



Technical Memorandum

To: Pedram Massoudi, City of Encinitas
From: Marc Mizuta, Mizuta Traffic Consulting
Date: September 23, 2021
Re: 516 La Costa Development Supplemental Traffic Analysis

Mizuta Traffic Consulting (MTC) has prepared this memo to address the Sheridan Road & La Costa Avenue intersection for the proposed 516 La Costa Development project (“Project”) located at 516 La Costa Avenue in Encinitas, CA. This location was not included as part of the study area for the analyses contained in the *516 La Costa Development Traffic Study*, dated June 2021.

TRAFFIC VOLUMES

The Sheridan Road & La Costa Avenue intersection was not included as part of the original study area for the Project. As a result, traffic volumes at this intersection were referenced from the *Weston Residential Subdivision Traffic Study*. Traffic volumes at this location were obtained on Wednesday, January 24, 2018. Traffic volumes for the Project and cumulative projects were added to the existing traffic volumes to estimate the traffic for the following scenarios:

- Existing Conditions
- Existing Plus Project
- Existing Plus Cumulative
- Existing Plus Cumulative Plus Project

INTERSECTION ANALYSIS

Table 1 summarizes the LOS analysis results for the Sheridan Road & La Costa Avenue intersection for all scenarios analyzed in the traffic study. It should be noted that the north and south leg of Sheridan Road is offset by approximately 50 feet. As a result, this location was analyzed at two separate intersections: Sheridan Road (W) & La Costa Avenue and Sheridan Road (E) & La Costa Avenue.

As shown in the table, the Sheridan Road & La Costa Avenue intersection would operate at an acceptable LOS D or better under all scenarios. Operations at this location are consistent with the analyses contained in other traffic studies in the study area.



Table 1: Sheridan Road & La Costa Avenue LOS Summary

#	Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Project		Existing Plus Cumulative		Existing Plus Cumulative Plus Proj	
				Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
6	Sheridan Rd (W) & La Costa Ave	OWSC	AM	19.9	C	20.1	C	24.1	C	24.2	C
			PM	17.3	C	17.4	C	21.5	C	21.7	C
7	Sheridan Rd (E) & La Costa Ave	OWSC	AM	16.8	C	16.9	C	19.7	C	19.9	C
			PM	21.5	C	21.7	C	30.8	D	31.6	D

Notes:

OWSC: One-Way Stopped Control

1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst approach at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the 2010 *Highway Capacity Manual* (HCM) and performed using Synchro 10.

ATTACHMENTS

- Existing Traffic Volume Counts
- Traffic Volume Figures
- LOS Worksheets



PO Box 1178
Corona, CA 92880
951-268-6268

Location: Encinitas
N/S: Sheridan Road West
E/W: La Costa Avenue

Date: 1/24/18
Day: WEDNESDAY
Project # 143-18043

TURNING MOVEMENT COUNT

Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30AM to 8:30 AM

Vehicle Counts

	Sheridan Road West Northbound			Sheridan Road West Southbound			La Costa Avenue Eastbound			La Costa Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	1	0	0	2	121	0	0	75	1	200
7:15 AM	0	0	0	3	0	0	0	125	0	0	118	2	248
7:30 AM	0	0	0	0	0	3	0	147	0	0	117	1	268
7:45 AM	0	0	0	3	0	0	1	146	0	0	155	1	306
8:00 AM	0	0	0	2	0	0	0	147	0	0	136	0	285
8:15 AM	0	0	0	1	0	0	0	113	0	0	140	2	256
8:30 AM	0	0	0	3	0	0	0	113	0	0	132	0	248
8:45 AM	0	0	0	0	0	0	1	112	0	0	154	1	268
TOTAL VOLUMES:	0	0	0	13	0	3	4	1024	0	0	1027	8	2079

AM Peak Hr Begins at: 730 AM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	6	0	3	1	553	0	0	548	4	1115

PEAK HR FACTOR:	0.000	0.750	0.942	0.885	0.911
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Bicycle Counts

	Sheridan Road West Northbound			Sheridan Road West Southbound			La Costa Avenue Eastbound			La Costa Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
7:30 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
TOTAL VOLUMES:	1	0	0	0	0	0	0	7	0	0	19	0	27

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	0	0	4	0	0	14	0	18

Pedestrian Counts

	Sheridan Road West North Leg	Sheridan Road West South Leg	La Costa Avenue East Leg	La Costa Avenue West Leg	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	4	0	0	4
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	2	0	0	2
TOTAL VOLUMES:	0	8	0	0	8

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	0	4	0	0	4



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Location: Encinitas
N/S: Sheridan Road West
E/W: La Costa Avenue

Date: 1/24/18
Day: WEDNESDAY
Project # 143-18043

TURNING MOVEMENT COUNT

Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Vehicle Counts

	Sheridan Road West Northbound			Sheridan Road West Southbound			La Costa Avenue Eastbound			La Costa Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	1	0	1	2	120	0	0	167	0	291
4:15 PM	0	0	0	1	0	0	1	135	0	0	145	3	285
4:30 PM	0	0	0	1	0	0	1	108	0	0	130	0	240
4:45 PM	0	0	0	0	0	0	0	120	0	0	169	1	290
5:00 PM	0	0	0	0	0	0	0	127	0	0	140	1	268
5:15 PM	0	0	0	0	0	0	1	139	0	0	169	1	310
5:30 PM	0	0	0	2	0	3	0	153	0	0	142	3	303
5:45 PM	0	0	0	0	0	0	0	131	0	0	132	1	264
TOTAL VOLUMES:	0	0	0	5	0	4	5	1033	0	0	1194	10	2251

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	2	0	3	1	539	0	0	620	6	1171

PEAK HR FACTOR:	0.000			0.250			0.882			0.921			0.944
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Bicycle Counts

	Sheridan Road West Northbound			Sheridan Road West Southbound			La Costa Avenue Eastbound			La Costa Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
5:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	11	0	0	6	0	17

PEAK VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	0	0	0	4	0	0	6	0	10

Pedestrian Counts

	Sheridan Road West North Leg	Sheridan Road West South Leg	La Costa Avenue East Leg	La Costa Avenue West Leg	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	1	3	0	0	4
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	3	0	1	6

PEAK VOLUMES:	North Leg	South Leg	East Leg	West Leg	TOTAL
	1	0	0	0	1



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951-268-6268

Location: Encinitas
N/S: Sheridan Road East
E/W: La Costa Avenue

Date: 1/24/18
Day: WEDNESDAY
Project # 143-18043

TURNING MOVEMENT COUNT

Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30AM to 8:30 AM

Vehicle Counts

	Sheridan Road East Northbound			Sheridan Road East Southbound			La Costa Avenue Eastbound			La Costa Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	1	0	23	0	0	0	0	123	2	13	76	0	238
7:15 AM	2	0	20	0	0	0	0	126	2	10	119	0	279
7:30 AM	3	0	31	0	0	0	0	156	3	14	129	0	336
7:45 AM	2	0	13	0	0	0	0	132	5	15	140	0	307
8:00 AM	3	0	18	0	0	0	0	129	3	17	137	0	307
8:15 AM	3	0	18	0	0	0	0	129	4	18	136	0	308
8:30 AM	2	0	17	0	0	0	0	108	4	14	125	0	270
8:45 AM	7	0	17	0	0	0	0	111	1	18	150	0	304
TOTAL VOLUMES:	23	0	157	0	0	0	0	1014	24	119	1012	0	2349

AM Peak Hr Begins at: 730 AM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	11	0	80	0	0	0	0	546	15	64	542	0	1258

PEAK HR FACTOR:	0.669	0.000	0.882	0.977	0.936
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Bicycle Counts

	Sheridan Road East Northbound			Sheridan Road East Southbound			La Costa Avenue Eastbound			La Costa Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	1	0	2	0	0	0	0	0	0	0	0	0	3
7:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	8
8:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
TOTAL VOLUMES:	3	0	2	0	0	0	0	7	0	0	16	0	28

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	0	0	4	0	0	13	0	17

Pedestrian Counts

	Sheridan Road East North Leg	Sheridan Road East South Leg	La Costa Avenue East Leg	La Costa Avenue West Leg	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	0	0	0	0	0



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Location: Encinitas
N/S: Sheridan Road East
E/W: La Costa Avenue

Date: 1/24/18
Day: WEDNESDAY
Project # 143-18043

TURNING MOVEMENT COUNT

Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

Vehicle Counts

	Sheridan Road East Northbound			Sheridan Road East Southbound			La Costa Avenue Eastbound			La Costa Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	5	0	16	0	0	0	0	117	3	17	153	0	311
4:15 PM	7	0	20	0	0	0	0	126	2	18	145	0	318
4:30 PM	2	0	31	0	0	0	0	122	3	16	138	0	312
4:45 PM	6	0	13	0	0	0	0	106	6	13	153	0	297
5:00 PM	4	0	10	0	0	0	0	126	1	11	137	0	289
5:15 PM	7	0	14	0	0	0	0	143	6	22	172	0	364
5:30 PM	1	0	10	0	0	0	0	146	5	11	136	0	309
5:45 PM	2	0	15	0	0	0	0	128	5	16	131	0	297
TOTAL VOLUMES:	34	0	129	0	0	0	0	1014	31	124	1165	0	2497

PM Peak Hr Begins at: 4:30 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	19	0	68	0	0	0	0	497	16	62	600	0	1262

PEAK HR FACTOR:	0.659	0.000	0.861	0.853	0.867
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Bicycle Counts

	Sheridan Road East Northbound			Sheridan Road East Southbound			La Costa Avenue Eastbound			La Costa Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
5:00 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	10	0	0	5	0	16

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	1	0	0	0	0	0	0	7	0	0	4	0	12

Pedestrian Counts

	Sheridan Road East North Leg	Sheridan Road East South Leg	La Costa Avenue East Leg	La Costa Avenue West Leg	TOTAL
4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	1	1	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	1	2	0	4

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	1	1	1	0	3



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

N Coast Hwy 101 & La Costa Ave	Vulcan Ave & La Costa Ave	Proj Dwy & La Costa Ave	I-5 SB Ramps & La Costa Ave
<p>1</p> <p>1040 / 372 249 / 204</p> <p>71 / 220 248 / 281</p> <p>208 / 513 201 / 219</p>	<p>2</p> <p>1 / 0 0 / 1</p> <p>1 / 0 349 / 441 261 / 123</p> <p>361 / 343 82 / 56</p> <p>33 / 58 183 / 152</p>	<p>Intersection does not exist</p>	<p>4</p> <p>287 / 163 4 / 1 508 / 451</p> <p>447 / 484 657 / 738</p> <p>617 / 507 67 / 67</p>
I-5 NB Ramps & La Costa Ave	Sheridan Rd (W) & La Costa Ave	Sheridan Rd (E) & La Costa Ave	
<p>5</p> <p>652 / 435 1101 / 1123</p> <p>235 / 142 859 / 816</p> <p>38 / 111 0 / 1 379 / 839</p>	<p>6</p> <p>3 / 3 6 / 2</p> <p>4 / 6 548 / 620</p> <p>1 / 1 553 / 539</p>	<p>7</p> <p>542 / 600 64 / 62</p> <p>546 / 497 15 / 16</p> <p>11 / 19 80 / 68</p>	



516 La Costa Development
 Existing Conditions Traffic Volumes

Figure 3-2



xx% / (yy%) = Enter % / (Exit %)

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

xx% Trip Distribution Percentage

N Coast Hwy 101 & La Costa Ave	Vulcan Ave & La Costa Ave	Proj Dwy & La Costa Ave	I-5 SB Ramps & La Costa Ave
I-5 NB Ramps & La Costa Ave	Sheridan Rd (W) & La Costa Ave	Sheridan Rd (E) & La Costa Ave	





xx% / (yy%) = Enter % / (Exit %)

→ Trip Distribution Percentage

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

N Coast Hwy 101 & La Costa Ave	Vulcan Ave & La Costa Ave	Proj Dwy & La Costa Ave	I-5 SB Ramps & La Costa Ave
I-5 NB Ramps & La Costa Ave	Sheridan Rd (W) & La Costa Ave	Sheridan Rd (E) & La Costa Ave	



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

N Coast Hwy 101 & La Costa Ave	Vulcan Ave & La Costa Ave	Proj Dwy & La Costa Ave	I-5 SB Ramps & La Costa Ave
I-5 NB Ramps & La Costa Ave		Sheridan Rd (W) & La Costa Ave	Sheridan Rd (E) & La Costa Ave





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

N Coast Hwy 101 & La Costa Ave	Vulcan Ave & La Costa Ave	Proj Dwy & La Costa Ave	I-5 SB Ramps & La Costa Ave
I-5 NB Ramps & La Costa Ave		Sheridan Rd (W) & La Costa Ave	Sheridan Rd (E) & La Costa Ave



516 La Costa Development
 Project Trip Assignment - Restaurant

Figure 4-4



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

N Coast Hwy 101 & La Costa Ave	Vulcan Ave & La Costa Ave	Proj Dwy & La Costa Ave	I-5 SB Ramps & La Costa Ave
I-5 NB Ramps & La Costa Ave		Sheridan Rd (W) & La Costa Ave	Sheridan Rd (E) & La Costa Ave





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

N Coast Hwy 101 & La Costa Ave		Vulcan Ave & La Costa Ave		Proj Dwy & La Costa Ave		I-5 SB Ramps & La Costa Ave	
1040 / 372 250 / 206 71 / 221 249 / 283 1	208 / 513 202 / 221	1 / 0 0 / 1 1 / 0 350 / 443 261 / 123 2	364 / 348 82 / 56 33 / 58 183 / 152	1 / 2 3 / 6 6 / 11 904 / 670 3 / 5 684 / 574 3	288 / 165 4 / 1 508 / 431 452 / 493 657 / 738 4	619 / 511 68 / 69	
I-5 NB Ramps & La Costa Ave		Sheridan Rd (W) & La Costa Ave		Sheridan Rd (E) & La Costa Ave			
652 / 435 1104 / 1128 5	236 / 143 860 / 818 40 / 114 0 / 1 379 / 839	3 / 3 6 / 2 4 / 6 549 / 622 6	1 / 1 556 / 544	543 / 602 64 / 62 7	549 / 502 15 / 16 11 / 19 80 / 68		



516 La Costa Development
 Existing Plus Project Traffic Volumes

Figure 5-2



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

N Coast Hwy 101 & La Costa Ave		Vulcan Ave & La Costa Ave		Proj Dwy & La Costa Ave		I-5 SB Ramps & La Costa Ave	
4 / 6 25 / 29 43 / 42 1	35 / 63 36 / 47 15 / 28	2	81 / 134 8 / 27	3	81 / 134	4	21 / 34 10 / 10 76 / 154 30 / 30
3 / 4 24 / 32 4 / 6 5	7 / 9 25 / 37 21 / 25	87 / 93 1 / 6 6	5 / 4 23 / 13	88 / 99 7	88 / 99		
I-5 NB Ramps & La Costa Ave		Sheridan Rd (W) & La Costa Ave		Sheridan Rd (E) & La Costa Ave			
5	59 / 82	6	81 / 134	7	81 / 134		
25 / 25 34 / 26 47 / 102 30 / 50		88 / 99		88 / 99			



516 La Costa Development
 Cumulative Traffic Volumes

Figure 6-2



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

N Coast Hwy 101 & La Costa Ave	Vulcan Ave & La Costa Ave	Proj Dwy & La Costa Ave	I-5 SB Ramps & La Costa Ave																		
<table border="1"> <tr> <td>4 / 6 1065 / 401 292 / 246</td> <td>106 / 283 36 / 47 263 / 309</td> </tr> <tr> <td>1</td> <td></td> </tr> <tr> <td>3 / 4 24 / 32 4 / 6</td> <td>7 / 9 233 / 550 222 / 244</td> </tr> </table>	4 / 6 1065 / 401 292 / 246	106 / 283 36 / 47 263 / 309	1		3 / 4 24 / 32 4 / 6	7 / 9 233 / 550 222 / 244	<table border="1"> <tr> <td>1 / 0 0 / 1</td> <td>1 / 0 430 / 575 269 / 150</td> </tr> <tr> <td>2</td> <td></td> </tr> <tr> <td>448 / 436 83 / 62</td> <td>38 / 62 206 / 165</td> </tr> </table>	1 / 0 0 / 1	1 / 0 430 / 575 269 / 150	2		448 / 436 83 / 62	38 / 62 206 / 165	Intersection does not exist	<table border="1"> <tr> <td>308 / 197 4 / 1 518 / 461</td> <td>523 / 638 687 / 768</td> </tr> <tr> <td>4</td> <td></td> </tr> <tr> <td>676 / 558 136 / 125</td> <td></td> </tr> </table>	308 / 197 4 / 1 518 / 461	523 / 638 687 / 768	4		676 / 558 136 / 125	
4 / 6 1065 / 401 292 / 246	106 / 283 36 / 47 263 / 309																				
1																					
3 / 4 24 / 32 4 / 6	7 / 9 233 / 550 222 / 244																				
1 / 0 0 / 1	1 / 0 430 / 575 269 / 150																				
2																					
448 / 436 83 / 62	38 / 62 206 / 165																				
308 / 197 4 / 1 518 / 461	523 / 638 687 / 768																				
4																					
676 / 558 136 / 125																					
I-5 NB Ramps & La Costa Ave	Sheridan Rd (W) & La Costa Ave	Sheridan Rd (E) & La Costa Ave																			
<table border="1"> <tr> <td></td> <td>652 / 435 1160 / 1205</td> </tr> <tr> <td>5</td> <td></td> </tr> <tr> <td>260 / 167 893 / 842</td> <td>85 / 213 0 / 1 409 / 889</td> </tr> </table>		652 / 435 1160 / 1205	5		260 / 167 893 / 842	85 / 213 0 / 1 409 / 889	<table border="1"> <tr> <td>3 / 3 6 / 2</td> <td>4 / 6 629 / 754</td> </tr> <tr> <td>6</td> <td></td> </tr> <tr> <td>1 / 1 641 / 638</td> <td></td> </tr> </table>	3 / 3 6 / 2	4 / 6 629 / 754	6		1 / 1 641 / 638		<table border="1"> <tr> <td></td> <td>623 / 734 64 / 62</td> </tr> <tr> <td>7</td> <td></td> </tr> <tr> <td>634 / 596 15 / 16</td> <td>11 / 19 80 / 68</td> </tr> </table>		623 / 734 64 / 62	7		634 / 596 15 / 16	11 / 19 80 / 68	
	652 / 435 1160 / 1205																				
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260 / 167 893 / 842	85 / 213 0 / 1 409 / 889																				
3 / 3 6 / 2	4 / 6 629 / 754																				
6																					
1 / 1 641 / 638																					
	623 / 734 64 / 62																				
7																					
634 / 596 15 / 16	11 / 19 80 / 68																				



516 La Costa Development
 Existing Plus Cumulative Traffic Volumes

Figure 6-3



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

N Coast Hwy 101 & La Costa Ave		Vulcan Ave & La Costa Ave		Proj Dwy & La Costa Ave		I-5 SB Ramps & La Costa Ave	
4 / 6 1065 / 401 293 / 248 106 / 284 36 / 47 264 / 311	1	1 / 0 0 / 1 1 / 0 431 / 577 269 / 150	2	1 / 2 3 / 6 6 / 11 985 / 804	3	309 / 199 4 / 1 518 / 461 528 / 647 687 / 768	4
3 / 4 24 / 32 4 / 6 7 / 9 233 / 550 223 / 246		451 / 441 83 / 62 38 / 62 206 / 165		3 / 5 772 / 673		678 / 562 137 / 127	
I-5 NB Ramps & La Costa Ave		Sheridan Rd (W) & La Costa Ave		Sheridan Rd (E) & La Costa Ave			
652 / 435 1163 / 1210	5	3 / 3 6 / 2 4 / 6 630 / 756	6	624 / 736 64 / 62	7	261 / 168 894 / 844 87 / 216 0 / 1 409 / 889	
		1 / 1 644 / 643		637 / 601 15 / 16 11 / 19 80 / 68			



516 La Costa Development
 Existing Plus Cumulative Plus Project Traffic Volumes

Figure 7-1



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

xx,xxx ADT

N Coast Hwy 101 & La Costa Ave	Vulcan Ave & La Costa Ave	Proj Dwy & La Costa Ave	I-5 SB Ramps & La Costa Ave
<p>Diagram 1: N Coast Hwy 101 & La Costa Ave. Volumes: 4/12 (Northbound), 9/23 (Southbound), 8/9 (Eastbound), 15/17 (Westbound).</p>	<p>Diagram 2: Vulcan Ave & La Costa Ave. Volumes: 9/22 (Westbound), 15/17 (Eastbound), 0/1 (Southbound).</p>	<p>Diagram 3: Proj Dwy & La Costa Ave. Volumes: 9/22 (Westbound), 15/17 (Eastbound).</p>	<p>Diagram 4: I-5 SB Ramps & La Costa Ave. Volumes: 4/8 (Northbound), 4/12 (Southbound), 8/9 (Eastbound), 5/6 (Westbound).</p>
I-5 NB Ramps & La Costa Ave	Sheridan Rd (W) & La Costa Ave	Sheridan Rd (E) & La Costa Ave	
<p>Diagram 5: I-5 NB Ramps & La Costa Ave. Volumes: 1/3 (Northbound), 6/7 (Southbound), 2/2 (Eastbound), 3/9 (Westbound).</p>	<p>Diagram 6: Sheridan Rd (W) & La Costa Ave. Volumes: 9/22 (Westbound), 15/17 (Eastbound).</p>	<p>Diagram 7: Sheridan Rd (E) & La Costa Ave. Volumes: 9/22 (Westbound), 15/17 (Eastbound).</p>	



516 La Costa Development

Fenway Mixed-Use N Coast Hwy 101 Project Traffic Volumes



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

xx,xxx ADT

N Coast Hwy 101 & La Costa Ave		Vulcan Ave & La Costa Ave		Proj Dwy & La Costa Ave		I-5 SB Ramps & La Costa Ave	
4 / 6 ↖ ↗ 21 / 17 ← → 43 / 42 ↘ ↙ 1	35 / 63 ↖ ↗ 36 / 47 ← → 6 / 5 ↘ ↙	2	72 / 112 ← → 8 / 27 ↖ ↗ 5 / 3 ↘ ↙ 23 / 13	3	72 / 112 ← → 73 / 82 →	4	17 / 26 ↖ ↗ 10 / 10 ↘ ↙ 72 / 142 ← → 30 / 30 51 / 42 ↖ ↗ 64 / 52 ↘ ↙
I-5 NB Ramps & La Costa Ave		Sheridan Rd (W) & La Costa Ave		Sheridan Rd (E) & La Costa Ave			
5	58 / 79 ← → 19 / 18 ↖ ↗ 32 / 24 ← → 44 / 93 ↘ ↙ 30 / 50 ↖ ↗	6	72 / 112 ← → 73 / 82 →	7	72 / 112 ← → 73 / 82 →		



516 La Costa Development

Fenway Mixed-Use N Coast Hwy 101 Cumulative Traffic Volumes

516 La Costa
6: La Costa Ave & Sheridan Rd (W)

Existing
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	553	548	4	6	3
Future Vol, veh/h	1	553	548	4	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	608	602	4	7	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	606	0	-	0	1214 604
Stage 1	-	-	-	-	604 -
Stage 2	-	-	-	-	610 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	972	-	-	-	201 498
Stage 1	-	-	-	-	546 -
Stage 2	-	-	-	-	542 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	972	-	-	-	201 498
Mov Cap-2 Maneuver	-	-	-	-	201 -
Stage 1	-	-	-	-	545 -
Stage 2	-	-	-	-	542 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	972	-	-	-	251
HCM Lane V/C Ratio	0.001	-	-	-	0.039
HCM Control Delay (s)	8.7	0	-	-	19.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

516 La Costa
7: Sheridan Rd (E) & La Costa Ave

Existing
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	546	15	64	542	11	80
Future Vol, veh/h	546	15	64	542	11	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	581	16	68	577	12	85

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	597	0	1302 589
Stage 1	-	-	-	-	589 -
Stage 2	-	-	-	-	713 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	980	-	177 508
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	486 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	980	-	159 508
Mov Cap-2 Maneuver	-	-	-	-	159 -
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	436 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	401	-	-	980	-
HCM Lane V/C Ratio	0.241	-	-	0.069	-
HCM Control Delay (s)	16.8	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

516 La Costa
6: La Costa Ave & Sheridan Rd (W)

Existing
Timing Plan: PM PEAK

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	539	620	6	2	3
Future Vol, veh/h	1	539	620	6	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	573	660	6	2	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	666	0	-	0	1238 663
Stage 1	-	-	-	-	663 -
Stage 2	-	-	-	-	575 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	923	-	-	-	194 461
Stage 1	-	-	-	-	512 -
Stage 2	-	-	-	-	563 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	923	-	-	-	194 461
Mov Cap-2 Maneuver	-	-	-	-	194 -
Stage 1	-	-	-	-	511 -
Stage 2	-	-	-	-	563 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	923	-	-	-	297
HCM Lane V/C Ratio	0.001	-	-	-	0.018
HCM Control Delay (s)	8.9	0	-	-	17.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

516 La Costa
7: Sheridan Rd (E) & La Costa Ave

Existing
Timing Plan: PM PEAK

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	497	16	62	600	19	68
Future Vol, veh/h	497	16	62	600	19	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	571	18	71	690	22	78

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	589	0	1412 580
Stage 1	-	-	-	-	580 -
Stage 2	-	-	-	-	832 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	986	-	152 514
Stage 1	-	-	-	-	560 -
Stage 2	-	-	-	-	427 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	986	-	134 514
Mov Cap-2 Maneuver	-	-	-	-	134 -
Stage 1	-	-	-	-	560 -
Stage 2	-	-	-	-	377 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	21.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	317	-	-	986	-
HCM Lane V/C Ratio	0.315	-	-	0.072	-
HCM Control Delay (s)	21.5	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

516 La Costa
6: La Costa Ave & Sheridan Rd (W)

Existing Plus Proj
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	556	549	4	6	3
Future Vol, veh/h	1	556	549	4	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	611	603	4	7	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	607	0	-	0	1218 605
Stage 1	-	-	-	-	605 -
Stage 2	-	-	-	-	613 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	971	-	-	-	199 498
Stage 1	-	-	-	-	545 -
Stage 2	-	-	-	-	541 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	971	-	-	-	199 498
Mov Cap-2 Maneuver	-	-	-	-	199 -
Stage 1	-	-	-	-	544 -
Stage 2	-	-	-	-	541 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	971	-	-	-	249
HCM Lane V/C Ratio	0.001	-	-	-	0.04
HCM Control Delay (s)	8.7	0	-	-	20.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	549	15	64	543	11	80
Future Vol, veh/h	549	15	64	543	11	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	584	16	68	578	12	85

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	600	0	1306
Stage 1	-	-	-	-	592
Stage 2	-	-	-	-	714
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	977	-	176
Stage 1	-	-	-	-	553
Stage 2	-	-	-	-	485
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	977	-	158
Mov Cap-2 Maneuver	-	-	-	-	158
Stage 1	-	-	-	-	553
Stage 2	-	-	-	-	436

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	400	-	-	977	-
HCM Lane V/C Ratio	0.242	-	-	0.07	-
HCM Control Delay (s)	16.9	-	-	9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	544	622	6	2	3
Future Vol, veh/h	1	544	622	6	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	579	662	6	2	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	668	0	-	0	1246 665
Stage 1	-	-	-	-	665 -
Stage 2	-	-	-	-	581 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	922	-	-	-	192 460
Stage 1	-	-	-	-	511 -
Stage 2	-	-	-	-	559 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	922	-	-	-	192 460
Mov Cap-2 Maneuver	-	-	-	-	192 -
Stage 1	-	-	-	-	510 -
Stage 2	-	-	-	-	559 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	922	-	-	-	295
HCM Lane V/C Ratio	0.001	-	-	-	0.018
HCM Control Delay (s)	8.9	0	-	-	17.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	502	16	62	602	19	68
Future Vol, veh/h	502	16	62	602	19	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	577	18	71	692	22	78

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	595	0	1420
Stage 1	-	-	-	-	586
Stage 2	-	-	-	-	834
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	981	-	150
Stage 1	-	-	-	-	556
Stage 2	-	-	-	-	426
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	981	-	132
Mov Cap-2 Maneuver	-	-	-	-	132
Stage 1	-	-	-	-	556
Stage 2	-	-	-	-	376

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	21.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	314	-	-	981	-
HCM Lane V/C Ratio	0.318	-	-	0.073	-
HCM Control Delay (s)	21.7	-	-	9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

516 La Costa
6: La Costa Ave & Sheridan Rd (W)

Existing Plus Cumulative
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	1	641	629	4	6	3
Future Vol, veh/h	1	641	629	4	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	704	691	4	7	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	695	0	-	0	1399 693
Stage 1	-	-	-	-	693 -
Stage 2	-	-	-	-	706 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	901	-	-	-	155 443
Stage 1	-	-	-	-	496 -
Stage 2	-	-	-	-	489 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	901	-	-	-	155 443
Mov Cap-2 Maneuver	-	-	-	-	155 -
Stage 1	-	-	-	-	495 -
Stage 2	-	-	-	-	489 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	901	-	-	-	198
HCM Lane V/C Ratio	0.001	-	-	-	0.05
HCM Control Delay (s)	9	0	-	-	24.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

516 La Costa
7: Sheridan Rd (E) & La Costa Ave

Existing Plus Cumulative
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	634	15	64	623	11	80
Future Vol, veh/h	634	15	64	623	11	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	674	16	68	663	12	85

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	690	0	1481 682
Stage 1	-	-	-	-	682 -
Stage 2	-	-	-	-	799 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	905	-	138 450
Stage 1	-	-	-	-	502 -
Stage 2	-	-	-	-	443 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	905	-	122 450
Mov Cap-2 Maneuver	-	-	-	-	122 -
Stage 1	-	-	-	-	502 -
Stage 2	-	-	-	-	390 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	340	-	-	905	-
HCM Lane V/C Ratio	0.285	-	-	0.075	-
HCM Control Delay (s)	19.7	-	-	9.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.2	-

516 La Costa
6: La Costa Ave & Sheridan Rd (W)

Existing Plus Cumulative
Timing Plan: PM PEAK

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	638	754	6	2	3
Future Vol, veh/h	1	638	754	6	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	679	802	6	2	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	808	0	-	0	1486 805
Stage 1	-	-	-	-	805 -
Stage 2	-	-	-	-	681 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	817	-	-	-	137 382
Stage 1	-	-	-	-	440 -
Stage 2	-	-	-	-	503 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	817	-	-	-	137 382
Mov Cap-2 Maneuver	-	-	-	-	137 -
Stage 1	-	-	-	-	439 -
Stage 2	-	-	-	-	503 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	817	-	-	-	223
HCM Lane V/C Ratio	0.001	-	-	-	0.024
HCM Control Delay (s)	9.4	0	-	-	21.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

516 La Costa
7: Sheridan Rd (E) & La Costa Ave

Existing Plus Cumulative
Timing Plan: PM PEAK

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	596	16	62	734	19	68
Future Vol, veh/h	596	16	62	734	19	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	685	18	71	844	22	78

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	703	0	1680	694
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	986	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	895	-	104	443
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	361	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	895	-	89	443
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	307	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	30.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	-	-	895	-
HCM Lane V/C Ratio	0.422	-	-	0.08	-
HCM Control Delay (s)	30.8	-	-	9.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0.3	-

516 La Costa
6: La Costa Ave & Sheridan Rd (W)

Existing Plus Cumulative Plus Proj
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	644	630	4	6	3
Future Vol, veh/h	1	644	630	4	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	708	692	4	7	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	696	0	-	0	1404 694
Stage 1	-	-	-	-	694 -
Stage 2	-	-	-	-	710 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	900	-	-	-	154 443
Stage 1	-	-	-	-	496 -
Stage 2	-	-	-	-	487 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	900	-	-	-	154 443
Mov Cap-2 Maneuver	-	-	-	-	154 -
Stage 1	-	-	-	-	495 -
Stage 2	-	-	-	-	487 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	900	-	-	-	197
HCM Lane V/C Ratio	0.001	-	-	-	0.05
HCM Control Delay (s)	9	0	-	-	24.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	637	15	64	624	11	80
Future Vol, veh/h	637	15	64	624	11	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	678	16	68	664	12	85

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	694	0	1486
Stage 1	-	-	-	-	686
Stage 2	-	-	-	-	800
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	901	-	137
Stage 1	-	-	-	-	500
Stage 2	-	-	-	-	442
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	901	-	121
Mov Cap-2 Maneuver	-	-	-	-	121
Stage 1	-	-	-	-	500
Stage 2	-	-	-	-	389

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	19.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	337	-	-	901	-
HCM Lane V/C Ratio	0.287	-	-	0.076	-
HCM Control Delay (s)	19.9	-	-	9.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.2	-

516 La Costa
6: La Costa Ave & Sheridan Rd (W)

Existing Plus Cumulative Plus Proj
Timing Plan: PM PEAK

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	643	756	6	2	3
Future Vol, veh/h	1	643	756	6	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	684	804	6	2	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	810	0	-	0	1493 807
Stage 1	-	-	-	-	807 -
Stage 2	-	-	-	-	686 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	816	-	-	-	136 381
Stage 1	-	-	-	-	439 -
Stage 2	-	-	-	-	500 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	816	-	-	-	136 381
Mov Cap-2 Maneuver	-	-	-	-	136 -
Stage 1	-	-	-	-	438 -
Stage 2	-	-	-	-	500 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	816	-	-	-	221
HCM Lane V/C Ratio	0.001	-	-	-	0.024
HCM Control Delay (s)	9.4	0	-	-	21.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	601	16	62	736	19	68
Future Vol, veh/h	601	16	62	736	19	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	691	18	71	846	22	78

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	709	0	1688 700
Stage 1	-	-	-	-	700 -
Stage 2	-	-	-	-	988 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	890	-	103 439
Stage 1	-	-	-	-	493 -
Stage 2	-	-	-	-	361 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	890	-	87 439
Mov Cap-2 Maneuver	-	-	-	-	87 -
Stage 1	-	-	-	-	493 -
Stage 2	-	-	-	-	306 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	31.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	233	-	-	890	-
HCM Lane V/C Ratio	0.429	-	-	0.08	-
HCM Control Delay (s)	31.6	-	-	9.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0.3	-