	11
18:00	2		1						3	
18:15	1		1						2	
18:30	1		1						2	
18:45	2	6	2	5					4	11
19:00	0		2						2	
19:15	2		1						3	
19:30	0		0						0	
19:45	1	3	0	3					1	6
20:00	0		0						0	
20:15	0		0						0	
20:30	0		0						0	
20:45	2	2	0						2	2
21:00	1		1						2	
21:15	1		1						2	
21:30	2		1						3	
21:45	0	4	1	4					1	8
22:00	1		2						3	
22:15	0		0						0	
22:30	1		0						1	
22:45	0	2	0	2					0	4
23:00	2		1						3	
23:15	0		1						1	
23:30	0		0						0	
23:45	0	2	0	2					0	4
TOTALS		42		38						80
SPLIT %		52.5%		47.5%						54.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	75	72	0	0	147

AM Peak Hour	11:15	08:45			11:15
AM Pk Volume	9	11			17
Pk Hr Factor	0.563	0.688			0.708
7 - 9 Volume	8	11	0	0	19
7 - 9 Peak Hour	07:15	08:00			08:00
7 - 9 Pk Volume	6	8	0	0	11
Pk Hr Factor	0.375	0.500	0.000	0.000	0.458

PM Peak Hour	17:00	12:00			12:00
PM Pk Volume	8	8			11
Pk Hr Factor	0.667	0.667			0.688
4 - 6 Volume	10	6	0	0	16
4 - 6 Peak Hour	17:00	16:15			17:00
4 - 6 Pk Volume	8	4	0	0	11
Pk Hr Factor	0.667	0.500	0.000	0.000	0.550

Prepared by NDS/ATD

VOLUME

Mountain Ridge Rd s/o Megan Terrace (Top of the Hill)

Day: Sunday
Date: 9/16/2012

City: Valley Center
Project #: CA12_4314_001

DAILY TOTALS	NB	SB	EB	WB	Total
	53	55	0	0	108

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	1		2						3	
00:15	1		1						2		12:15	1		2						3	
00:30	0		0						0		12:30	0		1						1	
00:45	0	1	0	1					0	2	12:45	1	3	1	6					2	9
01:00	0		0						0		13:00	1		1						2	
01:15	1		0						1		13:15	1		1						2	
01:30	0		1						1		13:30	2		0						2	
01:45	0	1	0	1					0	2	13:45	0	4	0	2					0	6
02:00	0		0						0		14:00	0		1						1	
02:15	0		0						0		14:15	2		2						4	
02:30	1		0						1		14:30	1		2						3	
02:45	0	1	0						0	1	14:45	1	4	0	5					1	9
03:00	0		0						0		15:00	1		1						2	
03:15	0		0						0		15:15	0		1						1	
03:30	0		0						0		15:30	1		0						1	
03:45	0		0						0		15:45	1	3	0	2					1	5
04:00	0		0						0		16:00	0		3						3	
04:15	0		0						0		16:15	1		0						1	
04:30	0		0						0		16:30	1		1						2	
04:45	0		0						0		16:45	2	4	2	6					4	10
05:00	1		1						2		17:00	0		0						0	
05:15	0		0						0		17:15	2		1						3	
05:30	0		1						1		17:30	0		1						1	
05:45	0	1	1	3					1	4	17:45	0	2	1	3					1	5
06:00	0		0						0		18:00	0		0						0	
06:15	0		0						0		18:15	2		1						3	
06:30	1		2						3		18:30	0		0						0	
06:45	0	1	1	3					1	4	18:45	1	3	1	2					2	5
07:00	0		1						1		19:00	2		1						3	
07:15	2		0						2		19:15	2		0						2	
07:30	0		1						1		19:30	2		1						3	
07:45	0	2	0	2					0	4	19:45	0	6	0	2					0	8
08:00	0		0						0		20:00	1		0						1	
08:15	0		0						0		20:15	0		0						0	
08:30	0		2						2		20:30	0		1						1	
08:45	0		0	2					0	2	20:45	1	2	0	1					1	3
09:00	2		1						3		21:00	1		0						1	
09:15	0		2						2		21:15	2		1						3	
09:30	0		2						2		21:30	2		1						3	
09:45	1	3	0	5					1	8	21:45	0	5	0	2					0	7
10:00	0		0						0		22:00	0		1						1	
10:15	0		2						2		22:15	0		0						0	
10:30	2		1						3		22:30	0		0						0	
10:45	0	2	0	3					0	5	22:45	1	1	0	1					1	2
11:00	0		0						0		23:00	1		1						2	
11:15	0		0						0		23:15	0		0						0	
11:30	2		0						2		23:30	0		0						0	
11:45	1	3	2	2					3	5	23:45	0	1	0	1					0	2
TOTALS		15		22						**37**	**TOTALS**		38		33						**71**
SPLIT %		40.5%		59.5%						**34.3%**	**SPLIT %**		53.5%		46.5%						**65.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	53	55	0	0	108

AM Peak Hour	11:30	11:45			**11:30**	**PM Peak Hour**	18:45	12:00			**14:15**
AM Pk Volume	5	7			**11**	**PM Pk Volume**	7	6			**10**
Pk Hr Factor	0.625	0.875			**0.917**	**Pk Hr Factor**	0.875	0.750			**0.625**
7 - 9 Volume	2	4	0	0	**6**	**4 - 6 Volume**	6	9	0	0	**15**
7 - 9 Peak Hour	07:00	07:00			**07:00**	**4 - 6 Peak Hour**	16:30	16:00			**16:00**
7 - 9 Pk Volume	2	2	0	0	**4**	**4 - 6 Pk Volume**	5	6	0	0	**10**
Pk Hr Factor	0.250	0.500	0.000	0.000	**0.500**	**Pk Hr Factor**	0.625	0.500	0.000	0.000	**0.625**

Appendix AAA

North County Specific Residential Trip Generation Surveys by LOS Engineering

North County Specific Trip Generation Rates for
Single Family and Multi-Family Dwelling Units

This analysis documents North County residential trip rates for single family and multi-family dwelling units based on traffic data collected in Valley Center, Fallbrook, and Bonsall. This updated trip rate is proposed for use on projects in North County because the existing SANDAG trip rates are:

1) Outdated (residential has five data points from 1994 and one from 1998 while multi-family has four data points from 1980, two from 1981, and two from 1998),
2) Single family rates based on data collected south of SR-56 with one data point from Oceanside (as shown in **Figure 1**),
3) Multi-family rates based on data collected south of SR-56 with one data point from Carlsbad (as shown in **Figure 2**),
4) Does not include nor represent North County demographics and traffic generation characteristics.

The County has commissioned and accepted trip generation updates (over the SANDAG rate) on various projects that included:

1) Gillespie Field (County project),
2) Sheriff Station (County project),
3) Fallbrook Medical Office (private project),
4) Fallbrook Alzheimer Facility (private project),
5) Mining Operation (private project), and
6) Various other private projects by other consultants.

The North County single family trip generation data was collected from single family residential areas with either one or two access points over eight weekdays when schools were in session. Data for each location along with maps are included in **Attachment A**. The five locations included:

1) Castle Creek with 262 single family units located in Valley Center,
2) Lake Rancho Viejo with 731 single family units located in Fallbrook,
3) Pauma Heights with 175 single family units located in Valley Center,
4) Thoroughbred Lane with 85 single family units located in Bonsall, and
5) Woods Valley with 253 single family units located in Valley Center.

The North County multi-family trip generation data was collected from multi-family residential areas with either two access points over either five or eight weekdays when schools were in session. Data for each location along with maps are included in **Attachment B**. The two locations included:

1) Castle Creek with 66 multi-family dwelling units located in Valley Center, and
2) Pala Mesa Villas with 133 dwelling units located in Fallbrook.

Single family rates are shown in **Table 1** while muilt-family rates are shown in **Table 2**.

FIGURE 1: Old and New Trip Generation Count Locations for Single Family

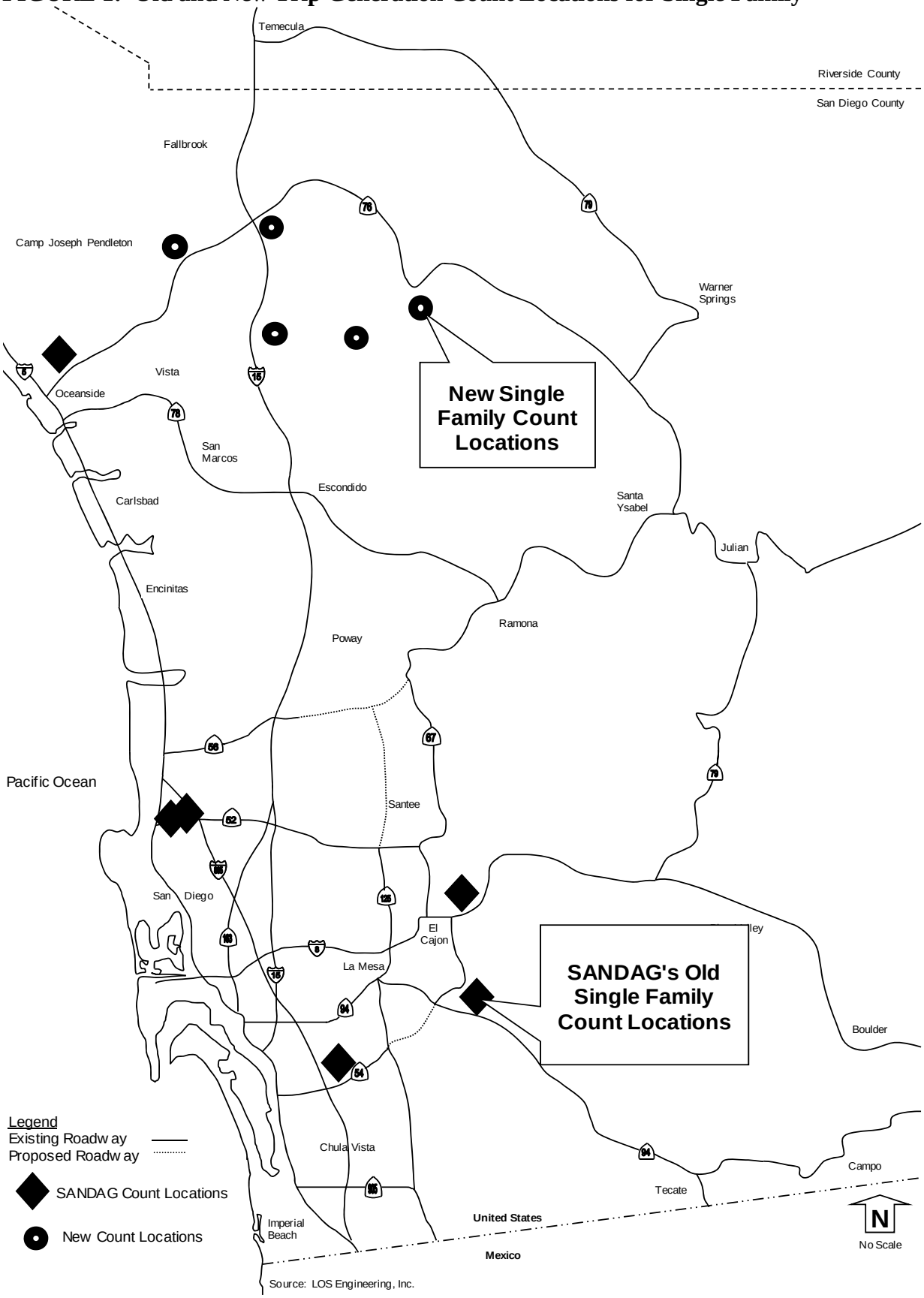


FIGURE 2: Old and New Trip Generation Count Locations for Multi-Family

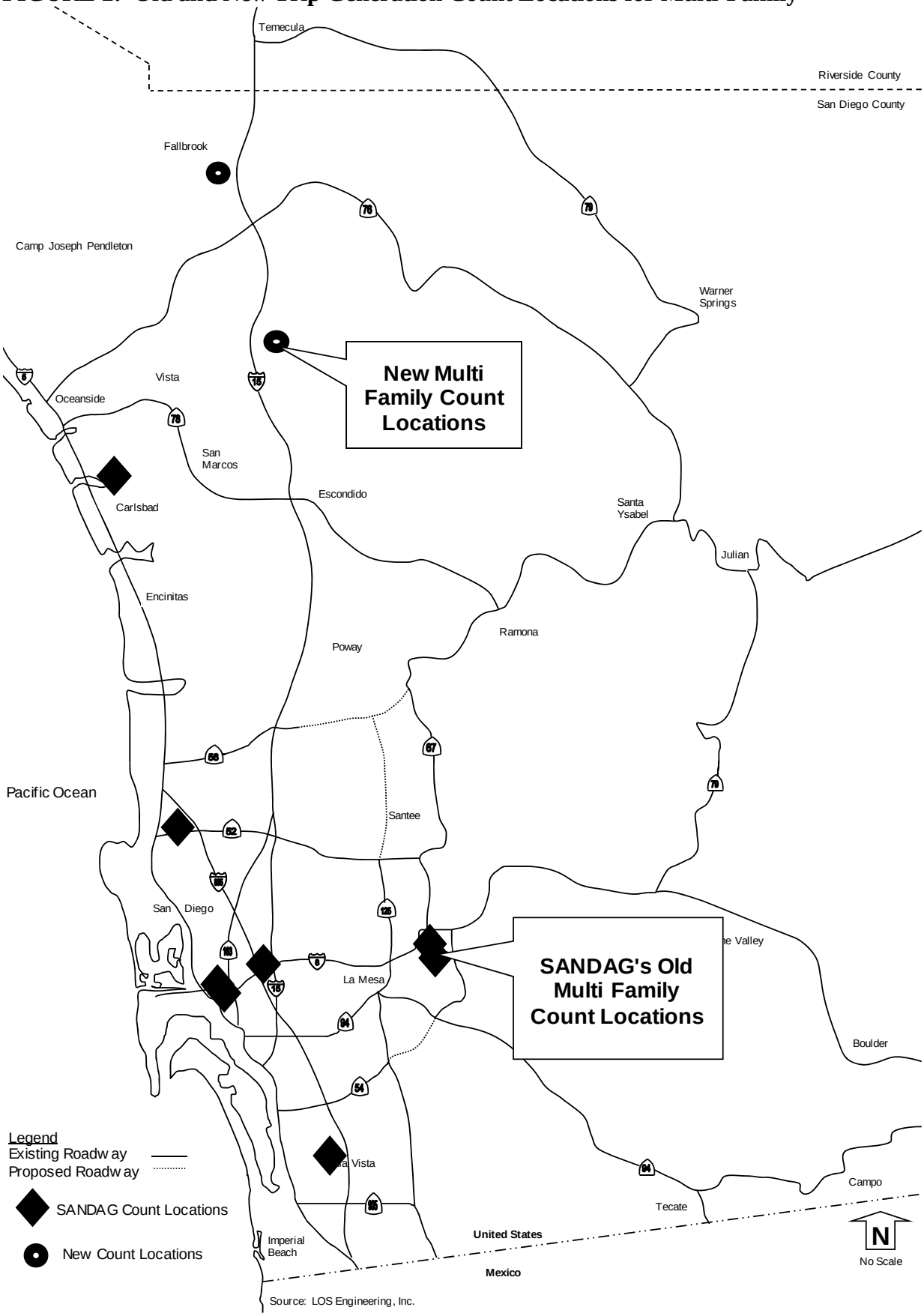


Table 1: North County Single Family Detached Trip Rate Summary

Site	Castle Creek (Valley Center)	Lake Rancho Viejo (Fallbrook)	Pauma Heights Rd (Valley Center)	Thoroughbred Lane (Bonsall)	Woods Valley (Valley Center)	Average	SANDAG	Change from SANDAG
Study Number	SF-1	SF-2	SF-3	SF-4	SF-5			
Units	262	731	175	85	253			
ADT (8 day Average)	1,755	4,272	1,355	624	1,820			
AM % of ADT	10.1%	10.2%	8.4%	9.0%	9.3%	**9.4%**	8.0%	18%
AM Inbound %	33%	18%	24%	25%	26%	25%	30%	-16%
AM Outbound %	67%	82%	76%	75%	74%	75%	70%	7%
PM % of ADT	8.1%	9.1%	8.7%	8.6%	8.9%	**8.7%**	10.0%	-13%
PM Inbound %	67%	70%	53%	60%	63%	63%	70%	-11%
PM Outbound %	33%	30%	47%	40%	37%	37%	30%	25%
Trip Rate (ADT/DU)	6.7	5.8	7.7	7.3	7.2	**6.9**	10.0	-31%

As shown above, the average rate is 6.9 ADT per single family dwelling unit, less than the SANDAG rate of 10 ADT per single family dwelling unit. This shows the distinct uniqueness of the North County trip generation rate as compared to the SANDAG rate reflecting a different geographical area and demographics. This may explain why the SANDAG Oceanside study location had lowest rate from all of the SANDAG survey locations. A copy of the SANDAG individual study area rates is included in **Attachment B**.

Table 2: North County Multi-Family Trip Rate Summary

Site	Castle Creek (Valley Center)	Pala Mesa Villas (Fallbrook)	Average	SANDAG	Change from SANDAG
Study Number	MF-1	MF-2			
Units	66	133			
Day of data collection	8 days	5 days			
ADT (Average)	344	585			
AM % of ADT	7.8%	8.0%	**7.9%**	8.0%	-1%
AM Inbound %	41%	27%	34%	20%	70%
AM Outbound %	59%	73%	66%	80%	-18%
PM % of ADT	9.8%	8.4%	**9.1%**	10.0%	-9%
PM Inbound %	56%	68%	62%	70%	-11%
PM Outbound %	44%	32%	38%	30%	27%
Trip Rate (ADT/DU)	5.2	4.4	**4.8**	8.0	-40%

As shown above, the average rate is 4.8 ADT per multi-family unit, less than the SANDAG rate of 8.0 ADT per multi-family unit. Again, these rates reflect the uniqueness of the North County trip generate rate as compared to the rates collected by SANDAG. A copy of the SANDAG individual study area rates is included in **Attachment B**.

Of potential concern is the timing of the data collection with respect to the current housing climate. There is a distinct similarity between SANDAG's 1994 data and 2011 data. The previous housing bust occurred around 1990/1 to which the 1994 data collection occurred three to four years later. The current housing bust of 2007/8 also occurred three to four years ago making the data collection time identical from both housing busts.

ATTACHMENT A:

SINGLE FAMILY

COUNT DATA AND RATE CALCULATIONS

TRIP GENERATION STUDY SUMMARY

Name of Study Site	Castle Creek	Study	SF-1
Location	San Diego County, Valley Center (SE area of Old 395 and Circle R Dr)		
Type of Facility	Single Family Residential		
Dates	Aug 23-25, 2011 (Tue-Thur) and Oct 7-13, 2011 (Fri-Thur)		

BACKGROUND DATA

262	**Number of Dwelling Units**
Unknown	Acres (gross)
Unknown	Dwelling units per acre
Primary access = Circle R Court; Secondary access = None	

TRAFFIC DATA	Tue	Wed	Thur	Mon	Tue	Wed	Thur	Fri		% &
Date	08/23/11	08/24/11	08/25/11	10/10/11	10/11/11	10/12/11	10/13/11	10/07/11	Average	Split
Primary Access - Circle R Court (ADT)	1,814	1,788	1,958	1,630	1,672	1,658	1,784	1,736	1,755	
Secondary Access - NONE	na	na	na	na	na	na	na	na	na	
								Eight Day Average Weekday Daily Trips (ADT)	**1,755**	
Primary Access (AM pk hr btw 7-9)	187	164	228	146	168	168	184	168	177	
Secondary Access (AM pk hr btw 4-6)	na	na	na	na	na	na	na	na	na	
								Eight Day Avg. Weekday AM Peak Hour (Highest pk hr 7-9am) Volume	**177**	**10.1%**
Primary Access Inbound Split	80	62	102	41	41	43	57	46	59	
Secondary Access Inbound Split	na	na	na	na	na	na	na	na	na	
								Eight Day Average AM Peak Hour Inbound Split	**59**	**33%**
Primary Access Outbound Split	107	102	126	105	127	125	127	122	118	
Secondary Access Outbound Split	na	na	na	na	na	na	na	na	na	
								Eight Day Average AM Peak Hour Outbound Split	**118**	**67%**
Primary Access (PM pk hr btw 7-9)	155	137	140	116	154	137	158	139	142	
Secondary Access (PM pk hr btw 4-6)	na	na	na	na	na	na	na	na	na	
								Eight Day Avg. Weekday PM Peak Hour (Highest pk hr 4-6pm) Volume	**142**	**8.1%**
Primary Access Inbound Split	112	99	104	72	107	86	97	82	95	
Secondary Access Inbound Split	na	na	na	na	na	na	na	na	na	
								Eight Day Average PM Peak Hour Inbound Split	**95**	**67%**
Primary Access Outbound Split	43	38	36	44	47	51	61	57	47	
Secondary Access Outbound Split	na	na	na	na	na	na	na	na	na	
								Eight Day Average PM Peak Hour Outbound Split	**47**	**33%**

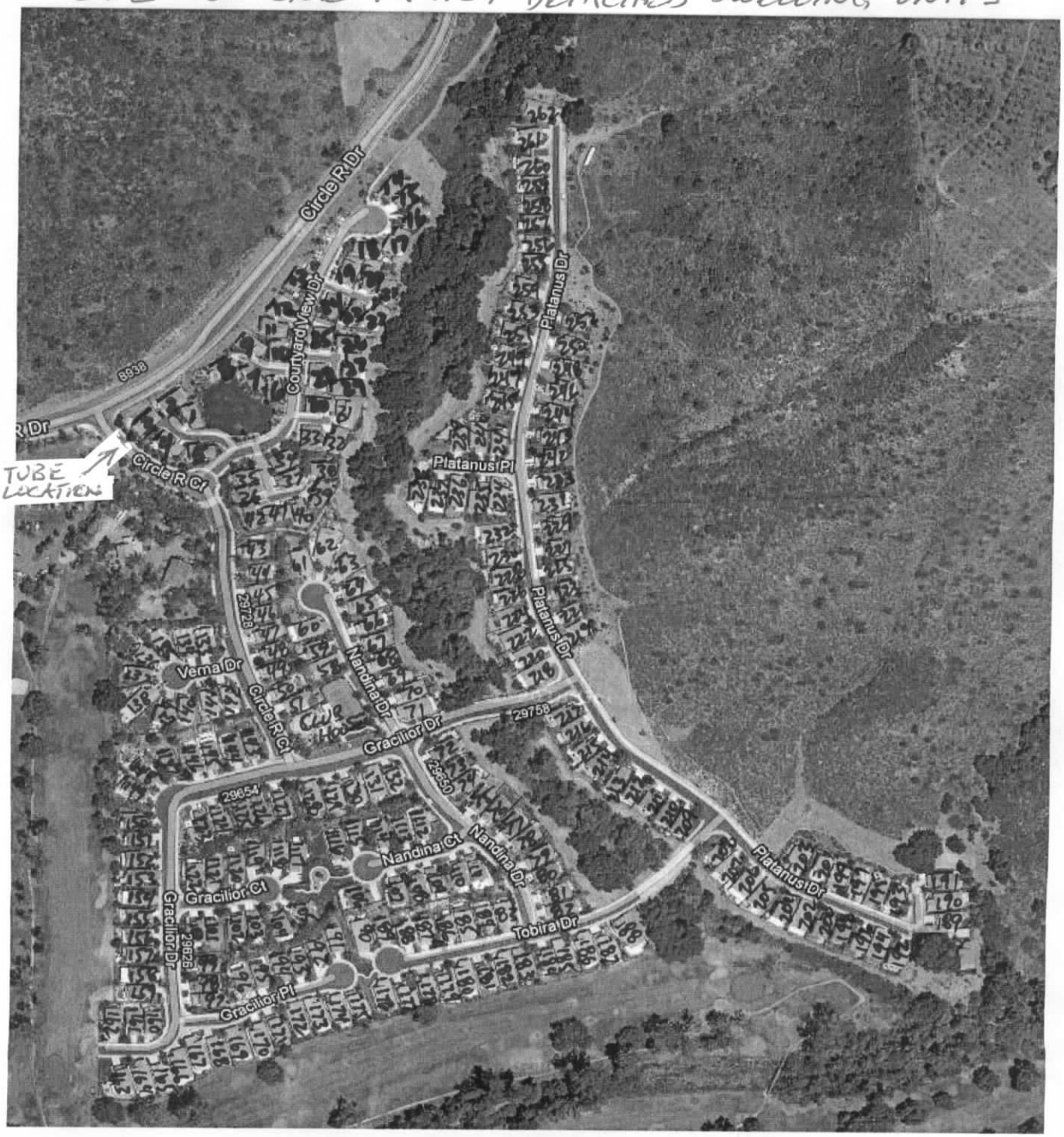
TRIP RATIOS

	Weekday
Trips/Dwelling Unit	**6.7**

Castle Creek (Valley Center)
Single Access (Circle R Court)
262 Single Family Detached Dwelling Units



CASTLE CREEK (VALLEY CENTER)
SINGLE ACCESS (CIRCLE R CT)
262 SINGLE FAMILY DETACHED DWELLING UNITS



TUESDAY - AUGUST 23, 2011 CITY: VALLEY CENTER PROJECT: CA11-0826-02-001

CIRCLE R COURT S-O CIRCLE R DRIVE Castle Creek Single Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	13		16				
00:15	0		2					12:15	13		15				
00:30	1		3					12:30	7		11				
00:45	2	3	4	10			13	12:45	11	44	14	56			100
01:00	2		2					13:00	6		13				
01:15	0		1					13:15	8		9				
01:30	0		0					13:30	8		17				
01:45	0	2	1	4			6	13:45	8	30	9	48			78
02:00	0		1					14:00	6		12				
02:15	0		1					14:15	6		13				
02:30	3		2					14:30	5		13				
02:45	1	4	3	7			11	14:45	6	23	16	54			77
03:00	0		0					15:00	6		15				
03:15	0		0					15:15	4		14				
03:30	0		0					15:30	5		7				
03:45	1	1	1	1			2	15:45	7	22	15	51			73
04:00	2		0					16:00	8		17				
04:15	1		2					16:15	11		20				
04:30	3		2					16:30	15		22				
04:45	1	7	2	6			13	16:45	9	43	29	88			131
05:00	3		1					17:00	8	43	20	91			134
05:15	9		3					17:15	16	48	29	100			148
05:30	4		5					17:30	10	43	31	109			152
05:45	10	26	3	12			38	17:45	9	**43**	32	**112**			**155**
06:00	31		8					18:00	7		23				
06:15	16		4					18:15	10		29				
06:30	11		21					18:30	6		23				
06:45	20	78	21	54			132	18:45	7	30	23	98			128
07:00	16		10					19:00	4		12				
07:15	30		26					19:15	10		21				
07:30	23		11					19:30	7		21				
07:45	27	96	22	69			165	19:45	8	29	21	75			104
08:00	27	**107**	21	**80**			**187**	20:00	3		14				
08:15	14	91	18	72			163	20:15	2		18				
08:30	6	74	6	67			141	20:30	4		17				
08:45	14	61	16	61			122	20:45	1	10	11	60			70
09:00	9		7					21:00	5		15				
09:15	15		17					21:15	6		10				
09:30	13		13					21:30	2		7				
09:45	13	50	13	50			100	21:45	2	15	10	42			57
10:00	18		11					22:00	2		5				
10:15	10		14					22:15	1		5				
10:30	11		9					22:30	0		6				
10:45	5	44	10	44			88	22:45	1	4	5	21			25
11:00	11		12					23:00	1		3				
11:15	12		13					23:15	6		10				
11:30	14		20					23:30	0		0				
11:45	9	46	11	56			102	23:45	1	8	3	16			24
Total Vol.		418		374			**792**			301		721			**1022**

Daily Totals

NB	SB	EB	WB	**Combined**
719	1095			**1814**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - AUGUST 24, 2011 CITY: VALLEY CENTER PROJECT: CA11-0826-02-001

CIRCLE R COURT S-O CIRCLE R DRIVE Castle Creek Single Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		3					12:00	8		16				
00:15	1		2					12:15	6		11				
00:30	0		2					12:30	11		18				
00:45	0	3	0	7			10	12:45	8	33	13	58			91
01:00	0		1					13:00	8		12				
01:15	0		2					13:15	11		16				
01:30	0		3					13:30	13		15				
01:45	1	1	1	7			8	13:45	7	39	5	48			87
02:00	0		2					14:00	7		9				
02:15	0		0					14:15	12		12				
02:30	0		0					14:30	6		6				
02:45	1	1	2	4			5	14:45	8	33	9	36			69
03:00	0		0					15:00	4		15				
03:15	0		0					15:15	8		21				
03:30	0		0					15:30	6		15				
03:45	1	1	1	1			2	15:45	7	25	15	66			91
04:00	0		1					16:00	8		20				
04:15	4		2					16:15	8		21				
04:30	3		4					16:30	13		28				
04:45	2	9	1	8			17	16:45	10	39	18	87			126
05:00	2		0					17:00	4	35	24	91			126
05:15	8		6					17:15	11	38	26	96			134
05:30	4		2					17:30	10	35	25	93			128
05:45	17	31	15	23			54	17:45	13	**38**	24	**99**			**137**
06:00	11		10					18:00	13		24				
06:15	16		7					18:15	4		18				
06:30	13		12					18:30	7		31				
06:45	22	62	16	45			107	18:45	11	35	29	102			137
07:00	18		11					19:00	13		25				
07:15	31		22					19:15	7		13				
07:30	31		20					19:30	8		13				
07:45	21	101	5	58			159	19:45	5	33	22	73			106
08:00	19	**102**	15	**62**			**164**	20:00	4		23				
08:15	14	85	12	52			137	20:15	3		16				
08:30	9	63	10	42			105	20:30	6		20				
08:45	18	60	14	51			111	20:45	4	17	19	78			95
09:00	12		9					21:00	2		10				
09:15	11		9					21:15	3		13				
09:30	12		9					21:30	3		8				
09:45	14	49	10	37			86	21:45	2	10	10	41			51
10:00	12		10					22:00	4		12				
10:15	8		9					22:15	2		12				
10:30	6		12					22:30	1		5				
10:45	15	41	16	47			88	22:45	1	8	3	32			40
11:00	9		8					23:00	0		2				
11:15	9		8					23:15	0		3				
11:30	10		17					23:30	2		6				
11:45	9	37	17	50			87	23:45	3	5	8	19			24
Total Vol.		396		338			**734**			315		739			**1054**

Daily Totals

NB	SB	EB	WB	**Combined**
711	1077			**1788**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - AUGUST 25, 2011 CITY: VALLEY CENTER PROJECT: CA11-0826-02-001

CIRCLE R COURT S-O CIRCLE R DRIVE Castle Creek Single Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		4					12:00	5		15				
00:15	1		2					12:15	14		9				
00:30	0		3					12:30	3		7				
00:45	1	3	4	13			16	12:45	6	28	11	42			70
01:00	1		1					13:00	4		15				
01:15	1		0					13:15	11		13				
01:30	0		0					13:30	5		13				
01:45	0	2	1	2			4	13:45	3	23	13	54			77
02:00	0		1					14:00	10		12				
02:15	2		4					14:15	8		16				
02:30	1		2					14:30	20		26				
02:45	0	3	1	8			11	14:45	11	49	20	74			123
03:00	1		1					15:00	5		16				
03:15	0		0					15:15	10		17				
03:30	0		1					15:30	9		19				
03:45	0	1	1	3			4	15:45	9	33	28	80			113
04:00	0		0					16:00	10		19				
04:15	2		3					16:15	11		25				
04:30	3		2					16:30	6		14				
04:45	5	10	1	6			16	16:45	11	38	23	81			119
05:00	7		5					17:00	12	40	29	91			131
05:15	2		1					17:15	10	39	27	93			132
05:30	4		2					17:30	6	39	20	99			138
05:45	9	22	3	11			33	17:45	8	**36**	28	**104**			**140**
06:00	7		9					18:00	8		23				
06:15	17		10					18:15	9		19				
06:30	26		20					18:30	7		23				
06:45	20	70	15	54			124	18:45	9	33	21	86			119
07:00	33		31					19:00	10		20				
07:15	36		31					19:15	16		23				
07:30	34		25					19:30	5		19				
07:45	23	**126**	15	**102**			**228**	19:45	7	38	24	86			124
08:00	29	122	24	95			217	20:00	6		18				
08:15	13	99	17	81			180	20:15	6		16				
08:30	13	78	17	73			151	20:30	6		16				
08:45	7	62	14	72			134	20:45	4	22	13	63			85
09:00	16		22					21:00	9		17				
09:15	6		4					21:15	3		12				
09:30	10		16					21:30	2		6				
09:45	22	54	22	64			118	21:45	3	17	12	47			64
10:00	10		9					22:00	1		4				
10:15	26		19					22:15	2		7				
10:30	15		20					22:30	2		7				
10:45	10	61	10	58			119	22:45	0	5	4	22			27
11:00	1		7					23:00	2		3				
11:15	11		9					23:15	1		1				
11:30	6		8					23:30	2		8				
11:45	9	27	11	35			62	23:45	4	9	7	19			28
Total Vol.		441		428			**869**			331		758			**1089**

Daily Totals

NB	SB	EB	WB	**Combined**
772	1186			**1958**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

MONDAY - OCTOBER 10, 2011 CITY: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURT S-O CIRCLE R DRIVE Castle Creek Single Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		3					12:00	9		10				
00:15	0		1					12:15	18		11				
00:30	1		2					12:30	13		9				
00:45	3	6	6	12			18	12:45	6	46	11	41			87
01:00	2		8					13:00	8		11				
01:15	0		0					13:15	10		12				
01:30	1		1					13:30	16		10				
01:45	0	3	0	9			12	13:45	11	45	11	44			89
02:00	1		1					14:00	13		8				
02:15	0		0					14:15	11		18				
02:30	1		3					14:30	18		12				
02:45	0	2	0	4			6	14:45	13	55	15	53			108
03:00	0		0					15:00	10		10				
03:15	0		0					15:15	12		15				
03:30	0		0					15:30	18		22				
03:45	2	2	2	2			4	15:45	18	58	23	70			128
04:00	1		1					16:00	9		21				
04:15	5		1					16:15	11		16				
04:30	1		0					16:30	13		20				
04:45	3	10	2	4			14	16:45	11	**44**	15	**72**			**116**
05:00	4		0					17:00	8	43	21	72			115
05:15	2		0					17:15	4	36	18	74			110
05:30	7		1					17:30	7	30	15	69			99
05:45	9	22	0	1			23	17:45	6	25	20	74			99
06:00	11		2					18:00	6		17				
06:15	15		3					18:15	16		20				
06:30	18		9					18:30	11		21				
06:45	17	61	5	19			80	18:45	12	45	19	77			122
07:00	26		12					19:00	10		24				
07:15	33		16					19:15	10		20				
07:30	26		11					19:30	5		14				
07:45	20	**105**	2	**41**			**146**	19:45	4	29	10	68			97
08:00	31	110	7	36			146	20:00	2		10				
08:15	22	99	5	25			124	20:15	3		11				
08:30	17	90	10	24			114	20:30	4		9				
08:45	12	82	17	39			121	20:45	6	15	11	41			56
09:00	4		9					21:00	3		8				
09:15	10		6					21:15	5		12				
09:30	13		3					21:30	7		16				
09:45	15	42	8	26			68	21:45	2	17	4	40			57
10:00	9		2					22:00	4		8				
10:15	6		6					22:15	3		4				
10:30	12		6					22:30	3		3				
10:45	8	35	12	26			61	22:45	2	12	7	22			34
11:00	14		13					23:00	1		2				
11:15	9		6					23:15	2		3				
11:30	11		7					23:30	1		1				
11:45	6	40	5	31			71	23:45	1	5	2	8			13
Total Vol.		410		214			**624**			396		610			**1006**

Daily Totals

NB	SB	EB	WB	**Combined**
806	824			**1630**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - OCTOBER 11, 2011 CITY: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURT S-O CIRCLE R DRIVE Castle Creek Single Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		5					12:00	10		10				
00:15	2		3					12:15	7		12				
00:30	0		0					12:30	6		6				
00:45	1	5	0	8			13	12:45	11	34	16	44			78
01:00	1		1					13:00	6		7				
01:15	1		1					13:15	9		11				
01:30	1		1					13:30	11		11				
01:45	0	3	1	4			7	13:45	13	39	9	38			77
02:00	0		1					14:00	9		7				
02:15	0		0					14:15	15		4				
02:30	1		1					14:30	15		9				
02:45	0	1	1	3			4	14:45	18	57	15	35			92
03:00	0		0					15:00	11		14				
03:15	0		1					15:15	16		23				
03:30	1		2					15:30	13		18				
03:45	0	1	0	3			4	15:45	13	53	19	74			127
04:00	0		1					16:00	13		21				
04:15	2		1					16:15	4		14				
04:30	2		0					16:30	14		13				
04:45	4	8	1	3			11	16:45	11	42	20	68			110
05:00	4		2					17:00	8	37	16	63			100
05:15	10		3					17:15	14	47	29	78			125
05:30	7		1					17:30	13	46	29	94			140
05:45	10	31	1	7			38	17:45	12	**47**	33	**107**			**154**
06:00	13		4					18:00	7		20				
06:15	13		1					18:15	11		22				
06:30	24		14					18:30	19		30				
06:45	25	75	10	29			104	18:45	15	52	18	90			142
07:00	36		17					19:00	4		13				
07:15	35		11					19:15	16		22				
07:30	34		5					19:30	6		18				
07:45	22	**127**	8	**41**			**168**	19:45	2	28	14	67			95
08:00	32	123	9	33			156	20:00	6		11				
08:15	20	108	5	27			135	20:15	2		12				
08:30	9	83	9	31			114	20:30	4		14				
08:45	10	71	12	35			106	20:45	2	14	11	48			62
09:00	11		5					21:00	2		7				
09:15	14		5					21:15	8		11				
09:30	14		9					21:30	3		8				
09:45	10	49	3	22			71	21:45	1	14	4	30			44
10:00	7		2					22:00	3		5				
10:15	11		5					22:15	3		7				
10:30	9		2					22:30	1		6				
10:45	9	36	5	14			50	22:45	4	11	6	24			35
11:00	6		10					23:00	3		8				
11:15	10		2					23:15	0		2				
11:30	4		10					23:30	0		5				
11:45	10	30	6	28			58	23:45	2	5	2	17			22
Total Vol.		437		197			**634**			396		642			**1038**

Daily Totals

NB	SB	EB	WB	**Combined**
833	839			**1672**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - OCTOBER 12, 2011 CITY: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURT S-O CIRCLE R DRIVE Castle Creek Single Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	3		6				
00:15	1		1					12:15	6		7				
00:30	2		1					12:30	11		6				
00:45	0	3	0	3			6	12:45	10	30	10	29			59
01:00	1		0					13:00	12		11				
01:15	0		1					13:15	5		9				
01:30	0		0					13:30	4		7				
01:45	0	1	0	1			2	13:45	3	24	11	38			62
02:00	0		0					14:00	20		12				
02:15	0		1					14:15	5		9				
02:30	2		3					14:30	14		15				
02:45	0	2	0	4			6	14:45	19	58	17	53			111
03:00	0		0					15:00	13		18				
03:15	1		0					15:15	9		12				
03:30	1		0					15:30	13		20				
03:45	0	2	0	0			2	15:45	16	51	25	75			126
04:00	2		1					16:00	12		19				
04:15	1		1					16:15	5		20				
04:30	1		0					16:30	12		21				
04:45	7	11	2	4			15	16:45	11	40	23	83			123
05:00	6		2					17:00	8	36	19	83			119
05:15	3		1					17:15	16	47	17	80			127
05:30	5		0					17:30	12	47	24	83			130
05:45	10	24	4	7			31	17:45	15	**51**	26	**86**			**137**
06:00	18		4					18:00	10		22				
06:15	13		2					18:15	13		23				
06:30	19		8					18:30	11		19				
06:45	19	69	12	26			95	18:45	16	50	19	83			133
07:00	33		13					19:00	12		20				
07:15	35		17					19:15	9		19				
07:30	26		9					19:30	4		17				
07:45	31	**125**	4	**43**			**168**	19:45	5	30	16	72			102
08:00	28	120	4	34			154	20:00	11		12				
08:15	22	107	6	23			130	20:15	5		13				
08:30	14	95	11	25			120	20:30	3		10				
08:45	22	86	11	32			118	20:45	5	24	8	43			67
09:00	15		7					21:00	2		17				
09:15	10		6					21:15	4		9				
09:30	5		3					21:30	3		12				
09:45	6	36	6	22			58	21:45	1	10	7	45			55
10:00	9		1					22:00	2		6				
10:15	10		8					22:15	0		1				
10:30	12		9					22:30	5		8				
10:45	11	42	3	21			63	22:45	8	15	5	20			35
11:00	6		3					23:00	3		5				
11:15	7		5					23:15	2		3				
11:30	14		10					23:30	0		0				
11:45	13	40	10	28			68	23:45	1	6	2	10			16
Total Vol.		441		191			**632**			389		637			**1026**

Daily Totals

NB	SB	EB	WB	**Combined**
830	828			**1658**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THUSDAY - OCTOBER 13, 2011 CITY: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURT S-O CIRCLE R DRIVE Castle Creek Single Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	10		9				
00:15	1		0					12:15	11		7				
00:30	0		3					12:30	9		7				
00:45	1	2	1	5			7	12:45	10	40	8	31			71
01:00	0		0					13:00	6		13				
01:15	0		0					13:15	6		13				
01:30	1		0					13:30	6		5				
01:45	0	1	1	1			2	13:45	10	28	12	43			71
02:00	0		0					14:00	16		16				
02:15	0		0					14:15	15		11				
02:30	0		0					14:30	14		22				
02:45	1	1	3	3			4	14:45	21	66	26	75			141
03:00	0		0					15:00	11		17				
03:15	0		1					15:15	18		19				
03:30	0		0					15:30	15		13				
03:45	0	0	0	1			1	15:45	20	64	20	69			133
04:00	0		2					16:00	11		18				
04:15	2		9					16:15	15		12				
04:30	5		1					16:30	7		20				
04:45	2	9	1	13			22	16:45	10	43	18	68			111
05:00	5		0					17:00	15	47	24	74			121
05:15	5		0					17:15	20	52	19	81			133
05:30	8		2					17:30	11	56	33	94			150
05:45	13	31	1	3			34	17:45	15	**61**	21	**97**			**158**
06:00	14		5					18:00	12		20				
06:15	17		8					18:15	13		14				
06:30	21		10					18:30	9		16				
06:45	24	76	6	29			105	18:45	11	45	17	67			112
07:00	30		14					19:00	11		20				
07:15	40		24					19:15	12		21				
07:30	32		10					19:30	9		20				
07:45	25	**127**	9	**57**			**184**	19:45	6	38	15	76			114
08:00	20	117	7	50			167	20:00	5		14				
08:15	28	105	6	32			137	20:15	9		18				
08:30	13	86	13	35			121	20:30	2		17				
08:45	8	69	8	34			103	20:45	3	19	8	57			76
09:00	11		12					21:00	1		10				
09:15	13		8					21:15	6		14				
09:30	13		1					21:30	1		9				
09:45	9	46	6	27			73	21:45	1	9	14	47			56
10:00	7		7					22:00	5		10				
10:15	13		10					22:15	3		3				
10:30	15		9					22:30	3		2				
10:45	13	48	11	37			85	22:45	0	11	3	18			29
11:00	11		5					23:00	2		3				
11:15	10		8					23:15	2		3				
11:30	5		11					23:30	0		5				
11:45	11	37	8	32			69	23:45	3	7	5	16			23
Total Vol.		447		242			**689**			431		664			**1095**

Daily Totals

NB	SB	EB	WB	**Combined**
878	906			**1784**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY - OCTOBER 7, 2011 CITY: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURT S-O CIRCLE R DRIVE Castle Creek Single Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		5					12:00	10		16				
00:15	0		0					12:15	9		11				
00:30	0		0					12:30	10		6				
00:45	1	4	0	5			9	12:45	15	44	16	49			93
01:00	0		1					13:00	9		8				
01:15	1		0					13:15	11		13				
01:30	1		1					13:30	11		20				
01:45	0	2	0	2			4	13:45	6	37	13	54			91
02:00	0		0					14:00	9		10				
02:15	0		0					14:15	9		11				
02:30	2		2					14:30	28		17				
02:45	2	4	2	4			8	14:45	23	69	18	56			125
03:00	3		0					15:00	10		13				
03:15	0		0					15:15	10		12				
03:30	1		0					15:30	11		20				
03:45	1	5	1	1			6	15:45	14	45	29	74			119
04:00	0		3					16:00	13		15				
04:15	5		1					16:15	8		20				
04:30	3		0					16:30	13		18				
04:45	0	8	0	4			12	16:45	13	47	21	74			121
05:00	3		0					17:00	9	43	22	81			124
05:15	4		0					17:15	15	50	27	88			138
05:30	6		2					17:30	17	54	18	88			142
05:45	7	20	0	2			22	17:45	16	**57**	15	**82**			**139**
06:00	17		6					18:00	15		18				
06:15	10		1					18:15	7		15				
06:30	18		11					18:30	15		12				
06:45	21	66	5	23			89	18:45	7	44	19	64			108
07:00	26		10					19:00	15		19				
07:15	48		27					19:15	12		12				
07:30	22		5					19:30	9		17				
07:45	26	**122**	4	**46**			**168**	19:45	11	47	19	67			114
08:00	24	120	8	44			164	20:00	10		20				
08:15	19	91	6	23			114	20:15	4		3				
08:30	13	82	6	24			106	20:30	5		7				
08:45	11	67	4	24			91	20:45	4	23	11	41			64
09:00	10		4					21:00	4		6				
09:15	12		7					21:15	5		10				
09:30	11		6					21:30	5		8				
09:45	18	51	7	24			75	21:45	4	18	13	37			55
10:00	15		7					22:00	3		11				
10:15	16		5					22:15	4		8				
10:30	10		6					22:30	2		13				
10:45	9	50	7	25			75	22:45	2	11	4	36			47
11:00	12		9					23:00	2		5				
11:15	13		11					23:15	2		1				
11:30	9		8					23:30	1		5				
11:45	9	43	9	37			80	23:45	1	6	4	15			21
Total Vol.		442		197			**639**			448		649			**1097**

Daily Totals

NB	SB	EB	WB	**Combined**
890	846			**1736**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TRIP GENERATION STUDY SUMMARY

Name of Study Site	Lake Rancho Viejo	Study SF-2
Location	San Diego County, Fallbrook (SE corner of I-15 and SR-76)	
Type of Facility	Single Family Residential	
Dates	Aug 30-Sept1, 2011 (Tue-Thur) and Oct 7-13, 2011 (Fri-Thur)	

BACKGROUND DATA

731	**Number of Dwelling Units**
Unknown	Acres (gross)
Unknown	Dwelling units per acre
Primary access = Dulin Rd; Secondary access = Shearer Crossing	

TRAFFIC DATA	Tue	Wed	Thur	Mon	Tue	Wed	Thur	Fri		% &
Date	08/30/11	08/31/11	09/01/11	10/10/11	10/11/11	10/12/11	10/13/11	10/07/11	Average	Split
Primary Access - Dulin (ADT)	3,808	3,817	3,923	3,305	3,355	3,153	2,851	3,521	3,467	
Secondary Access - Shearer (ADT)	815	856	841	767	765	793	736	869	805	
					Eight Day Average Weekday Daily Trips (ADT)				**4,272**	
Primary Access (AM pk hr btw 7-9)	408	406	432	388	406	413	311	324	386	
Secondary Access (AM pk hr btw 4-6)	54	57	55	59	47	44	43	45	51	
				Eight Day Avg. Weekday AM Peak Hour (Highest pk hr 7-9am) Volume					**437**	**10.2%**
Primary Access Inbound Split	57	60	58	99	69	49	63	71	66	
Secondary Access Inbound Split	16	17	18	20	12	8	10	14	14	
					Eight Day Average AM Peak Hour Inbound Split				**80**	**18%**
Primary Access Outbound Split	351	346	374	289	337	364	248	253	320	
Secondary Access Outbound Split	38	40	37	39	35	36	33	31	36	
					Eight Day Average AM Peak Hour Outbound Split				**356**	**82%**
Primary Access (PM pk hr btw 7-9)	308	323	348	282	327	299	277	318	310	
Secondary Access (PM pk hr btw 4-6)	78	77	85	72	82	87	63	79	78	
				Eight Day Avg. Weekday PM Peak Hour (Highest pk hr 4-6pm) Volume					**388**	**9.1%**
Primary Access Inbound Split	212	230	231	213	253	242	214	213	226	
Secondary Access Inbound Split	48	40	51	48	55	49	36	42	46	
					Eight Day Average PM Peak Hour Inbound Split				**272**	**70%**
Primary Access Outbound Split	96	93	117	69	74	57	63	105	84	
Secondary Access Outbound Split	30	37	34	24	27	38	27	37	32	
					Eight Day Average PM Peak Hour Outbound Split				**116**	**30%**

TRIP RATIOS

	Weekday
Trips/Dwelling Unit	**5.8**

Lake Rancho Viejo (Fallbrook)

Two access points (Dulin Rd and Shearer Crossing)

731 Single Family Detached Dwelling Units




NOT FINISHED
NOT COUNTED
PART 1
317 DUs
LAKE RANCHO VIEJO DU COUNT
MODEL HOMES (NOT COUNTED)
Lake Cir Dr
Lake Park Ln
Lake Shore Ln
Lake Shore Rd
Lake Park Rd
Lake Circle Rd
Lake Shore St
Lake Park St
Lake Cir St
Lancaster Creek Rd
Shutters South
Avocado
15

LAKE RANCHO VIEJO DU COUNT



20

PART 2: 414

PART 1 = 317

TOTAL BUILT PARTS = 731 DUs.

TUESDAY - AUGUST 30, 2011 LOCATION: FALLBROOK PROJECT: CA11-0826-02-001B

DULIN E-O OLD HWY 395 Lake Rancho Viejo

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		3			12:00			15		26		
00:15			1		0			12:15			23		14		
00:30			4		1			12:30			20		23		
00:45			5	11	0	4	15	12:45			21	79	20	83	162
01:00			9		1			13:00			23		25		
01:15			5		0			13:15			16		28		
01:30			4		1			13:30			22		22		
01:45			2	20	0	2	22	13:45			14	75	20	95	170
02:00			1		0			14:00			33		28		
02:15			1		0			14:15			19		40		
02:30			1		1			14:30			21		25		
02:45			0	3	1	2	5	14:45			24	97	23	116	213
03:00			1		0			15:00			52		15		
03:15			4		0			15:15			50		21		
03:30			0		1			15:30			47		17		
03:45			2	7	4	5	12	15:45			45	194	24	77	271
04:00			0		3			16:00			33		17		
04:15			1		8			16:15			49		25		
04:30			0		7			16:30			50		22		
04:45			0	1	10	28	29	16:45			48	180	36	100	280
05:00			1		15			17:00			52	199	18	101	300
05:15			2		20			17:15			50	200	17	93	293
05:30			0		33			17:30			62	**212**	25	**96**	**308**
05:45			6	9	38	106	115	17:45			52	216	24	84	300
06:00			4		40			18:00			56		21		
06:15			1		66			18:15			66		14		
06:30			10		61			18:30			51		22		
06:45			8	23	62	229	252	18:45			41	214	24	81	295
07:00			7		58			19:00			41		12		
07:15			9		88			19:15			47		19		
07:30			11		119			19:30			29		6		
07:45			15	42	84	349	391	19:45			21	138	11	48	186
08:00			22	**57**	60	**351**	**408**	20:00			33		10		
08:15			45	93	42	305	398	20:15			36		14		
08:30			35	117	35	221	338	20:30			23		11		
08:45			20	122	30	167	289	20:45			23	115	11	46	161
09:00			18		26			21:00			23		4		
09:15			9		18			21:15			24		5		
09:30			10		26			21:30			28		11		
09:45			7	44	22	92	136	21:45			13	88	8	28	116
10:00			9		30			22:00			17		2		
10:15			5		18			22:15			12		4		
10:30			12		25			22:30			10		5		
10:45			16	42	26	99	141	22:45			8	47	3	14	61
11:00			11		28			23:00			7		1		
11:15			15		33			23:15			5		0		
11:30			10		25			23:30			3		1		
11:45			19	55	18	104	159	23:45			8	23	2	4	27
Total Vol.				379		1187	**1566**					1466		776	**2242**

Daily Totals

NB	SB	EB	WB	**Combined**
		1845	1963	**3808**

WEDNESDAY - AUGUST 31, 2011 LOCATION: FALLBROOK PROJECT: CA11-0826-02-001B

DULIN E-O OLD HWY 395 Lake Rancho Viejo

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		1			12:00			21		20		
00:15			1		1			12:15			20		19		
00:30			5		0			12:30			18		23		
00:45			2	10	2	4	14	12:45			26	85	22	84	169
01:00			3		0			13:00			23		18		
01:15			4		0			13:15			22		26		
01:30			2		0			13:30			18		25		
01:45			3	12	0	0	12	13:45			15	78	33	102	180
02:00			1		0			14:00			26		31		
02:15			2		0			14:15			30		25		
02:30			0		1			14:30			32		38		
02:45			0	3	1	2	5	14:45			39	127	31	125	252
03:00			0		1			15:00			41		33		
03:15			1		1			15:15			51		18		
03:30			1		4			15:30			55		20		
03:45			0	2	1	7	9	15:45			56	203	16	87	290
04:00			0		3			16:00			41		21		
04:15			3		6			16:15			43		22		
04:30			0		9			16:30			44		25		
04:45			1	4	11	29	33	16:45			58	186	28	96	282
05:00			2		12			17:00			51	196	20	95	291
05:15			1		25			17:15			55	208	23	96	304
05:30			0		22			17:30			66	**230**	22	**93**	**323**
05:45			2	5	42	101	106	17:45			65	237	17	82	319
06:00			4		46			18:00			48		16		
06:15			8		60			18:15			41		15		
06:30			10		55			18:30			52		20		
06:45			12	34	70	231	265	18:45			53	194	21	72	266
07:00			6		63			19:00			40		10		
07:15			8		94			19:15			46		12		
07:30			7		138			19:30			22		11		
07:45			11	32	60	355	387	19:45			26	134	15	48	182
08:00			34	**60**	54	**346**	**406**	20:00			23		9		
08:15			39	91	31	283	374	20:15			28		12		
08:30			24	108	36	181	289	20:30			21		16		
08:45			13	110	19	140	250	20:45			19	91	8	45	136
09:00			9		19			21:00			18		8		
09:15			11		33			21:15			21		9		
09:30			11		22			21:30			26		5		
09:45			13	44	21	95	139	21:45			20	85	4	26	111
10:00			12		26			22:00			15		7		
10:15			8		19			22:15			11		4		
10:30			18		35			22:30			9		5		
10:45			13	51	24	104	155	22:45			12	47	3	19	66
11:00			17		23			23:00			8		5		
11:15			9		31			23:15			9		1		
11:30			18		21			23:30			8		4		
11:45			16	60	15	90	150	23:45			3	28	1	11	39
Total Vol.				367		1158	**1525**					1495		797	**2292**

Daily Totals

NB	SB	EB	WB	**Combined**
		1862	1955	**3817**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - SEPTEMBER 1, 2011 LOCATION: FALLBROOK PROJECT: CA11-0826-02-001B

DULIN E-O OLD HWY 395 Lake Rancho Viejo

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		4			12:00			22		22		
00:15			4		1			12:15			21		26		
00:30			1		2			12:30			15		20		
00:45			2	12	2	9	21	12:45			20	78	18	86	164
01:00			0		0			13:00			19		21		
01:15			1		0			13:15			15		23		
01:30			0		0			13:30			26		22		
01:45			3	4	1	1	5	13:45			21	81	35	101	182
02:00			1		0			14:00			25		42		
02:15			1		1			14:15			28		28		
02:30			0		1			14:30			22		33		
02:45			2	4	2	4	8	14:45			35	110	31	134	244
03:00			0		0			15:00			33				
03:15			4		1			15:15			48				
03:30			1		2			15:30			51				
03:45			2	7	3	6	13	15:45			66	198	31	31	229
04:00			1		5			16:00			68		33		
04:15			3		6			16:15			61		42		
04:30			0		4			16:30			50		20		
04:45			0	4	6	21	25	16:45			52	**231**	22	**117**	**348**
05:00			2		18			17:00			38	201	25	109	310
05:15			4		17			17:15			61	201	18	85	286
05:30			4		28			17:30			68	219	19	84	303
05:45			5	15	35	98	113	17:45			66	233	22	84	317
06:00			7		44			18:00			55		21		
06:15			8		48			18:15			43		16		
06:30			11		68			18:30			44		11		
06:45			12	38	77	237	275	18:45			41	183	15	63	246
07:00			16		84			19:00			51		19		
07:15			11		88			19:15			42		9		
07:30			9		121			19:30			35		12		
07:45			22	**58**	81	**374**	**432**	19:45			33	161	10	50	211
08:00			28	70	66	356	426	20:00			31		11		
08:15			33	92	42	310	402	20:15			30		9		
08:30			21	104	35	224	328	20:30			33		5		
08:45			20	102	20	163	265	20:45			29	123	4	29	152
09:00			15		18			21:00			19		10		
09:15			20		16			21:15			21		7		
09:30			16		21			21:30			16		9		
09:45			11	62	20	75	137	21:45			12	68	5	31	99
10:00			11		22			22:00			15		4		
10:15			15		28			22:15			18		5		
10:30			16		21			22:30			11		5		
10:45			21	63	23	94	157	22:45			9	53	8	22	75
11:00			22		22			23:00			10		5		
11:15			15		25			23:15			7		4		
11:30			18		21			23:30			9		4		
11:45			16	71	20	88	159	23:45			5	31	2	15	46
Total Vol.				440		1170	**1610**					1550		763	**2313**

Daily Totals

NB	SB	EB	WB	**Combined**
		1990	1933	**3923**

MONDAY - OCTOBER 10, 2011 LOCATION: FALLBROOK PROJECT: CA11-0930-1832

DULIN E-O OLD HWY 395 Lake Rancho Viejo

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		1			12:00			29		13		
00:15			4		0			12:15			19		13		
00:30			4		0			12:30			13		13		
00:45			2	15	0	1	16	12:45			30	91	9	48	139
01:00			5		2			13:00			30		19		
01:15			2		1			13:15			20		21		
01:30			1		0			13:30			23		19		
01:45			0	8	0	3	11	13:45			19	92	24	83	175
02:00			1		0			14:00			32		14		
02:15			0		0			14:15			23		36		
02:30			1		0			14:30			23		23		
02:45			0	2	0	0	2	14:45			32	110	20	93	203
03:00			0		0			15:00			42		17		
03:15			0		0			15:15			50		17		
03:30			0		0			15:30			65		18		
03:45			0	0	0	0		15:45			53	210	14	66	276
04:00			1		0			16:00			40		10		
04:15			2		0			16:15			37		28		
04:30			3		2			16:30			35		16		
04:45			0	6	11	13	19	16:45			42	154	18	72	226
05:00			1		3			17:00			50	164	19	81	245
05:15			0		4			17:15			41	168	14	67	235
05:30			2		1			17:30			68	201	19	70	271
05:45			2	5	23	31	36	17:45			54	**213**	17	**69**	**282**
06:00			3		16			18:00			57		20		
06:15			7		32			18:15			59		16		
06:30			6		41			18:30			35		13		
06:45			11	27	35	124	151	18:45			29	180	15	64	244
07:00			17		40			19:00			33		15		
07:15			11		63			19:15			30		13		
07:30			13		77			19:30			27		7		
07:45			6	47	104	284	331	19:45			27	117	6	41	158
08:00			27	57	56	300	357	20:00			31		7		
08:15			53	**99**	52	**289**	**388**	20:15			16		6		
08:30			27	113	34	246	359	20:30			17		5		
08:45			17	124	34	176	300	20:45			19	83	3	21	104
09:00			18		35			21:00			17		3		
09:15			17		31			21:15			21		5		
09:30			16		21			21:30			18		5		
09:45			17	68	32	119	187	21:45			13	69	4	17	86
10:00			10		23			22:00			15		3		
10:15			20		24			22:15			8		2		
10:30			24		21			22:30			9		2		
10:45			20	74	25	93	167	22:45			9	41	1	8	49
11:00			16		13			23:00			6		2		
11:15			16		13			23:15			5		1		
11:30			18		21			23:30			5		0		
11:45			12	62	15	62	124	23:45			0	16	0	3	19
Total Vol.				438		906	**1344**					1376		585	**1961**

Daily Totals

NB	SB	EB	WB	**Combined**
		1814	1491	**3305**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - OCTOBER 11, 2011 LOCATION: FALLBROOK PROJECT: CA11-0930-1832

DULIN E-O OLD HWY 395 Lake Rancho Viejo

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			4		1			12:00			12		22		
00:15			5		0			12:15			9		8		
00:30			2		0			12:30			23		6		
00:45			1	12	0	1	13	12:45			17	61	17	53	114
01:00			2		0			13:00			21		9		
01:15			1		0			13:15			17		10		
01:30			1		0			13:30			6		18		
01:45			1	5	0	0	5	13:45			18	62	17	54	116
02:00			1		0			14:00			26		18		
02:15			2		0			14:15			17		27		
02:30			1		0			14:30			20		17		
02:45			0	4	0	0	4	14:45			22	85	23	85	170
03:00			1		0			15:00			48		17		
03:15			1		0			15:15			37		21		
03:30			0		0			15:30			63		21		
03:45			0	2	0	0	2	15:45			39	187	23	82	269
04:00			1		0			16:00			39		9		
04:15			0		0			16:15			40		22		
04:30			1		1			16:30			55		20		
04:45			2	4	1	2	6	16:45			45	179	19	70	249
05:00			3		2			17:00			56	196	20	81	277
05:15			0		5			17:15			58	214	17	76	290
05:30			2		6			17:30			73	232	19	75	307
05:45			4	9	25	38	47	17:45			66	**253**	18	**74**	**327**
06:00			2		38			18:00			65		26		
06:15			4		48			18:15			53		21		
06:30			10		39			18:30			63		18		
06:45			10	26	69	194	220	18:45			48	229	18	83	312
07:00			7		66			19:00			45		11		
07:15			13		87			19:15			38		17		
07:30			10		90			19:30			37		11		
07:45			13	43	112	355	398	19:45			19	139	11	50	189
08:00			33	**69**	48	**337**	**406**	20:00			37		6		
08:15			37	93	34	284	377	20:15			25		5		
08:30			31	114	21	215	329	20:30			23		7		
08:45			15	116	27	130	246	20:45			22	107	7	25	132
09:00			10		19			21:00			22		3		
09:15			12		32			21:15			18		5		
09:30			11		21			21:30			28		5		
09:45			5	38	25	97	135	21:45			29	97	4	17	114
10:00			16		16			22:00			17		2		
10:15			9		11			22:15			11		8		
10:30			12		6			22:30			7		0		
10:45			16	53	13	46	99	22:45			6	41	0	10	51
11:00			11		16			23:00			9		2		
11:15			17		23			23:15			2		0		
11:30			11		7			23:30			4		1		
11:45			10	49	21	67	116	23:45			2	17	1	4	21
Total Vol.				361		930	**1291**					1457		607	**2064**

Daily Totals

NB	SB	EB	WB	**Combined**
		1818	1537	**3355**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - OCTOBER 12, 2011 LOCATION: FALLBROOK PROJECT: CA11-0930-1832

DULIN E-O OLD HWY 395 Lake Rancho Viejo

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		0			12:00			18		5		
00:15			4		0			12:15			29		1		
00:30			2		0			12:30			18		10		
00:45			6	13	0	0	13	12:45			19	84	3	19	103
01:00			0		0			13:00			18		4		
01:15			2		0			13:15			15		6		
01:30			1		0			13:30			11		3		
01:45			1	4	0	0	4	13:45			20	64	6	19	83
02:00			0		0			14:00			24		13		
02:15			1		0			14:15			24		30		
02:30			0		0			14:30			29		9		
02:45			0	1	0	0	1	14:45			28	105	7	59	164
03:00			1		0			15:00			48		14		
03:15			1		0			15:15			49		16		
03:30			1		0			15:30			62		11		
03:45			1	4	0	0	4	15:45			32	191	12	53	244
04:00			1		0			16:00			34		10		
04:15			3		1			16:15			36		9		
04:30			2		3			16:30			51		13		
04:45			2	8	8	12	20	16:45			52	173	15	47	220
05:00			1		4			17:00			54	193	17	54	247
05:15			1		9			17:15			58	215	13	58	273
05:30			0		17			17:30			57	221	15	60	281
05:45			4	6	28	58	64	17:45			73	**242**	12	**57**	**299**
06:00			3		33			18:00			65		14		
06:15			6		38			18:15			57		15		
06:30			8		58			18:30			51		9		
06:45			8	25	72	201	226	18:45			50	223	14	52	275
07:00			14		70			19:00			47		13		
07:15			20		83			19:15			31		10		
07:30			7		106			19:30			36		11		
07:45			8	**49**	105	**364**	**413**	19:45			21	135	2	36	171
08:00			37	72	47	341	413	20:00			34		6		
08:15			39	91	36	294	385	20:15			42		0		
08:30			23	107	27	215	322	20:30			21		1		
08:45			12	111	30	140	251	20:45			20	117	3	10	127
09:00			12		20			21:00			18		4		
09:15			14		24			21:15			22		2		
09:30			9		20			21:30			14		2		
09:45			18	53	19	83	136	21:45			16	70	3	11	81
10:00			11		19			22:00			12		1		
10:15			10		13			22:15			7		1		
10:30			13		11			22:30			14		0		
10:45			11	45	13	56	101	22:45			8	41	0	2	43
11:00			15		3			23:00			5		1		
11:15			19		7			23:15			6		0		
11:30			18		2			23:30			5		0		
11:45			17	69	5	17	86	23:45			6	22	1	2	24
Total Vol.				388		931	**1319**					1467		367	**1834**

Daily Totals

NB	SB	EB	WB	**Combined**
		1855	1298	**3153**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THUSDAY - OCTOBER 13, 2011 LOCATION: FALLBROOK PROJECT: CA11-0930-1832

DULIN E-O OLD HWY 395 Lake Rancho Viejo

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		0			12:00			18		9		
00:15			3		0			12:15			14		8		
00:30			3		0			12:30			21		13		
00:45			1	8	0	0	8	12:45			28	81	12	42	123
01:00			3		0			13:00			26		12		
01:15			1		0			13:15			24		13		
01:30			3		1			13:30			15		11		
01:45			6	13	0	1	14	13:45			16	81	8	44	125
02:00			0		0			14:00			45		14		
02:15			1		0			14:15			36		27		
02:30			0		0			14:30			34		17		
02:45			0	1	0	0	1	14:45			25	140	9	67	207
03:00			0		0			15:00			25		6		
03:15			1		0			15:15			38		7		
03:30			0		0			15:30			35		11		
03:45			1	2	0	0	2	15:45			39	137	8	32	169
04:00			0		0			16:00			25		3		
04:15			2		0			16:15			51		21		
04:30			2		0			16:30			38		14		
04:45			2	6	0	0	6	16:45			58	172	17	55	227
05:00			1		1			17:00			37	184	12	64	248
05:15			3		6			17:15			65	198	16	59	257
05:30			0		6			17:30			54	**214**	18	**63**	**277**
05:45			0	4	11	24	28	17:45			54	210	12	58	268
06:00			3		27			18:00			47		14		
06:15			5		32			18:15			59		17		
06:30			7		23			18:30			43		14		
06:45			9	24	47	129	153	18:45			54	203	26	71	274
07:00			11		43			19:00			41		10		
07:15			15		60			19:15			45		9		
07:30			12		74			19:30			39		7		
07:45			8	46	80	257	303	19:45			39	164	3	29	193
08:00			28	**63**	34	**248**	**311**	20:00			37		5		
08:15			39	87	32	220	307	20:15			22		6		
08:30			18	93	17	163	256	20:30			25		3		
08:45			10	95	11	94	189	20:45			33	117	4	18	135
09:00			13		15			21:00			27		3		
09:15			15		12			21:15			21		1		
09:30			16		8			21:30			22		6		
09:45			9	53	5	40	93	21:45			27	97	3	13	110
10:00			10		6			22:00			19		2		
10:15			11		5			22:15			12		2		
10:30			14		4			22:30			11		1		
10:45			11	46	4	19	65	22:45			9	51	0	5	56
11:00			18		3			23:00			5		0		
11:15			18		6			23:15			2		0		
11:30			12		4			23:30			5		0		
11:45			16	64	11	24	88	23:45			2	14	0	0	14
Total Vol.				362		588	**950**					1467		434	**1901**

Daily Totals

NB	SB	EB	WB	**Combined**
		1829	1022	**2851**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY - OCTOBER 7, 2011 LOCATION: FALLBROOK PROJECT: CA11-0930-1832

DULIN E-O OLD HWY 395 Lake Rancho Viejo

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			6		0			12:00			10		15		
00:15			1		0			12:15			16		23		
00:30			1		0			12:30			20		16		
00:45			3	11	0	0	11	12:45			32	78	18	72	150
01:00			5		0			13:00			21		21		
01:15			1		0			13:15			28		18		
01:30			3		0			13:30			12		20		
01:45			3	12	0	0	12	13:45			30	91	14	73	164
02:00			2		0			14:00			39		32		
02:15			0		0			14:15			21		30		
02:30			1		0			14:30			26		31		
02:45			1	4	0	0	4	14:45			25	111	29	122	233
03:00			1		0			15:00			61		25		
03:15			1		0			15:15			65		27		
03:30			3		0			15:30			53		27		
03:45			0	5	0	0	5	15:45			58	237	19	98	335
04:00			3		0			16:00			31		20		
04:15			1		0			16:15			45		26		
04:30			1		1			16:30			54		24		
04:45			1	6	2	3	9	16:45			63	193	34	104	297
05:00			3		3			17:00			51	**213**	21	**105**	**318**
05:15			1		4			17:15			39	207	23	102	309
05:30			0		6			17:30			55	208	26	104	312
05:45			4	8	13	26	34	17:45			67	212	18	88	300
06:00			3		13			18:00			31		16		
06:15			12		31			18:15			49		22		
06:30			4		34			18:30			43		25		
06:45			5	24	43	121	145	18:45			43	166	29	92	258
07:00			7		40			19:00			45		34		
07:15			12		60			19:15			40		21		
07:30			15		64			19:30			39		22		
07:45			12	46	83	247	293	19:45			35	159	17	94	253
08:00			32	71	46	**253**	**324**	20:00			33		16		
08:15			39	98	20	213	311	20:15			32		12		
08:30			25	108	23	172	280	20:30			28		11		
08:45			15	111	28	117	228	20:45			32	125	5	44	169
09:00			11		10			21:00			27		15		
09:15			12		13			21:15			19		8		
09:30			13		18			21:30			27		10		
09:45			10	46	12	53	99	21:45			27	100	10	43	143
10:00			14		11			22:00			33		8		
10:15			13		10			22:15			17		11		
10:30			17		12			22:30			18		6		
10:45			11	55	11	44	99	22:45			15	83	7	32	115
11:00			12		9			23:00			14		9		
11:15			9		15			23:15			15		11		
11:30			15		10			23:30			8		3		
11:45			11	47	13	47	94	23:45			10	47	1	24	71
Total Vol.				375		658	**1033**					1602		886	**2488**

Daily Totals

NB	SB	EB	WB	**Combined**
		1977	1544	**3521**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - AUGUST 30, 2011 CITY: FALLBROOK PROJECT: CA11-0826-02-002B

SHEARER CROSSING S-O PANKEY Lake Rancho Viejo

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		0					12:00	3		3				
00:15	1		0					12:15	10		8				
00:30	0		0					12:30	3		3				
00:45	0	2	0	0			2	12:45	5	21	4	18			39
01:00	1		1					13:00	5		8				
01:15	0		0					13:15	4		4				
01:30	1		1					13:30	2		3				
01:45	0	2	1	3			5	13:45	7	18	4	19			37
02:00	0		0					14:00	4		5				
02:15	0		1					14:15	3		3				
02:30	2		0					14:30	1		2				
02:45	0	2	0	1			3	14:45	7	15	9	19			34
03:00	1		2					15:00	5		6				
03:15	0		1					15:15	10		7				
03:30	1		0					15:30	4		11				
03:45	0	2	0	3			5	15:45	3	22	12	36			58
04:00	0		0					16:00	6		15				
04:15	2		1					16:15	11		10				
04:30	0		0					16:30	9		13				
04:45	2	4	0	1			5	16:45	4	**30**	10	**48**			**78**
05:00	0		2					17:00	7	31	9	42			73
05:15	3		0					17:15	6	26	9	41			67
05:30	3		1					17:30	7	24	15	43			67
05:45	5	11	2	5			16	17:45	4	24	10	43			67
06:00	5		1					18:00	4		8				
06:15	4		3					18:15	3		8				
06:30	14		2					18:30	4		9				
06:45	5	28	2	8			36	18:45	10	21	12	37			58
07:00	10		4					19:00	6		8				
07:15	8		6					19:15	4		7				
07:30	15		5					19:30	3		5				
07:45	5	**38**	1	**16**			**54**	19:45	1	14	8	28			42
08:00	4	32	6	18			50	20:00	4		6				
08:15	14	38	2	14			52	20:15	4		7				
08:30	7	30	1	10			40	20:30	2		4				
08:45	13	38	5	14			52	20:45	1	11	13	30			41
09:00	6		2					21:00	3		5				
09:15	2		6					21:15	2		3				
09:30	7		3					21:30	1		3				
09:45	8	23	6	17			40	21:45	1	7	5	16			23
10:00	4		2					22:00	0		8				
10:15	12		1					22:15	1		4				
10:30	3		3					22:30	1		3				
10:45	11	30	3	9			39	22:45	0	2	4	19			21
11:00	5		5					23:00	0		2				
11:15	5		3					23:15	0		2				
11:30	8		9					23:30	1		2				
11:45	9	27	7	24			51	23:45	0	1	2	8			9
Total Vol.		207		101			**308**			186		321			**507**

Daily Totals

NB	SB	EB	WB	**Combined**
393	422			**815**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - AUGUST 31, 2011 CITY: FALLBROOK PROJECT: CA11-0826-02-002B

SHEARER CROSSING S-O PANKEY Lake Rancho Viejo

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	3		2				
00:15	0		2					12:15	5		0				
00:30	0		0					12:30	3		5				
00:45	0	0	1	4			4	12:45	3	14	3	10			24
01:00	1		0					13:00	5		5				
01:15	0		1					13:15	10		4				
01:30	0		0					13:30	3		5				
01:45	2	3	1	2			5	13:45	6	24	5	19			43
02:00	0		0					14:00	5		8				
02:15	1		2					14:15	7		5				
02:30	0		0					14:30	3		5				
02:45	0	1	0	2			3	14:45	8	23	13	31			54
03:00	0		0					15:00	4		9				
03:15	0		0					15:15	6		8				
03:30	0		0					15:30	6		11				
03:45	0	0	1	1			1	15:45	7	23	7	35			58
04:00	0		0					16:00	4		7				
04:15	0		0					16:15	5		11				
04:30	0		0					16:30	6		10				
04:45	2	2	0	0			2	16:45	10	25	6	34			59
05:00	0		1					17:00	9	30	9	36			66
05:15	3		0					17:15	9	34	6	31			65
05:30	2		1					17:30	6	34	12	33			67
05:45	4	9	2	4			13	17:45	13	**37**	13	**40**			**77**
06:00	6		2					18:00	8		9				
06:15	10		2					18:15	8		17				
06:30	7		4					18:30	4		8				
06:45	9	32	3	11			43	18:45	8	28	12	46			74
07:00	6		7					19:00	6		10				
07:15	13		4					19:15	8		12				
07:30	11		3					19:30	4		16				
07:45	10	**40**	3	**17**			**57**	19:45	6	24	6	44			68
08:00	8	42	3	13			55	20:00	2		3				
08:15	11	40	4	13			53	20:15	4		8				
08:30	5	34	3	13			47	20:30	3		7				
08:45	7	31	4	14			45	20:45	1	10	11	29			39
09:00	7		4					21:00	0		7				
09:15	4		2					21:15	1		10				
09:30	12		1					21:30	0		6				
09:45	4	27	1	8			35	21:45	4	5	7	30			35
10:00	6		3					22:00	2		7				
10:15	3		4					22:15	2		2				
10:30	4		1					22:30	2		5				
10:45	6	19	3	11			30	22:45	0	6	5	19			25
11:00	5		8					23:00	1		6				
11:15	6		8					23:15	0		5				
11:30	1		3					23:30	2		2				
11:45	3	15	6	25			40	23:45	0	3	6	19			22
Total Vol.		179		99			**278**			222		356			**578**

Daily Totals

NB	SB	EB	WB	**Combined**
401	455			**856**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - SEPTEMBER 1, 2011 CITY: FALLBROOK PROJECT: CA11-0826-02-002B

SHEARER CROSSING S-O PANKEY Lake Rancho Viejo

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	5		5				
00:15	0		0					12:15	7		5				
00:30	0		0					12:30	6		1				
00:45	1	1	3	3			4	12:45	5	23	2	13			36
01:00	0		2					13:00	2		7				
01:15	0		0					13:15	4		6				
01:30	0		2					13:30	7		3				
01:45	0	0	0	4			4	13:45	4	17	7	23			40
02:00	2		0					14:00	7		7				
02:15	1		1					14:15	3		7				
02:30	1		0					14:30	4		8				
02:45	0	4	0	1			5	14:45	9	23	4	26			49
03:00	1		1					15:00	8		5				
03:15	0		1					15:15	5		12				
03:30	0		1					15:30	4		6				
03:45	0	1	0	3			4	15:45	4	21	6	29			50
04:00	0		0					16:00	4		9				
04:15	1		0					16:15	13		12				
04:30	0		1					16:30	12		10				
04:45	3	4	1	2			6	16:45	1	30	10	41			71
05:00	2		1					17:00	10	36	5	37			73
05:15	2		0					17:15	7	30	16	41			71
05:30	3		0					17:30	9	27	19	50			77
05:45	3	10	1	2			12	17:45	8	**34**	11	**51**			**85**
06:00	3		4					18:00	9		16				
06:15	5		2					18:15	6		9				
06:30	9		1					18:30	4		8				
06:45	8	25	3	10			35	18:45	4	23	3	36			59
07:00	6		1					19:00	2		9				
07:15	10		3					19:15	6		6				
07:30	10		3					19:30	4		10				
07:45	9	35	3	10			45	19:45	5	17	7	32			49
08:00	5	34	3	12			46	20:00	3		8				
08:15	13	**37**	9	**18**			**55**	20:15	4		6				
08:30	5	32	3	18			50	20:30	3		8				
08:45	7	30	2	17			47	20:45	3	13	5	27			40
09:00	15		6					21:00	1		5				
09:15	3		3					21:15	1		13				
09:30	8		5					21:30	2		6				
09:45	3	29	2	16			45	21:45	1	5	7	31			36
10:00	8		2					22:00	0		3				
10:15	6		1					22:15	0		4				
10:30	9		4					22:30	0		6				
10:45	5	28	3	10			38	22:45	2	2	5	18			20
11:00	2		5					23:00	1		3				
11:15	6		5					23:15	1		2				
11:30	7		6					23:30	3		3				
11:45	7	22	4	20			42	23:45	1	6	5	13			19
Total Vol.		189		98			**287**			214		340			**554**

Daily Totals

NB	SB	EB	WB	**Combined**
403	438			**841**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

MONDAY - OCTOBER 10, 2011 LOCATION: FALLBROOK PROJECT: CA11-0930-1832

SHEARER N-O DULIN Lake Rancho Viejo

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	10		3				
00:15	0		2					12:15	8		5				
00:30	0		1					12:30	2		8				
00:45	0	0	2	6			6	12:45	3	23	3	19			42
01:00	3		1					13:00	6		9				
01:15	0		0					13:15	6		7				
01:30	0		1					13:30	8		3				
01:45	0	3	1	3			6	13:45	6	26	7	26			52
02:00	0		1					14:00	4		10				
02:15	0		0					14:15	5		6				
02:30	0		0					14:30	5		4				
02:45	0	0	1	2			2	14:45	4	18	10	30			48
03:00	0		0					15:00	4		6				
03:15	0		0					15:15	3		8				
03:30	0		0					15:30	3		10				
03:45	1	1	1	1			2	15:45	5	15	8	32			47
04:00	0		0					16:00	2		5				
04:15	0		0					16:15	4		6				
04:30	0		0					16:30	7		9				
04:45	2	2	0	0			2	16:45	9	22	8	28			50
05:00	1		1					17:00	10	30	10	33			63
05:15	2		1					17:15	6	32	11	38			70
05:30	0		1					17:30	5	30	11	40			70
05:45	6	9	1	4			13	17:45	3	**24**	16	**48**			**72**
06:00	1		0					18:00	5		9				
06:15	2		2					18:15	8		4				
06:30	8		1					18:30	5		8				
06:45	6	17	1	4			21	18:45	4	22	5	26			48
07:00	7		0					19:00	5		4				
07:15	0		0					19:15	5		6				
07:30	8		3					19:30	6		10				
07:45	9	24	3	6			30	19:45	2	18	10	30			48
08:00	8	25	7	13			38	20:00	0		8				
08:15	10	35	2	15			50	20:15	3		6				
08:30	10	37	8	20			57	20:30	2		8				
08:45	11	**39**	3	**20**			**59**	20:45	1	6	5	27			33
09:00	7		2					21:00	2		8				
09:15	6		4					21:15	3		5				
09:30	10		1					21:30	0		5				
09:45	8	31	6	13			44	21:45	1	6	10	28			34
10:00	7		4					22:00	1		5				
10:15	7		3					22:15	3		3				
10:30	7		3					22:30	0		3				
10:45	10	31	7	17			48	22:45	0	4	4	15			19
11:00	9		0					23:00	1		2				
11:15	7		4					23:15	1		0				
11:30	3		3					23:30	0		3				
11:45	4	23	2	9			32	23:45	1	3	1	6			9
Total Vol.		180		85			**265**			187		315			**502**

Daily Totals

NB	SB	EB	WB	**Combined**
367	400			**767**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - OCTOBER 11, 2011 LOCATION: FALLBROOK PROJECT: CA11-0930-1832

SHEARER N-O DULIN Lake Rancho Viejo

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		1					12:00	5		4				
00:15	0		0					12:15	3		5				
00:30	1		1					12:30	3		5				
00:45	1	3	1	3			6	12:45	3	14	5	19			33
01:00	1		1					13:00	8		3				
01:15	0		0					13:15	3		6				
01:30	0		1					13:30	4		9				
01:45	0	1	2	4			5	13:45	3	18	4	22			40
02:00	0		1					14:00	8		7				
02:15	0		0					14:15	2		5				
02:30	0		0					14:30	5		6				
02:45	0	0	0	1			1	14:45	3	18	4	22			40
03:00	0		2					15:00	2		5				
03:15	0		0					15:15	5		5				
03:30	0		0					15:30	3		10				
03:45	0	0	0	2			2	15:45	5	15	8	28			43
04:00	0		0					16:00	8		6				
04:15	0		0					16:15	5		10				
04:30	0		1					16:30	5		7				
04:45	2	2	0	1			3	16:45	10	28	17	40			68
05:00	1		1					17:00	4	24	10	44			68
05:15	2		0					17:15	7	26	15	49			75
05:30	3		0					17:30	6	**27**	13	**55**			**82**
05:45	4	10	0	1			11	17:45	7	24	14	52			76
06:00	2		3					18:00	3		10				
06:15	9		0					18:15	7		11				
06:30	10		0					18:30	7		8				
06:45	2	23	2	5			28	18:45	8	25	13	42			67
07:00	9		4					19:00	5		10				
07:15	6		1					19:15	2		10				
07:30	10		2					19:30	4		6				
07:45	7	32	3	10			42	19:45	3	14	8	34			48
08:00	9	32	4	10			42	20:00	1		5				
08:15	9	**35**	3	**12**			**47**	20:15	6		10				
08:30	3	28	3	13			41	20:30	1		10				
08:45	10	31	1	11			42	20:45	3	11	11	36			47
09:00	6		3					21:00	1		3				
09:15	7		2					21:15	1		3				
09:30	5		4					21:30	3		9				
09:45	3	21	3	12			33	21:45	1	6	5	20			26
10:00	9		4					22:00	0		8				
10:15	4		2					22:15	2		0				
10:30	6		3					22:30	4		5				
10:45	3	22	4	13			35	22:45	0	6	1	14			20
11:00	2		1					23:00	0		4				
11:15	6		5					23:15	2		7				
11:30	4		2					23:30	4		0				
11:45	3	15	2	10			25	23:45	1	7	6	17			24
Total Vol.		160		73			**233**			186		346			**532**

Daily Totals

NB	SB	EB	WB	**Combined**
346	419			**765**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - OCTOBER 12, 2011 LOCATION: FALLBROOK PROJECT: CA11-0930-1832

SHEARER N-O DULIN Lake Rancho Viejo

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	5		3				
00:15	0		0					12:15	3		4				
00:30	0		1					12:30	5		4				
00:45	1	1	0	2			3	12:45	4	17	3	14			31
01:00	2		1					13:00	12		5				
01:15	1		0					13:15	6		5				
01:30	0		2					13:30	5		7				
01:45	0	3	1	4			7	13:45	3	26	3	20			46
02:00	0		0					14:00	4		11				
02:15	0		1					14:15	4		2				
02:30	0		0					14:30	4		5				
02:45	0	0	1	2			2	14:45	8	20	3	21			41
03:00	0		0					15:00	1		10				
03:15	0		1					15:15	3		12				
03:30	0		0					15:30	4		12				
03:45	0	0	0	1			1	15:45	4	12	5	39			51
04:00	0		0					16:00	5		13				
04:15	1		0					16:15	11		7				
04:30	2		0					16:30	8		9				
04:45	1	4	1	1			5	16:45	6	30	14	43			73
05:00	1		2					17:00	10	35	13	43			78
05:15	4		1					17:15	13	37	11	47			84
05:30	4		0					17:30	9	**38**	11	**49**			**87**
05:45	6	15	3	6			21	17:45	6	38	12	47			85
06:00	8		2					18:00	2		9				
06:15	5		2					18:15	4		5				
06:30	13		2					18:30	10		8				
06:45	6	32	0	6			38	18:45	4	20	9	31			51
07:00	9		0					19:00	5		14				
07:15	8		2					19:15	2		10				
07:30	8		1					19:30	6		10				
07:45	11	36	0	3			39	19:45	1	14	9	43			57
08:00	9	**36**	5	**8**			**44**	20:00	3		11				
08:15	7	35	1	7			42	20:15	2		8				
08:30	3	30	4	10			40	20:30	3		5				
08:45	5	24	2	12			36	20:45	4	12	8	32			44
09:00	5		2					21:00	4		11				
09:15	4		3					21:15	1		4				
09:30	5		3					21:30	3		6				
09:45	5	19	0	8			27	21:45	1	9	9	30			39
10:00	5		2					22:00	0		7				
10:15	2		5					22:15	1		4				
10:30	7		3					22:30	0		1				
10:45	4	18	4	14			32	22:45	1	2	2	14			16
11:00	4		3					23:00	0		3				
11:15	6		4					23:15	1		5				
11:30	4		3					23:30	1		2				
11:45	3	17	2	12			29	23:45	2	4	5	15			19
Total Vol.		169		71			**240**			204		349			**553**

Daily Totals

NB	SB	EB	WB	**Combined**
373	420			**793**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THUSDAY - OCTOBER 13, 2011 LOCATION: FALLBROOK PROJECT: CA11-0930-1832

SHEARER N-O DULIN Lake Rancho Viejo

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	3		2				
00:15	1		3					12:15	8		4				
00:30	1		0					12:30	0		4				
00:45	1	3	1	4			7	12:45	5	16	4	14			30
01:00	0		2					13:00	9		4				
01:15	0		0					13:15	7		7				
01:30	0		1					13:30	5		2				
01:45	0	0	0	3			3	13:45	6	27	8	21			48
02:00	0		1					14:00	7		5				
02:15	0		1					14:15	4		3				
02:30	0		0					14:30	7		7				
02:45	0	0	2	4			4	14:45	5	23	5	20			43
03:00	0		0					15:00	0		7				
03:15	0		1					15:15	5		4				
03:30	0		0					15:30	1		13				
03:45	0	0	0	1			1	15:45	3	9	11	35			44
04:00	0		0					16:00	7		8				
04:15	0		1					16:15	7		13				
04:30	1		0					16:30	3		6				
04:45	0	1	0	1			2	16:45	8	25	9	36			61
05:00	2		1					17:00	8	26	8	36			62
05:15	3		0					17:15	3	22	5	28			50
05:30	3		1					17:30	5	24	13	35			59
05:45	6	14	1	3			17	17:45	11	**27**	10	**36**			**63**
06:00	8		4					18:00	4		7				
06:15	7		3					18:15	4		4				
06:30	6		2					18:30	6		17				
06:45	4	25	1	10			35	18:45	5	19	13	41			60
07:00	7		1					19:00	9		8				
07:15	5		1					19:15	0		6				
07:30	11		2					19:30	4		6				
07:45	7	30	1	5			35	19:45	4	17	13	33			50
08:00	3	26	2	6			32	20:00	4		13				
08:15	12	**33**	5	**10**			**43**	20:15	3		5				
08:30	4	26	5	13			39	20:30	0		2				
08:45	3	22	2	14			36	20:45	0	7	6	26			33
09:00	6		2					21:00	2		3				
09:15	6		5					21:15	1		11				
09:30	6		0					21:30	4		10				
09:45	5	23	2	9			32	21:45	2	9	7	31			40
10:00	5		3					22:00	0		2				
10:15	8		1					22:15	1		7				
10:30	3		2					22:30	2		5				
10:45	4	20	3	9			29	22:45	0	3	4	18			21
11:00	7		1					23:00	0		1				
11:15	2		2					23:15	1		1				
11:30	5		2					23:30	2		3				
11:45	3	17	7	12			29	23:45	1	4	4	9			13
Total Vol.		155		75			**230**			186		320			**506**

Daily Totals

NB	SB	EB	WB	**Combined**
341	395			**736**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY - OCTOBER 7, 2011 LOCATION: FALLBROOK PROJECT: CA11-0930-1832

SHEARER N-O DULIN Lake Rancho Viejo

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	8		9				
00:15	0		2					12:15	7		7				
00:30	1		0					12:30	6		3				
00:45	0	1	1	4			5	12:45	12	33	6	25			58
01:00	1		0					13:00	6		4				
01:15	0		1					13:15	7		2				
01:30	0		0					13:30	9		4				
01:45	0	1	2	3			4	13:45	5	27	10	20			47
02:00	1		0					14:00	5		6				
02:15	0		1					14:15	8		9				
02:30	0		3					14:30	2		7				
02:45	0	1	0	4			5	14:45	4	19	6	28			47
03:00	1		0					15:00	4		10				
03:15	0		1					15:15	9		6				
03:30	0		0					15:30	3		15				
03:45	0	1	0	1			2	15:45	6	22	10	41			63
04:00	0		2					16:00	5		4				
04:15	0		1					16:15	10		8				
04:30	2		0					16:30	7		8				
04:45	2	4	0	3			7	16:45	9	31	11	31			62
05:00	2		1					17:00	15	41	6	33			74
05:15	3		0					17:15	9	40	9	34			74
05:30	3		0					17:30	6	39	12	38			77
05:45	5	13	3	4			17	17:45	7	**37**	15	**42**			**79**
06:00	6		0					18:00	5		9				
06:15	2		1					18:15	8		11				
06:30	12		0					18:30	4		11				
06:45	3	23	6	7			30	18:45	11	28	6	37			65
07:00	10		0					19:00	5		7				
07:15	5		2					19:15	4		8				
07:30	9		3					19:30	6		13				
07:45	4	28	2	7			35	19:45	2	17	12	40			57
08:00	7	25	6	13			38	20:00	7		8				
08:15	7	27	4	15			42	20:15	1		13				
08:30	9	27	1	13			40	20:30	3		7				
08:45	8	**31**	3	**14**			**45**	20:45	3	14	13	41			55
09:00	4		4					21:00	3		5				
09:15	9		2					21:15	1		10				
09:30	4		4					21:30	2		3				
09:45	6	23	4	14			37	21:45	2	8	12	30			38
10:00	7		5					22:00	2		7				
10:15	5		1					22:15	1		5				
10:30	4		2					22:30	1		4				
10:45	5	21	2	10			31	22:45	4	8	4	20			28
11:00	5		3					23:00	1		6				
11:15	4		2					23:15	1		3				
11:30	3		3					23:30	4		5				
11:45	4	16	2	10			26	23:45	1	7	5	19			26
Total Vol.		163		81			**244**			251		374			**625**

Daily Totals

NB	SB	EB	WB	**Combined**
414	455			**869**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TRIP GENERATION STUDY SUMMARY

Name of Study Site	Pauma Heights	Study SF-3
Location	San Diego County, Valley Center (East of Cole Grade Rd along Pauma Heights Rd)	
Type of Facility	Single Family Residential	
Dates	Aug 23-25, 2011 (Tue-Thur) and Sep 28-Oct 4, 2011 (Wed-Tue)	

BACKGROUND DATA

175	**Number of Dwelling Units**
Unknown	Acres (gross)
Unknown	Dwelling units per acre
Primary access = Pauma Heights Rd; Secondary access = None	

TRAFFIC DATA	Tue	Wed	Thur	Mon	Tue	Wed	Thur	Fri		% &
Date	08/23/11	08/24/11	08/25/11	10/03/11	10/04/11	09/28/11	09/29/11	09/30/11	Average	Split
Primary Access - Circle R Court (ADT)	1,115	1,066	1,339	1,549	1,356	1,451	1,428	1,535	1,355	
Secondary Access - NONE	na	na	na	na	na	na	na	na	na	
								Eight Day Average Weekday Daily Trips (ADT)	**1,355**	
Primary Access (AM pk hr btw 7-9)	69	36	110	140	148	119	145	143	114	
Secondary Access (AM pk hr btw 4-6)	na	na	na	na	na	na	na	na	na	
								Eight Day Avg. Weekday AM Peak Hour (Highest pk hr 7-9am) Volume	**114**	**8.4%**
Primary Access Inbound Split	12	19	33	30	36	26	27	31	27	
Secondary Access Inbound Split	na	na	na	na	na	na	na	na	na	
								Eight Day Average AM Peak Hour Inbound Split	**27**	**24%**
Primary Access Outbound Split	57	17	77	110	112	93	118	112	87	
Secondary Access Outbound Split	na	na	na	na	na	na	na	na	na	
								Eight Day Average AM Peak Hour Outbound Split	**87**	**76%**
Primary Access (PM pk hr btw 7-9)	116	111	109	137	115	119	119	113	117	
Secondary Access (PM pk hr btw 4-6)	na	na	na	na	na	na	na	na	na	
								Eight Day Avg. Weekday PM Peak Hour (Highest pk hr 4-6pm) Volume	**117**	**8.7%**
Primary Access Inbound Split	73	37	34	74	66	73	66	73	62	
Secondary Access Inbound Split	na	na	na	na	na	na	na	na	na	
								Eight Day Average PM Peak Hour Inbound Split	**62**	**53%**
Primary Access Outbound Split	43	74	75	63	49	46	53	40	55	
Secondary Access Outbound Split	na	na	na	na	na	na	na	na	na	
								Eight Day Average PM Peak Hour Outbound Split	**55**	**47%**

TRIP RATIOS

	Weekday
Trips/Dwelling Unit	**7.7**

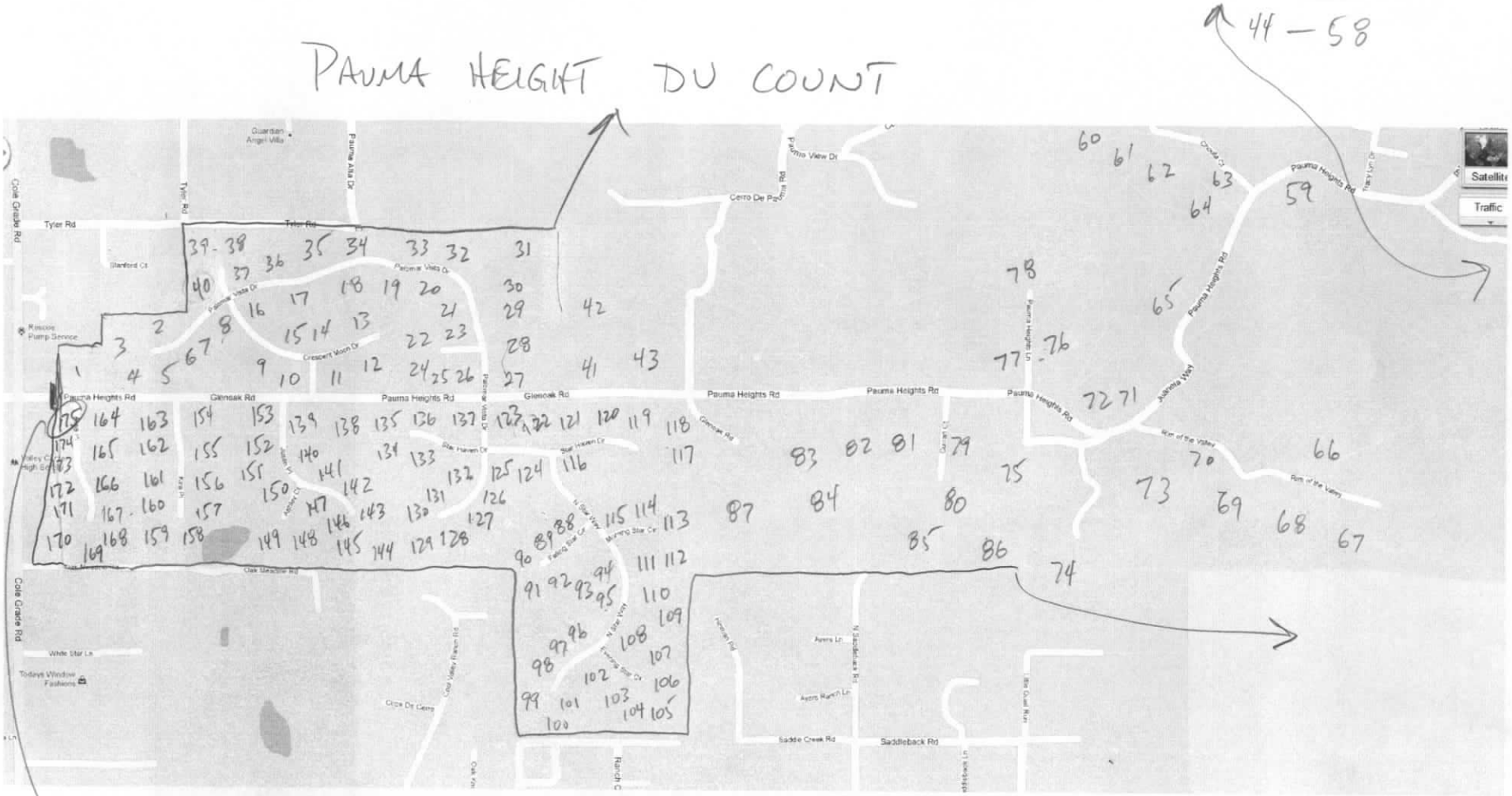
Pauma Heights (Valley Center)

Single Access (Pauma Heights Road)

175 Single Family Detached Dwelling Units



PAUMA HEIGHT DU COUNT



175 SF DETACHED HOMES

TUESDAY - AUGUST 23, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0826-02-004

PAUMA HIEGHTS E-O COLE GRADE Pauma Heights Road

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		1			12:00			7		7		
00:15			0		0			12:15			9		10		
00:30			1		0			12:30			9		4		
00:45			2	4	1	2	6	12:45			14	39	2	23	62
01:00			2		2			13:00			7		2		
01:15			1		0			13:15			5		2		
01:30			1		1			13:30			7		3		
01:45			0	4	1	4	8	13:45			4	23	7	14	37
02:00			1		0			14:00			10		12		
02:15			2		0			14:15			6		10		
02:30			1		1			14:30			5		7		
02:45			1	5	2	3	8	14:45			7	28	10	39	67
03:00			0		1			15:00			7		11		
03:15			0		2			15:15			3		4		
03:30			0		0			15:30			6		11		
03:45			1	1	0	3	4	15:45			5	21	8	34	55
04:00			0		1			16:00			7		12		
04:15			0		0			16:15			4		10		
04:30			0		1			16:30			8		4		
04:45			0	0	0	2	2	16:45			12	31	9	35	66
05:00			1		3			17:00			16	40	9	32	72
05:15			0		4			17:15			21	57	9	31	88
05:30			1		3			17:30			23	72	14	41	113
05:45			1	3	2	12	15	17:45			13	**73**	11	**43**	**116**
06:00			2		4			18:00			11		6		
06:15			1		3			18:15			21		5		
06:30			3		4			18:30			8		6		
06:45			2	8	5	16	24	18:45			7	47	2	19	66
07:00			4		5			19:00			13		7		
07:15			5		4			19:15			17		6		
07:30			3		17			19:30			15		13		
07:45			2	14	13	39	53	19:45			11	56	8	34	90
08:00			2	12	15	49	61	20:00			5		5		
08:15			5	12	11	56	68	20:15			9		10		
08:30			3	12	14	53	65	20:30			3		7		
08:45			2	**12**	17	**57**	**69**	20:45			7	24	5	27	51
09:00			5		12			21:00			12		8		
09:15			3		15			21:15			5		3		
09:30			5		6			21:30			6		3		
09:45			10	23	12	45	68	21:45			7	30	4	18	48
10:00			12		9			22:00			7		4		
10:15			4		12			22:15			5		12		
10:30			9		7			22:30			6		7		
10:45			7	32	11	39	71	22:45			4	22	5	28	50
11:00			10		1			23:00			2		1		
11:15			11		15			23:15			4		4		
11:30			5		13			23:30			1		2		
11:45			3	29	5	34	63	23:45			2	9	0	7	16
Total Vol.				135		256	**391**					403		321	**724**

Daily Totals

NB	SB	EB	WB	**Combined**
		538	577	**1115**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - AUGUST 24, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0826-02-004

PAUMA HIEGHTS E-O COLE GRADE Pauma Heights Road

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			5		7		
00:15			0		0			12:15			4		5		
00:30			1		1			12:30			6		10		
00:45			2	3	1	2	5	12:45			11	26	16	38	64
01:00			0		0			13:00			3		5		
01:15			1		1			13:15			2		2		
01:30			0		0			13:30			6		9		
01:45			2	3	2	3	6	13:45			13	24	19	35	59
02:00			0		0			14:00			3		6		
02:15			0		0			14:15			8		10		
02:30			0		1			14:30			5		12		
02:45			1	1	1	2	3	14:45			4	20	11	39	59
03:00			0		0			15:00			7		12		
03:15			0		0			15:15			7		14		
03:30			0		0			15:30			9		17		
03:45			0	0	0	0		15:45			10	33	16	59	92
04:00			0		2			16:00			7		13		
04:15			0		0			16:15			8		15		
04:30			0		1			16:30			5		9		
04:45			0	0	0	3	3	16:45			5	25	10	47	72
05:00			0		3			17:00			8	26	18	52	78
05:15			0		3			17:15			8	26	19	56	82
05:30			2		3			17:30			13	34	24	71	105
05:45			0	2	3	12	14	17:45			8	**37**	13	**74**	**111**
06:00			3		2			18:00			10		18		
06:15			0		2			18:15			5		7		
06:30			1		2			18:30			11		17		
06:45			2	6	2	8	14	18:45			12	38	10	52	90
07:00			1		2			19:00			14		20		
07:15			6		6			19:15			6		5		
07:30			8		7			19:30			12		8		
07:45			2	17	1	16	33	19:45			9	41	7	40	81
08:00			3	**19**	3	**17**	**36**	20:00			5		5		
08:15			3	16	3	14	30	20:15			7		9		
08:30			2	10	2	9	19	20:30			11		10		
08:45			4	12	5	13	25	20:45			10	33	8	32	65
09:00			3		6			21:00			11		7		
09:15			10		9			21:15			6		8		
09:30			3		3			21:30			7		8		
09:45			8	24	8	26	50	21:45			6	30	9	32	62
10:00			6		11			22:00			4		6		
10:15			3		6			22:15			3		6		
10:30			6		6			22:30			4		6		
10:45			5	20	4	27	47	22:45			4	15	6	24	39
11:00			4		5			23:00			5		5		
11:15			2		3			23:15			1		2		
11:30			11		11			23:30			3		5		
11:45			5	22	8	27	49	23:45			0	9	2	14	23
Total Vol.				110		139	**249**					331		486	**817**

Daily Totals

NB	SB	EB	WB	**Combined**
		441	625	**1066**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - AUGUST 25, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0826-02-004

PAUMA HIEGHTS E-O COLE GRADE Pauma Heights Road

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		3			12:00			9		14		
00:15			2		3			12:15			4		4		
00:30			1		2			12:30			4		14		
00:45			0	6	0	8	14	12:45			3	20	21	53	73
01:00			0		0			13:00			2		15		
01:15			1		2			13:15			1		21		
01:30			0		0			13:30			4		24		
01:45			0	1	0	2	3	13:45			2	9	14	74	83
02:00			0		0			14:00			6		14		
02:15			0		0			14:15			7		11		
02:30			1		1			14:30			5		9		
02:45			1	2	2	3	5	14:45			4	22	13	47	69
03:00			0		0			15:00			4		10		
03:15			0		0			15:15			5		12		
03:30			1		2			15:30			6		15		
03:45			0	1	0	2	3	15:45			11	26	22	59	85
04:00			0		0			16:00			8		16		
04:15			0		0			16:15			9		11		
04:30			1		2			16:30			5		9		
04:45			0	1	0	2	3	16:45			4	26	10	46	72
05:00			0		0			17:00			8	26	15	45	71
05:15			0		0			17:15			5	22	18	52	74
05:30			0		0			17:30			10	27	22	65	92
05:45			2	2	3	3	5	17:45			11	**34**	20	**75**	**109**
06:00			2		2			18:00			9		16		
06:15			3		5			18:15			7		15		
06:30			5		10			18:30			12		11		
06:45			1	11	1	18	29	18:45			12	40	9	51	91
07:00			8		16			19:00			15		13		
07:15			4		11			19:15			11		12		
07:30			12		26			19:30			10		10		
07:45			6	30	13	66	96	19:45			9	45	5	40	85
08:00			9	31	22	72	103	20:00			8		9		
08:15			6	**33**	16	**77**	**110**	20:15			4		5		
08:30			7	28	14	65	93	20:30			6		4		
08:45			8	30	16	68	98	20:45			7	25	8	26	51
09:00			7		12			21:00			9		7		
09:15			7		12			21:15			12		9		
09:30			3		9			21:30			5		8		
09:45			10	27	15	48	75	21:45			9	35	5	29	64
10:00			10		15			22:00			8		4		
10:15			3		4			22:15			8		7		
10:30			8		17			22:30			7		9		
10:45			5	26	10	46	72	22:45			2	25	5	25	50
11:00			7		11			23:00			5		5		
11:15			9		14			23:15			1		4		
11:30			6		10			23:30			2		5		
11:45			8	30	13	48	78	23:45			1	9	3	17	26
Total Vol.				167		314	**481**					316		542	**858**

Daily Totals

NB	SB	EB	WB	**Combined**
		483	856	**1339**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

MONDAY - OCTOBER 3, 2010 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

PAUMA HEIGHTS E-O COLE GRADE Pauma Heights Road

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		0			12:00			14		15		
00:15			0		1			12:15			13		25		
00:30			0		1			12:30			7		10		
00:45			1	3	0	2	5	12:45			9	43	11	61	104
01:00			1		0			13:00			16		10		
01:15			0		1			13:15			13		15		
01:30			0		0			13:30			11		13		
01:45			0	1	0	1	2	13:45			12	52	11	49	101
02:00			0		0			14:00			14		13		
02:15			0		0			14:15			17		23		
02:30			0		0			14:30			14		17		
02:45			1	1	0	0	1	14:45			18	63	8	61	124
03:00			0		0			15:00			25		23		
03:15			1		0			15:15			20		21		
03:30			0		1			15:30			23		20		
03:45			0	1	2	3	4	15:45			14	82	6	70	152
04:00			0		2			16:00			17		10		
04:15			0		1			16:15			20		6		
04:30			0		5			16:30			11		11		
04:45			0	0	1	9	9	16:45			14	62	14	41	103
05:00			0		6			17:00			23	68	22	53	121
05:15			0		6			17:15			16	64	10	57	121
05:30			0		5			17:30			21	**74**	17	**63**	**137**
05:45			0	0	6	23	23	17:45			12	72	2	51	123
06:00			0		7			18:00			12		5		
06:15			2		10			18:15			18		10		
06:30			3		14			18:30			20		5		
06:45			3	8	15	46	54	18:45			18	68	12	32	100
07:00			2		9			19:00			11		13		
07:15			4		19			19:15			20		5		
07:30			12		43			19:30			10		5		
07:45			10	28	17	88	116	19:45			9	50	6	29	79
08:00			3	29	23	102	131	20:00			13		3		
08:15			5	**30**	27	**110**	**140**	20:15			8		7		
08:30			12	30	15	82	112	20:30			7		3		
08:45			9	29	14	79	108	20:45			8	36	4	17	53
09:00			10		16			21:00			6		6		
09:15			11		10			21:15			6		3		
09:30			3		9			21:30			2		0		
09:45			4	28	12	47	75	21:45			4	18	1	10	28
10:00			8		16			22:00			5		0		
10:15			8		5			22:15			2		1		
10:30			8		6			22:30			2		2		
10:45			6	30	13	40	70	22:45			1	10	1	4	14
11:00			8		7			23:00			2		1		
11:15			13		15			23:15			5		0		
11:30			12		11			23:30			1		1		
11:45			9	42	14	47	89	23:45			1	9	1	3	12
Total Vol.				171		385	**556**					565		428	**993**

Daily Totals

NB	SB	EB	WB	**Combined**
		736	813	**1549**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY OCTOBER 4, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

PAUMA HEIGHTS E-O COLE GRADE Pauma Heights Road

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		0			12:00			4		12		
00:15			1		0			12:15			10		3		
00:30			1		0			12:30			5		12		
00:45			0	3	0	0	3	12:45			7	26	5	32	58
01:00			1		0			13:00			8		4		
01:15			0		0			13:15			6		9		
01:30			0		0			13:30			11		7		
01:45			0	1	0	0	1	13:45			9	34	13	33	67
02:00			0		0			14:00			14		15		
02:15			0		0			14:15			13		7		
02:30			0		0			14:30			3		15		
02:45			0	0	0	0		14:45			17	47	6	43	90
03:00			0		0			15:00			25		19		
03:15			0		0			15:15			12		11		
03:30			1		0			15:30			19		20		
03:45			0	1	0	0	1	15:45			12	68	7	57	125
04:00			0		3			16:00			20		12		
04:15			0		2			16:15			17		9		
04:30			0		1			16:30			8		8		
04:45			0	0	2	8	8	16:45			17	62	15	44	106
05:00			0		7			17:00			13	55	17	49	104
05:15			0		3			17:15			18	56	8	48	104
05:30			0		4			17:30			18	**66**	9	**49**	**115**
05:45			0	0	9	23	23	17:45			14	63	6	40	103
06:00			3		9			18:00			17		6		
06:15			1		7			18:15			15		15		
06:30			1		21			18:30			21		3		
06:45			6	11	14	51	62	18:45			8	61	9	33	94
07:00			2		5			19:00			21		10		
07:15			7		16			19:15			19		3		
07:30			11		39			19:30			10		4		
07:45			12	32	22	82	114	19:45			6	56	3	20	76
08:00			7	37	17	94	131	20:00			9		0		
08:15			6	**36**	34	**112**	**148**	20:15			2		1		
08:30			8	33	12	85	118	20:30			9		3		
08:45			5	26	16	79	105	20:45			6	26	2	6	32
09:00			9		6			21:00			5		6		
09:15			8		18			21:15			4		8		
09:30			9		9			21:30			8		0		
09:45			9	35	19	52	87	21:45			6	23	0	14	37
10:00			4		6			22:00			3		0		
10:15			11		14			22:15			4		0		
10:30			6		9			22:30			1		1		
10:45			7	28	16	45	73	22:45			1	9	1	2	11
11:00			4		7			23:00			2		0		
11:15			3		9			23:15			3		0		
11:30			10		11			23:30			6		2		
11:45			6	23	16	43	66	23:45			1	12	0	2	14
Total Vol.				160		383	**543**					487		326	**813**

Daily Totals

NB	SB	EB	WB	**Combined**
		647	709	**1356**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - SEPTEMBER 28, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

PAUMA HEIGHTS E-O COLE GRADE Pauma Heights Road

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		0			12:00			4		10		
00:15			1		0			12:15			12		4		
00:30			0		0			12:30			5		10		
00:45			1	3	0	0	3	12:45			4	25	5	29	54
01:00			0		0			13:00			5		9		
01:15			0		0			13:15			9		12		
01:30			0		0			13:30			13		13		
01:45			1	1	0	0	1	13:45			15	42	15	49	91
02:00			0		0			14:00			16		14		
02:15			0		0			14:15			29		16		
02:30			0		0			14:30			27		29		
02:45			0	0	0	0		14:45			15	87	15	74	161
03:00			0		0			15:00			11		11		
03:15			0		0			15:15			13		9		
03:30			0		0			15:30			18		27		
03:45			1	1	0	0	1	15:45			19	61	12	59	120
04:00			0		0			16:00			18		14		
04:15			0		4			16:15			8		8		
04:30			0		1			16:30			17		13		
04:45			0	0	4	9	9	16:45			17	60	7	42	102
05:00			0		8			17:00			24	66	15	43	109
05:15			1		7			17:15			15	**73**	11	**46**	**119**
05:30			0		5			17:30			11	67	11	44	111
05:45			0	1	6	26	27	17:45			11	61	9	46	107
06:00			2		7			18:00			14		8		
06:15			3		9			18:15			18		8		
06:30			0		15			18:30			21		17		
06:45			4	9	16	47	56	18:45			26	79	9	42	121
07:00			1		11			19:00			18		12		
07:15			6		17			19:15			14		2		
07:30			10		29			19:30			15		6		
07:45			7	24	21	78	102	19:45			8	55	4	24	79
08:00			5	28	16	83	111	20:00			6		4		
08:15			4	**26**	27	**93**	**119**	20:15			11		1		
08:30			7	23	16	80	103	20:30			11		5		
08:45			12	28	11	70	98	20:45			8	36	4	14	50
09:00			6		10			21:00			9		1		
09:15			6		12			21:15			6		0		
09:30			7		5			21:30			7		1		
09:45			6	25	15	42	67	21:45			3	25	2	4	29
10:00			12		11			22:00			1		0		
10:15			7		4			22:15			4		0		
10:30			7		7			22:30			6		2		
10:45			8	34	10	32	66	22:45			3	14	1	3	17
11:00			6		17			23:00			4		0		
11:15			6		11			23:15			1		2		
11:30			4		13			23:30			1		4		
11:45			10	26	8	49	75	23:45			3	9	0	6	15
Total Vol.				152		353	**505**					554		392	**946**

Daily Totals

NB	SB	EB	WB	**Combined**
		706	745	**1451**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - SEPTEMBER 29, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

PAUMA HEIGHTS E-O COLE GRADE Pauma Heights Road

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		0			12:00			16		15		
00:15			1		1			12:15			8		16		
00:30			1		2			12:30			13		9		
00:45			0	4	0	3	7	12:45			5	42	6	46	88
01:00			1		0			13:00			11		6		
01:15			0		0			13:15			4		7		
01:30			1		0			13:30			9		5		
01:45			0	2	1	1	3	13:45			6	30	11	29	59
02:00			0		1			14:00			23		19		
02:15			0		0			14:15			19		12		
02:30			1		0			14:30			22		25		
02:45			0	1	0	1	2	14:45			9	73	12	68	141
03:00			1		0			15:00			11		13		
03:15			0		0			15:15			13		16		
03:30			1		0			15:30			25		14		
03:45			0	2	1	1	3	15:45			25	74	8	51	125
04:00			0		3			16:00			13		17		
04:15			0		2			16:15			14		9		
04:30			0		1			16:30			9		15		
04:45			0	0	3	9	9	16:45			14	50	12	53	103
05:00			0		4			17:00			18	55	13	49	104
05:15			0		3			17:15			19	60	12	52	112
05:30			0		5			17:30			15	66	14	51	117
05:45			0	0	7	19	19	17:45			14	**66**	14	**53**	**119**
06:00			1		5			18:00			11		10		
06:15			2		10			18:15			17		14		
06:30			2		18			18:30			28		13		
06:45			0	5	18	51	56	18:45			18	74	10	47	121
07:00			3		11			19:00			16		9		
07:15			5		17			19:15			6		4		
07:30			7		43			19:30			9		2		
07:45			10	25	30	101	126	19:45			12	43	4	19	62
08:00			6	28	18	108	136	20:00			7		3		
08:15			4	**27**	27	**118**	**145**	20:15			12		3		
08:30			10	30	11	86	116	20:30			8		0		
08:45			14	34	12	68	102	20:45			6	33	0	6	39
09:00			5		10			21:00			8		2		
09:15			1		16			21:15			5		3		
09:30			8		13			21:30			6		0		
09:45			6	20	10	49	69	21:45			3	22	1	6	28
10:00			7		8			22:00			6		0		
10:15			7		16			22:15			3		2		
10:30			3		8			22:30			5		1		
10:45			8	25	7	39	64	22:45			1	15	1	4	19
11:00			5		8			23:00			1		0		
11:15			7		10			23:15			1		0		
11:30			7		8			23:30			3		1		
11:45			7	26	6	32	58	23:45			0	5	0	1	6
Total Vol.				144		374	**518**					527		383	**910**

Daily Totals

NB	SB	EB	WB	**Combined**
		671	757	**1428**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY - SEPTEMBER 30, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

PAUMA HEIGHTS E-O COLE GRADE Pauma Heights Road

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		0			12:00			6		12		
00:15			0		0			12:15			14		8		
00:30			1		0			12:30			6		14		
00:45			0	2	0	0	2	12:45			8	34	5	39	73
01:00			0		0			13:00			12		7		
01:15			1		0			13:15			11		4		
01:30			0		0			13:30			11		13		
01:45			2	3	1	1	4	13:45			3	37	9	33	70
02:00			2		1			14:00			13		12		
02:15			1		0			14:15			12		9		
02:30			0		0			14:30			9		10		
02:45			0	3	0	1	4	14:45			15	49	14	45	94
03:00			0		0			15:00			26		28		
03:15			0		0			15:15			11		13		
03:30			0		0			15:30			15		18		
03:45			1	1	1	1	2	15:45			17	69	14	73	142
04:00			0		1			16:00			14		10		
04:15			1		2			16:15			17		8		
04:30			0		3			16:30			10		11		
04:45			0	1	1	7	8	16:45			17	58	12	41	99
05:00			0		3			17:00			15	59	14	45	104
05:15			0		4			17:15			13	55	2	39	94
05:30			1		7			17:30			17	62	11	39	101
05:45			0	1	6	20	21	17:45			28	**73**	13	**40**	**113**
06:00			0		5			18:00			11		14		
06:15			3		12			18:15			9		7		
06:30			2		15			18:30			16		9		
06:45			2	7	11	43	50	18:45			24	60	15	45	105
07:00			5		13			19:00			18		8		
07:15			8		28			19:15			18		14		
07:30			12		39			19:30			13		8		
07:45			5	30	22	102	132	19:45			9	58	10	40	98
08:00			4	29	24	113	142	20:00			7		6		
08:15			10	**31**	27	**112**	**143**	20:15			12		2		
08:30			6	25	14	87	112	20:30			10		5		
08:45			8	28	13	78	106	20:45			5	34	2	15	49
09:00			9		15			21:00			6		4		
09:15			5		5			21:15			10		1		
09:30			6		10			21:30			6		2		
09:45			9	29	9	39	68	21:45			15	37	11	18	55
10:00			3		7			22:00			20		17		
10:15			4		9			22:15			15		9		
10:30			8		9			22:30			16		2		
10:45			5	20	7	32	52	22:45			4	55	4	32	87
11:00			5		17			23:00			2		2		
11:15			5		8			23:15			6		4		
11:30			9		11			23:30			1		4		
11:45			9	28	15	51	79	23:45			3	12	0	10	22
Total Vol.				153		375	**528**					576		431	**1007**

Daily Totals

NB	SB	EB	WB	**Combined**
		729	806	**1535**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TRIP GENERATION STUDY SUMMARY

Name of Study Site	Thoroughbred Lane	Study SF-4
Location	San Diego County, Bonsall (NW corner of SR-76 and Thoroughbred Ln)	
Type of Facility	Single Family Residential	
Dates	Aug 30-Sept1, 2011 (Tue-Thur) and Oct 3-9, 2011 (Mon-Sun)	

BACKGROUND DATA

85	**Number of Dwelling Units**
Unknown	Acres (gross)
Unknown	Dwelling units per acre
Primary access = Thoroughbred Ln; Secondary access = None	

TRAFFIC DATA	Tue	Wed	Thur	Mon	Tue	Wed	Thur	Fri		% &
Date	08/30/11	08/31/11	09/01/11	10/03/11	10/04/11	10/05/11	10/06/11	10/07/11	Average	Split
Primary Access - Thoroughbred (ADT)	638	633	648	602	618	572	604	673	624	
Secondary Access - None	na	na	na	na	na	na	na	na	na	
					Eight Day Average Weekday Daily Trips (ADT)				**624**	
Primary Access (AM pk hr btw 7-9)	53	51	54	57	54	59	52	69	56	
Secondary Access (AM pk hr btw 4-6)	na	na	na	na	na	na	na	na	na	
				Eight Day Avg. Weekday AM Peak Hour (Highest pk hr 7-9am) Volume					**56**	**9.0%**
Primary Access Inbound Split	10	7	10	19	12	19	10	27	14	
Secondary Access Inbound Split	na	na	na	na	na	na	na	na	na	
					Eight Day Average AM Peak Hour Inbound Split				**14**	**25%**
Primary Access Outbound Split	43	44	44	38	42	40	42	42	42	
Secondary Access Outbound Split	na	na	na	na	na	na	na	na	na	
					Eight Day Average AM Peak Hour Outbound Split				**42**	**75%**
Primary Access (PM pk hr btw 7-9)	50	52	56	50	52	56	42	69	53	
Secondary Access (PM pk hr btw 4-6)	na	na	na	na	na	na	na	na	na	
				Eight Day Avg. Weekday PM Peak Hour (Highest pk hr 4-6pm) Volume					**53**	**8.6%**
Primary Access Inbound Split	28	33	27	34	34	32	28	40	32	
Secondary Access Inbound Split	na	na	na	na	na	na	na	na	na	
					Eight Day Average PM Peak Hour Inbound Split				**32**	**60%**
Primary Access Outbound Split	22	19	29	16	18	24	14	29	21	
Secondary Access Outbound Split	na	na	na	na	na	na	na	na	na	
					Eight Day Average PM Peak Hour Outbound Split				**21**	**40%**

TRIP RATIOS

	Weekday
Trips/Dwelling Unit	**7.3**

Thoroughbred Ln (Bonsall)

Single Access (Thoroughbred Ln)

85 Single Family Detached Dwelling Units



THOROUGHBRED LANE DU COUNT



85 HOMES

TUESDAY - AUGUST 30, 2011 LOCATION: BONSALL PROJECT: CA11-0826-02-003B

THOROUGHBRED N-O MISSION Thoroughbred Lane Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		1					12:00	5		8				
00:15	0		0					12:15	3		6				
00:30	0		0					12:30	2		2				
00:45	1	2	0	1			3	12:45	2	12	5	21			33
01:00	1		1					13:00	3		5				
01:15	0		0					13:15	5		3				
01:30	1		0					13:30	3		7				
01:45	0	2	0	1			3	13:45	6	17	5	20			37
02:00	0		0					14:00	8		7				
02:15	0		0					14:15	1		5				
02:30	0		0					14:30	2		3				
02:45	0	0	0	0				14:45	2	13	4	19			32
03:00	0		0					15:00	7		0				
03:15	0		2					15:15	6		3				
03:30	0		1					15:30	13		8				
03:45	0	0	0	3			3	15:45	5	31	1	12			43
04:00	1		1					16:00	9		5				
04:15	0		0					16:15	2		6				
04:30	0		0					16:30	3		5				
04:45	0	1	2	3			4	16:45	10	24	4	20			44
05:00	0		0					17:00	8	23	7	22			45
05:15	0		1					17:15	7	**28**	6	**22**			**50**
05:30	1		4					17:30	3	28	5	22			50
05:45	0	1	1	6			7	17:45	7	25	5	23			48
06:00	0		2					18:00	6		2				
06:15	3		4					18:15	8		1				
06:30	2		5					18:30	11		9				
06:45	3	8	8	19			27	18:45	9	34	2	14			48
07:00	2		9					19:00	2		3				
07:15	2		15					19:15	6		0				
07:30	3		8					19:30	4		1				
07:45	3	**10**	11	**43**			**53**	19:45	1	13	3	7			20
08:00	3	11	7	41			52	20:00	5		3				
08:15	7	16	4	30			46	20:15	7		1				
08:30	6	19	6	28			47	20:30	5		1				
08:45	2	18	4	21			39	20:45	2	19	2	7			26
09:00	2		5					21:00	6		1				
09:15	3		8					21:15	4		0				
09:30	5		7					21:30	5		1				
09:45	3	13	8	28			41	21:45	3	18	2	4			22
10:00	4		5					22:00	4		0				
10:15	6		6					22:15	7		1				
10:30	3		5					22:30	1		0				
10:45	4	17	4	20			37	22:45	2	14	1	2			16
11:00	3		5					23:00	1		1				
11:15	8		10					23:15	1		2				
11:30	5		8					23:30	0		0				
11:45	5	21	2	25			46	23:45	1	3	0	3			6
Total Vol.		93		170			**263**			223		152			**375**

Daily Totals

NB	SB	EB	WB	**Combined**
316	322			**638**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - AUGUST 31, 2011 LOCATION: BONSALL PROJECT: CA11-0826-02-003B

THOROUGHBRED N-O MISSION Thoroughbred Lane Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		0					12:00	6		8				
00:15	0		0					12:15	1		3				
00:30	0		0					12:30	3		11				
00:45	2	3	0	0			3	12:45	1	11	3	25			36
01:00	0		0					13:00	1		3				
01:15	0		0					13:15	6		2				
01:30	0		0					13:30	6		7				
01:45	0	0	0	0				13:45	6	19	6	18			37
02:00	0		0					14:00	6		8				
02:15	0		0					14:15	6		7				
02:30	0		0					14:30	3		11				
02:45	0	0	0	0				14:45	7	22	6	32			54
03:00	0		0					15:00	4		2				
03:15	1		2					15:15	6		4				
03:30	0		2					15:30	9		4				
03:45	0	1	0	4			5	15:45	9	28	6	16			44
04:00	0		0					16:00	10		6				
04:15	0		1					16:15	7		0				
04:30	0		3					16:30	8		5				
04:45	0	0	1	5			5	16:45	8	**33**	8	**19**			**52**
05:00	0		1					17:00	6	29	2	15			44
05:15	0		1					17:15	8	30	3	18			48
05:30	0		3					17:30	8	30	6	19			49
05:45	0	0	5	10			10	17:45	12	34	6	17			51
06:00	1		4					18:00	5		5				
06:15	2		4					18:15	12		8				
06:30	0		5					18:30	12		3				
06:45	2	5	4	17			22	18:45	7	36	5	21			57
07:00	3		10					19:00	3		3				
07:15	0		14					19:15	7		4				
07:30	2		5					19:30	2		5				
07:45	2	**7**	15	**44**			**51**	19:45	4	16	3	15			31
08:00	2	6	7	41			47	20:00	5		4				
08:15	7	13	4	31			44	20:15	3		2				
08:30	1	12	7	33			45	20:30	7		1				
08:45	1	11	5	23			34	20:45	4	19	1	8			27
09:00	2		8					21:00	1		0				
09:15	3		2					21:15	4		1				
09:30	3		6					21:30	2		0				
09:45	0	8	1	17			25	21:45	3	10	1	2			12
10:00	4		4					22:00	4		0				
10:15	5		5					22:15	0		0				
10:30	3		4					22:30	0		0				
10:45	1	13	5	18			31	22:45	1	5	0	0			5
11:00	3		4					23:00	3		1				
11:15	4		3					23:15	1		0				
11:30	5		4					23:30	1		0				
11:45	3	15	8	19			34	23:45	1	6	0	1			7
Total Vol.		63		157			**220**			239		174			**413**

Daily Totals

NB	SB	EB	WB	**Combined**
302	331			**633**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - SEPTEMBER 1, 2011 LOCATION: BONSALL PROJECT: CA11-0826-02-003B

THOROUGHBRED N-O MISSION Thoroughbred Lane Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	2		4				
00:15	1		0					12:15	1		4				
00:30	0		0					12:30	8		3				
00:45	0	1	0	0			1	12:45	11	22	7	18			40
01:00	0		0					13:00	7		6				
01:15	1		0					13:15	5		10				
01:30	0		0					13:30	3		4				
01:45	0	1	0	0			1	13:45	11	26	8	28			54
02:00	0		0					14:00	6		5				
02:15	0		0					14:15	8		8				
02:30	0		0					14:30	6		9				
02:45	0	0	1	1			1	14:45	1	21	4	26			47
03:00	1		2					15:00	4		2				
03:15	0		2					15:15	8		6				
03:30	0		0					15:30	8		7				
03:45	0	1	0	4			5	15:45	4	24	2	17			41
04:00	0		2					16:00	6		4				
04:15	0		2					16:15	5		2				
04:30	0		4					16:30	9		8				
04:45	1	1	2	10			11	16:45	5	25	5	19			44
05:00	0		1					17:00	7	26	10	25			51
05:15	0		2					17:15	6	**27**	6	**29**			**56**
05:30	0		3					17:30	11	29	2	23			52
05:45	1	1	5	11			12	17:45	7	31	2	20			51
06:00	1		2					18:00	8		3				
06:15	1		2					18:15	9		3				
06:30	1		3					18:30	6		4				
06:45	3	6	3	10			16	18:45	8	31	7	17			48
07:00	3		15					19:00	6		0				
07:15	1		12					19:15	7		9				
07:30	3		6					19:30	2		0				
07:45	3	**10**	11	**44**			**54**	19:45	5	20	3	12			32
08:00	6	13	6	35			48	20:00	2		0				
08:15	6	18	6	29			47	20:15	5		2				
08:30	4	19	8	31			50	20:30	4		1				
08:45	2	18	5	25			43	20:45	5	16	0	3			19
09:00	0		4					21:00	1		0				
09:15	1		7					21:15	4		0				
09:30	0		6					21:30	2		1				
09:45	2	3	4	21			24	21:45	3	10	0	1			11
10:00	3		2					22:00	1		0				
10:15	4		10					22:15	2		0				
10:30	2		4					22:30	3		0				
10:45	3	12	4	20			32	22:45	0	6	0	0			6
11:00	6		7					23:00	1		0				
11:15	4		8					23:15	2		0				
11:30	5		3					23:30	0		1				
11:45	9	24	7	25			49	23:45	2	5	0	1			6
Total Vol.		78		171			**249**			237		162			**399**

Daily Totals

NB	SB	EB	WB	**Combined**
315	333			**648**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

MONDAY - OCTOBER 3, 2011 LOCATION: BONSALL PROJECT: CA11-0930-1832

THOROUGHBRED N-O SR-76 Thoroughbred Lane Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	4		4				
00:15	1		0					12:15	2		2				
00:30	0		0					12:30	5		2				
00:45	0	1	0	0			1	12:45	9	20	6	14			34
01:00	0		0					13:00	7		5				
01:15	0		0					13:15	4		3				
01:30	1		1					13:30	3		3				
01:45	0	1	0	1			2	13:45	10	24	8	19			43
02:00	1		0					14:00	9		4				
02:15	0		0					14:15	3		4				
02:30	0		0					14:30	1		14				
02:45	1	2	0	0			2	14:45	8	21	7	29			50
03:00	0		1					15:00	5		2				
03:15	0		0					15:15	8		4				
03:30	0		1					15:30	12		3				
03:45	1	1	1	3			4	15:45	9	34	5	14			48
04:00	0		0					16:00	2		4				
04:15	0		1					16:15	0		4				
04:30	0		0					16:30	12		6				
04:45	0	0	1	2			2	16:45	6	20	6	20			40
05:00	0		0					17:00	5	23	1	17			40
05:15	0		0					17:15	11	**34**	3	**16**			**50**
05:30	0		1					17:30	9	31	8	18			49
05:45	0	0	0	1			1	17:45	7	32	0	12			44
06:00	0		2					18:00	12		3				
06:15	1		2					18:15	4		6				
06:30	0		2					18:30	6		2				
06:45	1	2	10	16			18	18:45	6	28	5	16			44
07:00	1		9					19:00	6		1				
07:15	1		4					19:15	11		4				
07:30	2		7					19:30	5		4				
07:45	4	8	9	29			37	19:45	2	24	2	11			35
08:00	6	13	13	33			46	20:00	3		1				
08:15	7	**19**	9	**38**			**57**	20:15	4		5				
08:30	3	20	3	34			54	20:30	4		0				
08:45	4	20	6	31			51	20:45	3	14	1	7			21
09:00	1		7					21:00	2		1				
09:15	3		5					21:15	0		0				
09:30	4		5					21:30	5		0				
09:45	3	11	6	23			34	21:45	3	10	0	1			11
10:00	4		4					22:00	0		1				
10:15	1		4					22:15	2		0				
10:30	5		4					22:30	1		0				
10:45	3	13	4	16			29	22:45	0	3	0	1			4
11:00	5		8					23:00	2		0				
11:15	5		3					23:15	3		1				
11:30	3		9					23:30	0		0				
11:45	1	14	6	26			40	23:45	0	5	1	2			7
Total Vol.		73		148			**221**			235		146			**381**

Daily Totals

NB	SB	EB	WB	**Combined**
308	294			**602**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - OCTOBER 4, 2011 LOCATION: BONSALL PROJECT: CA11-0930-1832

THOROUGHBRED N-O SR-76 Thoroughbred Lane Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		0					12:00	4		4				
00:15	1		0					12:15	8		7				
00:30	0		0					12:30	3		3				
00:45	1	3	0	0			3	12:45	6	21	4	18			39
01:00	0		1					13:00	9		5				
01:15	0		0					13:15	2		3				
01:30	0		0					13:30	6		6				
01:45	1	1	0	1			2	13:45	2	19	4	18			37
02:00	0		0					14:00	3		4				
02:15	0		0					14:15	7		7				
02:30	0		0					14:30	2		9				
02:45	0	0	0	0				14:45	6	18	7	27			45
03:00	0		0					15:00	5		7				
03:15	1		1					15:15	11		3				
03:30	0		0					15:30	8		4				
03:45	0	1	0	1			2	15:45	6	30	8	22			52
04:00	0		0					16:00	7		2				
04:15	0		0					16:15	8		3				
04:30	0		2					16:30	4		5				
04:45	0	0	1	3			3	16:45	9	28	5	15			43
05:00	0		1					17:00	9	30	5	18			48
05:15	1		2					17:15	8	30	4	19			49
05:30	0		2					17:30	7	33	4	18			51
05:45	0	1	2	7			8	17:45	10	**34**	5	**18**			**52**
06:00	0		4					18:00	2		3				
06:15	2		5					18:15	14		3				
06:30	0		3					18:30	7		2				
06:45	1	3	6	18			21	18:45	6	29	5	13			42
07:00	2		8					19:00	8		4				
07:15	2		15					19:15	7		0				
07:30	5		7					19:30	5		2				
07:45	3	**12**	12	**42**			**54**	19:45	1	21	0	6			27
08:00	1	11	8	42			53	20:00	1		2				
08:15	7	16	6	33			49	20:15	3		0				
08:30	3	14	3	29			43	20:30	3		1				
08:45	0	11	6	23			34	20:45	4	11	0	3			14
09:00	5		7					21:00	1		2				
09:15	5		3					21:15	4		2				
09:30	1		5					21:30	4		4				
09:45	4	15	6	21			36	21:45	1	10	0	8			18
10:00	2		7					22:00	3		1				
10:15	4		6					22:15	1		0				
10:30	6		2					22:30	2		0				
10:45	5	17	7	22			39	22:45	1	7	0	1			8
11:00	4		3					23:00	1		0				
11:15	6		8					23:15	1		0				
11:30	4		4					23:30	2		0				
11:45	1	15	3	18			33	23:45	1	5	1	1			6
Total Vol.		79		156			**235**			233		150			**383**

Daily Totals

NB	SB	EB	WB	**Combined**
312	306			**618**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - OCTOBER 5, 2011 LOCATION: BONSALL PROJECT: CA11-0930-1832

THOROUGHBRED N-O SR-76 Thoroughbred Lane Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	3		6				
00:15	1		0					12:15	5		6				
00:30	0		0					12:30	4		7				
00:45	0	1	0	0			1	12:45	0	12	4	23			35
01:00	0		0					13:00	2		5				
01:15	1		0					13:15	4		3				
01:30	0		0					13:30	3		1				
01:45	0	1	0	0			1	13:45	4	13	5	14			27
02:00	0		0					14:00	4		5				
02:15	0		0					14:15	5		3				
02:30	1		0					14:30	1		6				
02:45	0	1	1	1			2	14:45	4	14	10	24			38
03:00	2		1					15:00	2		0				
03:15	0		3					15:15	11		2				
03:30	0		0					15:30	10		3				
03:45	1	3	3	7			10	15:45	6	29	1	6			35
04:00	0		0					16:00	9		4				
04:15	0		0					16:15	7		1				
04:30	0		1					16:30	6		5				
04:45	0	0	1	2			2	16:45	11	33	7	17			50
05:00	1		3					17:00	6	30	8	21			51
05:15	0		2					17:15	9	**32**	4	**24**			**56**
05:30	0		2					17:30	6	32	2	21			53
05:45	0	1	1	8			9	17:45	4	25	3	17			42
06:00	1		3					18:00	14		0				
06:15	1		3					18:15	3		2				
06:30	3		6					18:30	11		3				
06:45	1	6	4	16			22	18:45	6	34	1	6			40
07:00	6		12					19:00	7		4				
07:15	1		10					19:15	5		2				
07:30	2		8					19:30	5		5				
07:45	4	13	11	41			54	19:45	11	28	2	13			41
08:00	5	12	10	39			51	20:00	3		1				
08:15	8	**19**	11	**40**			**59**	20:15	3		4				
08:30	5	22	3	35			57	20:30	1		0				
08:45	5	23	8	32			55	20:45	1	8	0	5			13
09:00	0		4					21:00	1		0				
09:15	0		3					21:15	2		1				
09:30	3		3					21:30	3		0				
09:45	0	3	5	15			18	21:45	2	8	0	1			9
10:00	6		2					22:00	2		0				
10:15	2		5					22:15	1		0				
10:30	2		4					22:30	2		0				
10:45	2	12	3	14			26	22:45	1	6	0	0			6
11:00	7		9					23:00	0		0				
11:15	4		1					23:15	1		0				
11:30	0		3					23:30	2		0				
11:45	5	16	4	17			33	23:45	0	3	0	0			3
Total Vol.		80		153			**233**			213		126			**339**

Daily Totals

NB	SB	EB	WB	**Combined**
293	279			**572**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - OCTOBER 5, 2011 LOCATION: BONSALL PROJECT: CA11-0930-1832

THOROUGHBRED N-O SR-76 Thoroughbred Lane Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	4		4				
00:15	0		0					12:15	2		3				
00:30	1		1					12:30	4		7				
00:45	0	1	0	1			2	12:45	7	17	3	17			34
01:00	1		1					13:00	6		3				
01:15	0		0					13:15	4		9				
01:30	0		0					13:30	2		8				
01:45	0	1	0	1			2	13:45	8	20	3	23			43
02:00	0		0					14:00	7		5				
02:15	0		0					14:15	7		4				
02:30	0		0					14:30	5		7				
02:45	1	1	1	1			2	14:45	11	30	6	22			52
03:00	0		0					15:00	4		5				
03:15	0		1					15:15	2		1				
03:30	0		1					15:30	10		5				
03:45	0	0	0	2			2	15:45	11	27	5	16			43
04:00	1		1					16:00	8		5				
04:15	1		2					16:15	6		4				
04:30	0		1					16:30	5		6				
04:45	0	2	0	4			6	16:45	7	26	0	15			41
05:00	0		1					17:00	10	**28**	4	**14**			**42**
05:15	0		2					17:15	3	25	4	14			39
05:30	0		2					17:30	7	27	3	11			38
05:45	1	1	3	8			9	17:45	7	27	3	14			41
06:00	1		3					18:00	6		6				
06:15	3		5					18:15	7		4				
06:30	1		2					18:30	13		7				
06:45	2	7	5	15			22	18:45	7	33	4	21			54
07:00	2		11					19:00	8		4				
07:15	0		11					19:15	6		3				
07:30	4		11					19:30	4		2				
07:45	4	**10**	9	**42**			**52**	19:45	4	22	1	10			32
08:00	3	11	9	40			51	20:00	3		2				
08:15	8	19	2	31			50	20:15	1		1				
08:30	6	21	6	26			47	20:30	4		4				
08:45	7	24	4	21			45	20:45	3	11	3	10			21
09:00	0		6					21:00	6		1				
09:15	0		5					21:15	1		0				
09:30	3		5					21:30	1		0				
09:45	1	4	1	17			21	21:45	1	9	0	1			10
10:00	5		5					22:00	3		0				
10:15	3		6					22:15	1		1				
10:30	2		4					22:30	0		0				
10:45	2	12	6	21			33	22:45	4	8	1	2			10
11:00	2		2					23:00	4		0				
11:15	1		5					23:15	0		0				
11:30	1		3					23:30	0		0				
11:45	3	7	5	15			22	23:45	1	5	0	0			5
Total Vol.		70		148			**218**			235		151			**386**

Daily Totals

NB	SB	EB	WB	**Combined**
305	299			**604**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY - OCTOBER 6, 2011 LOCATION: BONSALL PROJECT: CA11-0930-1832

THOROUGHBRED N-O SR-76 Thoroughbred Lane Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		0					12:00	3		5				
00:15	1		0					12:15	4		2				
00:30	0		1					12:30	3		8				
00:45	1	3	0	1			4	12:45	3	13	5	20			33
01:00	2		0					13:00	4		5				
01:15	0		0					13:15	1		2				
01:30	0		0					13:30	4		4				
01:45	0	2	0	0			2	13:45	2	11	4	15			26
02:00	0		0					14:00	3		5				
02:15	0		0					14:15	5		4				
02:30	0		0					14:30	5		9				
02:45	0	0	0	0			2	14:45	5	18	4	22			40
03:00	0		0					15:00	13		8				
03:15	0		2					15:15	8		6				
03:30	0		0					15:30	9		5				
03:45	0	0	0	2			2	15:45	9	39	4	23			62
04:00	0		1					16:00	14		7				
04:15	1		1					16:15	11		7				
04:30	0		2					16:30	7		8				
04:45	0	1	1	5			6	16:45	8	**40**	7	**29**			**69**
05:00	1		0					17:00	5	31	6	28			59
05:15	0		1					17:15	8	28	4	25			53
05:30	0		4					17:30	3	24	8	25			49
05:45	0	1	1	6			7	17:45	12	28	3	21			49
06:00	1		4					18:00	10		7				
06:15	0		1					18:15	11		2				
06:30	2		4					18:30	13		7				
06:45	3	6	2	11			17	18:45	4	38	6	22			60
07:00	3		7					19:00	4		2				
07:15	0		8					19:15	3		4				
07:30	2		7					19:30	6		2				
07:45	6	11	19	41			52	19:45	6	19	2	10			29
08:00	5	13	9	43			56	20:00	5		3				
08:15	8	21	8	43			64	20:15	8		3				
08:30	8	**27**	6	**42**			**69**	20:30	4		1				
08:45	4	25	7	30			55	20:45	6	23	3	10			33
09:00	0		5					21:00	3		2				
09:15	3		2					21:15	4		2				
09:30	0		6					21:30	3		1				
09:45	5	8	5	18			26	21:45	4	14	2	7			21
10:00	1		4					22:00	2		1				
10:15	2		2					22:15	5		0				
10:30	6		6					22:30	2		1				
10:45	2	11	9	21			32	22:45	2	11	2	4			15
11:00	5		5					23:00	1		1				
11:15	5		2					23:15	2		0				
11:30	2		2					23:30	2		0				
11:45	3	15	2	11			26	23:45	1	6	0	1			7
Total Vol.		83		146			**229**			260		184			**444**

Daily Totals

NB	SB	EB	WB	**Combined**
343	330			**673**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TRIP GENERATION STUDY SUMMARY

Name of Study Site	Woods Valley	Study	SF-5
Location	San Diego County, Valley Center (Woods Valley Road east of Valley Center Rd)		
Type of Facility	Single Family Residential		
Dates	Aug 23-25, 2011 (Tue-Thur) and Sep 28-Oct 4, 2011 (Wed-Tue)		

BACKGROUND DATA

253	**Number of Dwelling Units**
Unknown	Acres (gross)
Unknown	Dwelling units per acre
Primary access = Augusta Dr; Secondary access = Hazeline Rd	

TRAFFIC DATA	Tue	Wed	Thur	Mon	Tue	Wed	Thur	Fri		% &
Date	08/23/11	08/24/11	08/25/11	10/03/11	10/04/11	09/28/11	09/29/11	09/30/11	Average	Split
Primary Access - August (ADT)	1,367	1,442	1,604	1,417	1,470	1,717	1,492	1,660	1,521	
Secondary Access - Hazeline (ADT)	311	292	366	271	283	273	283	314	299	
				Eight Day Average Weekday Daily Trips (ADT)					**1,820**	
Primary Access (AM pk hr btw 7-9)	87	98	132	139	143	189	140	159	136	
Secondary Access (AM pk hr btw 4-6)	39	22	48	31	33	33	31	29	33	
		Eight Day Avg. Weekday AM Peak Hour (Highest pk hr 7-9am) Volume							**169**	**9.3%**
Primary Access Inbound Split	32	25	28	37	33	54	35	45	36	
Secondary Access Inbound Split	13	2	8	7	10	10	10	7	8	
				Eight Day Average AM Peak Hour Inbound Split					**45**	**26%**
Primary Access Outbound Split	55	73	104	102	110	135	105	114	100	
Secondary Access Outbound Split	26	20	40	24	23	23	21	22	25	
				Eight Day Average AM Peak Hour Outbound Split					**125**	**74%**
Primary Access (PM pk hr btw 7-9)	131	119	142	135	157	139	117	127	133	
Secondary Access (PM pk hr btw 4-6)	36	22	33	25	31	24	24	32	28	
		Eight Day Avg. Weekday PM Peak Hour (Highest pk hr 4-6pm) Volume							**162**	**8.9%**
Primary Access Inbound Split	85	79	90	92	102	91	67	87	87	
Secondary Access Inbound Split	15	7	15	13	21	17	14	24	16	
				Eight Day Average PM Peak Hour Inbound Split					**102**	**63%**
Primary Access Outbound Split	46	40	52	43	55	48	50	40	47	
Secondary Access Outbound Split	21	15	18	12	10	7	10	8	13	
				Eight Day Average PM Peak Hour Outbound Split					**59**	**37%**

TRIP RATIOS

	Weekday
Trips/Dwelling Unit	**7.2**

Woods Valley (Valley Center)

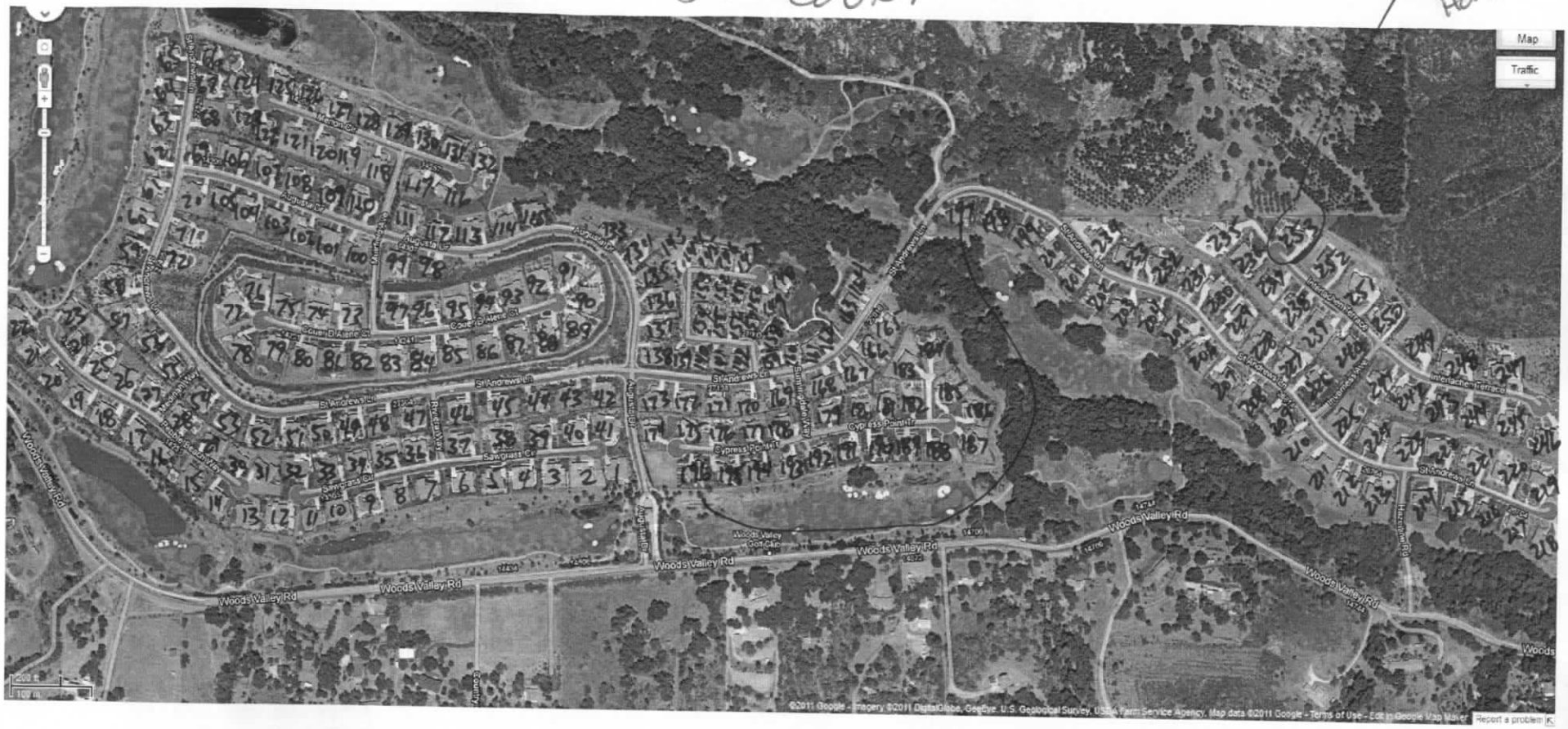
Two access points (Agusta Dr and Hazeline Rd)

253 Single Family Detached Dwelling Units



WOODS VALLEY DV COUNT

253 HOMES



TUESDAY - AUGUST 23, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0826-02-002

AUGUSTA N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	10		14				
00:15	1		0					12:15	10		10				
00:30	4		0					12:30	6		7				
00:45	0	5	0	1			6	12:45	11	37	10	41			78
01:00	1		0					13:00	7		10				
01:15	1		0					13:15	13		9				
01:30	1		1					13:30	11		11				
01:45	0	3	1	2			5	13:45	10	41	4	34			75
02:00	1		0					14:00	10		5				
02:15	1		0					14:15	12		8				
02:30	1		0					14:30	6		8				
02:45	0	3	0	0			3	14:45	11	39	6	27			66
03:00	0		0					15:00	7		8				
03:15	0		0					15:15	5		6				
03:30	0		1					15:30	9		13				
03:45	0	0	0	1			1	15:45	14	35	8	35			70
04:00	0		0					16:00	12		10				
04:15	0		1					16:15	11		4				
04:30	0		2					16:30	12		7				
04:45	1	1	2	5			6	16:45	23	58	10	31			89
05:00	2		1					17:00	21	67	14	35			102
05:15	0		3					17:15	20	76	14	45			121
05:30	0		4					17:30	21	**85**	8	**46**			**131**
05:45	0	2	9	17			19	17:45	15	77	7	43			120
06:00	1		10					18:00	27		11				
06:15	0		8					18:15	21		10				
06:30	1		8					18:30	16		9				
06:45	0	2	7	33			35	18:45	18	82	7	37			119
07:00	10		12					19:00	22		8				
07:15	2		19					19:15	22		5				
07:30	7		14					19:30	18		6				
07:45	13	**32**	10	**55**			**87**	19:45	16	78	3	22			100
08:00	5	27	12	55			82	20:00	12		9				
08:15	3	28	18	54			82	20:15	15		5				
08:30	4	25	20	60			85	20:30	7		6				
08:45	5	17	17	67			84	20:45	17	51	8	28			79
09:00	12		8					21:00	13		5				
09:15	3		13					21:15	7		8				
09:30	13		11					21:30	6		3				
09:45	11	39	10	42			81	21:45	8	34	4	20			54
10:00	4		10					22:00	8		3				
10:15	10		10					22:15	5		2				
10:30	7		6					22:30	7		2				
10:45	3	24	11	37			61	22:45	3	23	2	9			32
11:00	6		11					23:00	5		0				
11:15	7		14					23:15	7		1				
11:30	14		8					23:30	1		0				
11:45	7	34	11	44			78	23:45	2	15	3	4			19
Total Vol.		162		304			**466**			570		331			**901**

Daily Totals

NB	SB	EB	WB	**Combined**
732	635			**1367**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - AUGUST 24, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0826-02-002

AUGUSTA N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		0					12:00	8		12				
00:15	6		1					12:15	12		12				
00:30	1		0					12:30	8		4				
00:45	0	10	0	1			11	12:45	10	38	13	41			79
01:00	0		0					13:00	9		7				
01:15	1		0					13:15	8		8				
01:30	0		0					13:30	13		12				
01:45	0	1	0	0			1	13:45	15	45	9	36			81
02:00	0		0					14:00	10		11				
02:15	0		0					14:15	11		11				
02:30	0		0					14:30	11		10				
02:45	0	0	0	0				14:45	10	42	5	37			79
03:00	1		0					15:00	14		9				
03:15	0		0					15:15	18		9				
03:30	0		1					15:30	10		8				
03:45	0	1	0	1			2	15:45	16	58	6	32			90
04:00	0		0					16:00	7		7				
04:15	0		2					16:15	7		8				
04:30	0		0					16:30	13		13				
04:45	0	0	1	3			3	16:45	15	42	7	35			77
05:00	1		3					17:00	19	54	8	36			90
05:15	1		3					17:15	16	63	13	41			104
05:30	0		6					17:30	23	73	10	38			111
05:45	0	2	11	23			25	17:45	21	**79**	9	**40**			**119**
06:00	1		12					18:00	18		12				
06:15	0		11					18:15	14		15				
06:30	1		10					18:30	18		3				
06:45	6	8	14	47			55	18:45	26	76	4	34			110
07:00	2		20					19:00	25		8				
07:15	9		14					19:15	7		8				
07:30	4		20					19:30	14		7				
07:45	7	22	19	73			95	19:45	12	58	4	27			85
08:00	2	22	18	71			93	20:00	24		6				
08:15	6	19	14	71			90	20:15	20		5				
08:30	10	**25**	22	**73**			**98**	20:30	19		4				
08:45	1	19	17	71			90	20:45	16	79	12	27			106
09:00	8		15					21:00	11		2				
09:15	10		6					21:15	10		6				
09:30	7		13					21:30	4		3				
09:45	9	34	16	50			84	21:45	5	30	2	13			43
10:00	3		14					22:00	6		0				
10:15	4		11					22:15	12		3				
10:30	5		8					22:30	6		1				
10:45	2	14	10	43			57	22:45	3	27	3	7			34
11:00	9		10					23:00	8		0				
11:15	16		8					23:15	3		0				
11:30	14		15					23:30	3		0				
11:45	12	51	15	48			99	23:45	2	16	1	1			17
Total Vol.		162		360			**522**			590		330			**920**

Daily Totals

NB	SB	EB	WB	**Combined**
752	690			**1442**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - AUGUST 25, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0826-02-002

AUGUSTA N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		0					12:00	7		14				
00:15	1		0					12:15	11		8				
00:30	0		0					12:30	10		13				
00:45	1	5	0	0			5	12:45	7	35	11	46			81
01:00	1		0					13:00	10		5				
01:15	0		0					13:15	8		10				
01:30	1		1					13:30	17		10				
01:45	0	2	0	1			3	13:45	14	49	10	35			84
02:00	2		0					14:00	6		17				
02:15	0		1					14:15	17		8				
02:30	0		0					14:30	20		7				
02:45	0	2	0	1			3	14:45	17	60	13	45			105
03:00	0		0					15:00	8		9				
03:15	0		1					15:15	16		11				
03:30	0		1					15:30	18		8				
03:45	0	0	0	2			2	15:45	20	62	19	47			109
04:00	0		0					16:00	14		13				
04:15	0		0					16:15	29		9				
04:30	0		1					16:30	11		14				
04:45	1	1	3	4			5	16:45	23	77	14	50			127
05:00	1		3					17:00	20	83	22	59			142
05:15	1		5					17:15	22	76	10	60			136
05:30	0		4					17:30	25	**90**	6	**52**			**142**
05:45	0	2	8	20			22	17:45	18	85	15	53			138
06:00	1		9					18:00	14		24				
06:15	2		15					18:15	14		15				
06:30	0		13					18:30	16		3				
06:45	5	8	14	51			59	18:45	20	64	9	51			115
07:00	9		33					19:00	16		7				
07:15	8		18					19:15	19		2				
07:30	7		25					19:30	15		3				
07:45	4	**28**	28	**104**			**132**	19:45	22	72	5	17			89
08:00	13	32	20	91			123	20:00	25		6				
08:15	7	31	17	90			121	20:15	26		4				
08:30	11	35	20	85			120	20:30	12		3				
08:45	9	40	12	69			109	20:45	5	68	3	16			84
09:00	20		5					21:00	9		4				
09:15	8		17					21:15	7		5				
09:30	12		19					21:30	7		2				
09:45	3	43	11	52			95	21:45	9	32	4	15			47
10:00	6		14					22:00	9		2				
10:15	5		9					22:15	3		0				
10:30	11		15					22:30	2		3				
10:45	9	31	9	47			78	22:45	3	17	1	6			23
11:00	5		9					23:00	2		0				
11:15	11		11					23:15	6		0				
11:30	5		9					23:30	7		1				
11:45	7	28	14	43			71	23:45	2	17	0	1			18
Total Vol.		190		394			**584**			638		382			**1020**

Daily Totals

NB	SB	EB	WB	**Combined**
828	776			**1604**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

MONDAY - OCTOBER 3, 2010 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

AGUSTA N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	5		14				
00:15	1		0					12:15	8		11				
00:30	1		0					12:30	9		2				
00:45	0	2	1	1			3	12:45	5	27	6	33			60
01:00	0		0					13:00	18		5				
01:15	0		0					13:15	8		8				
01:30	1		0					13:30	5		4				
01:45	0	1	0	0			1	13:45	2	33	5	22			55
02:00	0		0					14:00	14		9				
02:15	0		0					14:15	3		11				
02:30	1		0					14:30	15		12				
02:45	0	1	0	0			1	14:45	8	40	14	46			86
03:00	0		1					15:00	25		15				
03:15	0		0					15:15	12		12				
03:30	1		0					15:30	21		7				
03:45	0	1	1	2			3	15:45	19	77	13	47			124
04:00	1		0					16:00	8		5				
04:15	0		1					16:15	8		4				
04:30	1		4					16:30	12		7				
04:45	0	2	2	7			9	16:45	27	55	15	31			86
05:00	1		6					17:00	19	66	9	35			101
05:15	0		5					17:15	24	82	7	38			120
05:30	0		11					17:30	22	**92**	12	**43**			**135**
05:45	1	2	10	32			34	17:45	12	77	8	36			113
06:00	0		8					18:00	19		7				
06:15	1		9					18:15	21		15				
06:30	1		16					18:30	26		8				
06:45	3	5	13	46			51	18:45	19	85	7	37			122
07:00	11		22					19:00	24		12				
07:15	3		21					19:15	23		8				
07:30	12		23					19:30	16		9				
07:45	7	33	25	91			124	19:45	15	78	5	34			112
08:00	10	32	29	98			130	20:00	10		6				
08:15	8	**37**	25	**102**			**139**	20:15	14		3				
08:30	10	35	14	93			128	20:30	11		4				
08:45	9	37	16	84			121	20:45	6	41	2	15			56
09:00	4		15					21:00	9		4				
09:15	8		9					21:15	6		6				
09:30	5		11					21:30	7		1				
09:45	8	25	7	42			67	21:45	5	27	0	11			38
10:00	4		14					22:00	4		2				
10:15	9		13					22:15	3		1				
10:30	10		6					22:30	7		3				
10:45	7	30	11	44			74	22:45	5	19	1	7			26
11:00	3		5					23:00	0		0				
11:15	3		8					23:15	4		0				
11:30	6		5					23:30	3		1				
11:45	7	19	3	21			40	23:45	2	9	1	2			11
Total Vol.		158		370			**528**			568		321			**889**

Daily Totals

NB	SB	EB	WB	**Combined**
726	691			**1417**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY OCTOBER 4, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

AGUSTA N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		0					12:00	11		6				
00:15	0		0					12:15	10		13				
00:30	2		1					12:30	7		9				
00:45	0	4	0	1			5	12:45	5	33	7	35			68
01:00	0		0					13:00	6		12				
01:15	1		0					13:15	12		9				
01:30	0		0					13:30	7		15				
01:45	1	2	0	0			2	13:45	7	32	19	55			87
02:00	1		0					14:00	20		14				
02:15	2		0					14:15	8		18				
02:30	0		0					14:30	13		9				
02:45	0	3	0	0			3	14:45	11	52	10	51			103
03:00	0		0					15:00	12		18				
03:15	0		1					15:15	19		14				
03:30	1		0					15:30	25		10				
03:45	0	1	2	3			4	15:45	18	74	14	56			130
04:00	0		0					16:00	14		16				
04:15	1		0					16:15	15		9				
04:30	0		1					16:30	21		17				
04:45	0	1	3	4			5	16:45	14	64	8	50			114
05:00	0		4					17:00	18	68	16	50			118
05:15	0		6					17:15	27	80	16	57			137
05:30	2		12					17:30	22	81	10	50			131
05:45	1	3	5	27			30	17:45	35	**102**	13	**55**			**157**
06:00	3		9					18:00	19		6				
06:15	1		15					18:15	10		8				
06:30	1		10					18:30	3		7				
06:45	3	8	12	46			54	18:45	10	42	6	27			69
07:00	5		25					19:00	10		9				
07:15	2		21					19:15	9		6				
07:30	3		27					19:30	3		9				
07:45	8	18	31	104			122	19:45	4	26	6	30			56
08:00	13	26	25	104			130	20:00	8		3				
08:15	9	**33**	27	**110**			**143**	20:15	7		5				
08:30	12	42	18	101			143	20:30	5		5				
08:45	6	40	24	94			134	20:45	4	24	4	17			41
09:00	5		18					21:00	5		2				
09:15	11		16					21:15	5		0				
09:30	4		17					21:30	0		1				
09:45	5	25	12	63			88	21:45	9	19	1	4			23
10:00	5		8					22:00	3		2				
10:15	4		11					22:15	4		0				
10:30	5		17					22:30	5		1				
10:45	10	24	12	48			72	22:45	2	14	1	4			18
11:00	4		8					23:00	2		1				
11:15	7		16					23:15	4		0				
11:30	9		8					23:30	0		0				
11:45	9	29	15	47			76	23:45	0	6	2	3			9
Total Vol.		158		437			**595**			488		387			**875**

Daily Totals

NB	SB	EB	WB	**Combined**
646	824			**1470**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - SEPTEMBER 28, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

AGUSTA N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		0					12:00	12		9				
00:15	0		2					12:15	13		5				
00:30	0		0					12:30	8		8				
00:45	1	4	1	3			7	12:45	9	42	9	31			73
01:00	0		0					13:00	12		7				
01:15	0		1					13:15	10		5				
01:30	0		0					13:30	6		10				
01:45	2	2	0	1			3	13:45	11	39	10	32			71
02:00	0		0					14:00	5		6				
02:15	0		0					14:15	14		9				
02:30	0		0					14:30	21		13				
02:45	0	0	1	1			1	14:45	13	53	13	41			94
03:00	0		0					15:00	16		15				
03:15	3		1					15:15	15		14				
03:30	0		0					15:30	22		12				
03:45	0	3	0	1			4	15:45	12	65	3	44			109
04:00	0		1					16:00	13		5				
04:15	0		0					16:15	11		11				
04:30	1		0					16:30	15		10				
04:45	0	1	2	3			4	16:45	18	57	14	40			97
05:00	0		6					17:00	25	69	15	50			119
05:15	0		6					17:15	24	82	9	48			130
05:30	0		10					17:30	19	86	9	47			133
05:45	1	1	8	30			31	17:45	23	**91**	15	**48**			**139**
06:00	0		12					18:00	22		14				
06:15	4		19					18:15	17		12				
06:30	1		16					18:30	5		10				
06:45	5	10	18	65			75	18:45	20	64	8	44			108
07:00	7		22					19:00	31		6				
07:15	9		20					19:15	17		5				
07:30	9		28					19:30	13		4				
07:45	12	37	33	103			140	19:45	14	75	8	23			98
08:00	13	43	36	117			160	20:00	21		7				
08:15	18	52	38	135			187	20:15	11		5				
08:30	11	**54**	28	**135**			**189**	20:30	14		4				
08:45	12	54	27	129			183	20:45	11	57	4	20			77
09:00	14		21					21:00	20		5				
09:15	12		19					21:15	7		3				
09:30	10		23					21:30	6		1				
09:45	7	43	15	78			121	21:45	5	38	2	11			49
10:00	6		11					22:00	5		2				
10:15	11		18					22:15	8		1				
10:30	7		21					22:30	3		0				
10:45	10	34	16	66			100	22:45	3	19	2	5			24
11:00	7		22					23:00	3		0				
11:15	9		23					23:15	3		0				
11:30	11		12					23:30	1		0				
11:45	7	34	10	67			101	23:45	1	8	0	0			8
Total Vol.		223		547			**770**			608		339			**947**

Daily Totals

NB	SB	EB	WB	**Combined**
831	886			**1717**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - SEPTEMBER 29, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

AGUSTA N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		0					12:00	4		5				
00:15	2		0					12:15	10		7				
00:30	0		0					12:30	8		12				
00:45	1	6	1	1			7	12:45	12	34	15	39			73
01:00	1		0					13:00	14		7				
01:15	0		0					13:15	13		9				
01:30	0		0					13:30	7		11				
01:45	0	1	0	0			1	13:45	4	38	8	35			73
02:00	0		0					14:00	7		10				
02:15	0		0					14:15	12		14				
02:30	0		0					14:30	17		15				
02:45	1	1	0	0			1	14:45	21	57	17	56			113
03:00	0		0					15:00	8		7				
03:15	0		1					15:15	14		12				
03:30	0		3					15:30	21		7				
03:45	0	0	0	4			4	15:45	14	57	12	38			95
04:00	1		1					16:00	13		8				
04:15	1		1					16:15	17		13				
04:30	0		1					16:30	18		10				
04:45	0	2	1	4			6	16:45	15	63	17	48			111
05:00	0		4					17:00	17	**67**	10	**50**			**117**
05:15	0		5					17:15	18	68	10	47			115
05:30	0		8					17:30	21	71	8	45			116
05:45	1	1	6	23			24	17:45	20	76	4	32			108
06:00	1		6					18:00	24		8				
06:15	1		11					18:15	28		11				
06:30	1		10					18:30	16		9				
06:45	2	5	11	38			43	18:45	14	82	11	39			121
07:00	7		24					19:00	14		6				
07:15	8		24					19:15	22		11				
07:30	7		15					19:30	16		12				
07:45	3	25	33	96			121	19:45	17	69	4	33			102
08:00	11	29	32	104			133	20:00	17		6				
08:15	7	28	26	106			134	20:15	18		5				
08:30	14	**35**	14	**105**			**140**	20:30	9		2				
08:45	14	46	14	86			132	20:45	12	56	1	14			70
09:00	11		12					21:00	10		3				
09:15	5		8					21:15	9		2				
09:30	8		10					21:30	4		8				
09:45	7	31	10	40			71	21:45	3	26	0	13			39
10:00	7		8					22:00	7		0				
10:15	4		8					22:15	10		0				
10:30	10		10					22:30	5		1				
10:45	4	25	15	41			66	22:45	2	24	2	3			27
11:00	9		2					23:00	8		0				
11:15	10		6					23:15	2		0				
11:30	9		15					23:30	2		0				
11:45	4	32	13	36			68	23:45	4	16	0	0			16
Total Vol.		175		369			**544**			598		350			**948**

Daily Totals

NB	SB	EB	WB	**Combined**
773	719			**1492**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY - SEPTEMBER 30, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

AGUSTA N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		2					12:00	6		9				
00:15	0		0					12:15	7		3				
00:30	0		0					12:30	10		8				
00:45	0	2	0	2			4	12:45	6	29	10	30			59
01:00	0		0					13:00	15		7				
01:15	0		0					13:15	8		9				
01:30	0		0					13:30	11		9				
01:45	0	0	0	0				13:45	9	43	10	35			78
02:00	0		0					14:00	8		8				
02:15	2		2					14:15	8		8				
02:30	0		0					14:30	14		12				
02:45	0	2	0	2			4	14:45	7	37	14	42			79
03:00	1		0					15:00	27		11				
03:15	1		2					15:15	21		12				
03:30	0		0					15:30	30		19				
03:45	1	3	0	2			5	15:45	17	95	11	53			148
04:00	1		2					16:00	19		7				
04:15	0		1					16:15	13		15				
04:30	0		0					16:30	18		19				
04:45	0	1	1	4			5	16:45	18	68	13	54			122
05:00	1		3					17:00	20	69	7	54			123
05:15	0		8					17:15	19	75	8	47			122
05:30	1		6					17:30	24	81	8	36			117
05:45	0	2	5	22			24	17:45	24	**87**	17	**40**			**127**
06:00	2		9					18:00	18		17				
06:15	2		7					18:15	23		14				
06:30	3		17					18:30	19		12				
06:45	2	9	11	44			53	18:45	11	71	14	57			128
07:00	14		20					19:00	23		11				
07:15	4		20					19:15	13		12				
07:30	8		31					19:30	11		6				
07:45	8	34	23	94			128	19:45	7	54	6	35			89
08:00	14	34	24	98			132	20:00	15		4				
08:15	15	**45**	36	**114**			**159**	20:15	17		8				
08:30	12	49	15	98			147	20:30	16		4				
08:45	8	49	11	86			135	20:45	14	62	3	19			81
09:00	7		12					21:00	8		4				
09:15	9		8					21:15	14		3				
09:30	8		8					21:30	4		10				
09:45	2	26	7	35			61	21:45	12	38	8	25			63
10:00	7		8					22:00	15		5				
10:15	13		13					22:15	16		2				
10:30	11		10					22:30	21		3				
10:45	15	46	12	43			89	22:45	11	63	6	16			79
11:00	8		17					23:00	4		0				
11:15	8		8					23:15	7		3				
11:30	9		8					23:30	3		2				
11:45	8	33	9	42			75	23:45	4	18	1	6			24
Total Vol.		207		376			**583**			665		412			**1077**

Daily Totals

NB	SB	EB	WB	**Combined**
872	788			**1660**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - AUGUST 23, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0826-02-003

HAZELINE N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		1					12:00	1		2				
00:15	0		0					12:15	0		0				
00:30	0		0					12:30	2		0				
00:45	0	1	0	1			2	12:45	1	4	3	5			9
01:00	0		0					13:00	0		0				
01:15	0		0					13:15	0		2				
01:30	0		0					13:30	3		3				
01:45	0	0	1	1			1	13:45	1	4	0	5			9
02:00	0		0					14:00	1		7				
02:15	0		2					14:15	0		0				
02:30	0		0					14:30	1		1				
02:45	0	0	0	2			2	14:45	0	2	6	14			16
03:00	0		0					15:00	2		4				
03:15	0		0					15:15	2		5				
03:30	0		0					15:30	5		6				
03:45	0	0	0	0				15:45	2	11	3	18			29
04:00	0		1					16:00	2		2				
04:15	0		0					16:15	0		2				
04:30	0		0					16:30	1		4				
04:45	0	0	0	1			1	16:45	1	4	5	13			17
05:00	0		0					17:00	7	9	7	18			27
05:15	1		1					17:15	4	13	6	22			35
05:30	0		1					17:30	3	**15**	3	**21**			**36**
05:45	0	1	0	2			3	17:45	1	15	1	17			32
06:00	0		2					18:00	1		3				
06:15	0		2					18:15	3		3				
06:30	0		4					18:30	2		2				
06:45	0	0	5	13			13	18:45	2	8	3	11			19
07:00	0		2					19:00	2		1				
07:15	0		7					19:15	3		4				
07:30	5		10					19:30	3		3				
07:45	1	6	3	22			28	19:45	1	9	2	10			19
08:00	4	10	9	29			39	20:00	2		4				
08:15	3	**13**	4	**26**			**39**	20:15	5		4				
08:30	0	8	4	20			28	20:30	0		2				
08:45	0	7	2	19			26	20:45	2	9	1	11			20
09:00	0		1					21:00	0		4				
09:15	0		3					21:15	1		2				
09:30	1		3					21:30	1		0				
09:45	2	3	3	10			13	21:45	1	3	0	6			9
10:00	2		5					22:00	2		2				
10:15	0		0					22:15	1		1				
10:30	1		7					22:30	0		1				
10:45	0	3	1	13			16	22:45	0	3	0	4			7
11:00	2		2					23:00	0		0				
11:15	6		2					23:15	0		2				
11:30	0		3					23:30	0		0				
11:45	0	8	3	10			18	23:45	0	0	0	2			2
Total Vol.		29		94			**123**			72		116			**188**

Daily Totals

NB	SB	EB	WB	**Combined**
101	210			**311**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - AUGUST 24, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0826-02-003

HAZELINE N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		1					12:00	5		7				
00:15	0		0					12:15	0		2				
00:30	0		0					12:30	0		0				
00:45	0	1	0	1			2	12:45	1	6	1	10			16
01:00	0		0					13:00	1		3				
01:15	1		1					13:15	0		2				
01:30	0		0					13:30	0		2				
01:45	0	1	0	1			2	13:45	0	1	0	7			8
02:00	2		1					14:00	2		4				
02:15	0		0					14:15	0		0				
02:30	0		0					14:30	4		2				
02:45	0	2	0	1			3	14:45	0	6	2	8			14
03:00	0		0					15:00	0		5				
03:15	0		0					15:15	4		8				
03:30	0		0					15:30	4		4				
03:45	0	0	0	0				15:45	0	8	2	19			27
04:00	0		1					16:00	1		3				
04:15	0		0					16:15	3		4				
04:30	0		0					16:30	2		2				
04:45	0	0	0	1			1	16:45	0	6	4	13			19
05:00	0		1					17:00	2	**7**	5	**15**			**22**
05:15	0		2					17:15	0	4	0	11			15
05:30	0		2					17:30	5	7	4	13			20
05:45	0	0	6	11			11	17:45	3	10	3	12			22
06:00	0		1					18:00	0		2				
06:15	0		3					18:15	2		3				
06:30	1		3					18:30	4		2				
06:45	0	1	4	11			12	18:45	1	7	1	8			15
07:00	0		5					19:00	4		4				
07:15	0		6					19:15	0		0				
07:30	1		4					19:30	5		2				
07:45	0	1	3	18			19	19:45	2	11	1	7			18
08:00	1	**2**	7	**20**			**22**	20:00	6		8				
08:15	0	2	4	18			20	20:15	0		0				
08:30	0	1	1	15			16	20:30	4		3				
08:45	0	1	3	15			16	20:45	1	11	2	13			24
09:00	2		3					21:00	2		1				
09:15	0		1					21:15	0		2				
09:30	1		0					21:30	3		0				
09:45	0	3	1	5			8	21:45	0	5	0	3			8
10:00	0		0					22:00	1		0				
10:15	1		2					22:15	3		1				
10:30	2		3					22:30	2		3				
10:45	1	4	3	8			12	22:45	3	9	1	5			14
11:00	2		6					23:00	0		0				
11:15	3		5					23:15	0		0				
11:30	1		2					23:30	0		0				
11:45	0	6	1	14			20	23:45	1	1	0	0			1
Total Vol.		20		86			**106**			81		105			**186**

Daily Totals

NB	SB	EB	WB	**Combined**
101	191			**292**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - AUGUST 25, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0826-02-003

HAZELINE N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	0		0				
00:15	1		1					12:15	0		0				
00:30	0		0					12:30	2		2				
00:45	0	1	0	1			2	12:45	1	3	1	3			6
01:00	0		0					13:00	2		3				
01:15	2		3					13:15	4		4				
01:30	0		0					13:30	1		1				
01:45	0	2	0	3			5	13:45	0	7	1	9			16
02:00	0		0					14:00	8		13				
02:15	0		1					14:15	1		3				
02:30	0		0					14:30	3		5				
02:45	0	0	0	1			1	14:45	4	16	7	28			44
03:00	0		0					15:00	2		5				
03:15	0		0					15:15	4		5				
03:30	0		0					15:30	1		1				
03:45	0	0	0	0				15:45	0	7	0	11			18
04:00	0		0					16:00	3		5				
04:15	0		0					16:15	1		1				
04:30	0		0					16:30	4		5				
04:45	0	0	0	0				16:45	5	13	7	18			31
05:00	0		0					17:00	1	11	1	14			25
05:15	0		1					17:15	5	**15**	5	**18**			**33**
05:30	0		4					17:30	1	12	4	17			29
05:45	0	0	2	7			7	17:45	2	9	5	15			24
06:00	0		3					18:00	4		6				
06:15	0		6					18:15	2		2				
06:30	0		0					18:30	2		2				
06:45	0	0	7	16			16	18:45	2	10	2	12			22
07:00	0		4					19:00	1		2				
07:15	0		3					19:15	6		3				
07:30	2		5					19:30	3		2				
07:45	1	3	8	20			23	19:45	0	10	0	7			17
08:00	2	5	9	25			30	20:00	2		1				
08:15	3	**8**	18	**40**			**48**	20:15	1		1				
08:30	2	8	5	40			48	20:30	0		0				
08:45	3	10	3	35			45	20:45	0	3	1	3			6
09:00	3		7					21:00	1		2				
09:15	1		5					21:15	5		4				
09:30	0		8					21:30	4		5				
09:45	1	5	4	24			29	21:45	0	10	0	11			21
10:00	1		4					22:00	1		1				
10:15	3		3					22:15	1		0				
10:30	0		2					22:30	0		0				
10:45	0	4	2	11			15	22:45	0	2	0	1			3
11:00	1		1					23:00	1		0				
11:15	1		2					23:15	0		0				
11:30	3		4					23:30	0		0				
11:45	0	5	0	7			12	23:45	1	2	1	1			3
Total Vol.		30		125			**155**			92		119			**211**

Daily Totals

NB	SB	EB	WB	**Combined**
122	244			**366**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

MONDAY - OCTOBER 3, 2010 LOCATION: WOODS VALLEY PROJECT: CA11-0930-1832

HAZELINE N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	2		2				
00:15	0		0					12:15	3		1				
00:30	0		0					12:30	1		1				
00:45	0	0	1	1			1	12:45	1	7	2	6			13
01:00	0		0					13:00	1		0				
01:15	0		0					13:15	3		2				
01:30	0		0					13:30	2		1				
01:45	0	0	0	0				13:45	2	8	1	4			12
02:00	0		0					14:00	2		3				
02:15	0		0					14:15	3		1				
02:30	0		0					14:30	3		2				
02:45	0	0	0	0				14:45	1	9	0	6			15
03:00	0		0					15:00	5		0				
03:15	0		0					15:15	6		3				
03:30	0		0					15:30	2		1				
03:45	0	0	1	1			1	15:45	1	14	2	6			20
04:00	0		0					16:00	3		5				
04:15	0		0					16:15	1		0				
04:30	0		1					16:30	4		6				
04:45	0	0	0	1			1	16:45	1	9	2	13			22
05:00	0		0					17:00	5	11	1	9			20
05:15	1		1					17:15	3	**13**	3	**12**			**25**
05:30	0		1					17:30	2	11	1	7			18
05:45	1	2	2	4			6	17:45	3	13	2	7			20
06:00	1		2					18:00	2		2				
06:15	1		1					18:15	5		4				
06:30	1		3					18:30	0		0				
06:45	2	5	5	11			16	18:45	1	8	1	7			15
07:00	1		2					19:00	4		2				
07:15	0		3					19:15	5		0				
07:30	3		8					19:30	5		2				
07:45	0	4	3	16			20	19:45	1	15	1	5			20
08:00	2	5	6	20			25	20:00	2		0				
08:15	2	**7**	7	**24**			**31**	20:15	1		1				
08:30	1	5	3	19			24	20:30	1		1				
08:45	2	7	5	21			28	20:45	2	6	0	2			8
09:00	1		2					21:00	0		0				
09:15	2		5					21:15	4		2				
09:30	0		1					21:30	3		1				
09:45	1	4	3	11			15	21:45	0	7	0	3			10
10:00	0		0					22:00	0		0				
10:15	2		1					22:15	0		0				
10:30	0		0					22:30	0		0				
10:45	4	6	2	3			9	22:45	0	0	0	0			
11:00	3		3					23:00	0		0				
11:15	2		1					23:15	0		0				
11:30	3		1					23:30	1		0				
11:45	1	9	2	7			16	23:45	1	2	1	1			3
Total Vol.		37		76			**113**			98		60			**158**

Daily Totals

NB	SB	EB	WB	**Combined**
135	136			**271**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY OCTOBER 4, 2011 LOCATION: WOODS VALLEY PROJECT: CA11-0930-1832

HAZELINE N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	3		0				
00:15	0		0					12:15	1		0				
00:30	0		0					12:30	1		0				
00:45	0	0	0	0				12:45	8	13	3	3			16
01:00	0		0					13:00	1		0				
01:15	0		0					13:15	0		1				
01:30	0		0					13:30	6		2				
01:45	0	0	0	0				13:45	1	8	2	5			13
02:00	0		0					14:00	3		3				
02:15	0		0					14:15	2		2				
02:30	0		0					14:30	0		1				
02:45	0	0	0	0				14:45	2	7	2	8			15
03:00	0		0					15:00	3		3				
03:15	0		0					15:15	3		2				
03:30	0		1					15:30	0		1				
03:45	0	0	1	2			2	15:45	3	9	1	7			16
04:00	0		0					16:00	4		2				
04:15	0		0					16:15	5		3				
04:30	1		1					16:30	6		2				
04:45	0	1	0	1			2	16:45	5	20	2	9			29
05:00	0		0					17:00	1	17	2	9			26
05:15	0		0					17:15	9	**21**	4	**10**			**31**
05:30	1		2					17:30	3	18	0	8			26
05:45	1	2	4	6			8	17:45	2	15	2	8			23
06:00	0		0					18:00	6		1				
06:15	2		5					18:15	2		0				
06:30	1		1					18:30	0		1				
06:45	2	5	4	10			15	18:45	5	13	2	4			17
07:00	1		3					19:00	4		1				
07:15	1		4					19:15	1		0				
07:30	0		4					19:30	1		2				
07:45	0	2	0	11			13	19:45	2	8	2	5			13
08:00	2	3	6	14			17	20:00	1		0				
08:15	3	5	9	19			24	20:15	1		1				
08:30	3	8	5	20			28	20:30	0		3				
08:45	2	**10**	3	**23**			**33**	20:45	0	2	0	4			6
09:00	3		4					21:00	0		0				
09:15	5		2					21:15	3		0				
09:30	1		3					21:30	1		1				
09:45	6	15	3	12			27	21:45	0	4	0	1			5
10:00	3		4					22:00	1		0				
10:15	1		0					22:15	2		0				
10:30	1		1					22:30	0		0				
10:45	0	5	1	6			11	22:45	0	3	0	0			3
11:00	1		2					23:00	0		0				
11:15	2		1					23:15	0		0				
11:30	1		2					23:30	0		0				
11:45	4	8	1	6			14	23:45	1	1	1	1			2
Total Vol.		48		77			**125**			103		55			**158**

Daily Totals

NB	SB	EB	WB	**Combined**
151	132			**283**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - SEPTEMBER 28, 2011 LOCATION: WOODS VALLEY PROJECT: CA11-0930-1832

HAZELINE N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		1					12:00	1		1				
00:15	0		0					12:15	3		2				
00:30	0		0					12:30	2		0				
00:45	0	1	0	1			2	12:45	1	7	1	4			11
01:00	0		0					13:00	5		1				
01:15	0		0					13:15	3		2				
01:30	0		0					13:30	3		3				
01:45	0	0	0	0				13:45	4	15	3	9			24
02:00	0		0					14:00	2		1				
02:15	0		0					14:15	1		2				
02:30	0		0					14:30	4		3				
02:45	0	0	0	0				14:45	4	11	2	8			19
03:00	0		0					15:00	6		3				
03:15	0		0					15:15	2		1				
03:30	0		0					15:30	2		1				
03:45	0	0	0	0				15:45	5	15	3	8			23
04:00	0		0					16:00	1		0				
04:15	1		1					16:15	1		1				
04:30	0		0					16:30	4		1				
04:45	0	1	0	1			2	16:45	2	8	0	2			10
05:00	1		1					17:00	3	10	3	5			15
05:15	0		0					17:15	6	15	2	6			21
05:30	1		1					17:30	4	15	1	6			21
05:45	0	2	3	5			7	17:45	4	**17**	1	**7**			**24**
06:00	0		1					18:00	2		0				
06:15	1		3					18:15	3		3				
06:30	0		0					18:30	2		1				
06:45	1	2	3	7			9	18:45	2	9	2	6			15
07:00	1		3					19:00	2		0				
07:15	0		2					19:15	2		1				
07:30	1		4					19:30	7		2				
07:45	3	5	2	11			16	19:45	3	14	2	5			19
08:00	3	7	4	12			19	20:00	2		1				
08:15	2	9	9	19			28	20:15	1		0				
08:30	2	**10**	8	**23**			**33**	20:30	0		1				
08:45	1	8	1	22			30	20:45	1	4	0	2			6
09:00	2		4					21:00	2		1				
09:15	1		3					21:15	1		0				
09:30	2		4					21:30	0		0				
09:45	1	6	1	12			18	21:45	2	5	0	1			6
10:00	2		5					22:00	0		0				
10:15	1		3					22:15	0		0				
10:30	0		0					22:30	3		1				
10:45	1	4	1	9			13	22:45	0	3	0	1			4
11:00	0		2					23:00	0		0				
11:15	1		1					23:15	1		0				
11:30	0		2					23:30	1		1				
11:45	0	1	5	10			11	23:45	1	3	0	1			4
Total Vol.		30		78			**108**			111		54			**165**

Daily Totals

NB	SB	EB	WB	**Combined**
141	132			**273**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - SEPTEMBER 29, 2011 LOCATION: WOODS VALLEY PROJECT: CA11-0930-1832

HAZELINE N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	1		0				
00:15	0		1					12:15	3		1				
00:30	0		0					12:30	1		0				
00:45	0	0	0	2			2	12:45	2	7	1	2			9
01:00	0		0					13:00	7		5				
01:15	0		0					13:15	2		2				
01:30	0		0					13:30	1		0				
01:45	0	0	0	0				13:45	3	13	1	8			21
02:00	1		1					14:00	3		2				
02:15	0		0					14:15	1		0				
02:30	0		0					14:30	2		1				
02:45	0	1	1	2			3	14:45	3	9	2	5			14
03:00	0		0					15:00	1		1				
03:15	0		0					15:15	3		2				
03:30	0		0					15:30	5		2				
03:45	0	0	0	0				15:45	3	12	3	8			20
04:00	0		1					16:00	5		1				
04:15	0		0					16:15	6		2				
04:30	1		1					16:30	3		4				
04:45	0	1	0	2			3	16:45	2	16	1	8			24
05:00	1		1					17:00	3	**14**	3	**10**			**24**
05:15	0		0					17:15	7	15	1	9			24
05:30	1		1					17:30	4	16	1	6			22
05:45	1	3	1	3			6	17:45	1	15	0	5			20
06:00	1		2					18:00	3		2				
06:15	1		3					18:15	3		1				
06:30	0		2					18:30	0		0				
06:45	2	4	3	10			14	18:45	5	11	3	6			17
07:00	1		3					19:00	3		1				
07:15	1		2					19:15	2		3				
07:30	4		5					19:30	1		1				
07:45	2	8	7	17			25	19:45	3	9	0	5			14
08:00	1	8	3	17			25	20:00	1		0				
08:15	3	**10**	6	**21**			**31**	20:15	2		0				
08:30	2	8	5	21			29	20:30	3		3				
08:45	2	8	4	18			26	20:45	4	10	2	5			15
09:00	1		5					21:00	0		0				
09:15	0		1					21:15	0		0				
09:30	2		3					21:30	1		0				
09:45	0	3	1	10			13	21:45	1	2	1	1			3
10:00	1		2					22:00	0		0				
10:15	3		3					22:15	1		0				
10:30	0		1					22:30	0		0				
10:45	2	6	4	10			16	22:45	3	4	1	1			5
11:00	1		1					23:00	0		0				
11:15	1		2					23:15	0		0				
11:30	0		1					23:30	1		0				
11:45	1	3	3	7			10	23:45	2	3	0	0			3
Total Vol.		37		81			**118**			111		54			**165**

Daily Totals

NB	SB	EB	WB	**Combined**
148	135			**283**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY - SEPTEMBER 30, 2011 LOCATION: WOODS VALLEY PROJECT: CA11-0930-1832

HAZELINE N-O WOODS VALLEY Woods Valley Residential

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	2		1		7		
00:15	0		0					12:15	2		2				
00:30	0		0					12:30	1		0				
00:45	0	0	0	0				12:45	4	9	1	4			13
01:00	0		0					13:00	3		1				
01:15	0		0					13:15	4		0				
01:30	0		0					13:30	8		5				
01:45	0	0	0	0				13:45	2	17	1	7			24
02:00	0		1					14:00	4		1				
02:15	0		0					14:15	0		0				
02:30	0		0					14:30	5		2				
02:45	0	0	0	1			1	14:45	3	12	1	4			16
03:00	0		0					15:00	3		4				
03:15	0		0					15:15	7		2				
03:30	0		0					15:30	3		3				
03:45	0	0	0	0				15:45	7	20	5	14			34
04:00	0		0					16:00	12		3				
04:15	0		0					16:15	3		1				
04:30	0		1					16:30	0		0				
04:45	0	0	0	1			1	16:45	5	20	2	6			26
05:00	0		0					17:00	5	13	1	4			17
05:15	0		0					17:15	7	17	3	6			23
05:30	1		1					17:30	7	**24**	2	**8**			**32**
05:45	1	2	4	5			7	17:45	2	21	1	7			28
06:00	0		1					18:00	4		0				
06:15	0		3					18:15	3		1				
06:30	0		1					18:30	1		2				
06:45	1	1	3	8			9	18:45	1	9	1	4			13
07:00	0		3					19:00	4		0				
07:15	2		6					19:15	3		0				
07:30	0		2					19:30	5		2				
07:45	1	3	4	15			18	19:45	3	15	2	4			19
08:00	2	5	4	16			21	20:00	5		1				
08:15	3	6	12	22			28	20:15	5		2				
08:30	1	**7**	2	**22**			**29**	20:30	1		2				
08:45	1	7	3	21			28	20:45	4	15	1	6			21
09:00	2		5					21:00	1		0				
09:15	0		4					21:15	2		0				
09:30	1		2					21:30	0		1				
09:45	0	3	1	12			15	21:45	1	4	1	2			6
10:00	0		1					22:00	0		0				
10:15	2		4					22:15	2		0				
10:30	0		1					22:30	3		2				
10:45	1	3	1	7			10	22:45	1	6	1	3			9
11:00	1		2					23:00	0		0				
11:15	2		2					23:15	0		0				
11:30	2		2					23:30	0		0				
11:45	1	6	2	8			14	23:45	1	1	1	1			2
Total Vol.		25		78			**103**			149		62			**211**

Daily Totals

NB	SB	EB	WB	**Combined**
174	140			**314**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

SINGLE FAMILY DETACHED & ESTATE COMPARISON

SINGLE FAMILY DETACHED (avg. 3-6 DU/acre)									ESTATE (avg. 1-2 DU/acre)						
Site	University Gardens & Villas (City of S.D.)	Paradise Hills #3 (City of S.D.)	Rancho El Cajon (Co. of S.D.)	Pasatiempo (Co. of S.D.)	Mar Lado Highlands Park (Oceanside)	Lakewood Street (City of S.D.)	Average	Range	La Jolla Kirjah Park (City of S.D.)	Rancho Jamul Estates (Co. of S.D.)	Explorer Ridge Estates (Co. of S.D.)	McMillan Jamacha (Co. of S.D.)	Hidden Mesa Vista (Co. of S.D.)	Average	Range
Study Number	SF-1	SF-2	SF-3	SF-4	SF-5	SF-6			EF-1	EF-2	EF-3	Ef-4	Ef-5		
Study Date	9/94	9/94	10/94	10/94	6/94	11/98			9/94	10/94	10/94	10/94	10/94		
BACKGROUND DATA															
Dwelling Units (DU)	231	263	41	137	399	274			29	49	89	67	67		
Acres	38.8	51.4	9	37	137	53			17.9	85	80	27.4	82		
DU per Acre	5.9	5.1	4.6	3.7	2.9	5.2	4.6	2.9-5.9	1.6	0.6	1.1	2.4	0.8	1.6	0.8-2.4
TRAFFIC DATA															
Average Weekday Traffic (AWDT)	2,763	2,499	472	1,382	3,658	2,706			345	446	1,150	762	732		
Saturday Traffic	3,009	2,366	495	1,243	-	3,419			268	425	994	712	646		
Sunday Traffic	2,383	2,024	395	1,018	-	2,439			296	372	979	657	532		
A.M. PeakHour % of AWDT	8.4%	9.5%	7.9%	8.5%	7.2%	8.3%	8.3%	7.2%-9.5%	9.3%	8.1%	8.3%	7.5%	9.3%	8.5%	7.5%-9.3%
P.M. Peak Hour % of AWDT	10.7%	9.9%	10.0%	9.6%	8.5%	11.4%	10.0%	8.5%-11.4%	10.4%	9.4%	8.9%	10.0%	9.2%	9.6%	8.9%-10.4%
Vehicle Occupancy (persons per auto)	1.13	1.40	1.48	1.44	1.43		1.38	1.13-1.48	1.33	1.40	1.59	1.26	1.55	1.43	1.26-1.59
TRIP RATES Weekday Trips Per...															
Dwelling Unit	11.9	9.5	11.5	10.1	9.2	9.9	10.4	9.2-11.9	11.9	9.1*	12.9	11.4	10.9	11.8*	10.9-12.9
Acre	71.2	48.6	52.4	37.4	26.7	51.1	47.9	26.7-71.2	19.3	5.2*	14.4	27.8	8.9	17.6	8.9-27.8

REFERENCE: San Diego Traffic Generators Manual - May 1995.

* Gated Community, not used in trip rate averages.

Revised April 2002

ATTACHMENT B:

MULTI-FAMILY

COUNT DATA AND RATE CALCULATIONS

TRIP GENERATION STUDY SUMMARY

Name of Study Site	Castle Creek	Study MF-1
Location	San Diego County, Valley Center (SE area of Old 395 and Circle R Dr)	
Type of Facility	Multi Family Residential	
Dates	Sept 13-15, 2011 (Tue-Thur), Oct 7-13, 2011 (Fri-Thur)	

BACKGROUND DATA

66	**Number of Dwelling Units**
Unknown	Acres (gross)
Unknown	Dwelling units per acre
Primary access = Circle R Valley Lane; Secondary access = Circle R Course Lane	

TRAFFIC DATA	Tue	Wed	Thur	Mon	Tue	Wed	Thur	Fri		% &
Date	09/13/11	09/14/11	09/15/11	10/10/11	10/11/11	10/12/11	10/13/11	10/07/11	Average	Split
Primary Access - Circle R Valley Ln (AD	223	192	260	264	316	284	305	318	270	
Secondary Access - Circle R Course Ln	87	94	84	61	79	54	72	59	74	
				Eight Day Average Weekday Daily Trips (ADT)					**344**	
Primary Access (AM pk hr btw 7-9)	20	15	21	17	16	22	24	21	20	
Secondary Access (AM pk hr btw 4-6)	12	5	8	9	7	3	8	8	8	
		Eight Day Avg. Weekday AM Peak Hour (Highest pk hr 7-9am) Volume							**27**	**7.8%**
Primary Access Inbound Split	6	2	6	6	5	10	15	10	8	
Secondary Access Inbound Split	7	3	3	5	4	1	3	3	4	
				Eight Day Average AM Peak Hour Inbound Split					**11**	**41%**
Primary Access Outbound Split	14	13	15	11	11	12	9	11	12	
Secondary Access Outbound Split	5	2	5	4	3	2	5	5	4	
				Eight Day Average AM Peak Hour Outbound Split					**16**	**59%**
Primary Access (PM pk hr btw 7-9)	28	16	23	25	35	22	33	40	28	
Secondary Access (PM pk hr btw 4-6)	6	15	8	1	8	5	4	2	6	
		Eight Day Avg. Weekday PM Peak Hour (Highest pk hr 4-6pm) Volume							**34**	**9.8%**
Primary Access Inbound Split	18	12	14	13	20	11	21	21	16	
Secondary Access Inbound Split	4	6	4	1	3	3	2	0	3	
				Eight Day Average PM Peak Hour Inbound Split					**19**	**56%**
Primary Access Outbound Split	10	4	9	12	15	11	12	19	12	
Secondary Access Outbound Split	2	9	4	0	5	2	2	2	3	
				Eight Day Average PM Peak Hour Outbound Split					**15**	**44%**

TRIP RATIOS

	Weekday
Trips/Dwelling Unit	**5.2**

Castle Creek (Valley Center)

Primary Access (Circle R Valley Ln)

Secondary Access (Circle R Course Ln)

66 Multi-Family Dwelling Units



CASTLE CREEK MULTI-FAMILY



66 MULTI-FAMILY UNITS

TUESDAY - SEPTEMBER 13, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0923-1692-004

CIRCLE R VALLEY LN WEST S-O CIRCLE R DRIVE Castle Creek Multi-Family (West access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	2		0				
00:15	0		0					12:15	2		1				
00:30	0		0					12:30	1		3				
00:45	0	0	0	0				12:45	0	5	0	4			9
01:00	1		0					13:00	0		1				
01:15	0		0					13:15	1		0				
01:30	0		0					13:30	2		1				
01:45	2	3	0	0			3	13:45	3	6	3	5			11
02:00	0		0					14:00	3		4				
02:15	0		0					14:15	0		2				
02:30	0		0					14:30	2		4				
02:45	0	0	0	0				14:45	1	6	1	11			17
03:00	0		0					15:00	1		1				
03:15	0		0					15:15	0		2				
03:30	0		0					15:30	0		0				
03:45	1	1	2	2			3	15:45	1	2	0	3			5
04:00	0		0					16:00	0		2				
04:15	0		0					16:15	1		4				
04:30	0		0					16:30	4		6				
04:45	1	1	1	1			2	16:45	2	7	3	15			22
05:00	0		1					17:00	3	10	3	16			26
05:15	0		0					17:15	1	**10**	6	**18**			**28**
05:30	0		0					17:30	3	9	5	17			26
05:45	0	0	0	1			1	17:45	1	8	1	15			23
06:00	1		0					18:00	2		1				
06:15	1		0					18:15	1		0				
06:30	1		0					18:30	0		7				
06:45	4	7	0	0			7	18:45	0	3	4	12			15
07:00	3		2					19:00	0		1				
07:15	6		1					19:15	0		2				
07:30	2		0					19:30	1		1				
07:45	4	15	0	3			18	19:45	0	1	1	5			6
08:00	5	17	1	2			19	20:00	0		2				
08:15	1	12	2	3			15	20:15	0		1				
08:30	3	13	2	5			18	20:30	0		1				
08:45	5	**14**	1	**6**			**20**	20:45	0	0	1	5			5
09:00	4		2					21:00	0		2				
09:15	4		2					21:15	0		1				
09:30	5		0					21:30	0		1				
09:45	2	15	1	5			20	21:45	0	0	1	5			5
10:00	2		4					22:00	0		1				
10:15	2		2					22:15	0		1				
10:30	0		1					22:30	0		2				
10:45	3	7	1	8			15	22:45	0	0	0	4			4
11:00	3		2					23:00	0		0				
11:15	1		2					23:15	0		0				
11:30	1		1					23:30	0		0				
11:45	2	7	0	5			12	23:45	0	0	0	0			
Total Vol.		70		31			**101**			38		84			**122**

Daily Totals

NB	SB	EB	WB	**Combined**
108	115			**223**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - SETEMBER 14, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0923-1692-004

CIRCLE R VALLEY LN WEST S-O CIRCLE R DRIVE Castle Creek Multi-Family (West access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	2		0				
00:15	0		0					12:15	2		2				
00:30	0		0					12:30	1		0				
00:45	1	1	0	0			1	12:45	1	6	1	3			9
01:00	0		0					13:00	0		0				
01:15	0		0					13:15	1		1				
01:30	0		0					13:30	0		4				
01:45	0	0	0	0				13:45	3	4	2	7			11
02:00	0		0					14:00	1		2				
02:15	0		0					14:15	0		0				
02:30	0		0					14:30	2		5				
02:45	0	0	0	0				14:45	0	3	2	9			12
03:00	0		0					15:00	1		0				
03:15	0		0					15:15	2		3				
03:30	0		0					15:30	2		0				
03:45	0	0	1	1			1	15:45	1	6	4	7			13
04:00	0		0					16:00	1		1				
04:15	1		1					16:15	2		4				
04:30	0		0					16:30	1		4				
04:45	0	1	0	1			2	16:45	1	5	1	10			15
05:00	0		0					17:00	0	**4**	3	**12**			**16**
05:15	0		0					17:15	0	2	3	11			13
05:30	1		0					17:30	0	1	0	7			8
05:45	0	1	0	0			1	17:45	0	0	0	6			6
06:00	1		0					18:00	0		1				
06:15	1		0					18:15	1		1				
06:30	2		0					18:30	1		2				
06:45	4	8	1	1			9	18:45	1	3	2	6			9
07:00	4		0					19:00	0		4				
07:15	6		0					19:15	2		4				
07:30	1		1					19:30	0		3				
07:45	1	12	0	1			13	19:45	1	3	1	12			15
08:00	5	**13**	1	**2**			**15**	20:00	2		1				
08:15	1	8	1	3			11	20:15	0		2				
08:30	1	8	0	2			10	20:30	0		1				
08:45	1	8	2	4			12	20:45	0	2	4	8			10
09:00	3		1					21:00	0		3				
09:15	3		0					21:15	0		0				
09:30	2		2					21:30	0		2				
09:45	1	9	1	4			13	21:45	0	0	0	5			5
10:00	0		2					22:00	0		0				
10:15	3		1					22:15	0		1				
10:30	0		0					22:30	0		3				
10:45	1	4	0	3			7	22:45	0	0	1	5			5
11:00	2		2					23:00	0		0				
11:15	3		2					23:15	0		1				
11:30	3		3					23:30	0		0				
11:45	4	12	3	10			22	23:45	0	0	0	1			1
Total Vol.		56		25			**81**			32		79			**111**

Daily Totals

NB	SB	EB	WB	**Combined**
88	104			**192**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - SETEMBER 15, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0923-1692-004

CIRCLE R VALLEY LN WEST S-O CIRCLE R DRIVE Castle Creek Multi-Family (West access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	4		0				
00:15	0		0					12:15	1		0				
00:30	0		0					12:30	2		4				
00:45	0	0	0	0				12:45	3	10	6	10			20
01:00	0		0					13:00	0		2				
01:15	0		0					13:15	0		1				
01:30	0		0					13:30	0		6				
01:45	1	1	0	0			1	13:45	3	3	2	11			14
02:00	0		0					14:00	0		1				
02:15	0		0					14:15	2		2				
02:30	0		0					14:30	1		5				
02:45	0	0	0	0				14:45	1	4	6	14			18
03:00	0		0					15:00	2		2				
03:15	0		0					15:15	0		4				
03:30	0		0					15:30	0		2				
03:45	0	0	1	1			1	15:45	3	5	1	9			14
04:00	1		0					16:00	5		3				
04:15	0		0					16:15	1		1				
04:30	0		0					16:30	1		4				
04:45	0	1	0	0			1	16:45	0	7	1	9			16
05:00	1		1					17:00	3	5	3	9			14
05:15	0		0					17:15	0	4	3	11			15
05:30	0		0					17:30	3	6	3	10			16
05:45	0	1	0	1			2	17:45	3	**9**	5	**14**			**23**
06:00	0		0					18:00	1		3				
06:15	1		0					18:15	0		2				
06:30	1		0					18:30	0		2				
06:45	3	5	2	2			7	18:45	2	3	5	12			15
07:00	4		2					19:00	0		3				
07:15	5		1					19:15	0		1				
07:30	4		3					19:30	3		0				
07:45	2	**15**	0	**6**			**21**	19:45	1	4	3	7			11
08:00	2	13	0	4			17	20:00	2		1				
08:15	2	10	3	6			16	20:15	0		3				
08:30	3	9	2	5			14	20:30	0		0				
08:45	1	8	1	6			14	20:45	0	2	7	11			13
09:00	3		0					21:00	0		0				
09:15	2		3					21:15	0		1				
09:30	3		1					21:30	0		1				
09:45	2	10	0	4			14	21:45	0	0	1	3			3
10:00	2		2					22:00	0		1				
10:15	3		3					22:15	0		2				
10:30	3		2					22:30	0		1				
10:45	5	13	3	10			23	22:45	2	2	1	5			7
11:00	4		2					23:00	0		1				
11:15	3		2					23:15	0		0				
11:30	2		1					23:30	0		0				
11:45	1	10	5	10			20	23:45	1	1	0	1			2
Total Vol.		64		40			**104**			50		106			**156**

Daily Totals

NB	SB	EB	WB	**Combined**
114	146			**260**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

MONDAY - OCTOBER 10, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURSE LN W S-O CIRCLE R DRIVE Castle Creek Multi-Family (West access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	0		0				
00:15	0		0					12:15	2		1				
00:30	1		1					12:30	2		2				
00:45	0	1	0	1			2	12:45	1	5	3	6			11
01:00	1		1					13:00	1		1				
01:15	0		1					13:15	1		2				
01:30	0		0					13:30	5		4				
01:45	0	1	0	2			3	13:45	3	10	3	10			20
02:00	0		0					14:00	1		1				
02:15	0		0					14:15	4		5				
02:30	0		0					14:30	3		7				
02:45	0	0	0	0				14:45	2	10	3	16			26
03:00	0		0					15:00	2		1				
03:15	0		0					15:15	3		1				
03:30	0		0					15:30	4		1				
03:45	1	1	1	1			2	15:45	1	10	0	3			13
04:00	0		1					16:00	0		0				
04:15	0		0					16:15	1		5				
04:30	1		1					16:30	0		2				
04:45	1	2	1	3			5	16:45	2	3	2	9			12
05:00	1		0					17:00	2	5	3	12			17
05:15	0		0					17:15	3	7	4	11			18
05:30	1		1					17:30	2	9	4	13			22
05:45	0	2	0	1			3	17:45	5	**12**	2	**13**			**25**
06:00	0		0					18:00	3		3				
06:15	0		0					18:15	1		1				
06:30	2		1					18:30	0		5				
06:45	2	4	2	3			7	18:45	0	4	4	13			17
07:00	5		3					19:00	2		3				
07:15	1		0					19:15	2		4				
07:30	4		2					19:30	1		0				
07:45	1	**11**	1	**6**			**17**	19:45	1	6	2	9			15
08:00	1	7	0	3			10	20:00	2		3				
08:15	3	9	0	3			12	20:15	3		2				
08:30	1	6	3	4			10	20:30	0		0				
08:45	3	8	4	7			15	20:45	3	8	3	8			16
09:00	2		0					21:00	0		2				
09:15	4		2					21:15	0		0				
09:30	8		2					21:30	0		0				
09:45	2	16	0	4			20	21:45	0	0	0	2			2
10:00	1		1					22:00	0		0				
10:15	1		0					22:15	0		0				
10:30	1		2					22:30	0		3				
10:45	3	6	1	4			10	22:45	0	0	0	3			3
11:00	2		2					23:00	0		0				
11:15	4		4					23:15	0		0				
11:30	3		2					23:30	0		0				
11:45	2	11	1	9			20	23:45	0	0	0	0			
Total Vol.		63		41			**104**			68		92			**160**

Daily Totals

NB	SB	EB	WB	**Combined**
131	133			**264**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - OCTOBER 11, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURSE LN W S-O CIRCLE R DRIVE Castle Creek Multi-Family (West access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	2		4				
00:15	0		0					12:15	3		2				
00:30	0		0					12:30	3		6				
00:45	0	0	0	0				12:45	4	12	2	14			26
01:00	0		0					13:00	3		4				
01:15	0		0					13:15	1		3				
01:30	0		0					13:30	0		3				
01:45	0	0	0	0				13:45	2	6	1	11			17
02:00	0		0					14:00	4		8				
02:15	0		0					14:15	1		4				
02:30	0		0					14:30	1		3				
02:45	0	0	0	0				14:45	0	6	1	16			22
03:00	0		0					15:00	0		0				
03:15	0		0					15:15	4		4				
03:30	0		0					15:30	2		2				
03:45	1	1	1	1			2	15:45	3	9	1	7			16
04:00	0		0					16:00	2		3				
04:15	0		0					16:15	2		3				
04:30	0		0					16:30	1		3				
04:45	1	1	1	1			2	16:45	9	14	10	19			33
05:00	0		0					17:00	0	12	5	21			33
05:15	0		0					17:15	5	**15**	2	**20**			**35**
05:30	1		0					17:30	1	15	0	17			32
05:45	1	2	0	0			2	17:45	1	7	2	9			16
06:00	1		0					18:00	3		2				
06:15	2		0					18:15	1		4				
06:30	2		0					18:30	1		5				
06:45	3	8	0	0			8	18:45	4	9	5	16			25
07:00	3		2					19:00	2		2				
07:15	3		2					19:15	3		4				
07:30	3		1					19:30	0		1				
07:45	2	**11**	0	**5**			**16**	19:45	1	6	2	9			15
08:00	3	11	0	3			14	20:00	2		1				
08:15	2	10	0	1			11	20:15	1		1				
08:30	0	7	0	0			7	20:30	2		2				
08:45	1	6	6	6			12	20:45	0	5	4	8			13
09:00	1		2					21:00	0		1				
09:15	3		3					21:15	0		1				
09:30	8		1					21:30	1		1				
09:45	1	13	1	7			20	21:45	1	2	3	6			8
10:00	7		3					22:00	3		2				
10:15	1		3					22:15	1		5				
10:30	4		1					22:30	0		3				
10:45	1	13	0	7			20	22:45	0	4	0	10			14
11:00	1		5					23:00	0		0				
11:15	6		7					23:15	0		0				
11:30	1		2					23:30	0		0				
11:45	5	13	2	16			29	23:45	0	0	0	0			
Total Vol.		68		43			**111**			80		125			**205**

Daily Totals

NB	SB	EB	WB	**Combined**
148	168			**316**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - OCTOBER 12, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURSE LN W S-O CIRCLE R DRIVE Castle Creek Multi-Family (West access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	1		1				
00:15	1		0					12:15	3		6				
00:30	0		1					12:30	2		6				
00:45	1	2	1	2			4	12:45	7	13	8	21			34
01:00	0		0					13:00	4		2				
01:15	0		0					13:15	2		3				
01:30	0		0					13:30	0		1				
01:45	0	0	0	0				13:45	2	8	0	6			14
02:00	0		0					14:00	4		5				
02:15	0		0					14:15	0		2				
02:30	0		0					14:30	3		2				
02:45	0	0	0	0				14:45	2	9	3	12			21
03:00	0		0					15:00	2		3				
03:15	0		0					15:15	0		2				
03:30	0		0					15:30	2		4				
03:45	0	0	0	0				15:45	2	6	6	15			21
04:00	0		1					16:00	3		1				
04:15	1		1					16:15	2		5				
04:30	0		0					16:30	5		2				
04:45	0	1	0	2			3	16:45	1	**11**	3	**11**			**22**
05:00	0		0					17:00	0	8	2	12			20
05:15	0		0					17:15	2	8	4	11			19
05:30	1		0					17:30	0	3	3	12			15
05:45	0	1	0	0			1	17:45	0	2	1	10			12
06:00	0		0					18:00	1		4				
06:15	0		0					18:15	4		2				
06:30	6		2					18:30	1		2				
06:45	1	7	0	2			9	18:45	0	6	2	10			16
07:00	2		0					19:00	0		0				
07:15	2		0					19:15	1		4				
07:30	5		1					19:30	2		2				
07:45	2	11	0	1			12	19:45	2	5	3	9			14
08:00	1	10	2	3			13	20:00	2		3				
08:15	3	11	1	4			15	20:15	1		4				
08:30	5	11	3	6			17	20:30	1		2				
08:45	3	**12**	4	**10**			**22**	20:45	2	6	2	11			17
09:00	4		3					21:00	0		0				
09:15	4		4					21:15	0		2				
09:30	5		3					21:30	1		2				
09:45	2	15	1	11			26	21:45	0	1	0	4			5
10:00	1		1					22:00	1		1				
10:15	1		0					22:15	0		0				
10:30	1		2					22:30	0		1				
10:45	3	6	3	6			12	22:45	0	1	0	2			3
11:00	2		4					23:00	0		0				
11:15	1		1					23:15	0		1				
11:30	2		1					23:30	0		0				
11:45	4	9	0	6			15	23:45	0	0	0	1			1
Total Vol.		64		40			**104**			68		112			**180**

Daily Totals

NB	SB	EB	WB	**Combined**
132	152			**284**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THUSDAY - OCTOBER 13, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURSE LN W S-O CIRCLE R DRIVE Castle Creek Multi-Family (West access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	1		2				
00:15	0		0					12:15	3		2				
00:30	0		0					12:30	3		1				
00:45	0	0	0	0				12:45	5	12	4	9			21
01:00	0		0					13:00	1		3				
01:15	0		0					13:15	1		3				
01:30	0		0					13:30	3		1				
01:45	0	0	0	0				13:45	1	6	1	8			14
02:00	0		0					14:00	3		4				
02:15	0		0					14:15	2		1				
02:30	0		0					14:30	2		3				
02:45	0	0	0	0				14:45	7	14	4	12			26
03:00	0		0					15:00	3		2				
03:15	0		0					15:15	0		0				
03:30	0		0					15:30	1		3				
03:45	0	0	0	0				15:45	5	9	8	13			22
04:00	0		1					16:00	6		1				
04:15	0		0					16:15	1		1				
04:30	1		1					16:30	2		4				
04:45	1	2	0	2			4	16:45	5	14	7	13			27
05:00	0		0					17:00	2	10	6	18			28
05:15	0		0					17:15	3	**12**	4	**21**			**33**
05:30	1		0					17:30	1	11	2	19			30
05:45	1	2	2	2			4	17:45	3	9	6	18			27
06:00	0		0					18:00	3		5				
06:15	1		0					18:15	2		5				
06:30	4		3					18:30	0		2				
06:45	5	10	8	11			21	18:45	0	5	2	14			19
07:00	1		0					19:00	4		4				
07:15	3		2					19:15	2		0				
07:30	1		2					19:30	1		3				
07:45	3	8	2	6			14	19:45	0	7	0	7			14
08:00	2	9	3	9			18	20:00	5		2				
08:15	3	9	8	15			24	20:15	0		0				
08:30	1	**9**	2	**15**			**24**	20:30	0		0				
08:45	2	8	0	13			21	20:45	1	6	1	3			9
09:00	3		1					21:00	1		1				
09:15	3		1					21:15	2		4				
09:30	4		1					21:30	0		0				
09:45	3	13	4	7			20	21:45	0	3	0	5			8
10:00	4		3					22:00	0		0				
10:15	3		1					22:15	0		0				
10:30	0		0					22:30	0		1				
10:45	2	9	2	6			15	22:45	0	0	2	3			3
11:00	2		2					23:00	0		0				
11:15	0		1					23:15	0		0				
11:30	2		2					23:30	1		0				
11:45	2	6	2	7			13	23:45	0	1	2	2			3
Total Vol.		58		54			**112**			86		107			**193**

Daily Totals

NB	SB	EB	WB	**Combined**
144	161			**305**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY - OCTOBER 7, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURSE LN W S-O CIRCLE R DRIVE Castle Creek Multi-Family (West access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	3		1				
00:15	0		0					12:15	8		7				
00:30	0		0					12:30	3		3				
00:45	0	0	0	0				12:45	8	22	8	19			41
01:00	0		0					13:00	7		3				
01:15	0		0					13:15	2		2				
01:30	0		0					13:30	5		3				
01:45	0	0	0	0				13:45	4	18	4	12			30
02:00	0		1					14:00	0		2				
02:15	0		0					14:15	6		5				
02:30	0		0					14:30	1		2				
02:45	0	0	0	1			1	14:45	2	9	4	13			22
03:00	0		0					15:00	8		3				
03:15	0		0					15:15	4		2				
03:30	0		0					15:30	2		1				
03:45	1	1	1	1			2	15:45	3	17	5	11			28
04:00	1		1					16:00	1		1				
04:15	0		0					16:15	4		5				
04:30	0		0					16:30	1		3				
04:45	0	1	0	1			2	16:45	5	11	7	16			27
05:00	1		0					17:00	9	**19**	6	**21**			**40**
05:15	0		0					17:15	3	18	2	18			36
05:30	1		0					17:30	6	23	2	17			40
05:45	0	2	0	0			2	17:45	6	24	4	14			38
06:00	1		0					18:00	5		2				
06:15	4		1					18:15	2		1				
06:30	2		1					18:30	10		7				
06:45	2	9	0	2			11	18:45	5	22	3	13			35
07:00	3		4					19:00	1		1				
07:15	4		0					19:15	3		6				
07:30	2		4					19:30	2		3				
07:45	2	**11**	2	**10**			**21**	19:45	1	7	0	10			17
08:00	4	12	0	6			18	20:00	1		4				
08:15	1	9	0	6			15	20:15	0		1				
08:30	2	9	2	4			13	20:30	0		1				
08:45	2	9	1	3			12	20:45	2	3	0	6			9
09:00	1		7					21:00	2		4				
09:15								21:15	0		0				
09:30								21:30	1		3				
09:45								21:45	0	3	0	7			10
10:00								22:00	1		1				
10:15								22:15	1		1				
10:30								22:30	2		1				
10:45								22:45	0	4	2	5			9
11:00								23:00	1		0				
11:15								23:15	0		0				
11:30								23:30	0		0				
11:45								23:45	0	1	0	0			1
Total Vol.		33		18			**51**			141		126			**267**

Daily Totals

NB	SB	EB	WB	**Combined**
174	144			**318**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - SEPTEMBER 13, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0923-1692-005

CIRCLER COURSE LN EAST S-O CIRCLE R DRIVE Castle Creek Multi-Family (East access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	0		0				
00:15	0		0					12:15	0		0				
00:30	0		0					12:30	0		0				
00:45	0	0	0	0				12:45	0	0	1	1			1
01:00	0		0					13:00	1		1				
01:15	0		0					13:15	0		3				
01:30	0		0					13:30	1		0				
01:45	0	0	0	0				13:45	1	3	1	5			8
02:00	0		0					14:00	0		0				
02:15	0		0					14:15	3		0				
02:30	0		0					14:30	2		3				
02:45	0	0	0	0				14:45	1	6	4	7			13
03:00	0		0					15:00	1		1				
03:15	0		0					15:15	0		0				
03:30	0		0					15:30	0		1				
03:45	1	1	0	0			1	15:45	3	4	1	3			7
04:00	0		0					16:00	0		0				
04:15	0		0					16:15	1		1				
04:30	0		0					16:30	0		0				
04:45	0	0	0	0				16:45	0	1	0	1			2
05:00	1		1					17:00	1	2	2	3			5
05:15	0		0					17:15	0	1	0	2			3
05:30	0		0					17:30	0	1	0	2			3
05:45	0	1	0	1			2	17:45	1	**2**	2	**4**			**6**
06:00	0		0					18:00	0		0				
06:15	0		0					18:15	0		0				
06:30	0		0					18:30	0		0				
06:45	1	1	1	1			2	18:45	0	0	0	0			
07:00	2		3					19:00	0		2				
07:15	1		2					19:15	0		0				
07:30	0		0					19:30	0		0				
07:45	2	**5**	2	**7**			**12**	19:45	1	1	1	3			4
08:00	0	3	0	4			7	20:00	1		0				
08:15	1	3	1	3			6	20:15	0		0				
08:30	2	5	2	5			10	20:30	0		0				
08:45	0	3	0	3			6	20:45	0	1	0	0			1
09:00	1		2					21:00	0		0				
09:15	0		0					21:15	0		0				
09:30	2		1					21:30	0		1				
09:45	2	5	3	6			11	21:45	0	0	1	2			2
10:00	0		1					22:00	0		0				
10:15	1		0					22:15	1		0				
10:30	0		0					22:30	2		0				
10:45	0	1	0	1			2	22:45	0	3	1	1			4
11:00	1		1					23:00	0		0				
11:15	0		0					23:15	0		0				
11:30	0		1					23:30	0		0				
11:45	0	1	0	2			3	23:45	0	0	0	0			
Total Vol.		18		21			**39**			21		27			**48**

Daily Totals

NB	SB	EB	WB	**Combined**
39	48			**87**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - SETEMBER 14, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0923-1692-005

CIRCLER COURSE LN EAST S-O CIRCLE R DRIVE Castle Creek Multi-Family (East access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	0		1				
00:15	0		0					12:15	2		1				
00:30	0		0					12:30	0		1				
00:45	2	2	2	2			4	12:45	3	5	2	5			10
01:00	0		0					13:00	0		0				
01:15	0		0					13:15	0		0				
01:30	0		0					13:30	1		0				
01:45	0	0	0	0				13:45	0	1	2	2			3
02:00	0		0					14:00	0		0				
02:15	0		0					14:15	0		0				
02:30	0		0					14:30	4		1				
02:45	0	0	0	0				14:45	3	7	1	2			9
03:00	0		0					15:00	1		2				
03:15	0		0					15:15	1		1				
03:30	0		0					15:30	1		1				
03:45	1	1	0	0			1	15:45	1	4	1	5			9
04:00	0		0					16:00	0		0				
04:15	0		0					16:15	1		1				
04:30	0		0					16:30	0		1				
04:45	0	0	0	0				16:45	3	4	2	4			8
05:00	0		0					17:00	5	**9**	2	**6**			**15**
05:15	0		0					17:15	0	8	0	5			13
05:30	0		0					17:30	0	8	0	4			12
05:45	0	0	0	0				17:45	0	5	0	2			7
06:00	1		0					18:00	0		0				
06:15	0		0					18:15	0		1				
06:30	1		1					18:30	0		0				
06:45	0	2	0	1			3	18:45	0	0	0	1			1
07:00	1		2					19:00	2		2				
07:15	1		0					19:15	0		1				
07:30	0		0					19:30	2		1				
07:45	0	**2**	1	**3**			**5**	19:45	2	6	3	7			13
08:00	0	1	0	1			2	20:00	1		1				
08:15	0	0	0	1			1	20:15	0		0				
08:30	0	0	0	1			1	20:30	0		0				
08:45	0	0	0	0			0	20:45	1	2	1	2			4
09:00	1		0					21:00	0		0				
09:15	0		0					21:15	0		0				
09:30	0		0					21:30	1		0				
09:45	0	1	0	0			1	21:45	0	1	0	0			1
10:00	0		0					22:00	0		0				
10:15	2		0					22:15	1		1				
10:30	1		0					22:30	1		1				
10:45	0	3	0	0			3	22:45	0	2	0	2			4
11:00	0		0					23:00	0		0				
11:15	1		1					23:15	0		0				
11:30	2		2					23:30	0		0				
11:45	0	3	2	5			8	23:45	0	0	0	0			
Total Vol.		14		11			**25**			37		32			**69**

Daily Totals

NB	SB	EB	WB	**Combined**
51	43			**94**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - SETEMBER 15, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0923-1692-005

CIRCLER COURSE LN EAST S-O CIRCLE R DRIVE Castle Creek Multi-Family (East access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	0		1				
00:15	0		0					12:15	1		0				
00:30	0		0					12:30	0		0				
00:45	0	0	0	0				12:45	1	2	1	2			4
01:00	0		0					13:00	0		0				
01:15	0		0					13:15	0		2				
01:30	0		0					13:30	3		1				
01:45	0	0	0	0				13:45	1	4	0	3			7
02:00	0		0					14:00	1		1				
02:15	0		0					14:15	0		0				
02:30	0		0					14:30	0		0				
02:45	0	0	0	0				14:45	1	2	1	2			4
03:00	0		0					15:00	0		0				
03:15	0		0					15:15	1		1				
03:30	0		0					15:30	2		1				
03:45	1	1	1	1			2	15:45	0	3	2	4			7
04:00	0		0					16:00	1		1				
04:15	0		0					16:15	0		0				
04:30	0		0					16:30	2		2				
04:45	0	0	0	0				16:45	1	**4**	1	**4**			**8**
05:00	0		0					17:00	0	3	0	3			6
05:15	0		0					17:15	0	3	0	3			6
05:30	0		0					17:30	0	1	0	1			2
05:45	0	0	0	0				17:45	0	0	0	0			0
06:00	0		0					18:00	0		0				
06:15	1		0					18:15	0		0				
06:30	0		0					18:30	1		0				
06:45	1	2	0	0			2	18:45	0	1	0	0			1
07:00	1		1					19:00	0		0				
07:15	2		2					19:15	0		1				
07:30	1		1					19:30	2		2				
07:45	0	4	0	4			8	19:45	1	3	1	4			7
08:00	0	3	0	3			6	20:00	2		0				
08:15	1	2	1	2			4	20:15	1		1				
08:30	1	2	1	2			4	20:30	0		0				
08:45	3	**5**	1	**3**			**8**	20:45	2	5	4	5			10
09:00	1		1					21:00	0		0				
09:15	0		0					21:15	0		0				
09:30	0		0					21:30	1		0				
09:45	4	5	2	3			8	21:45	0	1	0	0			1
10:00	0		0					22:00	0		0				
10:15	1		0					22:15	0		0				
10:30	0		2					22:30	0		0				
10:45	0	1	0	2			3	22:45	0	0	0	0			
11:00	0		1					23:00	1		0				
11:15	0		1					23:15	0		0				
11:30	0		0					23:30	0		0				
11:45	1	1	0	2			3	23:45	0	1	0	0			1
Total Vol.		19		15			**34**			26		24			**50**

Daily Totals

NB	SB	EB	WB	**Combined**
45	39			**84**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

MONDAY - OCTOBER 10, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURSE LN E S-O CIRCLE R DRIVE Castle Creek Multi-Family (East access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	0		1				
00:15	0		1					12:15	0		1				
00:30	0		0					12:30	1		3				
00:45	0	0	0	1			1	12:45	0	1	0	5			6
01:00	0		0					13:00	0		3				
01:15	0		0					13:15	0		0				
01:30	0		0					13:30	0		0				
01:45	0	0	0	0				13:45	2	2	0	3			5
02:00	0		0					14:00	0		0				
02:15	0		0					14:15	1		0				
02:30	0		0					14:30	1		1				
02:45	0	0	0	0				14:45	1	3	1	2			5
03:00	0		0					15:00	2		1				
03:15	0		0					15:15	0		1				
03:30	0		0					15:30	0		1				
03:45	0	0	0	0				15:45	0	2	1	4			6
04:00	1		0					16:00	0		0				
04:15	0		0					16:15	0		0				
04:30	0		0					16:30	0		1				
04:45	0	1	0	0			1	16:45	0	0	0	1			1
05:00	0		0					17:00	0	0	0	1			1
05:15	0		0					17:15	0	0	0	1			1
05:30	0		0					17:30	0	**0**	1	**1**			**1**
05:45	0	0	0	0				17:45	0	0	0	1			1
06:00	1		0					18:00	0		1				
06:15	0		0					18:15	1		0				
06:30	0		0					18:30	0		0				
06:45	0	1	0	0			1	18:45	0	1	0	1			2
07:00	0		1					19:00	0		0				
07:15	1		0					19:15	0		0				
07:30	0		0					19:30	0		0				
07:45	3	4	3	4			8	19:45	0	0	0	0			
08:00	0	4	0	3			7	20:00	0		0				
08:15	1	**4**	2	**5**			**9**	20:15	0		0				
08:30	0	4	0	5			9	20:30	0		0				
08:45	1	2	0	2			4	20:45	0	0	0	0			
09:00	0		0					21:00	0		0				
09:15	2		1					21:15	0		0				
09:30	2		2					21:30	0		0				
09:45	1	5	1	4			9	21:45	0	0	0	0			
10:00	0		0					22:00	0		0				
10:15	2		1					22:15	0		0				
10:30	2		0					22:30	1		0				
10:45	1	5	1	2			7	22:45	0	1	0	0			1
11:00	0		0					23:00	0		0				
11:15	0		0					23:15	0		0				
11:30	2		0					23:30	0		0				
11:45	1	3	0	0			3	23:45	0	0	0	0			
Total Vol.		21		13			**34**			10		17			**27**

Daily Totals

NB	SB	EB	WB	**Combined**
31	30			**61**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - OCTOBER 11, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURSE LN E S-O CIRCLE R DRIVE Castle Creek Multi-Family (East access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	2		3				
00:15	0		0					12:15	2		0				
00:30	0		0					12:30	1		0				
00:45	0	0	0	0				12:45	0	5	0	3			8
01:00	0		0					13:00	1		1				
01:15	0		0					13:15	0		0				
01:30	0		0					13:30	0		0				
01:45	0	0	0	0				13:45	1	2	0	1			3
02:00	0		0					14:00	1		0				
02:15	0		0					14:15	0		0				
02:30	0		0					14:30	2		2				
02:45	0	0	0	0				14:45	1	4	1	3			7
03:00	0		0					15:00	0		0				
03:15	4		2					15:15	0		0				
03:30	0		0					15:30	0		0				
03:45	0	4	0	2			6	15:45	0	0	1	1			1
04:00	1		0					16:00	0		0				
04:15	0		0					16:15	0		0				
04:30	0		0					16:30	1		0				
04:45	0	1	0	0			1	16:45	4	5	3	3			8
05:00	0		1					17:00	0	5	0	3			8
05:15	0		0					17:15	0	**5**	0	**3**			**8**
05:30	0		0					17:30	0	4	0	3			7
05:45	0	0	0	1			1	17:45	0	0	0	0			0
06:00	0		0					18:00	0		0				
06:15	0		0					18:15	0		0				
06:30	0		1					18:30	6		0				
06:45	0	0	0	1			1	18:45	0	6	1	1			7
07:00	2		1					19:00	0		0				
07:15	0		0					19:15	0		0				
07:30	0		1					19:30	1		0				
07:45	1	3	0	2			5	19:45	0	1	1	1			2
08:00	2	3	2	3			6	20:00	0		0				
08:15	0	3	0	3			6	20:15	0		0				
08:30	1	4	1	3			7	20:30	0		0				
08:45	0	**3**	1	**4**			**7**	20:45	0	0	0	0			
09:00	0		0					21:00	1		1				
09:15	0		0					21:15	0		0				
09:30	1		0					21:30	1		2				
09:45	0	1	0	0			1	21:45	2	4	2	5			9
10:00	0		0					22:00	3		0				
10:15	1		0					22:15	0		1				
10:30	0		2					22:30	2		1				
10:45	1	2	0	2			4	22:45	0	5	0	2			7
11:00	0		0					23:00	0		0				
11:15	0		0					23:15	0		0				
11:30	1		0					23:30	0		0				
11:45	0	1	0	0			1	23:45	0	0	0	0			
Total Vol.		15		12			**27**			32		20			**52**

Daily Totals

NB	SB	EB	WB	**Combined**
47	32			**79**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - OCTOBER 12, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURSE LN E S-O CIRCLE R DRIVE Castle Creek Multi-Family (East access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	2		1				
00:15	0		0					12:15	0		0				
00:30	0		0					12:30	0		0				
00:45	0	0	0	0				12:45	0	2	1	2			4
01:00	0		0					13:00	0		1				
01:15	0		0					13:15	2		1				
01:30	0		0					13:30	0		0				
01:45	0	0	0	0				13:45	2	4	1	3			7
02:00	0		0					14:00	2		1				
02:15	0		0					14:15	1		2				
02:30	0		0					14:30	2		0				
02:45	0	0	0	0				14:45	1	6	0	3			9
03:00	0		0					15:00	1		0				
03:15	0		0					15:15	1		0				
03:30	0		0					15:30	0		0				
03:45	0	0	0	0				15:45	0	2	0	0			2
04:00	1		0					16:00	0		0				
04:15	0		0					16:15	0		0				
04:30	0		0					16:30	1		2				
04:45	1	2	0	0			2	16:45	1	2	0	2			4
05:00	0		0					17:00	0	2	0	2			4
05:15	0		0					17:15	0	**2**	1	**3**			**5**
05:30	0		0					17:30	1	2	0	1			3
05:45	0	0	0	0				17:45	0	1	0	1			2
06:00	0		0					18:00	1		0				
06:15	1		0					18:15	0		0				
06:30	0		0					18:30	0		0				
06:45	0	1	0	0			1	18:45	2	3	0	0			3
07:00	1		0					19:00	0		0				
07:15	0		0					19:15	1		1				
07:30	0		0					19:30	0		1				
07:45	1	2	1	1			3	19:45	0	1	0	2			3
08:00	1	2	0	1			3	20:00	0		0				
08:15	0	2	0	1			3	20:15	0		0				
08:30	0	**2**	0	**1**			**3**	20:30	0		1				
08:45	0	1	0	0			1	20:45	0	0	0	1			1
09:00	0		1					21:00	0		0				
09:15	1		0					21:15	0		0				
09:30	1		2					21:30	1		0				
09:45	0	2	1	4			6	21:45	0	1	0	0			1
10:00	0		0					22:00	0		0				
10:15	0		0					22:15	0		0				
10:30	0		1					22:30	0		0				
10:45	0	0	0	1			1	22:45	1	1	0	0			1
11:00	1		1					23:00	0		0				
11:15	0		0					23:15	0		0				
11:30	1		0					23:30	0		0				
11:45	0	2	0	1			3	23:45	0	0	0	0			
Total Vol.		10		7			**17**			23		14			**37**

Daily Totals

NB	SB	EB	WB	**Combined**
33	21			**54**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THUSDAY - OCTOBER 13, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURSE LN E S-O CIRCLE R DRIVE Castle Creek Multi-Family (East access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	1		1				
00:15	0		0					12:15	2		1				
00:30	0		0					12:30	0		2				
00:45	0	0	0	0				12:45	0	3	0	4			7
01:00	0		0					13:00	0		0				
01:15	0		0					13:15	2		1				
01:30	0		0					13:30	0		0				
01:45	0	0	0	0				13:45	0	2	0	1			3
02:00	0		0					14:00	0		0				
02:15	0		0					14:15	2		0				
02:30	0		0					14:30	0		1				
02:45	0	0	0	0				14:45	2	4	0	1			5
03:00	0		0					15:00	2		1				
03:15	0		0					15:15	0		1				
03:30	0		0					15:30	1		1				
03:45	0	0	0	0				15:45	2	5	1	4			9
04:00	1		0					16:00	0		1				
04:15	0		0					16:15	1		0				
04:30	0		0					16:30	0		1				
04:45	0	1	0	0			1	16:45	1	2	0	2			4
05:00	0		0					17:00	0	**2**	1	**2**			**4**
05:15	0		0					17:15	0	1	0	2			3
05:30	0		0					17:30	1	2	0	1			3
05:45	0	0	0	0				17:45	1	2	0	1			3
06:00	0		0					18:00	0		0				
06:15	0		0					18:15	4		2				
06:30	0		0					18:30	0		0				
06:45	0	0	0	0				18:45	0	4	0	2			6
07:00	0		0					19:00	0		0				
07:15	0		0					19:15	0		0				
07:30	1		0					19:30	0		0				
07:45	0	1	1	1			2	19:45	0	0	0	0			
08:00	0	1	0	1			2	20:00	0		1				
08:15	2	3	0	1			4	20:15	0		1				
08:30	3	**5**	2	**3**			**8**	20:30	0		0				
08:45	0	5	0	2			7	20:45	0	0	0	2			2
09:00	1		2					21:00	0		0				
09:15	1		1					21:15	0		0				
09:30	0		0					21:30	3		0				
09:45	1	3	0	3			6	21:45	1	4	2	2			6
10:00	2		1					22:00	0		0				
10:15	1		1					22:15	0		0				
10:30	1		2					22:30	1		0				
10:45	0	4	1	5			9	22:45	0	1	0	0			1
11:00	0		0					23:00	0		0				
11:15	1		0					23:15	0		0				
11:30	0		0					23:30	0		0				
11:45	0	1	0	0			1	23:45	0	0	0	0			
Total Vol.		15		11			**26**			27		19			**46**

Daily Totals

NB	SB	EB	WB	**Combined**
42	30			**72**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY - OCTOBER 7, 2011 LOCATION: VALLEY CENTER PROJECT: CA11-0930-1832

CIRCLE R COURSE LN E S-O CIRCLE R DRIVE Castle Creek Multi-Family (East access)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	0		0				
00:15	0		0					12:15	0		0				
00:30	0		0					12:30	1		0				
00:45	0	0	0	0				12:45	0	1	0	0			1
01:00	0		0					13:00	0		1				
01:15	0		0					13:15	0		0				
01:30	0		0					13:30	1		1				
01:45	0	0	0	0				13:45	7	8	7	9			17
02:00	0		0					14:00	0		0				
02:15	0		0					14:15	0		0				
02:30	0		0					14:30	0		1				
02:45	0	0	0	0				14:45	1	1	0	1			2
03:00	0		0					15:00	0		0				
03:15	0		0					15:15	0		0				
03:30	2		1					15:30	0		0				
03:45	1	3	0	1			4	15:45	1	1	0	0			1
04:00	0		0					16:00	1		0				
04:15	0		0					16:15	1		0				
04:30	0		0					16:30	0		0				
04:45	0	0	0	0				16:45	0	**2**	0	**0**			**2**
05:00	0		0					17:00	0	1	0	0			1
05:15	0		0					17:15	0	0	0	0			0
05:30	0		0					17:30	0	0	0	0			0
05:45	1	1	0	0			1	17:45	0	0	0	0			0
06:00	0		0					18:00	2		0				
06:15	0		0					18:15	1		0				
06:30	0		0					18:30	0		0				
06:45	0	0	1	1			1	18:45	1	4	0	0			4
07:00	1		1					19:00	3		2				
07:15	1		0					19:15	0		0				
07:30	2		1					19:30	0		0				
07:45	1	5	0	2			7	19:45	0	3	0	2			5
08:00	1	5	1	2			7	20:00	1		1				
08:15	1	**5**	1	**3**			**8**	20:15	0		0				
08:30	0	3	0	2			5	20:30	0		0				
08:45	0	2	2	4			6	20:45	1	2	2	3			5
09:00	0		0					21:00	1		0				
09:15	1		1					21:15	0		0				
09:30	0		0					21:30	0		0				
09:45	0	1	0	1			2	21:45	0	1	0	0			1
10:00	0		0					22:00	0		0				
10:15	0		0					22:15	0		0				
10:30	0		0					22:30	0		0				
10:45	0	0	0	0				22:45	0	0	0	0			
11:00	0		0					23:00	0		0				
11:15	0		0					23:15	0		0				
11:30	0		0					23:30	0		0				
11:45	0	0	0	0				23:45	0	0	0	0			
Total Vol.		12		9			**21**			23		15			**38**

Daily Totals

NB	SB	EB	WB	**Combined**
35	24			**59**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TRIP GENERATION STUDY SUMMARY

Name of Study Site	Pala Mesa	Study	MF-2
Location	San Diego County, Fallbrook (SW of Old Hwy 395 and Cannonita Dr)		
Type of Facility	Multi Family Residential		
Dates	Oct 7-13, 2011 (Fri-Thur)		

BACKGROUND DATA

133	**Number of Dwelling Units**
Unknown	Acres (gross)
Unknown	Dwelling units per acre
Primary access = Canonita Dr; Secondary access = Tecalote Dr	

TRAFFIC DATA	Mon	Tue	Wed	Thur	Fri		% &
Date	10/10/11	10/11/11	10/12/11	10/13/11	10/07/11	Average	Split
Primary Access - Canonita Dr (ADT)	435	439	434	437	472	443	
Secondary Access - Tecalote Dr (ADT)	185	138	125	130	129	141	
Five Day Average Weekday Daily Trips (ADT)						**585**	
Primary Access (AM pk hr btw 7-9)	30	39	38	32	37	35	
Secondary Access (AM pk hr btw 4-6)	12	8	9	12	16	11	
Five Day Average Weekday AM Peak Hour (Highest pk hr 7-9am) Volume						**47**	**8.0%**
Primary Access Inbound Split	7	7	8	9	10	8	
Secondary Access Inbound Split	6	3	3	5	4	4	
Five Day Average AM Peak Hour Inbound Split						**12**	**27%**
Primary Access Outbound Split	23	32	30	23	27	27	
Secondary Access Outbound Split	6	5	6	7	12	7	
Five Day Average AM Peak Hour Outbound Split						**34**	**73%**
Primary Access (PM pk hr btw 7-9)	39	34	35	45	34	37	
Secondary Access (PM pk hr btw 4-6)	17	10	10	14	7	12	
Five Day Average Weekday PM Peak Hour (Highest pk hr 4-6pm) Volume						**49**	**8.4%**
Primary Access Inbound Split	23	25	24	26	24	24	
Secondary Access Inbound Split	12	8	7	11	7	9	
Five Day Average PM Peak Hour Inbound Split						**33**	**68%**
Primary Access Outbound Split	16	9	11	19	10	13	
Secondary Access Outbound Split	5	2	3	3	0	3	
Five Day Average PM Peak Hour Outbound Split						**16**	**32%**

TRIP RATIOS

	Weekday
Trips/Dwelling Unit	**4.4**

Fallbrook - Pala Mesa Golf Resort Multi-Family

1) Pala Lake Dr (north), 7 day directional ADT

2) Pala Lake Dr (south), 7 day directional ADT

133 units based on field observation of counting mail boxes



MONDAY - OCTOBER 10, 2011 LOCATION: PALA MESA GOLF COURSE PROJECT: CA11-0930-1832

PALA LAKE N S-O CANONITA Pala Mesa Multi Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	8		5				
00:15	0		0					12:15	2		2				
00:30	0		0					12:30	2		6				
00:45	0	0	0	1			1	12:45	6	18	6	19			37
01:00	0		0					13:00	5		5				
01:15	0		0					13:15	4		5				
01:30	0		0					13:30	5		7				
01:45	0	0	0	0				13:45	2	16	2	19			35
02:00	0		0					14:00	5		7				
02:15	1		1					14:15	5		3				
02:30	0		0					14:30	3		2				
02:45	0	1	0	1			2	14:45	3	16	3	15			31
03:00	0		0					15:00	5		4				
03:15	0		0					15:15	2		5				
03:30	0		0					15:30	2		1				
03:45	1	1	1	1			2	15:45	2	11	2	12			23
04:00	0		0					16:00	7		5				
04:15	0		0					16:15	4		8				
04:30	1		1					16:30	2		5				
04:45	1	2	1	2			4	16:45	3	**16**	5	**23**			**39**
05:00	0		0					17:00	1	10	5	23			33
05:15	0		0					17:15	3	9	5	20			29
05:30	2		2					17:30	4	11	11	26			37
05:45	0	2	0	2			4	17:45	2	10	2	23			33
06:00	3		2					18:00	4		7				
06:15	3		0					18:15	2		1				
06:30	4		2					18:30	2		6				
06:45	3	13	0	4			17	18:45	2	10	6	20			30
07:00	10		3					19:00	1		5				
07:15	4		0					19:15	3		4				
07:30	2		2					19:30	1		4				
07:45	7	**23**	2	**7**			**30**	19:45	1	6	1	14			20
08:00	3	16	1	5			21	20:00	1		3				
08:15	4	16	0	5			21	20:15	1		2				
08:30	2	16	2	5			21	20:30	0		4				
08:45	6	15	1	4			19	20:45	0	2	1	10			12
09:00	1		1					21:00	1		2				
09:15	1		1					21:15	2		3				
09:30	4		2					21:30	0		2				
09:45	4	10	5	9			19	21:45	2	5	1	8			13
10:00	2		2					22:00	1		2				
10:15	3		3					22:15	4		0				
10:30	2		1					22:30	0		0				
10:45	5	12	4	10			22	22:45	0	5	0	2			7
11:00	5		4					23:00	0		0				
11:15	3		5					23:15	0		0				
11:30	1		3					23:30	0		1				
11:45	7	16	4	16			32	23:45	1	1	1	2			3
Total Vol.		95		57			**152**			116		167			**283**

Daily Totals

NB	SB	EB	WB	**Combined**
211	224			**435**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - OCTOBER 11, 2011 LOCATION: PALA MESA GOLF COURSE PROJECT: CA11-0930-1832

PALA LAKE N S-O CANONITA Pala Mesa Multi Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	6		4				
00:15	0		0					12:15	5		10				
00:30	0		1					12:30	0		2				
00:45	0	0	1	3			3	12:45	3	14	6	22			36
01:00	0		0					13:00	1		3				
01:15	0		0					13:15	1		2				
01:30	0		0					13:30	5		8				
01:45	0	0	0	0				13:45	4	11	1	14			25
02:00	1		1					14:00	2		5				
02:15	1		0					14:15	3		4				
02:30	0		0					14:30	4		9				
02:45	0	2	0	1			3	14:45	3	12	0	18			30
03:00	0		0					15:00	6		6				
03:15	0		0					15:15	1		3				
03:30	1		1					15:30	1		4				
03:45	1	2	2	3			5	15:45	2	10	2	15			25
04:00	0		0					16:00	3		4				
04:15	0		0					16:15	3		7				
04:30	0		0					16:30	1		8				
04:45	2	2	2	2			4	16:45	2	**9**	6	**25**			**34**
05:00	1		2					17:00	3	9	3	24			33
05:15	1		0					17:15	4	10	4	21			31
05:30	5		1					17:30	1	10	5	18			28
05:45	0	7	1	4			11	17:45	2	10	9	21			31
06:00	2		2					18:00	5		11				
06:15	3		1					18:15	2		7				
06:30	6		3					18:30	1		2				
06:45	6	17	2	8			25	18:45	4	12	3	23			35
07:00	4		1					19:00	2		4				
07:15	9		3					19:15	0		6				
07:30	9		1					19:30	4		4				
07:45	10	32	2	7			39	19:45	0	6	3	17			23
08:00	4	**32**	1	**7**			**39**	20:00	2		3				
08:15	5	28	6	10			38	20:15	0		1				
08:30	3	22	3	12			34	20:30	1		0				
08:45	4	16	1	11			27	20:45	0	3	1	5			8
09:00	4		1					21:00	1		3				
09:15	3		2					21:15	0		2				
09:30	2		1					21:30	1		3				
09:45	6	15	0	4			19	21:45	0	2	0	8			10
10:00	2		1					22:00	1		2				
10:15	4		0					22:15	1		3				
10:30	5		4					22:30	0		2				
10:45	6	17	1	6			23	22:45	1	3	1	8			11
11:00	1		0					23:00	0		1				
11:15	3		1					23:15	1		0				
11:30	3		0					23:30	0		0				
11:45	1	8	1	2			10	23:45	0	1	0	1			2
Total Vol.		118		51			**169**			93		177			**270**

Daily Totals

NB	SB	EB	WB	**Combined**
211	228			**439**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - OCTOBER 12, 2011 LOCATION: PALA MESA GOLF COURSE PROJECT: CA11-0930-1832

PALA LAKE N S-O CANONITA Pala Mesa Multi Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	3		2				
00:15	0		0					12:15	1		5				
00:30	0		0					12:30	2		3				
00:45	0	0	0	1			1	12:45	4	10	7	17			27
01:00	0		0					13:00	2		2				
01:15	0		0					13:15	4		8				
01:30	0		0					13:30	4		3				
01:45	0	0	0	0				13:45	3	13	6	19			32
02:00	0		0					14:00	8		6				
02:15	0		0					14:15	3		4				
02:30	0		0					14:30	7		4				
02:45	1	1	0	0			1	14:45	1	19	7	21			40
03:00	0		1					15:00	2		6				
03:15	0		0					15:15	3		3				
03:30	0		0					15:30	3		4				
03:45	1	1	1	2			3	15:45	1	9	4	17			26
04:00	0		0					16:00	2		4				
04:15	0		0					16:15	4		1				
04:30	0		1					16:30	2		5				
04:45	2	2	1	2			4	16:45	2	10	8	18			28
05:00	1		1					17:00	3	11	4	18			29
05:15	2		1					17:15	3	10	6	23			33
05:30	2		0					17:30	1	9	4	22			31
05:45	2	7	1	3			10	17:45	4	**11**	10	**24**			**35**
06:00	5		2					18:00	2		8				
06:15	2		0					18:15	1		3				
06:30	4		1					18:30	1		8				
06:45	8	19	0	3			22	18:45	7	11	6	25			36
07:00	4		2					19:00	2		5				
07:15	9		2					19:15	0		5				
07:30	6		1					19:30	2		3				
07:45	7	26	1	6			32	19:45	1	5	3	16			21
08:00	8	**30**	4	**8**			**38**	20:00	1		1				
08:15	3	24	1	7			31	20:15	2		5				
08:30	3	21	1	7			28	20:30	1		6				
08:45	4	18	0	6			24	20:45	0	4	2	14			18
09:00	7		1					21:00	0		1				
09:15	1		2					21:15	0		1				
09:30	6		6					21:30	1		1				
09:45	1	15	2	11			26	21:45	1	2	2	5			7
10:00	2		3					22:00	0		0				
10:15	3		1					22:15	1		1				
10:30	2		3					22:30	1		0				
10:45	6	13	4	11			24	22:45	1	3	1	2			5
11:00	1		2					23:00	0		0				
11:15	1		2					23:15	0		0				
11:30	2		2					23:30	0		1				
11:45	0	4	1	7			11	23:45	0	0	0	1			1
Total Vol.		106		52			**158**			97		179			**276**

Daily Totals

NB	SB	EB	WB	**Combined**
203	231			**434**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THUSDAY - OCTOBER 13, 2011 LOCATION: PALA MESA GOLF COURSE PROJECT: CA11-0930-1832

PALA LAKE N S-O CANONITA Pala Mesa Multi Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	4		3				
00:15	0		1					12:15	2		6				
00:30	0		0					12:30	5		2				
00:45	0	0	1	2			2	12:45	3	14	5	16			30
01:00	0		0					13:00	4		4				
01:15	0		0					13:15	1		5				
01:30	0		0					13:30	4		4				
01:45	0	0	0	0				13:45	5	14	6	19			33
02:00	0		0					14:00	2		5				
02:15	0		1					14:15	4		6				
02:30	0		0					14:30	2		1				
02:45	0	0	0	1			1	14:45	3	11	2	14			25
03:00	0		1					15:00	1		4				
03:15	0		0					15:15	0		3				
03:30	0		0					15:30	5		6				
03:45	1	1	1	2			3	15:45	4	10	2	15			25
04:00	0		0					16:00	3		5				
04:15	0		0					16:15	6		3				
04:30	0		0					16:30	0		5				
04:45	2	2	1	1			3	16:45	5	14	4	17			31
05:00	1		0					17:00	1	12	10	22			34
05:15	2		2					17:15	7	13	6	25			38
05:30	3		0					17:30	6	**19**	6	**26**			**45**
05:45	2	8	1	3			11	17:45	3	17	5	27			44
06:00	2		0					18:00	5		4				
06:15	5		2					18:15	0		6				
06:30	1		0					18:30	2		2				
06:45	9	17	3	5			22	18:45	5	12	7	19			31
07:00	6		1					19:00	2		2				
07:15	9		3					19:15	1		2				
07:30	4		0					19:30	0		2				
07:45	6	25	2	6			31	19:45	0	3	4	10			13
08:00	4	**23**	4	**9**			**32**	20:00	2		4				
08:15	1	15	1	7			22	20:15	3		4				
08:30	1	12	2	9			21	20:30	1		9				
08:45	2	8	2	9			17	20:45	1	7	2	19			26
09:00	2		2					21:00	0		4				
09:15	2		2					21:15	3		3				
09:30	4		1					21:30	1		2				
09:45	4	12	1	6			18	21:45	1	5	2	11			16
10:00	5		1					22:00	0		1				
10:15	1		2					22:15	0		0				
10:30	5		6					22:30	2		0				
10:45	7	18	5	14			32	22:45	0	2	0	1			3
11:00	3		1					23:00	0		1				
11:15	3		0					23:15	0		0				
11:30	2		2					23:30	0		0				
11:45	3	11	5	8			19	23:45	0	0	0	1			1
Total Vol.		102		57			**159**			109		169			**278**

Daily Totals

NB	SB	EB	WB	**Combined**
211	226			**437**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY - OCTOBER 7, 2011 LOCATION: PALA MESA GOLF COURSE PROJECT: CA11-0930-1832

PALA LAKE N S-O CANONITA Pala Mesa Multi Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	5		5				
00:15	0		0					12:15	6		3				
00:30	0		0					12:30	5		4				
00:45	0	0	0	0				12:45	10	26	6	18			44
01:00	0		0					13:00	3		2				
01:15	0		3					13:15	2		4				
01:30	0		0					13:30	11		7				
01:45	0	0	1	4			4	13:45	4	20	2	15			35
02:00	0		0					14:00	2		5				
02:15	0		0					14:15	4		5				
02:30	0		0					14:30	2		2				
02:45	0	0	0	0				14:45	3	11	4	16			27
03:00	0		0					15:00	2		1				
03:15	1		0					15:15	0		5				
03:30	0		1					15:30	3		1				
03:45	1	2	1	2			4	15:45	2	7	4	11			18
04:00	0		0					16:00	2		1				
04:15	1		0					16:15	2		3				
04:30	0		0					16:30	2		2				
04:45	2	3	2	2			5	16:45	4	10	4	10			20
05:00	0		0					17:00	0	8	6	15			23
05:15	1		1					17:15	2	8	2	14			22
05:30	2		1					17:30	4	10	9	21			31
05:45	0	3	0	2			5	17:45	4	**10**	7	**24**			**34**
06:00	9		4					18:00	3		4				
06:15	5		1					18:15	0		5				
06:30	2		2					18:30	4		11				
06:45	9	25	5	12			37	18:45	4	11	3	23			34
07:00	8		3					19:00	4		2				
07:15	5		4					19:15	0		1				
07:30	5		0					19:30	2		4				
07:45	9	**27**	3	**10**			**37**	19:45	1	7	4	11			18
08:00	2	21	1	8			29	20:00	3		4				
08:15	2	18	0	4			22	20:15	1		3				
08:30	4	17	1	5			22	20:30	1		2				
08:45	8	16	2	4			20	20:45	3	8	4	13			21
09:00	5		2					21:00	1		3				
09:15	4		1					21:15	0		5				
09:30	3		2					21:30	1		2				
09:45	5	17	2	7			24	21:45	0	2	3	13			15
10:00	4		2					22:00	0		2				
10:15	7		1					22:15	0		1				
10:30	5		2					22:30	1		0				
10:45	9	25	1	6			31	22:45	0	1	4	7			8
11:00	7		0					23:00	0		2				
11:15	6		1					23:15	0		1				
11:30	1		4					23:30	1		1				
11:45	5	19	2	7			26	23:45	0	1	0	4			5
Total Vol.		137		56			**193**			114		165			**279**

Daily Totals

NB	SB	EB	WB	**Combined**
251	221			**472**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

MONDAY - OCTOBER 10, 2011 LOCATION: PALA MESA GOLF COURSE PROJECT: CA11-0930-1832

PALA LAKE S N-O TECALOTE Pala Mesa Multi Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	1		0				
00:15	0		0					12:15	0		1				
00:30	0		0					12:30	1		1				
00:45	0	0	0	0				12:45	4	6	2	4			10
01:00	0		0					13:00	7		5				
01:15	0		0					13:15	6		0				
01:30	0		0					13:30	4		1				
01:45	0	0	0	0				13:45	5	22	2	8			30
02:00	0		0					14:00	1		2				
02:15	0		0					14:15	7		5				
02:30	0		1					14:30	1		3				
02:45	0	0	0	1			1	14:45	1	10	0	10			20
03:00	0		0					15:00	8		1				
03:15	0		0					15:15	0		3				
03:30	0		0					15:30	0		0				
03:45	0	0	0	0				15:45	0	8	0	4			12
04:00	0		0					16:00	0		1				
04:15	0		0					16:15	1		1				
04:30	0		0					16:30	2		2				
04:45	1	1	1	1			2	16:45	7	10	2	6			16
05:00	0		0					17:00	2	**12**	0	**5**			**17**
05:15	0		0					17:15	1	12	0	4			16
05:30	0		0					17:30	2	12	1	3			15
05:45	1	1	0	0			1	17:45	1	6	1	2			8
06:00	0		1					18:00	2		3				
06:15	0		1					18:15	3		4				
06:30	0		1					18:30	0		0				
06:45	3	3	2	5			8	18:45	1	6	1	8			14
07:00	0		0					19:00	1		1				
07:15	1		2					19:15	2		0				
07:30	0		1					19:30	0		0				
07:45	0	1	0	3			4	19:45	0	3	1	2			5
08:00	5	6	2	5			11	20:00	0		1				
08:15	0	5	2	5			10	20:15	1		1				
08:30	1	6	0	4			10	20:30	0		0				
08:45	0	**6**	2	**6**			**12**	20:45	0	1	0	2			3
09:00	1		0					21:00	0		0				
09:15	0		2					21:15	1		0				
09:30	1		0					21:30	0		0				
09:45	0	2	4	6			8	21:45	0	1	0	0			1
10:00	2		1					22:00	0		2				
10:15	0		7					22:15	0		1				
10:30	0		0					22:30	0		0				
10:45	1	3	0	8			11	22:45	0	0	0	3			3
11:00	3		1					23:00	0		0				
11:15	2		1					23:15	1		0				
11:30	3		4					23:30	0		0				
11:45	1	9	0	6			15	23:45	0	1	0	0			1
Total Vol.		26		36			**62**			74		49			**123**

Daily Totals

NB	SB	EB	WB	**Combined**
100	85			**185**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - OCTOBER 11, 2011 LOCATION: PALA MESA GOLF COURSE PROJECT: CA11-0930-1832

PALA LAKE S N-O TECALOTE Pala Mesa Multi Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	1		1				
00:15	0		0					12:15	4		1				
00:30	0		0					12:30	0		1				
00:45	0	0	0	0				12:45	3	8	1	4			12
01:00	0		0					13:00	1		1				
01:15	0		0					13:15	0		2				
01:30	0		0					13:30	3		0				
01:45	0	0	0	0				13:45	0	4	3	6			10
02:00	0		0					14:00	0		0				
02:15	0		1					14:15	2		3				
02:30	0		0					14:30	4		0				
02:45	0	0	0	1			1	14:45	3	9	2	5			14
03:00	0		0					15:00	0		0				
03:15	0		1					15:15	2		0				
03:30	0		0					15:30	1		0				
03:45	0	0	0	1			1	15:45	1	4	0	0			4
04:00	0		0					16:00	0		0				
04:15	0		0					16:15	0		0				
04:30	0		0					16:30	1		1				
04:45	1	1	1	1			2	16:45	2	3	0	1			4
05:00	0		1					17:00	1	4	0	1			5
05:15	1		0					17:15	2	6	0	1			7
05:30	0		0					17:30	2	7	0	0			7
05:45	0	1	0	1			2	17:45	3	**8**	2	**2**			**10**
06:00	1		0					18:00	0		0				
06:15	0		3					18:15	5		3				
06:30	3		5					18:30	5		1				
06:45	1	5	0	8			13	18:45	0	10	0	4			14
07:00	0		1					19:00	0		1				
07:15	1		3					19:15	0		0				
07:30	0		0					19:30	0		0				
07:45	2	**3**	1	**5**			**8**	19:45	0	0	0	1			1
08:00	0	3	0	4			7	20:00	2		0				
08:15	0	2	0	1			3	20:15	0		0				
08:30	0	2	0	1			3	20:30	0		0				
08:45	1	1	4	4			5	20:45	0	2	0	0			2
09:00	0		0					21:00	0		0				
09:15	4		1					21:15	2		1				
09:30	3		3					21:30	0		0				
09:45	2	9	1	5			14	21:45	0	2	0	1			3
10:00	0		1					22:00	0		2				
10:15	0		2					22:15	0		1				
10:30	0		2					22:30	0		0				
10:45	3	3	0	5			8	22:45	1	1	0	3			4
11:00	0		1					23:00	0		0				
11:15	2		0					23:15	0		0				
11:30	1		0					23:30	0		0				
11:45	1	4	1	2			6	23:45	0	0	0	0			
Total Vol.		27		33			**60**			51		27			**78**

Daily Totals

NB	SB	EB	WB	**Combined**
78	60			**138**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - OCTOBER 12, 2011 LOCATION: PALA MESA GOLF COURSE PROJECT: CA11-0930-1832

PALA LAKE S N-O TECALOTE Pala Mesa Multi Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	3		3				
00:15	0		0					12:15	0		1				
00:30	0		0					12:30	0		0				
00:45	0	0	0	0				12:45	1	4	2	6			10
01:00	0		0					13:00	3		3				
01:15	0		0					13:15	3		0				
01:30	0		0					13:30	0		0				
01:45	0	0	0	0				13:45	2	8	1	4			12
02:00	0		0					14:00	4		1				
02:15	0		0					14:15	3		1				
02:30	0		1					14:30	1		3				
02:45	0	0	0	1			1	14:45	0	8	0	5			13
03:00	0		0					15:00	3		0				
03:15	0		0					15:15	0		2				
03:30	1		0					15:30	1		2				
03:45	0	1	0	0			1	15:45	1	5	0	4			9
04:00	0		0					16:00	1		0				
04:15	0		0					16:15	1		0				
04:30	0		0					16:30	1		0				
04:45	0	0	1	1			1	16:45	0	3	0	0			3
05:00	1		0					17:00	3	5	0	0			5
05:15	0		0					17:15	3	7	3	3			10
05:30	0		0					17:30	1	7	0	3			10
05:45	0	1	0	0			1	17:45	0	**7**	0	**3**			**10**
06:00	0		0					18:00	2		0				
06:15	0		3					18:15	2		0				
06:30	0		0					18:30	0		0				
06:45	1	1	1	4			5	18:45	0	4	1	1			5
07:00	0		1					19:00	0		0				
07:15	2		3					19:15	1		0				
07:30	1		0					19:30	1		0				
07:45	0	3	0	4			7	19:45	0	2	1	1			3
08:00	0	**3**	3	**6**			**9**	20:00	0		0				
08:15	1	2	1	4			6	20:15	0		0				
08:30	2	3	1	5			8	20:30	0		0				
08:45	0	3	0	5			8	20:45	0	0	1	1			1
09:00	2		0					21:00	0		0				
09:15	0		0					21:15	2		1				
09:30	0		3					21:30	0		0				
09:45	0	2	1	4			6	21:45	0	2	0	1			3
10:00	1		1					22:00	0		0				
10:15	2		3					22:15	0		2				
10:30	1		2					22:30	0		0				
10:45	1	5	0	6			11	22:45	0	0	0	2			2
11:00	1		2					23:00	0		0				
11:15	3		2					23:15	2		0				
11:30	0		0					23:30	0		0				
11:45	3	7	0	4			11	23:45	0	2	0	0			2
Total Vol.		23		29			**52**			45		28			**73**

Daily Totals

NB	SB	EB	WB	**Combined**
68	57			**125**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THUSDAY - OCTOBER 13, 2011 LOCATION: PALA MESA GOLF COURSE PROJECT: CA11-0930-1832

PALA LAKE S N-O TECALOTE Pala Mesa Multi Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	0		1				
00:15	0		0					12:15	1		1				
00:30	0		0					12:30	2		0				
00:45	0	0	0	0				12:45	3	6	2	4			10
01:00	0		0					13:00	0		0				
01:15	0		0					13:15	0		1				
01:30	0		0					13:30	1		0				
01:45	0	0	0	0				13:45	2	3	2	3			6
02:00	0		0					14:00	4		0				
02:15	0		0					14:15	0		0				
02:30	0		0					14:30	1		1				
02:45	0	0	0	0				14:45	1	6	0	1			7
03:00	0		0					15:00	1		0				
03:15	0		1					15:15	2		0				
03:30	0		0					15:30	0		0				
03:45	0	0	0	1			1	15:45	1	4	2	2			6
04:00	0		0					16:00	0		2				
04:15	0		0					16:15	1		0				
04:30	0		0					16:30	2		0				
04:45	0	0	0	0				16:45	6	9	0	2			11
05:00	1		0					17:00	1	10	0	0			10
05:15	1		0					17:15	2	11	2	2			13
05:30	0		0					17:30	2	**11**	1	**3**			**14**
05:45	0	2	0	0			2	17:45	1	6	1	4			10
06:00	1		0					18:00	3		0				
06:15	0		3					18:15	1		1				
06:30	0		3					18:30	0		0				
06:45	0	1	2	8			9	18:45	1	5	0	1			6
07:00	0		2					19:00	2		0				
07:15	1		2					19:15	1		1				
07:30	0		4					19:30	1		0				
07:45	2	3	0	8			11	19:45	1	5	0	1			6
08:00	1	4	1	7			11	20:00	2		0				
08:15	2	**5**	2	**7**			**12**	20:15	0		0				
08:30	0	5	2	5			10	20:30	1		1				
08:45	0	3	2	7			10	20:45	0	3	0	1			4
09:00	0		0					21:00	0		0				
09:15	0		1					21:15	0		0				
09:30	2		1					21:30	0		0				
09:45	2	4	1	3			7	21:45	0	0	0	0			
10:00	3		3					22:00	0		0				
10:15	2		2					22:15	0		1				
10:30	0		1					22:30	0		0				
10:45	1	6	0	6			12	22:45	0	0	0	1			1
11:00	3		1					23:00	0		0				
11:15	1		0					23:15	0		0				
11:30	1		4					23:30	1		0				
11:45	0	5	0	5			10	23:45	0	1	0	0			1
Total Vol.		24		38			**62**			48		20			**68**

Daily Totals

NB	SB	EB	WB	**Combined**
72	58			**130**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY - OCTOBER 7, 2011 LOCATION: PALA MESA GOLF COURSE PROJECT: CA11-0930-1832

PALA LAKE S N-O TECALOTE Pala Mesa Multi Family

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	0		2				
00:15	0		0					12:15	2		1				
00:30	0		0					12:30	1		0				
00:45	0	0	0	0				12:45	1	4	4	7			11
01:00	0		0					13:00	1		2				
01:15	0		0					13:15	1		0				
01:30	0		2					13:30	3		2				
01:45	0	0	0	2			2	13:45	2	7	2	6			13
02:00	0		0					14:00	0		0				
02:15	0		0					14:15	2		1				
02:30	0		0					14:30	2		1				
02:45	0	0	0	0				14:45	3	7	5	7			14
03:00	0		0					15:00	1		1				
03:15	0		1					15:15	0		0				
03:30	0		0					15:30	1		0				
03:45	0	0	0	1			1	15:45	0	2	0	1			3
04:00	0		0					16:00	0		0				
04:15	3		0					16:15	0		0				
04:30	0		2					16:30	3		0				
04:45	0	3	0	2			5	16:45	2	5	0	0			5
05:00	1		0					17:00	1	6	0	0			6
05:15	0		0					17:15	1	**7**	0	**0**			**7**
05:30	1		0					17:30	0	4	0	0			4
05:45	0	2	0	0			2	17:45	2	4	0	0			4
06:00	0		1					18:00	2		1				
06:15	0		2					18:15	1		1				
06:30	0		1					18:30	0		0				
06:45	1	1	0	4			5	18:45	1	4	1	3			7
07:00	0		0					19:00	1		0				
07:15	1		3					19:15	0		1				
07:30	3		5					19:30	2		0				
07:45	0	4	1	9			13	19:45	0	3	0	1			4
08:00	0	**4**	3	**12**			**16**	20:00	1		0				
08:15	0	3	1	10			13	20:15	0		0				
08:30	2	2	0	5			7	20:30	2		0				
08:45	1	3	0	4			7	20:45	1	4	0	0			4
09:00	0		2					21:00	0		0				
09:15	1		2					21:15	0		0				
09:30	2		2					21:30	1		0				
09:45	1	4	0	6			10	21:45	0	1	0	0			1
10:00	1		1					22:00	0		1				
10:15	2		2					22:15	0		0				
10:30	0		0					22:30	0		0				
10:45	2	5	0	3			8	22:45	1	1	0	1			2
11:00	1		1					23:00	0		0				
11:15	2		2					23:15	0		0				
11:30	1		1					23:30	0		0				
11:45	0	4	0	4			8	23:45	0	0	0	0			
Total Vol.		26		35			**61**			42		26			**68**

Daily Totals

NB	SB	EB	WB	**Combined**
68	61			**129**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

CONDOMINIUMS COMPARISON

SITE	PARKLAND TOWNHOMES	HELIX VILLAGE	TELEGRAPH CANYON	FRIARS VILLAGE TERRACE	MISSION VILLAGE	LA COSTA CONDOS	MISSION PLAZA (9 Complexes)	UNIVERSITY CITY	AVERAGE*	RANGE
Study Number	MFC-1	MFC-2	MFC-3	MFC-4	MFC-5	MFC-8	MFC-7	MFC-8		
Study Date	7/80	9/80	9/80	1/81	1/81	7/80	11/98	11/98		
BACKGROUND DATA										
Dwelling Units (Occupied)	46	21	32	440	251	269	159	352		
Square Feet of Gross Floor Area	48,200	41,200	38,100	545,300	181,400	—	—	—		
Acres	2.26	3.31	3.34	41.10	4.71	15.15	14.0	23.0		
Parking Spaces	86	63	69	761	344	NA	642	—		
Dwelling Units per Acre	20.4	6.3	9.6	10.7	53.3	17.8	11.4	15.3		
Adults Only	Yes	No	No	No	Yes	Primarily	No	No		
TRAFFIC DATA										
Average Weekday Traffic (AWDT)	314	236	315	2,940	1,587	1,607	1,429	3,431		
A.M. Peak-Hour % of AWDT	7.0%	8.5%	7.6%	7.3%	8.9%	6.0%	8.5%	7.1%	7.6%	6.1%-8.9%
P.M. Peak-Hour % of AWDT	8.3%	11.0%	11.1%	9.5%	9.2%	8.7%	11.0%	10.5%	9.9%	8.3%-11.1%
TRIP RATIOS										
Weekday Trips per...										
Occupied Dwelling Unit	6.8	11.2	9.8	6.7	6.3	6.7	9.0	9.7	8.2	6.3-11.2
1,000 Sq. Ft. of G.F.A.	6.5	5.7	8.3	5.4	8.7	—	—	—	6.9	5.4-8.7
Acre	149	139	71	94	72	337	102	149	135	71-337
Parking Space	3.7	3.7	4.6	3.9	4.6	NA	2.2	—	3.8	2.2-4.6

Reference: San Diego Traffic Generators Report - April 2002

* Site average