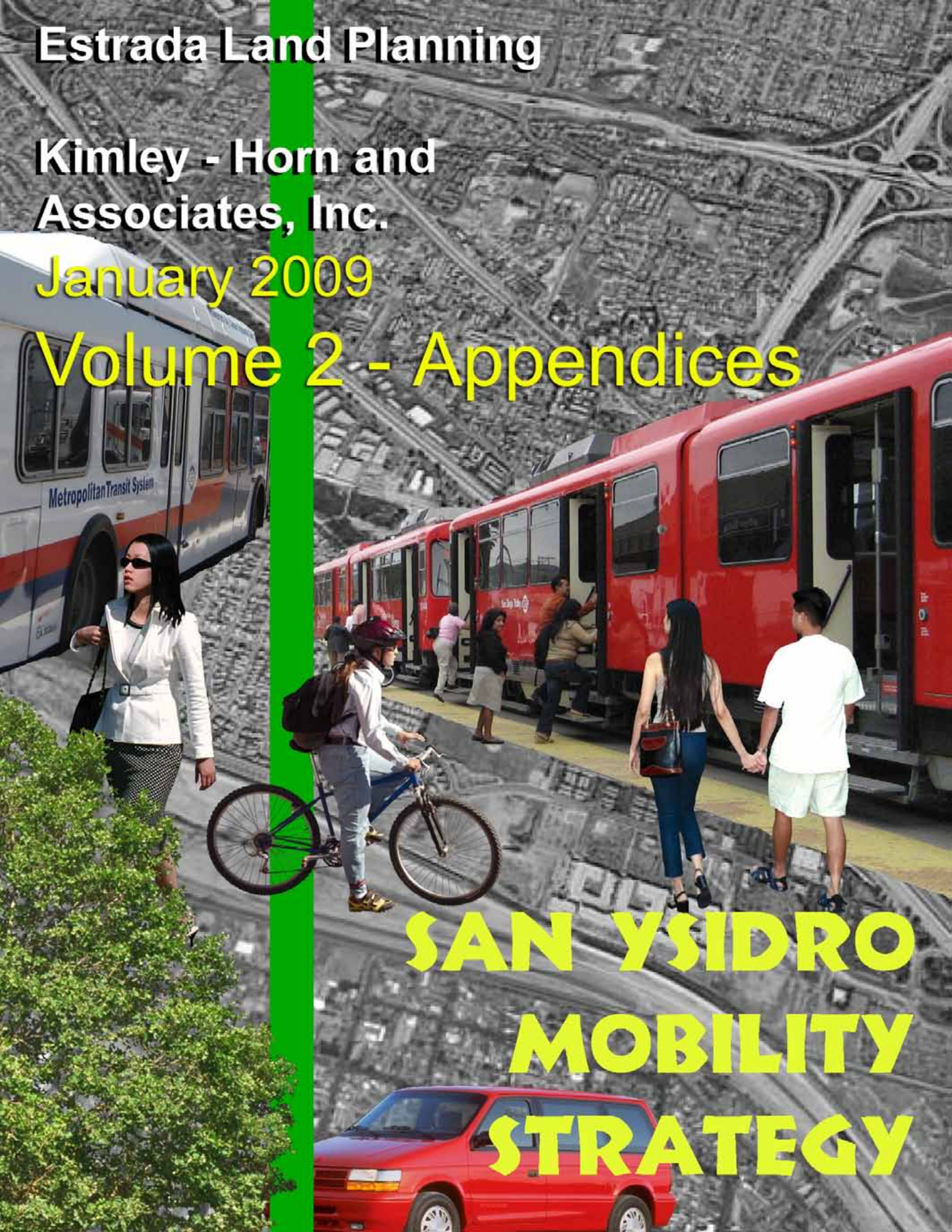
Estrada Land Planning

Kimley - Horn and Associates, Inc.

January 2009

Volume 2 - Appendices



SAN YSIDRO MOBILITY STRATEGY

Volume 2 - Appendices

San Ysidro Mobility Strategy

January 2009

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APPENDIX A

- Year 2030 Travel Forecast Plot

SANDAG
Cities/County
Series 10 Forecast
Year 2030

No Bibler Drive Extension

ADT Forecast

Functional Classifications:

- Freeway
- Prime
- Major
- Collector
- Local Collector
- Rural Collector
- Local
- Ramp
- Zone Connector
- Zone Boundary

Forecasted Volumes:

- # Adjusted Volume in Thousands
- # Unadjusted Volume in Thousands

Feet 0 677 1,354

Meters 81 244 406

SANDAG

San Diego's Regional Planning Agency

August 22, 2007

APPENDIX B

- Existing Transit Ridership Data

1-Summary By Trip - FY 2000

Company: MCS 900 Series Route: 905 Weekdays

Direction: Eastbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:10	07/12/00	WED	4	4	4	0	43
5:40	07/17/00	MON	8	8	8	0	43
6:15	07/12/00	WED	13	13	13	0	43
7:28	07/12/00	WED	41	41	39	0	43
13:50	07/18/00	TUE	15	15	15	0	43
14:25	07/14/00	FRI	10	10	9	0	43
15:42	07/14/00	FRI	11	11	10	0	43
16:50	07/14/00	FRI	22	22	20	0	43

Total Riders: 124 (AM: 54 Mid-Day: 25 PM: 33 Other: 12)

Number of Trips:	8
Average Riders Per Trip:	15.5
Average Maximum Load:	14.8
Average Seated Capacity:	43.0
Peak Load:	0.907
Peak Hour*:	7:28 - 8:27

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Westbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:40	07/12/00	WED	1	1	1	0	43
6:15	07/17/00	MON	14	14	14	0	43
6:50	07/12/00	WED	13	13	13	0	43
8:08	07/12/00	WED	18	20	19	2	43
14:40	07/18/00	TUE	7	7	6	0	43
15:05	07/14/00	FRI	10	10	10	0	43
16:14	07/14/00	FRI	13	13	13	0	43
17:20	07/14/00	FRI	11	11	11	0	43

Total Riders: 87 (AM: 45 Mid-Day: 7 PM: 34 Other: 1)

Number of Trips:	8
Average Riders Per Trip:	10.9
Average Maximum Load:	10.9
Average Seated Capacity:	43.0
Peak Load:	0.442
Peak Hour*:	8:08 - 9:07

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 211 (AM: 99 Mid-Day: 32 PM: 67 Other: 13)

Number of Trips:	16
Average Riders Per Trip:	13.2
Average Maximum Load:	12.8
Average Seated Capacity:	43.0

1-Summary By Trip - FY 2001

Company: MCS 900 Series Route: 905 Weekdays

Direction: Eastbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:50	05/30/01	WED	20	20	18	0	43
5:20	06/05/01	TUE	25	25	18	0	43
5:50	06/06/01	WED	24	24	16	0	43
6:20	05/30/01	WED	53	53	36	0	43
6:50	05/30/01	WED	55	55	42	0	43
7:20	06/05/01	TUE	45	45	25	0	43
7:50	06/06/01	WED	32	32	15	0	43
8:15	05/30/01	WED	18	18	11	0	43
8:45	05/30/01	WED	16	16	15	0	43
9:15	05/30/01	WED	14	14	8	0	43
9:45	05/30/01	WED	27	27	16	0	43
10:15	05/30/01	WED	5	5	4	0	43
10:45	05/30/01	WED	20	20	12	0	43
11:15	05/31/01	THU	7	7	5	0	43
11:45	06/07/01	THU	14	14	9	0	43
12:15	05/31/01	THU	11	11	6	0	43
12:45	06/07/01	THU	9	9	6	0	43
13:15	05/31/01	THU	6	6	4	0	43
13:45	06/07/01	THU	43	43	24	0	43
14:15	05/31/01	THU	33	33	17	0	43
14:45	05/25/01	FRI	24	24	16	0	43
15:15	06/01/01	FRI	29	29	18	0	43
15:45	06/07/01	THU	20	20	11	0	43
16:15	05/31/01	THU	20	20	8	0	43
16:45	05/25/01	FRI	32	32	14	0	43
17:15	06/01/01	FRI	15	15	14	0	43
17:45	06/07/01	THU	11	12	9	1	43
18:15	05/31/01	THU	6	6	6	0	43

Total Riders: 634 (AM: 219 Mid-Day: 213 PM: 127 Other: 75)

Number of Trips:	28
Average Riders Per Trip:	22.6
Average Maximum Load:	14.4
Average Seated Capacity:	43.0
Peak Load:	0.907
Peak Hour*:	6:20 - 7:19

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Westbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:45	05/30/01	WED	3	3	2	0	43
6:15	06/05/01	TUE	26	26	20	0	43
6:45	06/06/01	WED	17	17	13	0	43
7:15	05/30/01	WED	15	15	8	0	43
7:45	05/30/01	WED	14	14	8	0	43
8:15	06/05/01	TUE	11	11	10	0	43
8:45	05/30/01	WED	7	7	7	0	43
8:45	06/06/01	WED	6	6	5	0	43
9:15	05/30/01	WED	17	17	11	0	43
9:45	05/30/01	WED	5	5	4	0	43
10:15	05/30/01	WED	14	14	11	0	43
10:45	05/30/01	WED	10	10	10	0	43
11:15	05/30/01	WED	10	10	6	0	43
11:45	05/31/01	THU	26	26	22	0	43
12:15	06/07/01	THU	23	23	16	0	43
12:45	05/31/01	THU	23	23	16	0	43
13:15	06/07/01	THU	32	32	25	0	43
13:45	05/31/01	THU	27	27	20	0	43
14:15	05/25/01	FRI	37	37	27	0	43
14:40	06/07/01	THU	48	52	32	4	43
14:45	06/01/01	FRI	39	39	29	0	43
15:10	05/31/01	THU	49	50	43	1	43
15:40	05/25/01	FRI	40	40	30	0	43
16:10	06/01/01	FRI	55	55	38	0	43
16:40	06/07/01	THU	50	50	33	0	43
17:10	05/31/01	THU	38	41	30	3	43
17:40	05/25/01	FRI	33	33	26	0	43
18:10	06/01/01	FRI	28	28	23	0	43

Total Riders: 703 (AM: 96 Mid-Day: 311 PM: 265 Other: 31)

Number of Trips:	28
Average Riders Per Trip:	25.1
Average Maximum Load:	18.8
Average Seated Capacity:	43.0
Peak Load:	0.849
Peak Hour*:	15:10 - 16:09

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 1337 (AM: 315 Mid-Day: 524 PM: 392 Other: 106)

Number of Trips:	56
Average Riders Per Trip:	23.9
Average Maximum Load:	16.6
Average Seated Capacity:	43.0

1-Summary By Trip - FY 2002

Company: MCS 900 Series Route: 905 Weekdays

Direction: Eastbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:50	05/06/02	MON	16	16	13	0	38
5:20	05/09/02	THU	35	35	26	0	43
5:23	06/10/02	MON	2	2	2	0	43
5:50	05/16/02	THU	49	49	33	0	43
5:53	06/12/02	WED	10	10	10	0	43
6:20	05/21/02	TUE	30	30	29	0	38
6:23	06/10/02	MON	11	11	11	0	43
6:50	05/06/02	MON	57	57	40	0	38
6:53	06/12/02	WED	6	6	6	0	43
7:20	05/09/02	THU	46	46	25	0	43
7:23	06/10/02	MON	5	5	5	0	43
7:50	05/16/02	THU	41	41	31	0	43
7:53	06/12/02	WED	10	10	10	0	43
8:15	05/21/02	TUE	9	9	5	0	38
8:23	06/10/02	MON	5	5	5	0	43
8:45	05/06/02	MON	12	12	9	0	38
8:53	06/12/02	WED	8	8	8	0	43
9:15	05/21/02	TUE	10	10	9	0	38
9:45	05/06/02	MON	24	24	19	0	38
10:15	05/21/02	TUE	15	15	7	0	38
10:45	05/06/02	MON	15	15	9	0	38
11:15	05/21/02	TUE	11	11	9	0	38
11:45	05/06/02	MON	28	28	18	0	38
12:15	05/01/02	WED	21	21	13	0	43
12:45	05/02/02	THU	33	33	21	0	43
13:15	05/01/02	WED	12	12	6	0	43
13:45	05/02/02	THU	47	47	26	0	43
14:15	05/01/02	WED	38	38	19	0	43
14:45	05/23/02	THU	51	51	23	0	43
15:15	05/20/02	MON	39	39	24	0	43
15:45	05/02/02	THU	49	49	30	0	43
16:15	05/01/02	WED	38	38	20	0	43
16:45	05/23/02	THU	26	26	13	0	43
17:15	05/20/02	MON	25	25	14	0	43
17:45	05/02/02	THU	17	17	14	0	43
18:15	05/01/02	WED	12	12	7	0	43

Total Riders: 863 (AM: 240 Mid-Day: 305 PM: 194 Other: 124)

Number of Trips:	36
Average Riders Per Trip:	24.0
Average Maximum Load:	15.8
Average Seated Capacity:	41.5
Peak Load:	0.628
Peak Hour*:	15:15 - 16:14

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Westbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:45	05/06/02	MON	2	2	2	0	38
6:00	06/10/02	MON	0	0	0	0	43
6:15	05/09/02	THU	38	38	35	0	43
6:30	06/12/02	WED	58	58	58	0	43
6:45	05/16/02	THU	59	59	49	0	43
7:00	06/10/02	MON	71	71	71	0	43
7:15	05/21/02	TUE	17	17	11	0	38
7:30	06/12/02	WED	17	17	17	0	43
7:45	05/06/02	MON	55	55	47	0	38
8:00	06/10/02	MON	40	40	39	0	43
8:15	05/09/02	THU	20	20	19	0	43
8:30	06/12/02	WED	22	22	22	0	43
8:45	05/21/02	TUE	6	6	4	0	38
8:45	05/16/02	THU	28	28	27	0	43
9:00	06/10/02	MON	9	9	9	0	43
9:15	05/06/02	MON	15	15	10	0	38
9:30	06/12/02	WED	9	9	9	0	43
9:45	05/21/02	TUE	7	7	5	0	38
10:15	05/06/02	MON	15	15	13	0	38
10:45	05/21/02	TUE	9	9	6	0	38
11:15	05/06/02	MON	22	22	19	0	38
11:45	05/01/02	WED	28	28	18	0	43
12:15	05/02/02	THU	41	41	24	0	43
12:45	05/01/02	WED	25	25	16	0	43
13:15	05/02/02	THU	39	39	28	0	43
13:45	05/01/02	WED	41	41	30	0	43
14:15	05/23/02	THU	40	40	23	0	43
14:40	05/02/02	THU	42	42	21	0	43
14:45	05/20/02	MON	39	39	32	0	43
15:10	05/01/02	WED	99	99	44	0	43
15:40	05/23/02	THU	48	48	27	0	43
16:10	05/20/02	MON	45	45	29	0	43
16:40	05/02/02	THU	40	40	18	0	43
17:10	05/01/02	WED	38	38	32	0	43
17:40	05/23/02	THU	29	29	16	0	43
18:10	05/20/02	MON	28	28	11	0	43

Total Riders: 1141 (AM: 431 Mid-Day: 381 PM: 299 Other: 30)

Number of Trips: 36
Average Riders Per Trip: 31.7
Average Maximum Load: 23.4
Average Seated Capacity: 41.8
Peak Load: 1.238
Peak Hour*: 6:15 - 7:14

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 2004 (AM: 671 Mid-Day: 686 PM: 493 Other: 154)

Number of Trips: 72
Average Riders Per Trip: 27.8
Average Maximum Load: 19.6
Average Seated Capacity: 41.6

1-Summary By Trip - FY 2003

Company: MCS 900 Series Route: 905 Weekdays

Direction: Eastbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:50	02/03/03	MON	13	13	9	0	43
5:20	01/28/03	TUE	26	26	16	0	43
5:23	01/29/03	WED	15	15	15	0	43
5:50	01/28/03	TUE	33	33	22	0	43
5:53	01/29/03	WED	22	22	19	0	43
6:20	02/06/03	THU	31	31	26	0	43
6:23	01/29/03	WED	14	14	14	0	43
6:50	02/03/03	MON	68	68	51	0	43
6:53	01/29/03	WED	32	32	27	0	43
7:20	01/28/03	TUE	43	43	30	0	43
7:23	01/29/03	WED	16	16	16	0	43
7:50	01/28/03	TUE	25	25	18	0	43
7:53	01/29/03	WED	18	18	17	0	43
8:15	02/06/03	THU	13	13	9	0	43
8:23	01/29/03	WED	11	11	11	0	43
8:45	02/03/03	MON	14	14	10	0	43
8:53	01/29/03	WED	8	8	7	0	43
9:15	02/06/03	THU	28	28	22	0	43
9:45	02/03/03	MON	27	27	23	0	43
10:15	02/06/03	THU	19	19	16	0	43
10:45	02/03/03	MON	31	31	22	0	43
11:15	02/06/03	THU	20	22	18	2	43
11:45	02/03/03	MON	16	16	12	0	43
12:15	01/23/03	THU	13	13	8	0	43
12:45	01/27/03	MON	18	18	12	0	43
13:15	01/23/03	THU	19	19	15	0	43
13:45	01/27/03	MON	24	24	11	0	43
14:15	01/23/03	THU	11	14	7	3	43
14:45	01/24/03	FRI	39	39	21	0	43
15:15	01/22/03	WED	50	51	31	1	43
15:45	01/27/03	MON	25	25	14	0	43
16:15	01/23/03	THU	39	40	34	1	43
16:45	01/24/03	FRI	24	24	10	0	43
17:15	01/22/03	WED	23	27	18	4	43
17:45	01/27/03	MON	29	29	25	0	43
18:15	01/23/03	THU	7	7	5	0	43

Total Riders: 864 (AM: 293 Mid-Day: 265 PM: 190 Other: 116)

Number of Trips:	36
Average Riders Per Trip:	24.0
Average Maximum Load:	17.8
Average Seated Capacity:	43.0
Peak Load:	0.721
Peak Hour*:	6:50 - 7:49

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Westbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:45	02/03/03	MON	0	0	0	0	43
6:00	01/29/03	WED	28	28	28	0	43
6:15	01/28/03	TUE	32	32	26	0	43
6:30	01/29/03	WED	24	24	23	0	43
6:45	01/28/03	TUE	32	32	22	0	43
7:00	01/29/03	WED	23	23	23	0	43
7:15	02/06/03	THU	34	34	22	0	43
7:30	01/29/03	WED	18	18	17	0	43
7:45	02/03/03	MON	29	29	22	0	43
8:00	01/29/03	WED	27	27	27	0	43
8:15	01/28/03	TUE	28	28	27	0	43
8:30	01/29/03	WED	22	22	20	0	43
8:45	01/28/03	TUE	16	16	16	0	43
8:45	02/06/03	THU	18	18	15	0	43
9:00	01/29/03	WED	19	19	19	0	43
9:15	02/03/03	MON	17	17	13	0	43
9:30	01/29/03	WED	23	23	23	0	43
9:45	02/06/03	THU	24	24	18	0	43
10:15	02/03/03	MON	20	20	13	0	43
10:45	02/06/03	THU	7	7	6	0	43
11:15	02/03/03	MON	19	19	11	0	43
11:45	01/23/03	THU	36	36	29	0	43
12:15	01/27/03	MON	19	19	17	0	43
12:45	01/23/03	THU	27	27	21	0	43
13:15	01/27/03	MON	17	17	14	0	43
13:45	01/23/03	THU	21	21	16	0	43
14:15	01/24/03	FRI	36	36	21	0	43
14:40	01/27/03	MON	29	29	19	0	43
14:45	01/22/03	WED	18	20	14	2	43
15:10	01/23/03	THU	64	67	52	3	43
15:40	01/24/03	FRI	57	57	27	0	43
16:10	01/22/03	WED	61	63	33	2	43
16:40	01/27/03	MON	71	71	46	0	43
17:10	01/23/03	THU	61	61	29	0	43
17:40	01/24/03	FRI	35	35	23	0	43
18:10	01/22/03	WED	14	18	12	4	43

Total Riders: 1026 (AM: 331 Mid-Day: 332 PM: 349 Other: 14)

Number of Trips: 36
Average Riders Per Trip: 28.5
Average Maximum Load: 21.2
Average Seated Capacity: 43.0
Peak Load: 0.919
Peak Hour*: 15:10 - 16:09

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 1890 (AM: 624 Mid-Day: 597 PM: 539 Other: 130)

Number of Trips: 72
Average Riders Per Trip: 26.3
Average Maximum Load: 19.5
Average Seated Capacity: 43.0

1-Summary By Trip - FY 2004

Company: MCS 900 Series Route: 905 Weekdays

Direction: Eastbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:50	12/16/03	TUE	18	18	12	0	43
5:20	12/17/03	WED	20	20	11	0	43
5:23	01/20/04	TUE	1	1	1	0	43
5:50	12/16/03	TUE	32	32	20	0	43
5:53	01/20/04	TUE	5	5	5	0	43
6:20	12/15/03	MON	37	37	22	0	43
6:23	01/20/04	TUE	17	17	17	0	43
6:50	12/16/03	TUE	59	59	31	0	43
6:53	01/20/04	TUE	4	4	4	0	43
7:20	12/17/03	WED	49	49	27	0	43
7:23	01/20/04	TUE	12	12	12	0	43
7:50	12/16/03	TUE	34	34	25	0	43
7:53	01/20/04	TUE	7	7	7	0	43
8:15	12/15/03	MON	11	11	8	0	43
8:23	01/20/04	TUE	2	2	2	0	43
8:45	12/16/03	TUE	21	21	15	0	43
8:53	01/20/04	TUE	15	15	15	0	43
9:15	12/15/03	MON	22	22	14	0	43
9:45	12/16/03	TUE	21	21	15	0	43
10:15	12/15/03	MON	15	15	7	0	43
10:45	12/16/03	TUE	22	22	14	0	43
11:15	12/15/03	MON	27	27	17	0	43
11:45	12/15/03	MON	22	22	14	0	43
12:15	12/16/03	TUE	31	31	23	0	43
12:45	12/15/03	MON	29	29	15	0	43
13:15	12/16/03	TUE	21	21	11	0	43
13:45	12/15/03	MON	41	41	16	0	43
14:15	12/16/03	TUE	37	37	18	0	43
14:45	01/20/04	TUE	25	25	14	0	38
15:15	01/20/04	TUE	32	32	21	0	37
15:45	12/15/03	MON	33	33	19	0	43
16:15	12/16/03	TUE	36	36	26	0	43
16:45	01/20/04	TUE	30	30	19	0	38
17:15	01/20/04	TUE	20	20	16	0	37
17:45	12/15/03	MON	3	3	2	0	43
18:15	12/16/03	TUE	6	6	6	0	43

Total Riders: 817 (AM: 268 Mid-Day: 313 PM: 154 Other: 82)

Number of Trips:	36
Average Riders Per Trip:	22.7
Average Maximum Load:	14.5
Average Seated Capacity:	42.4
Peak Load:	0.556
Peak Hour*:	16:15 - 17:14

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Westbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:52	01/20/04	TUE	5	5	5	0	43
5:22	01/20/04	TUE	14	14	14	0	43
5:45	12/16/03	TUE	10	10	4	0	43
6:00	01/20/04	TUE	27	27	27	0	43
6:15	12/17/03	WED	34	34	30	0	43
6:30	01/20/04	TUE	19	19	18	0	43
6:45	12/16/03	TUE	25	25	15	0	43
7:00	01/20/04	TUE	33	33	33	0	43
7:15	12/15/03	MON	39	39	27	0	43
7:30	01/20/04	TUE	14	14	14	0	43
7:45	12/16/03	TUE	18	18	10	0	43
8:00	01/20/04	TUE	9	9	9	0	43
8:15	12/17/03	WED	21	21	19	0	43
8:30	01/20/04	TUE	12	12	12	0	43
8:45	12/16/03	TUE	17	17	17	0	43
8:45	12/15/03	MON	11	11	7	0	43
9:00	01/20/04	TUE	6	6	6	0	43
9:15	12/16/03	TUE	9	9	8	0	43
9:30	01/20/04	TUE	11	11	9	0	43
9:45	12/15/03	MON	36	36	27	0	43
10:15	12/16/03	TUE	17	17	15	0	43
10:45	12/15/03	MON	24	24	20	0	43
11:15	12/16/03	TUE	16	16	12	0	43
11:45	12/15/03	MON	28	28	15	0	43
12:15	12/15/03	MON	15	15	12	0	43
12:45	12/16/03	TUE	23	23	14	0	43
13:15	12/15/03	MON	20	20	11	0	43
13:45	12/16/03	TUE	36	36	24	0	43
14:15	01/20/04	TUE	46	46	39	0	38
14:40	12/15/03	MON	66	66	34	0	43
14:45	01/20/04	TUE	34	34	22	0	37
15:10	12/16/03	TUE	37	37	26	0	43
15:40	01/20/04	TUE	60	60	29	0	38
16:10	01/20/04	TUE	34	34	14	0	37
16:40	12/15/03	MON	59	59	22	0	43
17:10	12/16/03	TUE	28	28	14	0	43
17:40	01/20/04	TUE	30	30	23	0	38
18:10	01/20/04	TUE	10	10	5	0	37

Total Riders: 953 (AM: 279 Mid-Day: 387 PM: 248 Other: 39)

Number of Trips: 38
Average Riders Per Trip: 25.1
Average Maximum Load: 17.4
Average Seated Capacity: 42.1
Peak Load: 0.782
Peak Hour*: 13:45 - 14:44

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 1770 (AM: 547 Mid-Day: 700 PM: 402 Other: 121)

Number of Trips: 74
Average Riders Per Trip: 23.9
Average Maximum Load: 16.0
Average Seated Capacity: 42.3

1-Summary By Trip - FY 2005

Company: MCS 900 Series Route: 905 Weekdays

Direction: Eastbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:50	11/29/04	MON	40	40	33	0	43
5:20	12/01/04	WED	23	23	15	0	43
5:23	12/01/04	WED	6	6	6	0	43
5:50	12/02/04	THU	36	36	26	0	43
5:53	11/22/04	MON	12	12	12	0	38
6:20	12/02/04	THU	28	28	20	0	43
6:23	12/01/04	WED	17	17	17	0	43
6:50	11/29/04	MON	54	54	36	0	43
6:53	11/22/04	MON	14	14	14	0	38
7:20	12/01/04	WED	34	34	18	0	43
7:23	12/01/04	WED	16	16	16	0	43
7:50	12/02/04	THU	29	29	15	0	43
7:53	11/22/04	MON	6	6	6	0	38
8:15	12/02/04	THU	29	29	22	0	43
8:23	12/01/04	WED	2	2	2	0	43
8:45	11/29/04	MON	14	14	9	0	43
8:53	11/22/04	MON	13	13	13	0	38
9:15	12/02/04	THU	13	13	10	0	43
9:45	11/29/04	MON	17	17	10	0	43
10:15	11/23/04	TUE	21	21	11	0	43
10:45	11/29/04	MON	16	16	9	0	43
11:15	11/30/04	TUE	19	19	9	0	43
11:45	11/30/04	TUE	45	45	31	0	38
12:15	11/30/04	TUE	28	28	15	0	43
12:45	11/30/04	TUE	27	27	20	0	38
13:15	11/30/04	TUE	24	24	14	0	43
13:45	11/30/04	TUE	41	41	22	0	38
14:15	11/30/04	TUE	34	34	18	0	43
14:45	12/03/04	FRI	47	47	26	0	37
15:15	12/02/04	THU	56	56	38	0	43
15:45	11/30/04	TUE	43	43	31	0	38
16:15	11/30/04	TUE	20	20	13	0	43
16:45	12/03/04	FRI	46	46	29	0	37
17:15	12/02/04	THU	21	21	11	0	43
17:45	11/30/04	TUE	29	29	18	0	38
18:15	11/30/04	TUE	16	16	8	0	43

Total Riders: 936 (AM: 256 Mid-Day: 332 PM: 215 Other: 133)

Number of Trips:	36
Average Riders Per Trip:	26.0
Average Maximum Load:	17.3
Average Seated Capacity:	41.4
Peak Load:	0.852
Peak Hour*:	15:15 - 16:14

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Westbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:52	12/01/04	WED	9	9	9	0	43
5:22	11/22/04	MON	25	25	25	0	38
5:45	11/29/04	MON	25	25	23	0	43
6:00	12/01/04	WED	13	13	13	0	43
6:15	12/01/04	WED	29	29	16	0	43
6:30	11/22/04	MON	25	25	25	0	38
6:45	12/02/04	THU	19	19	10	0	43
7:00	12/01/04	WED	29	29	29	0	43
7:15	12/02/04	THU	31	31	21	0	43
7:30	11/22/04	MON	20	20	20	0	38
7:45	11/29/04	MON	34	34	24	0	43
8:00	12/01/04	WED	25	25	25	0	43
8:15	12/01/04	WED	15	15	15	0	43
8:30	11/22/04	MON	23	23	23	0	38
8:45	12/02/04	THU	12	12	12	0	43
8:45	12/02/04	THU	13	13	8	0	43
9:00	12/01/04	WED	10	10	10	0	43
9:15	11/29/04	MON	22	22	16	0	43
9:30	11/22/04	MON	18	18	17	0	38
9:45	12/02/04	THU	9	9	4	0	43
10:15	11/29/04	MON	14	14	12	0	43
10:45	11/30/04	TUE	21	21	17	0	43
11:15	11/29/04	MON	16	16	11	0	43
11:45	11/30/04	TUE	10	10	7	0	43
12:15	11/30/04	TUE	33	33	19	0	38
12:45	11/30/04	TUE	30	30	22	0	43
13:15	11/30/04	TUE	17	17	14	0	38
13:45	11/30/04	TUE	29	29	15	0	43
14:15	12/03/04	FRI	65	65	39	0	37
14:40	11/30/04	TUE	91	91	48	0	38
14:45	12/02/04	THU	31	31	16	0	43
15:10	11/30/04	TUE	50	50	31	0	43
15:40	12/03/04	FRI	80	80	43	0	37
16:10	12/02/04	THU	53	53	28	0	43
16:40	11/30/04	TUE	51	51	31	0	38
17:10	11/30/04	TUE	33	33	16	0	43
17:40	12/03/04	FRI	47	47	25	0	37
18:10	12/02/04	THU	19	19	13	0	43

Total Riders: 1096 (AM: 288 Mid-Day: 416 PM: 314 Other: 78)

Number of Trips: 38
Average Riders Per Trip: 28.8
Average Maximum Load: 19.8
Average Seated Capacity: 41.3
Peak Load: 0.925
Peak Hour*: 15:10 - 16:09

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 2032 (AM: 544 Mid-Day: 748 PM: 529 Other: 211)

Number of Trips: 74
Average Riders Per Trip: 27.5
Average Maximum Load: 18.6
Average Seated Capacity: 41.4

1-Summary By Trip - FY 2006

Company: MCS 900 Series Route: 905 Weekdays

Direction: Eastbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:50	11/14/05	MON	22	22	16	0	38
4:57	11/15/05	TUE	4	4	3	0	43
5:20	11/16/05	WED	26	26	20	0	43
5:23	11/16/05	WED	8	8	8	0	43
5:50	11/14/05	MON	29	29	16	0	43
5:53	11/15/05	TUE	11	11	11	0	43
6:20	11/15/05	TUE	42	42	22	0	38
6:23	11/16/05	WED	21	21	21	0	43
6:50	11/14/05	MON	54	54	26	0	38
6:53	11/15/05	TUE	18	18	18	0	43
7:20	11/16/05	WED	46	46	25	0	43
7:23	11/16/05	WED	21	21	20	0	43
7:50	11/14/05	MON	34	34	12	0	43
7:53	11/15/05	TUE	5	5	5	0	43
8:15	11/15/05	TUE	13	13	8	0	38
8:23	11/16/05	WED	4	4	4	0	43
8:45	11/14/05	MON	43	43	28	0	38
8:53	11/15/05	TUE	20	20	18	0	43
9:15	11/15/05	TUE	18	18	13	0	38
9:45	11/14/05	MON	22	22	18	0	38
10:15	11/15/05	TUE	25	25	16	0	38
10:45	11/14/05	MON	21	21	14	0	38
11:15	11/15/05	TUE	30	30	20	0	38
11:45	11/14/05	MON	17	17	14	0	38
12:15	11/15/05	TUE	28	28	18	0	38
12:45	11/15/05	TUE	29	29	15	0	37
13:15	11/15/05	TUE	18	18	11	0	38
13:45	11/15/05	TUE	49	49	29	0	37
14:15	11/15/05	TUE	42	42	16	0	38
14:45	11/15/05	TUE	48	48	23	0	43
15:15	11/14/05	MON	50	50	27	0	43
15:45	11/15/05	TUE	55	55	41	0	37
16:15	12/07/05	WED	59	65	29	6	38
16:45	11/15/05	TUE	44	44	18	0	43
17:15	11/14/05	MON	34	34	19	0	43
17:45	11/15/05	TUE	27	27	18	0	37
18:15	12/07/05	WED	15	15	9	0	38
18:45	11/15/05	TUE	21	21	15	0	43

Total Riders: 1073 (AM: 321 Mid-Day: 347 PM: 269 Other: 136)

Number of Trips:	38
Average Riders Per Trip:	28.2
Average Maximum Load:	17.5
Average Seated Capacity:	40.3
Peak Load:	0.933
Peak Hour*:	15:45 - 16:44

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Westbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:52	11/16/05	WED	8	8	8	0	43
5:22	11/15/05	TUE	21	21	21	0	43
5:45	11/14/05	MON	22	22	17	0	38
6:00	11/16/05	WED	29	29	29	0	43
6:15	11/16/05	WED	22	22	19	0	43
6:30	11/15/05	TUE	32	32	32	0	43
6:45	11/14/05	MON	39	39	28	0	43
7:00	11/16/05	WED	33	33	33	0	43
7:15	11/15/05	TUE	33	33	20	0	38
7:30	11/15/05	TUE	38	38	38	0	43
7:45	11/14/05	MON	34	34	23	0	38
8:00	11/16/05	WED	14	14	14	0	43
8:15	11/16/05	WED	14	14	12	0	43
8:30	11/15/05	TUE	24	24	24	0	43
8:45	11/14/05	MON	18	18	17	0	43
8:45	11/15/05	TUE	9	9	7	0	38
9:00	11/16/05	WED	10	10	10	0	43
9:15	11/14/05	MON	18	18	17	0	38
9:30	11/15/05	TUE	18	18	16	0	43
9:45	11/15/05	TUE	23	23	17	0	38
10:15	11/14/05	MON	18	18	13	0	38
10:45	11/15/05	TUE	24	24	17	0	38
11:15	11/14/05	MON	26	26	17	0	38
11:45	11/15/05	TUE	38	38	29	0	38
12:15	11/15/05	TUE	26	26	16	0	37
12:45	11/15/05	TUE	38	38	25	0	38
13:15	11/15/05	TUE	38	38	29	0	37
13:45	11/15/05	TUE	38	38	25	0	38
14:15	11/15/05	TUE	20	20	15	0	43
14:40	11/15/05	TUE	53	53	32	0	37
14:45	11/14/05	MON	31	31	23	0	43
15:10	12/07/05	WED	71	71	43	0	38
15:40	11/15/05	TUE	68	68	29	0	43
16:10	11/14/05	MON	51	51	27	0	43
16:40	11/15/05	TUE	64	64	30	0	37
17:05	12/07/05	WED	51	51	28	0	38
17:40	11/15/05	TUE	20	20	11	0	43
18:10	11/14/05	MON	16	16	8	0	43
18:40	11/15/05	TUE	2	2	2	0	37

Total Riders: 1152 (AM: 339 Mid-Day: 419 PM: 325 Other: 69)

Number of Trips:	39
Average Riders Per Trip:	29.5
Average Maximum Load:	21.1
Average Seated Capacity:	40.4
Peak Load:	0.889
Peak Hour*:	15:10 - 16:09

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 2225 (AM: 660 Mid-Day: 766 PM: 594 Other: 205)

Number of Trips:	77
Average Riders Per Trip:	28.9
Average Maximum Load:	19.3
Average Seated Capacity:	40.4

1-Summary By Trip - FY 1995

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:43	05/25/95	THU	24	24	18	0	51
5:00	04/27/95	THU	22	22	18	0	44
5:25	05/09/95	TUE	81	81	58	0	44
5:45	05/04/95	THU	5	5	5	0	51
5:55	05/05/95	FRI	33	33	28	0	44
6:10	05/12/95	FRI	30	30	22	0	51
6:15	05/04/95	THU	6	6	5	0	51
6:25	05/03/95	WED	44	44	38	0	44
6:40	05/02/95	TUE	50	50	34	0	51
6:52	05/04/95	THU	8	8	7	0	51
6:55	05/10/95	WED	40	40	23	0	44
7:10	05/25/95	THU	33	33	18	0	51
7:22	05/04/95	THU	5	5	5	0	51
7:25	04/27/95	THU	39	39	28	0	44
7:46	05/09/95	TUE	43	43	18	0	44
8:00	05/04/95	THU	6	6	6	0	51
8:16	05/05/95	FRI	39	39	27	0	44
8:30	05/04/95	THU	5	5	5	0	51
8:46	05/03/95	WED	44	44	20	0	44
9:16	05/10/95	WED	46	46	21	0	44
9:46	04/27/95	THU	32	32	15	0	44
10:16	05/09/95	TUE	44	44	16	0	44
10:46	05/05/95	FRI	30	30	13	0	44
11:16	05/03/95	WED	32	32	14	0	44
11:46	05/10/95	WED	45	45	18	0	44
12:16	04/26/95	WED	56	56	24	0	51
12:36	05/04/95	THU	28	28	20	0	44
13:06	05/05/95	FRI	47	47	31	0	44
13:21	04/27/95	THU	10	10	6	0	51
13:36	05/03/95	WED	41	41	15	0	44
13:51	05/24/95	WED	31	31	18	0	51
14:06	05/10/95	WED	48	48	27	0	44
14:21	05/10/95	WED	85	85	52	0	51
14:36	04/26/95	WED	42	42	22	0	51
14:51	04/26/95	WED	37	37	24	0	51
15:08	05/04/95	THU	45	45	19	0	44
15:30	05/30/95	TUE	41	41	26	0	51
15:42	05/18/95	THU	23	23	10	0	51
15:50	05/24/95	WED	22	22	16	0	51
15:52	04/27/95	THU	23	23	17	0	51
16:12	05/11/95	THU	42	42	25	0	44
16:27	05/10/95	WED	11	11	11	0	51
16:42	05/23/95	TUE	42	42	20	0	51
16:50	04/26/95	WED	33	33	31	0	51
17:14	04/26/95	WED	61	61	45	0	51
17:18	05/24/95	WED	4	4	4	0	51
17:44	05/04/95	THU	57	57	26	0	44
18:14	05/18/95	THU	39	39	19	0	51
18:44	05/17/95	WED	42	42	28	0	44
19:12	05/22/95	MON	27	27	14	0	51
19:42	04/26/95	WED	29	29	12	0	51
20:12	05/04/95	THU	24	24	10	0	44
20:42	05/18/95	THU	20	20	11	0	51
21:05	05/17/95	WED	8	8	5	0	44
21:35	05/22/95	MON	14	14	8	0	51

22:27	05/18/95	THU	4	4	4	0	51
22:57	05/17/95	WED	9	9	7	0	44
23:57	05/18/95	THU	6	6	5	0	51
24:27	05/17/95	WED	1	1	1	0	44

Total Riders: 1838 (AM: 392 Mid-Day: 654 PM: 404 Other: 388)

Number of Trips:	59
Average Riders Per Trip:	31.2
Average Maximum Load:	18.5
Average Seated Capacity:	47.8
Peak Load:	0.676
Peak Hour*:	4:43 - 5:42

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:05	05/04/95	THU	11	11	11	0	51
5:15	05/03/95	WED	22	22	11	0	44
5:30	05/04/95	THU	16	16	16	0	51
5:40	05/10/95	WED	26	26	15	0	44
5:56	05/25/95	THU	40	40	27	0	51
6:06	04/27/95	THU	27	27	22	0	44
6:16	05/04/95	THU	21	21	21	0	51
6:36	05/09/95	TUE	27	27	17	0	44
6:46	05/04/95	THU	13	13	13	0	51
7:06	05/05/95	FRI	45	45	25	0	44
7:16	05/12/95	FRI	14	14	6	0	51
7:26	05/04/95	THU	9	9	7	0	51
7:36	05/03/95	WED	26	26	18	0	44
7:46	05/02/95	TUE	20	20	10	0	51
7:56	05/04/95	THU	9	9	9	0	51
8:06	05/10/95	WED	30	30	15	0	44
8:21	05/25/95	THU	16	16	15	0	51
8:36	04/27/95	THU	37	37	23	0	44
8:56	05/09/95	TUE	31	31	16	0	44
9:26	05/05/95	FRI	26	26	19	0	44
9:56	05/03/95	WED	39	39	15	0	44
10:26	05/10/95	WED	32	32	16	0	44
10:56	04/27/95	THU	40	40	19	0	44
11:26	05/09/95	TUE	37	37	18	0	44
11:54	05/05/95	FRI	23	23	15	0	44
12:24	05/03/95	WED	38	38	20	0	44
12:54	05/10/95	WED	34	34	17	0	44
13:24	04/26/95	WED	56	56	28	0	51
13:48	05/04/95	THU	73	73	29	0	44
14:18	05/05/95	FRI	65	65	32	0	44
14:33	04/27/95	THU	87	87	51	0	51
14:48	05/11/95	THU	53	53	28	0	44
15:07	05/24/95	WED	10	10	7	0	51
15:22	05/23/95	TUE	59	59	41	0	51
15:37	05/10/95	WED	12	12	10	0	51
15:52	04/26/95	WED	67	67	28	0	51
16:07	04/26/95	WED	15	15	14	0	51
16:22	05/04/95	THU	43	43	21	0	44
16:37	05/24/95	WED	12	12	11	0	51
16:52	05/18/95	THU	43	43	27	0	51
17:02	05/30/95	TUE	12	12	9	0	51
17:08	04/27/95	THU	34	34	20	0	51
17:16	05/10/95	WED	11	11	8	0	51
17:30	05/17/95	WED	34	34	26	0	44
17:40	04/26/95	WED	5	5	5	0	51
18:00	05/22/95	MON	42	42	23	0	51
18:10	05/24/95	WED	6	6	4	0	51
18:25	04/26/95	WED	33	33	22	0	51
18:55	05/04/95	THU	28	28	21	0	44
19:25	05/18/95	THU	25	25	17	0	51
19:55	05/17/95	WED	25	25	14	0	44
20:25	05/22/95	MON	20	20	18	0	51
20:55	04/26/95	WED	21	21	10	0	51
21:25	05/04/95	THU	20	20	10	0	44
21:51	05/18/95	THU	22	22	18	0	51
22:21	05/17/95	WED	8	8	8	0	44
23:01	05/22/95	MON	19	19	11	0	51
23:21	05/18/95	THU	10	10	8	0	51
23:51	05/17/95	WED	2	2	2	0	44

24:35	05/18/95	THU	20	20	17	0	51
25:05	05/17/95	WED	8	8	8	0	44

Total Riders: 1709 (AM: 325 Mid-Day: 603 PM: 357 Other: 424)

Number of Trips:	61
Average Riders Per Trip:	28.0
Average Maximum Load:	17.1
Average Seated Capacity:	47.8
Peak Load:	0.806
Peak Hour*:	13:48 - 14:47

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 3547 (AM: 717 Mid-Day: 1257 PM: 761 Other: 812)

Number of Trips:	120
Average Riders Per Trip:	29.6
Average Maximum Load:	17.8
Average Seated Capacity:	47.8

1-Summary By Trip - FY 1996

Company: MCS 900 Series Route: 901 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:28	03/14/96	THU	3	3	3	0	43
4:45	04/10/96	WED	33	33	24	0	43
5:05	03/11/96	MON	45	45	32	0	43
5:25	03/06/96	WED	40	40	31	0	43
5:45	03/08/96	FRI	0	0	0	0	43
5:55	03/05/96	TUE	33	33	18	0	43
6:10	03/21/96	THU	31	31	25	0	43
6:15	03/13/96	WED	2	2	2	0	43
6:25	03/08/96	FRI	47	47	39	0	43
6:40	03/26/96	TUE	48	48	37	0	43
6:52	03/08/96	FRI	12	12	10	0	43
6:55	03/22/96	FRI	51	51	33	0	43
7:10	04/10/96	WED	42	42	29	0	43
7:22	03/13/96	WED	3	3	2	0	43
7:25	03/11/96	MON	45	45	22	0	43
7:46	03/06/96	WED	47	47	26	0	43
8:00	03/08/96	FRI	2	2	2	0	43
8:16	03/05/96	TUE	36	36	18	0	43
8:30	03/13/96	WED	9	9	8	0	43
8:46	03/08/96	FRI	40	40	23	0	43
9:16	03/22/96	FRI	49	49	28	0	43
9:46	03/11/96	MON	55	55	29	0	43
10:16	03/06/96	WED	51	51	27	0	43
10:46	03/05/96	TUE	35	35	20	0	43
11:16	03/08/96	FRI	60	60	41	0	43
11:46	03/22/96	FRI	56	56	31	0	43
12:16	03/13/96	WED	34	34	15	0	43
12:36	03/06/96	WED	55	55	37	0	43
13:06	03/05/96	TUE	46	46	20	0	43
13:21	03/18/96	MON	37	37	14	0	43
13:36	03/13/96	WED	42	42	23	0	43
13:51	03/08/96	FRI	83	83	48	0	43
14:06	03/22/96	FRI	49	49	24	0	43
14:16	04/08/96	MON	15	15	9	0	43
14:26	03/14/96	THU	54	54	32	0	43
14:36	03/13/96	WED	42	42	28	0	43
14:51	04/04/96	THU	30	30	20	0	43
15:08	03/14/96	THU	75	75	37	0	43
15:19	03/19/96	TUE	26	26	22	0	43
15:30	03/04/96	MON	34	34	20	0	43
15:42	03/05/96	TUE	54	54	30	0	43
15:52	03/18/96	MON	43	43	28	0	43
16:12	03/13/96	WED	36	36	15	0	43
16:27	03/14/96	THU	11	11	9	0	43
16:42	03/15/96	FRI	43	43	22	0	43
16:52	03/21/96	THU	17	17	15	0	43
17:14	03/13/96	WED	30	30	16	0	43
17:25	03/19/96	TUE	15	15	13	0	43
17:44	03/14/96	THU	41	41	23	0	43
18:14	03/13/96	WED	30	30	20	0	43
18:44	03/14/96	THU	25	25	16	0	43
19:12	03/22/96	FRI	29	29	15	0	43
19:42	03/13/96	WED	29	29	17	0	43
20:12	03/14/96	THU	23	23	12	0	43
20:42	03/12/96	TUE	19	19	8	0	43

21:07	03/14/96	THU	19	19	12	0	43
21:37	03/22/96	FRI	22	22	13	0	43
22:28	03/12/96	TUE	5	5	5	0	43
22:58	03/14/96	THU	3	3	3	0	43
23:58	03/12/96	TUE	6	6	6	0	43

Total Riders: 1997 (AM: 415 Mid-Day: 793 PM: 425 Other: 364)

Number of Trips:	60
Average Riders Per Trip:	33.3
Average Maximum Load:	20.1
Average Seated Capacity:	43.0
Peak Load:	0.837
Peak Hour*:	11:16 - 12:15

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:41	03/12/96	TUE	5	5	5	0	43
1:11	03/14/96	THU	3	3	3	0	43
5:05	03/08/96	FRI	13	13	12	0	43
5:17	03/08/96	FRI	27	27	18	0	43
5:30	03/13/96	WED	10	10	10	0	43
5:40	03/22/96	FRI	47	47	25	0	43
5:56	04/10/96	WED	50	50	37	0	43
6:06	03/11/96	MON	39	39	23	0	43
6:16	03/08/96	FRI	15	15	14	0	43
6:36	03/06/96	WED	58	58	39	0	43
6:46	03/13/96	WED	9	9	9	0	43
7:06	03/05/96	TUE	39	39	16	0	43
7:16	03/21/96	THU	22	22	10	0	43
7:26	03/08/96	FRI	22	22	16	0	43
7:36	03/08/96	FRI	40	40	21	0	43
7:46	03/26/96	TUE	27	27	14	0	43
7:56	03/13/96	WED	14	14	11	0	43
8:06	03/22/96	FRI	47	47	20	0	43
8:21	04/10/96	WED	32	32	18	0	43
8:36	03/11/96	MON	47	47	23	0	43
8:56	03/06/96	WED	36	36	28	0	43
9:26	03/05/96	TUE	36	36	15	0	43
9:56	03/08/96	FRI	49	49	35	0	43
10:26	03/22/96	FRI	54	54	33	0	43
10:56	03/11/96	MON	44	44	28	0	43
11:26	03/06/96	WED	50	50	24	0	43
11:54	03/05/96	TUE	37	37	15	0	43
12:24	03/13/96	WED	39	39	22	0	43
12:54	03/15/96	FRI	72	72	40	0	43
13:24	03/13/96	WED	59	59	38	0	43
13:48	03/06/96	WED	98	98	57	0	43
14:03	03/04/96	MON	32	32	12	0	43
14:18	03/05/96	TUE	53	53	28	0	43
14:33	03/18/96	MON	57	57	36	0	43
14:48	03/13/96	WED	42	42	22	0	43
15:07	03/08/96	FRI	42	42	25	0	43
15:22	03/15/96	FRI	27	27	12	0	43
15:37	03/14/96	THU	12	12	9	0	43
15:42	03/14/96	THU	48	48	30	0	43
15:52	04/08/96	MON	23	23	12	0	43
16:07	04/04/96	THU	16	16	11	0	43
16:22	03/14/96	THU	46	46	27	0	43
16:37	03/19/96	TUE	6	6	5	0	43
16:55	03/05/96	TUE	58	58	28	0	43
17:02	03/04/96	MON	23	23	22	0	43
17:08	03/18/96	MON	10	10	6	0	43
17:16	03/14/96	THU	5	5	4	0	43
17:30	03/13/96	WED	32	32	18	0	43
17:40	04/04/96	THU	14	14	11	0	43
18:00	03/22/96	FRI	34	34	19	0	43
18:10	03/19/96	TUE	5	5	4	0	43
18:25	03/13/96	WED	19	19	11	0	43
18:55	03/14/96	THU	24	24	16	0	43
19:25	03/13/96	WED	16	16	8	0	43
19:55	03/14/96	THU	20	20	15	0	43
20:25	03/22/96	FRI	22	22	12	0	43
20:55	03/13/96	WED	15	15	8	0	43
21:25	03/14/96	THU	28	28	20	0	43
21:51	03/12/96	TUE	15	15	13	0	43

22:21	03/14/96	THU	18	18	16	0	43
23:01	03/22/96	FRI	22	22	19	0	43
23:21	03/12/96	TUE	0	0	0	0	43
23:51	03/14/96	THU	4	4	4	0	43

Total Riders: 1928 (AM: 447 Mid-Day: 722 PM: 362 Other: 397)

Number of Trips:	63
Average Riders Per Trip:	30.6
Average Maximum Load:	18.4
Average Seated Capacity:	43.0
Peak Load:	1.047
Peak Hour*:	12:54 - 13:53

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 3925 (AM: 862 Mid-Day: 1515 PM: 787 Other: 761)

Number of Trips:	123
Average Riders Per Trip:	31.9
Average Maximum Load:	19.3
Average Seated Capacity:	43.0

1-Summary By Trip - FY 1997

Company: MCS 900 Series Route: 929 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:03	08/07/96	WED	23	23	15	0	43
5:33	08/23/96	FRI	62	62	23	0	43
6:03	08/08/96	THU	63	63	34	0	43
6:33	08/21/96	WED	77	77	43	0	43
7:05	08/30/96	FRI	90	90	44	0	43
7:35	08/06/96	TUE	84	84	30	0	43
8:05	08/07/96	WED	82	82	42	0	43
8:35	08/23/96	FRI	80	80	26	0	43
9:05	08/08/96	THU	113	113	34	0	43
9:35	08/21/96	WED	101	101	39	0	43
10:05	08/30/96	FRI	104	104	34	0	43
10:35	08/06/96	TUE	119	119	50	0	43
11:05	08/07/96	WED	92	92	31	0	43
11:35	08/23/96	FRI	84	84	28	0	43
12:05	09/04/96	WED	133	133	49	0	43
12:35	08/23/96	FRI	91	91	36	0	43
12:55	08/16/96	FRI	87	87	39	0	43
13:15	09/27/96	FRI	37	37	15	0	43
13:45	08/06/96	TUE	123	123	53	0	43
14:15	08/05/96	MON	116	116	55	0	43
14:45	08/22/96	THU	115	115	39	0	43
15:15	09/12/96	THU	63	63	19	0	43
15:45	08/23/96	FRI	81	81	33	0	43
16:15	08/16/96	FRI	78	78	28	0	43
16:45	09/27/96	FRI	88	88	28	0	43
17:15	08/06/96	TUE	59	59	29	0	43
17:45	08/05/96	MON	39	39	12	0	43
18:18	08/22/96	THU	31	31	11	0	43
18:48	08/08/96	THU	24	24	10	0	43
19:25	08/21/96	WED	46	46	22	0	43
20:25	08/14/96	WED	33	33	18	0	43
21:25	08/08/96	THU	26	26	11	0	43
22:25	08/21/96	WED	14	14	8	0	43
23:25	08/14/96	WED	3	3	3	0	43

Total Riders: 2461 (AM: 476 Mid-Day: 1315 PM: 408 Other: 262)

Number of Trips:	34
Average Riders Per Trip:	72.4
Average Maximum Load:	29.1
Average Seated Capacity:	43.0
Peak Load:	1.256
Peak Hour*:	13:45 - 14:44

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:48	08/14/96	WED	10	10	6	0	43
5:10	08/21/96	WED	24	24	13	0	43
5:40	08/30/96	FRI	26	26	11	0	43
6:10	08/06/96	TUE	47	47	29	0	43
6:40	08/07/96	WED	90	90	57	0	43
7:07	08/23/96	FRI	46	46	24	0	43
7:37	08/08/96	THU	77	77	38	0	43
8:07	08/21/96	WED	86	86	32	0	43
8:37	08/30/96	FRI	73	73	30	0	43
9:02	08/06/96	TUE	87	87	37	0	43
9:32	08/07/96	WED	129	129	46	0	43
10:02	08/23/96	FRI	60	60	25	0	43
10:32	08/08/96	THU	156	156	60	0	43
11:02	08/23/96	FRI	82	82	26	0	43
11:35	09/27/96	FRI	108	108	41	0	43
12:05	08/06/96	TUE	135	135	50	0	43
12:35	08/05/96	MON	153	153	46	0	43
13:05	08/23/96	FRI	66	66	32	0	43
13:35	09/12/96	THU	68	68	22	0	43
14:05	08/23/96	FRI	112	112	39	0	43
14:35	08/16/96	FRI	99	99	40	0	43
15:05	09/27/96	FRI	130	130	39	0	43
15:35	08/06/96	TUE	131	131	42	0	43
16:05	08/05/96	MON	57	57	27	0	43
16:40	08/22/96	THU	85	85	36	0	43
17:10	08/08/96	THU	71	71	35	0	43
17:45	09/04/96	WED	60	60	23	0	43
18:20	10/22/96	TUE	44	44	22	0	43
18:50	08/14/96	WED	33	33	15	0	43
19:38	08/22/96	THU	60	60	29	0	43
20:08	08/08/96	THU	16	16	7	0	43
21:08	08/21/96	WED	30	30	12	0	43
22:08	08/14/96	WED	25	25	18	0	43
22:48	08/08/96	THU	33	33	14	0	43
23:48	08/21/96	WED	21	21	11	0	43

Total Riders: 2530 (AM: 419 Mid-Day: 1255 PM: 534 Other: 322)

Number of Trips: 35
Average Riders Per Trip: 72.3
Average Maximum Load: 29.5
Average Seated Capacity: 43.0
Peak Load: 1.116
Peak Hour*: 12:05 - 13:04

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 4991 (AM: 895 Mid-Day: 2570 PM: 942 Other: 584)

Number of Trips: 69
Average Riders Per Trip: 72.3
Average Maximum Load: 29.3
Average Seated Capacity: 43.0

1-Summary By Trip - FY 1998

Company: MCS 900 Series Route: 929 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:03	04/23/98	THU	27	27	21	0	43
5:33	04/16/98	THU	49	49	32	0	43
6:03	05/01/98	FRI	93	93	40	0	43
6:33	04/29/98	WED	65	65	27	0	43
7:05	04/30/98	THU	82	82	34	0	43
7:35	04/27/98	MON	82	82	36	0	43
7:50	04/21/98	TUE	33	33	15	0	43
8:05	04/23/98	THU	64	64	22	0	43
8:35	04/16/98	THU	79	79	38	0	43
9:05	05/01/98	FRI	94	94	43	0	43
9:35	04/29/98	WED	99	99	44	0	43
10:05	04/30/98	THU	106	106	45	0	43
10:35	04/27/98	MON	136	136	57	0	43
11:05	04/22/98	WED	101	101	52	0	43
11:20	04/21/98	TUE	54	54	28	0	43
11:35	04/16/98	THU	63	63	23	0	43
12:05	04/28/98	TUE	162	162	76	0	43
12:35	04/29/98	WED	103	103	47	0	43
12:55	04/23/98	THU	82	82	34	0	43
13:10	05/28/98	THU	78	79	34	1	43
13:25	04/21/98	TUE	40	40	19	0	43
13:40	04/27/98	MON	57	57	22	0	43
14:10	05/26/98	TUE	119	119	51	0	43
14:40	04/16/98	THU	100	100	31	0	43
15:10	05/08/98	FRI	154	154	54	0	43
15:25	04/21/98	TUE	43	43	18	0	43
15:40	04/29/98	WED	69	69	21	0	43
16:10	04/23/98	THU	64	64	27	0	43
16:40	05/28/98	THU	77	77	29	0	43
17:10	04/27/98	MON	53	53	20	0	43
17:40	05/26/98	TUE	59	59	24	0	43
18:18	04/16/98	THU	50	50	18	0	43
18:48	04/30/98	THU	23	23	15	0	43
19:25	05/05/98	TUE	44	44	15	0	43
20:25	04/27/98	MON	54	54	20	0	43
21:25	04/30/98	THU	17	17	9	0	43
22:25	06/10/98	WED	23	23	10	0	43
23:25	04/27/98	MON	21	21	14	0	43

Total Riders: 2719 (AM: 498 Mid-Day: 1394 PM: 519 Other: 308)

Number of Trips:	38
Average Riders Per Trip:	71.6
Average Maximum Load:	30.7
Average Seated Capacity:	43.0
Peak Load:	1.217
Peak Hour*:	12:05 - 13:04

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:57	04/28/98	TUE	20	20	20	0	43
5:10	04/29/98	WED	28	28	13	0	43
5:40	04/30/98	THU	48	48	19	0	43
6:10	04/27/98	MON	67	67	24	0	43
6:25	04/21/98	TUE	26	26	10	0	43
6:40	04/23/98	THU	77	77	55	0	43
7:06	04/16/98	THU	70	70	34	0	43
7:36	05/01/98	FRI	58	58	23	0	43
8:06	04/29/98	WED	65	65	20	0	43
8:36	04/30/98	THU	66	66	26	0	43
9:02	04/27/98	MON	79	79	35	0	43
9:32	04/23/98	THU	93	93	36	0	43
9:47	04/21/98	TUE	54	54	21	0	43
10:02	04/16/98	THU	33	33	14	0	43
10:32	04/28/98	TUE	166	166	58	0	43
11:02	04/29/98	WED	137	137	56	0	43
11:35	05/28/98	THU	126	126	40	0	43
12:05	05/14/98	THU	99	99	34	0	43
12:25	04/21/98	TUE	52	52	26	0	43
12:35	05/26/98	TUE	99	99	38	0	43
13:05	04/16/98	THU	90	90	30	0	43
13:35	05/08/98	FRI	170	170	65	0	43
14:05	04/29/98	WED	78	78	37	0	43
14:25	04/21/98	TUE	57	57	29	0	43
14:32	04/23/98	THU	122	122	45	0	43
15:02	05/28/98	THU	118	118	48	0	43
15:32	04/27/98	MON	107	107	45	0	43
16:02	05/26/98	TUE	74	74	27	0	43
16:37	04/16/98	THU	82	82	41	0	43
17:07	04/30/98	THU	66	66	26	0	43
17:43	04/29/98	WED	52	52	24	0	43
18:18	05/28/98	THU	59	59	22	0	43
18:48	04/27/98	MON	49	49	17	0	43
19:37	04/16/98	THU	39	39	16	0	43
20:07	04/30/98	THU	36	36	17	0	43
21:07	06/09/98	TUE	38	38	15	0	43
22:07	04/27/98	MON	19	19	8	0	43
22:47	04/30/98	THU	19	19	10	0	43
23:47	06/10/98	WED	24	24	19	0	43

Total Riders: 2762 (AM: 429 Mid-Day: 1455 PM: 499 Other: 379)

Number of Trips: 39
Average Riders Per Trip: 70.8
Average Maximum Load: 29.3
Average Seated Capacity: 43.0
Peak Load: 1.326
Peak Hour*: 10:32 - 11:31

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 5481 (AM: 927 Mid-Day: 2849 PM: 1018 Other: 687)

Number of Trips: 77
Average Riders Per Trip: 71.2
Average Maximum Load: 30.0
Average Seated Capacity: 43.0

1-Summary By Trip - FY 1999

Company: MCS 900 Series Route: 929 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:03	01/13/99	WED	111	111	36	0	43
5:33	02/25/99	THU	41	41	26	0	43
6:03	01/15/99	FRI	61	61	30	0	43
6:33	01/14/99	THU	117	117	47	0	43
7:05	01/13/99	WED	103	103	45	0	43
7:35	02/26/99	FRI	107	107	37	0	43
7:50	01/20/99	WED	28	28	12	0	43
8:05	01/13/99	WED	99	99	34	0	43
8:35	02/25/99	THU	92	92	32	0	43
9:05	01/15/99	FRI	110	110	44	0	43
9:35	01/14/99	THU	76	76	37	0	43
10:05	01/13/99	WED	91	91	22	0	43
10:20	01/27/99	WED	48	48	20	0	43
10:35	02/11/99	THU	60	60	22	0	43
11:05	01/13/99	WED	116	116	43	0	43
11:20	01/12/99	TUE	38	38	16	0	43
11:35	02/25/99	THU	77	77	27	0	43
12:05	01/15/99	FRI	58	58	29	0	43
12:35	01/14/99	THU	64	64	32	0	43
12:55	01/27/99	WED	97	97	36	0	43
13:10	01/25/99	MON	50	50	19	0	43
13:25	01/12/99	TUE	26	26	17	0	43
13:40	01/15/99	FRI	86	86	29	0	43
14:10	01/27/99	WED	124	124	46	0	43
14:40	01/14/99	THU	129	129	41	0	43
15:10	01/14/99	THU	116	116	47	0	43
15:25	01/12/99	TUE	49	49	22	0	43
15:40	01/20/99	WED	27	27	15	0	43
16:10	01/27/99	WED	114	114	48	0	43
16:40	01/25/99	MON	60	60	25	0	43
17:10	01/15/99	FRI	29	29	9	0	43
17:40	01/27/99	WED	78	78	32	0	43
18:18	01/14/99	THU	64	64	25	0	43
18:48	01/14/99	THU	37	37	17	0	43
19:25	01/20/99	WED	25	25	15	0	43
20:25	12/29/98	TUE	22	22	11	0	43
21:25	01/14/99	THU	30	30	11	0	43
22:25	01/20/99	WED	9	9	4	0	43
23:25	12/30/98	WED	21	21	8	0	44

Total Riders: 2690 (AM: 607 Mid-Day: 1250 PM: 473 Other: 360)

Number of Trips:	39
Average Riders Per Trip:	69.0
Average Maximum Load:	27.4
Average Seated Capacity:	43.0
Peak Load:	1.070
Peak Hour*:	6:33 - 7:32

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:57	12/30/98	WED	18	18	12	0	44
5:10	01/14/99	THU	79	79	23	0	43
5:40	01/13/99	WED	36	36	18	0	43
6:10	02/26/99	FRI	59	59	26	0	43
6:25	01/20/99	WED	33	33	14	0	43
6:40	01/13/99	WED	82	82	32	0	43
7:06	02/25/99	THU	56	56	23	0	43
7:36	01/15/99	FRI	55	55	25	0	43
8:06	01/14/99	THU	73	73	20	0	43
8:36	01/13/99	WED	62	62	28	0	43
9:02	02/11/99	THU	108	108	41	0	43
9:32	01/13/99	WED	79	79	32	0	43
9:47	01/12/99	TUE	74	74	27	0	43
10:02	02/25/99	THU	51	51	17	0	43
10:32	01/15/99	FRI	92	92	35	0	43
11:02	01/14/99	THU	59	59	28	0	43
11:20	01/27/99	WED	71	71	31	0	43
11:35	01/25/99	MON	71	71	37	0	43
12:05	01/15/99	FRI	40	40	21	0	43
12:25	01/12/99	TUE	40	40	21	0	43
12:35	01/27/99	WED	144	144	68	0	43
13:05	01/14/99	THU	113	113	39	0	43
13:35	01/14/99	THU	155	155	59	0	43
14:05	01/20/99	WED	37	37	16	0	43
14:25	01/12/99	TUE	31	31	13	0	43
14:32	01/27/99	WED	94	94	34	0	43
15:02	01/25/99	MON	86	86	32	0	43
15:32	01/15/99	FRI	60	60	26	0	43
16:02	01/27/99	WED	83	83	32	0	43
16:37	01/14/99	THU	91	91	35	0	43
17:07	01/14/99	THU	61	61	31	0	43
17:43	01/20/99	WED	38	38	14	0	43
18:18	01/25/99	MON	32	32	13	0	43
18:48	12/29/98	TUE	30	30	15	0	43
19:37	01/14/99	THU	32	32	11	0	43
20:07	01/14/99	THU	15	15	7	0	43
21:07	01/20/99	WED	39	39	15	0	43
22:07	12/30/98	WED	25	25	10	0	44
22:47	01/06/99	WED	32	32	16	0	43
23:47	01/07/99	THU	15	15	10	0	43

Total Riders: 2451 (AM: 420 Mid-Day: 1259 PM: 419 Other: 353)

Number of Trips: 40
Average Riders Per Trip: 61.3
Average Maximum Load: 25.2
Average Seated Capacity: 43.1
Peak Load: 1.244
Peak Hour*: 12:35 - 13:34

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 5141 (AM: 1027 Mid-Day: 2509 PM: 892 Other: 713)

Number of Trips: 79
Average Riders Per Trip: 65.1
Average Maximum Load: 26.3

Average Seated Capacity:	43.0

1-Summary By Trip - FY 2000

Company: MCS 900 Series Route: 929 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:03	04/03/00	MON	38	38	24	0	43
5:33	04/03/00	MON	45	45	22	0	43
6:03	04/17/00	MON	51	51	24	0	43
6:33	04/04/00	TUE	54	54	23	0	43
7:05	04/14/00	FRI	107	107	34	0	43
7:35	04/10/00	MON	79	79	32	0	43
7:50	05/03/00	WED	84	84	26	0	43
8:05	04/03/00	MON	54	54	29	0	43
8:35	04/03/00	MON	109	109	36	0	43
9:05	04/17/00	MON	78	78	25	0	43
9:35	04/04/00	TUE	102	102	49	0	43
9:50	04/10/00	MON	78	78	31	0	43
10:05	05/02/00	TUE	107	107	34	0	43
10:20	05/01/00	MON	46	46	19	0	43
10:35	04/10/00	MON	55	55	20	0	43
10:50	04/20/00	THU	42	42	15	0	43
11:05	04/03/00	MON	132	132	49	0	43
11:20	04/05/00	WED	48	48	25	0	43
11:35	04/03/00	MON	128	128	37	0	43
12:05	04/17/00	MON	107	107	40	0	43
12:20	04/10/00	MON	61	61	24	0	43
12:35	04/04/00	TUE	80	80	27	0	43
12:45	04/20/00	THU	7	7	4	0	43
12:55	04/18/00	TUE	53	53	19	0	43
13:10	05/02/00	TUE	64	64	24	0	43
13:25	04/05/00	WED	67	67	22	0	43
13:40	04/04/00	TUE	97	97	42	0	43
14:10	04/07/00	FRI	99	99	42	0	43
14:25	04/10/00	MON	22	22	10	0	43
14:40	04/19/00	WED	70	71	22	1	43
14:55	04/20/00	THU	73	73	18	0	43
15:10	04/04/00	TUE	126	126	37	0	43
15:25	04/05/00	WED	42	42	18	0	43
15:40	05/04/00	THU	53	53	17	0	43
16:10	04/18/00	TUE	90	90	30	0	43
16:40	05/01/00	MON	91	91	39	0	43
17:10	04/04/00	TUE	82	82	24	0	43
17:40	04/07/00	FRI	48	48	20	0	43
18:18	04/19/00	WED	52	52	16	0	43
18:48	04/20/00	THU	55	55	22	0	43
19:25	04/24/00	MON	36	36	19	0	43
20:25	04/18/00	TUE	40	40	23	0	43
21:25	04/20/00	THU	19	19	8	0	43
22:25	04/24/00	MON	12	12	6	0	43
23:25	04/18/00	TUE	8	8	5	0	43

Total Riders: 2991 (AM: 538 Mid-Day: 1616 PM: 532 Other: 305)

Number of Trips:	45
Average Riders Per Trip:	66.5
Average Maximum Load:	25.2
Average Seated Capacity:	43.0
Peak Load:	0.860
Peak Hour*:	11:05 - 12:04

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:57	04/19/00	WED	15	15	10	0	43
5:10	04/04/00	TUE	31	31	14	0	43
5:40	04/14/00	FRI	48	48	17	0	43
6:10	04/10/00	MON	87	87	27	0	43
6:25	05/03/00	WED	58	58	21	0	43
6:40	04/03/00	MON	74	74	39	0	43
7:06	04/03/00	MON	66	66	18	0	43
7:36	04/17/00	MON	69	69	30	0	43
8:06	04/04/00	TUE	60	60	27	0	43
8:36	05/02/00	TUE	70	70	23	0	43
8:37	04/10/00	MON	44	44	17	0	43
9:02	04/10/00	MON	60	60	21	0	43
9:32	04/03/00	MON	67	67	21	0	43
9:33	04/20/00	THU	43	43	18	0	43
9:47	04/05/00	WED	57	57	18	0	43
10:02	04/03/00	MON	92	92	24	0	43
10:32	04/17/00	MON	65	65	26	0	43
10:50	04/10/00	MON	60	60	27	0	43
11:02	04/04/00	TUE	87	87	27	0	43
11:20	05/01/00	MON	64	64	25	0	43
11:35	05/02/00	TUE	75	75	28	0	43
11:50	04/20/00	THU	20	20	11	0	43
12:05	04/04/00	TUE	94	94	39	0	43
12:25	04/05/00	WED	31	31	18	0	43
12:35	04/07/00	FRI	108	108	38	0	43
13:05	04/19/00	WED	65	65	20	0	43
13:25	04/10/00	MON	22	22	14	0	43
13:35	04/04/00	TUE	135	135	47	0	43
13:55	04/20/00	THU	44	44	16	0	43
14:05	05/04/00	THU	77	77	30	0	43
14:25	04/05/00	WED	38	38	30	0	43
14:32	04/18/00	TUE	96	96	33	0	43
15:02	05/01/00	MON	64	64	21	0	43
15:09	04/05/00	WED	125	125	45	0	43
15:32	04/04/00	TUE	94	94	34	0	43
16:02	04/07/00	FRI	76	76	26	0	43
16:37	04/19/00	WED	81	81	28	0	43
17:07	04/20/00	THU	68	68	25	0	43
17:43	04/19/00	WED	47	47	21	0	43
18:18	05/01/00	MON	49	49	16	0	43
18:48	04/18/00	TUE	50	50	20	0	43
19:37	04/19/00	WED	26	26	10	0	43
20:07	04/20/00	THU	37	37	17	0	43
21:07	04/24/00	MON	38	38	18	0	43
22:07	04/18/00	TUE	20	20	9	0	43
22:47	04/20/00	THU	30	30	20	0	43
23:47	04/24/00	MON	22	22	14	0	43

Total Riders: 2849 (AM: 528 Mid-Day: 1400 PM: 555 Other: 366)

Number of Trips:	47
Average Riders Per Trip:	60.6
Average Maximum Load:	23.4
Average Seated Capacity:	43.0
Peak Load:	0.814
Peak Hour*:	15:09 - 16:08

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 5840 (AM: 1066 Mid-Day: 3016 PM: 1087 Other: 671)

Number of Trips:	92
Average Riders Per Trip:	63.5
Average Maximum Load:	24.2
Average Seated Capacity:	43.0

1-Summary By Trip - FY 2001

Company: MCS 900 Series Route: 929 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:03	10/16/00	MON	42	42	30	0	43
5:33	10/23/00	MON	79	79	31	0	43
6:03	10/16/00	MON	80	80	41	0	43
6:33	10/03/00	TUE	54	54	23	0	43
7:05	10/19/00	THU	112	112	55	0	43
7:35	10/18/00	WED	153	153	65	0	43
7:50	10/18/00	WED	49	49	14	0	43
8:05	10/16/00	MON	31	31	15	0	43
8:35	10/23/00	MON	89	89	36	0	43
9:05	10/17/00	TUE	95	95	32	0	43
9:35	10/03/00	TUE	102	102	49	0	43
9:50	10/23/00	MON	56	56	31	0	43
10:05	10/19/00	THU	79	79	24	0	43
10:20	10/17/00	TUE	48	48	20	0	44
10:35	10/18/00	WED	70	70	24	0	43
10:50	10/19/00	THU	42	42	21	0	43
11:05	10/16/00	MON	158	158	60	0	43
11:20	10/18/00	WED	39	39	17	0	43
11:35	10/23/00	MON	74	74	24	0	43
12:05	10/17/00	TUE	108	108	38	0	43
12:20	10/23/00	MON	26	26	15	0	43
12:35	10/03/00	TUE	80	80	27	0	43
12:45	10/19/00	THU	21	21	15	0	43
12:55	10/17/00	TUE	42	42	20	0	51
13:10	10/18/00	WED	43	43	14	0	43
13:25	10/18/00	WED	29	29	12	0	43
13:40	10/19/00	THU	132	132	39	0	43
14:10	10/16/00	MON	116	116	54	0	43
14:25	10/23/00	MON	23	23	11	0	43
14:40	10/23/00	MON	58	58	25	0	43
14:55	10/19/00	THU	86	86	34	0	43
15:10	10/17/00	TUE	59	59	21	0	43
15:25	10/18/00	WED	69	69	22	0	43
15:40	10/16/00	MON	43	43	14	0	43
16:10	10/17/00	TUE	87	89	38	2	51
16:40	10/18/00	WED	82	82	31	0	43
17:10	10/19/00	THU	52	52	22	0	43
17:40	10/16/00	MON	72	72	29	0	43
18:18	10/23/00	MON	62	62	20	0	43
18:48	10/17/00	TUE	33	33	12	0	43
19:25	10/16/00	MON	33	33	18	0	43
20:25	10/18/00	WED	44	44	15	0	43
21:25	10/17/00	TUE	26	26	11	0	43
22:25	10/16/00	MON	17	17	8	0	43
23:25	10/18/00	WED	9	9	5	0	43

Total Riders: 2904 (AM: 568 Mid-Day: 1527 PM: 464 Other: 345)

Number of Trips:	45
Average Riders Per Trip:	64.5
Average Maximum Load:	26.3
Average Seated Capacity:	43.4
Peak Load:	1.039
Peak Hour*:	7:05 - 8:04

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:57	10/19/00	THU	10	10	9	0	43
5:10	10/03/00	TUE	31	31	14	0	43
5:40	10/19/00	THU	51	51	19	0	43
6:10	10/18/00	WED	77	77	30	0	43
6:25	04/24/01	TUE	37	37	15	0	38
6:40	10/16/00	MON	42	42	24	0	43
7:06	10/23/00	MON	85	85	27	0	43
7:36	10/17/00	TUE	83	83	31	0	43
8:06	10/03/00	TUE	60	60	27	0	43
8:36	10/19/00	THU	81	81	35	0	43
8:37	10/23/00	MON	45	45	20	0	43
9:02	10/18/00	WED	88	88	24	0	43
9:32	10/16/00	MON	80	80	31	0	43
9:33	10/19/00	THU	67	67	28	0	43
9:47	10/18/00	WED	44	57	33	13	43
10:02	10/23/00	MON	59	59	21	0	43
10:32	10/17/00	TUE	61	61	29	0	43
10:50	10/23/00	MON	79	79	32	0	43
11:02	10/03/00	TUE	87	87	27	0	43
11:20	10/17/00	TUE	71	71	29	0	43
11:35	10/19/00	THU	112	112	54	0	43
11:50	10/19/00	THU	17	17	10	0	43
12:05	10/18/00	WED	151	151	62	0	43
12:25	10/18/00	WED	33	33	22	0	43
12:35	10/16/00	MON	64	64	40	0	43
13:05	10/23/00	MON	107	138	48	31	43
13:25	10/23/00	MON	73	73	27	0	43
13:35	10/17/00	TUE	107	107	47	0	43
13:55	10/19/00	THU	44	44	25	0	43
14:05	10/16/00	MON	114	114	36	0	43
14:25	10/18/00	WED	48	48	35	0	43
14:32	10/17/00	TUE	95	95	40	0	43
15:02	10/18/00	WED	112	112	43	0	43
15:32	10/19/00	THU	103	129	78	26	43
16:02	10/16/00	MON	117	117	51	0	43
16:37	10/23/00	MON	85	85	38	0	43
17:07	10/17/00	TUE	87	87	37	0	43
17:43	10/16/00	MON	74	74	30	0	43
18:18	10/18/00	WED	42	43	18	1	43
18:48	10/18/00	WED	50	50	22	0	43
19:37	10/23/00	MON	35	35	16	0	43
20:07	10/17/00	TUE	20	20	11	0	43
21:07	10/16/00	MON	39	39	30	0	43
22:07	10/18/00	WED	25	25	16	0	43
22:47	10/17/00	TUE	19	19	13	0	43
23:47	10/16/00	MON	19	19	16	0	43

Total Riders: 3030 (AM: 510 Mid-Day: 1601 PM: 578 Other: 341)

Number of Trips:	46
Average Riders Per Trip:	65.9
Average Maximum Load:	29.8
Average Seated Capacity:	42.9
Peak Load:	1.500
Peak Hour*:	15:32 - 16:31

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 5934 (AM: 1078 Mid-Day: 3128 PM: 1042 Other: 686)

Number of Trips:	91
Average Riders Per Trip:	65.2
Average Maximum Load:	28.0
Average Seated Capacity:	43.1

1-Summary By Trip - FY 2002

Company: MCS 900 Series Route: 929 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:03	05/20/02	MON	51	51	32	0	38
5:33	05/14/02	TUE	28	28	18	0	44
6:03	05/20/02	MON	59	59	25	0	38
6:33	05/16/02	THU	89	89	34	0	44
7:05	05/15/02	WED	23	23	15	0	44
7:20	06/11/02	TUE	40	40	15	0	38
7:35	05/21/02	TUE	65	65	23	0	38
7:50	05/20/02	MON	57	57	27	0	38
8:05	05/16/02	THU	22	22	8	0	38
8:35	05/14/02	TUE	17	17	8	0	44
9:05	05/20/02	MON	98	98	28	0	38
9:35	05/16/02	THU	109	109	37	0	44
9:50	06/05/02	WED	21	21	10	0	38
10:05	05/15/02	WED	24	24	8	0	44
10:20	06/13/02	THU	56	56	18	0	44
10:35	05/21/02	TUE	64	64	23	0	38
10:50	06/12/02	WED	44	44	16	0	44
11:05	05/20/02	MON	68	68	23	0	38
11:20	06/04/02	TUE	25	25	11	0	38
11:35	05/14/02	TUE	16	16	8	0	44
11:50	06/05/02	WED	24	24	11	0	38
12:05	05/20/02	MON	38	38	24	0	38
12:20	06/13/02	THU	43	43	20	0	44
12:35	05/22/02	WED	32	32	10	0	38
12:45	05/21/02	TUE	21	21	8	0	44
12:55	06/12/02	WED	72	72	26	0	44
13:10	05/30/02	THU	55	55	21	0	38
13:25	06/04/02	TUE	36	36	19	0	38
13:40	05/21/02	TUE	78	78	26	0	38
13:55	06/05/02	WED	31	31	10	0	38
14:15	05/23/02	THU	107	107	35	0	44
14:30	06/13/02	THU	43	43	17	0	44
14:45	05/22/02	WED	84	84	30	0	38
15:00	05/21/02	TUE	37	37	10	0	44
15:30	06/04/02	TUE	35	35	11	0	38
15:45	05/22/02	WED	39	39	13	0	38
16:00	06/05/02	WED	27	27	15	0	38
16:15	06/12/02	WED	50	50	15	0	44
16:30	06/13/02	THU	30	30	12	0	44
16:45	05/30/02	THU	37	37	11	0	38
17:15	05/23/02	THU	78	78	18	0	43
17:45	05/23/02	THU	61	61	17	0	44
18:18	05/22/02	WED	34	34	11	0	38
19:25	05/14/02	TUE	60	60	24	0	38
20:25	05/15/02	WED	48	48	17	0	44
22:30	05/14/02	TUE	26	26	9	0	38
23:30	05/15/02	WED	16	16	9	0	44

Total Riders: 2218 (AM: 372 Mid-Day: 1189 PM: 394 Other: 263)

Number of Trips:	47
Average Riders Per Trip:	47.2
Average Maximum Load:	17.8
Average Seated Capacity:	40.7
Peak Load:	0.720

Peak Hour*: 6:03 - 7:02

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:57	05/15/02	WED	12	12	6	0	44
5:10	05/16/02	THU	27	27	11	0	44
5:40	05/15/02	WED	22	22	13	0	44
5:55	06/11/02	TUE	40	40	17	0	38
6:10	05/21/02	TUE	72	72	32	0	38
6:25	05/20/02	MON	33	33	10	0	68
6:40	05/16/02	THU	17	17	9	0	38
7:06	05/14/02	TUE	23	23	9	0	44
7:36	05/20/02	MON	76	76	34	0	38
8:06	05/16/02	THU	96	96	36	0	44
8:36	05/15/02	WED	23	23	9	0	44
8:37	06/05/02	WED	39	39	13	0	38
8:49	06/11/02	TUE	37	37	15	0	38
9:02	05/21/02	TUE	57	57	20	0	38
9:32	05/20/02	MON	71	71	25	0	38
9:33	06/12/02	WED	57	57	26	0	44
9:47	05/16/02	THU	34	34	12	0	38
10:02	05/14/02	TUE	20	20	8	0	44
10:32	05/20/02	MON	61	61	28	0	38
10:50	06/05/02	WED	16	16	12	0	38
11:02	05/16/02	THU	29	29	9	0	44
11:20	06/13/02	THU	56	56	24	0	44
11:35	05/30/02	THU	81	81	25	0	38
11:50	06/12/02	WED	43	43	19	0	44
12:05	05/21/02	TUE	131	131	48	0	38
12:25	06/04/02	TUE	35	35	14	0	38
12:35	05/23/02	THU	98	98	25	0	44
12:55	06/05/02	WED	25	25	13	0	38
13:05	05/14/02	TUE	87	87	42	0	44
13:25	06/13/02	THU	36	36	17	0	44
13:35	05/20/02	MON	139	139	52	0	38
13:55	05/21/02	TUE	23	23	10	0	44
14:05	05/22/02	WED	39	39	16	0	38
14:25	06/04/02	TUE	22	22	11	0	38
14:35	06/12/02	WED	69	69	25	0	44
14:55	06/05/02	WED	23	23	10	0	38
14:58	05/30/02	THU	42	42	19	0	38
15:28	05/21/02	TUE	97	97	40	0	38
15:29	06/13/02	THU	45	45	19	0	44
15:58	05/23/02	THU	97	97	30	0	44
16:33	05/22/02	WED	87	87	33	0	38
17:38	05/14/02	TUE	53	53	22	0	38
18:20	05/30/02	THU	45	45	17	0	38
18:50	05/15/02	WED	57	57	17	0	44
19:37	05/22/02	WED	47	47	20	0	38
21:07	05/14/02	TUE	39	39	15	0	38
22:07	05/15/02	WED	21	21	8	0	44
23:47	05/14/02	TUE	18	18	6	0	38

Total Riders: 2417 (AM: 416 Mid-Day: 1294 PM: 379 Other: 328)

Number of Trips:	48
Average Riders Per Trip:	50.4
Average Maximum Load:	19.8
Average Seated Capacity:	41.1
Peak Load:	0.868
Peak Hour*:	16:33 - 17:32

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 4635 (AM: 788 Mid-Day: 2483 PM: 773 Other: 591)

Number of Trips:	95
Average Riders Per Trip:	48.8
Average Maximum Load:	18.8
Average Seated Capacity:	40.9

1-Summary By Trip - FY 2003

Company: MCS 900 Series Route: 929 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:33	05/06/03	TUE	25	25	21	0	38
5:03	05/06/03	TUE	40	40	29	0	43
5:33	05/05/03	MON	52	52	26	0	38
6:03	05/21/03	WED	78	78	36	0	38
6:33	05/05/03	MON	71	71	24	0	38
6:50	05/22/03	THU	54	54	21	0	37
7:05	05/13/03	TUE	59	59	38	0	43
7:20	05/06/03	TUE	79	79	36	0	38
7:35	05/14/03	WED	86	86	29	0	37
7:50	05/06/03	TUE	70	70	26	0	43
8:05	05/27/03	TUE	81	81	25	0	43
8:35	05/05/03	MON	93	93	33	0	38
9:05	05/21/03	WED	117	117	52	0	38
9:35	05/05/03	MON	96	96	38	0	38
9:50	05/13/03	TUE	57	57	27	0	38
10:05	05/13/03	TUE	75	75	20	0	43
10:20	05/06/03	TUE	56	56	21	0	38
10:35	05/14/03	WED	82	82	34	0	37
10:50	05/05/03	MON	65	65	27	0	37
11:05	05/06/03	TUE	70	70	24	0	43
11:20	05/07/03	WED	73	73	31	0	38
11:35	05/05/03	MON	71	71	35	0	38
11:50	05/14/03	WED	38	38	26	0	37
12:05	05/21/03	WED	94	94	32	0	38
12:20	05/06/03	TUE	45	45	19	0	38
12:35	05/19/03	MON	61	61	25	0	37
12:45	05/08/03	THU	40	40	17	0	38
12:55	05/05/03	MON	73	73	29	0	37
13:10	05/06/03	TUE	79	79	25	0	37
13:25	05/07/03	WED	53	53	19	0	38
13:40	05/08/03	THU	99	99	43	0	43
13:55	05/14/03	WED	51	51	24	0	37
14:15	05/06/03	TUE	123	123	43	0	43
14:30	05/06/03	TUE	38	38	16	0	38
14:45	05/12/03	MON	81	81	30	0	38
15:00	05/08/03	THU	83	83	30	0	38
15:15	05/07/03	WED	29	29	13	0	38
15:30	05/07/03	WED	44	44	19	0	38
15:45	05/19/03	MON	51	51	16	0	37
16:00	05/14/03	WED	41	41	16	0	37
16:15	05/05/03	MON	80	80	20	0	37
16:30	05/06/03	TUE	38	38	14	0	38
16:45	05/06/03	TUE	44	44	19	0	37
17:17	05/16/03	FRI	41	41	18	0	43
17:47	05/06/03	TUE	62	62	28	0	43
18:20	05/12/03	MON	33	33	13	0	38
18:50	05/07/03	WED	31	31	16	0	38
19:27	05/08/03	THU	32	32	18	0	37
20:27	05/16/03	FRI	18	18	14	0	43
21:32	05/07/03	WED	10	10	7	0	38
22:32	05/08/03	THU	15	15	7	0	37
23:32	05/16/03	FRI	10	10	8	0	43

Total Riders: 3087 (AM: 671 Mid-Day: 1637 PM: 513 Other: 266)

Number of Trips:	52
Average Riders Per Trip:	59.4
Average Maximum Load:	24.6
Average Seated Capacity:	38.9
Peak Load:	1.118
Peak Hour*:	8:35 - 9:34

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:10	05/05/03	MON	22	22	12	0	38
5:40	05/13/03	TUE	40	40	15	0	43
5:55	05/06/03	TUE	35	35	16	0	38
6:10	05/14/03	WED	68	68	24	0	37
6:25	05/06/03	TUE	51	51	30	0	43
6:40	05/27/03	TUE	44	44	24	0	43
7:06	05/05/03	MON	64	64	25	0	38
7:36	05/21/03	WED	84	84	37	0	38
8:06	05/05/03	MON	89	89	37	0	38
8:21	05/22/03	THU	57	57	26	0	37
8:36	05/13/03	TUE	14	14	7	0	43
8:49	05/06/03	TUE	81	81	31	0	38
9:02	05/14/03	WED	85	85	30	0	37
9:17	05/05/03	MON	116	116	38	0	37
9:32	05/06/03	TUE	38	38	15	0	43
9:47	05/27/03	TUE	56	56	20	0	43
10:02	05/05/03	MON	44	44	17	0	38
10:32	05/21/03	WED	93	93	35	0	38
10:50	05/13/03	TUE	47	47	16	0	38
11:02	05/05/03	MON	95	95	45	0	38
11:20	05/06/03	TUE	48	48	18	0	38
11:35	05/13/03	TUE	100	100	28	0	43
11:50	05/05/03	MON	77	77	40	0	37
12:05	05/14/03	WED	113	113	37	0	37
12:25	05/07/03	WED	40	40	18	0	38
12:35	05/06/03	TUE	78	78	23	0	43
12:55	05/14/03	WED	47	47	30	0	37
13:05	05/12/03	MON	75	75	33	0	38
13:25	05/06/03	TUE	12	12	6	0	38
13:35	05/21/03	WED	80	80	28	0	38
13:55	05/08/03	THU	41	41	17	0	38
14:05	05/19/03	MON	89	89	35	0	37
14:25	05/07/03	WED	51	51	22	0	38
14:35	05/05/03	MON	129	129	39	0	37
14:55	05/14/03	WED	28	28	17	0	37
15:00	05/06/03	TUE	66	66	27	0	37
15:29	05/06/03	TUE	58	58	27	0	38
15:30	05/08/03	THU	121	121	52	0	43
16:00	05/06/03	TUE	72	72	28	0	43
16:30	05/12/03	MON	92	92	34	0	38
16:48	05/08/03	THU	70	70	27	0	38
17:03	05/07/03	WED	40	40	16	0	38
17:18	05/07/03	WED	46	46	13	0	38
17:34	05/07/03	WED	28	28	12	0	37
17:49	05/14/03	WED	40	40	14	0	37
18:20	05/06/03	TUE	34	34	12	0	37
18:50	05/16/03	FRI	13	13	8	0	43
19:14	05/06/03	TUE	24	24	11	0	43
19:37	05/12/03	MON	16	16	8	0	38
20:07	05/07/03	WED	28	28	12	0	38
21:07	05/08/03	THU	35	35	17	0	37
22:07	05/16/03	FRI	16	16	12	0	43
22:49	05/07/03	WED	15	15	13	0	38
23:49	05/08/03	THU	33	33	29	0	37
24:59	05/16/03	FRI	7	7	7	0	43

Total Riders: 3085 (AM: 552 Mid-Day: 1582 PM: 633 Other: 318)

Number of Trips: 55

Average Riders Per Trip:	56.1
Average Maximum Load:	23.1
Average Seated Capacity:	39.0
Peak Load:	0.930
Peak Hour*:	15:30 - 16:29

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 6172 (AM: 1223 Mid-Day: 3219 PM: 1146 Other: 584)

Number of Trips:	107
Average Riders Per Trip:	57.7
Average Maximum Load:	23.8
Average Seated Capacity:	38.9

1-Summary By Trip - FY 2005

Company: MCS 900 Series Route: 929 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:35	09/28/04	TUE	25	25	19	0	37
5:05	09/29/04	WED	39	39	25	0	38
5:35	09/29/04	WED	41	41	19	0	38
6:05	11/08/04	MON	68	68	30	0	38
6:20	11/08/04	MON	48	48	18	0	38
6:35	11/10/04	WED	83	83	30	0	37
6:50	11/08/04	MON	56	56	30	0	37
7:05	09/30/04	THU	74	74	26	0	38
7:20	09/28/04	TUE	60	60	33	0	38
7:35	09/28/04	TUE	87	87	44	0	37
7:50	09/29/04	WED	54	54	24	0	38
8:05	09/29/04	WED	76	76	32	0	38
8:20	11/09/04	TUE	91	91	30	0	37
8:35	09/29/04	WED	79	79	30	0	37
9:05	11/09/04	TUE	75	75	29	0	38
9:35	11/08/04	MON	174	174	75	0	38
9:50	11/15/04	MON	65	65	25	0	37
10:05	11/08/04	MON	79	79	32	0	37
10:20	09/30/04	THU	57	57	23	0	38
10:35	09/28/04	TUE	70	70	23	0	38
10:50	09/28/04	TUE	28	28	12	0	37
11:05	09/29/04	WED	75	75	29	0	38
11:20	11/08/04	MON	63	63	24	0	38
11:35	11/09/04	TUE	70	70	23	0	37
11:50	11/10/04	WED	49	49	20	0	43
12:05	11/18/04	THU	104	104	36	0	37
12:20	11/15/04	MON	88	88	36	0	37
12:35	11/12/04	FRI	55	55	19	0	38
12:50	11/08/04	MON	67	67	23	0	37
13:05	11/12/04	FRI	104	104	29	0	37
13:20	11/22/04	MON	60	60	19	0	43
13:35	09/30/04	THU	51	51	18	0	37
13:50	11/08/04	MON	49	49	25	0	38
14:05	09/29/04	WED	58	58	24	0	38
14:20	09/30/04	THU	83	83	24	0	37
14:35	11/16/04	TUE	59	59	25	0	37
14:50	11/15/04	MON	59	59	20	0	37
15:05	11/12/04	FRI	72	72	29	0	37
15:20	11/08/04	MON	90	90	34	0	37
15:35	09/28/04	TUE	54	54	19	0	38
15:50	11/22/04	MON	28	28	12	0	43
16:05	09/28/04	TUE	61	61	24	0	43
16:20	11/08/04	MON	51	51	20	0	38
16:45	11/15/04	MON	125	125	34	0	43
17:10	09/30/04	THU	58	58	18	0	37
17:25	09/29/04	WED	32	32	13	0	38
17:40	09/30/04	THU	55	55	18	0	37
18:00	11/30/04	FRI	52	52	19	0	37
18:25	11/16/04	TUE	34	34	13	0	38
18:55	09/28/04	TUE	29	29	9	0	38
19:28	09/28/04	TUE	53	53	28	0	43
19:58	11/15/04	MON	18	18	7	0	43
20:28	09/29/04	WED	30	30	14	0	38
20:58	11/23/04	TUE	28	28	12	0	43
21:25	11/16/04	TUE	15	15	7	0	37

21:55	09/28/04	TUE	21	21	10	0	38
22:25	09/28/04	TUE	10	10	5	0	43
22:55	11/15/04	MON	14	14	5	0	43
23:55	11/16/04	TUE	5	5	3	0	37

Total Riders: 3458 (AM: 776 Mid-Day: 1642 PM: 626 Other: 414)

Number of Trips:	59
Average Riders Per Trip:	58.6
Average Maximum Load:	23.0
Average Seated Capacity:	38.4
Peak Load:	1.142
Peak Hour*:	9:05 - 10:04

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:10	11/10/04	WED	30	30	15	0	37
5:35	09/30/04	THU	30	30	15	0	38
5:50	09/28/04	TUE	35	35	19	0	38
6:00	09/28/04	TUE	23	23	11	0	37
6:15	09/29/04	WED	34	34	14	0	38
6:30	09/29/04	WED	35	35	16	0	38
6:45	11/09/04	TUE	43	43	19	0	37
7:00	09/29/04	WED	45	45	15	0	38
7:30	11/09/04	TUE	75	75	23	0	38
8:00	11/08/04	MON	107	107	40	0	38
8:15	11/10/04	WED	53	53	20	0	37
8:30	11/08/04	MON	32	32	11	0	37
8:44	09/30/04	THU	49	49	22	0	38
8:58	09/28/04	TUE	43	43	14	0	38
9:12	09/28/04	TUE	61	61	25	0	37
9:26	09/29/04	WED	56	56	22	0	38
9:40	09/29/04	WED	56	56	21	0	38
9:55	11/09/04	TUE	42	42	13	0	37
10:25	09/29/04	WED	64	64	23	0	37
10:41	11/10/04	WED	34	34	20	0	43
10:55	11/09/04	TUE	90	90	33	0	38
11:11	11/15/04	MON	36	36	16	0	37
11:25	11/08/04	MON	103	103	36	0	38
11:41	09/30/04	THU	32	32	14	0	38
11:55	11/08/04	MON	85	85	24	0	37
12:11	11/22/04	MON	49	49	22	0	43
12:25	09/28/04	TUE	75	75	31	0	38
12:41	11/08/04	MON	36	36	17	0	38
12:55	11/16/04	TUE	127	127	42	0	37
13:11	11/10/04	WED	32	32	15	0	43
13:25	11/09/04	TUE	87	87	37	0	37
13:41	11/15/04	MON	50	50	21	0	37
13:55	11/18/04	THU	78	78	29	0	37
14:11	11/08/04	MON	77	77	31	0	37
14:25	11/12/04	FRI	81	81	31	0	38
14:41	11/22/04	MON	139	139	71	0	43
14:55	11/12/04	FRI	127	127	42	0	37
15:11	11/08/04	MON	41	41	21	0	38
15:25	09/30/04	THU	100	100	38	0	37
15:45	09/29/04	WED	42	42	13	0	38
16:00	09/30/04	THU	95	95	36	0	37
16:15	11/16/04	TUE	44	44	19	0	37
16:30	11/15/04	MON	45	45	15	0	37
16:45	11/12/04	FRI	57	57	27	0	37
17:00	11/08/04	MON	37	37	22	0	37
17:15	11/19/04	FRI	47	47	11	0	38
17:30	11/22/04	MON	17	17	9	0	43
17:45	09/28/04	TUE	34	34	13	0	43
18:05	11/08/04	MON	40	40	14	0	38
18:25	11/15/04	MON	31	31	13	0	43
18:45	09/30/04	THU	31	31	17	0	37
19:05	09/29/04	WED	14	14	10	0	38
19:25	11/23/04	TUE	39	39	16	0	43
19:45	11/30/04	TUE	22	22	8	0	37
20:10	11/16/04	TUE	29	29	15	0	37
20:30	09/28/04	TUE	16	16	11	0	38
21:00	09/28/04	TUE	13	13	6	0	43
21:30	11/15/04	MON	23	23	11	0	43
22:00	09/29/04	WED	12	12	8	0	38

22:00	11/23/04	TUE	16	16	8	0	43
22:40	11/16/04	TUE	16	16	11	0	37
23:10	09/28/04	TUE	18	18	16	0	38
23:40	09/28/04	TUE	12	12	9	0	43
24:10	11/15/04	MON	7	7	4	0	43
25:10	11/16/04	TUE	12	12	8	0	37

Total Riders: 3161 (AM: 539 Mid-Day: 1617 PM: 559 Other: 446)

Number of Trips:	65
Average Riders Per Trip:	48.6
Average Maximum Load:	20.0
Average Seated Capacity:	38.6
Peak Load:	1.129
Peak Hour*:	14:11 - 15:10

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 6619 (AM: 1315 Mid-Day: 3259 PM: 1185 Other: 860)

Number of Trips:	124
Average Riders Per Trip:	53.4
Average Maximum Load:	21.4
Average Seated Capacity:	38.5

1-Summary By Trip - FY 2006

Company: MCS 900 Series Route: 929 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:35	01/04/06	WED	28	28	27	0	38
5:05	01/05/06	THU	32	32	20	0	38
5:35	01/09/06	MON	43	43	19	0	43
6:05	01/09/06	MON	54	54	21	0	38
6:20	01/03/06	TUE	62	62	36	0	43
6:35	01/03/06	TUE	54	54	22	0	37
6:50	01/05/06	THU	46	46	21	0	38
7:05	01/10/06	TUE	76	76	29	0	43
7:20	01/11/06	WED	75	75	30	0	38
7:35	01/04/06	WED	48	48	18	0	38
7:50	01/10/06	TUE	80	80	31	0	38
8:05	01/05/06	THU	73	73	30	0	38
8:20	01/04/06	WED	52	52	20	0	38
8:35	01/09/06	MON	117	117	50	0	43
9:05	01/09/06	MON	97	97	34	0	38
9:35	01/03/06	TUE	98	98	45	0	43
9:50	01/10/06	TUE	60	60	22	0	38
10:05	01/05/06	THU	85	85	23	0	38
10:20	01/10/06	TUE	55	55	31	0	43
10:35	01/11/06	WED	82	82	27	0	38
10:50	01/04/06	WED	37	37	15	0	38
11:05	01/10/06	TUE	74	74	21	0	38
11:20	01/05/06	THU	57	57	15	0	38
11:35	01/04/06	WED	68	68	21	0	38
11:50	01/12/06	THU	71	71	28	0	37
12:05	01/11/06	WED	105	105	35	0	43
12:20	01/10/06	TUE	71	71	33	0	38
12:35	01/11/06	WED	69	69	30	0	43
12:50	01/09/06	MON	56	56	26	0	43
13:05	01/05/06	THU	70	70	24	0	37
13:20	01/03/06	TUE	32	32	14	0	38
13:35	01/10/06	TUE	50	50	13	0	38
13:50	01/05/06	THU	38	38	15	0	38
14:05	01/09/06	MON	106	106	42	0	37
14:20	01/03/06	TUE	73	73	33	0	43
14:35	01/09/06	MON	48	48	20	0	38
14:50	01/10/06	TUE	74	74	19	0	38
15:05	01/13/06	FRI	62	62	20	0	38
15:20	01/09/06	MON	142	142	55	0	43
15:35	01/11/06	WED	41	41	19	0	43
15:50	01/04/06	WED	54	54	21	0	38
16:05	01/11/06	WED	68	68	27	0	43
16:20	01/18/06	WED	44	44	17	0	37
16:45	01/05/06	THU	70	70	27	0	37
17:10	01/10/06	TUE	78	78	44	0	38
17:25	01/09/06	MON	43	43	21	0	37
17:40	01/03/06	TUE	33	33	10	0	43
18:10	01/09/06	MON	41	41	17	0	38
18:40	01/03/06	TUE	29	29	17	0	38
19:10	01/04/06	WED	31	31	11	0	38
19:40	01/04/06	WED	32	32	12	0	38
20:10	01/05/06	THU	24	24	9	0	37
20:40	01/09/06	MON	23	23	10	0	37
21:10	01/09/06	MON	13	13	7	0	38
21:40	01/03/06	TUE	6	6	3	0	38

22:10	01/06/06	FRI	14	14	9	0	43
22:40	01/04/06	WED	13	13	5	0	38
23:10	01/05/06	THU	6	6	3	0	37
24:10	01/03/06	TUE	8	8	4	0	38

Total Riders: 3291 (AM: 737 Mid-Day: 1576 PM: 635 Other: 343)

Number of Trips:	59
Average Riders Per Trip:	55.8
Average Maximum Load:	22.5
Average Seated Capacity:	39.1
Peak Load:	1.037
Peak Hour*:	8:35 - 9:34

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:13	01/03/06	TUE	23	23	10	0	37
5:38	01/10/06	TUE	26	26	12	0	43
5:53	01/11/06	WED	31	31	16	0	38
6:03	01/04/06	WED	53	53	25	0	38
6:18	01/10/06	TUE	50	50	29	0	38
6:33	01/05/06	THU	33	33	15	0	38
6:48	01/04/06	WED	30	30	13	0	38
7:02	01/09/06	MON	69	69	35	0	43
7:32	01/09/06	MON	85	85	36	0	38
8:02	01/03/06	TUE	90	90	30	0	43
8:17	01/03/06	TUE	41	41	19	0	37
8:32	01/05/06	THU	94	94	30	0	38
8:45	01/10/06	TUE	71	71	23	0	43
8:59	01/11/06	WED	59	59	24	0	38
9:13	01/04/06	WED	49	49	15	0	38
9:27	01/10/06	TUE	52	52	17	0	38
9:41	01/05/06	THU	65	65	20	0	38
9:56	01/04/06	WED	46	46	20	0	38
10:24	01/09/06	MON	77	77	27	0	43
10:44	01/12/06	THU	43	43	19	0	37
10:54	01/11/06	WED	108	108	26	0	43
11:14	01/10/06	TUE	85	85	36	0	38
11:21	01/03/06	TUE	89	89	30	0	43
11:40	01/09/06	MON	78	78	27	0	43
11:51	01/05/06	THU	110	110	31	0	38
12:10	01/04/06	WED	79	79	28	0	38
12:21	01/11/06	WED	106	106	36	0	38
12:40	01/05/06	THU	44	44	17	0	38
12:51	01/10/06	TUE	65	65	32	0	38
13:10	01/03/06	TUE	91	91	36	0	43
13:21	01/09/06	MON	99	99	26	0	37
13:40	01/10/06	TUE	52	52	19	0	38
13:51	01/11/06	WED	137	137	50	0	43
14:10	01/09/06	MON	46	46	27	0	43
14:21	01/11/06	WED	95	95	33	0	43
14:40	01/03/06	TUE	33	33	13	0	38
14:49	01/05/06	THU	112	112	36	0	37
15:10	01/05/06	THU	69	69	32	0	38
15:19	01/10/06	TUE	118	118	43	0	38
15:47	01/09/06	MON	109	109	28	0	37
16:02	01/03/06	TUE	53	53	19	0	43
16:17	01/09/06	MON	70	70	23	0	38
16:32	01/10/06	TUE	106	106	52	0	38
16:47	01/09/06	MON	39	39	15	0	43
17:02	01/09/06	MON	46	46	20	0	43
17:17	01/11/06	WED	46	46	22	0	43
17:32	01/04/06	WED	30	30	17	0	38
17:47	01/11/06	WED	40	40	16	0	43
18:07	01/18/06	WED	27	27	9	0	37
18:26	01/05/06	THU	43	43	19	0	37
18:46	01/10/06	TUE	41	41	19	0	38
19:06	01/09/06	MON	20	20	10	0	37
19:27	01/03/06	TUE	28	28	17	0	43
19:52	01/09/06	MON	21	21	11	0	38
20:22	01/03/06	TUE	22	22	9	0	38
20:52	01/04/06	WED	34	34	14	0	38
21:22	01/04/06	WED	22	22	11	0	38
21:52	01/19/06	THU	24	24	16	0	38
22:17	01/09/06	MON	11	11	4	0	37

22:57	01/03/06	TUE	13	13	10	0	38
23:27	01/06/06	FRI	14	14	7	0	43
23:57	01/04/06	WED	11	11	8	0	38
24:27	01/05/06	THU	13	13	8	0	37
25:22	01/03/06	TUE	21	21	19	0	38

Total Riders: 3607 (AM: 675 Mid-Day: 1761 PM: 726 Other: 445)

Number of Trips:	64
Average Riders Per Trip:	56.4
Average Maximum Load:	22.1
Average Seated Capacity:	39.3
Peak Load:	0.927
Peak Hour*:	14:49 - 15:48

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 6898 (AM: 1412 Mid-Day: 3337 PM: 1361 Other: 788)

Number of Trips:	123
Average Riders Per Trip:	56.1
Average Maximum Load:	22.3
Average Seated Capacity:	39.2

1-Summary By Trip - FY 1995

Company: MCS 900 Series Route: 932 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:15	04/25/95	TUE	14	14	8	0	51
4:45	04/27/95	THU	23	23	12	0	51
5:15	05/10/95	WED	46	46	24	0	51
5:45	05/01/95	MON	82	82	24	0	51
6:15	04/19/95	WED	57	57	22	0	51
6:45	04/24/95	MON	95	95	32	0	51
7:15	04/25/95	TUE	58	58	28	0	51
7:45	04/27/95	THU	50	50	23	0	51
8:15	04/26/95	WED	50	50	21	0	51
8:45	05/10/95	WED	46	46	21	0	51
9:15	05/01/95	MON	63	63	21	0	51
9:45	04/19/95	WED	68	68	19	0	51
10:15	04/24/95	MON	79	79	24	0	51
10:45	04/25/95	TUE	93	93	31	0	51
11:15	04/27/95	THU	56	56	15	0	51
11:45	04/26/95	WED	55	55	16	0	51
12:10	05/12/95	FRI	72	72	27	0	51
12:40	04/18/95	TUE	43	43	16	0	51
13:10	04/28/95	FRI	63	63	22	0	51
13:40	04/19/95	WED	70	70	23	0	51
14:10	04/21/95	FRI	83	83	25	0	51
14:40	04/25/95	TUE	101	101	25	0	51
15:10	04/20/95	THU	71	71	23	0	51
15:40	04/26/95	WED	56	56	19	0	51
16:10	05/12/95	FRI	63	63	19	0	51
16:40	04/18/95	TUE	31	31	10	0	51
17:15	04/28/95	FRI	63	63	16	0	51
17:50	04/19/95	WED	30	30	14	0	51
18:20	04/21/95	FRI	30	30	12	0	51
18:50	04/25/95	TUE	27	27	10	0	51
19:20	04/20/95	THU	32	32	15	0	51
20:15	04/18/95	TUE	16	16	9	0	51
21:15	04/17/95	MON	15	15	7	0	51
22:15	04/25/95	TUE	15	15	6	0	51

Total Riders: 1816 (AM: 356 Mid-Day: 846 PM: 314 Other: 300)

Number of Trips:	34
Average Riders Per Trip:	53.4
Average Maximum Load:	18.8
Average Seated Capacity:	51.0
Peak Load:	0.588
Peak Hour*:	6:45 - 7:44

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:40	04/25/95	TUE	20	20	11	0	51
5:50	04/24/95	MON	35	35	15	0	51
6:10	04/27/95	THU	56	56	22	0	51
6:45	05/10/95	WED	51	51	15	0	51
7:15	05/01/95	MON	77	77	35	0	51
7:45	04/19/95	WED	76	76	26	0	51
8:15	04/24/95	MON	85	85	30	0	51
8:45	04/25/95	TUE	34	34	15	0	51
9:15	04/27/95	THU	35	35	21	0	51
9:53	04/26/95	WED	55	55	25	0	51
10:23	05/10/95	WED	56	56	24	0	51
10:53	05/01/95	MON	79	79	31	0	51
11:20	04/19/95	WED	68	68	27	0	51
11:50	04/24/95	MON	99	99	30	0	51
12:20	04/25/95	TUE	75	75	29	0	51
12:50	04/27/95	THU	69	69	34	0	51
13:23	04/26/95	WED	103	103	45	0	51
13:53	05/12/95	FRI	102	102	50	0	51
14:23	04/18/95	TUE	94	94	42	0	51
14:53	04/28/95	FRI	111	111	50	0	51
15:30	04/19/95	WED	78	78	39	0	51
16:00	04/21/95	FRI	130	130	63	0	51
16:30	04/25/95	TUE	83	83	25	0	51
17:00	04/20/95	THU	71	71	26	0	51
17:31	04/26/95	WED	71	71	28	0	51
18:01	05/12/95	FRI	58	58	20	0	51
18:31	04/18/95	TUE	26	26	9	0	51
19:01	04/28/95	FRI	44	44	18	0	51
19:31	04/17/95	MON	22	22	13	0	51
20:01	04/21/95	FRI	24	24	8	0	51
20:35	04/25/95	TUE	26	26	12	0	51
21:05	04/20/95	THU	19	19	9	0	51
21:35	04/18/95	TUE	18	18	7	0	51
22:20	04/17/95	MON	20	20	8	0	51

Total Riders: 2070 (AM: 379 Mid-Day: 946 PM: 433 Other: 312)

Number of Trips: 34
Average Riders Per Trip: 60.9
Average Maximum Load: 25.4
Average Seated Capacity: 51.0
Peak Load: 1.000
Peak Hour*: 15:30 - 16:29

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 3886 (AM: 735 Mid-Day: 1792 PM: 747 Other: 612)

Number of Trips: 68
Average Riders Per Trip: 57.1
Average Maximum Load: 22.1
Average Seated Capacity: 51.0

1-Summary By Trip - FY 1996

Company: MCS 900 Series Route: 932 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:15	03/25/96	MON	26	26	12	0	43
4:45	03/27/96	WED	26	26	11	0	43
5:15	03/20/96	WED	58	58	30	0	43
5:45	03/26/96	TUE	102	102	35	0	43
6:15	03/28/96	THU	79	79	27	0	43
6:45	03/12/96	TUE	55	55	23	0	43
7:15	03/25/96	MON	135	135	45	0	43
7:45	03/27/96	WED	79	79	39	0	43
8:15	04/11/96	THU	66	66	21	0	43
8:45	03/20/96	WED	78	78	20	0	43
9:15	03/26/96	TUE	75	75	32	0	43
9:45	03/28/96	THU	63	63	24	0	43
10:15	03/12/96	TUE	96	96	29	0	43
10:45	03/18/96	MON	86	86	32	0	43
11:15	03/27/96	WED	97	97	36	0	43
11:45	04/11/96	THU	69	69	30	0	43
12:10	03/29/96	FRI	102	102	37	0	43
12:40	03/20/96	WED	98	98	29	0	43
13:10	03/28/96	THU	97	97	42	0	43
13:40	03/22/96	FRI	86	86	27	0	43
14:10	03/25/96	MON	69	69	20	0	43
14:40	03/18/96	MON	67	67	23	0	43
15:10	03/27/96	WED	80	80	26	0	43
15:40	04/03/96	WED	74	74	18	0	43
16:10	04/08/96	MON	73	73	26	0	43
16:40	03/20/96	WED	58	58	20	0	43
17:15	03/28/96	THU	41	41	15	0	43
17:50	03/22/96	FRI	48	48	16	0	43
18:20	03/25/96	MON	23	23	9	0	43
18:50	04/08/96	MON	39	39	13	0	43
19:20	03/26/96	TUE	26	26	8	0	43
20:10	03/20/96	WED	23	23	12	0	43
21:10	03/22/96	FRI	19	19	16	0	43
22:10	04/08/96	MON	8	8	5	0	43
23:10	03/20/96	WED	7	7	7	0	43

Total Riders: 2228 (AM: 492 Mid-Day: 1005 PM: 374 Other: 357)

Number of Trips:	35
Average Riders Per Trip:	63.7
Average Maximum Load:	23.3
Average Seated Capacity:	43.0
Peak Load:	0.977
Peak Hour*:	7:15 - 8:14

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:40	03/25/96	MON	45	45	17	0	43
5:50	03/12/96	TUE	18	18	9	0	43
6:10	03/27/96	WED	75	75	25	0	43
6:45	03/20/96	WED	92	92	31	0	43
7:15	03/26/96	TUE	63	63	21	0	43
7:45	03/28/96	THU	57	57	29	0	43
8:15	03/12/96	TUE	72	72	31	0	43
8:45	03/25/96	MON	65	65	24	0	43
9:15	03/27/96	WED	53	53	22	0	43
9:53	04/11/96	THU	90	90	24	0	43
10:23	03/20/96	WED	108	108	38	0	43
10:53	03/26/96	TUE	98	98	37	0	43
11:20	03/28/96	THU	66	66	26	0	43
11:50	03/12/96	TUE	98	98	34	0	43
12:20	03/18/96	MON	148	148	48	0	43
12:50	03/27/96	WED	75	75	29	0	43
13:23	04/11/96	THU	107	107	43	0	43
13:53	04/08/96	MON	179	179	94	0	43
14:23	03/20/96	WED	177	177	80	0	43
14:53	03/28/96	THU	122	122	40	0	43
15:30	03/22/96	FRI	112	112	36	0	43
16:00	03/25/96	MON	113	113	45	0	43
16:30	03/18/96	MON	79	79	29	0	43
17:00	03/27/96	WED	81	81	28	0	43
17:31	03/26/96	TUE	66	66	14	0	43
18:01	04/08/96	MON	63	63	26	0	43
18:31	03/20/96	WED	42	42	17	0	43
19:01	03/28/96	THU	19	19	6	0	43
19:31	03/22/96	FRI	22	22	11	0	43
20:01	03/25/96	MON	12	12	5	0	43
20:35	04/08/96	MON	26	26	10	0	43
21:05	03/26/96	TUE	26	26	9	0	43
21:35	03/20/96	WED	16	16	11	0	43
22:20	03/22/96	FRI	10	10	5	0	43

Total Riders: 2495 (AM: 424 Mid-Day: 1321 PM: 451 Other: 299)

Number of Trips: 34
Average Riders Per Trip: 73.4
Average Maximum Load: 28.1
Average Seated Capacity: 43.0
Peak Load: 2.023
Peak Hour*: 13:53 - 14:52

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 4723 (AM: 916 Mid-Day: 2326 PM: 825 Other: 656)

Number of Trips: 69
Average Riders Per Trip: 68.4
Average Maximum Load: 25.6
Average Seated Capacity: 43.0

1-Summary By Trip - FY 1997

Company: MCS 900 Series Route: 932 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:15	06/26/97	THU	32	32	12	0	43
4:45	06/04/97	WED	28	28	11	0	43
5:15	05/29/97	THU	102	102	49	0	43
5:45	05/30/97	FRI	107	107	48	0	43
6:15	06/03/97	TUE	91	91	53	0	43
6:45	05/14/97	WED	112	112	50	0	43
7:10	06/26/97	THU	45	45	21	0	43
7:45	06/04/97	WED	103	103	24	0	43
8:15	06/02/97	MON	97	97	41	0	43
8:45	05/29/97	THU	89	89	38	0	43
9:15	05/30/97	FRI	101	101	42	0	43
9:45	06/03/97	TUE	102	102	42	0	43
10:15	05/14/97	WED	113	113	54	0	43
10:40	06/27/97	FRI	92	92	33	0	43
11:15	06/04/97	WED	84	84	31	0	43
11:45	06/02/97	MON	84	84	42	0	43
12:10	05/16/97	FRI	98	98	32	0	43
12:40	05/29/97	THU	119	119	50	0	43
13:10	06/03/97	TUE	109	109	40	0	43
13:40	06/25/97	WED	120	120	36	0	43
14:10	06/04/97	WED	100	100	31	0	43
14:40	06/27/97	FRI	112	112	49	0	43
15:10	06/04/97	WED	78	78	18	0	43
15:40	06/11/97	WED	75	75	19	0	43
16:10	05/16/97	FRI	71	71	20	0	43
16:40	06/02/97	MON	63	63	18	0	43
17:15	06/03/97	TUE	67	67	14	0	43
17:45	06/25/97	WED	56	56	12	0	43
18:20	06/04/97	WED	50	50	15	0	43
18:50	06/04/97	WED	34	34	14	0	43
19:20	06/11/97	WED	31	31	8	0	43
20:10	06/02/97	MON	42	42	11	0	43
21:10	06/25/97	WED	41	41	17	0	43
22:10	06/04/97	WED	24	24	12	0	43

Total Riders: 2672 (AM: 537 Mid-Day: 1234 PM: 410 Other: 491)

Number of Trips:	34
Average Riders Per Trip:	78.6
Average Maximum Load:	29.6
Average Seated Capacity:	43.0
Peak Load:	1.174
Peak Hour*:	5:45 - 6:44

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:40	06/26/97	THU	20	20	11	0	43
5:50	05/14/97	WED	33	33	11	0	43
6:10	06/04/97	WED	61	61	30	0	43
6:45	05/29/97	THU	85	85	30	0	43
7:15	05/30/97	FRI	88	88	44	0	43
7:45	06/03/97	TUE	105	105	41	0	43
8:15	05/14/97	WED	102	102	42	0	43
8:45	06/26/97	THU	42	42	17	0	43
9:15	06/04/97	WED	87	87	37	0	43
9:53	06/02/97	MON	92	92	42	0	43
10:23	05/29/97	THU	106	106	35	0	43
10:53	05/30/97	FRI	112	112	55	0	43
11:20	06/03/97	TUE	108	108	41	0	43
11:50	05/14/97	WED	117	117	31	0	43
12:20	06/27/97	FRI	72	72	22	0	43
12:50	06/04/97	WED	109	109	37	0	43
13:23	06/02/97	MON	99	99	43	0	43
13:53	05/16/97	FRI	137	137	54	0	43
14:23	06/02/97	MON	148	148	57	0	43
14:53	06/03/97	TUE	160	160	75	0	43
15:30	06/25/97	WED	171	171	67	0	43
16:00	06/04/97	WED	110	110	30	0	43
16:30	06/27/97	FRI	107	107	34	0	43
17:00	06/04/97	WED	81	81	31	0	43
17:31	06/11/97	WED	90	90	32	0	43
18:01	05/16/97	FRI	79	79	27	0	43
18:31	06/02/97	MON	30	30	9	0	43
19:01	06/03/97	TUE	47	47	19	0	43
19:31	06/25/97	WED	29	29	9	0	43
20:01	06/04/97	WED	64	64	17	0	43
20:35	06/04/97	WED	28	28	11	0	43
21:05	06/11/97	WED	18	18	8	0	43
21:35	06/02/97	MON	25	25	9	0	43
22:20	06/25/97	WED	7	7	4	0	43

Total Riders: 2769 (AM: 483 Mid-Day: 1347 PM: 559 Other: 380)

Number of Trips: 34
Average Riders Per Trip: 81.4
Average Maximum Load: 31.2
Average Seated Capacity: 43.0
Peak Load: 1.651
Peak Hour*: 14:53 - 15:52

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 5441 (AM: 1020 Mid-Day: 2581 PM: 969 Other: 871)

Number of Trips: 68
Average Riders Per Trip: 80.0
Average Maximum Load: 30.4
Average Seated Capacity: 43.0

1-Summary By Trip - FY 1998

Company: MCS 900 Series Route: 932 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:15	06/30/98	TUE	35	35	14	0	43
4:45	06/26/98	FRI	53	53	17	0	43
5:15	06/25/98	THU	73	73	20	0	43
5:40	06/23/98	TUE	89	89	35	0	43
5:55	06/24/98	WED	26	26	13	0	43
6:10	06/25/98	THU	80	80	24	0	43
6:40	06/24/98	WED	87	87	34	0	43
7:10	06/30/98	TUE	98	98	32	0	43
7:40	06/26/98	FRI	79	79	20	0	43
7:55	06/24/98	WED	37	37	16	0	43
8:10	06/25/98	THU	63	63	15	0	43
8:40	06/25/98	THU	92	92	24	0	43
9:10	06/23/98	TUE	92	92	37	0	43
9:25	06/30/98	TUE	67	67	26	0	43
9:40	06/25/98	THU	75	75	25	0	43
10:10	06/24/98	WED	142	142	40	0	43
10:40	06/24/98	WED	68	68	24	0	43
11:10	06/24/98	WED	108	108	33	0	43
11:25	06/30/98	TUE	41	41	16	0	43
11:40	06/29/98	MON	83	83	19	0	43
12:10	06/24/98	WED	100	100	27	0	43
12:40	06/25/98	THU	94	94	32	0	43
13:10	06/24/98	WED	118	118	38	0	43
13:40	06/25/98	THU	118	118	30	0	43
14:10	06/25/98	THU	65	65	19	0	43
14:25	06/30/98	TUE	43	43	24	0	43
14:40	06/24/98	WED	85	85	18	0	43
15:10	06/24/98	WED	99	99	29	0	43
15:40	06/25/98	THU	103	103	33	0	43
15:55	06/25/98	THU	33	33	13	0	43
16:10	06/24/98	WED	60	60	16	0	43
16:40	06/24/98	WED	72	74	16	2	43
17:10	06/30/98	TUE	82	82	23	0	43
17:45	06/25/98	THU	47	47	14	0	43
18:15	06/25/98	THU	53	53	21	0	43
18:50	06/24/98	WED	44	44	16	0	43
19:20	06/25/98	THU	31	31	10	0	43
20:10	06/24/98	WED	47	47	13	0	43
21:10	06/24/98	WED	33	33	12	0	43
22:10	06/24/98	WED	10	10	5	0	43
23:10	06/24/98	WED	6	6	4	0	43

Total Riders: 2831 (AM: 536 Mid-Day: 1299 PM: 496 Other: 500)

Number of Trips:	41
Average Riders Per Trip:	69.0
Average Maximum Load:	21.9
Average Seated Capacity:	43.0
Peak Load:	0.814
Peak Hour*:	12:40 - 13:39

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:40	06/30/98	TUE	27	27	12	0	43
5:50	06/24/98	WED	9	9	5	0	43
6:10	06/26/98	FRI	45	45	17	0	43
6:45	06/25/98	THU	130	130	42	0	43
7:05	06/24/98	WED	26	26	11	0	43
7:15	06/23/98	TUE	74	74	22	0	43
7:45	06/25/98	THU	79	79	32	0	43
8:15	06/24/98	WED	64	64	24	0	43
8:45	06/30/98	TUE	124	124	47	0	43
9:15	06/24/98	WED	129	129	36	0	43
9:53	06/25/98	THU	77	77	25	0	43
10:19	06/30/98	TUE	45	45	20	0	43
10:23	06/25/98	THU	125	125	46	0	43
10:53	06/23/98	TUE	84	84	25	0	43
11:20	06/25/98	THU	157	157	81	0	43
11:50	06/22/98	MON	129	129	42	0	43
12:20	06/24/98	WED	88	88	44	0	43
12:50	06/24/98	WED	124	124	53	0	43
12:55	06/30/98	TUE	88	88	42	0	43
13:23	06/29/98	MON	155	155	43	0	43
13:53	06/24/98	WED	79	79	30	0	43
14:23	06/24/98	WED	135	135	47	0	43
14:27	06/25/98	THU	61	61	24	0	43
14:53	06/24/98	WED	122	122	53	0	43
15:27	06/30/98	TUE	73	73	44	0	43
15:30	06/25/98	THU	154	154	56	0	43
16:00	06/25/98	THU	89	89	31	0	43
16:30	06/24/98	WED	78	78	30	0	43
17:00	06/24/98	WED	121	121	33	0	43
17:07	06/25/98	THU	42	42	17	0	43
17:30	06/25/98	THU	90	90	34	0	43
18:01	06/24/98	WED	83	83	25	0	43
18:31	06/24/98	WED	44	44	20	0	43
19:01	06/30/98	TUE	66	66	30	0	43
19:31	06/25/98	THU	69	69	21	0	43
20:01	06/25/98	THU	34	34	10	0	43
20:35	06/24/98	WED	29	29	11	0	43
21:05	06/25/98	THU	32	32	12	0	43
21:35	06/24/98	WED	17	17	6	0	43
22:20	06/24/98	WED	14	14	9	0	43

Total Riders: 3211 (AM: 542 Mid-Day: 1598 PM: 647 Other: 424)

Number of Trips: 40
Average Riders Per Trip: 80.3
Average Maximum Load: 30.3
Average Seated Capacity: 43.0
Peak Load: 1.430
Peak Hour*: 11:20 - 12:19

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 6042 (AM: 1078 Mid-Day: 2897 PM: 1143 Other: 924)

Number of Trips: 81
Average Riders Per Trip: 74.6
Average Maximum Load: 26.0

Average Seated Capacity:	43.0

1-Summary By Trip - FY 2000

Company: MCS 900 Series Route: 932 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:15	03/23/00	THU	48	48	15	0	43
4:45	03/22/00	WED	39	39	15	0	43
5:15	04/13/00	THU	57	57	21	0	43
5:40	03/30/00	THU	103	103	32	0	43
5:55	04/05/00	WED	38	38	15	0	43
6:10	03/22/00	WED	114	114	35	0	43
6:40	03/30/00	THU	136	136	44	0	43
7:10	03/23/00	THU	112	112	39	0	43
7:40	03/22/00	WED	108	108	32	0	43
7:55	03/24/00	FRI	43	43	20	0	43
8:10	04/17/00	MON	83	83	22	0	43
8:40	03/21/00	TUE	115	115	43	0	43
9:10	03/29/00	WED	92	92	30	0	43
9:25	04/19/00	WED	30	30	8	0	43
9:40	03/22/00	WED	57	57	15	0	43
9:55	03/28/00	TUE	43	43	16	0	43
10:10	03/30/00	THU	74	74	20	0	43
10:40	04/05/00	WED	162	162	45	0	43
10:55	04/13/00	THU	34	34	13	0	43
11:10	03/23/00	THU	78	78	22	0	43
11:25	04/19/00	WED	30	30	16	0	43
11:40	04/17/00	MON	93	93	25	0	43
11:55	03/28/00	TUE	68	68	23	0	43
12:10	03/31/00	FRI	86	86	24	0	43
12:40	03/21/00	TUE	107	107	26	0	43
12:55	03/31/00	FRI	84	84	32	0	43
13:10	03/29/00	WED	100	100	39	0	43
13:25	04/13/00	THU	63	63	25	0	43
13:40	03/22/00	WED	101	101	29	0	43
14:10	03/30/00	THU	108	108	31	0	43
14:25	03/28/00	TUE	45	45	16	0	43
14:40	04/05/00	WED	121	121	34	0	43
14:55	04/19/00	WED	20	20	10	0	43
15:10	03/23/00	THU	94	94	29	0	43
15:25	03/31/00	FRI	64	64	23	0	43
15:40	04/14/00	FRI	54	54	15	0	43
15:55	04/07/00	FRI	34	34	19	0	43
16:10	04/11/00	TUE	80	80	24	0	43
16:40	03/24/00	FRI	75	75	15	0	43
17:10	03/29/00	WED	58	58	18	0	43
17:50	03/23/00	THU	76	76	26	0	43
18:20	03/30/00	THU	55	55	19	0	43
18:50	03/23/00	THU	32	32	12	0	43
19:20	03/28/00	TUE	36	36	8	0	43
19:50	04/11/00	TUE	66	66	22	0	43
20:10	03/24/00	FRI	25	25	12	0	43
20:40	03/29/00	WED	37	37	12	0	43
21:10	03/23/00	THU	16	16	5	0	43
21:40	03/30/00	THU	17	17	9	0	43
22:10	03/23/00	THU	7	7	5	0	43
22:40	04/04/00	TUE	3	3	2	0	43
23:10	04/11/00	TUE	0	0	0	0	43
23:40	03/24/00	FRI	4	4	4	0	43

Total Riders: 3425 (AM: 711 Mid-Day: 1596 PM: 535 Other: 583)

Number of Trips:	53
Average Riders Per Trip:	64.6
Average Maximum Load:	21.0
Average Seated Capacity:	43.0
Peak Load:	0.965
Peak Hour*:	6:40 - 7:39

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:40	03/23/00	THU	67	67	25	0	43
5:50	03/24/00	FRI	13	13	5	0	43
6:10	03/22/00	WED	77	77	28	0	43
6:45	04/13/00	THU	83	83	22	0	43
7:05	03/24/00	FRI	35	35	19	0	43
7:15	03/30/00	THU	57	57	16	0	43
7:45	03/22/00	WED	91	91	39	0	43
8:15	03/30/00	THU	67	67	25	0	43
9:15	03/22/00	WED	43	44	17	1	43
9:15	03/24/00	FRI	21	21	9	0	43
9:45	04/13/00	THU	68	68	34	0	43
9:53	04/17/00	MON	98	98	48	0	43
10:22	04/19/00	WED	46	46	26	0	43
10:23	03/21/00	TUE	77	77	33	0	43
10:53	03/29/00	WED	189	189	81	0	43
10:56	03/28/00	TUE	80	80	39	0	43
11:23	03/22/00	WED	94	94	36	0	43
11:53	03/30/00	THU	119	119	56	0	43
11:58	04/13/00	THU	65	65	30	0	43
12:23	04/05/00	WED	107	107	34	0	43
12:28	04/19/00	WED	79	79	27	0	43
12:53	03/23/00	THU	125	125	51	0	43
12:58	03/28/00	TUE	63	63	29	0	43
13:23	04/17/00	MON	85	85	20	0	43
13:53	03/31/00	FRI	117	117	37	0	43
13:59	04/19/00	WED	29	29	15	0	43
14:03	03/31/00	FRI	74	74	42	0	43
14:28	04/07/00	FRI	87	87	52	0	43
14:37	04/13/00	THU	64	64	21	0	43
14:53	03/29/00	WED	92	92	44	0	43
15:30	03/23/00	THU	124	124	37	0	43
15:30	03/28/00	TUE	103	103	65	0	43
15:37	03/29/00	WED	19	19	14	0	43
16:00	03/30/00	THU	93	93	35	0	43
16:04	04/19/00	WED	106	106	50	0	43
16:30	04/05/00	WED	214	214	42	0	43
16:37	03/30/00	THU	21	21	11	0	43
17:00	03/28/00	TUE	130	130	37	0	43
17:07	04/07/00	FRI	89	89	48	0	43
17:30	04/14/00	FRI	88	88	26	0	43
18:00	04/11/00	TUE	92	93	32	1	43
18:30	03/24/00	FRI	58	58	20	0	43
19:00	03/29/00	WED	43	44	16	1	43
19:30	03/23/00	THU	56	56	18	0	43
20:00	03/30/00	THU	26	26	9	0	43
20:34	03/23/00	THU	22	22	9	0	43
21:04	04/04/00	TUE	44	44	15	0	43
21:34	04/11/00	TUE	30	30	10	0	43
21:52	03/24/00	FRI	15	15	5	0	43
22:22	03/29/00	WED	12	12	6	0	43
22:52	03/23/00	THU	7	7	5	0	43

Total Riders: 3704 (AM: 410 Mid-Day: 1822 PM: 987 Other: 485)

Number of Trips:	51
Average Riders Per Trip:	72.6
Average Maximum Load:	28.8
Average Seated Capacity:	43.0
Peak Load:	1.209

Peak Hour*: 10:53 - 11:52

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 7129 (AM: 1121 Mid-Day: 3418 PM: 1522 Other: 1068)

Number of Trips:	104
Average Riders Per Trip:	68.5
Average Maximum Load:	24.8
Average Seated Capacity:	43.0

1-Summary By Trip - FY 2001

Company: MCS 900 Series Route: 932 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:15	05/08/01	TUE	44	44	17	0	43
4:45	05/08/01	TUE	40	40	11	0	38
5:15	04/30/01	MON	58	58	27	0	38
5:40	05/01/01	TUE	90	90	27	0	43
5:55	06/07/01	THU	47	47	18	0	43
6:10	05/10/01	THU	84	105	39	21	43
6:40	05/01/01	TUE	150	150	55	0	43
7:10	05/08/01	TUE	221	221	89	0	43
7:40	05/08/01	TUE	139	139	69	0	38
7:55	06/07/01	THU	50	50	19	0	43
8:10	06/06/01	WED	90	90	23	0	43
8:40	04/30/01	MON	99	99	34	0	38
9:10	05/01/01	TUE	112	112	35	0	43
9:25	06/05/01	TUE	33	33	16	0	43
9:40	05/24/01	THU	51	51	15	0	43
9:55	05/22/01	TUE	24	24	11	0	43
10:10	05/01/01	TUE	83	83	43	0	43
10:40	05/08/01	TUE	115	130	42	15	43
10:55	05/07/01	MON	44	44	23	0	38
11:10	05/09/01	WED	80	80	28	0	43
11:25	06/05/01	TUE	51	51	20	0	43
11:40	06/06/01	WED	82	82	20	0	43
11:55	05/09/01	WED	66	66	22	0	38
12:10	05/11/01	FRI	92	92	20	0	43
12:40	05/11/01	FRI	117	117	39	0	43
12:55	05/17/01	THU	28	28	19	0	38
13:10	05/16/01	WED	91	91	28	0	43
13:25	05/07/01	MON	70	70	26	0	38
13:40	05/24/01	THU	103	109	34	6	43
14:10	05/03/01	THU	125	125	42	0	38
14:25	05/09/01	WED	46	46	15	0	38
14:40	05/10/01	THU	135	135	44	0	43
14:55	06/05/01	TUE	40	40	17	0	43
15:10	05/09/01	WED	83	83	21	0	43
15:25	05/17/01	THU	40	40	13	0	38
15:40	05/25/01	FRI	85	85	22	0	43
15:55	05/17/01	THU	54	54	24	0	43
16:10	05/11/01	FRI	72	72	19	0	43
16:40	05/08/01	TUE	98	98	22	0	43
17:10	05/09/01	WED	76	76	25	0	43
17:50	05/15/01	TUE	97	97	39	0	43
18:20	05/03/01	THU	66	66	17	0	38
18:50	05/18/01	FRI	45	45	13	0	43
19:20	05/15/01	TUE	37	37	12	0	43
19:50	05/10/01	THU	58	58	24	0	43
20:10	05/08/01	TUE	39	39	11	0	43
20:40	05/09/01	WED	34	34	12	0	43
21:10	05/15/01	TUE	29	29	13	0	43
21:40	05/03/01	THU	18	18	10	0	38
22:10	05/18/01	FRI	16	20	11	4	43
22:40	05/15/01	TUE	3	3	3	0	43
23:10	05/10/01	THU	9	9	8	0	43
23:40	05/08/01	TUE	3	3	3	0	43

Total Riders: 3662 (AM: 833 Mid-Day: 1588 PM: 605 Other: 636)

Number of Trips:	53
Average Riders Per Trip:	69.1
Average Maximum Load:	24.7
Average Seated Capacity:	41.8
Peak Load:	1.674
Peak Hour*:	6:40 - 7:39

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:40	05/08/01	TUE	73	73	31	0	43
5:50	06/29/01	FRI	13	13	5	0	43
6:10	05/08/01	TUE	116	116	53	0	38
6:45	04/30/01	MON	70	70	26	0	38
7:05	06/07/01	THU	51	51	20	0	43
7:15	05/01/01	TUE	62	62	20	0	43
7:45	05/10/01	THU	82	82	30	0	43
8:15	05/01/01	TUE	76	76	34	0	43
8:45	05/08/01	TUE	36	36	26	0	43
9:15	05/08/01	TUE	122	122	75	0	38
9:15	06/07/01	THU	15	15	13	0	43
9:45	05/14/01	MON	52	52	35	0	43
9:53	06/06/01	WED	48	48	18	0	43
10:22	06/05/01	TUE	63	63	23	0	43
10:23	04/30/01	MON	89	89	24	0	38
10:53	05/01/01	TUE	118	118	40	0	43
10:56	05/09/01	WED	56	56	36	0	38
11:23	05/24/01	THU	69	69	33	0	43
11:53	05/01/01	TUE	114	114	36	0	43
11:58	05/07/01	MON	90	90	39	0	38
12:23	05/10/01	THU	123	123	49	0	43
12:28	06/05/01	TUE	83	83	32	0	43
12:53	05/09/01	WED	142	142	54	0	43
12:58	05/09/01	WED	75	75	45	0	38
13:23	06/06/01	WED	141	141	70	0	43
13:53	05/11/01	FRI	99	99	41	0	43
13:59	06/05/01	TUE	62	62	39	0	43
14:03	05/17/01	THU	48	48	32	0	38
14:23	05/11/01	FRI	159	159	65	0	43
14:28	05/18/01	FRI	115	116	59	1	43
14:37	05/07/01	MON	53	53	25	0	38
14:53	05/16/01	WED	156	156	67	0	43
15:30	05/15/01	TUE	160	160	55	0	43
15:30	05/09/01	WED	152	152	86	0	38
16:00	05/03/01	THU	42	42	12	0	38
16:04	06/05/01	TUE	96	96	55	0	43
16:30	05/10/01	THU	116	116	62	0	43
16:37	09/25/00	MON	21	21	11	0	38
17:00	05/09/01	WED	113	113	26	0	43
17:07	05/17/01	THU	65	65	34	0	43
17:30	05/25/01	FRI	82	82	34	0	43
18:00	05/11/01	FRI	49	49	20	0	43
18:30	05/08/01	TUE	71	71	30	0	43
19:00	05/09/01	WED	57	57	26	0	43
19:30	05/15/01	TUE	67	67	25	0	43
20:00	05/03/01	THU	60	60	22	0	38
20:34	05/18/01	FRI	45	45	28	0	43
21:04	05/15/01	TUE	35	35	12	0	43
21:34	05/10/01	THU	35	35	12	0	43
21:52	05/08/01	TUE	10	10	5	0	43
22:22	05/09/01	WED	12	12	5	0	43
22:52	05/15/01	TUE	2	2	1	0	43

Total Riders: 3961 (AM: 493 Mid-Day: 2092 PM: 847 Other: 529)

Number of Trips: 52
Average Riders Per Trip: 76.2
Average Maximum Load: 33.8
Average Seated Capacity: 41.8

Peak Load:	1.677
Peak Hour*:	14:53 - 15:52

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 7623 (AM: 1326 Mid-Day: 3680 PM: 1452 Other: 1165)

Number of Trips:	105
Average Riders Per Trip:	72.6
Average Maximum Load:	29.2
Average Seated Capacity:	41.8

1-Summary By Trip - FY 2002

Company: MCS 900 Series Route: 932 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:15	01/28/02	MON	91	91	61	0	38
4:45	01/29/02	TUE	45	45	16	0	38
5:15	03/04/02	MON	62	62	28	0	38
5:40	02/21/02	THU	105	105	42	0	38
5:55	02/06/02	WED	41	41	24	0	38
6:10	02/07/02	THU	99	99	27	0	38
6:25	02/12/02	TUE	40	40	13	0	43
6:40	01/31/02	THU	97	97	36	0	38
6:55	02/13/02	WED	61	61	33	0	43
7:10	01/28/02	MON	68	68	16	0	38
7:25	02/13/02	WED	50	50	17	0	43
7:40	01/29/02	TUE	58	58	17	0	38
7:55	02/06/02	WED	25	25	10	0	38
8:10	02/12/02	TUE	84	84	23	0	43
8:25	02/14/02	THU	32	32	11	0	43
8:40	03/04/02	MON	92	92	25	0	38
8:55	02/13/02	WED	45	45	16	0	43
9:10	02/21/02	THU	54	54	18	0	38
9:25	02/13/02	WED	45	45	21	0	43
9:40	02/07/02	THU	82	82	28	0	38
9:55	02/06/02	WED	48	48	15	0	37
10:10	01/31/02	THU	67	67	18	0	38
10:25	01/22/02	TUE	24	24	9	0	43
10:40	02/14/02	THU	102	102	36	0	43
10:55	01/28/02	MON	20	20	6	0	38
11:10	02/13/02	WED	79	79	21	0	43
11:25	01/29/02	TUE	34	34	11	0	38
11:40	02/13/02	WED	93	93	22	0	43
11:55	02/12/02	TUE	78	78	30	0	43
12:10	02/06/02	WED	63	63	23	0	37
12:25	01/30/02	WED	39	39	14	0	43
12:40	01/22/02	TUE	73	73	26	0	43
12:55	01/21/02	MON	30	30	10	0	43
13:10	01/23/02	WED	98	98	35	0	43
13:20	01/29/02	TUE	48	48	24	0	38
13:30	01/21/02	MON	46	46	20	0	38
13:40	02/07/02	THU	66	66	16	0	38
13:55	02/07/02	THU	67	67	25	0	38
14:10	01/31/02	THU	74	75	26	1	38
14:25	01/31/02	THU	46	46	18	0	43
14:40	02/14/02	THU	78	80	21	2	43
14:55	01/30/02	WED	54	54	20	0	43
15:10	02/05/02	TUE	93	93	29	0	43
15:25	01/21/02	MON	34	34	20	0	43
15:40	01/31/02	THU	92	92	19	0	38
15:55	02/19/02	TUE	68	68	35	0	37
16:10	02/26/02	TUE	75	75	16	0	43
16:25	02/07/02	THU	50	50	19	0	38
16:40	03/04/02	MON	65	65	16	0	38
16:55	01/31/02	THU	43	46	16	3	43
17:10	01/23/02	WED	48	48	16	0	43
17:30	01/30/02	WED	25	25	9	0	43
17:50	01/28/02	MON	45	45	13	0	43
18:20	01/29/02	TUE	25	25	10	0	38
18:50	01/29/02	TUE	20	20	6	0	43

19:20	02/05/02	TUE	31	31	12	0	43
19:50	02/26/02	TUE	22	22	12	0	38
20:10	03/04/02	MON	16	16	8	0	38
20:40	01/30/02	WED	16	16	6	0	43
21:10	01/28/02	MON	9	9	4	0	43
21:40	01/29/02	TUE	12	12	3	0	38
22:10	01/29/02	TUE	11	11	8	0	43
22:40	02/05/02	TUE	7	7	7	0	43
23:10	02/26/02	TUE	5	5	5	0	38
23:40	03/04/02	MON	4	4	4	0	38

Total Riders: 3419 (AM: 751 Mid-Day: 1508 PM: 638 Other: 522)

Number of Trips:	65
Average Riders Per Trip:	52.6
Average Maximum Load:	18.8
Average Seated Capacity:	40.4
Peak Load:	1.013
Peak Hour*:	4:15 - 5:14

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:40	01/28/02	MON	22	22	7	0	38
5:50	01/31/02	THU	10	10	4	0	38
6:10	01/29/02	TUE	64	64	28	0	38
6:45	03/04/02	MON	65	65	20	0	38
7:00	02/06/02	WED	16	16	10	0	38
7:15	02/12/02	TUE	24	24	11	0	43
7:15	02/21/02	THU	66	66	24	0	38
7:45	02/13/02	WED	36	36	11	0	43
7:45	02/07/02	THU	71	71	26	0	38
8:15	02/13/02	WED	29	29	14	0	43
8:15	01/31/02	THU	55	55	15	0	38
8:45	02/06/02	WED	35	35	15	0	38
8:52	01/28/02	MON	54	54	20	0	38
9:22	01/29/02	TUE	42	42	17	0	38
9:23	02/14/02	THU	64	64	26	0	43
9:52	02/12/02	TUE	75	75	18	0	43
9:53	02/13/02	WED	33	33	18	0	43
10:22	03/04/02	MON	71	71	19	0	38
10:24	02/13/02	WED	52	52	24	0	43
10:52	02/21/02	THU	130	130	41	0	38
10:55	02/06/02	WED	66	66	30	0	37
11:23	02/07/02	THU	136	136	44	0	38
11:25	01/22/02	TUE	43	43	17	0	43
11:53	01/31/02	THU	71	71	19	0	38
11:58	01/21/02	MON	70	70	28	0	38
12:23	02/14/02	THU	108	108	39	0	43
12:34	02/08/02	FRI	63	63	37	0	38
12:53	02/13/02	WED	91	91	41	0	43
13:04	01/31/02	THU	33	33	18	0	43
13:23	02/13/02	WED	119	123	47	4	43
13:34	01/30/02	WED	62	62	38	0	43
13:53	02/06/02	WED	98	98	52	0	37
14:04	01/21/02	MON	55	55	32	0	43
14:23	01/22/02	TUE	210	210	62	0	43
14:28	01/29/02	TUE	79	79	40	0	38
14:37	01/21/02	MON	45	45	18	0	38
14:53	01/23/02	WED	99	99	46	0	43
15:00	02/07/02	THU	85	85	52	0	38
15:30	01/31/02	THU	57	57	32	0	43
15:30	01/28/02	MON	129	129	48	0	43
16:03	01/29/02	TUE	88	88	29	0	38
16:05	01/30/02	WED	84	84	41	0	43
16:33	01/29/02	TUE	91	91	38	0	43
16:42	01/21/02	MON	66	66	36	0	43
17:03	02/05/02	TUE	77	77	24	0	43
17:12	02/19/02	TUE	81	81	44	0	37
17:33	01/31/02	THU	73	73	30	0	38
17:42	02/07/02	THU	44	44	23	0	38
18:03	02/26/02	TUE	86	86	37	0	43
18:12	01/31/02	THU	52	52	24	0	43
18:30	03/04/02	MON	56	56	19	0	38
19:00	01/30/02	WED	56	56	22	0	43
19:30	01/28/02	MON	43	43	13	0	43
20:00	01/29/02	TUE	23	23	9	0	38
20:34	01/29/02	TUE	20	20	6	0	43
21:04	02/05/02	TUE	24	24	10	0	43
21:34	02/26/02	TUE	22	22	8	0	38
21:52	03/04/02	MON	8	8	3	0	38
22:22	01/30/02	WED	23	23	7	0	43

22:52	01/28/02	MON	1	1	1	0	43
23:22	01/29/02	TUE	12	12	11	0	38

Total Riders: 3763 (AM: 515 Mid-Day: 1915 PM: 875 Other: 458)

Number of Trips:	61
Average Riders Per Trip:	61.7
Average Maximum Load:	25.3
Average Seated Capacity:	40.4
Peak Load:	1.098
Peak Hour*:	13:34 - 14:33

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 7182 (AM: 1266 Mid-Day: 3423 PM: 1513 Other: 980)

Number of Trips:	126
Average Riders Per Trip:	57.0
Average Maximum Load:	21.9
Average Seated Capacity:	40.4

1-Summary By Trip - FY 2003

Company: MCS 900 Series Route: 932 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:15	04/22/03	TUE	60	60	23	0	38
4:45	04/23/03	WED	45	45	20	0	43
5:15	04/29/03	TUE	73	73	26	0	37
5:40	04/17/03	THU	66	66	18	0	38
5:55	04/30/03	WED	41	41	21	0	37
6:10	04/30/03	WED	95	95	27	0	38
6:25	05/07/03	WED	52	52	22	0	37
6:40	04/16/03	WED	54	54	17	0	37
6:55	05/01/03	THU	36	36	17	0	38
7:10	04/22/03	TUE	70	70	18	0	38
7:25	05/07/03	WED	53	53	20	0	43
7:40	04/23/03	WED	70	70	17	0	43
7:55	04/30/03	WED	27	27	12	0	37
8:10	05/07/03	WED	59	59	21	0	37
8:25	04/21/03	MON	30	30	15	0	43
8:40	04/29/03	TUE	49	49	18	0	37
8:55	05/01/03	THU	44	44	14	0	38
9:10	04/17/03	THU	42	42	16	0	38
9:25	05/07/03	WED	43	43	21	0	43
9:40	04/30/03	WED	62	62	19	0	38
9:55	04/30/03	WED	42	42	18	0	37
10:10	04/16/03	WED	59	59	15	0	37
10:25	04/28/03	MON	45	45	13	0	43
10:40	04/21/03	MON	90	90	21	0	43
10:55	04/22/03	TUE	37	37	13	0	38
11:10	05/01/03	THU	85	85	23	0	38
11:25	04/23/03	WED	37	37	14	0	43
11:40	04/30/03	WED	72	72	20	0	43
11:55	04/22/03	TUE	53	53	24	0	43
12:10	04/30/03	WED	71	71	20	0	37
12:25	04/23/03	WED	43	43	18	0	37
12:40	04/28/03	MON	67	67	22	0	43
12:55	04/24/03	THU	57	57	24	0	37
13:10	05/02/03	FRI	80	80	21	0	43
13:20	05/07/03	WED	51	51	15	0	43
13:30	05/05/03	MON	48	48	15	0	37
13:40	05/09/03	FRI	22	22	9	0	43
13:55	05/01/03	THU	71	71	30	0	38
14:10	04/23/03	WED	92	92	28	0	38
14:25	04/22/03	TUE	40	40	15	0	43
14:40	04/21/03	MON	111	111	34	0	43
14:55	04/23/03	WED	60	60	25	0	37
15:10	04/30/03	WED	66	66	21	0	38
15:25	04/24/03	THU	36	36	13	0	37
15:40	04/22/03	TUE	68	68	25	0	38
15:55	05/07/03	WED	50	50	27	0	43
16:10	05/01/03	THU	40	40	10	0	38
16:25	05/01/03	THU	35	35	16	0	38
16:40	04/15/03	TUE	51	54	14	3	43
16:55	04/22/03	TUE	33	33	11	0	43
17:10	04/30/03	WED	47	47	9	0	43
17:30	04/23/03	WED	40	40	18	0	37
17:50	04/29/03	TUE	37	37	7	0	43
18:20	04/23/03	WED	57	57	20	0	38
18:50	04/17/03	THU	27	27	11	0	37

19:20	04/30/03	WED	35	35	15	0	38
19:50	05/01/03	THU	17	17	10	0	38
20:10	04/15/03	TUE	24	24	11	0	43
20:40	04/30/03	WED	11	11	10	0	43
21:10	04/29/03	TUE	7	7	7	0	43
21:40	04/15/03	TUE	17	17	7	0	43
22:10	04/17/03	THU	17	17	13	0	37
22:40	04/30/03	WED	1	1	1	0	38
23:10	05/01/03	THU	0	0	0	0	38
23:40	04/15/03	TUE	5	5	5	0	43

Total Riders: 3125 (AM: 639 Mid-Day: 1480 PM: 503 Other: 503)

Number of Trips:	65
Average Riders Per Trip:	48.1
Average Maximum Load:	16.9
Average Seated Capacity:	39.7
Peak Load:	0.660
Peak Hour*:	13:55 - 14:54

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:40	04/22/03	TUE	53	53	21	0	38
5:50	04/16/03	WED	13	13	8	0	37
6:10	04/23/03	WED	68	68	25	0	43
6:45	04/29/03	TUE	63	63	17	0	37
7:00	04/30/03	WED	23	23	9	0	37
7:15	05/07/03	WED	26	26	14	0	37
7:15	04/17/03	THU	56	56	18	0	38
7:45	05/01/03	THU	34	34	18	0	38
7:45	04/30/03	WED	69	69	29	0	38
8:15	05/07/03	WED	42	42	20	0	43
8:15	04/16/03	WED	55	55	26	0	37
8:45	04/30/03	WED	16	16	10	0	37
8:52	04/22/03	TUE	57	57	15	0	38
9:22	04/23/03	WED	70	70	18	0	43
9:23	04/21/03	MON	67	67	29	0	43
9:52	04/22/03	TUE	64	64	18	0	43
9:53	05/01/03	THU	42	42	17	0	38
10:22	04/29/03	TUE	60	60	25	0	37
10:24	04/30/03	WED	38	38	15	0	43
10:52	04/17/03	THU	50	50	12	0	38
10:55	04/30/03	WED	20	20	10	0	37
11:23	04/30/03	WED	93	93	23	0	38
11:25	04/28/03	MON	60	60	20	0	43
11:53	04/16/03	WED	96	96	34	0	37
11:58	05/05/03	MON	105	105	47	0	37
12:23	04/21/03	MON	100	100	34	0	43
12:34	05/01/03	THU	66	66	37	0	38
12:53	05/01/03	THU	88	88	37	0	38
13:04	04/22/03	TUE	42	42	26	0	43
13:23	04/22/03	TUE	100	100	41	0	38
13:34	04/23/03	WED	83	83	44	0	37
13:53	05/02/03	FRI	129	129	54	0	43
14:04	04/24/03	THU	49	49	33	0	37
14:23	05/06/03	TUE	35	35	17	0	43
14:28	05/07/03	WED	89	89	40	0	43
14:37	05/05/03	MON	45	45	32	0	37
14:53	04/24/03	THU	161	161	66	0	43
15:00	05/01/03	THU	65	65	29	0	38
15:30	04/22/03	TUE	68	68	49	0	43
15:30	05/09/03	FRI	13	13	10	0	43
16:03	04/23/03	WED	151	151	68	0	38
16:05	04/23/03	WED	94	94	54	0	37
16:33	04/17/03	THU	71	71	24	0	37
16:42	04/24/03	THU	91	91	65	0	37
17:03	04/30/03	WED	79	79	21	0	38
17:12	05/07/03	WED	63	63	37	0	43
17:33	04/22/03	TUE	80	80	24	0	38
17:42	05/01/03	THU	50	50	19	0	38
18:03	05/01/03	THU	35	35	16	0	38
18:12	04/22/03	TUE	65	65	41	0	43
18:30	04/15/03	TUE	84	84	43	0	43
19:00	04/30/03	WED	32	32	16	0	43
19:30	04/29/03	TUE	43	43	28	0	43
20:00	04/23/03	WED	73	73	38	0	38
20:34	04/17/03	THU	21	21	9	0	37
21:04	04/30/03	WED	32	32	14	0	38
21:34	05/01/03	THU	18	18	10	0	38
21:52	04/15/03	TUE	23	23	12	0	43
22:22	04/30/03	WED	8	8	8	0	43

22:52	04/29/03	TUE	29	29	12	0	43
23:22	04/15/03	TUE	5	5	4	0	43

Total Riders: 3620 (AM: 509 Mid-Day: 1752 PM: 825 Other: 534)

Number of Trips:	61
Average Riders Per Trip:	59.3
Average Maximum Load:	26.4
Average Seated Capacity:	39.7
Peak Load:	1.416
Peak Hour*:	16:03 - 17:02

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 6745 (AM: 1148 Mid-Day: 3232 PM: 1328 Other: 1037)

Number of Trips:	126
Average Riders Per Trip:	53.5
Average Maximum Load:	21.5
Average Seated Capacity:	39.7

1-Summary By Trip - FY 2004

Company: MCS 900 Series Route: 932 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:15	04/07/04	WED	63	63	33	0	38
4:45	04/06/04	TUE	28	28	13	0	37
5:15	04/12/04	MON	54	54	17	0	37
5:35	04/07/04	WED	71	71	25	0	37
5:50	04/13/04	TUE	27	27	10	0	38
6:05	04/07/04	WED	58	58	21	0	43
6:20	04/14/04	WED	30	30	10	0	43
6:35	04/08/04	THU	53	53	14	0	37
6:50	04/06/04	TUE	31	31	10	0	37
7:05	04/14/04	WED	98	98	31	0	43
7:20	04/07/04	WED	38	38	18	0	38
7:35	04/15/04	THU	77	77	21	0	43
7:50	04/06/04	TUE	17	17	7	0	37
8:05	04/13/04	TUE	42	42	13	0	38
8:20	04/14/04	WED	50	50	16	0	43
8:35	04/12/04	MON	95	95	30	0	37
8:50	04/06/04	TUE	35	35	11	0	37
9:05	04/13/04	TUE	71	71	26	0	38
9:20	04/07/04	WED	51	51	18	0	38
9:35	04/07/04	WED	61	61	17	0	43
9:50	04/06/04	TUE	55	55	19	0	37
10:05	04/08/04	THU	92	92	28	0	37
10:20	04/06/04	TUE	42	42	15	0	43
10:35	04/14/04	WED	88	88	21	0	43
10:50	04/05/04	MON	36	36	17	0	43
11:05	04/06/04	TUE	89	89	29	0	37
11:20	04/07/04	WED	46	46	17	0	43
11:35	04/12/04	MON	83	83	24	0	37
11:50	04/13/04	TUE	30	30	11	0	38
12:05	04/14/04	WED	90	90	30	0	43
12:20	04/15/04	THU	81	81	40	0	43
12:35	04/06/04	TUE	69	69	19	0	43
12:50	04/13/04	TUE	59	59	24	0	38
13:05	04/29/04	THU	60	60	23	0	43
13:15	04/05/04	MON	50	50	23	0	43
13:25	04/08/04	THU	51	51	23	0	43
13:35	04/07/04	WED	64	64	20	0	43
13:50	04/07/04	WED	57	57	17	0	43
14:05	04/08/04	THU	101	101	37	0	37
14:20	04/22/04	THU	24	24	10	0	37
14:35	04/13/04	TUE	106	106	24	0	43
14:50	04/15/04	THU	61	61	21	0	43
15:05	04/07/04	WED	60	60	20	0	37
15:20	04/13/04	TUE	54	54	16	0	38
15:35	04/07/04	WED	49	49	13	0	38
15:50	04/05/04	MON	55	55	17	0	43
16:05	04/14/04	WED	83	83	23	0	43
16:20	04/07/04	WED	36	36	10	0	43
16:35	04/13/04	TUE	59	59	17	0	43
16:50	04/22/04	THU	32	32	10	0	37
17:05	04/05/04	MON	38	38	11	0	43
17:25	04/15/04	THU	37	37	12	0	43
17:45	04/06/04	TUE	62	62	19	0	38
18:15	04/14/04	WED	68	68	19	0	43
18:45	04/13/04	TUE	46	46	15	0	43

19:15	04/07/04	WED	44	44	15	0	37
19:45	04/07/04	WED	18	18	6	0	38
20:15	04/13/04	TUE	26	26	9	0	43
20:45	04/05/04	MON	23	23	8	0	43
21:15	04/06/04	TUE	13	13	4	0	38
21:45	04/14/04	WED	16	16	10	0	43
22:10	04/13/04	TUE	8	8	3	0	43
22:40	04/07/04	WED	2	2	2	0	37
23:10	04/07/04	WED	2	2	2	0	38
23:40	04/13/04	TUE	0	0	0	0	43

Total Riders: 3315 (AM: 624 Mid-Day: 1617 PM: 565 Other: 509)

Number of Trips:	65
Average Riders Per Trip:	51.0
Average Maximum Load:	17.1
Average Seated Capacity:	40.3
Peak Load:	0.677
Peak Hour*:	12:05 - 13:04

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:40	04/07/04	WED	38	38	16	0	38
5:50	04/06/04	TUE	19	19	9	0	37
6:10	04/06/04	TUE	21	21	10	0	37
6:45	04/12/04	MON	52	52	12	0	37
7:00	04/13/04	TUE	18	18	7	0	38
7:15	04/14/04	WED	30	30	10	0	43
7:15	04/08/04	THU	49	49	21	0	37
7:45	04/06/04	TUE	30	30	15	0	37
7:45	04/07/04	WED	55	55	19	0	43
8:15	04/07/04	WED	25	25	14	0	38
8:15	04/08/04	THU	67	67	27	0	37
8:45	04/06/04	TUE	26	26	13	0	37
8:52	04/14/04	WED	65	65	20	0	43
9:22	04/15/04	THU	86	86	41	0	43
9:23	04/14/04	WED	67	67	42	0	43
9:52	04/13/04	TUE	142	142	46	0	38
9:53	04/06/04	TUE	68	68	38	0	37
10:22	04/12/04	MON	59	59	23	0	37
10:24	04/07/04	WED	42	42	25	0	38
10:52	04/13/04	TUE	71	71	22	0	38
10:55	04/06/04	TUE	52	52	26	0	37
11:23	04/07/04	WED	67	67	15	0	43
11:25	04/06/04	TUE	67	67	42	0	43
11:48	04/29/04	THU	56	56	27	0	43
11:53	04/08/04	THU	141	141	49	0	37
11:58	04/05/04	MON	49	49	24	0	43
12:08	04/08/04	THU	52	52	30	0	43
12:23	04/14/04	WED	108	108	45	0	43
12:34	04/07/04	WED	52	52	31	0	43
12:53	04/06/04	TUE	107	107	32	0	37
13:04	04/22/04	THU	86	86	49	0	37
13:23	04/12/04	MON	88	88	38	0	37
13:34	04/15/04	THU	82	82	40	0	43
13:53	04/14/04	WED	118	118	47	0	43
14:04	04/13/04	TUE	29	29	19	0	38
14:23	04/06/04	TUE	118	118	52	0	43
14:28	04/05/04	MON	78	78	42	0	43
14:37	04/08/04	THU	50	50	20	0	43
14:53	04/05/04	MON	140	140	53	0	43
15:00	04/07/04	WED	84	84	45	0	43
15:30	04/22/04	THU	102	102	43	0	37
15:30	04/06/04	TUE	154	154	56	0	38
16:01	04/08/04	THU	26	26	16	0	43
16:03	04/14/04	WED	116	116	40	0	43
16:05	04/15/04	THU	108	108	46	0	43
16:33	04/13/04	TUE	92	92	40	0	43
16:42	04/13/04	TUE	86	86	26	0	38
17:03	04/07/04	WED	76	76	21	0	37
17:12	04/05/04	MON	89	89	40	0	43
17:33	04/07/04	WED	78	78	41	0	38
17:42	04/07/04	WED	45	45	24	0	43
18:03	04/14/04	WED	148	163	44	15	43
18:10	04/22/04	THU	111	111	39	0	37
18:30	04/13/04	TUE	52	52	21	0	43
19:05	04/05/04	MON	68	68	23	0	43
19:35	04/06/04	TUE	49	49	29	0	38
20:05	04/14/04	WED	58	58	29	0	43
20:35	04/13/04	TUE	41	41	19	0	43
21:05	04/07/04	WED	21	21	10	0	37

21:35	04/07/04	WED	25	25	12	0	38
21:59	04/13/04	TUE	7	7	5	0	43
22:22	04/05/04	MON	11	11	4	0	43
22:52	04/06/04	TUE	10	10	6	0	38
23:22	04/14/04	WED	6	6	5	0	43

Total Riders: 4233 (AM: 438 Mid-Day: 2075 PM: 1056 Other: 664)

Number of Trips:	64
Average Riders Per Trip:	66.1
Average Maximum Load:	28.0
Average Seated Capacity:	40.3
Peak Load:	1.224
Peak Hour*:	14:53 - 15:52

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 7548 (AM: 1062 Mid-Day: 3692 PM: 1621 Other: 1173)

Number of Trips:	129
Average Riders Per Trip:	58.5
Average Maximum Load:	22.6
Average Seated Capacity:	40.3

1-Summary By Trip - FY 2005

Company: MCS 900 Series Route: 932 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:15	11/15/04	MON	43	43	27	0	37
4:45	11/24/04	WED	59	59	19	0	37
5:15	11/17/04	WED	69	69	29	0	37
5:35	11/18/04	THU	73	73	21	0	38
5:50	11/15/04	MON	34	34	13	0	38
6:05	11/17/04	WED	92	92	28	0	38
6:20	11/24/04	WED	47	47	19	0	38
6:35	11/22/04	MON	91	91	21	0	37
6:50	11/23/04	TUE	62	62	25	0	38
7:05	11/18/04	THU	70	70	24	0	43
7:20	11/15/04	MON	63	63	23	0	37
7:35	11/23/04	TUE	56	56	21	0	37
7:50	11/24/04	WED	54	54	16	0	37
8:05	11/15/04	MON	55	55	19	0	38
8:20	11/24/04	WED	40	40	14	0	38
8:35	11/17/04	WED	80	80	21	0	37
8:50	11/23/04	TUE	70	70	30	0	38
9:05	11/23/04	TUE	89	89	27	0	43
9:20	11/15/04	MON	54	54	21	0	37
9:35	11/17/04	WED	105	105	28	0	43
9:50	11/24/04	WED	45	45	13	0	37
10:05	11/22/04	MON	89	89	28	0	37
10:20	11/16/04	TUE	38	38	14	0	43
10:35	11/24/04	WED	76	76	20	0	38
10:50	11/18/04	THU	65	65	20	0	43
11:05	11/23/04	TUE	77	77	19	0	38
11:20	11/23/04	TUE	88	88	33	0	43
11:35	12/06/04	MON	98	98	29	0	43
11:50	11/15/04	MON	60	60	25	0	38
12:05	12/09/04	THU	62	62	19	0	37
12:20	11/17/04	WED	68	68	18	0	37
12:35	11/16/04	TUE	55	55	20	0	43
12:50	11/23/04	TUE	65	65	27	0	43
13:05	11/30/04	TUE	73	73	20	0	38
13:15	11/18/04	THU	34	34	11	0	43
13:25	12/13/04	MON	60	60	23	0	43
13:35	11/17/04	WED	74	74	27	0	43
13:50	11/23/04	TUE	94	94	40	0	43
14:05	11/22/04	MON	73	73	17	0	37
14:20	11/18/04	THU	45	45	22	0	37
14:35	12/01/04	WED	130	130	36	0	37
14:50	11/17/04	WED	49	49	24	0	37
15:05	11/22/04	MON	109	109	21	0	38
15:20	11/23/04	TUE	40	40	19	0	43
15:35	12/13/04	MON	72	72	23	0	43
15:50	11/18/04	THU	55	55	18	0	43
16:05	12/09/04	THU	52	52	15	0	37
16:20	11/23/04	TUE	20	20	7	0	43
16:35	11/23/04	TUE	53	53	13	0	43
16:50	11/18/04	THU	47	47	19	0	37
17:05	11/24/04	WED	60	60	15	0	43
17:25	11/17/04	WED	43	43	21	0	37
17:45	11/22/04	MON	31	31	10	0	38
18:15	11/29/04	MON	26	26	12	0	38
18:45	12/13/04	MON	59	59	20	0	38

19:15	11/22/04	MON	38	38	11	0	38
19:45	12/17/04	FRI	37	37	11	0	43
20:15	11/23/04	TUE	14	14	9	0	43
20:45	11/24/04	WED	14	14	6	0	43
21:15	11/22/04	MON	20	20	12	0	38
21:45	11/29/04	MON	18	18	11	0	38
22:10	12/13/04	MON	16	16	10	0	38
22:40	11/22/04	MON	3	3	3	0	38
23:10	12/17/04	FRI	5	5	5	0	43
23:40	11/23/04	TUE	0	0	0	0	43

Total Riders: 3656 (AM: 780 Mid-Day: 1766 PM: 582 Other: 528)

Number of Trips:	65
Average Riders Per Trip:	56.2
Average Maximum Load:	19.1
Average Seated Capacity:	39.5
Peak Load:	0.747
Peak Hour*:	13:50 - 14:49

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:40	11/15/04	MON	48	48	24	0	37
5:50	11/23/04	TUE	16	16	8	0	38
6:10	11/24/04	WED	65	65	25	0	37
6:45	11/17/04	WED	56	56	19	0	37
7:00	11/15/04	MON	27	27	15	0	38
7:15	11/24/04	WED	24	24	12	0	38
7:15	11/18/04	THU	96	96	28	0	38
7:45	11/23/04	TUE	39	39	16	0	38
7:45	11/17/04	WED	81	81	35	0	38
8:15	11/15/04	MON	61	61	31	0	37
8:15	11/22/04	MON	69	69	21	0	37
8:45	11/24/04	WED	36	36	19	0	37
8:52	11/18/04	THU	49	49	22	0	43
9:22	11/23/04	TUE	73	73	28	0	37
9:23	11/24/04	WED	44	44	19	0	38
9:52	11/15/04	MON	86	86	37	0	38
9:53	11/23/04	TUE	36	36	23	0	38
10:22	11/17/04	WED	92	92	41	0	37
10:24	11/15/04	MON	71	71	32	0	37
10:52	11/23/04	TUE	72	72	33	0	43
10:55	11/24/04	WED	70	70	35	0	37
11:23	11/17/04	WED	62	62	17	0	43
11:25	11/16/04	TUE	26	26	16	0	43
11:48	11/30/04	TUE	71	71	46	0	38
11:53	11/22/04	MON	110	110	37	0	37
11:58	11/18/04	THU	47	47	19	0	43
12:08	12/13/04	MON	51	51	30	0	43
12:23	11/24/04	WED	94	94	24	0	38
12:34	11/23/04	TUE	76	76	42	0	43
12:53	11/23/04	TUE	103	103	40	0	38
13:04	11/18/04	THU	67	67	33	0	37
13:23	12/06/04	MON	87	87	27	0	43
13:34	11/17/04	WED	89	89	58	0	37
13:53	12/09/04	THU	137	137	65	0	37
14:04	11/23/04	TUE	113	113	50	0	43
14:23	11/16/04	TUE	135	135	58	0	43
14:28	11/18/04	THU	90	90	53	0	43
14:37	12/13/04	MON	87	87	38	0	43
14:53	11/24/04	WED	159	159	75	0	43
15:00	11/23/04	TUE	127	127	60	0	43
15:30	11/18/04	THU	93	93	39	0	37
15:30	11/22/04	MON	154	154	66	0	38
16:01	12/13/04	MON	20	20	17	0	43
16:03	11/29/04	MON	113	113	51	0	38
16:05	11/17/04	WED	37	37	27	0	37
16:33	12/13/04	MON	100	100	29	0	38
16:42	11/23/04	TUE	101	101	49	0	43
17:03	11/22/04	MON	101	101	37	0	38
17:12	11/18/04	THU	58	58	32	0	43
17:33	12/13/04	MON	67	67	29	0	43
17:42	11/23/04	TUE	25	25	14	0	43
18:03	12/09/04	THU	81	81	34	0	37
18:10	11/18/04	THU	27	27	19	0	37
18:30	11/23/04	TUE	65	65	26	0	43
19:05	11/24/04	WED	61	61	35	0	43
19:35	11/22/04	MON	60	60	33	0	38
20:05	11/29/04	MON	17	17	6	0	38
20:35	12/13/04	MON	33	33	22	0	38
21:05	11/22/04	MON	24	24	15	0	38

21:35	12/17/04	FRI	24	24	15	0	43
21:59	11/23/04	TUE	20	20	8	0	43
22:22	11/24/04	WED	28	28	14	0	43
22:52	11/22/04	MON	34	34	19	0	38
23:22	11/29/04	MON	6	6	4	0	38

Total Riders: 4291 (AM: 603 Mid-Day: 2148 PM: 996 Other: 544)

Number of Trips:	64
Average Riders Per Trip:	67.0
Average Maximum Load:	30.5
Average Seated Capacity:	39.6
Peak Load:	1.491
Peak Hour*:	14:53 - 15:52

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 7947 (AM: 1383 Mid-Day: 3914 PM: 1578 Other: 1072)

Number of Trips:	129
Average Riders Per Trip:	61.6
Average Maximum Load:	24.8
Average Seated Capacity:	39.6

1-Summary By Trip - FY 2006

Company: MCS 900 Series Route: 932 Weekdays

Direction: Northbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:15	12/13/05	TUE	83	83	50	0	38
4:45	12/12/05	MON	63	63	26	0	43
5:15	12/15/05	THU	74	74	24	0	38
5:35	12/14/05	WED	56	56	15	0	38
5:50	12/07/05	WED	34	34	14	0	43
6:05	12/13/05	TUE	69	69	20	0	38
6:20	12/12/05	MON	61	61	26	0	37
6:35	12/14/05	WED	55	55	19	0	38
6:50	12/06/05	TUE	81	81	29	0	38
7:05	12/15/05	THU	82	82	30	0	43
7:20	12/13/05	TUE	67	67	28	0	38
7:35	12/12/05	MON	83	83	19	0	37
7:50	12/12/05	MON	58	58	19	0	43
8:05	12/07/05	WED	59	59	16	0	43
8:20	12/12/05	MON	40	40	19	0	37
8:35	12/15/05	THU	52	52	13	0	38
8:50	12/06/05	TUE	51	51	20	0	38
9:05	12/14/05	WED	71	71	26	0	38
9:20	12/13/05	TUE	38	38	14	0	38
9:35	12/13/05	TUE	75	75	28	0	38
9:50	12/12/05	MON	90	90	31	0	43
10:05	12/14/05	WED	70	70	25	0	38
10:20	12/05/05	MON	93	93	37	0	38
10:35	01/03/06	TUE	79	79	19	0	37
10:50	12/06/05	TUE	47	47	19	0	38
11:05	12/06/05	TUE	77	77	23	0	38
11:20	12/06/05	TUE	53	53	20	0	43
11:35	12/05/05	MON	96	96	31	0	43
11:50	12/07/05	WED	66	66	25	0	43
12:05	12/13/05	TUE	170	170	90	0	38
12:20	12/14/05	WED	59	59	22	0	37
12:35	12/05/05	MON	96	96	32	0	38
12:50	12/14/05	WED	62	62	28	0	38
13:05	12/15/05	THU	78	78	21	0	43
13:15	12/06/05	TUE	69	69	25	0	38
13:25	12/08/05	THU	63	63	27	0	43
13:35	12/19/05	MON	61	61	18	0	37
13:50	12/06/05	TUE	77	77	36	0	43
14:05	12/16/05	FRI	84	84	17	0	38
14:20	12/19/05	MON	80	80	24	0	37
14:35	12/14/05	WED	105	105	29	0	43
14:50	12/14/05	WED	50	50	19	0	37
15:05	01/04/06	WED	90	90	31	0	37
15:20	12/20/05	TUE	49	49	20	0	38
15:35	01/17/06	TUE	59	59	14	0	43
15:50	12/06/05	TUE	49	49	15	0	38
16:05	12/13/05	TUE	75	75	17	0	38
16:20	12/06/05	TUE	46	46	16	0	43
16:35	01/04/06	WED	73	73	19	0	38
16:50	12/19/05	MON	52	52	21	0	37
17:05	12/14/05	WED	59	59	16	0	43
17:25	12/14/05	WED	18	18	8	0	37
17:45	12/19/05	MON	62	62	28	0	37
18:15	12/20/05	TUE	62	62	25	0	37
18:45	12/14/05	WED	35	35	10	0	43

19:15	01/04/06	WED	42	42	17	0	37
19:45	01/17/06	TUE	36	36	14	0	43
20:15	01/04/06	WED	23	23	8	0	38
20:45	12/14/05	WED	11	11	6	0	43
21:15	12/19/05	MON	23	23	11	0	37
21:45	12/20/05	TUE	20	20	11	0	37
22:10	12/14/05	WED	8	8	5	0	43
22:40	01/04/06	WED	6	6	6	0	37
23:10	01/17/06	TUE	5	5	5	0	43
23:40	01/04/06	WED	3	3	2	0	38

Total Riders: 3883 (AM: 758 Mid-Day: 1909 PM: 632 Other: 584)

Number of Trips:	65
Average Riders Per Trip:	59.7
Average Maximum Load:	21.5
Average Seated Capacity:	39.4
Peak Load:	1.139
Peak Hour*:	12:05 - 13:04

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Direction: Southbound

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:43	12/13/05	TUE	54	54	24	0	38
5:50	12/06/05	TUE	11	11	6	0	38
6:13	12/12/05	MON	66	66	27	0	43
6:48	12/15/05	THU	53	53	16	0	38
7:00	12/07/05	WED	8	8	4	0	43
7:15	12/12/05	MON	29	29	12	0	37
7:18	12/14/05	WED	52	52	12	0	38
7:45	12/06/05	TUE	32	32	13	0	38
7:48	12/13/05	TUE	52	52	24	0	38
8:15	12/13/05	TUE	31	31	15	0	38
8:18	12/14/05	WED	62	62	23	0	38
8:45	12/12/05	MON	59	59	32	0	43
8:56	12/15/05	THU	106	106	36	0	43
9:23	12/12/05	MON	60	60	25	0	37
9:26	12/12/05	MON	99	99	43	0	37
9:53	12/06/05	TUE	74	74	32	0	38
9:56	12/07/05	WED	112	112	36	0	43
10:24	12/13/05	TUE	54	54	29	0	38
10:26	12/15/05	THU	80	80	23	0	38
10:55	12/12/05	MON	68	68	31	0	43
10:56	12/14/05	WED	88	88	41	0	38
11:25	12/05/05	MON	45	45	18	0	38
11:27	12/13/05	TUE	72	72	26	0	38
11:48	12/29/05	THU	17	17	6	0	43
11:57	12/14/05	WED	81	81	22	0	38
11:58	12/06/05	TUE	41	41	20	0	38
12:08	12/13/05	TUE	48	48	23	0	43
12:27	01/03/06	TUE	103	103	27	0	37
12:34	12/06/05	TUE	102	102	50	0	43
12:57	12/06/05	TUE	94	94	48	0	38
13:04	12/19/05	MON	78	78	34	0	37
13:27	12/05/05	MON	97	97	32	0	43
13:34	12/14/05	WED	115	115	66	0	37
13:57	12/13/05	TUE	74	74	28	0	38
14:04	12/20/05	TUE	99	99	38	0	38
14:27	12/05/05	MON	127	127	50	0	38
14:28	12/06/05	TUE	121	121	48	0	38
14:37	12/08/05	THU	38	38	23	0	43
14:57	12/14/05	WED	186	186	69	0	43
15:00	12/06/05	TUE	70	70	56	0	43
15:30	12/19/05	MON	79	79	40	0	37
15:34	12/19/05	MON	158	158	65	0	37
16:01	12/08/05	THU	35	35	29	0	43
16:05	12/14/05	WED	99	99	51	0	37
16:07	12/16/05	FRI	127	127	66	0	38
16:37	12/14/05	WED	99	99	48	0	43
16:42	12/20/05	TUE	104	104	56	0	38
17:07	01/04/06	WED	78	78	26	0	37
17:12	12/06/05	TUE	97	97	64	0	38
17:36	01/17/06	TUE	52	52	19	0	43
17:42	12/06/05	TUE	77	77	27	0	43
18:06	12/13/05	TUE	62	62	34	0	38
18:10	12/19/05	MON	43	43	24	0	37
18:33	01/04/06	WED	53	53	29	0	38
19:08	12/14/05	WED	54	54	26	0	43
19:38	12/19/05	MON	66	66	45	0	37
20:08	12/20/05	TUE	48	48	26	0	37
20:37	12/14/05	WED	43	43	21	0	43
21:07	01/04/06	WED	46	46	17	0	37

21:37	01/17/06	TUE	19	19	7	0	43
22:01	01/04/06	WED	26	26	13	0	38
22:24	12/14/05	WED	8	8	3	0	43
22:54	12/19/05	MON	20	20	6	0	37
23:24	12/20/05	TUE	14	14	7	0	37

Total Riders: 4365 (AM: 550 Mid-Day: 2173 PM: 1075 Other: 567)

Number of Trips:	64
Average Riders Per Trip:	68.2
Average Maximum Load:	30.3
Average Seated Capacity:	39.4
Peak Load:	1.438
Peak Hour*:	14:57 - 15:56

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

Totals for Both Directions:

Total Riders: 8248 (AM: 1308 Mid-Day: 4082 PM: 1707 Other: 1151)

Number of Trips:	129
Average Riders Per Trip:	63.9
Average Maximum Load:	25.9
Average Seated Capacity:	39.4

1-Summary By Trip - FY 1995

Company: MCS 900 Series Route: 933 Weekdays

Direction: Loop, Counter Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:04	11/02/94	WED	15	15	15	0	51
5:30	11/10/94	THU	66	66	24	0	51
6:00	11/02/94	WED	54	54	19	0	51
6:30	11/10/94	THU	62	62	20	0	51
7:00	11/02/94	WED	80	80	30	0	51
7:30	11/03/94	THU	40	40	20	0	51
8:00	11/02/94	WED	50	50	20	0	51
8:30	11/03/94	THU	26	26	14	0	51
9:00	11/02/94	WED	70	70	22	0	51
9:30	11/03/94	THU	57	57	23	0	51
10:00	11/02/94	WED	54	54	17	0	51
10:30	11/03/94	THU	26	26	9	0	51
11:00	11/02/94	WED	52	52	13	0	51
11:30	11/03/94	THU	31	31	12	0	51
12:00	11/09/94	WED	70	70	22	0	51
12:30	11/09/94	WED	61	61	22	0	51
13:06	11/09/94	WED	79	79	20	0	51
13:21	11/17/94	THU	72	72	33	0	51
13:36	11/09/94	WED	101	101	71	0	51
13:51	11/07/94	MON	64	64	21	0	51
14:06	11/09/94	WED	84	84	48	0	51
14:21	11/15/94	TUE	167	167	73	0	51
14:36	11/09/94	WED	78	78	20	0	51
14:51	11/07/94	MON	56	56	22	0	51
15:12	11/09/94	WED	69	69	32	0	51
15:27	11/17/94	THU	63	63	23	0	51
15:42	11/09/94	WED	23	23	12	0	51
15:57	11/07/94	MON	68	68	18	0	51
16:12	11/09/94	WED	80	80	41	0	51
16:27	11/15/94	TUE	30	30	17	0	51
16:42	11/09/94	WED	40	40	26	0	51
16:57	11/07/94	MON	61	61	22	0	51
17:15	12/16/94	FRI	38	38	18	0	51
17:30	11/15/94	TUE	54	54	20	0	51
17:45	11/09/94	WED	18	18	9	0	51
18:00	11/07/94	MON	62	62	21	0	51
18:18	11/09/94	WED	21	21	10	0	51
19:18	11/09/94	WED	40	40	25	0	51
20:18	11/09/94	WED	23	23	13	0	51
21:25	11/09/94	WED	33	33	17	0	51
22:25	11/09/94	WED	9	9	4	0	51
23:25	11/09/94	WED	12	12	6	0	51

Total Riders: 2259 (AM: 312 Mid-Day: 1122 PM: 544 Other: 281)

Number of Trips:	42
Average Riders Per Trip:	53.8
Average Maximum Load:	22.5
Average Seated Capacity:	51.0
Peak Load:	1.044
Peak Hour*:	13:36 - 14:35

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 1996

Company: MCS 900 Series Route: 933 Weekdays

Direction: Loop, Counter Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:49	03/29/96	FRI	13	13	8	0	43
5:15	03/25/96	MON	32	32	22	0	43
5:30	03/19/96	TUE	36	36	19	0	43
5:45	03/29/96	FRI	19	19	10	0	43
6:00	03/27/96	WED	30	30	17	0	43
6:15	03/25/96	MON	31	31	12	0	43
6:30	03/19/96	TUE	38	38	26	0	43
6:45	03/29/96	FRI	24	24	11	0	43
7:00	03/27/96	WED	68	68	25	0	43
7:15	03/25/96	MON	51	51	20	0	43
7:30	03/19/96	TUE	53	53	19	0	43
7:45	03/29/96	FRI	25	25	8	0	43
8:00	03/27/96	WED	31	31	11	0	43
8:30	03/19/96	TUE	43	43	19	0	43
9:00	03/27/96	WED	31	31	9	0	43
9:30	03/19/96	TUE	44	44	25	0	43
10:00	03/27/96	WED	89	89	32	0	43
10:30	03/19/96	TUE	53	53	30	0	43
11:00	03/27/96	WED	64	64	23	0	43
11:30	03/19/96	TUE	48	48	25	0	43
12:00	03/27/96	WED	80	80	31	0	43
12:30	03/19/96	TUE	36	36	12	0	43
12:51	03/29/96	FRI	60	60	20	0	43
13:06	03/27/96	WED	58	58	18	0	43
13:21	03/25/96	MON	40	40	12	0	43
13:36	03/19/96	TUE	61	61	27	0	43
13:44	03/13/96	WED	75	75	60	0	43
13:53	03/29/96	FRI	57	57	21	0	43
14:08	03/27/96	WED	67	67	34	0	43
14:23	03/25/96	MON	46	46	21	0	43
14:38	03/27/96	WED	100	100	53	0	43
14:53	03/13/96	WED	40	40	14	0	43
15:09	03/29/96	FRI	57	57	30	0	43
15:27	03/27/96	WED	43	43	14	0	43
15:42	03/25/96	MON	61	61	24	0	43
15:57	03/27/96	WED	43	43	18	0	43
16:12	03/13/96	WED	62	62	31	0	43
16:27	03/29/96	FRI	88	88	40	0	43
16:42	03/27/96	WED	37	37	17	0	43
16:57	03/25/96	MON	34	34	11	0	43
17:13	03/27/96	WED	43	43	13	0	43
17:30	03/29/96	FRI	51	51	25	0	43
17:45	03/27/96	WED	36	36	10	0	43
18:00	03/25/96	MON	32	32	13	0	43
18:18	03/27/96	WED	31	31	8	0	43
18:48	03/27/96	WED	23	23	14	0	43
19:25	03/27/96	WED	43	43	15	0	43
20:25	03/27/96	WED	27	27	17	0	43
21:25	03/27/96	WED	30	30	18	0	43
22:25	03/27/96	WED	21	21	15	0	43
23:25	03/27/96	WED	7	7	5	0	43

Total Riders: 2312 (AM: 394 Mid-Day: 1049 PM: 555 Other: 314)

Number of Trips: 51

Average Riders Per Trip:	45.3
Average Maximum Load:	20.2
Average Seated Capacity:	43.0
Peak Load:	0.879
Peak Hour*:	13:44 - 14:43

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 1997

Company: MCS 900 Series Route: 933 Weekdays

Direction: Loop, Counter Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
5:37	05/16/97	FRI	66	66	22	0	43
6:37	05/16/97	FRI	89	89	25	0	43
7:50	05/16/97	FRI	50	50	17	0	43
9:05	05/16/97	FRI	56	56	14	0	43
10:20	05/16/97	FRI	55	55	23	0	43
11:35	05/16/97	FRI	43	43	15	0	43
16:57	05/28/97	WED	59	59	23	0	43
18:20	05/28/97	WED	36	36	16	0	43
19:25	05/28/97	WED	31	31	10	0	43
20:25	05/28/97	WED	72	72	39	0	43
21:25	05/28/97	WED	49	49	32	0	43
22:25	05/28/97	WED	16	16	8	0	43
23:25	05/28/97	WED	12	12	7	0	43

Total Riders: 634 (AM: 139 Mid-Day: 154 PM: 59 Other: 282)

Number of Trips:	13
Average Riders Per Trip:	48.8
Average Maximum Load:	19.3
Average Seated Capacity:	43.0
Peak Load:	0.907
Peak Hour*:	20:25 - 21:24

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 1998

Company: MCS 900 Series Route: 933 Weekdays

Direction: Loop, Counter Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:25	05/21/98	THU	11	11	8	0	43
4:45	05/05/98	TUE	19	19	10	0	43
5:05	07/09/97	WED	19	19	15	0	43
5:22	05/06/98	WED	31	31	15	0	43
5:37	05/07/98	THU	35	35	20	0	43
5:52	05/05/98	TUE	38	38	24	0	43
6:07	07/09/97	WED	35	35	17	0	43
6:22	05/06/98	WED	57	57	28	0	43
6:37	07/09/97	WED	87	87	44	0	43
6:52	05/08/98	FRI	63	63	22	0	43
7:05	05/05/98	TUE	97	97	42	0	43
7:20	07/09/97	WED	74	74	23	0	43
7:35	05/06/98	WED	45	45	15	0	43
7:50	07/09/97	WED	61	61	19	0	43
8:05	05/08/98	FRI	45	45	15	0	43
8:20	05/05/98	TUE	44	44	15	0	43
8:35	07/09/97	WED	50	50	15	0	43
8:50	05/06/98	WED	40	40	15	0	43
9:05	07/09/97	WED	47	47	17	0	43
9:20	05/08/98	FRI	45	45	18	0	43
9:35	05/05/98	TUE	37	37	13	0	43
9:50	07/09/97	WED	44	44	12	0	43
10:05	05/06/98	WED	42	42	15	0	43
10:20	07/09/97	WED	44	44	16	0	43
10:35	05/15/98	FRI	48	48	20	0	43
10:50	05/05/98	TUE	58	58	21	0	43
11:05	07/09/97	WED	56	56	19	0	43
11:20	05/06/98	WED	43	43	16	0	43
11:35	07/09/97	WED	46	46	19	0	43
11:50	05/15/98	FRI	100	100	34	0	43
12:05	07/14/97	MON	114	114	41	0	43
12:20	05/04/98	MON	59	59	24	0	43
12:35	07/11/97	FRI	64	64	21	0	43
12:50	06/12/98	FRI	85	85	31	0	43
13:06	05/15/98	FRI	55	55	18	0	43
13:22	05/14/98	THU	51	51	17	0	43
13:38	05/04/98	MON	87	87	36	0	43
13:53	07/11/97	FRI	75	75	25	0	43
14:08	06/12/98	FRI	67	69	21	1	43
14:23	05/15/98	FRI	127	127	44	0	43
14:38	07/14/97	MON	92	92	34	0	43
14:53	05/04/98	MON	53	53	20	0	43
15:09	07/11/97	FRI	84	84	30	0	43
15:27	06/12/98	FRI	90	93	33	2	43
15:42	05/15/98	FRI	89	89	26	0	43
15:57	07/14/97	MON	62	62	32	0	43
16:12	05/04/98	MON	72	72	29	0	43
16:27	07/11/97	FRI	95	95	45	0	43
16:42	06/12/98	FRI	72	72	32	0	43
16:57	07/10/97	THU	45	45	17	0	43
17:13	07/14/97	MON	89	89	43	0	43
17:30	05/04/98	MON	99	99	44	0	43
17:45	07/11/97	FRI	56	56	22	0	43
18:00	06/12/98	FRI	58	58	19	0	43
18:20	07/10/97	THU	48	49	18	0	43

18:50	07/11/97	FRI	40	40	19	0	43
19:25	07/10/97	THU	53	53	24	0	43
19:55	05/06/98	WED	52	52	27	0	43
20:25	07/10/97	THU	66	67	35	1	43
20:55	05/20/98	WED	57	57	24	0	43
21:25	07/10/97	THU	40	40	21	0	43
21:55	05/20/98	WED	39	39	23	0	43
22:25	07/10/97	THU	24	24	11	0	43
23:25	07/10/97	THU	23	23	12	0	43

Total Riders: 3743 (AM: 698 Mid-Day: 1539 PM: 853 Other: 653)

Number of Trips:	64
Average Riders Per Trip:	58.5
Average Maximum Load:	23.4
Average Seated Capacity:	43.0
Peak Load:	0.802
Peak Hour*:	15:57 - 16:56

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 1999

Company: MCS 900 Series Route: 933 Weekdays

Direction: Loop, Counter Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:25	04/13/99	TUE	5	5	4	0	43
4:45	04/14/99	WED	24	24	17	0	43
5:05	03/26/99	FRI	27	27	19	0	43
5:22	04/20/99	TUE	26	26	17	0	43
5:37	04/14/99	WED	18	18	12	0	43
5:52	04/14/99	WED	52	52	34	0	43
6:07	03/26/99	FRI	39	39	15	0	43
6:22	04/19/99	MON	66	66	29	0	43
6:37	04/14/99	WED	109	109	53	0	43
6:52	03/23/99	TUE	62	62	32	0	43
7:05	04/14/99	WED	116	116	45	0	43
7:20	03/25/99	THU	80	80	20	0	43
7:35	04/19/99	MON	44	44	18	0	43
7:50	04/14/99	WED	93	93	34	0	43
8:05	03/23/99	TUE	53	53	20	0	43
8:20	04/14/99	WED	60	60	17	0	43
8:35	03/25/99	THU	69	69	18	0	43
8:50	04/19/99	MON	37	39	10	2	43
9:05	04/14/99	WED	52	52	15	0	43
9:20	03/23/99	TUE	76	76	27	0	43
9:35	04/14/99	WED	36	36	10	0	43
9:50	03/25/99	THU	64	64	24	0	43
10:05	04/19/99	MON	44	44	11	0	43
10:20	04/14/99	WED	65	65	22	0	43
10:35	03/23/99	TUE	72	72	27	0	43
10:50	04/14/99	WED	56	56	16	0	43
11:05	03/25/99	THU	58	58	15	0	43
11:20	04/19/99	MON	66	66	25	0	43
11:35	04/14/99	WED	79	79	32	0	43
11:50	03/23/99	TUE	85	85	31	0	43
12:05	04/14/99	WED	44	44	16	0	43
12:20	03/18/99	THU	118	118	39	0	43
12:35	04/19/99	MON	57	57	21	0	43
12:50	04/14/99	WED	80	80	25	0	43
13:06	03/24/99	WED	71	71	29	0	43
13:22	05/10/99	MON	96	96	28	0	43
13:38	03/18/99	THU	126	126	85	0	43
13:53	04/09/99	FRI	103	103	51	0	43
14:08	04/14/99	WED	115	115	40	0	43
14:23	03/24/99	WED	133	133	61	0	43
14:38	05/10/99	MON	164	164	62	0	43
14:53	03/18/99	THU	76	76	23	0	43
15:09	04/09/99	FRI	145	147	48	2	43
15:27	04/12/99	MON	127	127	41	0	43
15:42	03/24/99	WED	58	58	23	0	43
15:57	05/10/99	MON	107	107	45	0	43
16:12	03/18/99	THU	33	33	18	0	43
16:27	04/09/99	FRI	117	119	36	2	43
16:42	04/12/99	MON	124	125	40	1	43
17:00	03/24/99	WED	80	80	26	0	43
17:15	04/28/99	WED	61	61	23	0	43
17:30	03/18/99	THU	29	29	11	0	43
17:45	04/14/99	WED	65	65	19	0	43
18:00	04/12/99	MON	61	65	17	4	43
18:20	03/24/99	WED	23	24	12	1	43

18:40	04/28/99	WED	54	54	22	0	43
19:00	04/14/99	WED	19	19	8	0	43
19:25	04/12/99	MON	39	39	20	0	43
19:55	04/28/99	WED	38	38	18	0	43
20:25	04/12/99	MON	31	31	10	0	43
20:55	04/28/99	WED	51	51	21	0	43
21:25	04/12/99	MON	11	11	5	0	43
21:55	04/28/99	WED	21	21	13	0	43
22:25	04/12/99	MON	22	22	9	0	43
23:25	04/12/99	MON	25	25	18	0	43

Total Riders: 4257 (AM: 828 Mid-Day: 1936 PM: 946 Other: 547)

Number of Trips:	65
Average Riders Per Trip:	65.5
Average Maximum Load:	25.4
Average Seated Capacity:	43.0
Peak Load:	1.378
Peak Hour*:	13:38 - 14:37

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 2000

Company: MCS 900 Series Route: 934 Weekdays

Direction: Loop, Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:25	03/23/00	THU	8	8	6	0	43
4:40	03/20/00	MON	32	32	23	0	43
5:05	03/23/00	THU	33	33	26	0	43
5:20	03/27/00	MON	47	47	25	0	43
5:35	04/13/00	THU	30	30	16	0	43
5:43	03/24/00	FRI	19	19	10	0	43
5:51	03/20/00	MON	19	19	7	0	43
6:06	03/23/00	THU	55	55	26	0	43
6:20	03/27/00	MON	59	59	29	0	43
6:35	03/27/00	MON	94	94	30	0	43
6:43	03/24/00	FRI	63	63	23	0	43
6:50	03/22/00	WED	70	70	41	0	43
6:58	03/31/00	FRI	72	72	37	0	43
7:05	03/20/00	MON	51	51	43	0	43
7:20	03/23/00	THU	52	52	35	0	43
7:35	03/27/00	MON	127	127	53	0	43
7:45	03/27/00	MON	45	45	26	0	43
7:55	03/24/00	FRI	45	45	21	0	43
8:05	03/22/00	WED	50	50	17	0	43
8:15	03/31/00	FRI	75	75	27	0	43
8:25	03/20/00	MON	35	35	9	0	43
8:35	03/23/00	THU	48	48	18	0	43
8:50	03/27/00	MON	59	59	23	0	43
9:05	03/27/00	MON	59	59	27	0	43
9:20	03/22/00	WED	50	50	13	0	43
9:35	03/20/00	MON	60	60	26	0	43
9:50	03/23/00	THU	50	50	30	0	43
10:05	03/27/00	MON	60	60	26	0	43
10:20	03/27/00	MON	33	33	13	0	43
10:35	03/22/00	WED	61	63	22	2	43
10:50	03/20/00	MON	51	52	20	1	43
11:05	03/23/00	THU	91	91	23	0	43
11:20	03/27/00	MON	45	45	12	0	43
11:35	03/22/00	WED	66	66	21	0	43
11:50	03/22/00	WED	81	81	27	0	43
12:05	03/22/00	WED	101	101	27	0	43
12:20	03/23/00	THU	71	71	22	0	43
12:35	03/27/00	MON	89	89	21	0	43
12:50	03/22/00	WED	58	58	19	0	43
13:06	03/24/00	FRI	105	105	31	0	43
13:22	03/22/00	WED	93	93	33	0	43
13:38	07/26/00	WED	100	100	25	0	43
13:48	07/27/00	THU	55	55	16	0	43
13:58	03/17/00	FRI	34	34	10	0	43
14:08	03/22/00	WED	92	92	37	0	43
14:18	03/24/00	FRI	131	131	64	0	43
14:34	03/22/00	WED	110	110	33	0	43
14:50	03/17/00	FRI	85	85	22	0	43
15:07	07/27/00	THU	108	108	28	0	43
15:17	03/17/00	FRI	59	59	20	0	43
15:27	03/22/00	WED	33	33	11	0	43
15:42	03/24/00	FRI	90	90	26	0	43
15:57	03/22/00	WED	80	80	24	0	43
16:12	03/16/00	THU	84	84	32	0	43
16:27	07/27/00	THU	75	75	21	0	43

16:44	03/22/00	WED	80	80	24	0	43
16:54	03/17/00	FRI	36	36	11	0	43
17:04	03/24/00	FRI	123	123	39	0	43
17:14	03/22/00	WED	145	145	42	0	43
17:30	03/16/00	THU	51	52	19	1	43
17:45	07/27/00	THU	72	72	23	0	43
18:00	03/22/00	WED	50	50	16	0	43
18:20	03/24/00	FRI	49	49	17	0	43
18:40	03/16/00	THU	56	56	19	0	43
19:00	07/27/00	THU	57	57	21	0	43
19:25	03/22/00	WED	61	61	22	0	43
19:55	03/16/00	THU	37	37	12	0	43
20:25	03/22/00	WED	40	40	15	0	43
20:55	07/21/00	FRI	39	39	21	0	43
21:25	03/22/00	WED	25	25	11	0	43
22:25	03/22/00	WED	23	23	8	0	43
23:25	03/22/00	WED	18	18	10	0	43

Total Riders: 4510 (AM: 1000 Mid-Day: 1831 PM: 1036 Other: 643)

Number of Trips:	72
Average Riders Per Trip:	62.6
Average Maximum Load:	23.4
Average Seated Capacity:	43.0
Peak Load:	0.911
Peak Hour*:	6:50 - 7:49

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 2001

Company: MCS 900 Series Route: 933 Weekdays

Direction: Loop, Counter Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:45	06/04/01	MON	36	36	23	0	43
5:05	02/07/01	WED	29	29	18	0	38
5:22	02/06/01	TUE	28	28	15	0	43
5:37	02/05/01	MON	28	28	16	0	43
5:45	03/08/01	THU	20	26	15	6	43
5:52	02/06/01	TUE	36	36	25	0	43
6:07	02/07/01	WED	53	55	19	2	38
6:22	02/06/01	TUE	107	109	41	2	43
6:37	02/05/01	MON	126	126	68	0	43
6:52	02/06/01	TUE	168	168	53	0	43
7:05	02/07/01	WED	89	89	29	0	43
7:20	02/08/01	THU	63	63	15	0	43
7:35	02/06/01	TUE	78	79	23	1	43
7:50	05/22/01	TUE	50	62	23	12	38
8:05	05/24/01	THU	71	71	34	0	38
8:20	02/07/01	WED	20	20	10	0	43
8:35	02/07/01	WED	90	90	28	0	43
8:50	02/06/01	TUE	75	75	23	0	43
9:05	02/05/01	MON	60	60	16	0	43
9:20	02/06/01	TUE	83	83	23	0	43
9:35	02/07/01	WED	57	57	19	0	43
9:50	02/07/01	WED	56	56	15	0	38
10:05	02/06/01	TUE	84	84	16	0	43
10:20	02/05/01	MON	80	80	22	0	43
10:35	02/06/01	TUE	79	83	26	4	43
10:50	02/07/01	WED	89	93	27	4	43
11:05	02/07/01	WED	34	34	11	0	38
11:20	02/06/01	TUE	64	69	24	5	43
11:35	02/05/01	MON	87	87	26	0	43
11:50	02/06/01	TUE	95	95	32	0	43
12:05	02/07/01	WED	66	66	19	0	43
12:13	02/08/01	THU	38	38	12	0	38
12:20	02/23/01	FRI	60	60	19	0	38
12:35	02/06/01	TUE	82	85	28	3	43
12:50	02/05/01	MON	62	63	16	1	43
13:06	02/22/01	THU	128	133	49	5	38
13:22	02/07/01	WED	83	83	35	0	43
13:30	02/08/01	THU	92	92	75	0	38
13:38	02/23/01	FRI	56	56	28	0	38
13:53	10/04/00	WED	49	49	20	0	43
14:08	02/05/01	MON	172	172	61	0	43
14:23	02/22/01	THU	151	151	63	0	38
14:38	02/06/01	TUE	158	158	59	0	43
14:53	02/23/01	FRI	61	61	29	0	38
15:02	02/08/01	THU	106	106	51	0	38
15:10	02/15/01	THU	106	111	50	5	38
15:27	02/05/01	MON	161	167	52	6	43
15:42	02/22/01	THU	90	90	27	0	38
15:57	02/06/01	TUE	161	164	65	3	43
16:12	02/23/01	FRI	37	37	11	0	38
16:20	02/23/01	FRI	36	36	15	0	43
16:27	10/04/00	WED	51	51	21	0	43
16:45	05/07/01	MON	62	62	32	0	38
17:00	02/22/01	THU	70	72	25	2	38
17:15	02/06/01	TUE	70	70	21	0	43

17:30	02/23/01	FRI	47	47	18	0	38
17:45	10/04/00	WED	43	43	20	0	43
18:00	02/05/01	MON	45	45	24	0	43
18:20	02/22/01	THU	45	45	23	0	38
18:40	02/06/01	TUE	30	30	9	0	43
19:00	02/15/01	THU	47	50	23	3	38
19:25	02/05/01	MON	76	76	28	0	43
19:55	02/06/01	TUE	58	58	27	0	43
20:25	02/07/01	WED	22	22	10	0	43
20:55	02/06/01	TUE	30	30	14	0	43
21:25	02/07/01	WED	39	39	21	0	43
21:55	02/06/01	TUE	36	36	19	0	43
22:25	02/07/01	WED	24	24	14	0	43
23:25	02/07/01	WED	10	10	7	0	43
24:25	02/08/01	THU	2	2	2	0	43

Total Riders: 4797 (AM: 990 Mid-Day: 2126 PM: 1040 Other: 641)

Number of Trips:	70
Average Riders Per Trip:	68.5
Average Maximum Load:	26.8
Average Seated Capacity:	41.4
Peak Load:	1.315
Peak Hour*:	14:08 - 15:07

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 2002

Company: MCS 900 Series Route: 933 Weekdays

Direction: Loop, Counter Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:25	04/04/02	THU	1	1	1	0	37
4:45	04/08/02	MON	28	28	12	0	43
5:05	04/10/02	WED	37	37	22	0	43
5:22	04/04/02	THU	4	4	4	0	43
5:37	05/08/02	WED	14	14	12	0	43
5:45	05/02/02	THU	18	18	9	0	43
5:52	04/08/02	MON	31	31	18	0	43
6:00	04/05/02	FRI	36	36	15	0	43
6:07	04/10/02	WED	30	30	18	0	43
6:22	04/04/02	THU	23	23	14	0	43
6:37	05/08/02	WED	31	31	16	0	43
6:52	04/18/02	THU	15	15	10	0	43
7:05	04/08/02	MON	48	48	12	0	43
7:20	04/10/02	WED	75	75	25	0	43
7:35	04/04/02	THU	26	26	17	0	43
7:50	05/08/02	WED	33	33	15	0	43
8:05	04/18/02	THU	31	31	17	0	43
8:20	04/08/02	MON	50	50	17	0	43
8:35	04/10/02	WED	37	37	13	0	43
8:50	04/04/02	THU	18	18	13	0	43
9:05	03/26/02	TUE	47	47	17	0	43
9:20	04/18/02	THU	26	26	13	0	43
9:35	04/08/02	MON	53	53	21	0	43
9:50	04/10/02	WED	53	53	16	0	43
10:05	04/04/02	THU	18	18	8	0	43
10:20	03/26/02	TUE	70	70	19	0	43
10:35	04/17/02	WED	27	27	7	0	43
10:50	04/08/02	MON	53	53	18	0	43
11:05	04/10/02	WED	84	84	31	0	43
11:20	04/04/02	THU	19	19	12	0	43
11:34	03/26/02	TUE	81	81	25	0	43
11:47	04/17/02	WED	28	28	8	0	43
12:00	04/08/02	MON	83	83	37	0	43
12:10	04/02/02	TUE	52	52	14	0	38
12:20	04/10/02	WED	79	79	38	0	43
12:32	03/28/02	THU	49	49	18	0	43
12:44	03/26/02	TUE	53	53	22	0	43
12:56	04/08/02	MON	90	90	36	0	43
13:08	04/17/02	WED	67	67	31	0	43
13:18	04/08/02	MON	35	35	12	0	43
13:28	04/02/02	TUE	117	117	58	0	38
13:38	03/27/02	WED	58	58	23	0	43
13:50	03/28/02	THU	68	68	15	0	43
14:02	03/26/02	TUE	67	67	26	0	43
14:14	04/23/02	TUE	69	69	29	0	43
14:26	04/17/02	WED	34	34	10	0	43
14:38	04/05/02	FRI	80	80	21	0	43
14:50	04/02/02	TUE	81	81	40	0	38
15:02	03/27/02	WED	61	61	20	0	43
15:10	03/28/02	THU	41	41	18	0	43
15:22	03/26/02	TUE	65	65	18	0	43
15:34	04/23/02	TUE	68	68	32	0	43
15:46	04/17/02	WED	69	69	38	0	43
15:58	04/05/02	FRI	65	65	25	0	43
16:10	04/02/02	TUE	78	78	26	0	38

16:22	03/27/02	WED	56	56	28	0	43
16:34	03/28/02	THU	60	60	26	0	43
16:46	03/26/02	TUE	38	38	16	0	43
16:58	04/23/02	TUE	69	69	18	0	43
17:10	04/17/02	WED	63	63	25	0	43
17:20	04/04/02	THU	56	56	27	0	37
17:30	04/02/02	TUE	37	37	13	0	38
17:45	03/27/02	WED	40	40	17	0	43
18:00	03/28/02	THU	35	35	12	0	43
18:20	04/23/02	TUE	69	72	26	3	43
18:40	04/04/02	THU	57	57	19	0	37
19:00	03/27/02	WED	29	29	15	0	43
19:20	03/28/02	THU	36	36	11	0	43
19:40	04/23/02	TUE	48	50	27	2	43
20:00	04/04/02	THU	30	30	12	0	37
20:25	03/27/02	WED	36	36	18	0	43
20:55	04/01/02	MON	33	33	20	0	43
21:25	04/04/02	THU	36	36	13	0	37
21:55	04/01/02	MON	40	40	24	0	43
22:25	04/04/02	THU	25	25	10	0	37
22:55	04/01/02	MON	7	7	4	0	43
23:25	04/04/02	THU	13	13	7	0	37

Total Riders: 3587 (AM: 453 Mid-Day: 1641 PM: 866 Other: 627)

Number of Trips:	77
Average Riders Per Trip:	46.6
Average Maximum Load:	19.1
Average Seated Capacity:	42.1
Peak Load:	0.719
Peak Hour*:	12:44 - 13:43

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 2003

Company: MCS 900 Series Route: 933 Weekdays

Direction: Loop, Counter Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:45	11/18/02	MON	40	40	25	0	38
5:05	11/27/02	WED	24	24	13	0	38
5:22	11/18/02	MON	29	29	16	0	43
5:37	11/27/02	WED	38	38	15	0	43
5:45	12/04/02	WED	26	26	18	0	38
5:52	11/18/02	MON	30	30	16	0	38
6:00	12/05/02	THU	42	42	23	0	43
6:07	11/27/02	WED	33	33	13	0	38
6:22	11/18/02	MON	111	111	38	0	43
6:37	11/27/02	WED	94	94	52	0	43
6:52	11/21/02	THU	93	93	35	0	43
7:05	11/18/02	MON	123	123	32	0	38
7:20	11/27/02	WED	101	101	24	0	38
7:35	11/18/02	MON	87	87	27	0	43
7:50	11/27/02	WED	42	42	14	0	43
8:05	11/21/02	THU	93	93	33	0	43
8:20	11/18/02	MON	53	53	15	0	38
8:35	11/27/02	WED	60	60	19	0	38
8:50	11/18/02	MON	50	50	15	0	43
9:05	11/20/02	WED	24	24	12	0	43
9:20	11/21/02	THU	124	124	50	0	43
9:35	11/18/02	MON	42	42	14	0	38
9:50	11/27/02	WED	52	52	14	0	38
10:05	11/18/02	MON	85	85	21	0	43
10:20	11/20/02	WED	66	66	26	0	43
10:35	11/19/02	TUE	38	38	8	0	43
10:50	11/18/02	MON	96	96	28	0	38
11:05	11/27/02	WED	56	56	21	0	38
11:20	11/18/02	MON	59	59	21	0	43
11:34	11/20/02	WED	48	48	11	0	43
11:47	11/19/02	TUE	70	70	25	0	43
12:00	11/18/02	MON	64	64	21	0	38
12:10	11/20/02	WED	59	59	15	0	43
12:20	11/27/02	WED	75	75	24	0	38
12:32	12/02/02	MON	66	66	23	0	43
12:44	11/20/02	WED	63	63	17	0	43
12:56	12/16/02	MON	69	69	24	0	43
13:08	11/19/02	TUE	73	73	22	0	43
13:18	11/18/02	MON	32	32	13	0	38
13:28	11/20/02	WED	107	107	61	0	43
13:38	12/10/02	TUE	99	99	71	0	43
13:50	12/02/02	MON	59	59	27	0	43
14:02	11/20/02	WED	133	133	45	0	43
14:14	12/16/02	MON	99	99	44	0	43
14:26	11/19/02	TUE	141	141	43	0	43
14:38	12/12/02	THU	112	112	40	0	38
14:50	11/20/02	WED	69	69	24	0	43
15:02	12/10/02	TUE	80	80	25	0	43
15:10	12/02/02	MON	55	55	20	0	43
15:22	11/20/02	WED	67	67	23	0	43
15:34	12/16/02	MON	51	51	19	0	43
15:46	11/19/02	TUE	70	70	22	0	43
15:58	12/12/02	THU	77	77	38	0	38
16:10	11/20/02	WED	58	58	26	0	43
16:22	12/10/02	TUE	28	28	11	0	43

16:34	12/02/02	MON	73	73	27	0	43
16:46	11/20/02	WED	46	46	19	0	43
16:58	12/16/02	MON	48	48	17	0	43
17:10	11/19/02	TUE	65	65	25	0	43
17:20	12/04/02	WED	88	88	27	0	38
17:30	11/20/02	WED	32	32	22	0	43
17:45	12/10/02	TUE	72	72	29	0	43
18:00	12/02/02	MON	65	65	33	0	43
18:20	12/16/02	MON	44	44	19	0	43
18:40	12/04/02	WED	83	83	26	0	38
19:00	12/10/02	TUE	63	63	33	0	43
19:20	12/02/02	MON	39	39	16	0	43
19:40	12/16/02	MON	23	23	9	0	43
20:00	12/04/02	WED	70	70	28	0	38
20:25	12/10/02	TUE	41	41	20	0	43
20:55	11/25/02	MON	25	25	11	0	38
21:25	12/04/02	WED	57	57	17	0	38
21:55	11/25/02	MON	25	25	12	0	38
22:25	12/04/02	WED	37	37	16	0	38
22:55	11/25/02	MON	9	9	6	0	38
23:25	12/04/02	WED	26	26	12	0	38
24:25	12/04/02	WED	7	7	5	0	38

Total Riders: 4773 (AM: 982 Mid-Day: 2080 PM: 910 Other: 801)

Number of Trips:	77
Average Riders Per Trip:	62.0
Average Maximum Load:	23.6
Average Seated Capacity:	41.2
Peak Load:	1.128
Peak Hour*:	13:28 - 14:27

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 2004

Company: MCS 900 Series Route: 933 Weekdays

Direction: Loop, Counter Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:45	11/13/03	THU	31	31	17	0	43
5:05	11/13/03	THU	36	36	22	0	38
5:22	11/17/03	MON	26	26	20	0	38
5:37	11/18/03	TUE	36	36	18	0	37
5:45	11/14/03	FRI	21	21	9	0	43
5:52	11/13/03	THU	28	26	12	0	43
6:00	11/14/03	FRI	26	26	13	0	43
6:07	11/13/03	THU	31	31	14	0	38
6:22	11/17/03	MON	77	77	26	0	38
6:37	11/18/03	TUE	107	107	55	0	37
6:52	11/20/03	THU	77	77	23	0	43
7:05	11/13/03	THU	49	51	16	2	43
7:20	11/13/03	THU	82	79	32	0	38
7:35	11/17/03	MON	99	99	33	0	38
7:50	11/18/03	TUE	46	46	16	0	37
8:05	11/20/03	THU	64	64	17	0	43
8:20	11/13/03	THU	29	29	8	0	43
8:35	11/13/03	THU	39	39	17	0	38
8:50	11/17/03	MON	46	46	14	0	38
9:05	11/18/03	TUE	35	35	14	0	37
9:20	11/20/03	THU	63	63	19	0	43
9:35	11/13/03	THU	54	54	16	0	43
9:50	11/13/03	THU	66	66	22	0	38
10:05	11/17/03	MON	66	66	21	0	38
10:20	11/18/03	TUE	73	73	29	0	37
10:35	11/20/03	THU	73	73	19	0	43
10:50	11/13/03	THU	59	59	15	0	43
11:05	11/13/03	THU	82	82	26	0	38
11:20	11/17/03	MON	66	66	23	0	38
11:34	11/18/03	TUE	48	48	13	0	37
11:47	11/20/03	THU	43	43	14	0	43
12:00	11/12/03	WED	65	66	25	1	38
12:10	11/13/03	THU	49	49	14	0	43
12:20	11/13/03	THU	17	17	6	0	38
12:32	11/13/03	THU	58	57	26	0	38
12:44	11/14/03	FRI	70	70	24	0	43
12:56	11/19/03	WED	85	85	29	0	43
13:08	11/20/03	THU	41	41	12	0	43
13:18	11/12/03	WED	53	57	20	4	38
13:28	11/13/03	THU	108	108	71	0	43
13:38	12/04/03	THU	54	54	46	0	38
13:50	11/13/03	THU	97	97	58	0	38
14:02	11/14/03	FRI	112	112	46	0	43
14:14	11/19/03	WED	125	125	33	0	43
14:26	11/12/03	WED	98	98	33	0	38
14:38	11/12/03	WED	63	63	19	0	38
14:50	11/13/03	THU	50	54	15	4	43
15:02	11/13/03	THU	90	90	36	0	38
15:10	11/13/03	THU	92	92	31	0	38
15:22	11/14/03	FRI	38	38	21	0	43
15:34	11/13/03	THU	119	119	37	0	43
15:46	11/12/03	WED	56	56	23	0	38
15:58	11/12/03	WED	73	73	27	0	38
16:10	11/13/03	THU	93	93	37	0	43
16:22	11/13/03	THU	91	91	42	0	38

16:34	11/13/03	THU	13	12	8	0	38
16:46	11/14/03	FRI	37	37	12	0	43
16:58	11/13/03	THU	63	63	23	0	43
17:10	11/12/03	WED	43	43	12	0	38
17:20	11/12/03	WED	35	35	13	0	38
17:30	11/13/03	THU	29	29	14	0	43
17:45	11/13/03	THU	46	46	17	0	38
18:00	11/13/03	THU	45	45	21	0	38
18:20	11/13/03	THU	58	58	24	2	43
18:40	11/17/03	MON	20	20	9	0	37
19:00	11/13/03	THU	29	29	16	0	38
19:20	11/13/03	THU	50	50	22	0	38
19:40	11/13/03	THU	29	29	16	0	43
20:00	11/17/03	MON	22	22	9	0	37
20:25	11/13/03	THU	20	20	11	0	38
20:55	11/13/03	THU	22	22	11	0	43
21:25	11/17/03	MON	21	21	7	0	37
21:55	11/13/03	THU	22	22	10	0	43
22:25	11/17/03	MON	10	10	6	0	37
22:55	11/13/03	THU	6	6	3	0	43
23:25	11/17/03	MON	2	2	1	0	37
24:25	11/18/03	TUE	2	2	1	0	37

Total Riders: 4099 (AM: 772 Mid-Day: 1873 PM: 918 Other: 536)

Number of Trips:	77
Average Riders Per Trip:	53.2
Average Maximum Load:	20.9
Average Seated Capacity:	39.9
Peak Load:	1.181
Peak Hour*:	13:28 - 14:27

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 2005

Company: MCS 900 Series Route: 933 Weekdays

Direction: Loop, Counter Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:45	12/07/04	TUE	31	31	14	0	37
5:05	12/08/04	WED	29	29	16	0	43
5:22	12/07/04	TUE	23	23	13	0	43
5:37	12/15/04	WED	31	31	16	0	43
5:45	12/06/04	MON	16	16	8	0	43
5:52	12/07/04	TUE	23	23	14	0	37
6:00	12/16/04	THU	33	33	12	0	37
6:07	12/08/04	WED	26	25	9	0	43
6:22	12/07/04	TUE	59	59	19	0	43
6:37	12/15/04	WED	83	83	36	0	43
6:52	12/08/04	WED	99	99	34	0	38
7:05	12/07/04	TUE	87	87	26	0	37
7:20	12/08/04	WED	105	105	28	0	43
7:35	12/07/04	TUE	93	92	32	0	43
7:50	12/15/04	WED	50	50	16	0	43
8:05	12/08/04	WED	54	54	19	0	38
8:20	12/07/04	TUE	29	29	10	0	37
8:35	12/08/04	WED	46	46	15	0	43
8:50	12/07/04	TUE	33	33	9	0	43
9:05	12/06/04	MON	57	57	23	0	43
9:20	12/08/04	WED	45	45	16	0	38
9:35	12/07/04	TUE	36	36	14	0	37
9:50	12/08/04	WED	47	47	15	0	43
10:05	12/07/04	TUE	75	75	26	0	43
10:20	12/06/04	MON	47	47	20	0	43
10:35	12/08/04	WED	71	71	31	0	38
10:50	12/07/04	TUE	23	23	7	0	37
11:05	12/08/04	WED	35	35	11	0	43
11:20	12/07/04	TUE	47	47	13	0	43
11:34	12/06/04	MON	68	68	21	0	43
11:47	12/08/04	WED	57	57	14	0	38
12:00	12/14/04	TUE	64	64	23	0	38
12:10	12/14/04	TUE	28	28	7	0	38
12:20	12/08/04	WED	48	48	18	0	43
12:32	12/16/04	THU	30	30	12	0	43
12:44	12/06/04	MON	42	42	11	0	43
12:56	01/03/05	MON	51	51	20	0	43
13:08	12/08/04	WED	51	51	15	0	38
13:18	12/14/04	TUE	26	26	8	0	38
13:28	12/14/04	TUE	120	120	63	0	38
13:38	12/16/04	THU	88	88	41	0	37
13:50	12/16/04	THU	72	72	31	0	43
14:02	12/06/04	MON	107	107	37	0	43
14:14	01/14/05	FRI	86	86	31	0	43
14:26	12/08/04	WED	42	42	28	0	38
14:38	12/14/04	TUE	71	71	27	0	38
14:50	12/14/04	TUE	128	128	39	0	38
15:02	12/16/04	THU	136	136	61	0	37
15:10	12/16/04	THU	52	52	16	0	43
15:22	01/14/05	FRI	36	36	11	0	38
15:34	12/07/04	TUE	102	102	26	0	38
15:46	12/09/04	THU	45	45	14	0	38
15:58	12/14/04	TUE	23	23	8	0	38
16:10	12/20/04	MON	73	73	36	0	43
16:22	12/20/04	MON	43	43	17	0	38

16:34	12/16/04	THU	21	21	7	0	43
16:46	12/06/04	MON	50	50	18	0	43
16:58	12/07/04	TUE	68	68	23	0	38
17:10	12/09/04	THU	56	56	21	0	38
17:20	12/08/04	WED	58	58	30	0	43
17:30	12/20/04	MON	15	15	8	0	43
17:45	12/20/04	MON	46	46	19	0	38
18:00	12/16/04	THU	23	23	10	0	43
18:20	12/07/04	TUE	63	62	23	0	38
18:40	12/08/04	WED	64	64	19	0	43
19:00	12/20/04	MON	41	41	18	0	38
19:20	12/16/04	THU	15	15	7	0	43
19:40	12/07/04	TUE	19	19	9	0	38
20:00	12/13/04	MON	21	21	10	0	43
20:25	12/20/04	MON	37	33	12	0	38
20:55	12/07/04	TUE	23	23	14	0	38
21:25	12/13/04	MON	29	29	12	0	43
21:55	12/07/04	TUE	20	20	10	0	38
22:25	12/13/04	MON	18	18	9	0	43
22:55	12/07/04	TUE	7	7	3	0	38
23:25	12/13/04	MON	4	4	3	0	43
24:25	12/13/04	MON	0	0	0	0	43

Total Riders: 3820 (AM: 797 Mid-Day: 1662 PM: 824 Other: 537)

Number of Trips:	77
Average Riders Per Trip:	49.6
Average Maximum Load:	18.7
Average Seated Capacity:	40.5
Peak Load:	0.955
Peak Hour*:	13:28 - 14:27

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 2006

Company: MCS 900 Series Route: 933 Weekdays

Direction: Loop, Counter Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:45	11/17/05	THU	37	37	18	0	37
5:02	11/21/05	MON	32	32	14	0	43
5:17	11/17/05	THU	16	16	11	0	38
5:32	11/23/05	WED	24	24	13	0	20
5:45	09/22/05	THU	44	44	15	0	43
5:52	11/17/05	THU	43	43	29	0	37
6:00	09/16/05	FRI	25	25	13	0	43
6:07	11/21/05	MON	23	23	10	0	43
6:22	11/17/05	THU	73	73	31	0	38
6:37	11/23/05	WED	66	66	19	0	20
6:52	11/28/05	MON	92	92	34	0	37
7:05	11/17/05	THU	107	107	41	0	37
7:20	11/21/05	MON	111	111	30	0	43
7:35	11/17/05	THU	94	94	28	0	38
7:50	11/23/05	WED	73	73	25	0	20
8:05	11/28/05	MON	56	56	22	0	37
8:20	11/17/05	THU	70	70	27	0	37
8:35	11/21/05	MON	59	59	17	0	43
8:50	11/17/05	THU	60	60	24	0	38
9:06	11/21/05	MON	64	64	31	0	43
9:20	11/22/05	TUE	56	56	13	0	43
9:35	11/17/05	THU	27	27	10	0	37
9:50	11/21/05	MON	42	42	12	0	43
10:05	11/17/05	THU	78	78	22	0	38
10:20	11/21/05	MON	65	65	16	0	43
10:35	11/22/05	TUE	71	71	23	0	43
10:50	11/17/05	THU	80	80	22	0	37
11:05	11/21/05	MON	41	41	11	0	43
11:20	11/17/05	THU	56	56	14	0	38
11:34	11/21/05	MON	40	40	12	0	43
11:47	11/22/05	TUE	46	46	15	0	43
12:00	11/17/05	THU	57	57	18	0	37
12:10	12/01/05	THU	43	43	14	0	43
12:20	11/17/05	THU	62	62	22	0	43
12:32	11/17/05	THU	36	36	13	0	38
12:44	11/21/05	MON	57	57	25	0	43
12:56	11/16/05	WED	70	70	17	0	43
13:08	11/22/05	TUE	27	27	15	0	43
13:18	11/16/05	WED	46	46	11	0	37
13:28	12/01/05	THU	27	27	11	0	43
13:38	11/17/05	THU	47	47	15	0	43
13:50	11/17/05	THU	61	61	21	0	38
14:02	11/21/05	MON	173	173	70	0	43
14:14	11/16/05	WED	126	126	59	0	43
14:26	11/22/05	TUE	139	139	69	0	43
14:38	11/16/05	WED	65	65	24	0	37
14:50	12/01/05	THU	56	56	13	0	43
15:02	11/17/05	THU	127	127	37	0	43
15:10	11/17/05	THU	35	35	11	0	38
15:22	11/21/05	MON	36	36	35	0	43
15:34	12/05/05	MON	74	74	22	0	38
15:46	11/22/05	TUE	74	74	31	0	43
15:58	12/08/05	THU	36	36	19	0	38
16:10	12/01/05	THU	72	69	27	0	43
16:22	11/17/05	THU	37	37	11	0	43

16:34	11/21/05	MON	81	81	25	0	38
16:46	11/21/05	MON	48	48	14	0	43
16:58	12/05/05	MON	49	49	20	0	38
17:10	11/22/05	TUE	50	50	21	0	43
17:20	12/08/05	THU	37	37	16	0	38
17:30	12/01/05	THU	21	24	11	3	43
17:45	11/17/05	THU	27	27	19	0	43
18:00	11/21/05	MON	51	51	16	0	38
18:20	12/05/05	MON	42	42	17	0	38
18:40	12/08/05	THU	31	31	9	0	38
19:00	11/17/05	THU	34	34	14	0	43
19:20	11/21/05	MON	33	33	15	0	38
19:40	12/05/05	MON	19	19	13	0	38
20:07	12/08/05	THU	26	26	12	0	38
20:37	11/21/05	MON	53	53	26	0	38
21:07	12/05/05	MON	27	27	11	0	38
21:37	11/21/05	MON	41	41	21	0	38
22:07	12/05/05	MON	19	19	9	0	38
22:37	11/21/05	MON	19	19	11	0	38
23:07	12/05/05	MON	7	7	4	0	38
23:37	11/21/05	MON	8	8	5	0	38
24:37	11/21/05	MON	4	4	4	0	38

Total Riders: 4081 (AM: 909 Mid-Day: 1758 PM: 804 Other: 610)

Number of Trips:	77
Average Riders Per Trip:	53.0
Average Maximum Load:	20.1
Average Seated Capacity:	39.4
Peak Load:	1.191
Peak Hour*:	13:50 - 14:49

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 1995

Company: MCS 900 Series Route: 934 Weekdays

Direction: Loop, Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:50	10/31/94	MON	8	8	5	0	51
5:10	11/16/94	WED	19	19	7	0	51
5:30	11/14/94	MON	55	55	17	0	51
5:45	11/15/94	TUE	22	22	10	0	51
6:00	10/31/94	MON	36	36	24	0	51
6:15	11/16/94	WED	49	49	25	0	51
6:30	11/14/94	MON	66	66	24	0	51
6:45	11/15/94	TUE	78	78	25	0	51
7:00	10/31/94	MON	78	78	44	0	51
7:15	11/16/94	WED	44	44	15	0	51
7:30	11/14/94	MON	55	55	19	0	51
7:45	11/15/94	TUE	57	57	24	0	51
8:00	10/31/94	MON	56	56	35	0	51
8:30	11/10/94	THU	55	55	17	0	51
9:00	10/31/94	MON	46	46	17	0	51
9:30	11/10/94	THU	41	41	11	0	51
10:00	10/31/94	MON	29	29	11	0	51
10:30	11/10/94	THU	59	59	19	0	51
11:00	11/07/94	MON	45	45	19	0	51
11:30	11/10/94	THU	49	49	23	0	51
12:00	11/07/94	MON	48	48	19	0	51
12:30	11/09/94	WED	56	56	19	0	51
13:06	11/07/94	MON	56	56	17	0	51
13:36	11/09/94	WED	58	58	18	0	51
14:06	11/07/94	MON	113	113	66	0	51
14:36	11/09/94	WED	108	108	47	0	51
15:12	11/07/94	MON	105	105	34	0	51
15:42	11/09/94	WED	68	68	20	0	51
16:12	11/07/94	MON	100	100	40	0	51
16:42	11/09/94	WED	60	60	20	0	51
17:15	11/07/94	MON	48	48	23	0	51
17:45	11/09/94	WED	42	42	19	0	51
18:18	11/07/94	MON	33	33	16	0	51
19:18	12/16/94	FRI	28	28	9	0	51
20:18	11/07/94	MON	17	17	8	0	51
21:25	11/07/94	MON	12	12	6	0	51
22:25	11/07/94	MON	17	17	12	0	51
23:25	11/07/94	MON	7	7	5	0	51

Total Riders: 1923 (AM: 574 Mid-Day: 708 PM: 423 Other: 218)

Number of Trips:	38
Average Riders Per Trip:	50.6
Average Maximum Load:	20.8
Average Seated Capacity:	51.0
Peak Load:	1.108
Peak Hour*:	14:06 - 15:05

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 1996

Company: MCS 900 Series Route: 934 Weekdays

Direction: Loop, Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:49	03/29/96	FRI	27	27	23	0	43
5:10	03/25/96	MON	15	15	10	0	43
5:28	03/20/96	WED	29	29	23	0	43
5:43	03/29/96	FRI	28	28	20	0	43
5:58	03/19/96	TUE	41	41	31	0	43
6:13	03/25/96	MON	52	52	20	0	43
6:28	03/20/96	WED	76	76	27	0	43
6:43	03/29/96	FRI	54	54	24	0	43
6:58	03/19/96	TUE	105	105	42	0	43
7:13	03/25/96	MON	106	106	70	0	43
7:30	04/01/96	MON	37	37	19	0	43
7:45	03/29/96	FRI	29	29	10	0	43
8:00	03/19/96	TUE	104	104	55	0	43
8:30	03/20/96	WED	61	61	31	0	43
9:00	03/19/96	TUE	72	72	24	0	43
9:30	03/20/96	WED	61	61	26	0	43
10:00	03/19/96	TUE	76	76	23	0	43
10:30	03/20/96	WED	100	100	27	0	43
11:00	03/21/96	THU	62	62	20	0	43
11:30	03/20/96	WED	95	95	36	0	43
12:00	03/21/96	THU	101	101	36	0	43
12:30	04/08/96	MON	68	68	30	0	43
12:51	04/09/96	TUE	57	57	17	0	43
13:06	04/03/96	WED	55	55	16	0	43
13:21	03/25/96	MON	38	38	16	0	43
13:36	03/20/96	WED	75	75	26	0	43
13:44	03/21/96	THU	27	27	9	0	43
13:53	04/08/96	MON	28	28	12	0	43
14:08	04/03/96	WED	45	45	17	0	43
14:23	03/25/96	MON	92	92	60	0	43
14:38	03/28/96	THU	50	50	22	0	43
14:53	03/21/96	THU	59	59	19	0	43
15:09	04/08/96	MON	63	63	39	0	43
15:27	03/28/96	THU	63	63	24	0	43
15:42	03/25/96	MON	36	36	18	0	43
15:57	03/28/96	THU	40	40	17	0	43
16:12	03/21/96	THU	62	62	27	0	43
16:27	04/08/96	MON	36	36	13	0	43
16:42	03/28/96	THU	40	40	14	0	43
16:57	03/25/96	MON	47	47	29	0	43
17:13	03/28/96	THU	44	44	25	0	43
17:30	04/08/96	MON	35	35	12	0	43
17:45	03/28/96	THU	25	26	18	1	43
18:00	03/25/96	MON	21	21	11	0	43
18:18	03/28/96	THU	32	32	14	0	43
18:48	03/28/96	THU	16	16	6	0	43
19:25	03/28/96	THU	27	27	12	0	43
20:25	03/28/96	THU	31	31	8	0	43
21:25	03/28/96	THU	20	20	8	0	43
22:25	03/28/96	THU	16	16	7	0	43
23:25	03/28/96	THU	15	15	9	0	43

Total Riders: 2594 (AM: 624 Mid-Day: 1161 PM: 491 Other: 318)

Number of Trips: 51

Average Riders Per Trip:	50.9
Average Maximum Load:	22.6
Average Seated Capacity:	43.0
Peak Load:	1.000
Peak Hour*:	8:00 - 8:59

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 1997

Company: MCS 900 Series Route: 934 Weekdays

Direction: Loop, Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:45	06/09/97	MON	20	20	13	0	43
5:52	06/09/97	MON	31	31	20	0	43
7:05	06/09/97	MON	83	83	59	0	43
8:20	06/09/97	MON	50	50	24	0	43
9:35	06/09/97	MON	55	55	23	0	43
10:50	06/09/97	MON	56	56	16	0	43

Total Riders: 295 (AM: 133 Mid-Day: 111 PM: 0 Other: 51)

Number of Trips:	6
Average Riders Per Trip:	49.2
Average Maximum Load:	25.8
Average Seated Capacity:	43.0
Peak Load:	1.372
Peak Hour*:	7:05 - 8:04

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 1998

Company: MCS 900 Series Route: 934 Weekdays

Direction: Loop, Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:25	05/19/98	TUE	11	11	6	0	43
4:45	07/14/97	MON	27	27	19	0	43
5:05	07/10/97	THU	20	20	15	0	43
5:22	05/06/98	WED	25	25	9	0	43
5:37	07/08/97	TUE	40	40	15	0	43
5:52	07/14/97	MON	41	41	22	0	43
6:07	07/10/97	THU	47	47	24	0	43
6:22	05/06/98	WED	67	67	25	0	43
6:37	07/08/97	TUE	79	79	34	0	43
6:52	07/10/97	THU	59	59	16	0	43
7:05	07/14/97	MON	76	76	44	0	43
7:20	07/10/97	THU	111	111	47	0	43
7:35	05/06/98	WED	56	56	28	0	43
7:50	07/08/97	TUE	74	74	26	0	43
8:05	07/10/97	THU	51	51	15	0	43
8:20	07/14/97	MON	57	57	28	0	43
8:35	07/10/97	THU	44	44	21	0	43
8:50	05/06/98	WED	51	51	15	0	43
9:05	07/08/97	TUE	56	56	20	0	43
9:20	07/10/97	THU	49	49	15	0	43
9:35	07/14/97	MON	75	75	30	0	43
9:50	07/10/97	THU	64	64	30	0	43
10:05	05/06/98	WED	56	56	22	0	43
10:20	07/08/97	TUE	47	47	14	0	43
10:35	07/10/97	THU	51	51	18	0	43
10:50	07/14/97	MON	39	39	14	0	43
11:05	07/10/97	THU	55	55	19	0	43
11:20	05/06/98	WED	50	50	21	0	43
11:35	07/08/97	TUE	53	53	22	0	43
11:50	07/10/97	THU	44	44	14	0	43
12:05	07/15/97	TUE	66	66	20	0	43
12:20	06/15/98	MON	76	76	41	0	43
12:35	07/16/97	WED	67	67	25	0	43
12:50	07/17/97	THU	69	69	26	0	43
13:06	07/10/97	THU	57	59	17	1	43
13:22	07/15/97	TUE	66	66	23	0	43
13:38	06/09/98	TUE	85	85	25	0	43
13:53	07/16/97	WED	93	93	38	0	43
14:08	07/17/97	THU	85	85	28	0	43
14:23	07/10/97	THU	91	92	33	1	43
14:38	07/15/97	TUE	79	79	34	0	43
14:53	07/22/97	TUE	46	46	16	0	43
14:53	06/09/98	TUE	85	85	45	0	43
15:09	07/16/97	WED	74	75	26	1	43
15:27	07/17/97	THU	71	71	21	0	43
15:42	07/10/97	THU	54	54	16	0	43
15:57	07/15/97	TUE	63	63	19	0	43
16:12	06/09/98	TUE	61	61	20	0	43
16:27	07/16/97	WED	67	69	25	2	43
16:42	07/17/97	THU	63	66	22	3	43
16:57	07/09/97	WED	48	48	18	0	43
17:13	07/15/97	TUE	46	46	17	0	43
17:30	06/09/98	TUE	40	40	20	0	43
17:45	07/16/97	WED	65	65	24	0	43
18:00	07/17/97	THU	45	45	15	0	43

18:20	07/09/97	WED	48	48	17	0	43
18:50	07/16/97	WED	53	54	19	1	43
19:25	07/09/97	WED	63	63	20	0	43
19:55	05/06/98	WED	30	30	8	0	43
20:25	07/09/97	WED	44	44	18	0	43
20:55	05/06/98	WED	34	36	16	2	43
21:25	07/09/97	WED	38	38	13	0	43
21:55	05/06/98	WED	20	20	11	0	43
22:25	07/09/97	WED	19	19	9	0	43
23:25	07/09/97	WED	16	16	7	0	43

Total Riders: 3602 (AM: 772 Mid-Day: 1604 PM: 652 Other: 574)

Number of Trips:	65
Average Riders Per Trip:	55.4
Average Maximum Load:	21.5
Average Seated Capacity:	43.0
Peak Load:	0.843
Peak Hour*:	7:05 - 8:04

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 1999

Company: MCS 900 Series Route: 934 Weekdays

Direction: Loop, Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:25	04/22/99	THU	6	6	4	0	43
4:43	04/14/99	WED	34	34	22	0	43
5:05	04/23/99	FRI	20	20	15	0	43
5:20	04/13/99	TUE	31	31	15	0	43
5:35	04/21/99	WED	51	51	27	0	43
5:51	04/14/99	WED	41	41	18	0	43
6:06	04/23/99	FRI	45	45	21	0	43
6:20	04/13/99	TUE	80	81	28	1	43
6:35	04/19/99	MON	113	113	54	0	43
6:50	04/27/99	TUE	128	128	55	0	43
7:05	04/14/99	WED	129	129	67	0	43
7:20	04/23/99	FRI	122	122	70	0	43
7:35	04/13/99	TUE	95	95	41	0	43
7:50	04/19/99	MON	54	54	16	0	43
8:05	04/15/99	THU	53	53	37	0	43
8:20	04/14/99	WED	90	90	46	0	43
8:35	04/23/99	FRI	66	66	24	0	43
8:50	04/13/99	TUE	37	38	13	1	43
9:05	04/19/99	MON	73	73	21	0	43
9:20	04/15/99	THU	56	56	17	0	43
9:35	04/14/99	WED	69	69	27	0	43
9:50	04/23/99	FRI	44	44	16	0	43
10:05	04/13/99	TUE	46	46	15	0	43
10:20	04/19/99	MON	48	48	19	0	43
10:35	04/15/99	THU	48	48	13	0	43
10:50	04/14/99	WED	66	66	22	0	43
11:05	04/23/99	FRI	50	50	14	0	43
11:20	04/13/99	TUE	66	68	28	2	43
11:35	04/19/99	MON	39	39	11	0	43
11:50	04/15/99	THU	63	63	17	0	43
12:05	04/14/99	WED	67	67	22	0	43
12:20	04/23/99	FRI	112	112	42	0	43
12:35	04/26/99	MON	87	87	35	0	43
12:50	04/29/99	THU	54	54	19	0	43
13:06	04/22/99	THU	103	103	58	0	43
13:22	04/14/99	WED	109	109	30	0	43
13:38	04/23/99	FRI	66	66	17	0	43
13:53	04/26/99	MON	153	153	52	0	43
14:08	05/13/99	THU	202	202	67	0	43
14:23	04/22/99	THU	78	78	26	0	43
14:38	04/14/99	WED	111	111	36	0	43
14:54	04/27/99	TUE	68	68	17	0	43
15:09	04/26/99	MON	151	159	65	8	43
15:27	06/03/99	THU	133	133	31	0	43
15:42	04/22/99	THU	57	57	27	0	43
15:57	04/14/99	WED	94	94	26	0	43
16:12	04/27/99	TUE	52	52	16	0	43
16:27	05/06/99	THU	52	52	19	0	43
16:42	05/13/99	THU	62	62	20	0	43
17:00	04/22/99	THU	83	83	35	0	43
17:15	04/14/99	WED	51	51	19	0	43
17:30	04/27/99	TUE	69	69	20	0	43
17:45	05/06/99	THU	52	52	24	0	43
18:00	05/25/99	TUE	39	39	21	0	43
18:20	04/22/99	THU	44	44	14	0	43

18:40	04/27/99	TUE	25	25	13	0	43
19:00	05/06/99	THU	23	23	10	0	43
19:25	05/25/99	TUE	46	46	18	0	43
19:55	04/27/99	TUE	32	32	8	0	43
20:25	05/25/99	TUE	35	35	14	0	43
20:55	04/27/99	TUE	26	26	9	0	43
21:25	05/25/99	TUE	27	27	10	0	43
21:55	04/27/99	TUE	28	28	10	0	43
22:25	05/25/99	TUE	19	19	8	0	43
23:25	04/22/99	THU	16	16	8	0	43

Total Riders: 4289 (AM: 1012 Mid-Day: 1878 PM: 856 Other: 543)

Number of Trips:	65
Average Riders Per Trip:	66.0
Average Maximum Load:	25.5
Average Seated Capacity:	43.0
Peak Load:	1.430
Peak Hour*:	6:35 - 7:34

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 2000

Company: MCS 900 Series Route: 934 Weekdays

Direction: Loop, Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:25	03/23/00	THU	8	8	6	0	43
4:40	03/20/00	MON	32	32	23	0	43
5:05	03/23/00	THU	33	33	26	0	43
5:20	03/27/00	MON	47	47	25	0	43
5:35	04/13/00	THU	30	30	16	0	43
5:43	03/24/00	FRI	19	19	10	0	43
5:51	03/20/00	MON	19	19	7	0	43
6:06	03/23/00	THU	55	55	26	0	43
6:20	03/27/00	MON	59	59	29	0	43
6:35	03/27/00	MON	94	94	30	0	43
6:43	03/24/00	FRI	63	63	23	0	43
6:50	03/22/00	WED	70	70	41	0	43
6:58	03/31/00	FRI	72	72	37	0	43
7:05	03/20/00	MON	51	51	43	0	43
7:20	03/23/00	THU	52	52	35	0	43
7:35	03/27/00	MON	127	127	53	0	43
7:45	03/27/00	MON	45	45	26	0	43
7:55	03/24/00	FRI	45	45	21	0	43
8:05	03/22/00	WED	50	50	17	0	43
8:15	03/31/00	FRI	75	75	27	0	43
8:25	03/20/00	MON	35	35	9	0	43
8:35	03/23/00	THU	48	48	18	0	43
8:50	03/27/00	MON	59	59	23	0	43
9:05	03/27/00	MON	59	59	27	0	43
9:20	03/22/00	WED	50	50	13	0	43
9:35	03/20/00	MON	60	60	26	0	43
9:50	03/23/00	THU	50	50	30	0	43
10:05	03/27/00	MON	60	60	26	0	43
10:20	03/27/00	MON	33	33	13	0	43
10:35	03/22/00	WED	61	63	22	2	43
10:50	03/20/00	MON	51	52	20	1	43
11:05	03/23/00	THU	91	91	23	0	43
11:20	03/27/00	MON	45	45	12	0	43
11:35	03/22/00	WED	66	66	21	0	43
11:50	03/22/00	WED	81	81	27	0	43
12:05	03/22/00	WED	101	101	27	0	43
12:20	03/23/00	THU	71	71	22	0	43
12:35	03/27/00	MON	89	89	21	0	43
12:50	03/22/00	WED	58	58	19	0	43
13:06	03/24/00	FRI	105	105	31	0	43
13:22	03/22/00	WED	93	93	33	0	43
13:38	07/26/00	WED	100	100	25	0	43
13:48	07/27/00	THU	55	55	16	0	43
13:58	03/17/00	FRI	34	34	10	0	43
14:08	03/22/00	WED	92	92	37	0	43
14:18	03/24/00	FRI	131	131	64	0	43
14:34	03/22/00	WED	110	110	33	0	43
14:50	03/17/00	FRI	85	85	22	0	43
15:07	07/27/00	THU	108	108	28	0	43
15:17	03/17/00	FRI	59	59	20	0	43
15:27	03/22/00	WED	33	33	11	0	43
15:42	03/24/00	FRI	90	90	26	0	43
15:57	03/22/00	WED	80	80	24	0	43
16:12	03/16/00	THU	84	84	32	0	43
16:27	07/27/00	THU	75	75	21	0	43

16:44	03/22/00	WED	80	80	24	0	43
16:54	03/17/00	FRI	36	36	11	0	43
17:04	03/24/00	FRI	123	123	39	0	43
17:14	03/22/00	WED	145	145	42	0	43
17:30	03/16/00	THU	51	52	19	1	43
17:45	07/27/00	THU	72	72	23	0	43
18:00	03/22/00	WED	50	50	16	0	43
18:20	03/24/00	FRI	49	49	17	0	43
18:40	03/16/00	THU	56	56	19	0	43
19:00	07/27/00	THU	57	57	21	0	43
19:25	03/22/00	WED	61	61	22	0	43
19:55	03/16/00	THU	37	37	12	0	43
20:25	03/22/00	WED	40	40	15	0	43
20:55	07/21/00	FRI	39	39	21	0	43
21:25	03/22/00	WED	25	25	11	0	43
22:25	03/22/00	WED	23	23	8	0	43
23:25	03/22/00	WED	18	18	10	0	43

Total Riders: 4510 (AM: 1000 Mid-Day: 1831 PM: 1036 Other: 643)

Number of Trips:	72
Average Riders Per Trip:	62.6
Average Maximum Load:	23.4
Average Seated Capacity:	43.0
Peak Load:	0.911
Peak Hour*:	6:50 - 7:49

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 2001

Company: MCS 900 Series Route: 934 Weekdays

Direction: Loop, Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:25	03/07/01	WED	12	12	12	0	43
4:40	05/21/01	MON	31	31	18	0	43
5:05	03/05/01	MON	35	35	17	0	43
5:20	03/05/01	MON	20	20	11	0	43
5:35	03/06/01	TUE	30	31	21	1	43
5:43	03/05/01	MON	23	23	11	0	43
5:51	05/21/01	MON	29	29	16	0	43
6:06	03/05/01	MON	66	66	36	0	43
6:20	03/05/01	MON	79	79	33	0	43
6:35	03/06/01	TUE	117	123	53	6	43
6:43	03/05/01	MON	161	164	95	3	43
6:50	03/08/01	THU	127	127	48	0	43
6:58	03/08/01	THU	73	73	43	0	43
7:05	05/21/01	MON	96	96	45	0	43
7:20	03/05/01	MON	105	105	58	0	43
7:35	03/05/01	MON	76	78	39	2	43
7:45	03/06/01	TUE	50	72	31	22	43
7:55	03/05/01	MON	53	53	15	0	43
8:05	03/08/01	THU	35	39	19	4	43
8:15	03/08/01	THU	36	36	7	0	43
8:25	05/21/01	MON	46	46	15	0	43
8:35	03/05/01	MON	56	56	15	0	43
8:50	03/05/01	MON	38	38	14	0	43
9:05	03/06/01	TUE	28	38	12	10	43
9:20	03/08/01	THU	86	86	34	0	43
9:35	05/21/01	MON	59	59	25	0	43
9:50	03/05/01	MON	86	86	26	0	43
10:05	03/05/01	MON	64	64	21	0	43
10:20	03/06/01	TUE	46	46	15	0	43
10:35	03/08/01	THU	72	76	23	4	43
10:50	05/21/01	MON	44	44	13	0	43
11:05	03/05/01	MON	28	28	12	0	43
11:20	03/05/01	MON	89	89	33	0	43
11:35	03/06/01	TUE	33	33	13	0	43
11:50	03/08/01	THU	100	100	30	0	43
12:05	03/07/01	WED	75	77	19	2	43
12:20	03/06/01	TUE	49	49	14	0	43
12:35	03/08/01	THU	92	92	24	0	38
12:50	03/06/01	TUE	44	62	21	18	43
13:06	03/07/01	WED	84	84	24	0	38
13:22	03/07/01	WED	107	118	26	11	43
13:38	03/06/01	TUE	80	80	27	0	43
13:48	03/08/01	THU	102	102	37	0	38
13:58	03/15/01	THU	105	105	29	0	43
14:08	03/06/01	TUE	63	63	22	0	43
14:18	03/07/01	WED	118	118	60	0	38
14:34	03/07/01	WED	95	97	31	2	43
14:50	03/06/01	TUE	109	109	31	0	43
15:07	03/08/01	THU	73	73	47	0	38
15:17	03/15/01	THU	81	81	34	0	43
15:27	03/06/01	TUE	49	49	18	0	43
15:42	03/07/01	WED	70	70	31	0	38
15:57	03/07/01	WED	79	79	27	0	43
16:12	03/06/01	TUE	67	67	18	0	43
16:27	03/08/01	THU	58	58	25	0	38

16:44	03/06/01	TUE	63	63	22	0	43
16:54	03/15/01	THU	22	22	7	0	43
17:04	03/07/01	WED	38	38	16	0	38
17:14	03/07/01	WED	53	53	18	0	43
17:30	03/06/01	TUE	46	46	16	0	43
17:45	03/08/01	THU	42	42	21	0	38
18:00	03/06/01	TUE	43	43	22	0	43
18:20	03/07/01	WED	54	54	28	0	38
18:40	03/06/01	TUE	41	41	15	0	43
19:00	03/08/01	THU	31	31	16	0	38
19:25	03/06/01	TUE	61	61	26	0	43
19:55	03/06/01	TUE	47	47	14	0	43
20:25	03/06/01	TUE	39	39	14	0	43
20:55	03/07/01	WED	41	41	15	0	43
21:25	03/06/01	TUE	20	20	6	0	43
21:55	03/07/01	WED	19	19	7	0	43
22:25	03/06/01	TUE	22	22	9	0	43
23:25	03/06/01	TUE	16	16	12	0	43

Total Riders: 4427 (AM: 1214 Mid-Day: 1858 PM: 741 Other: 614)

Number of Trips:	73
Average Riders Per Trip:	60.6
Average Maximum Load:	24.4
Average Seated Capacity:	42.2
Peak Load:	1.326
Peak Hour*:	6:35 - 7:34

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 2002

Company: MCS 900 Series Route: 934 Weekdays

Direction: Loop, Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
0:25	03/26/02	TUE	8	8	5	0	43
4:40	04/09/02	TUE	18	18	10	0	43
5:05	04/10/02	WED	24	24	12	0	43
5:20	04/11/02	THU	29	29	19	0	43
5:35	04/03/02	WED	0	0	0	0	43
5:43	03/29/02	FRI	22	22	15	0	43
5:51	04/09/02	TUE	13	13	6	0	43
6:06	04/10/02	WED	67	67	29	0	43
6:20	04/11/02	THU	59	59	24	0	43
6:35	04/03/02	WED	15	15	9	0	43
6:43	03/29/02	FRI	18	18	8	0	43
6:50	04/08/02	MON	61	61	23	0	43
6:58	05/02/02	THU	75	75	46	0	43
7:05	04/09/02	TUE	59	59	42	0	43
7:12	04/05/02	FRI	86	86	76	0	43
7:19	04/10/02	WED	70	70	47	0	43
7:32	04/11/02	THU	120	120	63	0	43
7:45	04/03/02	WED	17	17	10	0	43
7:55	03/29/02	FRI	17	17	6	0	43
8:05	04/08/02	MON	23	23	8	0	43
8:15	05/02/02	THU	34	34	11	0	43
8:25	04/09/02	TUE	48	48	21	0	43
8:35	04/10/02	WED	23	23	6	0	43
8:50	04/11/02	THU	61	61	29	0	43
9:05	04/03/02	WED	33	33	16	0	43
9:20	04/08/02	MON	50	50	16	0	43
9:35	04/09/02	TUE	46	46	17	0	43
9:50	04/10/02	WED	67	67	27	0	43
10:05	04/18/02	THU	90	90	34	0	43
10:20	04/03/02	WED	43	43	11	0	38
10:35	04/08/02	MON	79	79	40	0	43
10:50	04/09/02	TUE	73	73	24	0	43
11:05	04/10/02	WED	71	71	20	0	43
11:20	04/18/02	THU	39	39	14	0	43
11:34	04/03/02	WED	63	63	15	0	38
11:47	04/08/02	MON	71	71	25	0	43
12:00	03/27/02	WED	32	32	14	0	43
12:10	04/18/02	THU	74	74	22	0	43
12:20	04/10/02	WED	35	35	13	0	43
12:32	03/27/02	WED	44	44	15	0	43
12:44	04/18/02	THU	85	85	25	0	43
12:56	04/03/02	WED	63	63	21	0	38
13:08	04/08/02	MON	43	43	12	0	43
13:18	03/27/02	WED	35	35	15	0	43
13:28	04/18/02	THU	57	57	22	0	43
13:38	03/29/02	FRI	52	52	21	0	43
13:50	03/27/02	WED	65	65	20	0	43
14:02	04/18/02	THU	74	74	30	0	43
14:14	04/05/02	FRI	126	126	64	0	43
14:26	04/09/02	TUE	117	117	69	0	37
14:38	03/27/02	WED	15	15	10	0	43
14:50	04/18/02	THU	67	67	19	0	43
15:02	03/29/02	FRI	90	90	27	0	43
15:10	03/27/02	WED	51	51	15	0	43
15:22	04/18/02	THU	89	89	43	0	43

15:34	04/03/02	WED	73	73	21	0	43
15:46	04/09/02	TUE	78	79	25	1	37
15:58	03/25/02	MON	45	45	14	0	43
16:10	04/18/02	THU	83	83	25	0	43
16:22	03/29/02	FRI	102	102	19	0	43
16:34	03/27/02	WED	62	62	17	0	43
16:46	04/18/02	THU	63	63	23	0	43
16:58	04/03/02	WED	75	75	30	0	43
17:10	04/09/02	TUE	45	50	25	5	37
17:20	03/25/02	MON	34	34	10	0	43
17:30	04/18/02	THU	28	28	16	0	43
17:45	03/29/02	FRI	81	81	20	0	43
18:00	03/27/02	WED	50	50	27	0	43
18:20	04/03/02	WED	59	59	26	0	43
18:40	03/25/02	MON	40	40	23	0	43
19:00	03/29/02	FRI	43	43	15	0	43
19:20	03/27/02	WED	43	43	30	0	43
19:40	04/03/02	WED	38	38	11	0	43
20:00	03/25/02	MON	34	34	12	0	43
20:25	03/29/02	FRI	36	36	13	0	43
20:55	04/03/02	WED	42	42	11	0	43
21:25	03/25/02	MON	45	45	17	0	43
21:55	04/03/02	WED	16	16	6	0	43
22:25	03/25/02	MON	14	14	8	0	43
22:55	04/03/02	WED	25	25	16	0	43
23:25	03/25/02	MON	15	15	6	0	43

Total Riders: 4175 (AM: 853 Mid-Day: 1709 PM: 999 Other: 614)

Number of Trips:	81
Average Riders Per Trip:	51.5
Average Maximum Load:	21.3
Average Seated Capacity:	42.6
Peak Load:	1.020
Peak Hour*:	6:50 - 7:49

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 2003

Company: MCS 900 Series Route: 934 Weekdays

Direction: Loop, Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:40	10/02/02	WED	29	29	14	0	38
5:05	10/02/02	WED	32	32	20	0	43
5:20	09/30/02	MON	31	31	20	0	43
5:35	10/03/02	THU	18	18	10	0	38
5:43	12/05/02	THU	18	18	11	0	43
5:51	10/02/02	WED	33	33	13	0	38
6:06	10/02/02	WED	47	47	27	0	43
6:20	09/30/02	MON	66	66	28	0	43
6:35	10/03/02	THU	85	85	33	0	38
6:43	12/05/02	THU	98	98	27	0	43
6:50	11/26/02	TUE	103	103	35	0	38
6:58	12/04/02	WED	98	98	51	0	38
7:05	10/02/02	WED	61	61	39	0	38
7:12	12/05/02	THU	89	89	57	0	43
7:19	10/02/02	WED	44	44	17	0	43
7:32	09/30/02	MON	50	50	10	0	43
7:45	10/03/02	THU	50	50	25	0	38
7:55	12/05/02	THU	35	35	10	0	43
8:05	11/26/02	TUE	17	17	6	0	38
8:15	12/04/02	WED	47	47	16	0	38
8:25	10/02/02	WED	23	23	10	0	38
8:35	10/02/02	WED	44	44	19	0	43
8:50	09/30/02	MON	46	46	15	0	43
9:05	10/03/02	THU	76	76	34	0	38
9:20	11/26/02	TUE	46	46	20	0	38
9:35	10/02/02	WED	49	49	11	0	38
9:50	10/02/02	WED	59	59	24	0	43
10:05	12/05/02	THU	33	33	9	0	43
10:20	10/03/02	THU	58	58	18	0	38
10:35	11/26/02	TUE	43	43	12	0	38
10:50	10/02/02	WED	58	58	21	0	38
11:05	10/02/02	WED	36	36	10	0	43
11:20	12/05/02	THU	50	50	16	0	43
11:34	10/03/02	THU	60	60	16	0	38
11:47	11/26/02	TUE	54	54	22	0	38
12:00	12/04/02	WED	69	69	22	0	43
12:10	12/04/02	WED	31	31	16	0	38
12:20	10/02/02	WED	35	35	11	0	43
12:32	12/03/02	TUE	76	76	28	0	43
12:44	12/05/02	THU	49	49	15	0	43
12:56	10/03/02	THU	56	56	20	0	38
13:08	11/26/02	TUE	55	55	14	0	38
13:18	12/04/02	WED	60	60	22	0	43
13:28	12/04/02	WED	37	37	13	0	43
13:38	11/14/02	THU	67	67	21	0	43
13:50	12/03/02	TUE	103	103	26	0	43
14:02	12/05/02	THU	100	100	36	0	43
14:14	11/14/02	THU	67	67	24	0	43
14:26	11/26/02	TUE	210	210	69	0	38
14:38	12/04/02	WED	84	84	39	0	43
14:50	12/04/02	WED	40	40	18	0	43
15:02	11/07/02	THU	94	94	26	0	43
15:10	12/03/02	TUE	104	104	33	0	43
15:22	12/05/02	THU	123	123	28	0	43
15:34	11/14/02	THU	123	123	44	0	43

15:46	11/26/02	TUE	148	148	45	0	38
15:58	11/26/02	TUE	34	34	17	0	43
16:10	12/04/02	WED	27	27	11	0	38
16:22	11/14/02	THU	65	65	19	0	43
16:34	12/03/02	TUE	79	79	23	0	43
16:46	12/05/02	THU	91	91	28	0	43
16:58	11/14/02	THU	54	54	24	0	43
17:10	11/26/02	TUE	44	44	12	0	38
17:20	11/26/02	TUE	65	65	38	0	43
17:30	12/04/02	WED	44	44	19	0	38
17:45	11/14/02	THU	63	63	17	0	43
18:00	12/03/02	TUE	58	58	20	0	43
18:20	11/14/02	THU	47	47	23	0	43
18:40	11/26/02	TUE	38	38	20	0	43
19:00	11/14/02	THU	42	42	13	0	43
19:20	12/03/02	TUE	43	43	17	0	43
19:40	11/13/02	WED	32	32	10	0	43
20:00	11/26/02	TUE	33	33	9	0	43
20:25	11/14/02	THU	42	42	15	0	43
20:55	11/13/02	WED	26	26	7	0	43
21:25	11/26/02	TUE	26	26	8	0	43
21:55	11/13/02	WED	22	22	11	0	43
22:25	11/26/02	TUE	10	10	8	0	43
22:55	11/13/02	WED	9	9	5	0	43
23:25	11/26/02	TUE	4	4	4	0	43
24:25	11/26/02	TUE	0	0	0	0	43

Total Riders: 4515 (AM: 1003 Mid-Day: 1761 PM: 1158 Other: 593)

Number of Trips:	81
Average Riders Per Trip:	55.7
Average Maximum Load:	20.7
Average Seated Capacity:	41.3
Peak Load:	0.924
Peak Hour*:	13:50 - 14:49

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 2004

Company: MCS 900 Series Route: 934 Weekdays

Direction: Loop, Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:40	09/29/03	MON	34	34	20	0	43
5:05	09/29/03	MON	31	31	12	0	43
5:20	09/30/03	TUE	42	42	29	0	43
5:35	09/24/03	WED	24	24	11	0	43
5:43	09/30/03	TUE	31	31	15	0	43
5:51	09/29/03	MON	10	10	3	0	43
6:06	09/29/03	MON	37	37	19	0	43
6:20	09/30/03	TUE	63	63	27	0	43
6:35	09/24/03	WED	91	91	28	0	43
6:43	09/30/03	TUE	69	69	30	0	43
6:50	10/02/03	THU	79	79	42	0	43
6:58	11/14/03	FRI	93	93	49	0	43
7:05	09/29/03	MON	67	67	28	0	43
7:12	11/14/03	FRI	89	89	33	0	43
7:19	09/29/03	MON	51	51	21	0	43
7:32	09/30/03	TUE	51	51	24	0	43
7:45	09/24/03	WED	49	49	21	0	43
7:55	09/30/03	TUE	27	27	15	0	43
8:05	10/02/03	THU	32	32	11	0	43
8:15	11/14/03	FRI	37	37	12	0	43
8:25	09/29/03	MON	38	38	14	0	43
8:35	09/29/03	MON	40	40	12	0	43
8:50	09/30/03	TUE	34	34	13	0	43
9:05	09/24/03	WED	52	52	16	0	43
9:20	09/30/03	TUE	82	82	26	0	38
9:35	09/29/03	MON	65	65	22	0	43
9:50	09/29/03	MON	54	54	19	0	43
10:05	09/30/03	TUE	38	38	15	0	43
10:20	09/24/03	WED	45	45	18	0	43
10:35	09/30/03	TUE	42	42	11	0	38
10:50	09/29/03	MON	51	51	19	0	43
11:05	09/29/03	MON	73	73	21	0	43
11:20	09/30/03	TUE	63	63	19	0	43
11:34	09/24/03	WED	66	66	18	0	43
11:47	09/30/03	TUE	46	46	14	0	38
12:00	11/26/03	WED	40	40	15	0	43
12:10	09/25/03	THU	85	85	34	0	38
12:20	09/29/03	MON	52	52	14	0	43
12:32	09/25/03	THU	52	52	15	0	43
12:44	11/14/03	FRI	77	77	21	0	43
12:56	09/30/03	TUE	25	25	15	0	38
13:08	09/30/03	TUE	51	51	20	0	38
13:18	11/26/03	WED	58	58	17	0	43
13:28	09/25/03	THU	33	33	12	0	38
13:38	09/25/03	THU	40	40	11	0	37
13:50	09/26/03	FRI	74	74	23	0	43
14:02	09/24/03	WED	65	65	22	0	43
14:14	09/30/03	TUE	81	81	24	0	38
14:26	09/30/03	TUE	114	114	51	0	38
14:38	09/30/03	TUE	94	94	42	0	43
14:50	09/25/03	THU	39	39	21	0	38
15:02	09/25/03	THU	84	84	23	0	37
15:10	09/26/03	FRI	83	79	23	0	43
15:22	09/24/03	WED	114	114	26	0	43
15:34	09/29/03	MON	56	56	15	0	38

15:46	09/30/03	TUE	97	97	37	0	38
15:58	09/30/03	TUE	66	66	22	0	43
16:10	09/25/03	THU	41	41	17	0	38
16:22	09/25/03	THU	113	113	33	0	37
16:34	09/26/03	FRI	76	76	18	0	43
16:46	09/24/03	WED	64	64	25	0	43
16:58	09/29/03	MON	52	52	15	0	38
17:10	09/30/03	TUE	67	67	28	0	38
17:20	11/12/03	WED	47	47	13	0	43
17:30	09/25/03	THU	35	35	12	0	38
17:45	09/25/03	THU	76	76	21	0	37
18:00	09/26/03	FRI	79	79	24	0	43
18:20	09/29/03	MON	76	76	18	0	38
18:40	11/12/03	WED	52	52	22	0	43
19:00	09/25/03	THU	36	36	21	0	37
19:20	09/26/03	FRI	55	55	14	0	43
19:40	09/29/03	MON	95	95	33	0	38
20:00	11/12/03	WED	28	28	11	0	43
20:25	09/25/03	THU	33	33	15	0	37
20:55	09/29/03	MON	38	38	21	0	38
21:25	11/12/03	WED	20	20	15	0	43
21:55	09/29/03	MON	17	17	8	0	38
22:25	11/12/03	WED	7	7	3	0	43
22:55	09/29/03	MON	14	14	5	0	38
23:25	11/12/03	WED	11	11	4	0	43
24:25	11/13/03	FRI	3	3	2	0	43

Total Riders: 4411 (AM: 947 Mid-Day: 1657 PM: 1071 Other: 736)

Number of Trips:	81
Average Riders Per Trip:	54.5
Average Maximum Load:	19.9
Average Seated Capacity:	41.3
Peak Load:	0.800
Peak Hour*:	14:02 - 15:01

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

1-Summary By Trip - FY 2005

Company: MCS 900 Series Route: 934 Weekdays

Direction: Loop, Clockwise

Starting Terminal Time	Date Checked	Day Of Week	Total Ons	Total Offs	Max. On Bus	Carried Over From Last Trip	Seated Capacity
4:40	11/30/04	TUE	19	19	11	0	38
5:05	12/06/04	MON	19	19	13	0	43
5:20	11/29/04	MON	26	26	17	0	43
5:35	11/30/04	TUE	22	22	12	0	38
5:43	12/09/04	THU	19	19	9	0	43
5:51	11/30/04	TUE	30	30	15	0	38
6:06	12/06/04	MON	31	31	14	0	43
6:20	11/29/04	MON	47	47	17	0	43
6:35	11/30/04	TUE	51	51	21	0	38
6:43	12/09/04	THU	44	44	18	0	43
6:50	12/09/04	THU	97	95	26	0	43
6:58	12/06/04	MON	66	66	23	0	43
7:05	11/30/04	TUE	79	77	24	0	38
7:12	12/16/04	THU	90	90	51	0	37
7:19	12/06/04	MON	48	48	23	0	43
7:32	11/29/04	MON	60	60	28	0	43
7:45	11/30/04	TUE	63	63	26	0	38
7:55	12/09/04	THU	37	37	13	0	43
8:05	12/09/04	THU	24	26	11	2	43
8:15	12/06/04	MON	48	48	18	0	43
8:25	11/30/04	TUE	20	20	8	2	38
8:35	12/06/04	MON	59	59	14	0	43
8:50	11/29/04	MON	54	54	13	0	43
9:05	11/30/04	TUE	43	43	15	0	38
9:20	12/06/04	MON	43	43	12	0	43
9:35	11/30/04	TUE	57	56	27	2	38
9:50	12/06/04	MON	76	76	21	0	43
10:05	11/29/04	MON	61	61	15	0	43
10:20	11/30/04	TUE	31	31	15	0	38
10:35	12/06/04	MON	48	48	12	0	43
10:50	11/30/04	TUE	58	61	29	3	38
11:05	12/06/04	MON	78	78	27	0	43
11:20	11/29/04	MON	59	59	19	0	43
11:34	11/30/04	TUE	44	44	13	0	38
11:47	12/06/04	MON	54	54	14	0	43
12:00	12/06/04	MON	77	77	28	0	43
12:10	12/08/04	WED	37	37	11	0	37
12:20	12/07/04	TUE	30	30	8	0	43
12:32	12/02/04	THU	58	58	23	0	43
12:44	12/15/04	WED	57	58	18	1	38
12:56	11/30/04	TUE	51	51	12	0	43
13:08	12/06/04	MON	48	48	16	0	43
13:18	12/06/04	MON	32	32	13	0	43
13:28	12/08/04	WED	38	38	14	0	37
13:38	12/07/04	TUE	37	37	14	0	43
13:50	12/02/04	THU	71	71	27	0	43
14:02	12/15/04	WED	69	69	16	0	38
14:14	11/30/04	TUE	103	103	56	0	43
14:26	12/06/04	MON	77	77	25	0	43
14:38	12/06/04	MON	118	118	31	0	43
14:50	12/08/04	WED	59	59	21	0	37
15:02	12/07/04	TUE	51	51	18	0	43
15:10	12/02/04	THU	89	89	42	0	43
15:22	12/15/04	WED	80	80	24	0	38
15:34	12/01/04	WED	46	46	15	0	43

15:46	12/06/04	MON	141	141	44	0	43
15:58	12/06/04	MON	117	117	35	0	43
16:10	12/08/04	WED	58	58	17	0	37
16:22	12/07/04	TUE	50	50	25	0	43
16:34	12/02/04	THU	68	68	23	0	43
16:46	12/21/04	TUE	28	28	12	0	38
16:58	12/01/04	WED	43	43	16	0	43
17:10	12/06/04	MON	52	52	19	0	43
17:20	12/06/04	MON	43	43	15	0	43
17:30	12/08/04	WED	23	23	9	0	37
17:45	12/07/04	TUE	32	31	11	0	43
18:00	12/02/04	THU	57	57	22	0	43
18:20	12/01/04	WED	41	41	14	0	43
18:40	12/06/04	MON	39	39	12	0	43
19:00	12/07/04	TUE	34	34	12	0	43
19:20	12/02/04	THU	43	43	15	0	43
19:40	12/01/04	WED	39	39	20	0	43
20:00	12/06/04	MON	13	13	4	0	43
20:25	12/07/04	TUE	16	16	6	0	43
20:55	12/01/04	WED	35	35	14	0	43
21:25	12/06/04	MON	23	23	13	0	43
21:55	12/01/04	WED	25	25	8	0	43
22:25	12/06/04	MON	26	26	6	0	43
22:55	12/01/04	WED	7	7	3	0	43
23:25	12/06/04	MON	16	16	8	0	43
24:25	12/06/04	MON	7	7	5	0	43

Total Riders: 4009 (AM: 918 Mid-Day: 1614 PM: 921 Other: 556)

Number of Trips:	81
Average Riders Per Trip:	49.5
Average Maximum Load:	18.1
Average Seated Capacity:	41.6
Peak Load:	0.766
Peak Hour*:	14:14 - 15:13

* - Peak hour is calculated by averaging peak loads on all trips over a one hour period.

APPENDIX C

- Existing Traffic Volume Data

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Dairy Mart Rd DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: I-5 SB ramps DAY: THURSDAY PROJECT# 07-4107-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0.5	ET 0.5	ER 1	WL 0	WT 0	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		96	3	12	14		40		27				192
7:15 AM		117	5	7	19		55		35				238
7:30 AM		163	2	17	16		86		60				344
7:45 AM		174	5	24	49		72		48				372
8:00 AM		121	4	25	58		53		44				305
8:15 AM		75	4	16	36		54		47				232
8:30 AM		83	3	16	25		63		42				232
8:45 AM		65	4	22	26		59		34				210
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 894	NR 30	SL 139	ST 243	SR 0	EL 482	ET 0	ER 337	WL 0	WT 0	WR 0	TOTAL 2125

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	575	16	73	142	0	266	0	187	0	0	0	1259
PEAK HR. FACTOR:		0.825			0.648			0.776			0.000		0.846

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Dairy Mart Rd DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: I-5 SB ramps DAY: THURSDAY PROJECT# 07-4107-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0.5	ET 0.5	ER 1	WL 0	WT 0	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		102	13	46	53		151		86				451
4:15 PM		113	7	66	65		134		107				492
4:30 PM		122	11	60	65		134		110				502
4:45 PM		83	5	43	49		155		102				437
5:00 PM		104	5	69	72		127		97				474
5:15 PM		129	7	36	74		150		112				508
5:30 PM		99	8	45	64		145		106				467
5:45 PM		99	13	57	62		143		105				479
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 851	NR 69	SL 422	ST 504	SR 0	EL 1139	ET 0	ER 825	WL 0	WT 0	WR 0	TOTAL 3810

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	431	33	207	272	0	565	0	420	0	0	0	1928
PEAK HR. FACTOR:		0.853			0.849			0.940			0.000		0.949

CONTROL: Signalized

JOB# 07-4107-001

LOCATION: Dairy Mart/I-5 SB Ramps

Date: Thursday 5/31/07

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM		3		
7:15 AM		5		
7:30 AM		5		
7:45 AM		13		
8:00 AM		10		
8:15 AM		3		
8:30 AM		3		
8:45 AM		4		
TOTALS	0	46	0	0

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM		0		
4:15 PM		3		
4:30 PM		30		
4:45 PM		15		
5:00 PM		7		
5:15 PM		15		
5:30 PM		18		
5:45 PM		22		
TOTALS	0	110	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Dairy Mart Rd DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: W San Ysidro Blvd DAY: THURSDAY PROJECT# 07-4107-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	16	13	82	25	9	4	2	39	5	7	17	32	251
7:15 AM	20	21	112	46	8	5	4	47	5	13	26	38	345
7:30 AM	42	65	142	38	15	6	4	40	5	9	24	36	426
7:45 AM	47	56	164	51	33	24	6	48	27	11	33	42	542
8:00 AM	32	48	109	39	46	15	13	43	14	23	26	50	458
8:15 AM	12	27	100	45	27	5	10	43	9	18	28	33	357
8:30 AM	14	37	104	41	24	3	3	35	9	20	17	47	354
8:45 AM	14	29	99	30	18	5	7	32	13	12	22	33	314
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 197	NT 296	NR 912	SL 315	ST 180	SR 67	EL 49	ET 327	ER 87	WL 113	WT 193	WR 311	TOTAL 3047

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	133	196	515	173	121	50	33	174	55	61	111	161	1783
PEAK HR. FACTOR:		0.790			0.796			0.809			0.841		0.822

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Dairy Mart Rd DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: W San Ysidro Blvd DAY: THURSDAY PROJECT# 07-4107-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	1	1	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	34	35	128	45	39	1	7	31	17	35	20	45	437
4:15 PM	33	65	150	57	45	3	4	31	28	53	30	59	558
4:30 PM	39	66	141	79	46	2	9	37	24	50	25	46	564
4:45 PM	41	46	170	63	38	2	9	28	26	33	35	60	551
5:00 PM	31	42	157	60	50	2	11	42	24	53	33	56	561
5:15 PM	31	61	176	76	42	6	8	31	29	31	33	50	574
5:30 PM	24	55	173	49	58	4	17	47	22	44	33	39	565
5:45 PM	34	75	143	68	47	3	7	38	40	48	29	46	578
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 267	NT 445	NR 1238	SL 497	ST 365	SR 23	EL 72	ET 285	ER 210	WL 347	WT 238	WR 401	TOTAL 4388

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	120	233	649	253	197	15	43	158	115	176	128	191	2278
PEAK HR. FACTOR:		0.935			0.938			0.919			0.871		0.985

CONTROL: Signalized

JOB# 07-4107-002

LOCATION: W. San Ysidro Blvd/Dairy Mart Rd.

Date: Thursday 5/31/07

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM		2	5	
7:15 AM		3	7	
7:30 AM		8	3	
7:45 AM		7	10	
8:00 AM		1	5	
8:15 AM		4	6	
8:30 AM		1	4	
8:45 AM		1	3	
TOTALS	0	27	43	0

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM		5	4	
4:15 PM		10	9	
4:30 PM		3	8	
4:45 PM		4	7	
5:00 PM		11	5	
5:15 PM		7	7	
5:30 PM		0	7	
5:45 PM		7	3	
TOTALS	0	47	50	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-15 NB Ramps DATE: 06/05/2007 LOCATION: City of San Diego

E-W STREET: W San Ysidro Blvd DAY: TUESDAY PROJECT# 07-4107-003

	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	2	1	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	13		15					22	104	67	26		247
7:15 AM	23		26					47	150	103	47		396
7:30 AM	31		27					76	166	88	65		453
7:45 AM	30		20					98	142	100	61		451
8:00 AM	15		17					99	109	75	80		395
8:15 AM	15		20					95	110	77	71		388
8:30 AM	23		23					83	91	98	62		380
8:45 AM	13		23					63	93	68	59		319
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 163	NT 0	NR 171	SL 0	ST 0	SR 0	EL 0	ET 583	ER 965	WL 676	WT 471	WR 0	TOTAL 3029

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	99	0	90	0	0	0	0	320	567	366	253	0	1695
PEAK HR. FACTOR:		0.815			0.000			0.916			0.961		0.935

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-15 NB Ramps DATE: 06/05/2007 LOCATION: City of San Diego

E-W STREET: W San Ysidro Blvd DAY: TUESDAY PROJECT# 07-4107-003

	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	2	1	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	19		21					163	107	70	90		470
4:15 PM	20		21					158	106	76	113		494
4:30 PM	22		32					144	105	66	94		463
4:45 PM	17		22					161	89	88	103		480
5:00 PM	8		17					162	94	85	111		477
5:15 PM	20		20					163	104	93	85		485
5:30 PM	16		22					164	105	79	99		485
5:45 PM	8		24					148	91	65	92		428
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 130	NT 0	NR 179	SL 0	ST 0	SR 0	EL 0	ET 1263	ER 801	WL 622	WT 787	WR 0	TOTAL 3782

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	61	0	81	0	0	0	0	650	392	345	398	0	1927
PEAK HR. FACTOR:		0.888			0.000			0.968			0.948		0.993

CONTROL: Signalized

JOB# 07-4107-003

LOCATION: W. San Ysidro Blvd/I-5 NB Ramps

Date: Tuesday 6/5/07

NO PEDESTRIAN CROSSINGS. NO PEDESTRIANS.

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM				
7:15 AM				
7:30 AM				
7:45 AM				
8:00 AM				
8:15 AM				
8:30 AM				
8:45 AM				
TOTALS	0	0	0	0

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM				
4:15 PM				
4:30 PM				
4:45 PM				
5:00 PM				
5:15 PM				
5:30 PM				
5:45 PM				
TOTALS	0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Smythe Ave DATE: 06/07/2007 LOCATION: City of San Diego

E-W STREET: Beyer Blvd DAY: THURSDAY PROJECT# 07-4107-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				27		18	23	28			22	15	133
7:15 AM				31		25	24	31			18	22	151
7:30 AM				51		30	52	70			58	30	291
7:45 AM				98		78	53	117			94	42	482
8:00 AM				58		61	34	106			91	40	390
8:15 AM				33		20	22	72			101	40	288
8:30 AM				30		19	18	64			43	18	192
8:45 AM				28		20	21	57			53	20	199
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 356	ST 0	SR 271	EL 247	ET 545	ER 0	WL 0	WT 480	WR 227	TOTAL 2126

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	240	0	189	161	365	0	0	344	152	1451
PEAK HR. FACTOR:		0.000			0.609			0.774			0.879		0.753

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Smythe Ave DATE: 06/07/2007 LOCATION: City of San Diego

E-W STREET: Beyer Blvd DAY: THURSDAY PROJECT# 07-4107-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	2	0	0	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				42		35	28	52			58	20	235
4:15 PM				35		20	14	54			81	24	228
4:30 PM				35		45	17	81			69	27	274
4:45 PM				30		27	27	42			58	16	200
5:00 PM				31		15	28	41			65	25	205
5:15 PM				27		35	23	60			58	21	224
5:30 PM				28		10	33	46			34	3	154
5:45 PM				46		43	28	77			44	19	257
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 274	ST 0	SR 230	EL 198	ET 453	ER 0	WL 0	WT 467	WR 155	TOTAL 1777

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	0	0	0	142	0	127	86	229	0	0	266	87	937
PEAK HR. FACTOR:		0.000			0.841			0.804			0.840		0.855

CONTROL: Signalized

JOB# 07-4107-015

LOCATION: Smythe Ave/Beyer Blvd

Date:Thursday 6/7/07

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM		2	2	3
7:15 AM		3	0	8
7:30 AM		2	8	4
7:45 AM		1	13	0
8:00 AM		0	5	2
8:15 AM		2	1	1
8:30 AM		2	10	3
8:45 AM		1	2	1
TOTALS	0	13	41	22

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM			8	4
4:15 PM			0	5
4:30 PM			3	0
4:45 PM		1	5	3
5:00 PM			0	0
5:15 PM			0	0
5:30 PM			0	0
5:45 PM			3	2
TOTALS	0	1	19	14

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Cottonwood Rd DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: W San Ysidro Blvd DAY: THURSDAY PROJECT# 07-4107-004

	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	1	0	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	2	14	0	5	9	24	2	1	49	21	127
7:15 AM	2	1	2	14	0	18	7	26	0	2	51	11	134
7:30 AM	2	1	0	11	1	10	7	43	1	2	64	23	165
7:45 AM	4	0	1	33	1	10	11	69	1	0	63	16	209
8:00 AM	0	1	0	17	0	11	14	62	0	2	67	15	189
8:15 AM	1	0	3	16	0	16	9	37	1	0	63	24	170
8:30 AM	0	1	2	15	1	8	5	60	1	0	76	19	188
8:45 AM	1	0	1	15	1	13	7	61	0	1	77	9	186
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	10	4	11	135	4	91	69	382	6	8	510	138	1368

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	5	2	6	81	2	45	39	228	3	2	269	74	756
PEAK HR. FACTOR:		0.650			0.727			0.833			0.908		0.904

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Cottonwood Rd DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: W San Ysidro Blvd DAY: THURSDAY PROJECT# 07-4107-004

	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	1	0	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	0	2	21	1	12	18	144	3	2	101	14	319
4:15 PM	0	1	1	23	1	13	6	133	0	1	136	4	319
4:30 PM	0	0	0	18	0	8	30	132	2	2	126	16	334
4:45 PM	1	0	1	23	0	12	8	117	3	4	131	11	311
5:00 PM	0	0	0	12	0	15	11	126	3	3	107	21	298
5:15 PM	1	2	6	28	2	13	9	114	5	4	102	15	301
5:30 PM	0	1	2	23	1	14	24	131	0	0	109	16	321
5:45 PM	0	2	5	24	1	13	15	135	0	4	106	15	320
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	3	6	17	172	6	100	121	1032	16	20	918	112	2523

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	2	1	4	85	2	45	62	526	8	9	494	45	1283
PEAK HR. FACTOR:		0.583			0.892			0.903			0.938		0.960

CONTROL: Signalized

JOB# 07-4107-004

LOCATION: W. San Ysidro Blvd/Cottonwood Rd.

Date: Thursday 5/31/07

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	12	20	2	15
7:15 AM	0	5	0	0
7:30 AM	0	0	0	0
7:45 AM	4	7	5	2
8:00 AM	4	3	5	3
8:15 AM	5	1	0	0
8:30 AM	0	4	1	4
8:45 AM	3	4	4	5
TOTALS	28	44	17	29

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM	9	11	2	9
4:15 PM	0	3	1	0
4:30 PM	1	1	2	2
4:45 PM	11	5	3	11
5:00 PM	5	8	4	2
5:15 PM	8	8	13	1
5:30 PM	5	9	2	0
5:45 PM	5	6	5	6
TOTALS	44	51	32	31

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Via de San Ysidro DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: W San Ysidro Blvd DAY: THURSDAY PROJECT# 07-4107-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	0	0	0	0	2	1	2	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	37		61					34	19	42	28		221
7:15 AM	40		50					38	20	39	30		217
7:30 AM	35		91					39	15	67	47		294
7:45 AM	43		106					65	38	57	42		351
8:00 AM	44		89					52	15	70	43		313
8:15 AM	34		75					25	21	61	38		254
8:30 AM	46		81					53	21	60	45		306
8:45 AM	45		76					56	24	66	61		328
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	324	0	629	0	0	0	0	362	173	462	334	0	2284

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	167	0	351	0	0	0	0	195	95	248	168	0	1224
PEAK HR. FACTOR:		0.869			0.000			0.704			0.920		0.872

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Via de San Ysidro DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: W San Ysidro Blvd DAY: THURSDAY PROJECT# 07-4107-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	0	0	0	0	2	1	2	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	52		116					140	40	79	79		506
4:15 PM	55		105					104	40	64	80		448
4:30 PM	38		107					109	45	70	70		439
4:45 PM	59		100					108	44	65	81		457
5:00 PM	42		94					97	48	61	79		421
5:15 PM	53		120					108	35	77	98		491
5:30 PM	37		132					127	60	75	71		502
5:45 PM	56		126					127	65	86	72		532
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	392	0	900	0	0	0	0	920	377	577	630	0	3796

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	188	0	472	0	0	0	0	459	208	299	320	0	1946
PEAK HR. FACTOR:		0.907			0.000			0.868			0.884		0.914

CONTROL: Signalized

JOB# 07-4107-005

LOCATION: W. San Ysidro Blvd/Via de San Ysidro

Date: Thursday 5/31/07

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	4	4		0
7:15 AM	0	0		8
7:30 AM	4	2		6
7:45 AM	2	9		11
8:00 AM	1	5		7
8:15 AM	8	12		7
8:30 AM	6	2		5
8:45 AM	1	1		8
TOTALS	26	35	0	52

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM	4	13		14
4:15 PM	3	5		38
4:30 PM	10	7		30
4:45 PM	6	9		21
5:00 PM	5	5		7
5:15 PM	3	7		12
5:30 PM	3	16		10
5:45 PM	1	3		12
TOTALS	35	65	0	144

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Via de San Ysidro DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: I-5 NB Ramps DAY: THURSDAY PROJECT# 07-4107-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 0	ST 1.5	SR 0.5	EL 0	ET 0	ER 0	WL 1	WT 0	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	46	68			28	40				7		31	220
7:15 AM	36	67			21	37				5		19	185
7:30 AM	47	102			29	46				8		29	261
7:45 AM	42	111			58	51				6		32	300
8:00 AM	45	109			50	48				5		30	287
8:15 AM	33	80			42	58				7		26	246
8:30 AM	38	95			49	26				15		29	252
8:45 AM	41	96			48	31				10		18	244
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 328	NT 728	NR 0	SL 0	ST 325	SR 337	EL 0	ET 0	ER 0	WL 63	WT 0	WR 214	TOTAL 1995

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	167	402	0	0	179	203	0	0	0	26	0	117	1094
PEAK HR. FACTOR:		0.924			0.876			0.000			0.941		0.912

CONTROL: 1 Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Via de San Ysidro DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: I-5 NB Ramps DAY: THURSDAY PROJECT# 07-4107-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 0	ST 1.5	SR 0.5	EL 0	ET 0	ER 0	WL 1	WT 0	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	58	154			99	22				10		18	361
4:15 PM	71	182			104	23				32		21	433
4:30 PM	83	145			85	38				23		18	392
4:45 PM	55	143			100	30				14		25	367
5:00 PM	72	142			84	35				26		11	370
5:15 PM	93	147			95	35				26		17	413
5:30 PM	74	131			84	38				26		17	370
5:45 PM	91	158			100	37				16		15	417
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 597	NT 1202	NR 0	SL 0	ST 751	SR 258	EL 0	ET 0	ER 0	WL 173	WT 0	WR 142	TOTAL 3123

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	330	578	0	0	363	145	0	0	0	94	0	60	1570
PEAK HR. FACTOR:		0.912			0.927			0.000			0.895		0.941

CONTROL: 1 Way Stop (WB)

JOB# 07-4107-006

LOCATION: Via de San Ysidro/I-5 NB Ramps

Date: Thursday 5/31/07

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM		11		9
7:15 AM		3		2
7:30 AM		15		6
7:45 AM		16		13
8:00 AM		4		8
8:15 AM		10		17
8:30 AM		11		10
8:45 AM		4		12
TOTALS	0	74	0	77

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM		15		7
4:15 PM		10		15
4:30 PM		13		35
4:45 PM		5		18
5:00 PM		23		27
5:15 PM		5		9
5:30 PM		9		15
5:45 PM		7		14
TOTALS	0	87	0	140

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Via de San Ysidro DATE: 06/05/2007 LOCATION: City of San Diego

E-W STREET: I-5 SB Ramps DAY: TUESDAY PROJECT# 07-4107-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 0	ST 2	SR 0	EL 1	ET 0	ER 1	WL 0	WT 0	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		32			12		10		13				67
7:15 AM		66			11		11		15				103
7:30 AM		89			30		16		14				149
7:45 AM		168			65		30		17				280
8:00 AM		162			57		42		34				295
8:15 AM		90			60		35		17				202
8:30 AM		125			59		40		22				246
8:45 AM		107			89		39		25				260
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 839	NR 0	SL 0	ST 383	SR 0	EL 223	ET 0	ER 157	WL 0	WT 0	WR 0	TOTAL 1602

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	545	0	0	241	0	147	0	90	0	0	0	1023
PEAK HR. FACTOR:		0.811			0.927			0.780			0.000		0.867

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Via de San Ysidro DATE: 06/05/2007 LOCATION: City of San Diego

E-W STREET: I-5 SB Ramps DAY: TUESDAY PROJECT# 07-4107-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	2	0	1	0	1	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		168			114		101		83				466
4:15 PM		103			107		74		77				361
4:30 PM		115			171		104		98				488
4:45 PM		112			156		106		62				436
5:00 PM		144			110		100		90				444
5:15 PM		145			92		96		82				415
5:30 PM		144			93		81		74				392
5:45 PM		144			85		68		50				347
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 1075	NR 0	SL 0	ST 928	SR 0	EL 730	ET 0	ER 616	WL 0	WT 0	WR 0	TOTAL 3349

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	516	0	0	529	0	406	0	332	0	0	0	1783
PEAK HR. FACTOR:		0.890			0.773			0.913			0.000		0.913

CONTROL: Signalized

JOB# 07-4107-007

LOCATION: Via de San Ysidro/I-5 SB Ramps

Date: Tuesday 6/5/07

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM		7		
7:15 AM		5		
7:30 AM		2		
7:45 AM		9		
8:00 AM		5		
8:15 AM		3		
8:30 AM		13		
8:45 AM		10		
TOTALS	0	54	0	0

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM		5		
4:15 PM		4		
4:30 PM		8		
4:45 PM		14		
5:00 PM		11		
5:15 PM		4		
5:30 PM		5		
5:45 PM		6		
TOTALS	0	57	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Via de San Ysidro DATE: 06/05/2007 LOCATION: City of San Diego

E-W STREET: Via Calle Primera DAY: TUESDAY PROJECT# 07-4107-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	.5	.5	0	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	5	0	11	1	10	20	3	0	0	1	37	89
7:15 AM	0	4	0	26	2	15	27	8	4	0	4	71	161
7:30 AM	0	7	0	34	3	11	21	7	2	0	5	91	181
7:45 AM	1	13	0	47	2	22	34	23	5	0	16	90	253
8:00 AM	0	7	2	67	2	18	41	9	2	0	12	96	256
8:15 AM	1	4	0	41	1	43	33	0	2	1	4	67	197
8:30 AM	2	6	0	43	2	36	32	4	1	1	14	58	199
8:45 AM	1	2	0	43	1	55	38	2	2	0	9	60	213
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	6	48	2	312	14	210	246	56	18	2	65	570	1549
PEAK VOLUMES =	4	30	2	198	7	119	140	36	10	2	46	311	905
PEAK HR. FACTOR:		0.643			0.931			0.750			0.831		0.884

AM Peak Hr Begins at: 745 AM

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Via de San Ysidro DATE: 06/05/2007 LOCATION: City of San Diego

E-W STREET: Via Calle Primera DAY: TUESDAY PROJECT# 07-4107-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	.5	.5	0	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	9	0	84	3	73	46	27	7	0	14	65	329
4:15 PM	0	5	1	87	5	81	53	21	3	1	11	52	320
4:30 PM	0	4	0	105	2	105	49	20	1	0	21	65	372
4:45 PM	2	14	0	87	3	91	49	26	3	1	14	78	368
5:00 PM	2	9	1	126	3	98	50	27	1	1	9	81	408
5:15 PM	0	16	1	95	6	89	59	32	3	1	6	59	367
5:30 PM	0	13	1	105	1	92	66	35	2	0	11	81	407
5:45 PM	1	8	5	108	5	94	59	25	1	0	8	83	397
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	6	78	9	797	28	723	431	213	21	4	94	564	2968
PEAK VOLUMES =	3	46	8	434	15	373	234	119	7	2	34	304	1579
PEAK HR. FACTOR:		0.838			0.905			0.874			0.924		0.968

PM Peak Hr Begins at: 500 PM

CONTROL: Signalized

JOB# 07-4107-012

LOCATION: Via Calle Primera/Via de San Ysidro

Date: Tuesday 6/5/07

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM		3	3	2
7:15 AM		13	10	2
7:30 AM		5	21	4
7:45 AM		3	26	1
8:00 AM		4	13	0
8:15 AM		5	7	1
8:30 AM		1	4	6
8:45 AM		14	5	6
TOTALS	0	48	89	22

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM		10	29	0
4:15 PM		14	3	10
4:30 PM		6	5	6
4:45 PM		3	17	6
5:00 PM		13	17	0
5:15 PM		15	6	4
5:30 PM		13	9	2
5:45 PM		10		3
TOTALS	0	84	86	31

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 SB ramps DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: E San Ysidro Blvd DAY: THURSDAY PROJECT# 07-4107-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 1.3	ST 0.3	SR 1.3	EL 0	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				19	0	25		54	14	7	38		157
7:15 AM				15	0	43		87	25	7	49		226
7:30 AM				36	0	48		105	20	5	48		262
7:45 AM				54	1	62		121	33	6	48		325
8:00 AM				53	1	37		112	29	12	63		307
8:15 AM				41	0	47		102	31	8	75		304
8:30 AM				52	1	56		83	26	14	82		314
8:45 AM				65	0	63		114	32	11	67		352
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 335	ST 3	SR 381	EL 0	ET 778	ER 210	WL 70	WT 470	WR 0	TOTAL 2247

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	211	2	203	0	411	118	45	287	0	1277
PEAK HR. FACTOR:		0.000			0.813			0.906			0.865		0.907

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 SB ramps DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: E San Ysidro Blvd DAY: THURSDAY PROJECT# 07-4107-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.3	0.3	1.3	0	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				83	2	48		137	74	53	112		509
4:15 PM				97	1	50		144	70	47	112		521
4:30 PM				88	1	56		145	89	48	119		546
4:45 PM				105	0	46		149	85	43	91		519
5:00 PM				85	1	50		133	77	55	93		494
5:15 PM				98	3	58		140	84	41	88		512
5:30 PM				98	0	58		131	88	35	110		520
5:45 PM				98	0	50		123	98	31	89		489
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 752	ST 8	SR 416	EL 0	ET 1102	ER 665	WL 353	WT 814	WR 0	TOTAL 4110

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	0	0	0	373	4	200	0	575	318	191	434	0	2095
PEAK HR. FACTOR:		0.000			0.955			0.954			0.936		0.959

CONTROL: Signalized

JOB# 07-4107-008

LOCATION: E San Ysidro/I-805 SB Ramps

Date: Thursday 5/31/07

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	0	4		6
7:15 AM	0	7		5
7:30 AM	4	5		5
7:45 AM	2	8		9
8:00 AM	0	13		6
8:15 AM	0	10		9
8:30 AM	2	8		10
8:45 AM	3	17		5
TOTALS	11	72	0	55

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM	3	10	1	7
4:15 PM	2	27		3
4:30 PM	1	7		3
4:45 PM	2	23	1	4
5:00 PM	1	10		16
5:15 PM	3	5		10
5:30 PM	0	3		12
5:45 PM	0	8		4
TOTALS	12	93	2	59

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 NB ramps DATE: 06/05/2007 LOCATION: City of San Diego

E-W STREET: E San Ysidro Blvd DAY: TUESDAY PROJECT# 07-4107-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	0	0	0	2	2	0	0	1.5	0.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10		15				39	58			34	24	180
7:15 AM	12		17				47	60			37	25	198
7:30 AM	14		25				57	65			41	28	230
7:45 AM	18		20				71	120			54	46	329
8:00 AM	16		20				37	78			50	46	247
8:15 AM	16		35				52	84			77	56	320
8:30 AM	24		35				66	83			56	39	303
8:45 AM	14		45				42	93			66	52	312
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	124	0	212	0	0	0	411	641	0	0	415	316	2119

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	74	0	110	0	0	0	226	365	0	0	237	187	1199
PEAK HR. FACTOR:		0.780			0.000			0.774			0.797		0.911

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 NB ramps DATE: 06/05/2007 LOCATION: City of San Diego

E-W STREET: E San Ysidro Blvd DAY: TUESDAY PROJECT# 07-4107-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	0	0	0	2	2	0	0	1.5	0.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	40	1	57				77	170			106	98	549
4:15 PM	23	2	79				61	145			110	102	522
4:30 PM	38	1	70				58	169			111	115	562
4:45 PM	26	0	59				58	153			117	103	516
5:00 PM	27	1	80				50	181			99	96	534
5:15 PM	28	1	81				69	158			110	121	568
5:30 PM	38	0	78				81	158			128	133	616
5:45 PM	43	1	72				62	159			115	107	559
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	263	7	576	0	0	0	516	1293	0	0	896	875	4426

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	136	3	311	0	0	0	262	656	0	0	452	457	2277
PEAK HR. FACTOR:		0.970			0.000			0.960			0.871		0.924

CONTROL: Signalized

JOB# 07-4107-009

LOCATION: E San Ysidro/I-805 NB Ramps

Date: Tuesday 6/5/07

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	5	0	12	0
7:15 AM	8	0	10	0
7:30 AM	10	0	13	4
7:45 AM	15	0	20	0
8:00 AM	7	0	10	0
8:15 AM	15	10	14	8
8:30 AM	3	0	5	0
8:45 AM	11	0	8	0
TOTALS	74	10	92	12

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM	9		4	0
4:15 PM	29		5	8
4:30 PM	11		14	0
4:45 PM	9		15	0
5:00 PM	9		6	1
5:15 PM	4		4	0
5:30 PM	5		8	0
5:45 PM	3		14	0
TOTALS	79	0	70	9

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Border Village Rd (north end) DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: E San Ysidro Blvd DAY: THURSDAY PROJECT# 07-4107-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 2	ER 0	WL 1	WT 2	WR 2	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	13		0					29	20		29		91
7:15 AM	16		0					38	25		33		112
7:30 AM	22		0					42	29		55		148
7:45 AM	17		0					38	36		34		125
8:00 AM	22		0					59	45		33		159
8:15 AM	28		0					64	44		52		188
8:30 AM	25		1					65	57		63		211
8:45 AM	41		4					77	54		56		232
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 184	NT 0	NR 5	SL 0	ST 0	SR 0	EL 0	ET 412	ER 310	WL 0	WT 355	WR 0	TOTAL 1266

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	116	0	5	0	0	0	0	265	200	0	204	0	790
PEAK HR. FACTOR:		0.672			0.000			0.887			0.810		0.851

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Border Village Rd (north end) DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: E San Ysidro Blvd DAY: THURSDAY PROJECT# 07-4107-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	2	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	83		2					139	89	0	133		446
4:15 PM	105		2					123	130	0	139		499
4:30 PM	68		2					145	111	0	168		494
4:45 PM	86		1					152	117	2	155		513
5:00 PM	94		0					140	106	0	158		498
5:15 PM	79		1					141	127	2	146		496
5:30 PM	73		0					136	94	0	133		436
5:45 PM	75		1					117	100	0	143		436
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 663	NT 0	NR 9	SL 0	ST 0	SR 0	EL 0	ET 1093	ER 874	WL 4	WT 1175	WR 0	TOTAL 3818

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	353	0	5	0	0	0	0	560	464	2	620	0	2004
PEAK HR. FACTOR:		0.836			0.000			0.952			0.926		0.977

CONTROL: Signalized

JOB# 07-4107-010

LOCATION: E San Ysidro/Border Village Rd. (North)

Date: Thursday 5/31/07

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	8	1		0
7:15 AM	8	1		2
7:30 AM	4	1		0
7:45 AM	2	1		1
8:00 AM	13	5		5
8:15 AM	5	1		5
8:30 AM	4	1		2
8:45 AM	3	1		3
TOTALS	47	12	0	18

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM	10	7		8
4:15 PM	14	9		11
4:30 PM	12	8		6
4:45 PM	6	9		7
5:00 PM	3	6		16
5:15 PM	7	6		7
5:30 PM	11	1		4
5:45 PM	10	4		13
TOTALS	73	50	0	72

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Border Village Rd (south end) DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: E San Ysidro Blvd DAY: THURSDAY PROJECT# 07-4107-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	1	0	1	1	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1		5	0	0	1	0	29	2	8	27	0	73
7:15 AM	0		4	1	0	0	0	22	2	6	20	0	55
7:30 AM	0		4	0	0	2	2	28	0	4	29	0	69
7:45 AM	2		14	0	0	1	2	28	0	10	23	0	80
8:00 AM	4		7	0	1	1	0	34	1	10	29	0	87
8:15 AM	1		7	0	0	1	1	46	4	8	49	0	117
8:30 AM	1		11	1	0	1	2	48	3	7	41	0	115
8:45 AM	3		13	0	0	1	1	54	4	21	52	1	150
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	12	0	65	2	1	8	8	289	16	74	270	1	746
PEAK VOLUMES =	9	0	38	1	1	4	4	182	12	46	171	1	469
PEAK HR. FACTOR:		0.734			0.750			0.839			0.736		0.782

AM Peak Hr Begins at: 800 AM

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Border Village Rd (south end) DATE: 05/31/2007 LOCATION: City of San Diego

E-W STREET: E San Ysidro Blvd DAY: THURSDAY PROJECT# 07-4107-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	1	0	1	1	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	10	2	42	4	0	4	3	119	10	20	123	0	337
4:15 PM	5	0	43	6	0	4	2	86	2	21	124	0	293
4:30 PM	3	0	43	2	0	1	6	120	4	29	85	0	293
4:45 PM	5	1	33	2	1	3	5	107	8	32	88	0	285
5:00 PM	7	0	36	1	0	0	3	131	7	19	115	0	319
5:15 PM	5	1	36	1	0	1	1	116	3	27	105	0	296
5:30 PM	6	0	37	1	0	2	0	114	5	16	117	1	299
5:45 PM	7	0	33	0	0	2	2	115	8	19	92	1	279
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	48	4	303	17	1	17	22	908	47	183	849	2	2401
PEAK VOLUMES =	23	3	161	14	1	12	16	432	24	102	420	0	1208
PEAK HR. FACTOR:		0.866			0.675			0.894			0.900		0.896

PM Peak Hr Begins at: 400 PM

CONTROL: Signalized

JOB# 07-4107-011

LOCATION: E San Ysidro/Border Village Rd. (South)

Date: Thursday 5/31/07

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	4	14	3	10
7:15 AM	2	6	10	28
7:30 AM	1	22	5	44
7:45 AM	2	14	2	44
8:00 AM	3	6	6	33
8:15 AM	5	10	6	36
8:30 AM	8	11	9	55
8:45 AM	2	11	4	40
TOTALS	27	94	45	290

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM	10	39	6	27
4:15 PM	4	48	11	32
4:30 PM	14	29	15	30
4:45 PM	3	30	13	39
5:00 PM	2	34	4	30
5:15 PM	5	40	5	21
5:30 PM	6	30	13	20
5:45 PM	2	36	5	28
TOTALS	46	286	72	227

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E Beyer Blvd DATE: 06/05/2007 LOCATION: City of San Diego

E-W STREET: E San Ysidro Blvd DAY: TUESDAY PROJECT# 07-4107-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1.5	NT .5	NR 1	SL 0	ST 1	SR 1	EL 1	ET 2	ER 2	WL 1	WT 1.5	WR .5	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	15	5	3	12	2	6	7	26	4	4	5	100
7:15 AM	4	13	12	1	19	10	13	3	16	6	5	3	105
7:30 AM	8	8	23	2	9	10	8	10	27	10	6	2	123
7:45 AM	11	13	16	1	17	11	15	9	27	4	5	0	129
8:00 AM	13	18	3	2	10	6	14	8	42	6	18	0	140
8:15 AM	6	11	5	4	28	12	11	12	59	5	13	0	166
8:30 AM	16	13	1	1	27	20	11	5	40	6	4	1	145
8:45 AM	14	11	5	2	18	18	22	10	39	1	3	2	145
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 83	NT 102	NR 70	SL 16	ST 140	SR 89	EL 100	ET 64	ER 276	WL 42	WT 58	WR 13	TOTAL 1053

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	49	53	14	9	83	56	58	35	180	18	38	3	596
PEAK HR. FACTOR:		0.853			0.771			0.832			0.615		0.898

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E Beyer Blvd DATE: 06/05/2007 LOCATION: City of San Diego

E-W STREET: E San Ysidro Blvd DAY: TUESDAY PROJECT# 07-4107-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	.5	1	0	1	1	1	2	2	1	1.5	.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	78	14	109	1	29	3	4	20	104	26	39	3	430
4:15 PM	115	18	130	1	38	5	5	16	110	30	42	3	513
4:30 PM	90	25	122	6	28	7	11	28	117	29	23	0	486
4:45 PM	74	27	123	2	21	4	6	33	103	36	26	1	456
5:00 PM	96	17	114	2	21	4	5	18	120	20	24	3	444
5:15 PM	92	21	128	2	18	3	6	24	136	24	28	2	484
5:30 PM	100	19	123	4	18	3	5	28	139	24	25	2	490
5:45 PM	101	32	132	2	20	2	3	25	132	22	29	5	505
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 746	NT 173	NR 981	SL 20	ST 193	SR 31	EL 45	ET 192	ER 961	WL 211	WT 236	WR 19	TOTAL 3808

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	389	89	497	10	77	12	19	95	527	90	106	12	1923
PEAK HR. FACTOR:		0.920			0.917			0.932			0.929		0.952

CONTROL: Signalized

JOB# 07-4107-013

LOCATION: E. San Ysidro/E. Beyer Blvd

Date: Tuesday 6/5/07

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	17	3	7	18
7:15 AM	46	50	9	45
7:30 AM	46	5	8	18
7:45 AM	50	22	5	74
8:00 AM	14	14	10	18
8:15 AM	30	13	8	40
8:30 AM	10	50	5	48
8:45 AM	20	25	6	30
TOTALS	233	182	58	291

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM	81	23	36	13
4:15 PM	73	14	42	12
4:30 PM	50	11	34	10
4:45 PM	52	12	36	8
5:00 PM	65	5	24	9
5:15 PM	74	5	12	15
5:30 PM	74	4	16	9
5:45 PM	63	23	37	12
TOTALS	532	97	237	88

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-5 Ramps DATE: 10/02/2007 LOCATION: City of San Ysidro

E-W STREET: E San Ysidro Blvd DAY: TUESDAY PROJECT# 07-4203-001

	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	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	6	0		13	12	15	6	0	2	3	0	72
7:15 AM	16	7	1		12	14	16	7	1	1	5	0	80
7:30 AM	15	9	0		11	12	15	9	0	0	3	0	74
7:45 AM	16	5	1		13	8	16	5	1	2	3	1	71
8:00 AM	17	7	0		10	14	17	7	0	1	2	0	75
8:15 AM	32	6	1		15	16	32	6	1	0	3	0	112
8:30 AM	19	7	1		8	6	19	7	1	5	3	0	76
8:45 AM	24	2	0		18	18	24	2	0	1	5	0	94
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	154	49	4	0	100	100	154	49	4	12	27	1	654

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	92	22	2	0	51	54	92	22	2	7	13	0	357
PEAK HR. FACTOR:		0.744			0.729			0.744			0.625		0.797

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: E San Ysidro Blvd DATE: 10/02/2007 LOCATION: City of San Ysidro

E-W STREET: I-5 Ramps DAY: TUESDAY PROJECT# 07-4203-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	28	10	0	0	22	22	28	3	111	1	4	0	229
4:15 PM	21	3	1	0	15	8	25	6	118	2	6	0	205
4:30 PM	32	8	0	0	28	18	48	4	135	1	3	1	278
4:45 PM	32	11	1	2	23	12	39	7	120	1	4	0	252
5:00 PM	20	10	0	0	18	20	35	5	127	1	3	0	239
5:15 PM	27	11	0	0	15	18	27	2	120	0	3	0	223
5:30 PM	37	10	1	0	22	11	42	4	122	0	2	0	251
5:45 PM	23	10	1	0	16	17	26	5	112	1	5	1	217
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	220	73	4	2	159	126	270	36	965	7	30	2	1894

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	111	40	1	2	84	68	149	18	502	3	13	1	992
PEAK HR. FACTOR:		0.864			0.837			0.894			0.850		0.892

CONTROL: Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #07-4203-001
LOCATION: E. SAN YSIDRO BLVD.(NS) AND I-5 RAMPS
DATE: 2-Oct DAY: TUE.
CITY: SAN YSIDRO

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	37	61		2
7:15 AM	41	110	2	
7:30 AM	66	87	1	3
7:45 AM	57	94	1	2
8:00 AM	57	83	1	2
8:15 AM	65	122		5
8:30 AM	79	129		2
8:45 AM	83	144		5
TOTALS	485	830	5	21
PEAK	284	478	1	14

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM	56	131	17	1
4:15 PM	133	189	12	1
4:30 PM	73	124	18	
4:45 PM	131	133	8	
5:00 PM	107	123	11	4
5:15 PM	82	118	17	
5:30 PM	61	102	15	8
5:45 PM	88	122	7	
TOTALS	731	1042	105	14
PEAK	444	569	49	5

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Willow Rd DATE: 10/02/2007 LOCATION: City of San Ysidro

E-W STREET: Camino de la Plaza DAY: TUESDAY PROJECT# 07-4203-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	6	1	9	6	4	7	9	2	2	12	13	72
7:15 AM	0	3	2	28	5	9	18	12	0	2	8	17	104
7:30 AM	0	6	0	44	9	8	27	15	0	2	5	10	126
7:45 AM	1	6	1	23	7	11	13	17	6	6	16	16	123
8:00 AM	2	2	1	21	1	10	17	17	2	4	12	10	99
8:15 AM	0	3	1	15	3	11	6	17	0	1	17	23	97
8:30 AM	1	2	0	26	5	6	14	17	3	4	13	18	109
8:45 AM	1	3	2	27	11	4	2	19	4	4	14	21	112
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 6	NT 31	NR 8	SL 193	ST 47	SR 63	EL 104	ET 123	ER 17	WL 25	WT 97	WR 128	TOTAL 842

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	3	17	4	116	22	38	75	61	8	14	41	53	452
PEAK HR. FACTOR:		0.750			0.721			0.857			0.711		0.897

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Willow Rd DATE: 10/02/2007 LOCATION: City of San Ysidro

E-W STREET: Camino de la Plaza DAY: TUESDAY PROJECT# 07-4203-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0.5	0.5	1	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9	16	12	50	34	2	13	29	7	7	39	60	278
4:15 PM	6	20	16	45	36	21	10	23	8	11	39	62	297
4:30 PM	4	21	23	50	29	6	10	33	5	12	37	55	285
4:45 PM	2	20	12	45	24	7	7	27	9	10	33	56	252
5:00 PM	3	16	9	39	30	5	11	20	13	13	54	52	265
5:15 PM	4	21	19	35	26	4	9	33	9	14	45	39	258
5:30 PM	11	12	14	52	39	13	13	29	12	14	43	56	308
5:45 PM	9	21	17	42	32	8	13	31	5	11	30	41	260
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	48	147	122	358	250	66	86	225	68	92	320	421	2203

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	21	77	63	190	123	36	40	112	29	40	148	233	1112
PEAK HR. FACTOR:		0.839			0.855			0.923			0.940		0.936

CONTROL: Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT #07-4203-002
LOCATION: WILLOW RD.(NS) AND CAMINO DE LA PLAZA
DATE: 2-Oct DAY: TUE.
CITY: SAN YSIDRO

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
7:00 AM	9	5		
7:15 AM	4	3		
7:30 AM	20	2		1
7:45 AM	13	2	3	
8:00 AM	5		1	
8:15 AM	1		2	
8:30 AM		1		
8:45 AM	6	1		1
TOTALS	58	14	6	2

PEDESTRIANS

TIME	NORTH	EAST	SOUTH	WEST
4:00 PM	2	6		1
4:15 PM	3	3	6	1
4:30 PM		3		6
4:45 PM	15	11		7
5:00 PM	7	7	1	
5:15 PM	6	11	1	1
5:30 PM	4	1	2	5
5:45 PM	9	4	1	7
TOTALS	46	46	11	28

Volumes for: Thursday, May 31, 2007 City: San Diego Project #: 07-4108-001

Location: Dairy Mart Rd fr W San Ysidro Blvd to Vista Ln

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	10		15				12:00	83		99				
00:15	5		10				12:15	63		89				
00:30	11		13				12:30	78		91				
00:45	3	29	7	45		74	12:45	71	295	82	361			656
01:00	10		6				13:00	75		83				
01:15	3		4				13:15	107		89				
01:30	3		8				13:30	56		79				
01:45	5	21	7	25		46	13:45	93	331	96	347			678
02:00	5		1				14:00	104		84				
02:15	4		6				14:15	97		91				
02:30	5		3				14:30	95		112				
02:45	4	18	7	17		35	14:45	97	393	114	401			794
03:00	2		3				15:00	110		115				
03:15	3		8				15:15	89		103				
03:30	8		2				15:30	91		105				
03:45	5	18	5	18		36	15:45	92	382	112	435			817
04:00	6		3				16:00	109		117				
04:15	5		5				16:15	129		108				
04:30	14		11				16:30	119		110				
04:45	13	38	14	33		71	16:45	108	465	115	450			915
05:00	17		18				17:00	98		104				
05:15	20		21				17:15	101		127				
05:30	28		19				17:30	109		99				
05:45	29	94	24	82		176	17:45	139	447	119	449			896
06:00	38		41				18:00	105		110				
06:15	42		26				18:15	87		107				
06:30	56		36				18:30	105		105				
06:45	62	198	44	147		345	18:45	96	393	95	417			810
07:00	51		37				19:00	89		96				
07:15	64		62				19:15	82		101				
07:30	107		56				19:30	76		70				
07:45	125	347	106	261		608	19:45	69	316	86	353			669
08:00	103		106				20:00	58		84				
08:15	72		90				20:15	76		92				
08:30	77		67				20:30	56		72				
08:45	79	331	56	319		650	20:45	65	255	69	317			572
09:00	62		60				21:00	67		46				
09:15	66		60				21:15	53		67				
09:30	76		59				21:30	61		52				
09:45	68	272	64	243		515	21:45	48	229	50	215			444
10:00	59		63				22:00	37		46				
10:15	59		53				22:15	41		31				
10:30	58		59				22:30	33		23				
10:45	68	244	74	249		493	22:45	34	145	21	121			266
11:00	67		52				23:00	16		19				
11:15	86		79				23:15	21		16				
11:30	54		71				23:30	12		11				
11:45	75	282	73	275		557	23:45	12	61	16	62			123
Total Vol.		1892		1714		**3606**		3712		3928				**7640**

Daily Totals	NB	SB	EB	WB	Combined
	5604	5642			**11246**

	AM			PM		
Split %	52.5%	47.5%	**32.1%**	48.6%	51.4%	**67.9%**
Peak Hour	07:30	07:45	**07:30**	16:00	16:30	**16:00**
Volume	407	369	**765**	465	456	**915**
P.H.F.	0.81	0.87	**0.83**	0.92	0.90	**0.97**

Volumes for: Thursday, May 31, 2007 City: San Diego Project #: 07-4108-002

Location: W San Ysidro Blvd fr Sunset Ln to Averil Rd

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00					18	12	12:00					91	125	
00:15					13	11	12:15					118	121	
00:30					15	6	12:30					107	130	
00:45					4	50	14	43	93	12:45			106	422	109	485	907
01:00					16	13	13:00					122	126	
01:15					8	4	13:15					129	118	
01:30					1	6	13:30					89	122	
01:45					9	34	5	28	62	13:45			118	458	107	473	931
02:00					9	10	14:00					124	128	
02:15					6	5	14:15					121	119	
02:30					4	3	14:30					114	135	
02:45					3	22	5	23	45	14:45			129	488	118	500	988
03:00					7	8	15:00					90	158	
03:15					3	10	15:15					126	144	
03:30					8	15	15:30					158	130	
03:45					6	24	14	47	71	15:45			161	535	128	560	1095
04:00					1	7	16:00					184	147	
04:15					8	22	16:15					156	146	
04:30					14	24	16:30					174	154	
04:45					9	32	32	85	117	16:45			154	668	170	617	1285
05:00					29	36	17:00					146	158	
05:15					21	64	17:15					166	135	
05:30					15	52	17:30					160	170	
05:45					20	85	79	231	316	17:45			126	598	137	600	1198
06:00					34	67	18:00					92	130	
06:15					45	62	18:15					116	109	
06:30					34	80	18:30					102	104	
06:45					32	145	66	275	420	18:45			102	412	102	445	857
07:00					50	80	19:00					79	88	
07:15					38	103	19:15					84	111	
07:30					51	89	19:30					92	73	
07:45					65	204	108	380	584	19:45			59	314	92	364	678
08:00					59	109	20:00					95	87	
08:15					59	82	20:15					96	82	
08:30					72	99	20:30					64	109	
08:45					75	265	88	378	643	20:45			80	335	61	339	674
09:00					96	80	21:00					66	68	
09:15					81	114	21:15					58	61	
09:30					85	96	21:30					48	80	
09:45					78	340	104	394	734	21:45			52	224	54	263	487
10:00					78	94	22:00					38	43	
10:15					92	92	22:15					41	51	
10:30					81	98	22:30					44	30	
10:45					111	362	109	393	755	22:45			32	155	30	154	309
11:00					107	110	23:00					23	28	
11:15					80	118	23:15					35	18	
11:30					109	105	23:30					26	18	
11:45					110	406	122	455	861	23:45			25	109	18	82	191
Total Vol.						1969		2732	**4701**					4718		4882	**9600**

Daily Totals	NB	SB	EB	WB	Combined
			6687	7614	**14301**

	AM			PM		
Split %	41.9%	58.1%	**32.9%**	49.1%	50.9%	**67.1%**
Peak Hour	11:30	11:45	**11:45**	15:45	16:45	**16:00**
Volume	428	498	**924**	675	633	**1285**
P.H.F.	0.91	0.96	**0.97**	0.92	0.93	**0.97**

Volumes for: Thursday, May 31, 2007 City: San Diego Project #: 07-4108-003

Location: W San Ysidro Blvd fr Cottonwood Rd to Cypress Dr

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			21		12			12:00			98		117		
00:15			13		17			12:15			115		136		
00:30			12		10			12:30			118		131		
00:45			9	55	18	57	112	12:45			118	449	139	523	972
01:00			10		16			13:00			118		129		
01:15			7		6			13:15			109		100		
01:30			8		15			13:30			117		133		
01:45			11	36	15	52	88	13:45			123	467	136	498	965
02:00			9		13			14:00			116		108		
02:15			3		13			14:15			100		123		
02:30			6		8			14:30			129		131		
02:45			5	23	10	44	67	14:45			156	501	150	512	1013
03:00			12		12			15:00			137		151		
03:15			6		23			15:15			122		134		
03:30			10		17			15:30			148		139		
03:45			5	33	21	73	106	15:45			158	565	149	573	1138
04:00			2		18			16:00			164		117		
04:15			14		44			16:15			151		147		
04:30			31		35			16:30			141		147		
04:45			19	66	48	145	211	16:45			163	619	136	547	1166
05:00			22		63			17:00			148		129		
05:15			23		56			17:15			158		122		
05:30			33		72			17:30			156		127		
05:45			24	102	76	267	369	17:45			156	618	111	489	1107
06:00			31		76			18:00			154		108		
06:15			38		73			18:15			106		98		
06:30			35		74			18:30			117		94		
06:45			49	153	83	306	459	18:45			101	478	90	390	868
07:00			45		70			19:00			90		123		
07:15			35		74			19:15			94		109		
07:30			56		88			19:30			106		70		
07:45			112	248	79	311	559	19:45			90	380	86	388	768
08:00			76		84			20:00			99		107		
08:15			54		88			20:15			112		83		
08:30			79		88			20:30			85		80		
08:45			70	279	89	349	628	20:45			82	378	68	338	716
09:00			68		104			21:00			59		72		
09:15			69		116			21:15			67		71		
09:30			78		95			21:30			63		69		
09:45			62	277	112	427	704	21:45			48	237	61	273	510
10:00			77		116			22:00			40		60		
10:15			68		106			22:15			56		42		
10:30			91		104			22:30			44		42		
10:45			77	313	94	420	733	22:45			53	193	34	178	371
11:00			95		118			23:00			48		29		
11:15			84		126			23:15			36		43		
11:30			103		113			23:30			29		26		
11:45			118	400	115	472	872	23:45			25	138	18	116	254
Total Vol.				1985		2923	**4908**					5023		4825	**9848**

Daily Totals	NB	SB	EB	WB	Combined
			7008	7748	**14756**

	AM			PM		
Split %	40.4%	59.6%	**33.3%**	51.0%	49.0%	**66.7%**
Peak Hour	11:45	11:45	**11:45**	16:45	14:45	**15:45**
Volume	449	499	**948**	625	574	**1174**
P.H.F.	0.95	0.92	**0.94**	0.96	0.95	**0.96**

Volumes for: Thursday, May 31, 2007 City: San Diego Project #: 07-4108-004

Location: W San Ysidro Blvd fr Pepper Dr to Olive Dr

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			29		22			12:00			152		174		
00:15			26		16			12:15			154		189		
00:30			23		14			12:30			181		164		
00:45			23	101	19	71	172	12:45			188	675	175	702	1377
01:00			14		15			13:00			180		155		
01:15			5		13			13:15			173		135		
01:30			12		8			13:30			187		177		
01:45			9	40	16	52	92	13:45			174	714	145	612	1326
02:00			14		18			14:00			158		151		
02:15			8		9			14:15			159		154		
02:30			15		15			14:30			176		167		
02:45			17	54	11	53	107	14:45			208	701	176	648	1349
03:00			17		14			15:00			200		173		
03:15			14		14			15:15			196		185		
03:30			14		16			15:30			194		194		
03:45			28	73	13	57	130	15:45			210	800	174	726	1526
04:00			14		24			16:00			238		144		
04:15			44		26			16:15			216		157		
04:30			40		51			16:30			217		163		
04:45			32	130	36	137	267	16:45			219	890	153	617	1507
05:00			46		37			17:00			217		144		
05:15			65		55			17:15			233		171		
05:30			75		51			17:30			236		133		
05:45			71	257	68	211	468	17:45			226	912	150	598	1510
06:00			21		14			18:00			207		166		
06:15			55		47			18:15			202		142		
06:30			46		46			18:30			187		151		
06:45			73	195	64	171	366	18:45			168	764	141	600	1364
07:00			82		76			19:00			177		167		
07:15			90		74			19:15			179		165		
07:30			128		100			19:30			182		136		
07:45			160	460	112	362	822	19:45			182	720	135	603	1323
08:00			129		116			20:00			194		119		
08:15			110		93			20:15			175		117		
08:30			145		101			20:30			132		118		
08:45			144	528	131	441	969	20:45			148	649	90	444	1093
09:00			117		133			21:00			126		88		
09:15			116		121			21:15			115		82		
09:30			125		118			21:30			92		84		
09:45			110	468	147	519	987	21:45			126	459	68	322	781
10:00			129		129			22:00			80		55		
10:15			114		144			22:15			75		60		
10:30			140		136			22:30			70		48		
10:45			124	507	158	567	1074	22:45			71	296	41	204	500
11:00			133		146			23:00			54		41		
11:15			145		154			23:15			49		37		
11:30			164		174			23:30			36		35		
11:45			151	593	162	636	1229	23:45			33	172	24	137	309
Total Vol.				3406		3277	**6683**					7752		6213	**13965**

Daily Totals	NB	SB	EB	WB	Combined
			11158	9490	**20648**

	AM			PM		
Split %	51.0%	49.0%	**32.4%**	55.5%	44.5%	**67.6%**
Peak Hour	11:45	11:30	**11:45**	17:00	14:45	**15:15**
Volume	638	699	**1327**	912	728	**1535**
P.H.F.	0.88	0.92	**0.96**	0.97	0.94	**0.99**

Volumes for: Thursday, May 31, 2007 City: San Diego Project #: 07-4108-005

Location: W Park Ave fr Hall Ave to E San Ysidro Blvd SB

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00		3			12:00		25		
00:15		0			12:15		26		
00:30		1			12:30		20		
00:45		0	4	4	12:45		19	90	90
01:00		2			13:00		20		
01:15		0			13:15		19		
01:30		0			13:30		18		
01:45		0	2	2	13:45		27	84	84
02:00		0			14:00		23		
02:15		1			14:15		16		
02:30		0			14:30		24		
02:45		1	2	2	14:45		27	90	90
03:00		2			15:00		21		
03:15		0			15:15		32		
03:30		1			15:30		30		
03:45		3	6	6	15:45		29	112	112
04:00		1			16:00		37		
04:15		4			16:15		37		
04:30		4			16:30		29		
04:45		4	13	13	16:45		39	142	142
05:00		8			17:00		19		
05:15		11			17:15		33		
05:30		6			17:30		23		
05:45		13	38	38	17:45		27	102	102
06:00		6			18:00		30		
06:15		8			18:15		25		
06:30		19			18:30		21		
06:45		21	54	54	18:45		18	94	94
07:00		18			19:00		14		
07:15		18			19:15		19		
07:30		31			19:30		30		
07:45		42	109	109	19:45		22	85	85
08:00		33			20:00		19		
08:15		38			20:15		13		
08:30		27			20:30		15		
08:45		25	123	123	20:45		13	60	60
09:00		24			21:00		13		
09:15		14			21:15		14		
09:30		21			21:30		11		
09:45		19	78	78	21:45		13	51	51
10:00		20			22:00		8		
10:15		16			22:15		7		
10:30		16			22:30		5		
10:45		13	65	65	22:45		7	27	27
11:00		18			23:00		3		
11:15		17			23:15		6		
11:30		21			23:30		2		
11:45		21	77	77	23:45		3	14	14
Total Vol.			571	**571**				951	**951**

Daily Totals	NB	SB	EB	WB	Combined
		1522			**1522**

	AM		PM	
Split %	100.0%	**37.5%**	100.0%	**62.5%**
Peak Hour	07:30	**07:30**	16:00	**16:00**
Volume	144	**144**	142	**142**
P.H.F.	0.86	**0.86**	0.91	**0.91**

Volumes for: Thursday, May 31, 2007 City: San Diego Project #: 07-4108-006

Location: E Park Ave fr Hall Ave to E San Ysidro Blvd NB

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	7				12:00	37			
00:15	1				12:15	26			
00:30	0				12:30	27			
00:45	4	12		12	12:45	26	116		116
01:00	7				13:00	28			
01:15	2				13:15	28			
01:30	0				13:30	26			
01:45	2	11		11	13:45	30	112		112
02:00	1				14:00	28			
02:15	2				14:15	36			
02:30	3				14:30	46			
02:45	3	9		9	14:45	39	149		149
03:00	7				15:00	42			
03:15	1				15:15	45			
03:30	1				15:30	39			
03:45	3	12		12	15:45	39	165		165
04:00	3				16:00	43			
04:15	3				16:15	46			
04:30	4				16:30	39			
04:45	7	17		17	16:45	40	168		168
05:00	4				17:00	26			
05:15	5				17:15	53			
05:30	4				17:30	43			
05:45	12	25		25	17:45	44	166		166
06:00	12				18:00	42			
06:15	13				18:15	30			
06:30	14				18:30	36			
06:45	24	63		63	18:45	30	138		138
07:00	33				19:00	29			
07:15	29				19:15	29			
07:30	59				19:30	31			
07:45	91	212		212	19:45	26	115		115
08:00	59				20:00	35			
08:15	43				20:15	19			
08:30	30				20:30	17			
08:45	34	166		166	20:45	23	94		94
09:00	18				21:00	27			
09:15	27				21:15	17			
09:30	23				21:30	22			
09:45	21	89		89	21:45	13	79		79
10:00	25				22:00	7			
10:15	22				22:15	11			
10:30	25				22:30	18			
10:45	24	96		96	22:45	12	48		48
11:00	21				23:00	3			
11:15	19				23:15	11			
11:30	30				23:30	4			
11:45	18	88		88	23:45	4	22		22
Total Vol.		800		**800**			1372		**1372**

Daily Totals	NB	SB	EB	WB	Combined
	2172				**2172**

	AM		PM	
Split %	100.0%	**36.8%**	100.0%	**63.2%**
Peak Hour	07:30	**07:30**	17:15	**17:15**
Volume	252	**252**	182	**182**
P.H.F.	0.69	**0.69**	0.87	**0.86**

Volumes for: Thursday, May 31, 2007 City: San Diego Project #: 07-4108-007

Location: Beyer Blvd fr Smythe Ave to Cottonwood Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			12		8			12:00			81		63		
00:15			13		10			12:15			78		59		
00:30			9		8			12:30			69		73		
00:45			12	46	7	33	79	12:45			72	300	71	266	566
01:00			11		11			13:00			86		72		
01:15			13		8			13:15			93		65		
01:30			10		8			13:30			82		57		
01:45			11	45	9	36	81	13:45			78	339	51	245	584
02:00			9		6			14:00			73		58		
02:15			11		8			14:15			70		51		
02:30			10		7			14:30			82		63		
02:45			8	38	7	28	66	14:45			76	301	62	234	535
03:00			14		4			15:00			86		83		
03:15			13		5			15:15			86		81		
03:30			12		6			15:30			95		67		
03:45			10	49	3	18	67	15:45			76	343	65	296	639
04:00			16		8			16:00			100		77		
04:15			18		8			16:15			103		80		
04:30			21		9			16:30			112		77		
04:45			17	72	8	33	105	16:45			116	431	96	330	761
05:00			28		16			17:00			74		68		
05:15			38		17			17:15			80		70		
05:30			40		16			17:30			85		73		
05:45			38	144	18	67	211	17:45			77	316	70	281	597
06:00			90		32			18:00			70		82		
06:15			82		36			18:15			66		78		
06:30			76		43			18:30			72		56		
06:45			77	325	43	154	479	18:45			77	285	83	299	584
07:00			95		85			19:00			59		49		
07:15			98		86			19:15			52		66		
07:30			120		88			19:30			72		66		
07:45			101	414	80	339	753	19:45			73	256	50	231	487
08:00			101		82			20:00			39		34		
08:15			121		103			20:15			40		30		
08:30			115		109			20:30			34		27		
08:45			130	467	78	372	839	20:45			39	152	38	129	281
09:00			107		80			21:00			29		22		
09:15			101		76			21:15			28		23		
09:30			110		70			21:30			27		18		
09:45			74	392	61	287	679	21:45			32	116	22	85	201
10:00			79		69			22:00			13		13		
10:15			80		73			22:15			14		16		
10:30			77		76			22:30			17		13		
10:45			80	316	78	296	612	22:45			18	62	18	60	122
11:00			82		66			23:00			14		10		
11:15			93		71			23:15			15		10		
11:30			83		73			23:30			14		9		
11:45			89	347	67	277	624	23:45			12	55	10	39	94
Total Vol.			2655		1940		**4595**				2956		2495		**5451**

Daily Totals	NB	SB	EB	WB	Combined
			5611	4435	**10046**

	AM			PM		
Split %	57.8%	42.2%	**45.7%**	54.2%	45.8%	**54.3%**
Peak Hour	08:15	07:45	**08:15**	16:00	16:00	**16:00**
Volume	473	374	**843**	431	330	**761**
P.H.F.	0.91	0.86	**0.94**	0.93	0.86	**0.90**

Volumes for: Thursday, May 31, 2007 City: San Diego Project #: 07-4108-008

Location: E Beyer Blvd fr Hill St to Center St

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00	2	1				12:00	23	23			
00:15	3	1				12:15	15	22			
00:30	2	3				12:30	14	13			
00:45	4	11	1	6	17	12:45	11	63	14	72	135
01:00	1	1				13:00	16	15			
01:15	2	0				13:15	14	11			
01:30	0	1				13:30	13	10			
01:45	2	5	2	4	9	13:45	10	53	16	52	105
02:00	3	1				14:00	15	13			
02:15	1	3				14:15	19	10			
02:30	0	1				14:30	31	20			
02:45	2	6	1	6	12	14:45	35	100	32	75	175
03:00	1	2				15:00	32	36			
03:15	0	2				15:15	28	20			
03:30	1	1				15:30	27	28			
03:45	0	2	1	6	8	15:45	26	113	24	108	221
04:00	1	2				16:00	30	32			
04:15	2	4				16:15	31	33			
04:30	4	4				16:30	36	25			
04:45	5	12	5	15	27	16:45	32	129	24	114	243
05:00	9	7				17:00	25	30			
05:15	8	8				17:15	30	27			
05:30	11	10				17:30	26	24			
05:45	12	40	11	36	76	17:45	20	101	20	101	202
06:00	9	13				18:00	32	20			
06:15	14	9				18:15	32	29			
06:30	13	17				18:30	30	22			
06:45	15	51	21	60	111	18:45	27	121	23	94	215
07:00	19	15				19:00	21	22			
07:15	25	21				19:15	23	20			
07:30	21	32				19:30	25	19			
07:45	27	92	40	108	200	19:45	29	98	14	75	173
08:00	25	45				20:00	18	11			
08:15	27	44				20:15	27	12			
08:30	26	23				20:30	24	12			
08:45	29	107	21	133	240	20:45	27	96	9	44	140
09:00	21	25				21:00	29	13			
09:15	18	14				21:15	28	24			
09:30	20	17				21:30	17	9			
09:45	23	82	22	78	160	21:45	24	98	4	50	148
10:00	17	23				22:00	11	6			
10:15	19	17				22:15	13	4			
10:30	14	20				22:30	10	5			
10:45	20	70	15	75	145	22:45	11	45	3	18	63
11:00	21	21				23:00	7	3			
11:15	15	19				23:15	10	2			
11:30	17	17				23:30	3	2			
11:45	21	74	16	73	147	23:45	9	29	1	8	37
Total Vol.	552		600		**1152**		1046		811		**1857**

Daily Totals	NB	SB	EB	WB	Combined
	1598	1411			**3009**

	AM			PM		
Split %	47.9%	52.1%	**38.3%**	56.3%	43.7%	**61.7%**
Peak Hour	08:00	07:30	**07:30**	16:00	15:30	**16:00**
Volume	107	161	**261**	129	117	**243**
P.H.F.	0.92	0.89	**0.92**	0.92	0.89	**0.95**

Volumes for: Tuesday, June 05, 2007 City: San Diego Project #: 07-4108-009

Location: Via de San Ysidro fr I-5 NB Ramps to W. San Ysidro Blvd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	20		13					12:00	119		112				
00:15	20		13					12:15	146		113				
00:30	12		8					12:30	122		118				
00:45	16	68	13	47			115	12:45	124	511	124	467			978
01:00	11		12					13:00	124		110				
01:15	13		11					13:15	140		109				
01:30	11		10					13:30	151		109				
01:45	14	49	8	41			90	13:45	135	550	122	450			1000
02:00	12		9					14:00	120		107				
02:15	14		6					14:15	130		107				
02:30	16		4					14:30	150		123				
02:45	16	58	11	30			88	14:45	140	540	97	434			974
03:00	17		7					15:00	140		103				
03:15	15		9					15:15	157		111				
03:30	10		8					15:30	148		99				
03:45	11	53	6	30			83	15:45	167	612	106	419			1031
04:00	12		7					16:00	157		120				
04:15	9		10					16:15	173		92				
04:30	6		4					16:30	168		117				
04:45	8	35	7	28			63	16:45	175	673	135	464			1137
05:00	10		8					17:00	148		152				
05:15	14		13					17:15	188		128				
05:30	24		19					17:30	160		125				
05:45	35	83	29	69			152	17:45	164	660	136	541			1201
06:00	49		33					18:00	184		126				
06:15	69		47					18:15	181		97				
06:30	62		66					18:30	141		107				
06:45	76	256	46	192			448	18:45	140	646	94	424			1070
07:00	80		62					19:00	131		101				
07:15	112		58					19:15	111		96				
07:30	134		78					19:30	122		86				
07:45	153	479	97	295			774	19:45	113	477	79	362			839
08:00	125		82					20:00	104		85				
08:15	130		100					20:15	87		95				
08:30	121		72					20:30	102		68				
08:45	94	470	100	354			824	20:45	87	380	67	315			695
09:00	96		78					21:00	99		65				
09:15	103		72					21:15	84		66				
09:30	112		89					21:30	80		66				
09:45	106	417	85	324			741	21:45	56	319	55	252			571
10:00	100		100					22:00	77		37				
10:15	103		74					22:15	56		44				
10:30	108		94					22:30	48		34				
10:45	126	437	98	366			803	22:45	43	224	37	152			376
11:00	119		103					23:00	40		25				
11:15	105		110					23:15	32		23				
11:30	145		116					23:30	26		15				
11:45	118	487	122	451			938	23:45	20	118	19	82			200
Total Vol.		2892		2227			**5119**			5710		4362			**10072**

Daily Totals	NB	SB	EB	WB	Combined
	8602	6589			**15191**

	AM			PM		
Split %	56.5%	43.5%	**33.7%**	56.7%	43.3%	**66.3%**
Peak Hour	07:30	11:45	**11:30**	17:15	17:00	**16:30**
Volume	542	465	**991**	696	541	**1211**
P.H.F.	0.89	0.95	**0.95**	0.90	0.89	**0.96**

Volumes for: Thursday, May 31, 2007 City: San Diego Project #: 07-4108-010

Location: Camino de la Plaza fr Sipes Ln to Boston Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		3			12:00			35		38		
00:15			2		2			12:15			48		37		
00:30			4		1			12:30			31		39		
00:45			3	11	2	8	19	12:45			39	153	37	151	304
01:00			2		3			13:00			42		30		
01:15			2		1			13:15			34		29		
01:30			2		1			13:30			40		26		
01:45			3	9	0	5	14	13:45			40	156	35	120	276
02:00			2		0			14:00			32		29		
02:15			2		1			14:15			38		18		
02:30			1		0			14:30			56		43		
02:45			2	7	0	1	8	14:45			51	177	37	127	304
03:00			2		1			15:00			47		43		
03:15			1		1			15:15			52		44		
03:30			3		1			15:30			51		41		
03:45			1	7	1	4	11	15:45			52	202	45	173	375
04:00			3		1			16:00			65		39		
04:15			0		1			16:15			49		44		
04:30			3		3			16:30			50		41		
04:45			0	6	5	10	16	16:45			43	207	51	175	382
05:00			2		1			17:00			44		55		
05:15			3		8			17:15			53		51		
05:30			3		11			17:30			46		62		
05:45			6	14	13	33	47	17:45			55	198	56	224	422
06:00			7		10			18:00			43		55		
06:15			11		7			18:15			69		44		
06:30			16		20			18:30			41		53		
06:45			15	49	22	59	108	18:45			45	198	49	201	399
07:00			11		23			19:00			47		43		
07:15			8		21			19:15			55		49		
07:30			11		38			19:30			63		42		
07:45			23	53	54	136	189	19:45			44	209	40	174	383
08:00			25		42			20:00			54		43		
08:15			30		28			20:15			33		48		
08:30			26		14			20:30			43		34		
08:45			23	104	29	113	217	20:45			40	170	30	155	325
09:00			23		29			21:00			47		30		
09:15			13		24			21:15			41		24		
09:30			29		22			21:30			34		17		
09:45			11	76	23	98	174	21:45			31	153	21	92	245
10:00			20		33			22:00			36		16		
10:15			27		27			22:15			21		12		
10:30			23		31			22:30			26		16		
10:45			34	104	26	117	221	22:45			21	104	6	50	154
11:00			31		31			23:00			10		7		
11:15			29		39			23:15			10		4		
11:30			25		22			23:30			15		3		
11:45			38	123	29	121	244	23:45			10	45	6	20	65
Total Vol.				563		705	**1268**					1972		1662	**3634**

Daily Totals	NB	SB	EB	WB	Combined
			2535	2367	**4902**

	AM			PM		
Split %	44.4%	55.6%	**25.9%**	54.3%	45.7%	**74.1%**
Peak Hour	11:45	07:30	**11:45**	15:15	17:00	**17:30**
Volume	152	162	**295**	220	224	**430**
P.H.F.	0.79	0.75	**0.87**	0.85	0.90	**0.95**

Volumes for: Tuesday, June 05, 2007 City: San Diego Project #: 07-4108-011

Location: Camino de la Plaza fr I-5 SB ramps to I-5 NB ramps

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	31		22					12:00	131		148				
00:15	34		28					12:15	180		146				
00:30	25		16					12:30	171		143				
00:45	22	112	18	84			196	12:45	188	670	148	585			1255
01:00	29		19					13:00	170		160				
01:15	30		30					13:15	162		173				
01:30	30		22					13:30	195		176				
01:45	28	117	16	87			204	13:45	170	697	136	645			1342
02:00	22		18					14:00	167		162				
02:15	15		11					14:15	164		133				
02:30	33		14					14:30	181		176				
02:45	18	88	15	58			146	14:45	220	732	180	651			1383
03:00	16		13					15:00	220		205				
03:15	13		7					15:15	255		200				
03:30	16		9					15:30	215		189				
03:45	14	59	15	44			103	15:45	243	933	223	817			1750
04:00	15		14					16:00	244		214				
04:15	14		12					16:15	253		187				
04:30	28		24					16:30	228		209				
04:45	25	82	23	73			155	16:45	223	948	182	792			1740
05:00	36		21					17:00	222		204				
05:15	20		19					17:15	243		195				
05:30	21		21					17:30	228		210				
05:45	28	105	23	84			189	17:45	247	940	194	803			1743
06:00	33		22					18:00	182		195				
06:15	31		29					18:15	204		207				
06:30	38		26					18:30	177		188				
06:45	49	151	32	109			260	18:45	197	760	197	787			1547
07:00	65		35					19:00	170		189				
07:15	68		42					19:15	168		170				
07:30	82		57					19:30	167		157				
07:45	94	309	70	204			513	19:45	130	635	139	655			1290
08:00	106		75					20:00	133		151				
08:15	124		96					20:15	146		121				
08:30	101		78					20:30	124		129				
08:45	113	444	66	315			759	20:45	121	524	101	502			1026
09:00	98		80					21:00	149		94				
09:15	130		88					21:15	122		108				
09:30	112		107					21:30	103		81				
09:45	91	431	114	389			820	21:45	95	469	62	345			814
10:00	118		131					22:00	84		75				
10:15	112		104					22:15	62		53				
10:30	101		131					22:30	72		52				
10:45	118	449	101	467			916	22:45	56	274	56	236			510
11:00	118		138					23:00	43		34				
11:15	104		112					23:15	45		38				
11:30	149		130					23:30	32		24				
11:45	123	494	155	535			1029	23:45	40	160	16	112			272
Total Vol.		2841		2449			**5290**			7742		6930			**14672**

Daily Totals	NB	SB	EB	WB	Combined
	10583	9379			**19962**

	AM			PM		
Split %	53.7%	46.3%	**26.5%**	52.8%	47.2%	**73.5%**
Peak Hour	11:45	11:45	**11:45**	15:45	15:45	**15:45**
Volume	605	592	**1197**	968	833	**1801**
P.H.F.	0.84	0.95	**0.92**	0.98	0.93	**0.97**

Volumes for: Tuesday, June 05, 2007 City: San Diego Project #: 07-4108-012

Location: Willow Rd fr E Calle Primera to Camino de la Plaza

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	11		7					12:00	109		109				
00:15	9		7					12:15	113		100				
00:30	2		4					12:30	105		77				
00:45	7	29	5	23			52	12:45	97	424	82	368			792
01:00	5		8					13:00	99		84				
01:15	6		2					13:15	99		102				
01:30	3		7					13:30	114		87				
01:45	5	19	7	24			43	13:45	102	414	82	355			769
02:00	5		5					14:00	88		83				
02:15	4		3					14:15	95		81				
02:30	12		4					14:30	133		94				
02:45	6	27	2	14			41	14:45	125	441	94	352			793
03:00	5		2					15:00	96		84				
03:15	1		0					15:15	118		101				
03:30	2		0					15:30	123		117				
03:45	4	12	3	5			17	15:45	103	440	102	404			844
04:00	6		2					16:00	100		98				
04:15	12		4					16:15	127		90				
04:30	9		6					16:30	97		106				
04:45	11	38	5	17			55	16:45	98	422	101	395			817
05:00	23		11					17:00	94		119				
05:15	25		13					17:15	99		90				
05:30	31		19					17:30	108		90				
05:45	30	109	22	65			174	17:45	125	426	81	380			806
06:00	39		23					18:00	99		109				
06:15	48		36					18:15	87		100				
06:30	27		22					18:30	81		87				
06:45	37	151	28	109			260	18:45	111	378	81	377			755
07:00	33		24					19:00	101		87				
07:15	65		37					19:15	108		94				
07:30	98		54					19:30	105		93				
07:45	135	331	69	184			515	19:45	76	390	81	355			745
08:00	74		49					20:00	71		76				
08:15	69		45					20:15	63		67				
08:30	57		33					20:30	78		61				
08:45	59	259	54	181			440	20:45	62	274	52	256			530
09:00	47		45					21:00	80		48				
09:15	39		38					21:15	72		33				
09:30	50		53					21:30	53		63				
09:45	63	199	60	196			395	21:45	48	253	53	197			450
10:00	49		58					22:00	43		35				
10:15	59		71					22:15	34		35				
10:30	47		63					22:30	22		29				
10:45	83	238	74	266			504	22:45	23	122	19	118			240
11:00	80		95					23:00	24		9				
11:15	92		77					23:15	11		18				
11:30	92		101					23:30	13		7				
11:45	87	351	81	354			705	23:45	10	58	12	46			104
Total Vol.		1763		1438			**3201**			4042		3603			**7645**

Daily Totals	NB	SB	EB	WB	Combined
	5805	5041			**10846**

	AM			PM		
Split %	55.1%	44.9%	**29.5%**	52.9%	47.1%	**70.5%**
Peak Hour	11:45	11:30	**11:30**	14:30	15:15	**15:15**
Volume	414	391	**792**	472	418	**862**
P.H.F.	0.92	0.90	**0.91**	0.85	0.89	**0.90**

Volumes for: Thursday, May 31, 2007 City: San Diego Project #: 07-4108-013

Location: E San Ysidro Blvd fr Border Village Rd to Bolton Hall Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			6		11			12:00			112		123		
00:15			6		8			12:15			106		112		
00:30			8		16			12:30			142		124		
00:45			12	32	13	48	80	12:45			125	485	130	489	974
01:00			9		16			13:00			106		128		
01:15			2		11			13:15			107		111		
01:30			8		8			13:30			131		134		
01:45			3	22	12	47	69	13:45			114	458	128	501	959
02:00			8		10			14:00			116		145		
02:15			6		10			14:15			112		119		
02:30			4		7			14:30			105		134		
02:45			9	27	20	47	74	14:45			124	457	141	539	996
03:00			11		18			15:00			144		136		
03:15			5		19			15:15			120		163		
03:30			5		16			15:30			129		119		
03:45			7	28	12	65	93	15:45			134	527	147	565	1092
04:00			8		9			16:00			120		123		
04:15			19		20			16:15			128		125		
04:30			19		24			16:30			127		132		
04:45			24	70	27	80	150	16:45			137	512	137	517	1029
05:00			32		23			17:00			126		150		
05:15			27		41			17:15			138		133		
05:30			26		33			17:30			127		130		
05:45			30	115	35	132	247	17:45			117	508	133	546	1054
06:00			32		33			18:00			135		121		
06:15			37		30			18:15			125		130		
06:30			22		30			18:30			114		114		
06:45			28	119	34	127	246	18:45			108	482	105	470	952
07:00			33		27			19:00			110		107		
07:15			37		33			19:15			142		113		
07:30			41		44			19:30			96		93		
07:45			43	154	38	142	296	19:45			100	448	111	424	872
08:00			57		33			20:00			93		86		
08:15			65		49			20:15			59		73		
08:30			63		65			20:30			73		77		
08:45			89	274	55	202	476	20:45			56	281	71	307	588
09:00			81		71			21:00			46		63		
09:15			82		71			21:15			36		63		
09:30			101		80			21:30			35		53		
09:45			90	354	92	314	668	21:45			33	150	47	226	376
10:00			85		82			22:00			36		38		
10:15			94		90			22:15			26		36		
10:30			99		89			22:30			30		41		
10:45			104	382	88	349	731	22:45			22	114	21	136	250
11:00			99		125			23:00			21		15		
11:15			115		93			23:15			16		17		
11:30			127		131			23:30			15		19		
11:45			121	462	124	473	935	23:45			15	67	23	74	141
Total Vol.				2039		2026	**4065**					4489		4794	**9283**

Daily Totals

NB	SB	EB	WB	Combined
		6528	6820	**13348**

	AM			PM		
Split %	50.2%	49.8%	**30.5%**	48.4%	51.6%	**69.5%**
Peak Hour	11:45	11:30	**11:45**	16:30	14:30	**15:00**
Volume	481	490	**964**	528	574	**1092**
P.H.F.	0.85	0.94	**0.91**	0.96	0.88	**0.96**

Volumes for: Thursday, May 31, 2007 City: San Diego Project #: 07-4108-014

Location: E San Ysidro Blvd fr Border Village Rd to E Beyer Blvd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			14		15			12:00			111		108		
00:15			9		19			12:15			90		111		
00:30			10		8			12:30			112		101		
00:45			9	42	7	49	91	12:45			108	421	104	424	845
01:00			6		15			13:00			110		102		
01:15			3		13			13:15			104		102		
01:30			6		11			13:30			112		119		
01:45			11	26	11	50	76	13:45			147	473	114	437	910
02:00			7		5			14:00			132		111		
02:15			5		9			14:15			121		102		
02:30			4		11			14:30			119		107		
02:45			7	23	7	32	55	14:45			130	502	111	431	933
03:00			8		15			15:00			141		104		
03:15			3		9			15:15			143		120		
03:30			6		9			15:30			167		126		
03:45			7	24	13	46	70	15:45			172	623	125	475	1098
04:00			7		9			16:00			146		137		
04:15			13		18			16:15			151		133		
04:30			23		23			16:30			136		123		
04:45			21	64	29	79	143	16:45			155	588	145	538	1126
05:00			38		24			17:00			172		137		
05:15			25		38			17:15			160		123		
05:30			38		36			17:30			144		107		
05:45			33	134	38	136	270	17:45			150	626	116	483	1109
06:00			24		39			18:00			159		100		
06:15			33		28			18:15			144		96		
06:30			30		24			18:30			165		89		
06:45			26	113	30	121	234	18:45			160	628	80	365	993
07:00			37		27			19:00			146		85		
07:15			28		19			19:15			155		86		
07:30			30		38			19:30			122		81		
07:45			41	136	40	124	260	19:45			132	555	77	329	884
08:00			44		45			20:00			110		74		
08:15			58		51			20:15			93		69		
08:30			66		59			20:30			103		68		
08:45			64	232	66	221	453	20:45			78	384	57	268	652
09:00			44		80			21:00			57		56		
09:15			67		75			21:15			66		56		
09:30			77		62			21:30			52		54		
09:45			89	277	102	319	596	21:45			39	214	38	204	418
10:00			83		74			22:00			44		30		
10:15			84		91			22:15			30		28		
10:30			73		71			22:30			39		38		
10:45			101	341	81	317	658	22:45			29	142	25	121	263
11:00			94		93			23:00			32		17		
11:15			92		81			23:15			18		20		
11:30			107		96			23:30			12		17		
11:45			92	385	111	381	766	23:45			16	78	25	79	157
Total Vol.				1797		1875	**3672**					5234		4154	**9388**

Daily Totals

NB	SB	EB	WB	Combined
		7031	6029	**13060**

	AM			PM		
Split %	48.9%	51.1%	**28.1%**	55.8%	44.2%	**71.9%**
Peak Hour	11:45	11:45	**11:45**	15:30	16:00	**15:30**
Volume	405	431	**836**	636	538	**1157**
P.H.F.	0.90	0.97	**0.95**	0.92	0.93	**0.97**

Volumes for: Thursday, May 31, 2007 City: San Diego Project #: 07-4108-015

Location: Border Village Rd fr Bolton Hall Rd to Virginia Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			56		65		
00:15			3		0			12:15			69		65		
00:30			2		0			12:30			86		68		
00:45			3	8	2	2	10	12:45			78	289	65	263	552
01:00			0		2			13:00			72		56		
01:15			2		0			13:15			78		63		
01:30			2		0			13:30			91		56		
01:45			2	6	2	4	10	13:45			58	299	54	229	528
02:00			0		2			14:00			67		63		
02:15			2		0			14:15			69		61		
02:30			10		7			14:30			96		74		
02:45			8	20	2	11	31	14:45			78	310	74	272	582
03:00			5		2			15:00			78		89		
03:15			3		0			15:15			98		72		
03:30			3		2			15:30			118		68		
03:45			0	11	0	4	15	15:45			91	385	70	299	684
04:00			6		2			16:00			103		74		
04:15			6		5			16:15			111		96		
04:30			11		4			16:30			78		58		
04:45			2	25	2	13	38	16:45			122	414	79	307	721
05:00			5		2			17:00			115		86		
05:15			14		4			17:15			127		72		
05:30			14		5			17:30			85		54		
05:45			10	43	5	16	59	17:45			75	402	66	278	680
06:00			21		14			18:00			90		82		
06:15			29		12			18:15			92		68		
06:30			30		26			18:30			78		77		
06:45			27	107	16	68	175	18:45			73	333	58	285	618
07:00			22		18			19:00			63		63		
07:15			22		14			19:15			68		49		
07:30			11		9			19:30			52		45		
07:45			38	93	14	55	148	19:45			47	230	42	199	429
08:00			48		19			20:00			44		44		
08:15			42		30			20:15			38		43		
08:30			62		24			20:30			37		14		
08:45			64	216	58	131	347	20:45			28	147	24	125	272
09:00			56		28			21:00			40		23		
09:15			58		38			21:15			35		24		
09:30			51		40			21:30			10		18		
09:45			54	219	47	153	372	21:45			12	97	26	91	188
10:00			54		46			22:00			16		24		
10:15			58		65			22:15			5		9		
10:30			66		51			22:30			12		12		
10:45			61	239	63	225	464	22:45			2	35	10	55	90
11:00			46		56			23:00			5		10		
11:15			62		42			23:15			3		4		
11:30			85		52			23:30			2		1		
11:45			74	267	63	213	480	23:45			2	12	7	22	34
Total Vol.				1254		895	**2149**					2953		2425	**5378**

			Daily Totals		
	NB	SB	EB	WB	**Combined**
			4207	3320	**7527**

	AM			**PM**		
Split %	58.4%	41.6%	**28.6%**	54.9%	45.1%	**71.4%**
Peak Hour	11:45	11:45	**11:45**	16:45	16:15	**16:15**
Volume	285	261	**546**	449	319	**745**
P.H.F.	0.83	0.96	**0.89**	0.88	0.83	**0.90**

APPENDIX D

- Type of Collisions and Factors

APPENDIX D

TYPE OF COLLISIONS AND FACTORS

ROADWAY	TOTAL NUMBER	HEAD ON	SIDESWIPE	REAR END	BROADSIDE	HIT OBJECT	OVERTURN	INVOLVED PEDESTRIAN	OTHER
Dairy Mart Rd (SR-905 to Monument Road)	55	1	7	9	22	14	1	1	0
Via de San Ysidro (San Ysidro Blvd to south end)	30	0	6	2	11	5	0	6	0
East Beyer Blvd (Beyer Blvd to San Ysidro Blvd)	16	0	2	3	3	2	0	6	0
Camino de la Plaza (Dairy Mart Rd to E. San Ysidro Blvd)	61	3	6	14	13	15	1	8	1
Willow Rd (Calle Primera to Camino de la Plaza)	22	0	1	4	3	10	0	3	1
Calle Primera (Via Tercero to Willow Road)	11	0	2	0	5	4	0	0	0
E San Ysidro Blvd (W San Ysidro Blvd to end)	44	0	9	7	9	9	1	9	0
W San Ysidro Blvd (E San Ysidro Blvd to end)	67	1	6	10	23	21	0	6	0
Beyer Blvd (SR-905 to E. Beyer Blvd)	33	0	0	6	11	12	1	3	0
Otay Mesa Rd (SR-905 to Beyer Blvd)	11	0	1	4	3	3	0	0	0
Smythe Ave (SR-905 to Beyer Blvd)	14	1	0	1	5	6	0	1	0
East Park Ave (Seaward to San Ysidro Blvd)	1	0	0	1	0	0	0	0	0
West Park Ave (Beyer Blvd to San Ysidro Blvd)	7	0	0	0	2	4	0	1	0
Border Village Rd (E. San Ysidro Blvd to E. San Ysidro Blvd)	3	0	0	0	1	2	0	0	0
TOTAL	**375**	**6**	**40**	**61**	**111**	**107**	**4**	**44**	**2**
PERCENT OF TOTAL		**2%**	**11%**	**16%**	**30%**	**29%**	**1%**	**12%**	**1%**

ROADWAY	TOTAL NUMBER	FOLLOW TOO CLOSE	FAILURE TO YIELD	IMPROPER TURN	SPEEDING	OTHER	IMPROPER DRIVING	OTHER THAN DRIVER	UNKNOWN
Dairy Mart Rd (SR-905 to Monument Road)	55	2	5	14	11	4	18	0	1
Via de San Ysidro (San Ysidro Blvd to south end)	30	0	5	9	5	2	8	1	0
East Beyer Blvd (Beyer Blvd to San Ysidro Blvd)	16	0	1	3	1	1	5	5	0
Camino de la Plaza (Dairy Mart Rd to E. San Ysidro Blvd)	61	3	1	18	12	5	19	3	0
Willow Rd (Calle Primera to Camino de la Plaza)	22	0	1	6	6	1	6	2	0
Calle Primera (Via Tercero to Willow Road)	11	0	2	5	0	2	2	0	0
E San Ysidro Blvd (W San Ysidro Blvd to end)	44	1	1	17	6	2	13	4	0
W San Ysidro Blvd (E San Ysidro Blvd to end)	67	3	8	23	10	3	19	1	0
Beyer Blvd (SR-905 to E. Beyer Blvd)	33	1	1	11	6	1	10	2	1
Otay Mesa Rd (SR-905 to Beyer Blvd)	11	0	1	2	5	2	1	0	0
Smythe Ave (SR-905 to Beyer Blvd)	14	1	0	3	4	1	3	2	0
East Park Ave (Seaward to San Ysidro Blvd)	1	0	0	0	1	0	0	0	0
West Park Ave (Beyer Blvd to San Ysidro Blvd)	7	0	0	4	0	0	3	0	0
Border Village Rd (E. San Ysidro Blvd to E. San Ysidro Blvd)	3	0	0	2	0	0	0	1	0
TOTAL	**375**	**11**	**26**	**117**	**67**	**24**	**107**	**21**	**2**
PERCENT OF TOTAL		**3%**	**7%**	**31%**	**18%**	**6%**	**29%**	**6%**	**1%**

Notes:

The accident data was provided and compiled from the City of San Diego for April 2005 through April 2008.

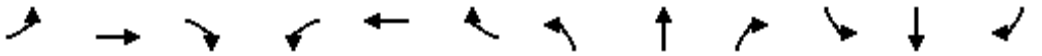
The rates are measured in per million vehicle miles.

APPENDIX E

Intersection Level of Service Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00					1.00	0.85	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					1863	1343	1770	1863	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					1863	1343	1770	1863	
Volume (vph)	266	0	187	0	0	0	0	575	16	73	142	0
Peak-hour factor, PHF	0.78	0.78	0.78	0.25	0.25	0.25	0.82	0.82	0.82	0.65	0.65	0.65
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	341	0	240	0	0	0	0	701	20	112	218	0
RTOR Reduction (vph)	0	0	177	0	0	0	0	0	4	0	0	0
Lane Group Flow (vph)	0	341	63	0	0	0	0	701	16	112	218	0
Confl. Peds. (#/hr)									62	62		
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		18.3	18.3					30.9	30.9	8.1	43.0	
Effective Green, g (s)		18.3	18.3					30.9	30.9	8.1	43.0	
Actuated g/C Ratio		0.26	0.26					0.45	0.45	0.12	0.62	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		467	418					831	599	207	1156	
v/s Ratio Prot		c0.19	0.04					c0.38		c0.06	0.12	
v/s Ratio Perm									0.01			
v/c Ratio		0.73	0.15					0.84	0.03	0.54	0.19	
Uniform Delay, d1		23.2	19.5					17.1	10.8	28.8	5.7	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		5.8	0.2					7.8	0.0	2.9	0.1	
Delay (s)		29.0	19.7					24.9	10.8	31.7	5.7	
Level of Service		C	B					C	B	C	A	
Approach Delay (s)		25.2			0.0			24.5			14.6	
Approach LOS		C			A			C			B	

Intersection Summary			
HCM Average Control Delay	22.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	69.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



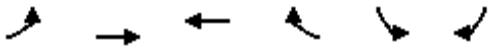
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1486	1770	1863	1583	1770	1863	1532	1754	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.66	1.00	1.00	0.52	1.00	1.00
Satd. Flow (perm)	1770	1863	1486	1770	1863	1583	1231	1863	1532	953	1863	1583
Volume (vph)	33	174	55	61	111	161	133	196	515	173	121	50
Peak-hour factor, PHF	0.81	0.81	0.81	0.84	0.84	0.84	0.79	0.79	0.79	0.80	0.80	0.80
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	41	215	68	73	132	192	168	248	652	216	151	62
RTOR Reduction (vph)	0	0	56	0	0	153	0	0	328	0	0	0
Lane Group Flow (vph)	41	215	12	73	132	39	168	248	324	216	151	62
Confl. Peds. (#/hr)			22	22					25	25		
Turn Type	Prot		Perm	Prot		Perm	pm+pt		Perm	pm+pt		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		Free
Actuated Green, G (s)	2.7	10.6	10.6	4.7	12.6	12.6	29.3	22.5	22.5	31.7	23.7	61.8
Effective Green, g (s)	2.7	10.6	10.6	4.7	12.6	12.6	29.3	22.5	22.5	31.7	23.7	61.8
Actuated g/C Ratio	0.04	0.17	0.17	0.08	0.20	0.20	0.47	0.36	0.36	0.51	0.38	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	77	320	255	135	380	323	643	678	558	593	714	1583
v/s Ratio Prot	0.02	c0.12		c0.04	0.07		0.03	0.13		c0.05	0.08	
v/s Ratio Perm			0.01			0.02	0.10		c0.21	0.14		c0.04
v/c Ratio	0.53	0.67	0.05	0.54	0.35	0.12	0.26	0.37	0.58	0.36	0.21	0.04
Uniform Delay, d1	28.9	24.0	21.4	27.5	21.1	20.1	9.4	14.4	15.8	8.5	12.8	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.9	5.5	0.1	4.4	0.6	0.2	0.2	0.3	1.5	0.4	0.1	0.0
Delay (s)	35.8	29.4	21.5	31.9	21.6	20.2	9.7	14.8	17.4	8.9	12.9	0.0
Level of Service	D	C	C	C	C	C	A	B	B	A	B	A
Approach Delay (s)		28.6			22.8			15.6			9.0	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	61.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Volume (vph)	320	567	366	253	99	90
Peak-hour factor, PHF	0.92	0.92	0.96	0.96	0.81	0.81
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	383	678	419	290	134	122
RTOR Reduction (vph)	0	73	0	0	0	105
Lane Group Flow (vph)	383	605	419	290	134	17
Turn Type		pm+ov	Prot			Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	10.0	16.0	15.5	29.5	6.0	6.0
Effective Green, g (s)	10.0	16.0	15.5	29.5	6.0	6.0
Actuated g/C Ratio	0.23	0.37	0.36	0.68	0.14	0.14
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	814	728	631	2400	244	218
v/s Ratio Prot	0.11	c0.11	c0.24	0.08	0.08	
v/s Ratio Perm		0.27				0.01
v/c Ratio	0.47	0.83	0.66	0.12	0.55	0.08
Uniform Delay, d1	14.5	12.5	11.8	2.5	17.5	16.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	8.0	2.6	0.0	2.5	0.2
Delay (s)	14.9	20.6	14.4	2.5	20.0	16.5
Level of Service	B	C	B	A	C	B
Approach Delay (s)	18.5			9.5	18.3	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	15.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	43.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3377		1770	1549
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3377		1770	1549
Volume (vph)	161	365	344	152	240	189
Peak-hour factor, PHF	0.77	0.77	0.88	0.88	0.61	0.61
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	230	521	430	190	433	341
RTOR Reduction (vph)	0	0	108	0	0	232
Lane Group Flow (vph)	230	521	512	0	433	109
Confl. Peds. (#/hr)					1	12
Turn Type	Prot					Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Actuated Green, G (s)	6.1	21.9	11.8		14.0	14.0
Effective Green, g (s)	6.1	21.9	11.8		14.0	14.0
Actuated g/C Ratio	0.14	0.50	0.27		0.32	0.32
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	246	1765	908		564	494
v/s Ratio Prot	c0.13	0.15	c0.15		c0.24	
v/s Ratio Perm						0.07
v/c Ratio	0.93	0.30	0.56		0.77	0.22
Uniform Delay, d1	18.7	6.5	13.8		13.5	11.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	39.7	0.1	0.8		6.2	0.2
Delay (s)	58.4	6.6	14.6		19.7	11.2
Level of Service	E	A	B		B	B
Approach Delay (s)		22.4	14.6		15.9	
Approach LOS		C	B		B	

Intersection Summary			
HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	43.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.97		1.00	0.97		0.99			0.99	
Flpb, ped/bikes	0.99	1.00	1.00		1.00	1.00		1.00			1.00	
Frt	1.00	1.00	0.85		1.00	0.85		0.94			0.95	
Flt Protected	0.95	1.00	1.00		1.00	1.00		0.98			0.97	
Satd. Flow (prot)	1756	1863	1534		1862	1533		1692			1697	
Flt Permitted	0.73	1.00	1.00		1.00	1.00		0.80			0.80	
Satd. Flow (perm)	1344	1863	1534		1855	1533		1382			1393	
Volume (vph)	39	228	3	2	269	74	5	2	6	81	2	45
Peak-hour factor, PHF	0.83	0.83	0.83	0.91	0.91	0.91	0.65	0.65	0.65	0.73	0.73	0.73
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	52	302	4	2	325	89	8	3	10	122	3	68
RTOR Reduction (vph)	0	0	3	0	0	54	0	7	0	0	34	0
Lane Group Flow (vph)	52	302	1	0	327	35	0	14	0	0	159	0
Confl. Peds. (#/hr)	21		20	20		21	22		8	8		22
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	5.5	5.5	5.5		5.5	5.5		4.7			4.7	
Effective Green, g (s)	5.5	5.5	5.5		5.5	5.5		4.7			4.7	
Actuated g/C Ratio	0.30	0.30	0.30		0.30	0.30		0.26			0.26	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	406	563	464		561	463		357			360	
v/s Ratio Prot		0.16										
v/s Ratio Perm	0.04		0.00		c0.18	0.02		0.01			c0.11	
v/c Ratio	0.13	0.54	0.00		0.58	0.08		0.04			0.44	
Uniform Delay, d1	4.6	5.3	4.4		5.4	4.5		5.1			5.7	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.1	1.0	0.0		1.5	0.1		0.0			0.9	
Delay (s)	4.8	6.3	4.4		6.9	4.6		5.1			6.5	
Level of Service	A	A	A		A	A		A			A	
Approach Delay (s)		6.0			6.4			5.1			6.5	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	6.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	18.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

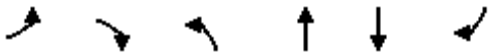
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0	4.0			
Lane Util. Factor		0.95	1.00	0.97	1.00			1.00	1.00			
Frpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	0.98			
Flpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3539	1583	3433	1863			1770	1555			
Flt Permitted		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	3433	1863			1770	1555			
Volume (vph)	0	195	95	248	168	0	167	0	351	0	0	0
Peak-hour factor, PHF	0.70	0.70	0.70	0.92	0.92	0.92	0.87	0.87	0.87	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	306	149	297	201	0	211	0	444	0	0	0
RTOR Reduction (vph)	0	0	122	0	0	0	0	0	213	0	0	0
Lane Group Flow (vph)	0	306	27	297	201	0	0	211	231	0	0	0
Confl. Peds. (#/hr)							41		31			
Turn Type			Perm	Prot			Split		pm+ov			custom
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2						8			8 2 6
Actuated Green, G (s)		7.2	7.2	10.3	21.5			10.6	20.9			
Effective Green, g (s)		7.2	7.2	10.3	21.5			10.6	20.9			
Actuated g/C Ratio		0.18	0.18	0.26	0.54			0.26	0.52			
Clearance Time (s)		4.0	4.0	4.0	4.0			4.0	4.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		635	284	882	999			468	966			
v/s Ratio Prot		c0.09		c0.09	0.11			c0.12	0.06			
v/s Ratio Perm			0.02						0.09			
v/c Ratio		0.48	0.09	0.34	0.20			0.45	0.24			
Uniform Delay, d1		14.8	13.7	12.1	4.8			12.3	5.3			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.6	0.1	0.2	0.1			0.7	0.1			
Delay (s)		15.4	13.9	12.3	4.9			13.0	5.4			
Level of Service		B	B	B	A			B	A			
Approach Delay (s)		14.9			9.4			7.8			0.0	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM Average Control Delay	10.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	40.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Yield			Yield	
Volume (vph)	0	0	0	26	0	117	167	402	0	0	179	203
Peak Hour Factor	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	30	0	137	200	481	0	0	224	254

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	30	137	200	481	149	328
Volume Left (vph)	30	0	200	0	0	0
Volume Right (vph)	0	137	0	0	0	254
Hadj (s)	0.23	-0.57	0.53	0.03	0.03	-0.51
Departure Headway (s)	6.3	3.2	5.5	5.0	5.3	4.7
Degree Utilization, x	0.05	0.12	0.31	0.67	0.22	0.43
Capacity (veh/h)	512	1121	636	707	659	741
Control Delay (s)	9.7	6.6	9.8	16.6	8.6	10.1
Approach Delay (s)	7.2		14.6		9.6	
Approach LOS	A		B		A	

Intersection Summary				
Delay	11.9			
HCM Level of Service	B			
Intersection Capacity Utilization	47.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	1770	1583		1863	3539	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	1770	1583		1863	3539	
Volume (vph)	147	90	0	545	241	0
Peak-hour factor, PHF	0.78	0.78	0.81	0.81	0.93	0.93
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	207	127	0	740	285	0
RTOR Reduction (vph)	0	93	0	0	0	0
Lane Group Flow (vph)	207	34	0	740	285	0
Turn Type		Prot				
Protected Phases	4	4		2	6	
Permitted Phases						
Actuated Green, G (s)	46.0	46.0		116.0	116.0	
Effective Green, g (s)	46.0	46.0		116.0	116.0	
Actuated g/C Ratio	0.27	0.27		0.68	0.68	
Clearance Time (s)	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	479	428		1271	2415	
v/s Ratio Prot	c0.12	0.02		c0.40	0.08	
v/s Ratio Perm						
v/c Ratio	0.43	0.08		0.58	0.12	
Uniform Delay, d1	51.2	46.2		14.2	9.3	
Progression Factor	1.00	1.00		0.85	1.00	
Incremental Delay, d2	2.8	0.4		1.6	0.1	
Delay (s)	54.0	46.6		13.7	9.4	
Level of Service	D	D		B	A	
Approach Delay (s)	51.2			13.7	9.4	
Approach LOS	D			B	A	

Intersection Summary			
HCM Average Control Delay	22.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97			1.00	0.85	1.00	0.99		1.00	0.86	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1801			1858	1583	1770	1848		1770	1598	
Flt Permitted	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1801			1847	1583	1770	1848		1770	1598	
Volume (vph)	140	36	10	2	46	311	4	30	2	198	7	119
Peak-hour factor, PHF	0.75	0.75	0.75	0.83	0.83	0.83	0.64	0.64	0.64	0.93	0.93	0.93
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	205	53	15	3	61	412	7	52	3	234	8	141
RTOR Reduction (vph)	0	6	0	0	0	349	0	1	0	0	74	0
Lane Group Flow (vph)	205	62	0	0	64	63	7	54	0	234	75	0
Turn Type	Split			Perm		Perm	Split			Split		
Protected Phases	4	4			8		2	2		6	6	
Permitted Phases		8		8	8	8						
Actuated Green, G (s)	36.0	62.0			26.0	26.0	11.0	11.0		81.0	81.0	
Effective Green, g (s)	36.0	62.0			26.0	26.0	11.0	11.0		81.0	81.0	
Actuated g/C Ratio	0.21	0.36			0.15	0.15	0.06	0.06		0.48	0.48	
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	375	699			282	242	115	120		843	761	
v/s Ratio Prot	c0.12	0.02					0.00	c0.03		c0.13	0.05	
v/s Ratio Perm		0.02			0.03	c0.04						
v/c Ratio	0.55	0.09			0.23	0.26	0.06	0.45		0.28	0.10	
Uniform Delay, d1	59.7	35.4			63.2	63.5	74.6	76.6		26.8	24.4	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		0.86	0.64	
Incremental Delay, d2	5.6	0.2			1.9	2.6	1.0	11.7		0.8	0.3	
Delay (s)	65.4	35.7			65.0	66.1	75.7	88.3		23.9	15.9	
Level of Service	E	D			E	E	E	F		C	B	
Approach Delay (s)		58.0			66.0			86.9			20.8	
Approach LOS		E			E			F			C	

Intersection Summary			
HCM Average Control Delay	50.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	0.99	1.00	1.00					1.00	0.99	0.97
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.94	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	1.00
Satd. Flow (prot)		3539	1562	3433	3539					1681	1534	1465
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	1.00
Satd. Flow (perm)		3539	1562	3433	3539					1681	1534	1465
Volume (vph)	0	411	118	45	287	0	0	0	0	211	2	203
Peak-hour factor, PHF	0.91	0.91	0.91	0.86	0.86	0.86	0.25	0.25	0.25	0.81	0.81	0.81
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	497	143	58	367	0	0	0	0	287	3	276
RTOR Reduction (vph)	0	0	103	0	0	0	0	0	0	0	32	124
Lane Group Flow (vph)	0	497	40	58	367	0	0	0	0	175	156	79
Confl. Peds. (#/hr)	8		2	2		8	17		67	67		17
Turn Type			Perm	Prot						Prot		Perm
Protected Phases		4		3	8					1	6	
Permitted Phases			4									6
Actuated Green, G (s)		12.8	12.8	2.9	19.7					17.6	17.6	17.6
Effective Green, g (s)		12.8	12.8	2.9	19.7					17.6	17.6	17.6
Actuated g/C Ratio		0.28	0.28	0.06	0.43					0.39	0.39	0.39
Clearance Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		1000	441	220	1539					653	596	569
v/s Ratio Prot		c0.14		0.02	c0.10					c0.10	0.10	
v/s Ratio Perm			0.03									0.05
v/c Ratio		0.50	0.09	0.26	0.24					0.27	0.26	0.14
Uniform Delay, d1		13.6	12.0	20.2	8.1					9.5	9.4	9.0
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		0.4	0.1	0.6	0.1					0.2	0.2	0.1
Delay (s)		14.0	12.1	20.8	8.2					9.7	9.7	9.1
Level of Service		B	B	C	A					A	A	A
Approach Delay (s)		13.5			9.9			0.0			9.5	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM Average Control Delay	11.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	45.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.93			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3268			1768	1583			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3268			1768	1583			
Volume (vph)	226	365	0	0	237	187	74	0	110	0	0	0
Peak-hour factor, PHF	0.77	0.77	0.77	0.80	0.80	0.80	0.78	0.78	0.78	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	323	521	0	0	326	257	104	0	155	0	0	0
RTOR Reduction (vph)	0	0	0	0	186	0	0	0	122	0	0	0
Lane Group Flow (vph)	323	521	0	0	397	0	0	104	33	0	0	0
Confl. Peds. (#/hr)	21		32	32		21	1					1
Turn Type	Prot						Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	6.1	19.9			9.8			7.6	7.6			
Effective Green, g (s)	6.1	19.9			9.8			7.6	7.6			
Actuated g/C Ratio	0.17	0.56			0.28			0.21	0.21			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	590	1984			902			379	339			
v/s Ratio Prot	c0.09	0.15			c0.12							
v/s Ratio Perm								0.06	0.02			
v/c Ratio	0.55	0.26			0.44			0.27	0.10			
Uniform Delay, d1	13.4	4.0			10.6			11.6	11.2			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	1.0	0.1			0.3			0.4	0.1			
Delay (s)	14.5	4.1			10.9			12.0	11.3			
Level of Service	B	A			B			B	B			
Approach Delay (s)		8.1			10.9			11.6			0.0	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	35.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	1863	1583		1863	1764	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	1863	1583		1863	1764	
Volume (vph)	265	200	0	204	116	5
Peak-hour factor, PHF	0.89	0.89	0.81	0.81	0.67	0.67
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	328	247	0	277	190	8
RTOR Reduction (vph)	0	150	0	0	1	0
Lane Group Flow (vph)	328	97	0	277	197	0
Confl. Peds. (#/hr)					40	32
Turn Type		Perm	Prot			
Protected Phases	4		3	8	2	
Permitted Phases		4				
Actuated Green, G (s)	10.8	10.8		10.8	8.8	
Effective Green, g (s)	10.8	10.8		10.8	8.8	
Actuated g/C Ratio	0.39	0.39		0.39	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	729	619		729	562	
v/s Ratio Prot	c0.18			0.15	c0.11	
v/s Ratio Perm		0.06				
v/c Ratio	0.45	0.16		0.38	0.35	
Uniform Delay, d1	6.2	5.4		6.0	7.2	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.1		0.3	0.4	
Delay (s)	6.6	5.6		6.3	7.6	
Level of Service	A	A		A	A	
Approach Delay (s)	6.2			6.3	7.6	
Approach LOS	A			A	A	

Intersection Summary			
HCM Average Control Delay	6.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	27.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95			1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.90		0.93	
Flpb, ped/bikes	0.98	1.00		1.00	1.00			0.92	1.00		0.99	
Frt	1.00	0.99		1.00	1.00			1.00	0.85		0.90	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1731	1837		1770	3536			1628	1421		1532	
Flt Permitted	0.95	1.00		0.95	1.00			0.75	1.00		0.98	
Satd. Flow (perm)	1731	1837		1770	3536			1289	1421		1511	
Volume (vph)	4	182	12	46	171	1	9	0	38	1	1	4
Peak-hour factor, PHF	0.84	0.84	0.84	0.74	0.74	0.74	0.73	0.73	0.73	0.75	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	5	238	16	68	254	1	14	0	57	1	1	6
RTOR Reduction (vph)	0	4	0	0	1	0	0	0	39	0	4	0
Lane Group Flow (vph)	5	250	0	68	254	0	0	14	18	0	4	0
Confl. Peds. (#/hr)	31		45	45		31	128		146	146		128
Turn Type	Prot			Prot			Perm		Perm	Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	0.5	8.8		2.5	10.8			10.4	10.4		10.4	
Effective Green, g (s)	0.5	8.8		2.5	10.8			10.4	10.4		10.4	
Actuated g/C Ratio	0.01	0.26		0.07	0.32			0.31	0.31		0.31	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	26	480		131	1133			398	439		466	
v/s Ratio Prot	0.00	c0.14		c0.04	0.07							
v/s Ratio Perm								0.01	c0.01		0.00	
v/c Ratio	0.19	0.52		0.52	0.22			0.04	0.04		0.01	
Uniform Delay, d1	16.4	10.6		15.0	8.4			8.1	8.2		8.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	3.6	1.0		3.4	0.1			0.0	0.0		0.0	
Delay (s)	20.0	11.6		18.5	8.5			8.2	8.2		8.1	
Level of Service	B	B		B	A			A	A		A	
Approach Delay (s)		11.8			10.6			8.2			8.1	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	10.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	33.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95		0.95	0.95	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.86	1.00	0.97		1.00	1.00	0.96		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		1.00	1.00
Satd. Flow (prot)	1770	3539	2401	1770	3412		1681	1770	1518		1854	1543
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		1.00	1.00
Satd. Flow (perm)	1770	3539	2401	1770	3412		1681	1770	1518		1854	1543
Volume (vph)	58	35	180	18	38	3	49	53	14	9	83	56
Peak-hour factor, PHF	0.83	0.83	0.83	0.61	0.61	0.61	0.85	0.85	0.85	0.77	0.77	0.77
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	77	46	239	32	69	5	63	69	18	13	119	80
RTOR Reduction (vph)	0	0	187	0	4	0	0	0	15	0	0	0
Lane Group Flow (vph)	77	46	52	32	70	0	63	69	3	0	132	80
Confl. Peds. (#/hr)	276		89	89		276	45		37	37		45
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Free
Protected Phases	7	4		3	8		6	6		2	2	
Permitted Phases			4						6			Free
Actuated Green, G (s)	6.4	9.5	9.5	1.9	5.0		7.4	7.4	7.4		8.6	43.4
Effective Green, g (s)	6.4	9.5	9.5	1.9	5.0		7.4	7.4	7.4		8.6	43.4
Actuated g/C Ratio	0.15	0.22	0.22	0.04	0.12		0.17	0.17	0.17		0.20	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	261	775	526	77	393		287	302	259		367	1543
v/s Ratio Prot	c0.04	0.01		0.02	c0.02		0.04	c0.04			c0.07	
v/s Ratio Perm			0.02						0.00			0.05
v/c Ratio	0.30	0.06	0.10	0.42	0.18		0.22	0.23	0.01		0.36	0.05
Uniform Delay, d1	16.5	13.4	13.5	20.2	17.3		15.5	15.5	15.0		15.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.6	0.0	0.1	3.6	0.2		0.4	0.4	0.0		0.6	0.1
Delay (s)	17.1	13.4	13.6	23.8	17.6		15.9	15.9	15.0		15.6	0.1
Level of Service	B	B	B	C	B		B	B	B		B	A
Approach Delay (s)		14.3			19.4			15.8			9.8	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM Average Control Delay	14.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	43.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.99			1.00			1.00			0.93	
Flt Protected	0.95	1.00			0.98			0.96			1.00	
Satd. Flow (prot)	1770	1839			1831			1788			1734	
Flt Permitted	0.95	1.00			0.98			0.71			1.00	
Satd. Flow (perm)	1770	1839			1831			1319			1734	
Volume (vph)	92	22	2	7	13	0	92	22	2	0	51	54
Peak-hour factor, PHF	0.74	0.74	0.74	0.62	0.62	0.62	0.74	0.74	0.74	0.73	0.73	0.73
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	137	33	3	12	23	0	137	33	3	0	77	81
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	37	0
Lane Group Flow (vph)	137	34	0	0	35	0	0	173	0	0	121	0
Turn Type	Split			Split			Perm			Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	10.6	10.6			1.7			28.8			28.8	
Effective Green, g (s)	10.6	10.6			1.7			28.8			28.8	
Actuated g/C Ratio	0.20	0.20			0.03			0.54			0.54	
Clearance Time (s)	4.0	4.0			4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	353	367			59			715			940	
v/s Ratio Prot	c0.08	0.02			c0.02						0.07	
v/s Ratio Perm								c0.13				
v/c Ratio	0.39	0.09			0.59			0.24			0.13	
Uniform Delay, d1	18.4	17.3			25.4			6.4			6.0	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	0.7	0.1			15.0			0.2			0.1	
Delay (s)	19.1	17.4			40.3			6.6			6.0	
Level of Service	B	B			D			A			A	
Approach Delay (s)		18.8			40.3			6.6			6.0	
Approach LOS		B			D			A			A	

Intersection Summary			
HCM Average Control Delay	12.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	53.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	32.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

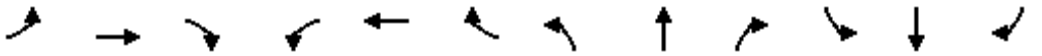
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.92		1.00	0.97		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3479		1770	3241		1770	1809		1770	1687	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3479		1770	3241		1770	1809		1770	1687	
Volume (vph)	75	61	8	14	41	53	3	17	4	116	22	38
Peak-hour factor, PHF	0.86	0.86	0.86	0.71	0.71	0.71	0.75	0.75	0.75	0.72	0.72	0.72
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	96	78	10	22	64	82	4	25	6	177	34	58
RTOR Reduction (vph)	0	8	0	0	67	0	0	4	0	0	34	0
Lane Group Flow (vph)	96	80	0	22	79	0	4	27	0	177	58	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	3.8	12.2		0.9	9.3		0.9	17.2		4.3	20.6	
Effective Green, g (s)	3.8	12.2		0.9	9.3		0.9	17.2		4.3	20.6	
Actuated g/C Ratio	0.08	0.24		0.02	0.18		0.02	0.34		0.08	0.41	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	133	839		31	596		31	615		150	687	
v/s Ratio Prot	c0.05	c0.02		0.01	c0.02		0.00	0.01		c0.10	c0.03	
v/s Ratio Perm												
v/c Ratio	0.72	0.10		0.71	0.13		0.13	0.04		1.18	0.08	
Uniform Delay, d1	22.9	14.9		24.7	17.3		24.5	11.2		23.2	9.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	17.5	0.1		54.2	0.1		1.9	0.0		130.0	0.1	
Delay (s)	40.4	15.0		78.9	17.4		26.3	11.2		153.2	9.3	
Level of Service	D	B		E	B		C	B		F	A	
Approach Delay (s)		28.2			25.4			12.9			103.9	
Approach LOS		C			C			B			F	

Intersection Summary			
HCM Average Control Delay	57.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	50.6	Sum of lost time (s)	20.0
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00					1.00	0.82	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					1863	1306	1770	1863	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					1863	1306	1770	1863	
Volume (vph)	565	0	420	0	0	0	0	431	33	207	272	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.25	0.25	0.25	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	601	0	447	0	0	0	0	507	39	244	320	0
RTOR Reduction (vph)	0	0	282	0	0	0	0	0	16	0	0	0
Lane Group Flow (vph)	0	601	165	0	0	0	0	507	23	244	320	0
Confl. Peds. (#/hr)									62	62		
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		30.1	30.1					25.3	25.3	14.3	43.6	
Effective Green, g (s)		30.1	30.1					25.3	25.3	14.3	43.6	
Actuated g/C Ratio		0.37	0.37					0.31	0.31	0.18	0.53	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		652	583					577	404	310	994	
v/s Ratio Prot		c0.34	0.10					c0.27		c0.14	0.17	
v/s Ratio Perm									0.02			
v/c Ratio		0.92	0.28					0.88	0.06	0.79	0.32	
Uniform Delay, d1		24.7	18.2					26.7	19.8	32.2	10.7	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		18.6	0.3					14.2	0.1	12.4	0.2	
Delay (s)		43.2	18.5					40.9	19.9	44.6	10.9	
Level of Service		D	B					D	B	D	B	
Approach Delay (s)		32.7			0.0			39.4			25.5	
Approach LOS		C			A			D			C	

Intersection Summary			
HCM Average Control Delay	32.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



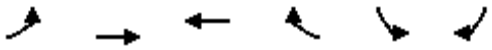
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.93	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1478	1770	1863	1583	1770	1863	1517	1760	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.63	1.00	1.00	0.37	1.00	1.00
Satd. Flow (perm)	1770	1863	1478	1770	1863	1583	1167	1863	1517	679	1863	1583
Volume (vph)	43	158	115	176	128	191	120	233	649	253	197	15
Peak-hour factor, PHF	0.92	0.92	0.92	0.87	0.87	0.87	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	47	172	125	202	147	220	128	248	690	269	210	16
RTOR Reduction (vph)	0	0	101	0	0	158	0	0	388	0	0	0
Lane Group Flow (vph)	47	172	24	202	147	62	128	248	302	269	210	16
Confl. Peds. (#/hr)			22	22					25	25		
Turn Type	Prot		Perm	Prot		Perm	pm+pt		Perm	pm+pt		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		Free
Actuated Green, G (s)	4.7	13.1	13.1	11.1	19.5	19.5	23.9	17.1	17.1	32.9	22.1	69.1
Effective Green, g (s)	4.7	13.1	13.1	11.1	19.5	19.5	23.9	17.1	17.1	32.9	22.1	69.1
Actuated g/C Ratio	0.07	0.19	0.19	0.16	0.28	0.28	0.35	0.25	0.25	0.48	0.32	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	120	353	280	284	526	447	463	461	375	508	596	1583
v/s Ratio Prot	0.03	c0.09		c0.11	0.08		0.03	0.13		c0.09	0.11	
v/s Ratio Perm			0.02			0.04	0.07		c0.20	0.16		0.01
v/c Ratio	0.39	0.49	0.08	0.71	0.28	0.14	0.28	0.54	0.81	0.53	0.35	0.01
Uniform Delay, d1	30.8	25.0	23.1	27.5	19.3	18.5	15.9	22.6	24.4	11.9	18.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	1.1	0.1	8.1	0.3	0.1	0.3	1.2	12.0	1.0	0.4	0.0
Delay (s)	32.9	26.1	23.2	35.6	19.6	18.7	16.3	23.8	36.4	12.9	18.4	0.0
Level of Service	C	C	C	D	B	B	B	C	D	B	B	A
Approach Delay (s)		26.0			24.9			31.1			14.8	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM Average Control Delay	25.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	69.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Volume (vph)	650	392	345	398	61	81
Peak-hour factor, PHF	0.97	0.97	0.95	0.95	0.89	0.89
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	737	445	399	461	75	100
RTOR Reduction (vph)	0	71	0	0	0	88
Lane Group Flow (vph)	737	374	399	461	75	12
Turn Type		pm+ov	Prot			Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	16.2	22.2	15.1	35.3	6.0	6.0
Effective Green, g (s)	16.2	22.2	15.1	35.3	6.0	6.0
Actuated g/C Ratio	0.33	0.45	0.31	0.72	0.12	0.12
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1163	841	542	2534	215	193
v/s Ratio Prot	c0.21	c0.05	c0.23	0.13	0.04	
v/s Ratio Perm		0.18				0.01
v/c Ratio	0.63	0.44	0.74	0.18	0.35	0.06
Uniform Delay, d1	14.0	9.3	15.3	2.3	19.9	19.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.4	5.2	0.0	1.0	0.1
Delay (s)	15.2	9.7	20.5	2.3	20.8	19.3
Level of Service	B	A	C	A	C	B
Approach Delay (s)	13.1			10.7	20.0	
Approach LOS	B			B	B	

Intersection Summary			
HCM Average Control Delay	12.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	49.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.96		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3408		1770	1553
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3408		1770	1553
Volume (vph)	86	229	266	87	142	127
Peak-hour factor, PHF	0.80	0.80	0.84	0.84	0.84	0.84
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	118	315	348	114	186	166
RTOR Reduction (vph)	0	0	68	0	0	120
Lane Group Flow (vph)	118	315	394	0	186	46
Confl. Peds. (#/hr)					1	12
Turn Type	Prot					Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Actuated Green, G (s)	2.9	16.4	9.5		9.3	9.3
Effective Green, g (s)	2.9	16.4	9.5		9.3	9.3
Actuated g/C Ratio	0.09	0.49	0.28		0.28	0.28
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	152	1722	961		488	429
v/s Ratio Prot	c0.07	0.09	c0.12		c0.11	
v/s Ratio Perm						0.03
v/c Ratio	0.78	0.18	0.41		0.38	0.11
Uniform Delay, d1	15.1	4.9	9.8		9.9	9.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	21.6	0.1	0.3		0.5	0.1
Delay (s)	36.7	4.9	10.1		10.4	9.2
Level of Service	D	A	B		B	A
Approach Delay (s)		13.6	10.1		9.8	
Approach LOS		B	B		A	

Intersection Summary			
HCM Average Control Delay	11.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	33.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.96		1.00	0.96		0.99			0.99	
Flpb, ped/bikes	0.99	1.00	1.00		1.00	1.00		1.00			1.00	
Frt	1.00	1.00	0.85		1.00	0.85		0.92			0.95	
Flt Protected	0.95	1.00	1.00		1.00	1.00		0.99			0.97	
Satd. Flow (prot)	1755	1863	1521		1861	1520		1671			1691	
Flt Permitted	0.39	1.00	1.00		0.99	1.00		0.92			0.80	
Satd. Flow (perm)	720	1863	1521		1841	1520		1552			1391	
Volume (vph)	62	526	8	9	494	45	2	1	4	85	2	45
Peak-hour factor, PHF	0.90	0.90	0.90	0.94	0.94	0.94	0.58	0.58	0.58	0.89	0.89	0.89
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	76	643	10	11	578	53	4	2	8	105	2	56
RTOR Reduction (vph)	0	0	4	0	0	11	0	7	0	0	37	0
Lane Group Flow (vph)	76	643	6	0	589	42	0	7	0	0	126	0
Confl. Peds. (#/hr)	21		20	20		21	22		8	8		22
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	18.7	18.7	18.7		18.7	18.7		4.8			4.8	
Effective Green, g (s)	18.7	18.7	18.7		18.7	18.7		4.8			4.8	
Actuated g/C Ratio	0.59	0.59	0.59		0.59	0.59		0.15			0.15	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	427	1106	903		1093	902		236			212	
v/s Ratio Prot		c0.35										
v/s Ratio Perm	0.11		0.00		0.32	0.03		0.00			c0.09	
v/c Ratio	0.18	0.58	0.01		0.54	0.05		0.03			0.59	
Uniform Delay, d1	2.9	4.0	2.6		3.8	2.7		11.4			12.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.2	0.8	0.0		0.5	0.0		0.1			4.4	
Delay (s)	3.1	4.8	2.6		4.3	2.7		11.4			16.8	
Level of Service	A	A	A		A	A		B			B	
Approach Delay (s)		4.6			4.2			11.4			16.8	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	5.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	31.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

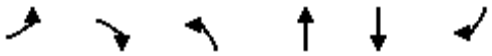
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0	4.0			
Lane Util. Factor		0.95	1.00	0.97	1.00			1.00	1.00			
Frpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	0.98			
Flpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3539	1583	3433	1863			1770	1551			
Flt Permitted		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	3433	1863			1770	1551			
Volume (vph)	0	459	208	299	320	0	188	0	472	0	0	0
Peak-hour factor, PHF	0.87	0.87	0.87	0.88	0.88	0.88	0.91	0.91	0.91	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	580	263	374	400	0	227	0	571	0	0	0
RTOR Reduction (vph)	0	0	162	0	0	0	0	0	152	0	0	0
Lane Group Flow (vph)	0	580	101	374	400	0	0	227	419	0	0	0
Confl. Peds. (#/hr)							41		31			
Turn Type			Perm	Prot			Split		pm+ov			custom
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2						8			8 2 6
Actuated Green, G (s)		15.6	15.6	12.8	32.4			12.0	24.8			
Effective Green, g (s)		15.6	15.6	12.8	32.4			12.0	24.8			
Actuated g/C Ratio		0.30	0.30	0.24	0.62			0.23	0.47			
Clearance Time (s)		4.0	4.0	4.0	4.0			4.0	4.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		1054	471	839	1152			405	852			
v/s Ratio Prot		c0.16		0.11	0.21			c0.13	c0.12			
v/s Ratio Perm			0.06						0.15			
v/c Ratio		0.55	0.22	0.45	0.35			0.56	0.49			
Uniform Delay, d1		15.5	13.8	16.8	4.9			17.9	9.5			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.6	0.2	0.4	0.2			1.8	0.4			
Delay (s)		16.1	14.0	17.2	5.0			19.6	9.9			
Level of Service		B	B	B	A			B	A			
Approach Delay (s)		15.4			10.9			12.7			0.0	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM Average Control Delay	13.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	52.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Yield			Yield	
Volume (vph)	0	0	0	94	0	60	330	578	0	0	363	145
Peak Hour Factor	0.25	0.25	0.25	0.90	0.90	0.90	0.91	0.91	0.91	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	0	115	0	73	399	699	0	0	429	172

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	115	73	399	699	286	315
Volume Left (vph)	115	0	399	0	0	0
Volume Right (vph)	0	73	0	0	0	172
Hadj (s)	0.23	-0.57	0.53	0.03	0.03	-0.35
Departure Headway (s)	6.9	3.2	6.2	5.7	6.3	5.9
Degree Utilization, x	0.22	0.07	0.69	1.11	0.50	0.51
Capacity (veh/h)	508	1121	564	631	566	602
Control Delay (s)	11.8	6.4	20.8	91.7	14.1	13.7
Approach Delay (s)	9.7		65.9		13.9	
Approach LOS	A		F		B	

Intersection Summary				
Delay	43.7			
HCM Level of Service	E			
Intersection Capacity Utilization	82.1%	ICU Level of Service	E	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	1770	1583		1863	3539	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	1770	1583		1863	3539	
Volume (vph)	406	332	0	516	529	0
Peak-hour factor, PHF	0.91	0.91	0.89	0.89	0.77	0.77
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	491	401	0	638	756	0
RTOR Reduction (vph)	0	188	0	0	0	0
Lane Group Flow (vph)	491	213	0	638	756	0
Turn Type		Prot				
Protected Phases	4	4		2	6	
Permitted Phases						
Actuated Green, G (s)	46.0	46.0		116.0	116.0	
Effective Green, g (s)	46.0	46.0		116.0	116.0	
Actuated g/C Ratio	0.27	0.27		0.68	0.68	
Clearance Time (s)	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	479	428		1271	2415	
v/s Ratio Prot	c0.28	0.13		c0.34	0.21	
v/s Ratio Perm						
v/c Ratio	1.03	0.50		0.50	0.31	
Uniform Delay, d1	62.0	52.3		13.0	10.9	
Progression Factor	1.00	1.00		0.70	1.00	
Incremental Delay, d2	47.7	4.1		1.0	0.3	
Delay (s)	109.7	56.3		10.1	11.2	
Level of Service	F	E		B	B	
Approach Delay (s)	85.7			10.1	11.2	
Approach LOS	F			B	B	

Intersection Summary			
HCM Average Control Delay	40.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99			1.00	0.85	1.00	0.98		1.00	0.86	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1847			1858	1583	1770	1823		1770	1594	
Flt Permitted	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1847			1845	1583	1770	1823		1770	1594	
Volume (vph)	234	119	7	2	34	304	3	46	8	434	15	373
Peak-hour factor, PHF	0.87	0.87	0.87	0.92	0.92	0.92	0.84	0.84	0.84	0.91	0.91	0.91
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	296	150	9	2	41	363	4	60	10	525	18	451
RTOR Reduction (vph)	0	1	0	0	0	307	0	4	0	0	236	0
Lane Group Flow (vph)	296	158	0	0	43	56	4	66	0	525	233	0
Turn Type	Split			Perm		Perm	Split			Split		
Protected Phases	4	4			8		2	2		6	6	
Permitted Phases		8		8	8	8						
Actuated Green, G (s)	36.0	62.0			26.0	26.0	11.0	11.0		81.0	81.0	
Effective Green, g (s)	36.0	62.0			26.0	26.0	11.0	11.0		81.0	81.0	
Actuated g/C Ratio	0.21	0.36			0.15	0.15	0.06	0.06		0.48	0.48	
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	375	717			282	242	115	118		843	759	
v/s Ratio Prot	c0.17	c0.05					0.00	c0.04		c0.30	0.15	
v/s Ratio Perm		0.04			0.02	0.04						
v/c Ratio	0.79	0.22			0.15	0.23	0.03	0.56		0.62	0.31	
Uniform Delay, d1	63.4	37.3			62.4	63.2	74.5	77.2		33.1	27.3	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		0.82	0.30	
Incremental Delay, d2	15.5	0.7			1.1	2.2	0.6	17.9		3.2	1.0	
Delay (s)	78.9	38.0			63.6	65.4	75.1	95.1		30.3	9.1	
Level of Service	E	D			E	E	E	F		C	A	
Approach Delay (s)		64.6			65.2			94.0			20.3	
Approach LOS		E			E			F			C	

Intersection Summary			
HCM Average Control Delay	43.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	0.99	1.00	1.00					1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3539	1561	3433	3539					1681	1616	1459
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3539	1561	3433	3539					1681	1616	1459
Volume (vph)	0	575	318	191	434	0	0	0	0	373	4	200
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.25	0.25	0.25	0.95	0.95	0.95
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	666	368	224	508	0	0	0	0	432	5	232
RTOR Reduction (vph)	0	0	253	0	0	0	0	0	0	0	0	146
Lane Group Flow (vph)	0	666	115	224	508	0	0	0	0	217	220	86
Confl. Peds. (#/hr)	8		2	2		8	17		67	67		17
Turn Type			Perm	Prot						Prot		Perm
Protected Phases		4		3	8					1	6	
Permitted Phases			4									6
Actuated Green, G (s)		17.8	17.8	6.1	27.9					21.2	21.2	21.2
Effective Green, g (s)		17.8	17.8	6.1	27.9					21.2	21.2	21.2
Actuated g/C Ratio		0.31	0.31	0.11	0.49					0.37	0.37	0.37
Clearance Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		1103	487	367	1729					624	600	542
v/s Ratio Prot		c0.19		c0.07	0.14					0.13	c0.14	
v/s Ratio Perm			0.07									0.06
v/c Ratio		0.60	0.24	0.61	0.29					0.35	0.37	0.16
Uniform Delay, d1		16.7	14.6	24.4	8.7					13.0	13.1	12.0
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		0.9	0.3	3.0	0.1					0.3	0.4	0.1
Delay (s)		17.6	14.8	27.4	8.8					13.3	13.4	12.1
Level of Service		B	B	C	A					B	B	B
Approach Delay (s)		16.6			14.5			0.0			12.9	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	57.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.98			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.92			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3219			1774	1583			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3219			1774	1583			
Volume (vph)	262	656	0	0	452	457	136	3	311	0	0	0
Peak-hour factor, PHF	0.96	0.96	0.96	0.87	0.87	0.87	0.97	0.97	0.97	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	300	752	0	0	571	578	154	3	353	0	0	0
RTOR Reduction (vph)	0	0	0	0	245	0	0	0	129	0	0	0
Lane Group Flow (vph)	300	752	0	0	904	0	0	157	224	0	0	0
Confl. Peds. (#/hr)	21		32	32		21	1					1
Turn Type	Prot						Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	6.6	32.2			21.6			12.6	12.6			
Effective Green, g (s)	6.6	32.2			21.6			12.6	12.6			
Actuated g/C Ratio	0.12	0.61			0.41			0.24	0.24			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	429	2158			1317			423	378			
v/s Ratio Prot	c0.09	0.21			c0.28							
v/s Ratio Perm								0.09	c0.14			
v/c Ratio	0.70	0.35			0.69			0.37	0.59			
Uniform Delay, d1	22.1	5.1			12.8			16.8	17.8			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	4.9	0.1			1.5			0.6	2.5			
Delay (s)	27.1	5.2			14.3			17.3	20.3			
Level of Service	C	A			B			B	C			
Approach Delay (s)		11.4			14.3			19.4			0.0	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM Average Control Delay	14.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	52.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	1.00	1.00	0.95	1.00	0.95	
Satd. Flow (prot)	1863	1583	1770	1863	1770	
Flt Permitted	1.00	1.00	0.95	1.00	0.95	
Satd. Flow (perm)	1863	1583	1770	1863	1770	
Volume (vph)	560	464	2	620	353	5
Peak-hour factor, PHF	0.95	0.95	0.93	0.93	0.84	0.84
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	648	537	2	733	462	7
RTOR Reduction (vph)	0	288	0	0	1	0
Lane Group Flow (vph)	648	249	2	733	468	0
Confl. Peds. (#/hr)					40	32
Turn Type		Perm	Prot			
Protected Phases	4		3	8	2	
Permitted Phases		4				
Actuated Green, G (s)	29.7	29.7	0.4	34.1	21.9	
Effective Green, g (s)	29.7	29.7	0.4	34.1	21.9	
Actuated g/C Ratio	0.46	0.46	0.01	0.53	0.34	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	865	735	11	993	606	
v/s Ratio Prot	0.35		0.00	c0.39	c0.26	
v/s Ratio Perm		0.16				
v/c Ratio	0.75	0.34	0.18	0.74	0.77	
Uniform Delay, d1	14.1	10.9	31.6	11.5	18.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.6	0.3	7.8	2.9	6.1	
Delay (s)	17.7	11.2	39.5	14.4	24.9	
Level of Service	B	B	D	B	C	
Approach Delay (s)	14.7			14.5	24.9	
Approach LOS	B			B	C	

Intersection Summary			
HCM Average Control Delay	16.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95			1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.87		0.95	
Flpb, ped/bikes	0.98	1.00		1.00	1.00			0.91	1.00		0.94	
Frt	1.00	0.99		1.00	1.00			1.00	0.85		0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.97	
Satd. Flow (prot)	1733	1840		1770	3539			1624	1371		1521	
Flt Permitted	0.95	1.00		0.95	1.00			0.77	1.00		0.86	
Satd. Flow (perm)	1733	1840		1770	3539			1298	1371		1335	
Volume (vph)	16	432	24	102	420	0	23	3	161	14	1	12
Peak-hour factor, PHF	0.89	0.89	0.89	0.90	0.90	0.90	0.87	0.87	0.87	0.68	0.68	0.68
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	20	534	30	125	513	0	29	4	204	23	2	19
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	166	0	15	0
Lane Group Flow (vph)	20	561	0	125	513	0	0	33	38	0	29	0
Confl. Peds. (#/hr)	31		45	45		31	128		146	146		128
Turn Type	Prot			Prot			Perm		Perm	Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	0.5	20.5		4.4	24.4			8.5	8.5		8.5	
Effective Green, g (s)	0.5	20.5		4.4	24.4			8.5	8.5		8.5	
Actuated g/C Ratio	0.01	0.45		0.10	0.54			0.19	0.19		0.19	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	19	831		172	1902			243	257		250	
v/s Ratio Prot	0.01	c0.31		c0.07	c0.14							
v/s Ratio Perm								0.03	c0.03		0.02	
v/c Ratio	1.05	0.68		0.73	0.27			0.14	0.15		0.11	
Uniform Delay, d1	22.4	9.8		19.9	5.7			15.4	15.4		15.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	224.0	2.2		14.2	0.1			0.3	0.3		0.2	
Delay (s)	246.5	12.0		34.1	5.8			15.6	15.7		15.5	
Level of Service	F	B		C	A			B	B		B	
Approach Delay (s)		20.0			11.3			15.7			15.5	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	15.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	45.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95		0.95	0.95	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.81	1.00	0.95		1.00	1.00	0.94		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00		0.99	1.00
Satd. Flow (prot)	1770	3539	2243	1770	3303		1681	1715	1495		1852	1543
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00		0.99	1.00
Satd. Flow (perm)	1770	3539	2243	1770	3303		1681	1715	1495		1852	1543
Volume (vph)	19	95	527	90	106	12	389	89	497	10	77	12
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	22	112	623	106	125	14	465	106	594	12	92	14
RTOR Reduction (vph)	0	0	483	0	6	0	0	0	427	0	0	0
Lane Group Flow (vph)	22	112	140	106	133	0	278	293	167	0	104	14
Confl. Peds. (#/hr)	276		89	89		276	45		37	37		45
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Free
Protected Phases	7	4		3	8		6	6		2	2	
Permitted Phases			4						6			Free
Actuated Green, G (s)	1.8	14.4	14.4	6.6	19.2		18.0	18.0	18.0		9.2	64.2
Effective Green, g (s)	1.8	14.4	14.4	6.6	19.2		18.0	18.0	18.0		9.2	64.2
Actuated g/C Ratio	0.03	0.22	0.22	0.10	0.30		0.28	0.28	0.28		0.14	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	50	794	503	182	988		471	481	419		265	1543
v/s Ratio Prot	0.01	0.03		c0.06	0.04		0.17	c0.17			c0.06	
v/s Ratio Perm			c0.06						0.11			0.01
v/c Ratio	0.44	0.14	0.28	0.58	0.14		0.59	0.61	0.40		0.39	0.01
Uniform Delay, d1	30.7	19.9	20.6	27.5	16.4		19.9	20.0	18.7		25.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	6.1	0.1	0.3	4.7	0.1		2.0	2.2	0.6		1.0	0.0
Delay (s)	36.8	20.0	20.9	32.2	16.5		21.9	22.2	19.3		25.9	0.0
Level of Service	D	C	C	C	B		C	C	B		C	A
Approach Delay (s)		21.2			23.3			20.7			22.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	21.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	64.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.86			0.99			1.00			0.94	
Flt Protected	0.95	1.00			0.99			0.96			1.00	
Satd. Flow (prot)	1770	1593			1835			1796			1751	
Flt Permitted	0.95	1.00			0.99			0.74			1.00	
Satd. Flow (perm)	1770	1593			1835			1379			1744	
Volume (vph)	149	18	502	3	13	1	111	40	1	2	84	68
Peak-hour factor, PHF	0.89	0.89	0.89	0.85	0.85	0.85	0.86	0.86	0.86	0.84	0.84	0.84
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	184	22	620	4	17	1	142	51	1	3	110	89
RTOR Reduction (vph)	0	431	0	0	1	0	0	0	0	0	44	0
Lane Group Flow (vph)	184	211	0	0	21	0	0	194	0	0	158	0
Turn Type	Split			Split			Perm			Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	10.4	10.4			0.9			10.8			10.8	
Effective Green, g (s)	10.4	10.4			0.9			10.8			10.8	
Actuated g/C Ratio	0.30	0.30			0.03			0.32			0.32	
Clearance Time (s)	4.0	4.0			4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	540	486			48			437			552	
v/s Ratio Prot	0.10	c0.13			c0.01							
v/s Ratio Perm								c0.14			0.09	
v/c Ratio	0.34	0.43			0.44			0.44			0.29	
Uniform Delay, d1	9.2	9.5			16.4			9.3			8.8	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	0.4	0.6			6.3			0.7			0.3	
Delay (s)	9.6	10.1			22.6			10.0			9.0	
Level of Service	A	B			C			A			A	
Approach Delay (s)		10.0			22.6			10.0			9.0	
Approach LOS		A			C			A			A	

Intersection Summary			
HCM Average Control Delay	10.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	34.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.91		1.00	0.93		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3429		1770	3214		1770	1738		1770	1799	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3429		1770	3214		1770	1738		1770	1799	
Volume (vph)	40	112	29	40	148	233	21	77	63	190	123	36
Peak-hour factor, PHF	0.92	0.92	0.92	0.94	0.94	0.94	0.84	0.84	0.84	0.85	0.85	0.85
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	48	134	35	47	173	273	28	101	82	246	159	47
RTOR Reduction (vph)	0	28	0	0	221	0	0	52	0	0	17	0
Lane Group Flow (vph)	48	141	0	47	226	0	28	131	0	246	189	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.2	8.0		1.2	8.0		0.6	12.1		4.3	15.8	
Effective Green, g (s)	1.2	8.0		1.2	8.0		0.6	12.1		4.3	15.8	
Actuated g/C Ratio	0.03	0.19		0.03	0.19		0.01	0.29		0.10	0.38	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	51	659		51	618		26	506		183	683	
v/s Ratio Prot	c0.03	0.04		0.03	c0.07		0.02	0.08		c0.14	c0.11	
v/s Ratio Perm												
v/c Ratio	0.94	0.21		0.92	0.36		1.08	0.26		1.34	0.28	
Uniform Delay, d1	20.2	14.2		20.2	14.6		20.5	11.3		18.7	8.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	103.8	0.2		96.7	0.4		201.3	0.3		186.8	0.2	
Delay (s)	123.9	14.3		116.9	15.0		221.8	11.6		205.4	9.2	
Level of Service	F	B		F	B		F	B		F	A	
Approach Delay (s)		38.6			24.7			39.5			116.0	
Approach LOS		D			C			D			F	

Intersection Summary			
HCM Average Control Delay	59.2	HCM Level of Service	E
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	41.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00					1.00	0.84	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					1863	1338	1770	1863	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					1863	1338	1770	1863	
Volume (vph)	288	0	200	0	0	0	0	646	19	83	161	0
Peak-hour factor, PHF	0.78	0.78	0.78	0.25	0.25	0.25	0.82	0.82	0.82	0.65	0.65	0.65
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	369	0	256	0	0	0	0	788	23	128	248	0
RTOR Reduction (vph)	0	0	185	0	0	0	0	0	5	0	0	0
Lane Group Flow (vph)	0	369	71	0	0	0	0	788	18	128	248	0
Confl. Peds. (#/hr)									62	62		
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		19.8	19.8					30.7	30.7	8.7	43.4	
Effective Green, g (s)		19.8	19.8					30.7	30.7	8.7	43.4	
Actuated g/C Ratio		0.28	0.28					0.43	0.43	0.12	0.61	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		492	440					803	577	216	1136	
v/s Ratio Prot		c0.21	0.04					c0.42		c0.07	0.13	
v/s Ratio Perm									0.01			
v/c Ratio		0.75	0.16					0.98	0.03	0.59	0.22	
Uniform Delay, d1		23.4	19.4					20.0	11.7	29.6	6.3	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		6.3	0.2					27.0	0.0	4.3	0.1	
Delay (s)		29.8	19.6					47.0	11.7	33.9	6.4	
Level of Service		C	B					D	B	C	A	
Approach Delay (s)		25.6			0.0			46.0			15.7	
Approach LOS		C			A			D			B	

Intersection Summary			
HCM Average Control Delay	32.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	71.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

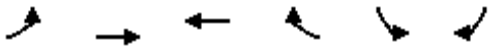
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1485	1770	1863	1583	1770	1863	1532	1756	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.65	1.00	1.00	0.48	1.00	1.00
Satd. Flow (perm)	1770	1863	1485	1770	1863	1583	1210	1863	1532	894	1863	1583
Volume (vph)	35	178	62	70	115	168	149	216	575	177	136	52
Peak-hour factor, PHF	0.81	0.81	0.81	0.84	0.84	0.84	0.79	0.79	0.79	0.80	0.80	0.80
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	43	220	77	83	137	200	189	273	728	221	170	65
RTOR Reduction (vph)	0	0	64	0	0	159	0	0	324	0	0	0
Lane Group Flow (vph)	43	220	13	83	137	41	189	273	404	221	170	65
Confl. Peds. (#/hr)			22	22					25	25		
Turn Type	Prot		Perm	Prot		Perm	pm+pt		Perm	pm+pt		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		Free
Actuated Green, G (s)	2.8	10.8	10.8	4.8	12.8	12.8	29.3	22.4	22.4	31.7	23.6	62.1
Effective Green, g (s)	2.8	10.8	10.8	4.8	12.8	12.8	29.3	22.4	22.4	31.7	23.6	62.1
Actuated g/C Ratio	0.05	0.17	0.17	0.08	0.21	0.21	0.47	0.36	0.36	0.51	0.38	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	80	324	258	137	384	326	633	672	553	569	708	1583
v/s Ratio Prot	0.02	c0.12		c0.05	0.07		0.03	0.15		c0.05	0.09	
v/s Ratio Perm			0.01			0.03	0.11		c0.26	0.15		c0.04
v/c Ratio	0.54	0.68	0.05	0.61	0.36	0.13	0.30	0.41	0.73	0.39	0.24	0.04
Uniform Delay, d1	29.0	24.0	21.4	27.7	21.1	20.1	9.7	14.9	17.2	8.7	13.1	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.8	5.6	0.1	7.4	0.6	0.2	0.3	0.4	4.9	0.4	0.2	0.0
Delay (s)	35.8	29.6	21.5	35.1	21.7	20.3	10.0	15.3	22.2	9.1	13.3	0.0
Level of Service	D	C	C	D	C	C	A	B	C	A	B	A
Approach Delay (s)		28.5			23.7			18.6			9.4	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	62.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Volume (vph)	340	613	397	267	108	98
Peak-hour factor, PHF	0.92	0.92	0.96	0.96	0.81	0.81
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	407	733	455	306	147	133
RTOR Reduction (vph)	0	59	0	0	0	115
Lane Group Flow (vph)	407	674	455	306	147	18
Turn Type		pm+ov	Prot			Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	10.4	16.4	16.0	30.4	6.0	6.0
Effective Green, g (s)	10.4	16.4	16.0	30.4	6.0	6.0
Actuated g/C Ratio	0.23	0.37	0.36	0.68	0.14	0.14
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	829	727	638	2423	239	214
v/s Ratio Prot	0.11	c0.13	c0.26	0.09	0.08	
v/s Ratio Perm		0.30				0.01
v/c Ratio	0.49	0.93	0.71	0.13	0.62	0.08
Uniform Delay, d1	14.7	13.4	12.2	2.4	18.1	16.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	17.7	3.8	0.0	4.6	0.2
Delay (s)	15.2	31.2	16.0	2.4	22.8	17.0
Level of Service	B	C	B	A	C	B
Approach Delay (s)	25.5			10.5	20.0	
Approach LOS	C			B	C	

Intersection Summary			
HCM Average Control Delay	19.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	44.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3373		1770	1548
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3373		1770	1548
Volume (vph)	124	442	424	194	301	141
Peak-hour factor, PHF	0.77	0.77	0.88	0.88	0.61	0.61
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	177	631	530	242	543	254
RTOR Reduction (vph)	0	0	111	0	0	169
Lane Group Flow (vph)	177	631	661	0	543	85
Confl. Peds. (#/hr)					1	12
Turn Type	Prot					Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Actuated Green, G (s)	6.0	23.8	13.8		16.1	16.1
Effective Green, g (s)	6.0	23.8	13.8		16.1	16.1
Actuated g/C Ratio	0.13	0.50	0.29		0.34	0.34
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	222	1758	972		595	520
v/s Ratio Prot	c0.10	0.18	c0.20		c0.31	
v/s Ratio Perm						0.06
v/c Ratio	0.80	0.36	0.68		0.91	0.16
Uniform Delay, d1	20.4	7.4	15.1		15.2	11.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	17.8	0.1	1.9		18.4	0.1
Delay (s)	38.1	7.5	17.0		33.6	11.3
Level of Service	D	A	B		C	B
Approach Delay (s)		14.2	17.0		26.5	
Approach LOS		B	B		C	

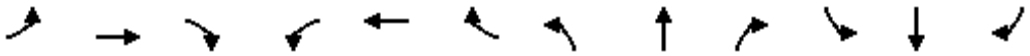
Intersection Summary			
HCM Average Control Delay	19.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	47.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.96		1.00	0.96		0.99			1.00	
Flpb, ped/bikes	0.99	1.00	1.00		1.00	1.00		1.00			1.00	
Frt	1.00	1.00	0.85		1.00	0.85		0.93			0.98	
Flt Protected	0.95	1.00	1.00		1.00	1.00		0.99			0.96	
Satd. Flow (prot)	1753	1863	1527		1861	1526		1684			1745	
Flt Permitted	0.48	1.00	1.00		0.99	1.00		0.90			0.73	
Satd. Flow (perm)	881	1863	1527		1850	1526		1532			1337	
Volume (vph)	14	295	2	4	339	108	4	3	8	125	2	16
Peak-hour factor, PHF	0.83	0.83	0.83	0.91	0.91	0.91	0.65	0.65	0.65	0.73	0.73	0.73
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	19	391	3	5	410	131	7	5	14	188	3	24
RTOR Reduction (vph)	0	0	2	0	0	56	0	10	0	0	8	0
Lane Group Flow (vph)	19	391	1	0	415	75	0	16	0	0	207	0
Confl. Peds. (#/hr)	21		20	20		21	22		8	8		22
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	9.5	9.5	9.5		9.5	9.5		7.9			7.9	
Effective Green, g (s)	9.5	9.5	9.5		9.5	9.5		7.9			7.9	
Actuated g/C Ratio	0.37	0.37	0.37		0.37	0.37		0.31			0.31	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	330	697	571		692	571		476			416	
v/s Ratio Prot		0.21										
v/s Ratio Perm	0.02		0.00		c0.22	0.05		0.01			c0.16	
v/c Ratio	0.06	0.56	0.00		0.60	0.13		0.03			0.50	
Uniform Delay, d1	5.1	6.3	5.0		6.4	5.2		6.1			7.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.1	1.0	0.0		1.4	0.1		0.0			0.9	
Delay (s)	5.2	7.3	5.0		7.8	5.3		6.1			8.1	
Level of Service	A	A	A		A	A		A			A	
Approach Delay (s)		7.2			7.2			6.1			8.1	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	7.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	25.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0	4.0			
Lane Util. Factor		0.95	1.00	0.97	1.00			1.00	1.00			
Frpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	0.97			
Flpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3539	1583	3433	1863			1770	1543			
Flt Permitted		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	3433	1863			1770	1543			
Volume (vph)	0	222	167	358	182	0	276	0	499	0	0	0
Peak-hour factor, PHF	0.70	0.70	0.70	0.92	0.92	0.92	0.87	0.87	0.87	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	349	262	428	218	0	349	0	631	0	0	0
RTOR Reduction (vph)	0	0	209	0	0	0	0	0	202	0	0	0
Lane Group Flow (vph)	0	349	53	428	218	0	0	349	429	0	0	0
Confl. Peds. (#/hr)							41		31			
Turn Type			Perm	Prot			Split		pm+ov			custom
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2						8			8 2 6
Actuated Green, G (s)		11.7	11.7	15.0	30.7			19.4	34.4			
Effective Green, g (s)		11.7	11.7	15.0	30.7			19.4	34.4			
Actuated g/C Ratio		0.20	0.20	0.26	0.53			0.33	0.59			
Clearance Time (s)		4.0	4.0	4.0	4.0			4.0	4.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		713	319	886	984			591	1020			
v/s Ratio Prot		c0.10		0.12	0.12			c0.20	c0.11			
v/s Ratio Perm			0.03						0.17			
v/c Ratio		0.49	0.17	0.48	0.22			0.59	0.42			
Uniform Delay, d1		20.6	19.2	18.3	7.3			16.1	6.4			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.5	0.2	0.4	0.1			1.6	0.3			
Delay (s)		21.1	19.4	18.7	7.4			17.6	6.7			
Level of Service		C	B	B	A			B	A			
Approach Delay (s)		20.4			14.9			10.6			0.0	
Approach LOS		C			B			B			A	

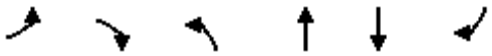
Intersection Summary			
HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	58.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Yield			Yield	
Volume (vph)	0	0	0	27	0	137	182	664	0	0	290	276
Peak Hour Factor	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	32	0	160	218	794	0	0	362	345

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	32	160	218	794	242	466
Volume Left (vph)	32	0	218	0	0	0
Volume Right (vph)	0	160	0	0	0	345
Hadj (s)	0.23	-0.57	0.53	0.03	0.03	-0.48
Departure Headway (s)	6.9	3.2	5.8	5.3	5.6	5.0
Degree Utilization, x	0.06	0.14	0.35	1.18	0.37	0.65
Capacity (veh/h)	499	1121	598	678	637	708
Control Delay (s)	10.3	6.7	10.8	114.4	10.6	15.8
Approach Delay (s)	7.3		92.1		14.0	
Approach LOS	A		F		B	

Intersection Summary				
Delay	54.7			
HCM Level of Service	F			
Intersection Capacity Utilization	91.6%	ICU Level of Service	F	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	1770	1583		1863	3539	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	1770	1583		1863	3539	
Volume (vph)	183	114	0	842	376	0
Peak-hour factor, PHF	0.78	0.78	0.81	0.81	0.93	0.93
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	258	161	0	1143	445	0
RTOR Reduction (vph)	0	117	0	0	0	0
Lane Group Flow (vph)	258	44	0	1143	445	0
Turn Type		Prot				
Protected Phases	4	4		2	6	
Permitted Phases						
Actuated Green, G (s)	46.0	46.0		116.0	116.0	
Effective Green, g (s)	46.0	46.0		116.0	116.0	
Actuated g/C Ratio	0.27	0.27		0.68	0.68	
Clearance Time (s)	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	479	428		1271	2415	
v/s Ratio Prot	c0.15	0.03		c0.61	0.13	
v/s Ratio Perm						
v/c Ratio	0.54	0.10		0.90	0.18	
Uniform Delay, d1	52.9	46.5		22.2	9.8	
Progression Factor	1.00	1.00		0.99	1.00	
Incremental Delay, d2	4.3	0.5		6.4	0.2	
Delay (s)	57.2	47.0		28.5	10.0	
Level of Service	E	D		C	A	
Approach Delay (s)	53.3			28.5	10.0	
Approach LOS	D			C	A	

Intersection Summary			
HCM Average Control Delay	29.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	91.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98			1.00	0.85	1.00	0.96		1.00	0.86	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1830			1854	1583	1770	1796		1770	1606	
Flt Permitted	0.95	1.00			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1830			1794	1583	1770	1796		1770	1606	
Volume (vph)	106	92	12	11	105	602	8	35	11	390	8	87
Peak-hour factor, PHF	0.75	0.75	0.75	0.83	0.83	0.83	0.64	0.64	0.64	0.93	0.93	0.93
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	155	135	18	15	139	798	14	60	19	461	9	103
RTOR Reduction (vph)	0	3	0	0	0	549	0	7	0	0	54	0
Lane Group Flow (vph)	155	150	0	0	154	249	14	72	0	461	58	0
Turn Type	Split			Perm		Perm	Split			Split		
Protected Phases	4	4			8		2	2		6	6	
Permitted Phases		8		8	8	8						
Actuated Green, G (s)	36.0	62.0			26.0	26.0	11.0	11.0		81.0	81.0	
Effective Green, g (s)	36.0	62.0			26.0	26.0	11.0	11.0		81.0	81.0	
Actuated g/C Ratio	0.21	0.36			0.15	0.15	0.06	0.06		0.48	0.48	
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	375	710			274	242	115	116		843	765	
v/s Ratio Prot	c0.09	0.04					0.01	c0.04		c0.26	0.04	
v/s Ratio Perm		0.04			0.09	c0.16						
v/c Ratio	0.41	0.21			0.56	1.03	0.12	0.62		0.55	0.08	
Uniform Delay, d1	57.9	37.2			66.7	72.0	74.9	77.5		31.5	24.2	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		0.81	0.66	
Incremental Delay, d2	3.3	0.7			8.1	65.7	2.2	22.8		2.5	0.2	
Delay (s)	61.2	37.8			74.8	137.7	77.1	100.2		28.1	16.2	
Level of Service	E	D			E	F	E	F		C	B	
Approach Delay (s)		49.6			127.5			96.8			25.7	
Approach LOS		D			F			F			C	

Intersection Summary			
HCM Average Control Delay	83.3	HCM Level of Service	F
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	0.99	1.00	1.00					1.00	0.99	0.97
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	0.94	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.97	1.00
Satd. Flow (prot)		3539	1561	3433	3539					1681	1538	1463
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.97	1.00
Satd. Flow (perm)		3539	1561	3433	3539					1681	1538	1463
Volume (vph)	0	587	119	47	410	0	0	0	0	230	2	218
Peak-hour factor, PHF	0.91	0.91	0.91	0.86	0.86	0.86	0.25	0.25	0.25	0.81	0.81	0.81
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	710	144	60	524	0	0	0	0	312	3	296
RTOR Reduction (vph)	0	0	89	0	0	0	0	0	0	0	31	142
Lane Group Flow (vph)	0	710	55	60	524	0	0	0	0	188	170	80
Confl. Peds. (#/hr)	8		2	2		8	17		67	67		17
Turn Type			Perm	Prot						Prot		Perm
Protected Phases		4		3	8					1	6	
Permitted Phases			4									6
Actuated Green, G (s)		16.8	16.8	2.9	23.7					17.7	17.7	17.7
Effective Green, g (s)		16.8	16.8	2.9	23.7					17.7	17.7	17.7
Actuated g/C Ratio		0.34	0.34	0.06	0.48					0.36	0.36	0.36
Clearance Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		1204	531	202	1698					602	551	524
v/s Ratio Prot		c0.20		0.02	c0.15					c0.11	0.11	
v/s Ratio Perm			0.04									0.05
v/c Ratio		0.59	0.10	0.30	0.31					0.31	0.31	0.15
Uniform Delay, d1		13.5	11.1	22.3	7.8					11.5	11.4	10.8
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		0.7	0.1	0.8	0.1					0.3	0.3	0.1
Delay (s)		14.2	11.2	23.1	8.0					11.8	11.8	10.9
Level of Service		B	B	C	A					B	B	B
Approach Delay (s)		13.7			9.5			0.0			11.4	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	49.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3296			1768	1583			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3296			1768	1583			
Volume (vph)	218	561	0	0	359	231	67	0	129	0	0	0
Peak-hour factor, PHF	0.77	0.77	0.77	0.80	0.80	0.80	0.78	0.78	0.78	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	311	801	0	0	494	318	94	0	182	0	0	0
RTOR Reduction (vph)	0	0	0	0	155	0	0	0	122	0	0	0
Lane Group Flow (vph)	311	801	0	0	657	0	0	94	60	0	0	0
Confl. Peds. (#/hr)	21		32	32		21	1					1
Turn Type	Prot						Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	6.2	24.3			14.1			7.7	7.7			
Effective Green, g (s)	6.2	24.3			14.1			7.7	7.7			
Actuated g/C Ratio	0.16	0.61			0.35			0.19	0.19			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	532	2150			1162			340	305			
v/s Ratio Prot	c0.09	0.23			c0.20							
v/s Ratio Perm								0.05	0.04			
v/c Ratio	0.58	0.37			0.57			0.28	0.20			
Uniform Delay, d1	15.7	4.0			10.5			13.8	13.6			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	1.6	0.1			0.6			0.4	0.3			
Delay (s)	17.3	4.1			11.1			14.2	13.9			
Level of Service	B	A			B			B	B			
Approach Delay (s)		7.8			11.1			14.0			0.0	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.99	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	1863	1583		1863	1764	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	1863	1583		1863	1764	
Volume (vph)	379	266	0	298	159	7
Peak-hour factor, PHF	0.89	0.89	0.81	0.81	0.67	0.67
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	468	329	0	405	261	11
RTOR Reduction (vph)	0	182	0	0	1	0
Lane Group Flow (vph)	468	147	0	405	271	0
Confl. Peds. (#/hr)					40	32
Turn Type		Perm	Prot			
Protected Phases	4		3	8	2	
Permitted Phases		4				
Actuated Green, G (s)	15.1	15.1		15.1	10.8	
Effective Green, g (s)	15.1	15.1		15.1	10.8	
Actuated g/C Ratio	0.45	0.45		0.45	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	830	705		830	562	
v/s Ratio Prot	c0.25			0.22	c0.15	
v/s Ratio Perm		0.09				
v/c Ratio	0.56	0.21		0.49	0.48	
Uniform Delay, d1	7.0	5.7		6.7	9.3	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.1		0.5	0.7	
Delay (s)	7.8	5.9		7.1	9.9	
Level of Service	A	A		A	A	
Approach Delay (s)	7.0			7.1	9.9	
Approach LOS	A			A	A	

Intersection Summary			
HCM Average Control Delay	7.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	33.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95			1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.88		0.94	
Flpb, ped/bikes	0.98	1.00		1.00	1.00			0.84	1.00		0.96	
Frt	1.00	1.00		1.00	1.00			1.00	0.85		0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1732	1860		1770	3532			1493	1397		1589	
Flt Permitted	0.95	1.00		0.95	1.00			0.75	1.00		0.93	
Satd. Flow (perm)	1732	1860		1770	3532			1182	1397		1500	
Volume (vph)	3	330	2	76	259	3	2	0	72	2	2	2
Peak-hour factor, PHF	0.84	0.84	0.84	0.74	0.74	0.74	0.73	0.73	0.73	0.75	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	4	432	3	113	385	4	3	0	108	3	3	3
RTOR Reduction (vph)	0	1	0	0	1	0	0	0	88	0	2	0
Lane Group Flow (vph)	4	434	0	113	388	0	0	3	20	0	7	0
Confl. Peds. (#/hr)	31		45	45		31	128		146	146		128
Turn Type	Prot			Prot			Perm		Perm	Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	0.5	15.8		4.3	19.6			7.4	7.4		7.4	
Effective Green, g (s)	0.5	15.8		4.3	19.6			7.4	7.4		7.4	
Actuated g/C Ratio	0.01	0.40		0.11	0.50			0.19	0.19		0.19	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	22	744		193	1753			221	262		281	
v/s Ratio Prot	0.00	c0.23		c0.06	c0.11							
v/s Ratio Perm								0.00	c0.01		0.00	
v/c Ratio	0.18	0.58		0.59	0.22			0.01	0.08		0.02	
Uniform Delay, d1	19.3	9.3		16.8	5.6			13.1	13.2		13.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	4.0	1.2		4.5	0.1			0.0	0.1		0.0	
Delay (s)	23.3	10.5		21.2	5.7			13.1	13.4		13.1	
Level of Service	C	B		C	A			B	B		B	
Approach Delay (s)		10.6			9.2			13.4			13.1	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM Average Control Delay	10.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	39.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95		0.95	0.95	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.78	1.00	0.83		1.00	1.00	0.94		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.99	1.00
Satd. Flow (prot)	1770	3539	2186	1770	2794		1681	1770	1487		1848	1543
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.99	1.00
Satd. Flow (perm)	1770	3539	2186	1770	2794		1681	1770	1487		1848	1543
Volume (vph)	295	43	138	22	48	23	23	123	10	48	257	206
Peak-hour factor, PHF	0.83	0.83	0.83	0.61	0.61	0.61	0.85	0.85	0.85	0.77	0.77	0.77
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	391	57	183	40	87	41	30	159	13	69	367	294
RTOR Reduction (vph)	0	0	157	0	37	0	0	0	11	0	0	0
Lane Group Flow (vph)	391	57	26	40	91	0	30	159	2	0	436	294
Confl. Peds. (#/hr)	276		89	89		276	45		37	37		45
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Free
Protected Phases	7	4		3	8		6	6		2	2	
Permitted Phases			4						6			Free
Actuated Green, G (s)	6.1	10.1	10.1	3.4	7.4		11.4	11.4	11.4		30.8	71.7
Effective Green, g (s)	6.1	10.1	10.1	3.4	7.4		11.4	11.4	11.4		30.8	71.7
Actuated g/C Ratio	0.09	0.14	0.14	0.05	0.10		0.16	0.16	0.16		0.43	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	151	499	308	84	288		267	281	236		794	1543
v/s Ratio Prot	c0.22	0.02		0.02	c0.03		0.02	c0.09			c0.24	
v/s Ratio Perm			0.01						0.00			c0.19
v/c Ratio	2.59	0.11	0.08	0.48	0.32		0.11	0.57	0.01		0.55	0.19
Uniform Delay, d1	32.8	26.9	26.8	33.3	29.8		25.8	27.9	25.4		15.3	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	734.2	0.1	0.1	4.2	0.6		0.2	2.6	0.0		0.8	0.3
Delay (s)	767.0	27.0	26.9	37.5	30.4		26.0	30.5	25.4		16.0	0.3
Level of Service	F	C	C	D	C		C	C	C		B	A
Approach Delay (s)		485.5			32.1			29.5			9.7	
Approach LOS		F			C			C			A	

Intersection Summary			
HCM Average Control Delay	187.6	HCM Level of Service	F
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	71.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.99			1.00			0.99			0.94	
Flt Protected	0.95	1.00			0.99			0.97			1.00	
Satd. Flow (prot)	1770	1841			1840			1797			1751	
Flt Permitted	0.95	1.00			0.99			0.72			1.00	
Satd. Flow (perm)	1770	1841			1840			1331			1751	
Volume (vph)	101	24	2	7	21	0	112	59	7	0	74	59
Peak-hour factor, PHF	0.74	0.74	0.74	0.62	0.62	0.62	0.74	0.74	0.74	0.73	0.73	0.73
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	150	36	3	12	37	0	166	88	10	0	112	89
RTOR Reduction (vph)	0	2	0	0	0	0	0	1	0	0	30	0
Lane Group Flow (vph)	150	37	0	0	49	0	0	263	0	0	171	0
Turn Type	Split			Split			Perm			Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	9.8	9.8			3.6			29.3			29.3	
Effective Green, g (s)	9.8	9.8			3.6			29.3			29.3	
Actuated g/C Ratio	0.18	0.18			0.07			0.54			0.54	
Clearance Time (s)	4.0	4.0			4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	317	330			121			713			938	
v/s Ratio Prot	c0.08	0.02			c0.03						0.10	
v/s Ratio Perm								c0.20				
v/c Ratio	0.47	0.11			0.40			0.37			0.18	
Uniform Delay, d1	20.1	18.8			24.5			7.3			6.5	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	1.1	0.1			2.2			0.3			0.1	
Delay (s)	21.3	19.0			26.7			7.7			6.6	
Level of Service	C	B			C			A			A	
Approach Delay (s)		20.8			26.7			7.7			6.6	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	54.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.87		1.00	0.98		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3465		1770	3092		1770	1824		1770	1697	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3465		1770	3092		1770	1824		1770	1697	
Volume (vph)	140	38	6	12	29	155	3	29	5	277	48	70
Peak-hour factor, PHF	0.86	0.86	0.86	0.71	0.71	0.71	0.75	0.75	0.75	0.72	0.72	0.72
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	179	49	8	19	45	240	4	43	7	423	73	107
RTOR Reduction (vph)	0	6	0	0	197	0	0	5	0	0	72	0
Lane Group Flow (vph)	179	51	0	19	88	0	4	45	0	423	108	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.5	11.4		0.7	7.6		0.7	10.6		4.1	14.0	
Effective Green, g (s)	4.5	11.4		0.7	7.6		0.7	10.6		4.1	14.0	
Actuated g/C Ratio	0.11	0.27		0.02	0.18		0.02	0.25		0.10	0.33	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	186	923		29	549		29	452		170	555	
v/s Ratio Prot	c0.10	c0.01		0.01	c0.03		0.00	0.02		c0.24	c0.06	
v/s Ratio Perm												
v/c Ratio	0.96	0.06		0.66	0.16		0.14	0.10		2.49	0.19	
Uniform Delay, d1	19.1	11.7		20.9	14.9		20.8	12.4		19.3	10.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	54.7	0.0		42.6	0.1		2.2	0.1		687.0	0.2	
Delay (s)	73.8	11.7		63.5	15.0		22.9	12.5		706.3	10.5	
Level of Service	E	B		E	B		C	B		F	B	
Approach Delay (s)		58.8			18.1			13.3			498.6	
Approach LOS		E			B			B			F	

Intersection Summary			
HCM Average Control Delay	268.0	HCM Level of Service	F
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	42.8	Sum of lost time (s)	20.0
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00					1.00	0.81	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					1863	1283	1770	1863	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					1863	1283	1770	1863	
Volume (vph)	615	0	447	0	0	0	0	487	37	236	310	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.25	0.25	0.25	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	654	0	476	0	0	0	0	573	44	278	365	0
RTOR Reduction (vph)	0	0	290	0	0	0	0	0	16	0	0	0
Lane Group Flow (vph)	0	654	186	0	0	0	0	573	28	278	365	0
Confl. Peds. (#/hr)									62	62		
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		33.0	33.0					28.6	28.6	15.6	48.2	
Effective Green, g (s)		33.0	33.0					28.6	28.6	15.6	48.2	
Actuated g/C Ratio		0.37	0.37					0.32	0.32	0.17	0.54	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		655	586					597	411	310	1007	
v/s Ratio Prot		c0.37	0.12					c0.31		c0.16	0.20	
v/s Ratio Perm									0.02			
v/c Ratio		1.00	0.32					0.96	0.07	0.90	0.36	
Uniform Delay, d1		28.1	20.1					29.7	21.1	36.0	11.7	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		34.5	0.3					26.7	0.1	26.5	0.2	
Delay (s)		62.6	20.4					56.5	21.1	62.5	11.9	
Level of Service		E	C					E	C	E	B	
Approach Delay (s)		44.8			0.0			53.9			33.8	
Approach LOS		D			A			D			C	

Intersection Summary			
HCM Average Control Delay	44.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	89.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

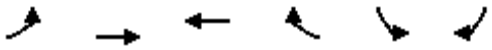
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.93	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1478	1770	1863	1583	1770	1863	1517	1762	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.61	1.00	1.00	0.32	1.00	1.00
Satd. Flow (perm)	1770	1863	1478	1770	1863	1583	1140	1863	1517	597	1863	1583
Volume (vph)	44	162	129	201	129	196	136	261	722	256	222	16
Peak-hour factor, PHF	0.92	0.92	0.92	0.87	0.87	0.87	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	48	176	140	231	148	225	145	278	768	272	236	17
RTOR Reduction (vph)	0	0	113	0	0	162	0	0	383	0	0	0
Lane Group Flow (vph)	48	176	27	231	148	63	145	278	385	272	236	17
Confl. Peds. (#/hr)			22	22					25	25		
Turn Type	Prot		Perm	Prot		Perm	pm+pt		Perm	pm+pt		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		Free
Actuated Green, G (s)	4.7	13.2	13.2	11.1	19.6	19.6	24.2	17.1	17.1	33.2	22.1	69.5
Effective Green, g (s)	4.7	13.2	13.2	11.1	19.6	19.6	24.2	17.1	17.1	33.2	22.1	69.5
Actuated g/C Ratio	0.07	0.19	0.19	0.16	0.28	0.28	0.35	0.25	0.25	0.48	0.32	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	120	354	281	283	525	446	461	458	373	488	592	1583
v/s Ratio Prot	0.03	c0.09		c0.13	0.08		0.03	0.15		c0.10	0.13	
v/s Ratio Perm			0.02			0.04	0.08		c0.25	0.17		0.01
v/c Ratio	0.40	0.50	0.09	0.82	0.28	0.14	0.31	0.61	1.03	0.56	0.40	0.01
Uniform Delay, d1	31.0	25.2	23.2	28.2	19.5	18.7	16.1	23.2	26.2	12.1	18.5	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	1.1	0.1	16.4	0.3	0.1	0.4	2.3	55.1	1.4	0.4	0.0
Delay (s)	33.2	26.3	23.4	44.6	19.8	18.8	16.5	25.5	81.3	13.5	19.0	0.0
Level of Service	C	C	C	D	B	B	B	C	F	B	B	A
Approach Delay (s)		26.1			28.9			60.4			15.5	
Approach LOS		C			C			E			B	

Intersection Summary			
HCM Average Control Delay	39.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	69.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Volume (vph)	691	424	374	423	67	88
Peak-hour factor, PHF	0.97	0.97	0.95	0.95	0.89	0.89
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	784	481	433	490	83	109
RTOR Reduction (vph)	0	58	0	0	0	96
Lane Group Flow (vph)	784	423	433	490	83	13
Turn Type		pm+ov	Prot			Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	17.4	23.4	16.1	37.5	6.0	6.0
Effective Green, g (s)	17.4	23.4	16.1	37.5	6.0	6.0
Actuated g/C Ratio	0.34	0.45	0.31	0.73	0.12	0.12
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1196	842	553	2577	206	184
v/s Ratio Prot	c0.22	c0.06	c0.24	0.14	0.05	
v/s Ratio Perm		0.21				0.01
v/c Ratio	0.66	0.50	0.78	0.19	0.40	0.07
Uniform Delay, d1	14.5	9.9	16.1	2.2	21.1	20.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	0.5	7.1	0.0	1.3	0.2
Delay (s)	15.8	10.4	23.2	2.2	22.4	20.4
Level of Service	B	B	C	A	C	C
Approach Delay (s)	13.8			12.1	21.3	
Approach LOS	B			B	C	

Intersection Summary			
HCM Average Control Delay	13.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	51.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.96		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3403		1770	1552
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3403		1770	1552
Volume (vph)	64	275	325	112	182	93
Peak-hour factor, PHF	0.80	0.80	0.84	0.84	0.84	0.84
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	88	378	426	147	238	122
RTOR Reduction (vph)	0	0	70	0	0	87
Lane Group Flow (vph)	88	378	503	0	238	35
Confl. Peds. (#/hr)					1	12
Turn Type	Prot					Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Actuated Green, G (s)	2.9	17.8	10.9		10.5	10.5
Effective Green, g (s)	2.9	17.8	10.9		10.5	10.5
Actuated g/C Ratio	0.08	0.49	0.30		0.29	0.29
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	141	1735	1022		512	449
v/s Ratio Prot	c0.05	0.11	c0.15		c0.13	
v/s Ratio Perm						0.02
v/c Ratio	0.62	0.22	0.49		0.46	0.08
Uniform Delay, d1	16.2	5.3	10.4		10.6	9.4
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	8.3	0.1	0.4		0.7	0.1
Delay (s)	24.5	5.3	10.8		11.3	9.5
Level of Service	C	A	B		B	A
Approach Delay (s)		9.0	10.8		10.7	
Approach LOS		A	B		B	

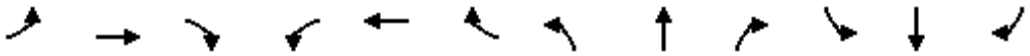
Intersection Summary			
HCM Average Control Delay	10.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	36.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.95		1.00	0.95		0.99			1.00	
Flpb, ped/bikes	0.99	1.00	1.00		1.00	1.00		0.99			0.99	
Frt	1.00	1.00	0.85		1.00	0.85		0.92			0.99	
Flt Protected	0.95	1.00	1.00		1.00	1.00		0.99			0.96	
Satd. Flow (prot)	1753	1863	1502		1860	1500		1659			1743	
Flt Permitted	0.31	1.00	1.00		0.98	1.00		0.92			0.73	
Satd. Flow (perm)	564	1863	1502		1820	1500		1545			1339	
Volume (vph)	19	687	3	15	588	96	2	1	5	137	2	12
Peak-hour factor, PHF	0.90	0.90	0.90	0.94	0.94	0.94	0.58	0.58	0.58	0.89	0.89	0.89
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	23	840	4	18	688	112	4	2	9	169	2	15
RTOR Reduction (vph)	0	0	1	0	0	16	0	7	0	0	6	0
Lane Group Flow (vph)	23	840	3	0	706	96	0	8	0	0	180	0
Confl. Peds. (#/hr)	21		20	20		21	22		8	8		22
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	33.2	33.2	33.2		33.2	33.2		10.0			10.0	
Effective Green, g (s)	33.2	33.2	33.2		33.2	33.2		10.0			10.0	
Actuated g/C Ratio	0.65	0.65	0.65		0.65	0.65		0.20			0.20	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	366	1208	974		1180	973		302			262	
v/s Ratio Prot		c0.45										
v/s Ratio Perm	0.04		0.00		0.39	0.06		0.01			c0.13	
v/c Ratio	0.06	0.70	0.00		0.60	0.10		0.03			0.69	
Uniform Delay, d1	3.3	5.8	3.2		5.2	3.4		16.7			19.2	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.1	1.8	0.0		0.8	0.0		0.0			7.3	
Delay (s)	3.4	7.5	3.2		6.0	3.4		16.7			26.5	
Level of Service	A	A	A		A	A		B			C	
Approach Delay (s)		7.4			5.6			16.7			26.5	
Approach LOS		A			A			B			C	

Intersection Summary			
HCM Average Control Delay	8.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	51.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0	4.0			
Lane Util. Factor		0.95	1.00	0.97	1.00			1.00	1.00			
Frpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	0.97			
Flpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	1.00			
Frt		1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (prot)		3539	1583	3433	1863			1770	1528			
Flt Permitted		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	3433	1863			1770	1528			
Volume (vph)	0	549	349	425	379	0	315	0	677	0	0	0
Peak-hour factor, PHF	0.87	0.87	0.87	0.88	0.88	0.88	0.91	0.91	0.91	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	694	441	531	474	0	381	0	818	0	0	0
RTOR Reduction (vph)	0	0	226	0	0	0	0	0	100	0	0	0
Lane Group Flow (vph)	0	694	215	531	474	0	0	381	718	0	0	0
Confl. Peds. (#/hr)							41		31			
Turn Type			Perm	Prot			Split		pm+ov			custom
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2						8			8 2 6
Actuated Green, G (s)		23.2	23.2	16.1	43.3			26.2	42.3			
Effective Green, g (s)		23.2	23.2	16.1	43.3			26.2	42.3			
Actuated g/C Ratio		0.30	0.30	0.21	0.56			0.34	0.55			
Clearance Time (s)		4.0	4.0	4.0	4.0			4.0	4.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		1059	474	713	1041			598	913			
v/s Ratio Prot		c0.20		0.15	0.25			0.22	c0.16			
v/s Ratio Perm			0.14						0.31			
v/c Ratio		0.66	0.45	0.74	0.46			0.64	0.79			
Uniform Delay, d1		23.7	22.0	28.8	10.1			21.6	14.0			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		1.5	0.7	4.2	0.3			2.2	4.5			
Delay (s)		25.1	22.7	33.0	10.4			23.9	18.5			
Level of Service		C	C	C	B			C	B			
Approach Delay (s)		24.2			22.4			20.2			0.0	
Approach LOS		C			C			C			A	

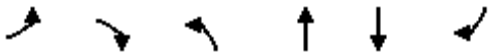
Intersection Summary			
HCM Average Control Delay	22.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	77.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Yield			Yield	
Volume (vph)	0	0	0	113	0	64	425	921	0	0	593	163
Peak Hour Factor	0.25	0.25	0.25	0.90	0.90	0.90	0.91	0.91	0.91	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	0	138	0	78	514	1113	0	0	701	193

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	138	78	514	1113	468	427
Volume Left (vph)	138	0	514	0	0	0
Volume Right (vph)	0	78	0	0	0	193
Hadj (s)	0.23	-0.57	0.53	0.03	0.03	-0.28
Departure Headway (s)	7.1	3.2	6.9	6.4	6.6	6.3
Degree Utilization, x	0.27	0.07	0.98	1.97	0.86	0.75
Capacity (veh/h)	494	1121	514	575	537	559
Control Delay (s)	12.8	6.4	59.3	455.8	36.8	24.5
Approach Delay (s)	10.5		330.6		30.9	
Approach LOS	B		F		D	

Intersection Summary				
Delay	207.4			
HCM Level of Service	F			
Intersection Capacity Utilization	114.0%	ICU Level of Service	H	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	1770	1583		1863	3539	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	1770	1583		1863	3539	
Volume (vph)	525	418	0	816	834	0
Peak-hour factor, PHF	0.91	0.91	0.89	0.89	0.77	0.77
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	635	505	0	1009	1191	0
RTOR Reduction (vph)	0	79	0	0	0	0
Lane Group Flow (vph)	635	426	0	1009	1191	0
Turn Type		Prot				
Protected Phases	4	4		2	6	
Permitted Phases						
Actuated Green, G (s)	46.0	46.0		116.0	116.0	
Effective Green, g (s)	46.0	46.0		116.0	116.0	
Actuated g/C Ratio	0.27	0.27		0.68	0.68	
Clearance Time (s)	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	479	428		1271	2415	
v/s Ratio Prot	c0.36	0.27		c0.54	0.34	
v/s Ratio Perm						
v/c Ratio	1.33	1.00		0.79	0.49	
Uniform Delay, d1	62.0	61.9		18.7	12.9	
Progression Factor	1.00	1.00		0.84	1.00	
Incremental Delay, d2	160.5	42.5		3.0	0.7	
Delay (s)	222.5	104.4		18.7	13.6	
Level of Service	F	F		B	B	
Approach Delay (s)	170.2			18.7	13.6	
Approach LOS	F			B	B	

Intersection Summary			
HCM Average Control Delay	68.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	114.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99			1.00	0.85	1.00	0.96		1.00	0.86	
Flt Protected	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1852			1853	1583	1770	1786		1770	1594	
Flt Permitted	0.95	1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1852			1765	1583	1770	1786		1770	1594	
Volume (vph)	193	225	9	10	82	615	8	59	22	878	15	376
Peak-hour factor, PHF	0.87	0.87	0.87	0.92	0.92	0.92	0.84	0.84	0.84	0.91	0.91	0.91
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	244	284	11	12	98	735	10	77	29	1061	18	455
RTOR Reduction (vph)	0	1	0	0	0	623	0	8	0	0	238	0
Lane Group Flow (vph)	244	294	0	0	110	112	10	98	0	1061	235	0
Turn Type	Split			Perm		Perm	Split			Split		
Protected Phases	4	4			8		2	2		6	6	
Permitted Phases		8		8	8	8						
Actuated Green, G (s)	36.0	62.0			26.0	26.0	11.0	11.0		81.0	81.0	
Effective Green, g (s)	36.0	62.0			26.0	26.0	11.0	11.0		81.0	81.0	
Actuated g/C Ratio	0.21	0.36			0.15	0.15	0.06	0.06		0.48	0.48	
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	375	719			270	242	115	116		843	759	
v/s Ratio Prot	c0.14	0.09					0.01	c0.05		c0.60	0.15	
v/s Ratio Perm		0.07			0.06	c0.07						
v/c Ratio	0.65	0.41			0.41	0.46	0.09	0.84		1.26	0.31	
Uniform Delay, d1	61.3	40.3			65.0	65.7	74.8	78.6		44.5	27.3	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		0.81	0.07	
Incremental Delay, d2	8.5	1.7			4.5	6.3	1.5	48.8		123.8	0.8	
Delay (s)	69.7	42.1			69.5	71.9	76.3	127.5		160.0	2.6	
Level of Service	E	D			E	E	E	F		F	A	
Approach Delay (s)		54.6			71.6			123.1			111.5	
Approach LOS		D			E			F			F	

Intersection Summary			
HCM Average Control Delay	90.7	HCM Level of Service	F
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	0.99	1.00	1.00					1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3539	1561	3433	3539					1681	1615	1457
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3539	1561	3433	3539					1681	1615	1457
Volume (vph)	0	855	316	213	629	0	0	0	0	413	3	197
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.25	0.25	0.25	0.95	0.95	0.95
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	990	366	249	736	0	0	0	0	478	3	228
RTOR Reduction (vph)	0	0	154	0	0	0	0	0	0	0	0	122
Lane Group Flow (vph)	0	990	212	249	736	0	0	0	0	239	242	106
Confl. Peds. (#/hr)	8		2	2		8	17		67	67		17
Turn Type			Perm	Prot						Prot		Perm
Protected Phases		4		3	8					1	6	
Permitted Phases			4									6
Actuated Green, G (s)		23.5	23.5	6.0	33.5					21.1	21.1	21.1
Effective Green, g (s)		23.5	23.5	6.0	33.5					21.1	21.1	21.1
Actuated g/C Ratio		0.38	0.38	0.10	0.54					0.34	0.34	0.34
Clearance Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		1329	586	329	1894					567	544	491
v/s Ratio Prot		c0.28		c0.07	0.21					0.14	c0.15	
v/s Ratio Perm			0.14									0.07
v/c Ratio		0.74	0.36	0.76	0.39					0.42	0.44	0.22
Uniform Delay, d1		17.0	14.1	27.6	8.5					16.0	16.2	14.8
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		2.3	0.4	9.6	0.1					0.5	0.6	0.2
Delay (s)		19.3	14.5	37.1	8.7					16.5	16.8	15.1
Level of Service		B	B	D	A					B	B	B
Approach Delay (s)		18.0			15.9			0.0			16.1	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM Average Control Delay	16.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	62.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.98			1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.93			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3238			1773	1583			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3238			1773	1583			
Volume (vph)	202	1016	0	0	698	575	102	2	379	0	0	0
Peak-hour factor, PHF	0.96	0.96	0.96	0.87	0.87	0.87	0.97	0.97	0.97	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	231	1164	0	0	883	727	116	2	430	0	0	0
RTOR Reduction (vph)	0	0	0	0	177	0	0	0	45	0	0	0
Lane Group Flow (vph)	231	1164	0	0	1433	0	0	118	385	0	0	0
Confl. Peds. (#/hr)	21		32	32		21	1					1
Turn Type	Prot						Perm		Perm			
Protected Phases	7	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	6.0	45.9			35.9			21.6	21.6			
Effective Green, g (s)	6.0	45.9			35.9			21.6	21.6			
Actuated g/C Ratio	0.08	0.61			0.48			0.29	0.29			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	273	2152			1540			507	453			
v/s Ratio Prot	c0.07	0.33			c0.44							
v/s Ratio Perm								0.07	c0.24			
v/c Ratio	0.85	0.54			0.93			0.23	0.85			
Uniform Delay, d1	34.3	8.6			18.6			20.6	25.4			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	20.8	0.3			10.4			0.2	13.9			
Delay (s)	55.1	8.9			29.0			20.8	39.3			
Level of Service	E	A			C			C	D			
Approach Delay (s)		16.6			29.0			35.3			0.0	
Approach LOS		B			C			D			A	

Intersection Summary			
HCM Average Control Delay	25.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	75.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	1.00	1.00	0.95	1.00	0.95	
Satd. Flow (prot)	1863	1583	1770	1863	1768	
Flt Permitted	1.00	1.00	0.95	1.00	0.95	
Satd. Flow (perm)	1863	1583	1770	1863	1768	
Volume (vph)	799	617	3	905	482	7
Peak-hour factor, PHF	0.95	0.95	0.93	0.93	0.84	0.84
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	925	714	4	1070	631	9
RTOR Reduction (vph)	0	235	0	0	1	0
Lane Group Flow (vph)	925	479	4	1070	639	0
Confl. Peds. (#/hr)					40	32
Turn Type		Perm	Prot			
Protected Phases	4		3	8	2	
Permitted Phases		4				
Actuated Green, G (s)	66.4	66.4	0.8	71.2	44.0	
Effective Green, g (s)	66.4	66.4	0.8	71.2	44.0	
Actuated g/C Ratio	0.54	0.54	0.01	0.58	0.36	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1004	853	11	1077	631	
v/s Ratio Prot	0.50		0.00	c0.57	c0.36	
v/s Ratio Perm		0.30				
v/c Ratio	0.92	0.56	0.36	0.99	1.01	
Uniform Delay, d1	26.0	18.8	60.9	25.8	39.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.3	0.9	19.3	25.7	39.2	
Delay (s)	39.3	19.6	80.2	51.5	78.8	
Level of Service	D	B	F	D	E	
Approach Delay (s)	30.7			51.6	78.8	
Approach LOS	C			D	E	

Intersection Summary			
HCM Average Control Delay	46.6	HCM Level of Service	D
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	123.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95			1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.77		0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.89	1.00		0.80	
Frt	1.00	1.00		1.00	1.00			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.96	
Satd. Flow (prot)	1770	1862		1770	3539			1629	1220		1390	
Flt Permitted	0.95	1.00		0.95	1.00			0.94	1.00		0.77	
Satd. Flow (perm)	1770	1862		1770	3539			1557	1220		1115	
Volume (vph)	16	781	2	165	638	0	2	4	289	33	1	2
Peak-hour factor, PHF	0.89	0.89	0.89	0.90	0.90	0.90	0.87	0.87	0.87	0.68	0.68	0.68
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	20	965	2	202	780	0	3	5	365	53	2	3
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	166	0	2	0
Lane Group Flow (vph)	20	967	0	202	780	0	0	8	199	0	56	0
Confl. Peds. (#/hr)	31		45	45		31	128		146	146		128
Turn Type	Prot			Prot			Perm		Perm	Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	1.6	44.4		10.0	52.8			14.6	14.6		14.6	
Effective Green, g (s)	1.6	44.4		10.0	52.8			14.6	14.6		14.6	
Actuated g/C Ratio	0.02	0.55		0.12	0.65			0.18	0.18		0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	35	1021		219	2307			281	220		201	
v/s Ratio Prot	0.01	c0.52		c0.11	0.22							
v/s Ratio Perm								0.01	c0.16		0.05	
v/c Ratio	0.57	0.95		0.92	0.34			0.03	0.91		0.28	
Uniform Delay, d1	39.4	17.2		35.1	6.3			27.4	32.5		28.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	20.6	16.8		39.8	0.1			0.0	35.9		0.8	
Delay (s)	59.9	33.9		74.9	6.4			27.4	68.5		29.4	
Level of Service	E	C		E	A			C	E		C	
Approach Delay (s)		34.5			20.5			67.6			29.4	
Approach LOS		C			C			E			C	

Intersection Summary			
HCM Average Control Delay	33.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95		0.95	0.95	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.68	1.00	0.90		1.00	1.00	0.91		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00		0.99	1.00
Satd. Flow (prot)	1770	3539	1893	1770	3085		1681	1731	1446		1839	1543
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00		0.99	1.00
Satd. Flow (perm)	1770	3539	1893	1770	3085		1681	1731	1446		1839	1543
Volume (vph)	153	337	704	61	235	50	583	231	569	68	196	103
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	181	399	833	72	278	59	697	276	680	81	234	123
RTOR Reduction (vph)	0	0	656	0	13	0	0	0	237	0	0	0
Lane Group Flow (vph)	181	399	177	72	324	0	474	499	443	0	315	123
Confl. Peds. (#/hr)	276		89	89		276	45		37	37		45
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Free
Protected Phases	7	4		3	8		6	6		2	2	
Permitted Phases			4						6			Free
Actuated Green, G (s)	6.6	23.4	23.4	6.6	23.4		40.8	40.8	40.8		23.5	110.3
Effective Green, g (s)	6.6	23.4	23.4	6.6	23.4		40.8	40.8	40.8		23.5	110.3
Actuated g/C Ratio	0.06	0.21	0.21	0.06	0.21		0.37	0.37	0.37		0.21	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	106	751	402	106	654		622	640	535		392	1543
v/s Ratio Prot	c0.10	c0.11		0.04	0.10		0.28	0.29			c0.17	
v/s Ratio Perm			0.09						c0.31			0.08
v/c Ratio	1.71	0.53	0.44	0.68	0.49		0.76	0.78	0.83		0.80	0.08
Uniform Delay, d1	51.8	38.6	37.8	50.8	38.2		30.5	30.8	31.6		41.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	355.1	0.7	0.8	15.9	0.6		5.5	6.0	10.2		11.3	0.1
Delay (s)	407.0	39.3	38.5	66.7	38.8		36.0	36.8	41.8		52.5	0.1
Level of Service	F	D	D	E	D		D	D	D		D	A
Approach Delay (s)		85.9			43.8			38.6			37.8	
Approach LOS		F			D			D			D	

Intersection Summary			
HCM Average Control Delay	56.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	110.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.85			0.99			1.00			0.92	
Flt Protected	0.95	1.00			0.99			0.96			1.00	
Satd. Flow (prot)	1770	1591			1827			1782			1719	
Flt Permitted	0.95	1.00			0.99			0.69			0.99	
Satd. Flow (perm)	1770	1591			1827			1283			1706	
Volume (vph)	164	27	931	2	18	2	184	20	1	4	55	75
Peak-hour factor, PHF	0.89	0.89	0.89	0.85	0.85	0.85	0.86	0.86	0.86	0.84	0.84	0.84
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	203	33	1151	3	23	3	235	26	1	5	72	98
RTOR Reduction (vph)	0	582	0	0	3	0	0	0	0	0	66	0
Lane Group Flow (vph)	203	602	0	0	26	0	0	262	0	0	109	0
Turn Type	Split			Split			Perm			Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	16.3	16.3			1.2			14.5			14.5	
Effective Green, g (s)	16.3	16.3			1.2			14.5			14.5	
Actuated g/C Ratio	0.37	0.37			0.03			0.33			0.33	
Clearance Time (s)	4.0	4.0			4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	656	589			50			423			562	
v/s Ratio Prot	0.11	c0.38			c0.01							
v/s Ratio Perm								c0.20			0.06	
v/c Ratio	0.31	1.02			0.52			0.62			0.19	
Uniform Delay, d1	9.8	13.8			21.1			12.4			10.6	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	0.3	42.6			9.5			2.7			0.2	
Delay (s)	10.1	56.5			30.6			15.1			10.7	
Level of Service	B	E			C			B			B	
Approach Delay (s)		49.7			30.6			15.1			10.7	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM Average Control Delay	40.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	44.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.88		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3442		1770	3124		1770	1779		1770	1786	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3442		1770	3124		1770	1779		1770	1786	
Volume (vph)	85	115	26	39	155	553	19	156	67	472	224	84
Peak-hour factor, PHF	0.92	0.92	0.92	0.94	0.94	0.94	0.84	0.84	0.84	0.85	0.85	0.85
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	102	138	31	46	181	647	25	204	88	611	290	109
RTOR Reduction (vph)	0	22	0	0	372	0	0	27	0	0	22	0
Lane Group Flow (vph)	102	147	0	46	456	0	25	265	0	611	377	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	2.9	14.7		1.3	13.1		0.7	15.2		4.3	18.8	
Effective Green, g (s)	2.9	14.7		1.3	13.1		0.7	15.2		4.3	18.8	
Actuated g/C Ratio	0.06	0.29		0.03	0.25		0.01	0.30		0.08	0.37	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	100	982		45	795		24	525		148	652	
v/s Ratio Prot	c0.06	0.04		0.03	c0.15		0.01	0.15		c0.35	c0.21	
v/s Ratio Perm												
v/c Ratio	1.02	0.15		1.02	0.57		1.04	0.50		4.13	0.58	
Uniform Delay, d1	24.3	13.7		25.1	16.8		25.4	15.0		23.6	13.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	95.5	0.1		140.7	1.0		197.1	0.8		1423.6	1.3	
Delay (s)	119.8	13.8		165.8	17.8		222.5	15.8		1447.2	14.4	
Level of Service	F	B		F	B		F	B		F	B	
Approach Delay (s)		53.7			25.6			32.1			881.2	
Approach LOS		D			C			C			F	

Intersection Summary			
HCM Average Control Delay	379.1	HCM Level of Service	F
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	51.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX F

- Cost Estimate Worksheets

Kimley-Horn
and Associates, Inc.

PRELIMINARY OPINION OF PROBABLE COST

DRAFT CONCEPTUAL DESIGN COSTS

San Ysidro Mobility Strategy - Improvement 1
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete	700	SY	$18.00	$12,600.00	
	Roadway Excavation	0	CY	$18.00	$0.00	
	Embankment	13,000	CY	$15.00	$195,000.00	
	Clear and Grub	1	LS	$150,000.00	$150,000.00	
	SECTION 1 TOTAL					**$357,600**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	2,050	TON	$100.00	$205,000.00	
	Class 2 Aggregate Base assume 0.8' depth	1,700	CY	$35.00	$59,500.00	
	Class 2 Aggregate Subbase assume 1.0' depth	2,115	CY	$28.00	$59,220.00	
	Sidewalk new 8' concrete sidewalks	26,400	SF	$9.00	$237,600.00	
	Curb and Gutter	3,300	LF	$32.00	$105,600.00	
	SECTION 2 TOTAL					**$666,920**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$100,000.00	$100,000	
	SECTION 3 TOTAL					**$100,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	0	SF	$95.00	$0.00	
	Concrete Barrier	0	LF	$55.00	$0.00	
	SECTION 4 TOTAL					**$0**
SECTION 5 ENVIRONMENTAL						
	Environmental Mitigation	0	LS	$0.00	$0.00	
	SECTION 5 TOTAL					**$0**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	1	LS	$250,000.00	$250,000.00	
	Modification of existing traffic signal	2	LS	$100,000.00	$200,000.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$100,000.00	$100,000.00	
	Traffic management plan (~5% of sections 1-7)	1	LS	$100,000.00	$100,000.00	
	SECTION 6 TOTAL					**$650,000**

SECTION 7 MINOR ITEMS (5%~10%)

SUBTOTAL SECTIONS 1-6	$1,774,520	%	10%	$177,452.00	
SECTION 7 TOTAL					**$177,452**

SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)

SUBTOTAL SECTIONS 1-7	$1,951,972.00	%	10%	$195,197.20	
SECTION 8 TOTAL					**$195,197**

SECTION 9 ROADWAY MOBILIZATION (10%)

SUBTOTAL SECTIONS 1-7	$1,951,972.00	%	10%	$195,197.20	
SECTION 9 TOTAL					**$195,197**

SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)

SUBTOTAL SECTIONS 1-7	$1,951,972.00	%	50%	$975,986.00	
SECTION 10 TOTAL					**$975,986**

SECTION 11 RIGHT OF WAY

Right of Way Required	0	SF		$0.00	
Utility relocation and coordination(~3% of items 1-7)	1	LS	$60,000.00	$60,000.00	
SECTION 11 TOTAL					**$60,000.00**

SECTION 12 STRUCTURES

Dairy Mart Rd Bridge widening (38' X 240')	9,120	SF	$310.00	$2,827,200.00	
SECTION 12 TOTAL					**$2,827,200**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$3,378,352
STRUCTURE ITEMS		$2,827,200
	SUBTOTAL CONSTRUCTION COST	$6,205,552
RIGHT OF WAY		$60,000
	TOTAL CONSTRUCTION COST	**$6,265,552**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$626,555
DESIGN (10% OF CONST. COST)		$626,555
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$626,555
	TOTAL PROJECT COSTS	**$8,200,000**

DRAFT CONCEPTUAL DESIGN COSTS

Kimley-Horn
and Associates, Inc.

PRELIMINARY OPINION OF PROBABLE COST
San Ysidro Mobility Strategy - Improvement 2A
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

DRAFT CONCEPTUAL DESIGN COSTS

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete	2,800	SY	$18.00	$50,400.00	
	Roadway Excavation	0	CY	$18.00	$0.00	
	Embankment	15,000	CY	$15.00	$225,000.00	
	Clear and Grub	1	LS	$125,000.00	$125,000.00	
	SECTION 1 TOTAL					**$400,400**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	1,000	TON	$100.00	$100,000.00	
	Class 2 Aggregate Base assume 0.8' depth	820	CY	$35.00	$28,700.00	
	Class 2 Aggregate Subbase assume 1.0' depth	1,020	CY	$28.00	$28,560.00	
	Sidewalk new 8' concrete sidewalks	3,000	SF	$9.00	$27,000.00	
	Curb and Gutter	375	LF	$32.00	$12,000.00	
	SECTION 2 TOTAL					**$196,260**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$65,000.00	$65,000	
	SECTION 3 TOTAL					**$65,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	0	SF	$95.00	$0.00	
	Concrete Barrier	0	LF	$55.00	$0.00	
	SECTION 4 TOTAL					**$0**
SECTION 5 ENVIRONMENTAL						
	Environmental Mitigation	0	LS	$0.00	$0.00	
	SECTION 5 TOTAL					**$0**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	1	LS	$250,000.00	$250,000.00	
	Modification of existing traffic signal	1	LS	$100,000.00	$100,000.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$65,000.00	$65,000.00	
	Traffic management plan (~5% of sections 1-7)	1	LS	$65,000.00	$65,000.00	
	SECTION 6 TOTAL					**$480,000**

SECTION 7 MINOR ITEMS (5%~10%)

SUBTOTAL SECTIONS 1-6	$1,141,660	%	10%	$114,166.00	
SECTION 7 TOTAL					**$114,166**

SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)

SUBTOTAL SECTIONS 1-7	$1,255,826.00	%	10%	$125,582.60	
SECTION 8 TOTAL					**$125,583**

SECTION 9 ROADWAY MOBILIZATION (10%)

SUBTOTAL SECTIONS 1-7	$1,255,826.00	%	10%	$125,582.60	
SECTION 9 TOTAL					**$125,583**

SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)

SUBTOTAL SECTIONS 1-7	$1,255,826.00	%	50%	$627,913.00	
SECTION 10 TOTAL					**$627,913**

SECTION 11 RIGHT OF WAY

Right of Way Required	36000	SF	$30.00	$1,080,000.00	
Utility relocation and coordination(~3% of items 1-7)	1	LS	$40,000.00	$40,000.00	
SECTION 11 TOTAL					**$1,120,000.00**

SECTION 12 STRUCTURES

No bridges or major structures	0	SF	$310.00	$0.00	
SECTION 12 TOTAL					**$0**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$3,254,904
STRUCTURE ITEMS		$0
	SUBTOTAL CONSTRUCTION COST	$3,254,904
RIGHT OF WAY		$1,120,000
	TOTAL CONSTRUCTION COST	**$4,374,904**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$437,490
DESIGN (10% OF CONST. COST)		$437,490
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$437,490
	TOTAL PROJECT COSTS	**$5,700,000**

DRAFT CONCEPTUAL DESIGN COSTS

Kimley-Horn
and Associates, Inc.

DRAFT CONCEPTUAL DESIGN COSTS

PRELIMINARY OPINION OF PROBABLE COST
San Ysidro Mobility Strategy - Improvement 2B
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete		SY	$18.00	$0.00	
	Roadway Excavation	0	CY	$18.00	$0.00	
	Embankment	45,000	CY	$15.00	$675,000.00	
	Clear and Grub	1	LS	$150,000.00	$150,000.00	
	SECTION 1 TOTAL					**$825,000**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	2,030	TON	$100.00	$203,000.00	
	Class 2 Aggregate Base assume 0.8' depth	1,670	CY	$35.00	$58,450.00	
	Class 2 Aggregate Subbase assume 1.0' depth	2,090	CY	$28.00	$58,520.00	
	Sidewalk new 8' concrete sidewalks	375	SF	$9.00	$3,375.00	
	Curb and Gutter	675	LF	$32.00	$21,600.00	
	SECTION 2 TOTAL					**$344,945**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$130,000.00	$130,000	
	SECTION 3 TOTAL					**$130,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	4,500	SF	$95.00	$427,500.00	
	Concrete Barrier	325	LF	$55.00	$17,875.00	
	SECTION 4 TOTAL					**$445,375**
SECTION 5 ENVIRONMENTAL						
	Environmental Mitigation	0	LS	$0.00	$0.00	
	SECTION 5 TOTAL					**$0**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	1	LS	$250,000.00	$250,000.00	
	Modification of existing traffic signal	1	LS	$100,000.00	$100,000.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$130,000.00	$130,000.00	
	Traffic management plan (~5% of sections 1-7)	1	LS	$130,000.00	$130,000.00	
	SECTION 6 TOTAL					**$610,000**

SECTION 7 MINOR ITEMS (5%~10%)

SUBTOTAL SECTIONS 1-6	$2,355,320	%	10%	$235,532.00	
SECTION 7 TOTAL					**$235,532**

SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)

SUBTOTAL SECTIONS 1-7	$2,590,852.00	%	10%	$259,085.20	
SECTION 8 TOTAL					**$259,085**

SECTION 9 ROADWAY MOBILIZATION (10%)

SUBTOTAL SECTIONS 1-7	$2,590,852.00	%	10%	$259,085.20	
SECTION 9 TOTAL					**$259,085**

SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)

SUBTOTAL SECTIONS 1-7	$2,590,852.00	%	50%	$1,295,426.00	
SECTION 10 TOTAL					**$1,295,426**

SECTION 11 RIGHT OF WAY

Right of Way Required	53600	SF	$30.00	$1,608,000.00	
Utility relocation and coordination(~3% of items 1-7)	1	LS	$80,000.00	$80,000.00	
SECTION 11 TOTAL					**$1,688,000.00**

SECTION 12 STRUCTURES

I-5 SB Entrance Ramp widening 12' x 175'	2,100	SF	$310.00	$651,000.00	
SECTION 12 TOTAL					**$651,000**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$6,092,448
STRUCTURE ITEMS		$651,000
	SUBTOTAL CONSTRUCTION COST	$6,743,448
RIGHT OF WAY		$1,688,000
	TOTAL CONSTRUCTION COST	**$8,431,448**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$843,145
DESIGN (10% OF CONST. COST)		$843,145
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$843,145
	TOTAL PROJECT COSTS	**$11,000,000**

DRAFT CONCEPTUAL DESIGN COSTS

Kimley-Horn
and Associates, Inc.

PRELIMINARY OPINION OF PROBABLE COST
San Ysidro Mobility Strategy - Improvement 3A
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

DRAFT CONCEPTUAL DESIGN COSTS

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete	2,000	SY	$18.00	$36,000.00	
	Roadway Excavation	0	CY	$18.00	$0.00	
	Embankment	4,800	CY	$15.00	$72,000.00	
	Clear and Grub	1	LS	$100,000.00	$100,000.00	
	SECTION 1 TOTAL					**$208,000**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	910	TON	$100.00	$91,000.00	
	Class 2 Aggregate Base assume 0.8' depth	750	CY	$35.00	$26,250.00	
	Class 2 Aggregate Subbase assume 1.0' depth	950	CY	$28.00	$26,600.00	
	Sidewalk new 8' concrete sidewalks	11,200	SF	$9.00	$100,800.00	
	Curb and Gutter	1,400	LF	$32.00	$44,800.00	
	SECTION 2 TOTAL					**$289,450**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$80,000.00	$80,000	
	SECTION 3 TOTAL					**$80,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	0	SF	$95.00	$0.00	
	Concrete Barrier	0	LF	$55.00	$0.00	
	SECTION 4 TOTAL					**$0**
SECTION 5 ENVIRONMENTAL						
	Environmental Mitigation	1	LS	$500,000.00	$500,000.00	
	SECTION 5 TOTAL					**$500,000**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	1	LS	$250,000.00	$250,000.00	
	Modification of existing traffic signal		LS	$100,000.00	$0.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$80,000.00	$80,000.00	
	Traffic management plan (~5% of sections 1-7)	1	LS	$80,000.00	$80,000.00	
	SECTION 6 TOTAL					**$410,000**

SECTION 7 MINOR ITEMS (5%~10%)

SUBTOTAL SECTIONS 1-6	$1,487,450	%	10%	$148,745.00	
SECTION 7 TOTAL					**$148,745**

SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)

SUBTOTAL SECTIONS 1-7	$1,636,195.00	%	10%	$163,619.50	
SECTION 8 TOTAL					**$163,620**

SECTION 9 ROADWAY MOBILIZATION (10%)

SUBTOTAL SECTIONS 1-7	$1,636,195.00	%	10%	$163,619.50	
SECTION 9 TOTAL					**$163,620**

SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)

SUBTOTAL SECTIONS 1-7	$1,636,195.00	%	50%	$818,097.50	
SECTION 10 TOTAL					**$818,098**

SECTION 11 RIGHT OF WAY

Right of Way Required	50400	SF	$7.50	$378,000.00	
Utility relocation and coordination(~3% of items 1-7)	1	LS	$50,000.00	$50,000.00	
SECTION 11 TOTAL					**$428,000.00**

SECTION 12 STRUCTURES

New bridge for Bibler Ave Extension (over wetlands) 700 span x 52' cross section	36,400	SF	$310.00	$11,284,000.00	
SECTION 12 TOTAL					**$11,284,000**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$3,209,532
STRUCTURE ITEMS		$11,284,000
	SUBTOTAL CONSTRUCTION COST	$14,493,532
RIGHT OF WAY		$428,000
	TOTAL CONSTRUCTION COST	**$14,921,532**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$1,492,153
DESIGN (10% OF CONST. COST)		$1,492,153
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$1,492,153
	TOTAL PROJECT COSTS	**$19,400,000**

DRAFT CONCEPTUAL DESIGN COSTS

Kimley-Horn
and Associates, Inc.

PRELIMINARY OPINION OF PROBABLE COST
San Ysidro Mobility Strategy - Improvement 3B
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

DRAFT CONCEPTUAL DESIGN COSTS

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete	2,000	SY	$18.00	$36,000.00	
	Roadway Excavation	0	CY	$18.00	$0.00	
	Embankment	3,200	CY	$15.00	$48,000.00	
	Clear and Grub	1	LS	$100,000.00	$100,000.00	
	SECTION 1 TOTAL					**$184,000**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	525	TON	$100.00	$52,500.00	
	Class 2 Aggregate Base assume 0.8' depth	425	CY	$35.00	$14,875.00	
	Class 2 Aggregate Subbase assume 1.0' depth	550	CY	$28.00	$15,400.00	
	Sidewalk new 8' concrete sidewalks	4,800	SF	$9.00	$43,200.00	
	Curb and Gutter	600	LF	$32.00	$19,200.00	
	SECTION 2 TOTAL					**$145,175**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$70,000.00	$70,000	
	SECTION 3 TOTAL					**$70,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	0	SF	$95.00	$0.00	
	Concrete Barrier	0	LF	$55.00	$0.00	
	SECTION 4 TOTAL					**$0**
SECTION 5 ENVIRONMENTAL						
	[redacted]					
	SECTION 5 TOTAL					**$500,000**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	1	LS	$250,000.00	$250,000.00	
	Modification of existing traffic signal	0	LS	$100,000.00	$0.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$70,000.00	$70,000.00	
	Traffic management plan (~5% of sections 1-7)	1	LS	$70,000.00	$70,000.00	
	SECTION 6 TOTAL					**$390,000**

SECTION 7 MINOR ITEMS (5%~10%)					
SUBTOTAL SECTIONS 1-6	$1,289,175	%	10%	$128,917.50	
SECTION 7 TOTAL					**$128,918**
SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)					
SUBTOTAL SECTIONS 1-7	$1,418,092.50	%	10%	$141,809.25	
SECTION 8 TOTAL					**$141,809**
SECTION 9 ROADWAY MOBILIZATION (10%)					
SUBTOTAL SECTIONS 1-7	$1,418,092.50	%	10%	$141,809.25	
SECTION 9 TOTAL					**$141,809**
SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)					
SUBTOTAL SECTIONS 1-7	$1,418,092.50	%	50%	$709,046.25	
SECTION 10 TOTAL					**$709,046**
SECTION 11 RIGHT OF WAY					
Right of Way Required	50,400.00	SF	$7.50	$378,000.00	
Utility relocation and coordination(~3% of items 1-7)	1	LS	$50,000.00	$50,000.00	
SECTION 11 TOTAL					**$428,000.00**
SECTION 12 STRUCTURES					
New bridge for Bibler Ave Extension (over wetlands) 700 span x 52' cross section	36,400	SF	$310.00	$11,284,000.00	
SECTION 12 TOTAL					**$11,284,000**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$2,838,757
STRUCTURE ITEMS		$11,284,000
	SUBTOTAL CONSTRUCTION COST	$14,122,757
RIGHT OF WAY		$428,000
	TOTAL CONSTRUCTION COST	**$14,550,757**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$1,455,076
DESIGN (10% OF CONST. COST)		$1,455,076
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$1,455,076
	TOTAL PROJECT COSTS	**$19,000,000**

DRAFT CONCEPTUAL DESIGN COSTS

Estrada
Land Planning
Urban Design
Landscape Architecture
Computer Imaging
755 Broadway Circle
Suite 300
San Diego
California 92101-5161

OPINION OF PROBABLE COST
San Ysidro Mobility Strategy - Beyer Blvd.
Based on the Designs in the Mobility Strategy Concept Plan dated March 31, 2008
Calculated in 2008 dollars
ELP #122-45 Date: March 31, 2008

Item	Description	Quantity	Unit	Unit Cost	Total
DEMOLITION AND GENERAL					
1	Clear and grub	1	LS	$190,000.00	$190,000.00
2	Pollution control measures (BMP's)	1	LS	$60,000.00	$60,000.00
3	Mobilization (8% of total)	1	LS	$865,378.00	$865,378.00
4	Traffic control	1	LS	$45,000.00	$45,000.00
5	Utilities adjustments / storm drain system	1	LS	$800,000.00	$800,000.00
6	Allowance for additional requirements	1	LS	$750,000.00	$750,000.00
	Subtotal Demolition and General				**$2,710,378.00**
SURFACE IMPROVEMENTS					
7	Standard 4" color concrete paving	8,500	SF	$9.00	$76,500.00
8	Standard 4" color concrete paving new 12' shared pedestrian / bikeway concrete sidewalks	87,866	SF	$9.00	$790,794.00
9	Standard 4" color concrete paving add 3' of concrete to existing sidewalk	21,283	SF	$9.00	$191,547.00
10	* Street per 4A (curb, AC, striping)	4,796	LF	$900.00	$4,316,400.00
11	* Street per 4B (striping and repair)	8,478	LF	$30.00	$254,340.00
12	Benches	85	EA	$2,600.00	$221,000.00
13	Precast concrete trash receptacles	85	EA	$900.00	$76,500.00
14	Pedestrian lights, installed	40	EA	$12,500.00	$500,000.00
15	Upgrade street lights to 250 W/HPS	30	EA	$4,000.00	$120,000.00
	Subtotal Surface Improvements				**$6,547,081.00**

PLANTING AND IRRIGATION

16	Irrigation system, including remote control valve assemblies, gate valves, quick coupler valves, backflow prevention assemblies, mainlines, laterals, sleeves, valve boxes, pull boxes, control wires, etc.	126,530	SF	$1.75	$221,427.50
17	Irrigation controller and enclosure	4	EA	$7,500.00	$30,000.00
18	1-1/2" water meters and backflow preventers	4	EA	$50,000.00	$200,000.00
19	36" box tree	841	EA	$900.00	$756,900.00
20	Planting shrubs and groundcover, installed	126,430	SF	$5.00	$632,150.00
21	Topsoil	126,430	SF	$2.00	$252,860.00
22	Soil prep., planting mixtures, fertilizer, plant tabs, wood mulch, etc.	126,430	SF	$0.60	$75,858.00
23	Root barrier, installed	33,600	LF	$7.00	$235,200.00
24	Agricultural soils test	1	LS	$750.00	$750.00
25	90 day Landscape Maintenance and Guarantee	1	LS	$20,000.00	$20,000.00
	Subtotal Planting and Irrigation				**$2,425,145.50**

TOTAL	**$11,682,604.50**
15% CONTINGENCY	**$1,752,390.68**
GRAND TOTAL	**$13,434,995.18**

Exclusions: City administrative costs, resident engineer expenses, and materials testing

Notes: The Opinion of Probable Construction Costs, as provided herein, is prepared on the basis of Estrada Land Planning's experience on recent construction projects of similar scope and scale. Estrada Land Planning has no control over costs, nor the price of labor, equipment or materials, market conditions, or over the Contractor's method of pricing. Estrada Land Planning makes no warranty, expressed or implied, as to the accuracy of such opinions, as compared to bid or actual construction costs.

* The unit costs indicated are rough estimates to be verified by Kimley-Horn.

Kimley-Horn
and Associates, Inc.

PRELIMINARY OPINION OF PROBABLE COST

DRAFT CONCEPTUAL DESIGN COSTS

San Ysidro Mobility Strategy - Improvement 5
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete		SY	$18.00	$0.00	
	Roadway Excavation	0	CY	$18.00	$0.00	
	Embankment	0	CY	$15.00	$0.00	
	Clear and Grub	1	LS	$20,000.00	$20,000.00	
	SECTION 1 TOTAL					**$20,000**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	0	TON	$100.00	$0.00	
	Class 2 Aggregate Base assume 0.8' depth	0	CY	$35.00	$0.00	
	Class 2 Aggregate Subbase assume 1.0' depth	0	CY	$28.00	$0.00	
	Sidewalk new 8' concrete sidewalks	50	SF	$9.00	$450.00	
	Curb and Gutter	200	LF	$32.00	$6,400.00	
	SECTION 2 TOTAL					**$6,850**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$50,000.00	$50,000	
	SECTION 3 TOTAL					**$50,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	4,500	SF	$0.00	$0.00	
	Concrete Barrier	325	LF	$0.00	$0.00	
	SECTION 4 TOTAL					**$0**
SECTION 5 ENVIRONMENTAL						
	Environmental Mitigation	0	LS	$0.00	$0.00	
	SECTION 5 TOTAL					**$0**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	1	LS	$250,000.00	$250,000.00	
	Modification of existing traffic signal	0	LS	$100,000.00	$0.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$16,342.50	$16,342.50	
	Traffic management plan (~5% of sections 1-7)	1	LS	$16,342.50	$16,342.50	
	SECTION 6 TOTAL					**$282,685**

SECTION 7 MINOR ITEMS (5%~10%)

SUBTOTAL SECTIONS 1-6	$359,535	%	5%	$17,976.75	
SECTION 7 TOTAL					**$17,977**

SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)

SUBTOTAL SECTIONS 1-7	$377,511.75	%	5%	$18,875.59	
SECTION 8 TOTAL					**$18,876**

SECTION 9 ROADWAY MOBILIZATION (10%)

SUBTOTAL SECTIONS 1-7	$377,511.75	%	5%	$18,875.59	
SECTION 9 TOTAL					**$18,876**

SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)

SUBTOTAL SECTIONS 1-7	$377,511.75	%	5%	$18,875.59	
SECTION 10 TOTAL					**$18,876**

SECTION 11 RIGHT OF WAY

Right of Way Required	0	SF	$30.00	$0.00	
Utility relocation and coordination(~3% of items 1-7)	1	LS	$20,000.00	$20,000.00	
SECTION 11 TOTAL					**$20,000.00**

SECTION 12 STRUCTURES

I-5 SB Entrance Ramp widening 12' x 175'	0	SF	$310.00	$0.00	
SECTION 12 TOTAL					**$0**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$454,139
STRUCTURE ITEMS		$0
	SUBTOTAL CONSTRUCTION COST	$454,139
RIGHT OF WAY		$20,000
	TOTAL CONSTRUCTION COST	**$474,139**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$23,707
DESIGN (10% OF CONST. COST)		$23,707
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$23,707
	TOTAL PROJECT COSTS	**$600,000**

DRAFT CONCEPTUAL DESIGN COSTS

OPINION OF PROBABLE COST
San Ysidro Mobility Strategy - East and West Park Avenue
Based on the Designs in the Mobility Strategy Concept Plan dated March 31, 2008
Calculated in 2008 dollars
ELP #122-45 Date: March 31, 2008

Item	Description	Quantity	Unit	Unit Cost	Total
DEMOLITION AND GENERAL					
1	Clear and grub	94,600	SF	$5.00	$473,000.00
2	Pollution control measures (BMP's)	1	LS	$25,000.00	$25,000.00
3	Mobilization (8% of total)	1	LS	$200,995.00	$200,995.00
4	Traffic control	1	LS	$20,000.00	$20,000.00
5	Utilities adjustments / storm drain system	1	LS	$300,000.00	$300,000.00
6	Allowance for additional requirements	1	LS	$500,000.00	$500,000.00
	Subtotal Demolition and General				**$1,518,995.00**
SURFACE IMPROVEMENTS					
7	Standard 4" color concrete paving (add to existing sidewalk)	3,500	SF	$9.00	$31,500.00
8	Standard 4" color concrete paving add 3' of concrete to existing sidewalk	9,119	SF	$9.00	$82,071.00
9	* Curb and gutter	3,036	LF	$32.00	$97,152.00
10	* Striping	1	LS	$20,000.00	$20,000.00
11	* Modify existing AC street paving (22' wide)	3,036	LF	$128.00	$388,608.00
12	Upgrade street lights to 250 W/HPS	22	EA	$4,000.00	$88,000.00
	Subtotal Surface Improvements				**$707,331.00**
PLANTING AND IRRIGATION					
13	Irrigation system, including remote control valve assemblies, gate valves, quick coupler valves, backflow prevention assemblies, mainlines, laterals, sleeves, valve boxes, pull boxes, control wires, etc.	15,190	SF	$3.00	$45,570.00

14	Water meter and backflow preventer	2	EA	$50,000.00	$100,000.00
15	Irrigation controller and enclosure	1	EA	$7,500.00	$7,500.00
16	36" box tree	100	EA	$900.00	$90,000.00
17	Planting shrubs and groundcover, installed	15,190	SF	$5.00	$75,950.00
18	Soil prep., planting mixtures, fertilizer, plant tabs, wood mulch, etc.	15,190	SF	$0.80	$12,152.00
19	Topsoil	15,190	SF	$2.00	$30,380.00
20	Root barrier, installed	12,200	LF	$9.00	$109,800.00
21	Agricultural soils test	1	LS	$750.00	$750.00
22	90 day Landscape Maintenance and Guarantee	1	LS	$15,000.00	$15,000.00
	Subtotal Planting and Irrigation				**$487,102.00**

TOTAL	**$2,713,428.00**
15% CONTINGENCY	**$407,014.20**
GRAND TOTAL	**$3,120,442.20**

Exclusions: City administrative costs, Resident Engineer expenses, and materials testing

Notes: The Opinion of Probable Construction Costs, as provided herein, is prepared on the basis of Estrada Land Planning's experience on recent construction projects of similar scope and scale. Estrada Land Planning has no control over costs, nor the price of labor, equipment or materials, market conditions, or over the Contractor's method of pricing. Estrada Land Planning makes no warranty, expressed or implied, as to the accuracy of such opinions, as compared to bid or actual construction costs.

* The unit costs indicated are rough estimates to be verified by Kimley-Horn.

Kimley-Horn
and Associates, Inc.

PRELIMINARY OPINION OF PROBABLE COST

DRAFT CONCEPTUAL DESIGN COSTS

San Ysidro Mobility Strategy - Improvement 7
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete	300	SY	$18.00	$5,400.00	
	Roadway Excavation	300	CY	$18.00	$5,400.00	
	Embankment	0	CY	$15.00	$0.00	
	Clear and Grub	1	LS	$5,000.00	$5,000.00	
	SECTION 1 TOTAL					**$15,800**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	0	TON	$100.00	$0.00	
	Class 2 Aggregate Base assume 0.8' depth	0	CY	$35.00	$0.00	
	Class 2 Aggregate Subbase assume 1.0' depth	0	CY	$28.00	$0.00	
	Sidewalk new 8' concrete sidewalks	250	SF	$9.00	$2,250.00	
	Curb and Gutter	50	LF	$32.00	$1,600.00	
	SECTION 2 TOTAL					**$3,850**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$5,000.00	$5,000	
	SECTION 3 TOTAL					**$5,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	0	SF	$0.00	$0.00	
	Concrete Barrier	0	LF	$0.00	$0.00	
	SECTION 4 TOTAL					**$0**
SECTION 5 ENVIRONMENTAL						
	Environmental Mitigation	0	LS	$0.00	$0.00	
	SECTION 5 TOTAL					**$0**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	0	LS	$250,000.00	$0.00	
	Modification of existing traffic signal	0	LS	$100,000.00	$0.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$1,232.50	$1,232.50	
	Traffic management plan (~5% of sections 1-7)	1	LS	$1,232.50	$1,232.50	
	SECTION 6 TOTAL					**$2,465**

SECTION 7 MINOR ITEMS (5%~10%)

SUBTOTAL SECTIONS 1-6	$27,115	%	5%	$1,355.75	
SECTION 7 TOTAL					**$1,356**

SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)

SUBTOTAL SECTIONS 1-7	$28,470.75	%	5%	$1,423.54	
SECTION 8 TOTAL					**$1,424**

SECTION 9 ROADWAY MOBILIZATION (10%)

SUBTOTAL SECTIONS 1-7	$28,470.75	%	5%	$1,423.54	
SECTION 9 TOTAL					**$1,424**

SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)

SUBTOTAL SECTIONS 1-7	$28,470.75	%	5%	$1,423.54	
SECTION 10 TOTAL					**$1,424**

SECTION 11 RIGHT OF WAY

Right of Way Required	0	SF	$30.00	$0.00	
Utility relocation and coordination(~3% of items 1-7)	1	LS	$5,000.00	$5,000.00	
SECTION 11 TOTAL					**$5,000.00**

SECTION 12 STRUCTURES

I-5 SB Entrance Ramp widening 12' x 175'	0	SF	$310.00	$0.00	
SECTION 12 TOTAL					**$0**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$37,741
STRUCTURE ITEMS		$0
	SUBTOTAL CONSTRUCTION COST	$37,741
RIGHT OF WAY		$5,000
	TOTAL CONSTRUCTION COST	**$42,741**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$2,137
DESIGN (10% OF CONST. COST)		$2,137
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$2,137
	TOTAL PROJECT COSTS	**$50,000**

DRAFT CONCEPTUAL DESIGN COSTS

Kimley-Horn
and Associates, Inc.

PRELIMINARY OPINION OF PROBABLE COST

DRAFT CONCEPTUAL DESIGN COSTS

San Ysidro Mobility Strategy - Improvement 8A
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete	300	SY	$18.00	$5,400.00	
	Roadway Excavation	300	CY	$18.00	$5,400.00	
	Embankment	0	CY	$15.00	$0.00	
	Clear and Grub	1	LS	$5,000.00	$5,000.00	
	SECTION 1 TOTAL					**$15,800**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	0	TON	$100.00	$0.00	
	Class 2 Aggregate Base assume 0.8' depth	0	CY	$35.00	$0.00	
	Class 2 Aggregate Subbase assume 1.0' depth	0	CY	$28.00	$0.00	
	Sidewalk new 8' concrete sidewalks	250	SF	$9.00	$2,250.00	
	Curb and Gutter	50	LF	$32.00	$1,600.00	
	SECTION 2 TOTAL					**$3,850**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$5,000.00	$5,000	
	SECTION 3 TOTAL					**$5,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	0	SF	$0.00	$0.00	
	Concrete Barrier	0	LF	$0.00	$0.00	
	SECTION 4 TOTAL					**$0**
SECTION 5 ENVIRONMENTAL						
	Environmental Mitigation	0	LS	$0.00	$0.00	
	SECTION 5 TOTAL					**$0**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	0	LS	$250,000.00	$0.00	
	Modification of existing traffic signal	0	LS	$100,000.00	$0.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$1,232.50	$1,232.50	
	Traffic management plan (~5% of sections 1-7)	1	LS	$1,232.50	$1,232.50	
	SECTION 6 TOTAL					**$2,465**

SECTION 7 MINOR ITEMS (5%~10%)

SUBTOTAL SECTIONS 1-6	$27,115	%	5%	$1,355.75	
SECTION 7 TOTAL					**$1,356**

SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)

SUBTOTAL SECTIONS 1-7	$28,470.75	%	5%	$1,423.54	
SECTION 8 TOTAL					**$1,424**

SECTION 9 ROADWAY MOBILIZATION (10%)

SUBTOTAL SECTIONS 1-7	$28,470.75	%	5%	$1,423.54	
SECTION 9 TOTAL					**$1,424**

SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)

SUBTOTAL SECTIONS 1-7	$28,470.75	%	5%	$1,423.54	
SECTION 10 TOTAL					**$1,424**

SECTION 11 RIGHT OF WAY

Right of Way Required	0	SF	$30.00	$0.00	
Utility relocation and coordination(~3% of items 1-7)	1	LS	$5,000.00	$5,000.00	
SECTION 11 TOTAL					**$5,000.00**

SECTION 12 STRUCTURES

I-5 SB Entrance Ramp widening 12' x 175'	0	SF	$310.00	$0.00	
SECTION 12 TOTAL					**$0**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$37,741
STRUCTURE ITEMS		$0
	SUBTOTAL CONSTRUCTION COST	$37,741
RIGHT OF WAY		$5,000
	TOTAL CONSTRUCTION COST	**$42,741**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$2,137
DESIGN (10% OF CONST. COST)		$2,137
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$2,137
	TOTAL PROJECT COSTS	**$50,000**

DRAFT CONCEPTUAL DESIGN COSTS

Kimley-Horn
and Associates, Inc.

PRELIMINARY OPINION OF PROBABLE COST

DRAFT CONCEPTUAL DESIGN COSTS

San Ysidro Mobility Strategy - Improvement 8B
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete	300	SY	$18.00	$5,400.00	
	Roadway Excavation	300	CY	$18.00	$5,400.00	
	Embankment	0	CY	$15.00	$0.00	
	Clear and Grub	1	LS	$5,000.00	$5,000.00	
	SECTION 1 TOTAL					**$15,800**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	0	TON	$100.00	$0.00	
	Class 2 Aggregate Base assume 0.8' depth	0	CY	$35.00	$0.00	
	Class 2 Aggregate Subbase assume 1.0' depth	0	CY	$28.00	$0.00	
	Sidewalk new 8' concrete sidewalks	250	SF	$9.00	$2,250.00	
	Curb and Gutter	50	LF	$32.00	$1,600.00	
	SECTION 2 TOTAL					**$3,850**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$5,000.00	$5,000	
	SECTION 3 TOTAL					**$5,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	0	SF	$0.00	$0.00	
	Concrete Barrier	0	LF	$0.00	$0.00	
	SECTION 4 TOTAL					**$0**
SECTION 5 ENVIRONMENTAL						
	Environmental Mitigation	0	LS	$0.00	$0.00	
	SECTION 5 TOTAL					**$0**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	0	LS	$250,000.00	$0.00	
	Modification of existing traffic signal	0	LS	$100,000.00	$0.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$1,232.50	$1,232.50	
	Traffic management plan (~5% of sections 1-7)	1	LS	$1,232.50	$1,232.50	
	SECTION 6 TOTAL					**$2,465**

SECTION 7 MINOR ITEMS (5%~10%)

SUBTOTAL SECTIONS 1-6	$27,115	%	5%	$1,355.75	
SECTION 7 TOTAL					**$1,356**

SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)

SUBTOTAL SECTIONS 1-7	$28,470.75	%	5%	$1,423.54	
SECTION 8 TOTAL					**$1,424**

SECTION 9 ROADWAY MOBILIZATION (10%)

SUBTOTAL SECTIONS 1-7	$28,470.75	%	5%	$1,423.54	
SECTION 9 TOTAL					**$1,424**

SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)

SUBTOTAL SECTIONS 1-7	$28,470.75	%	5%	$1,423.54	
SECTION 10 TOTAL					**$1,424**

SECTION 11 RIGHT OF WAY

Right of Way Required	0	SF	$30.00	$0.00	
Utility relocation and coordination(~3% of items 1-7)	1	LS	$5,000.00	$5,000.00	
SECTION 11 TOTAL					**$5,000.00**

SECTION 12 STRUCTURES

I-5 SB Entrance Ramp widening 12' x 175'	0	SF	$310.00	$0.00	
SECTION 12 TOTAL					**$0**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$37,741
STRUCTURE ITEMS		$0
	SUBTOTAL CONSTRUCTION COST	$37,741
RIGHT OF WAY		$5,000
	TOTAL CONSTRUCTION COST	**$42,741**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$2,137
DESIGN (10% OF CONST. COST)		$2,137
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$2,137
	TOTAL PROJECT COSTS	**$50,000**

DRAFT CONCEPTUAL DESIGN COSTS

Kimley-Horn
and Associates, Inc.

PRELIMINARY OPINION OF PROBABLE COST

DRAFT CONCEPTUAL DESIGN COSTS

San Ysidro Mobility Strategy - Improvement 9A
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete	51,340	SY	$18.00	$924,120.00	
	Roadway Excavation	0	CY	$18.00	$0.00	
	Embankment	23,300	CY	$15.00	$349,500.00	
	Clear and Grub	0	LS	$0.00	$0.00	
	SECTION 1 TOTAL					**$1,273,620**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	1,800	TON	$100.00	$180,000.00	
	Class 2 Aggregate Base assume 0.8' depth	1,500	CY	$35.00	$52,500.00	
	Class 2 Aggregate Subbase assume 1.0' depth	1,900	CY	$28.00	$53,200.00	
	Sidewalk new 8' concrete sidewalks	1,600	SF	$9.00	$14,400.00	
	Curb and Gutter		LF	$32.00	$0.00	
	SECTION 2 TOTAL					**$300,100**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$330,000.00	$330,000	
	SECTION 3 TOTAL					**$330,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	30,900	SF	$95.00	$2,935,500.00	
	Concrete Barrier	3,000	LF	$55.00	$165,000.00	
	SECTION 4 TOTAL					**$3,100,500**
SECTION 5 ENVIRONMENTAL						
	Environmental Mitigation	0	LS	$500,000.00	$0.00	
	SECTION 5 TOTAL					**$0**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	1	LS	$250,000.00	$250,000.00	
	Modification of existing traffic signal	0	LS	$100,000.00	$0.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$330,000.00	$330,000.00	
	Traffic management plan (~5% of sections 1-7)	1	LS	$330,000.00	$330,000.00	
	SECTION 6 TOTAL					**$910,000**

SECTION 7 MINOR ITEMS (5%~10%)

SUBTOTAL SECTIONS 1-6	$5,914,220	%	10%	$591,422.00	
SECTION 7 TOTAL					**$591,422**

SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)

SUBTOTAL SECTIONS 1-7	$6,505,642.00	%	10%	$650,564.20	
SECTION 8 TOTAL					**$650,564**

SECTION 9 ROADWAY MOBILIZATION (10%)

SUBTOTAL SECTIONS 1-7	$6,505,642.00	%	10%	$650,564.20	
SECTION 9 TOTAL					**$650,564**

SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)

SUBTOTAL SECTIONS 1-7	$6,505,642.00	%	50%	$3,252,821.00	
SECTION 10 TOTAL					**$3,252,821**

SECTION 11 RIGHT OF WAY

Right of Way Required		SF		$0.00	
Utility relocation and coordination	1	LS	$200,000.00	$200,000.00	
SECTION 11 TOTAL					**$200,000.00**

SECTION 12 STRUCTURES

		SF	$310.00	$0.00	
SECTION 12 TOTAL					**$0**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$11,259,591
STRUCTURE ITEMS		$0
	SUBTOTAL CONSTRUCTION COST	$11,259,591
RIGHT OF WAY		$200,000
	TOTAL CONSTRUCTION COST	**$11,459,591**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$1,145,959
DESIGN (10% OF CONST. COST)		$1,145,959
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$1,145,959
	TOTAL PROJECT COSTS	**$14,900,000**

DRAFT CONCEPTUAL DESIGN COSTS

Kimley-Horn
and Associates, Inc.

PRELIMINARY OPINION OF PROBABLE COST
San Ysidro Mobility Strategy - Improvement 9B
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

DRAFT CONCEPTUAL DESIGN COSTS

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete	51,340	SY	$18.00	$924,120.00	
	Roadway Excavation	0	CY	$18.00	$0.00	
	Embankment	28,300	CY	$15.00	$424,500.00	
	Clear and Grub	0	LS	$0.00	$0.00	
	SECTION 1 TOTAL					**$1,348,620**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	2,370	TON	$100.00	$237,000.00	
	Class 2 Aggregate Base assume 0.8' depth	1,950	CY	$35.00	$68,250.00	
	Class 2 Aggregate Subbase assume 1.0' depth	2,440	CY	$28.00	$68,320.00	
	Sidewalk new 8' concrete sidewalks	6,400	SF	$9.00	$57,600.00	
	Curb and Gutter	600	LF	$32.00	$19,200.00	
	SECTION 2 TOTAL					**$450,370**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$350,000.00	$350,000	
	SECTION 3 TOTAL					**$350,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	36,900	SF	$95.00	$3,505,500.00	
	Concrete Barrier	3,200	LF	$55.00	$176,000.00	
	SECTION 4 TOTAL					**$3,681,500**
SECTION 5 ENVIRONMENTAL						
	Environmental Mitigation	0	LS	$500,000.00	$0.00	
	SECTION 5 TOTAL					**$0**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	1	LS	$250,000.00	$250,000.00	
	Modification of existing traffic signal	1	LS	$100,000.00	$100,000.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$400,000.00	$400,000.00	
	Traffic management plan (~5% of sections 1-7)	1	LS	$400,000.00	$400,000.00	
	SECTION 6 TOTAL					**$1,150,000**

SECTION 7 MINOR ITEMS (5%~10%)

SUBTOTAL SECTIONS 1-6	$6,980,490	%	10%	$698,049.00	
SECTION 7 TOTAL					**$698,049**

SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)

SUBTOTAL SECTIONS 1-7	$7,678,539.00	%	10%	$767,853.90	
SECTION 8 TOTAL					**$767,854**

SECTION 9 ROADWAY MOBILIZATION (10%)

SUBTOTAL SECTIONS 1-7	$7,678,539.00	%	10%	$767,853.90	
SECTION 9 TOTAL					**$767,854**

SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)

SUBTOTAL SECTIONS 1-7	$7,678,539.00	%	50%	$3,839,269.50	
SECTION 10 TOTAL					**$3,839,270**

SECTION 11 RIGHT OF WAY

Right of Way Required		SF		$0.00	
Utility relocation and coordination(~3% of items 1-7)	1	LS	$230,356.00	$230,356.00	
SECTION 11 TOTAL					**$230,356.00**

SECTION 12 STRUCTURES

		SF	$310.00	$0.00	
SECTION 12 TOTAL					**$0**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$13,283,872
STRUCTURE ITEMS		$0
	SUBTOTAL CONSTRUCTION COST	$13,283,872
RIGHT OF WAY		$230,356
	TOTAL CONSTRUCTION COST	**$13,514,228**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$1,351,423
DESIGN (10% OF CONST. COST)		$1,351,423
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$1,351,423
	TOTAL PROJECT COSTS	**$17,600,000**

DRAFT CONCEPTUAL DESIGN COSTS

Kimley-Horn
and Associates, Inc.

PRELIMINARY OPINION OF PROBABLE COST

DRAFT CONCEPTUAL DESIGN COSTS

San Ysidro Mobility Strategy - Improvement 9B
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete	102,140	SY	$18.00	$1,838,520.00	
	Roadway Excavation	0	CY	$18.00	$0.00	
	Embankment	52,885	CY	$15.00	$793,275.00	
	Clear and Grub	0	LS	$0.00	$0.00	
	SECTION 1 TOTAL					**$2,631,795**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	4,000	TON	$100.00	$400,000.00	
	Class 2 Aggregate Base assume 0.8' depth	3,300	CY	$35.00	$115,500.00	
	Class 2 Aggregate Subbase assume 1.0' depth	4,100	CY	$28.00	$114,800.00	
	Sidewalk new 8' concrete sidewalks	6,400	SF	$9.00	$57,600.00	
	Curb and Gutter	600	LF	$32.00	$19,200.00	
	SECTION 2 TOTAL					**$707,100**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$750,000.00	$750,000	
	SECTION 3 TOTAL					**$750,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	77,700	SF	$95.00	$7,381,500.00	
	Concrete Barrier	8,300	LF	$55.00	$456,500.00	
	SECTION 4 TOTAL					**$7,838,000**
SECTION 5 ENVIRONMENTAL						
	Environmental Mitigation	0	LS	$500,000.00	$0.00	
	SECTION 5 TOTAL					**$0**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	1	LS	$250,000.00	$250,000.00	
	Modification of existing traffic signal	1	LS	$100,000.00	$100,000.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$750,000.00	$750,000.00	
	Traffic management plan (~5% of sections 1-7)	1	LS	$750,000.00	$750,000.00	
	SECTION 6 TOTAL					**$1,850,000**

SECTION 7 MINOR ITEMS (5%~10%)

SUBTOTAL SECTIONS 1-6	$13,776,895	%	10%	$1,377,689.50	
SECTION 7 TOTAL					**$1,377,690**

SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)

SUBTOTAL SECTIONS 1-7	$15,154,584.50	%	10%	$1,515,458.45	
SECTION 8 TOTAL					**$1,515,458**

SECTION 9 ROADWAY MOBILIZATION (10%)

SUBTOTAL SECTIONS 1-7	$15,154,584.50	%	10%	$1,515,458.45	
SECTION 9 TOTAL					**$1,515,458**

SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)

SUBTOTAL SECTIONS 1-7	$15,154,584.50	%	50%	$7,577,292.25	
SECTION 10 TOTAL					**$7,577,292**

SECTION 11 RIGHT OF WAY

Right of Way Required		SF		$0.00	
Utility relocation and coordination (~3% of items 1-7)	1	LS	$450,000.00	$450,000.00	
SECTION 11 TOTAL					**$450,000.00**

SECTION 12 STRUCTURES

New braided bridge for NB I-5 480' x 28'	13,440	SF	$310.00	$4,166,400.00	
SECTION 12 TOTAL					**$4,166,400**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$26,212,794
STRUCTURE ITEMS		$4,166,400
	SUBTOTAL CONSTRUCTION COST	$30,379,194
RIGHT OF WAY		$450,000
	TOTAL CONSTRUCTION COST	**$30,829,194**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$3,082,919
DESIGN (10% OF CONST. COST)		$3,082,919
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$3,082,919
	TOTAL PROJECT COSTS	**$40,100,000**

DRAFT CONCEPTUAL DESIGN COSTS

Kimley-Horn
and Associates, Inc.

PRELIMINARY OPINION OF PROBABLE COST

DRAFT CONCEPTUAL DESIGN COSTS

San Ysidro Mobility Strategy - Improvement 10
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete	0	SY	$18.00	$0.00	
	Roadway Excavation	0	CY	$18.00	$0.00	
	Embankment	0	CY	$15.00	$0.00	
	Clear and Grub	1	LS	$15,000.00	$15,000.00	
	SECTION 1 TOTAL					**$15,000**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	0	TON	$100.00	$0.00	
	Class 2 Aggregate Base assume 0.8' depth	0	CY	$35.00	$0.00	
	Class 2 Aggregate Subbase assume 1.0' depth	0	CY	$28.00	$0.00	
	Sidewalk new 8' concrete sidewalks	700	SF	$9.00	$6,300.00	
	Curb and Gutter	250	LF	$32.00	$8,000.00	
	SECTION 2 TOTAL					**$14,300**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$20,000.00	$20,000	
	SECTION 3 TOTAL					**$20,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	0	SF	$95.00	$0.00	
	Concrete Barrier	0	LF	$55.00	$0.00	
	SECTION 4 TOTAL					**$0**
SECTION 5 ENVIRONMENTAL						
	Environmental Mitigation	0	LS	$0.00	$0.00	
	SECTION 5 TOTAL					**$0**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	1	LS	$200,000.00	$200,000.00	
	Modification of existing traffic signal	1	LS	$25,000.00	$25,000.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$15,000.00	$15,000.00	
	Traffic management plan (~5% of sections 1-7)	1	LS	$15,000.00	$15,000.00	
	SECTION 6 TOTAL					**$255,000**

SECTION 7 MINOR ITEMS (5%~10%)

SUBTOTAL SECTIONS 1-6	$304,300	%	10%	$30,430.00	
SECTION 7 TOTAL					**$30,430**

SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)

SUBTOTAL SECTIONS 1-7	$334,730.00	%	10%	$33,473.00	
SECTION 8 TOTAL					**$33,473**

SECTION 9 ROADWAY MOBILIZATION (10%)

SUBTOTAL SECTIONS 1-7	$334,730.00	%	5%	$16,736.50	
SECTION 9 TOTAL					**$16,737**

SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)

SUBTOTAL SECTIONS 1-7	$334,730.00	%	10%	$33,473.00	
SECTION 10 TOTAL					**$33,473**

SECTION 11 RIGHT OF WAY

Right of Way Required	0	SF		$0.00	
Utility relocation and coordination(~3% of items 1-7)	0	LS	$60,000.00	$0.00	
SECTION 11 TOTAL					**$0.00**

SECTION 12 STRUCTURES

Dairy Mart Rd Bridge widening (38' X 240')	0	SF	$310.00	$0.00	
SECTION 12 TOTAL					**$0**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$418,413
STRUCTURE ITEMS		$0
	SUBTOTAL CONSTRUCTION COST	$418,413
RIGHT OF WAY		$0
	TOTAL CONSTRUCTION COST	**$418,413**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$41,841
DESIGN (10% OF CONST. COST)		$41,841
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$41,841
	TOTAL PROJECT COSTS	**$600,000**

DRAFT CONCEPTUAL DESIGN COSTS

Kimley-Horn
and Associates, Inc.

PRELIMINARY OPINION OF PROBABLE COST

DRAFT CONCEPTUAL DESIGN COSTS

San Ysidro Mobility Strategy - Improvement 11
Based on the Designs in the Mobility Strategy Concept Plan dated May, 2008
Calculated in 2008 dollars
Date: May 28, 2008

Item	Description	Quantity	Unit	Unit Cost	Cost	Total
SECTION 1 EARTHWORK						
	Remove asphalt concrete	0	SY	$18.00	$0.00	
	Roadway Excavation	0	CY	$18.00	$0.00	
	Embankment	0	CY	$15.00	$0.00	
	Clear and Grub	1	LS	$15,000.00	$15,000.00	
	SECTION 1 TOTAL					**$15,000**
SECTION 2 STRUCTURAL SECTION						
	Asphalt Concrete (Type A) assume 0.5' depth	0	TON	$100.00	$0.00	
	Class 2 Aggregate Base assume 0.8' depth	0	CY	$35.00	$0.00	
	Class 2 Aggregate Subbase assume 1.0' depth	0	CY	$28.00	$0.00	
	Sidewalk new 10' concrete sidewalks	5,500	SF	$9.00	$49,500.00	
	Curb and Gutter	300	LF	$32.00	$9,600.00	
	SECTION 2 TOTAL					**$59,100**
SECTION 3 DRAINAGE						
	Miscellaneous cost (~ 5% of sections 1-7)	1	LS	$25,000.00	$25,000	
	SECTION 3 TOTAL					**$25,000**
SECTION 4 SPECIALTY ITEMS						
	Retaining walls (fill walls)	750	SF	$95.00	$71,250.00	
	Concrete Barrier	0	LF	$55.00	$0.00	
	SECTION 4 TOTAL					**$71,250**
SECTION 5 ENVIRONMENTAL						
	Environmental Mitigation	0	LS	$0.00	$0.00	
	SECTION 5 TOTAL					**$0**
SECTION 6 TRAFFIC ITEMS						
	New traffic signal	0	LS	$200,000.00	$0.00	
	Modification of existing traffic signal	0	LS	$25,000.00	$0.00	
	Traffic signing and striping (~5% of sections 1-7)	1	LS	$15,000.00	$15,000.00	
	Traffic management plan (~5% of sections 1-7)	1	LS	$15,000.00	$15,000.00	
	SECTION 6 TOTAL					**$30,000**

SECTION 7 MINOR ITEMS (5%~10%)

SUBTOTAL SECTIONS 1-6	$200,350	%	10%	$20,035.00	
SECTION 7 TOTAL					**$20,035**

SECTION 8 SUPLEMENTAL WORK / ADDITIONS (5% ~ 10%)

SUBTOTAL SECTIONS 1-7	$220,385.00	%	10%	$22,038.50	
SECTION 8 TOTAL					**$22,039**

SECTION 9 ROADWAY MOBILIZATION (10%)

SUBTOTAL SECTIONS 1-7	$220,385.00	%	5%	$11,019.25	
SECTION 9 TOTAL					**$11,019**

SECTION 10 CONTINGENCIES (PRE-PSR 30% ~ 50%)

SUBTOTAL SECTIONS 1-7	$220,385.00	%	10%	$22,038.50	
SECTION 10 TOTAL					**$22,039**

SECTION 11 RIGHT OF WAY

Right of Way Required	0	SF		$0.00	
Utility relocation and coordination(~3% of items 1-7)	0	LS	$60,000.00	$0.00	
SECTION 11 TOTAL					**$0.00**

SECTION 12 STRUCTURES

Dairy Mart Rd Bridge widening (38' X 240')	0	SF	$310.00	$0.00	
SECTION 12 TOTAL					**$0**

PROJECT SUMMARY

ROADWAY ITEMS (Sections 1-11)		$275,481
STRUCTURE ITEMS		$0
	SUBTOTAL CONSTRUCTION COST	$275,481
RIGHT OF WAY		$0
	TOTAL CONSTRUCTION COST	**$275,481**
PRELIM. ENG. & ENVIRONMENTAL (10% OF CONST. COST)		$27,548
DESIGN (10% OF CONST. COST)		$27,548
CONSTRUCTION ADMINISTRATION (10% OF CONST. COST)		$27,548
	TOTAL PROJECT COSTS	**$400,000**

DRAFT CONCEPTUAL DESIGN COSTS

Estrada
Land Planning
Urban Design
Landscape Architecture
Computer Imaging

755 Broadway Circle
Suite 300
San Diego
California 92101-6161

PRELIMINARY OPINION OF PROBABLE COST
San Ysidro Mobility Strategy - Focus Area 1
Based on the Designs in the Mobility Strategy Concept Plan dated March 31, 2008
Calculated in 2008 dollars
ELP #122-45 Date: March 31, 2008

Item	Description	Quantity	Unit	Unit Cost	Total
DEMOLITION AND GENERAL					
1	Clear and grub, demo and removals	37,083	SF	$5.00	$185,415.00
2	Pollution control measures (BMP's)	1	LS	$35,000.00	$35,000.00
3	Mobilization (8% of total construction cost)	1	LS	$393,665.00	$393,665.00
4	Traffic control	1	LS	$28,000.00	$28,000.00
5	Utilities adjustments / storm drain system	1	LS	$300,000.00	$300,000.00
6	Allowance for additional requirements	1	LS	$500,000.00	$500,000.00
	Subtotal Demolition and General				**$1,442,080.00**
SURFACE IMPROVEMENTS					
7	Standard 4" color concrete paving	14,400	SF	$9.00	$129,600.00
8	Standard 4" color concrete paving new 8' concrete sidewalks	2,487	SF	$9.00	$22,383.00
9	Standard 4" color concrete paving add 3' of concrete to existing sidewalk	20,196	SF	$9.00	$181,764.00
10	* Crack repair	2,847	SF	$10.00	$28,470.00
11	* Asphalt concrete paving	17,276	SF	$6.00	$103,656.00
12	* Striping	1	LS	$30,000.00	$30,000.00
13	Pedestrian access ramp	36	EA	$1,800.00	$64,800.00
14	Pedestrian bridge (260 LF)	1	EA	$3,000,000.00	$3,000,000.00
15	Upgrade street lights to 250 W HPS	60	EA	$4,000.00	$240,000.00
16	Curb and gutter	2,110	LF	$32.00	$67,520.00
17	Bike racks	3	EA	$1,400.00	$4,200.00
	Subtotal Surface Improvements				**$3,872,393.00**

TOTAL	**$5,314,473.00**
15% CONTINGENCY	**$797,170.95**
GRAND TOTAL	**$6,111,643.95**

Exclusions: City administrative costs, Resident Engineer expenses, and materials testing

Notes: The Opinion of Probable Construction Costs, as provided herein, is prepared on the basis of Estrada Land Planning's experience on recent construction projects of similar scope and scale. Estrada Land Planning has no control over costs, nor the price of labor, equipment or materials, market conditions, or over the Contractor's method of pricing. Estrada Land Planning makes no warranty, expressed or implied, as to the accuracy of such opinions, as compared to bid or actual construction costs.

* The unit costs indicated are rough estimates to be verified by Kimley-Horn.

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Land Planning
Urban Design
Landscape Architecture
Computer Imaging

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PRELIMINARY OPINION OF PROBABLE COST
San Ysidro Mobility Strategy - Focus Area 2
Based on the Designs in the Mobility Strategy Concept Plan dated March 31, 2008
Calculated in 2008 dollars
ELP #122-45 Date: March 31, 2008

Item	Description	Quantity	Unit	Unit Cost	Total
DEMOLITION AND GENERAL					
1	Clear and grub	41,715	SF	$5.00	$208,575.00
2	Pollution control measures (BMP's)	1	LS	$40,000.00	$40,000.00
3	Mobilization (8% of total)	1	LS	$131,107.00	$131,107.00
4	Traffic control	1	LS	$25,000.00	$25,000.00
5	Utilities adjustments / storm drain system	1	LS	$250,000.00	$250,000.00
6	Allowance for additional requirements	1	LS	$350,000.00	$350,000.00
	Subtotal Demolition and General				**$1,004,682.00**
SURFACE IMPROVEMENTS					
7	Standard 4" color concrete paving	6,000	SF	$9.00	$54,000.00
8	Standard 4" color concrete paving new 8' concrete sidewalks	3,389	SF	$9.00	$30,501.00
9	Standard 4" color concrete paving add 3' of concrete to existing sidewalk	32,326	SF	$9.00	$290,934.00
10	Crack repair	3,815	SF	$10.00	$38,150.00
11	* Asphalt concrete paving repair	17,812	SF	$6.00	$106,872.00
12	* Striping	1	LS	$30,000.00	$30,000.00
13	Pedestrian access ramp	15	EA	$1,800.00	$27,000.00
14	Upgrade street lights to 250 W/HPS	40	EA	$4,000.00	$160,000.00
15	Curb and gutter	1	LF	$25,000.00	$25,000.00
16	Bike racks	2	EA	$1,400.00	$2,800.00
	Subtotal Surface Improvements				**$765,257.00**

TOTAL	**$1,769,939.00**
15% CONTINGENCY	**$265,490.85**
GRAND TOTAL	**$2,035,429.85**

Exclusions: City administrative costs, Resident Engineer expenses, and materials testing

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Computer Imaging

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OPINION OF PROBABLE COST
San Ysidro Mobility Strategy - Focus Area 3
Based on the Designs in the Mobility Strategy Concept Plan dated March 31, 2008
Calculated in 2008 dollars
ELP #122-45 Date: March 31, 2008

Item	Description	Quantity	Unit	Unit Cost	Total
DEMOLITION AND GENERAL					
1	Clear and grub	33,556	SF	$5.00	$167,780.00
2	Pollution control measures (BMP's)	1	LS	$45,000.00	$45,000.00
3	Mobilization (8% of total)	1	LS	$202,355.00	$202,355.00
4	Traffic control	1	LS	$30,000.00	$30,000.00
5	Utilities adjustments / storm drain system	1	LS	$250,000.00	$250,000.00
6	Allowance for additional requirements	1	LS	$500,000.00	$500,000.00
	Subtotal Demolition and General				**$1,195,135.00**
SURFACE IMPROVEMENTS					
7	Standard 4" color concrete paving	8,000	SF	$9.00	$72,000.00
8	Standard 4" color concrete paving new 8' concrete sidewalks	5,870	SF	$9.00	$52,830.00
9	Standard 4" color concrete paving add 3' of concrete to existing sidewalk	19,686	SF	$9.00	$177,174.00
10	Crack repair	6,833	SF	$10.00	$68,330.00
11	* Proposed asphalt street and curbs	780	LF	$600.00	$468,000.00
12	* Asphalt concrete paving	16,575	SF	$6.00	$99,450.00
13	* Striping	1	LS	$28,000.00	$28,000.00
14	Pedestrian access ramp	20	EA	$1,800.00	$36,000.00
15	* Traffic signals	1	EA	$150,000.00	$150,000.00
16	Upgrade street lights	50	EA	$4,000.00	$200,000.00
17	Street lights for proposed street	9	EA	$12,500.00	$112,500.00
18	Curb and gutter	2,174	LF	$32.00	$69,568.00

19	Bike racks	2	EA	$1,400.00	$2,800.00

Subtotal Surface Improvements **$1,536,652.00**

TOTAL	**$2,731,787.00**
15% CONTINGENCY	**$409,768.05**
GRAND TOTAL	**$3,141,555.05**

Exclusions: City administrative costs, Resident Engineer expenses, and materials testing

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