Appendix B

TRAFFIC IMPACT STUDY

SAN YSIDRO CPU

Traffic Impact Study

DECEMBER 2015 | DRAFT VERSION 3

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EXECUTIVE SUMMARY

This study, prepared by Kimley-Horn and Associates, Inc., evaluates the potential traffic-related impacts associated with the San Ysidro Community Plan Update (CPU). One preferred land use alternative was presented and analyzed as part of this study. The preferred land use alternative will be used to regulate and guide the strategic growth within the community. In addition to the land use alternative, a Mobility Element was prepared based on the existing roadway conditions, potential future transportation deficiencies and improvement recommendations based on an extensive input from the community stakeholders.

The analysis concluded that the land use for the **San Ysidro** community would have cumulative traffic related impact at the following locations:

Intersections

- Beyer Boulevard & Iris Avenue/ SR-905 WB Ramps
- Beyer Boulevard & Dairy Mart Road/ SR-905 Ramps
- Smythe Crossings & Beyer Boulevard
- Beyer Boulevard and Smythe Avenue
- West Park Avenue/ Alaquinas Drive & Beyer Boulevard
- East Beyer Boulevard/Otay Mesa Road & Beyer Boulevard
- Dairy Mart Road & Vista Lane
- Smythe Avenue & Sunset Lane
- West San Ysidro Boulevard & Howard Avenue
- West San Ysidro Boulevard & Averil Road
- I-805 NB Ramps & East San Ysidro Boulevard
- Border Village Road (West) & East San Ysidro Boulevard
- Border Village Road (East) & East San Ysidro Boulevard
- I-5 Northbound Ramp & East San Ysidro Boulevard
- Via de San Ysidro & I-5 Northbound Ramps
- Via de San Ysidro & I-5 Southbound Ramps
- Calle Primera/Willow Road & Via de San Ysidro
- Dairy Mart Road & I-5 Southbound Ramps
- Dairy Mart Road & Servando Avenue
- Dairy Mart Road & Camino de la Plaza
- Willow Road & Camino de la Plaza
- Camiones Way/I-5 Southbound Ramps & Camino de la Plaza
- East San Ysidro Boulevard & Center Street
- Vista Lane and Smythe Crossing
- Camino de la Plaza & Virginia Avenue

Roadway Segments

- Beyer Boulevard: Dairy Mart Road to Del Sur Boulevard
- Beyer Boulevard: Cottonwood Road to West Park Avenue
- Beyer Boulevard: West Park Avenue to East Beyer Boulevard
- Otay Mesa Road: North of Beyer Boulevard
- East Beyer Boulevard: Beyer Boulevard to Center Street

- East Beyer Boulevard: Center Street to East San Ysidro Boulevard
- Smythe Avenue: SR-905 Eastbound Ramp to Beyer Boulevard
- Smythe Avenue: South Vista Avenue to Sunset Lane
- Dairy Mart Road: West San Ysidro Boulevard to I-5 Southbound Ramps
- Dairy Mart Road: I-5 Southbound Ramps to Servando Avenue
- Dairy Mart Road: Servando Avenue to Camino de la Plaza
- West San Ysidro Boulevard: Howard Avenue to Dairy Mart Road
- West San Ysidro Boulevard: Sunset Lane to Averil Road
- West San Ysidro Boulevard: Cottonwood Road to Via de San Ysidro
- East San Ysidro Boulevard: I-805 Northbound Ramps to Border Village Road (west)
- East San Ysidro Boulevard: Border Village Road (west) to Border Village Road (east)
- East San Ysidro Boulevard: Border Village Road (east) to East Beyer Boulevard/Camino de la Plaza
- East San Ysidro Boulevard: East Beyer Boulevard/Camino de la Plaza to I-5 Southbound Ramps
- Border Village Road: San Ysidro Boulevard to San Ysidro Boulevard
- Via de San Ysidro: West San Ysidro Boulevard to I-5 Northbound Ramps
- Via de San Ysidro: I-5 Northbound Ramps to Calle Primera
- Calle Primera: West of Rancho del Rio Estates
- Calle Primera: Rancho del Rio Estates to Via de San Ysidro
- Calle Primera: Via de San Ysidro to Willow Road
- Willow Road: Calle Primera to Camino de la Plaza
- Camino de la Plaza: I-5 Southbound Ram to East San Ysidro Boulevard
- Vista Lane: Dairy Mart Road to Averil Road
- Cottonwood Road: Sunset Lane to West San Ysidro Boulevard
- West Park Avenue: Beyer Boulevard to Seward Avenue
- West Park Avenue: Seward Avenue to West San Ysidro Boulevard
- East Park Avenue: Seward Avenue to West San Ysidro Boulevard

Freeway Mainline Segments

- I-5 SB: SR-905 Connection to Iris Avenue
- SR-905 EB: Beyer Boulevard to Picador Boulevard
- SR-905 EB: Picador Boulevard to I-805

Mitigation proposals for the impacted intersections and segments are provided in Chapter 5. In addition, it is noted that the following corridors would benefit from ITS technology:

- *West San Ysidro Boulevard*
- *East San Ysidro Boulevard*
- *Camino de la Plaza*

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1 INTRODUCTION

The following traffic study has been prepared to determine and evaluate the traffic impacts associated with the San Ysidro Community Plan Update. This evaluation assesses the impacts of the proposed Land Use and Mobility Elements.

1.1 PROJECT DESCRIPTION

One preferred land use alternative was presented and analyzed as part of this study. The preferred land use alternative will be used to regulate and guide the strategic growth within the community. In addition to the land use alternative, a Mobility Element was prepared based on the existing roadway conditions, potential future transportation deficiencies and improvement recommendations based on an extensive input from the community stakeholders. **Figure 1-1** depicts the location of the San Ysidro Community within the regional context. **Figure 1-2** shows the overall project boundary study area for the Community Plan Update. **Tables 1-1** show the trip generation comparison for base year 2008, adopted community plan, and proposed Land Use plan. **Figures 1-3** illustrates the proposed Land Use for the San Ysidro community.

1.2 ANALYSIS SCENARIOS

A total of two scenarios were analyzed as part of the project, which are listed below:

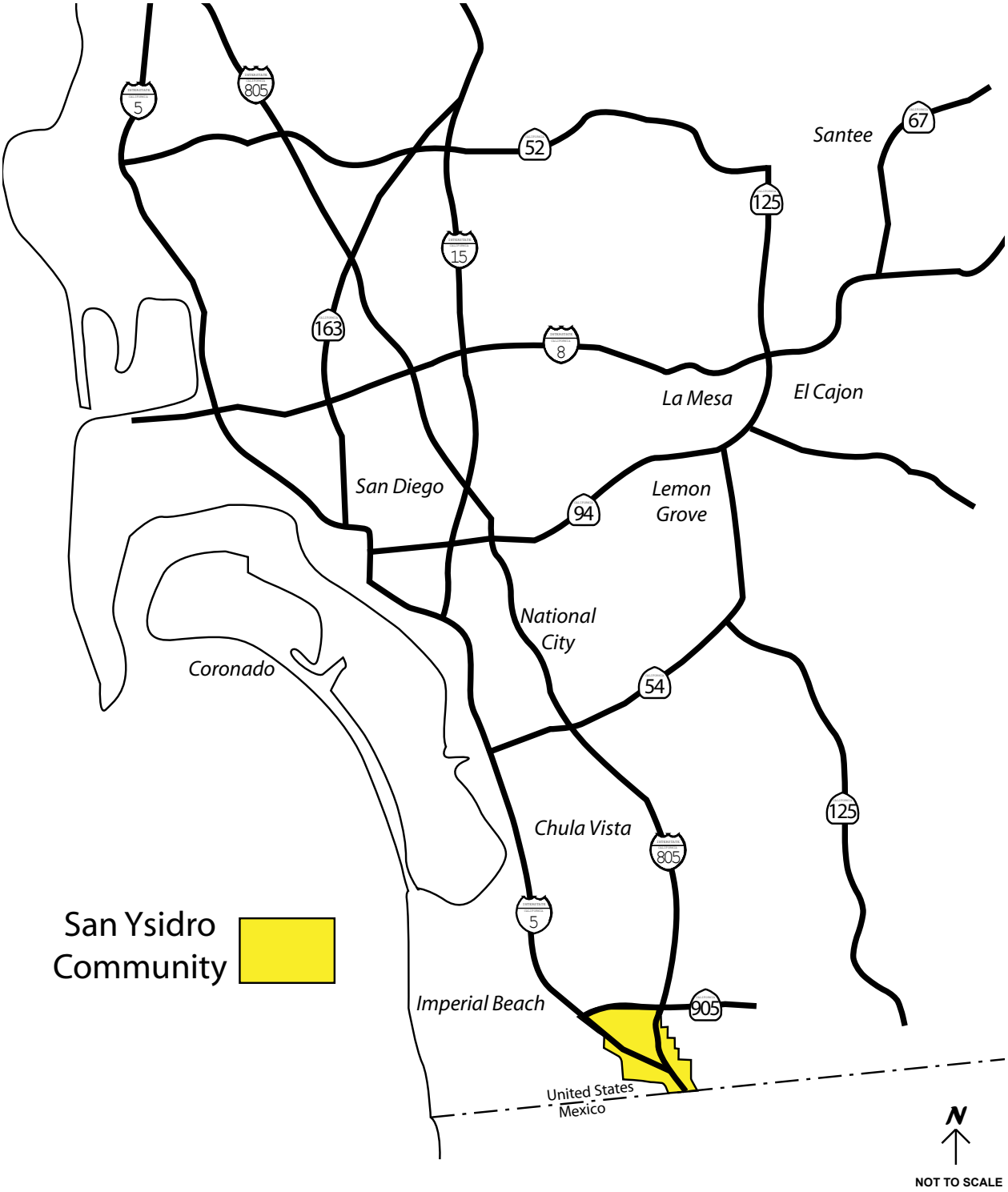
Existing Conditions

1) Existing Conditions: Represents the traffic conditions of the existing street network.

Horizon Year Conditions (2035)

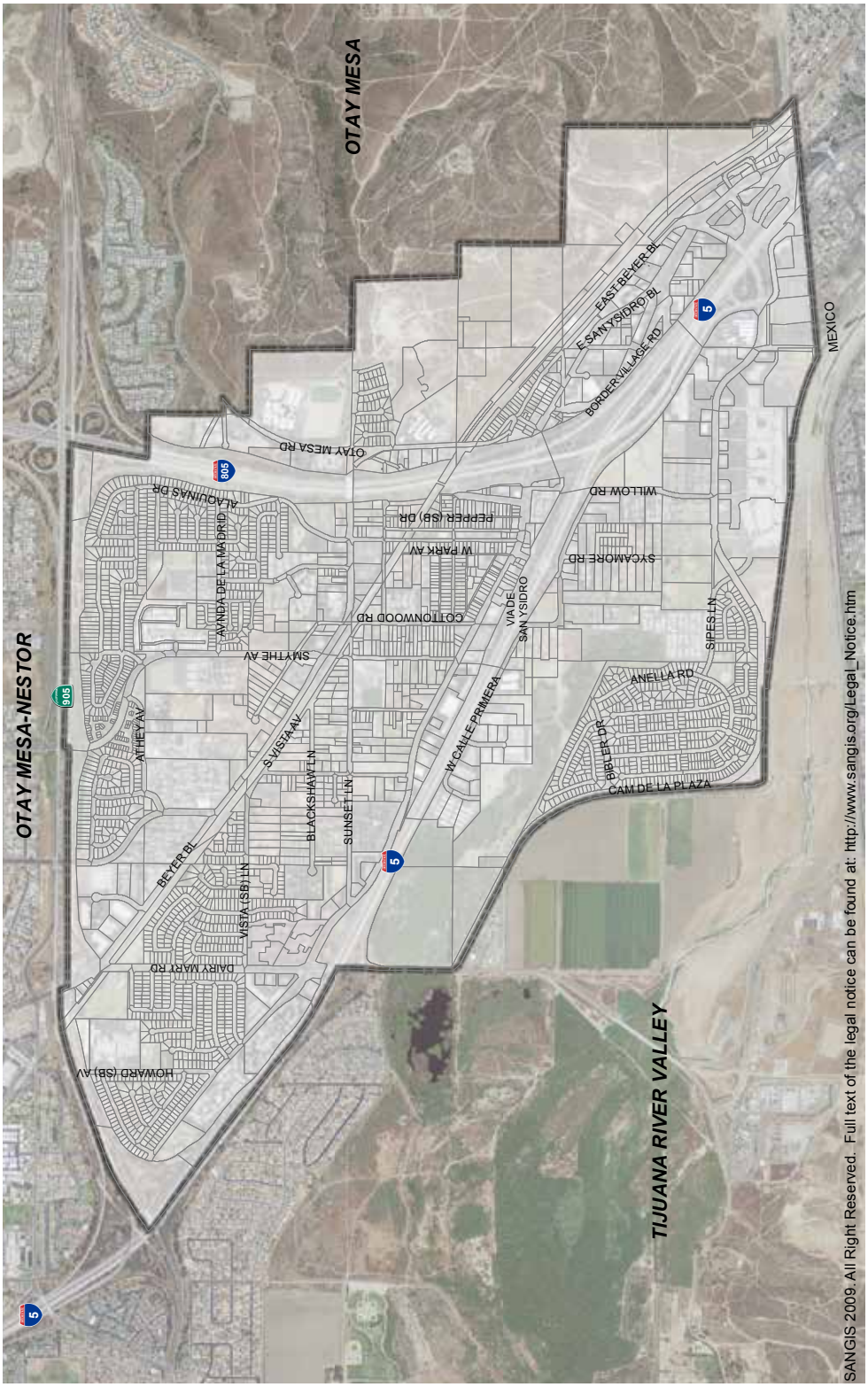
2) Horizon Year (2035) Conditions: Represents the traffic conditions of the street network assumed to be in place under Horizon Year conditions with the implementation of the land use changes per the Land Use Element of the plan.

FIGURE 1-1



Regional Vicinity Map

FIGURE 1-2

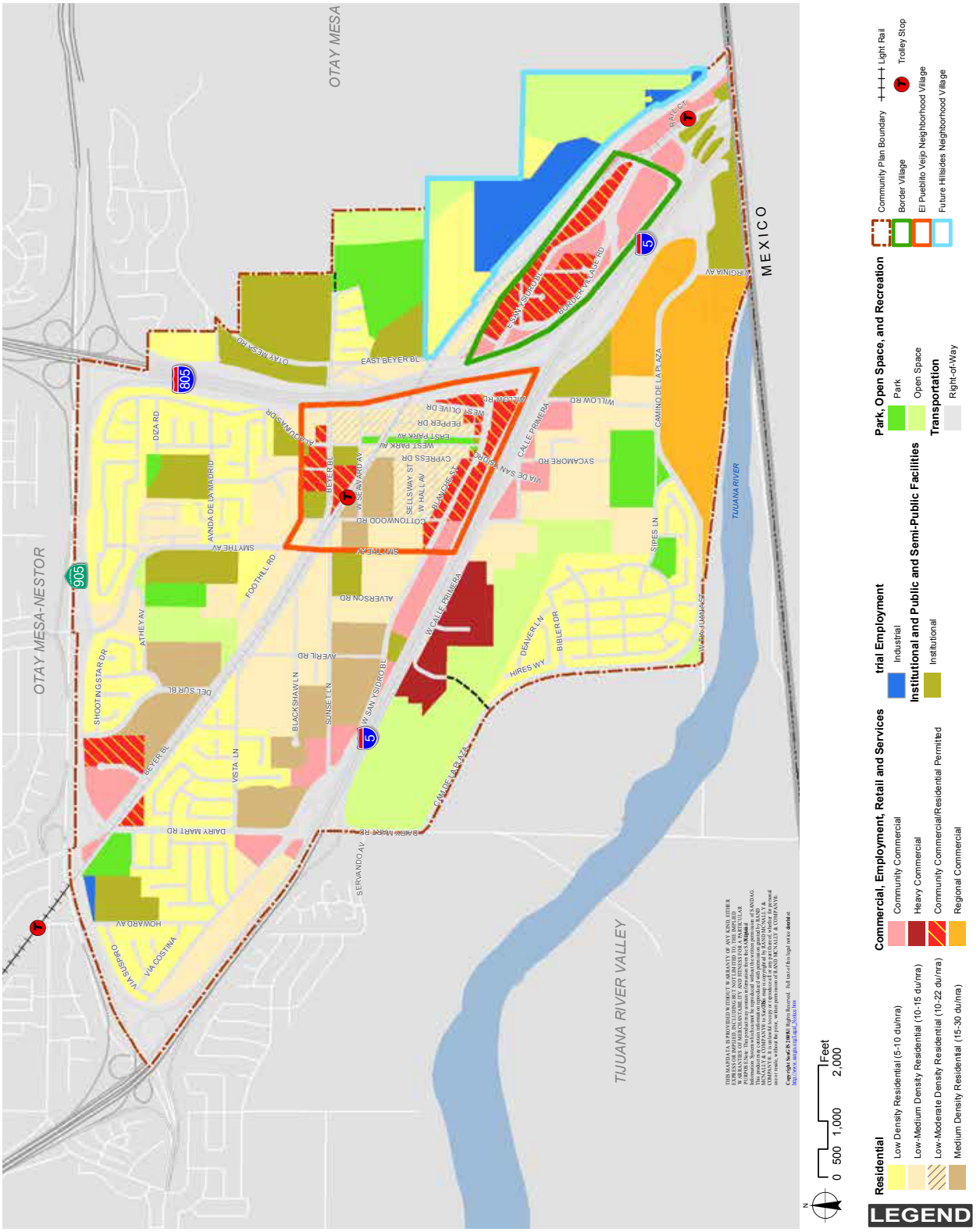


Project Area Boundary

Table 1-1 Trip Generation Comparison

Land Use		Existing (2008)			Adopted Community Plan			Preferred Alternative		
		Amount	Person	Vehicle	Amount	Person	Vehicle	Amount	Person	Vehicle
111	SF ESTATE	8 du	137	96	5 du	85	60	9 du	154	108
112	SINGLE FAMILY	2094 du	27015	18855	2088 du	26935	18801	4254 du	54876	38304
113	SINGLE FAMILY U20	222 du	2864	1821	174 du	2245	1566	145 du	1871	1305
114	SINGLE FAMILY O20	15 du	170	120	0 du	0	0	0 du	0	0
121	MULTI-FAMILY U20	972 du	11082	7779	1723 du	19642	13789	2954 du	33675	23641
122	MULTI-FAMILY O20	3504 du	30134	21155	3470 du	29843	20949	5940 du	51082	35863
131	MOBILE HOME PARK	532 du	3991	2646	242 du	1815	1204	642 du	4815	3193
1511	LOW-RISE HOTEL	756 room	12322	7585	726 room	11833	7284	756 room	12322	7585
1514	MOTEL	35 room	511	315	25 room	365	225	35 room	511	315
2111	INDUSTRIAL PARK	46.9 ksf	915	760	46.9 ksf	915	760	46.9 ksf	915	760
2113	LIGHT INDUSTRY - GENERAL	1099.2 ksf	20337	16817	1099.2 ksf	20337	122117	840.7 ksf	15554	12862
2114	WAREHOUSING	11.5 ksf	70	59	34.3 ksf	209	175	34.3 ksf	209	175
2115	PUBLIC STORAGE	208.3 ksf	500	419	211.4 ksf	508	426	180.3 ksf	433	363
2311	SCRAP YARD/LANDFILL	2 acre	15	12	2 acre	15	12	2 acre	15	12
4112	FREEWAY	569 acre	0	0	524.1 acre	0	0	644.1 acre	0	0
4113	COMMUNICATION OR UTILITY	0 acre	0	0	0 acre	0	0	0 acre	0	0
4114	PARKING	28.5 acre	0	0	613 acre	3180	2435	10.8 acre	0	0
4121	RAIL/TRANSIT STATION	4.4 acre	1736	1326	3.5 acre	1374	1049	2.9 acre	1139	870
4124	BORDER PARK-AND-RIDE	1853 other	9821	7519	500 other	2650	2029	1066 other	5650	4326
4129	OTHER TRANSPORTATION	5.4 acre	43	33	4.4 acre	35	27	4.4 acre	35	27
4134	BORDER DROP/PICK UP	6134 other	16562	12681	6134 other	16562	12681	9978 other	26940	20628
5011	RESTAURANT (HI TURNOVER)	40 ksf	7133	5182	36.5 ksf	6454	4688	22.4 ksf	3999	2905
5013	SUPERMARKET	23 ksf	4755	3454	23.4 ksf	4827	3506	4.6 ksf	957	695
5015	CONVENIENCE MARKET	2.7 ksf	2625	1907	2.7 ksf	2625	1907	0 ksf	0	0
5019	FURNITURE STORE	9.7 ksf	80	59	9.7 ksf	80	59	2.9 ksf	24	18
5021	FINANCIAL INST	6.2 ksf	1275	926	0 ksf	0	0	0 ksf	0	0
5022	FINANCIAL INST DRV THRU	11.5 ksf	3170	2303	11.5 ksf	3170	2303	11.5 ksf	3170	2303
5025	GAS STATION FOOD MART	84 other	17328	12619	84 other	17328	12619	88 other	18153	13220
5029	AUTO REPAIR SHOP	0.3 ksf	10	7	0 ksf	0	0	0 ksf	0	0
5031	MONEY EXCHANGE	35.9 ksf	7411	5383	29.4 ksf	6074	4405	7 ksf	1436	1043
5032	MEX AUTO INSURANCE	18.3 ksf	1005	730	15.8 ksf	867	630	9.3 ksf	509	370
5051	WHOLESALE TRADE	148.9 ksf	14876	10550	148.9 ksf	14876	10550	148.9 ksf	14876	10550
5052	REGIONAL COMMERCIAL	865.2 ksf	48965	34589	1245.2 ksf	70476	49785	1235.5 ksf	69927	49397
5053	COMMUNITY COMMERCIAL	324.1 ksf	34157	24743	801.8 ksf	86509	61217	622.6 ksf	67169	47531
5054	NEIGHBORHOOD COMMERCIAL	113 ksf	19152	13555	113 ksf	19152	13555	398.1 ksf	67455	47742
5055	SPECIALTY COMMERCIAL	14.7 ksf	831	588	8.1 ksf	457	323	4.6 ksf	260	184
5056	AUTOMOBILE DEALER	12.4 ksf	875	619	6.8 ksf	482	341	0 ksf	0	0
5057	ARTERIAL COMMERCIAL	353 ksf	24323	14099	674.2 ksf	36069	26926	949.6 ksf	52240	37944
5059	OTHER RETAIL AND STRIP	55.4 ksf	3071	2237	55.4 ksf	3071	2237	0 ksf	0	0
5060	RESTARUANT FAST FOOD	45.4 ksf	43708	31747	48.9 ksf	46995	34135	44.9 ksf	43223	31395
6012	LOW RISE OFFICE LOW	7 ksf	229	176	7 ksf	229	176	7 ksf	229	176
6033	GOV'T OFFICE OR CENTER	12.9 ksf	514	386	0 ksf	0	0	6 ksf	238	179
6112	COMMUNITY POST OFFICE	10.9 ksf	3012	2094	10.9 ksf	3012	2094	10.9 ksf	3012	2094
6114	CHURCH WITH DAY CARE	121 ksf	2373	1824	121 ksf	2373	1824	121 ksf	2373	1824
6122	CHURCH NO DAY CARE	54.5 ksf	355	273	54.5 ksf	282	318	54.5 ksf	354	273
6123	LIBRARY	4.3 kdf	320	217	15 kdf	1104	748	15 kdf	1104	748
6124	POST OFFICE	15 ksf	6468	4495	15 ksf	6468	4495	15 ksf	6468	4495
6125	FIRE OR POLICE STATION	16.6 ksf	674	497	9.8 ksf	399	294	9.8 ksf	399	294
6126	OTHER PUBLIC SERVICES	275 ksf	3795	2745	302.6 ksf	5805	3021	330.5 ksf	4561	3299
6519	OTHER HEALTH CARE	48.3 ksf	3250	2413	48.3 ksf	3250	2413	48.3 ksf	3250	2413
6813	JUNIOR COLLEGE	2300 other	4830	3820	2300 other	4830	3820	2300 other	4830	3820
6815	JUNIOR HIGH OR MIDDLE SCHO	993 other	2284	1403	993 other	2284	1403	2752 other	6329	3888
6816	ELEMENTARY SCHOOL	4108 other	21362	11937	4108 other	21362	11937	5137 other	26712	14927
6817	OTHER SCHOOL	37.6 ksf	819	676	37.6 ksf	819	676	134.3 ksf	2928	2417
7607	RESIDENTIAL RECREATION	3 acre	0	0	3 acre	0	0	5.2 acre	0	0
7611	ACTIVE PARK	35.8 acre	2747	1808	79.8 acre	6125	4029	92.2 acre	7100	4671
7613	OPEN SPACE PRESERVE	156.8 acre	0	0	156.8 acre	0	0	156.8 acre	0	0
9101	INACTIVE USE	165.5 acre	0	0	21.5 acre	0	0	13.3 acre	0	0
	GRAND TOTAL		***426007***	***300059***		***516402***	***472023***		***623489***	***441147***

FIGURE 1-3



Proposed Land Use

2 METHODOLOGY

The following section describes the methodology used to determine study intersections, perform capacity analysis, and determine significant impacts.

2.1 STUDY INTERSECTIONS

Intersections within the project boundary were selected to be studied based on several factors, which included the following:

- Existing circulation element roadways intersecting with other existing circulation element roadways where both roadways function or are classified as a collector or higher
- Intersections that provide access to/from freeways
- Anticipated circulation element roadways intersecting with other existing and/or anticipated circulation element roadway where both roadways function or are classified as a collector or higher
- Key intersections where both intersecting streets meet one of the following conditions:
- 4-lanes (or greater)
- 3-lanes and carries over 15,000 ADT
- 2-lanes and carries over 10,000 ADT
- Additional intersections which the community has expressed concerns

Based on the criteria listed above, a total of 48 intersections have been selected for analyses and are shown in **Table 2-1**. **Figure 2-1** displays the location of each of the study intersections

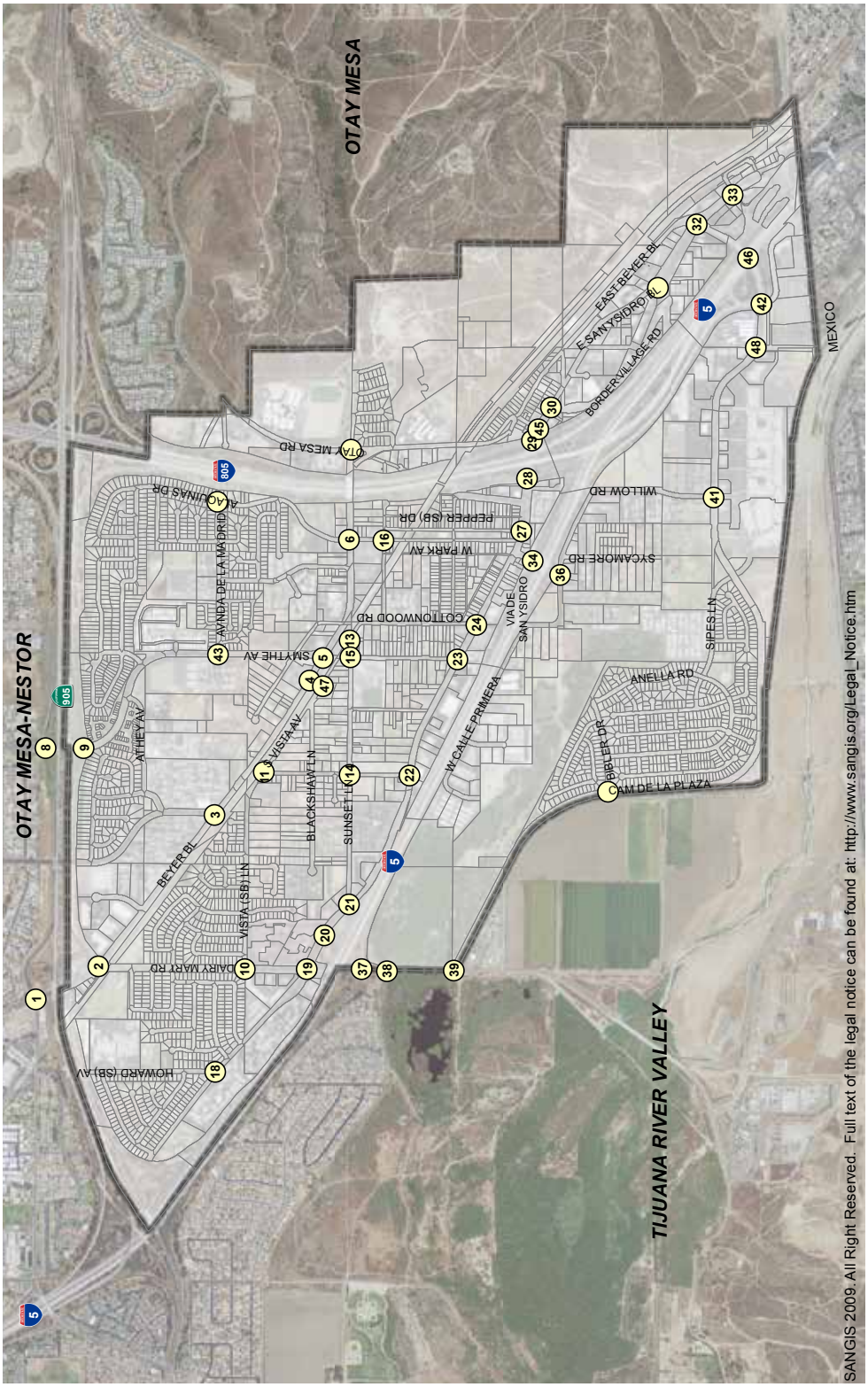
Table 2-1 Study Intersections

	Intersection	Traffic Control
1	Beyer Boulevard & Iris Avenue/ SR-905 (Caltrans)	Traffic Signal
2	Beyer Blvd & Dairy Mart Rd/SR-905 Ramps (Caltrans)	Traffic Signal
3	Beyer Blvd & Del Sur Blvd	Traffic Signal
4	Smythe Crossing & Beyer Blvd	One-way stop controlled
5	Beyer Blvd & Smythe Ave	Traffic Signal
6	W. Park Ave/Alaquinas Dr & Beyer Blvd	Traffic Signal
7	East Beyer Blvd/Otay Mesa Rd & Beyer Blvd	Traffic Signal
8	Picador Blvd & SR-905 WB On Ramp/SR-905 (Caltrans)	Traffic Signal
9	Smythe Ave/Picador Blvd & SR-905 EB Off Ramp (Caltrans)	Traffic Signal
10	Dairy Mart Rd & Vista Ln	One-way stop controlled
11	Averil Rd & Vista Ln	All-way stop controlled
12	Smythe Ave & Vista Ln	One-way stop controlled
13	Sunset Ln & Vista Ln	One-way stop controlled
14	Averil Rd & Sunset Ln	All-way stop controlled
15	Smythe Ave & Sunset Ln	All-way stop controlled

16	W. Park Ave & Seaward Ave	All-way stop controlled
17	E. Park Ave & Seaward Ave	All-way stop controlled
18	W. San Ysidro Blvd & Howard Ave	All-way stop controlled
19	Dairy Mart Rd & W. San Ysidro Blvd	Traffic Signal
20	I-5 NB Ramps & W. San Ysidro Blvd	Traffic Signal
21	W. San Ysidro Blvd & Sunset Ln	One-way stop controlled
22	W. San Ysidro Blvd & Averil Rd	All-way stop controlled
23	W. San Ysidro Blvd & Smythe Ave	Two-way stop controlled
24	Cottonwood Rd & W. San Ysidro Blvd	Traffic Signal
25	Via de San Ysidro & W. San Ysidro Blvd	Traffic Signal
26	W. San Ysidro Blvd/E. San Ysidro Blvd & W. Park Ave	One-way stop controlled
27	E. San Ysidro Blvd/W. San Ysidro Blvd & E. Park Ave	Uncontrolled
28	I-805 SB Ramps & E. San Ysidro Blvd (Caltrans)	Traffic Signal
29	I-805 NB Ramps & E. San Ysidro Blvd (Caltrans)	Traffic Signal
30	Border Village Rd (W) & E. San Ysidro Blvd	Traffic Signal
31	Border Village Rd (E) & E. San Ysidro Blvd	Traffic Signal
32	Camino de la Plaza/E. Beyer Blvd & E. San Ysidro Blvd	Traffic Signal
33	Camino de la Plaza/E. Beyer Blvd & E. San Ysidro	Traffic Signal
34	Via de San Ysidro & I-5 NB Ramps	One-way stop controlled
35	Via de San Ysidro & I-5 SB off-ramp	Traffic Signal
36	Calle Primera/Willow Rd & Via de San Ysidro	Traffic Signal
37	Dairy Mart Rd & I-5 SB Ramps (Caltrans)	Traffic Signal
38	Dairy Mart Rd & Servando Ave	All-way stop controlled
39	Dairy Mart Rd & Camino De La Plaza	One-way stop controlled
40	Camino de la Plaza & Bibler Dr	Traffic Signal
41	Willow Rd & Camino de la Plaza	Traffic Signal
42	Camiones Way/I-5 SB Ramps & Camino de las America	Traffic Signal
43	Smythe Ave & Avenida de la Madrid	Traffic Signal
44	Avenida de la Madrid & Alaquinas Dr	One-way stop controlled
45	E. San Ysidro Blvd & Center St	One-way stop controlled
46	Camino de la Plaza & New I-805 NB Ramp	New Traffic Signal
47	Vista Ln & Smythe Crossing	Two-way stop controlled
48	Camino de la Plaza & Virgina Ave	Two-way stop controlled

As shown in the table, 25 of the 48 intersections evaluated are signalized.

FIGURE 2-1



Study Intersections

2.2 ANALYSIS PROCESS

The analysis process includes determining the a.m. and p.m. peak-hour operations at the study intersections, freeway segments, and operations daily along the roadway segments. Intersections were measured and quantified using the Synchro traffic analysis software package. Results will be compared to the City's thresholds to determine if the project has any significant traffic impacts.

2.2.1 ANALYSIS SOFTWARE

To analyze the operations of both signalized and unsignalized intersections, Synchro 8.0 (Trafficware) was used for the analysis. Synchro 8.0 uses the methodologies outlined in the 2000 Highway Capacity Manual (HCM). The existing intersection peak-hour factor (PHF) was used for Existing and Near Term scenarios. A PHF of 0.92 was used for Horizon Year conditions to account for the unknown change in traffic patterns.

Existing traffic signal timing parameters were provided by the City of San Diego and Caltrans and are included in **Appendix A**.

2.2.2 SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

The 2010 Highway Capacity Manual (HCM) published by the Transportation Research Board establishes a system whereby highway facilities are rated for their ability to process traffic volumes. The terminology "level of service" is used to provide a "qualitative" evaluation based on certain "quantitative" calculations, which are related to empirical values.

Level of service (LOS) for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in additional to the stop delay. The level of service for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. The criteria for the various levels of service designations for signalized and unsignalized intersections are given in **Table 2-2**.

Within the City of San Diego, all signalized and unsignalized intersections are considered deficient if they operate at LOS E or F.

Table 2-2 Level of Service (LOS) Criteria for Intersections

LOS	Signalized (Control Delay) (sec/veh) [a]	Unsignalized (Control Delay) (sec/veh) [b]	Description
A	≤10.0	≤10.0	Operations with very low delay and most vehicles do not stop.
B	>10.0 and ≤20.0	>10.0 and ≤15.0	Operations with good progression but with some restricted movement.
C	>20.0 and ≤35.0	>15.0 and ≤25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35.0 and ≤55.0	>25.0 and ≤35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55.0 and ≤80.0	>35.0 and ≤50.0	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80.0	>50.0	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Source:
(a) 2000 Highway Capacity Manual, Chapter 16, Page 2, Exhibit 16-2
(b) 2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2

2.2.3 ROADWAY SEGMENTS

In order to determine the impacts on the study area roadway segments, **Table 2-3** has been developed by the City of San Diego and is used as a reference. The segment traffic volumes under LOS E as shown in this table are considered at capacity because at LOS E the v/c Ratio is equal to 1.0.

Table 2-3 City of San Diego Roadway Segment Capacity and Level of Service

Road Class	Lanes	A	B	C	D	E
Freeway	8	60,000	84,000	120,000	140,000	150,000
Freeway	6	45,000	63,000	90,000	110,000	120,000
Freeway	4	30,000	42,000	60,000	70,000	80,000
Expressway	6	30,000	42,000	60,000	70,000	80,000
Prime Arterial (two-way)	6	25,000	35,000	50,000	55,000	60,000
Major Arterial (two-way)	6	20,000	28,000	40,000	45,000	50,000
Major Arterial (two-way)	4	15,000	21,000	30,000	35,000	40,000
Major Arterial (two-way)	3	11,250	15,750	22,500	26,250	30,000
Major Arterial (one-way)	3	12,500	16,500	22,500	25,000	27,500
Major Arterial (one-way)	2	10,000	13,000	17,500	20,000	22,500
Collector (two-way)	4	10,000	14,000	20,000	25,000	30,000
Collector (No center lane) **(Continuous left-turn lane)**	4 2	5,000	7,000	10,000	13,000	15,000
Collector (No fronting property)	2	4,000	5,500	7,500	9,000	10,000
Collector (two-way)	3	7,500	10,500	15,000	17,500	20,000
Collector (no center turn lane)	3	4,000	5,500	7,500	10,000	11,500
Collector (Commercial/Industrial fronting)	2	2,500	3,500	5,000	6,500	8,000
Collector (Multi-family)	2	2,500	3,500	5,000	6,500	8,000
Collector (one-way)	3	11,000	14,000	19,000	22,500	26,000
Collector (one-way with one lane dedicated for bike facility)	3	7,500	9,500	12,500	15,000	17,500
Collector (one-way)	2	7,500	9,500	12,500	15,000	17,500
Collector (one-way)	1	2,500	3,500	5,000	6,250	7,500
Sub-Collector (Single family)	2	–	–	2,200	–	–

Notes:

The volumes and the average daily level of service listed above are only intended as a general planning guideline.

Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

Capacities for any classification not identified in the sources noted below were developed based on interpolation from similar classifications.

Sources: City of San Diego Traffic Impact Study Manual, Table 2, Page 8, July 1998.
City of San Diego Planning Department Mobility Section

2.2.4 FREEWAY SEGMENTS

In order to determine the impacts on the study area freeway segments, **Table 2-4** has been developed by Caltrans District 11 and is used as a reference. The procedure involves comparing the peak-hour volume of the mainline freeway segment to the theoretical capacity of the segment, which results in a v/c ratio. The calculated v/c ratio is then compared to the accepted ranges of v/c ratio values corresponding to the respective LOS.

Table 2-4 LOS Criteria For Freeway Segment Analysis

LOS	v/c Ratio	Congestion/Delay	Traffic Description
A	<0.41	None	Free Flow
B	0.41 – 0.62	None	Free to stable flow, light to moderate volumes
C	0.63 – 0.80	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted
D	0.81 – 0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, and very limited freedom to maneuver
E	0.93 – 1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor
F_0	1.01 – 1.25	Considerable 0-1 hour delay	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection
F_1	1.26 – 1.35	Severe 1-2 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go
F_3	1.36 – 1.45	Very severe 2-3 hour delay	Extremely heavy congestion, very long queues
F_4	>1.46	Extremely severe 3+ hour delay	Gridlock
Notes: Based on the 1992 Caltrans guidelines.			

There are no metered ramps within the community.

2.3 SIGNIFICANCE DETERMINATION

The City of San Diego and Caltrans have developed acceptable threshold standards to determine the significance of project impacts to intersections, roadway segments, freeway segments, and freeway ramp metering. At intersections, the measurement of effectiveness (MOE) is based on allowable increases in delay. Along roadway segments and freeway segments, the MOE is based on allowable increases in the volume-to-capacity (v/c) ratio. At a freeway ramp meter, the MOE is based on allowable increases in delay, measured in minutes.

LOS F is not acceptable for any approach leg except for side streets on an interconnected arterial system. If vehicle trips from a project cause an intersection approach leg to operate at LOS F, except in the cases of side streets on an interconnected arterial system, this would be considered a significant project traffic impact that requires mitigation. At intersections that are expected to operate at LOS E or F without the project, the allowable increase in delay is two seconds at LOS E and one second at LOS F with the addition of the project. If vehicle trips from a project cause the delay at an intersection to increase by more than the allowable threshold, this would be considered a significant project impact that requires mitigation. Also, if the project causes an intersection that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant project impact that requires mitigation.

For roadway segments that are forecasted to operate at LOS E or F with the project, the allowable increase in v/c ratio is 0.02 at LOS E and 0.01 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than the allowable threshold, this would be considered a significant project traffic impact that requires mitigation. Also, if the project causes a street segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact that requires mitigation.

Where the roadway segment operates at LOS E or F, if the intersections at the ends of the segment are calculated to operate at an acceptable LOS with the project; and a peak hour HCM arterial analysis for the same segment shows that the segment operates at an acceptable LOS with the project; then the project impacts are determined to be less than significant and no mitigation is required. If analysis shows either the intersections or segment under the peak hour HCM analysis do not operate acceptably, the project impacts are considered significant and unmitigated, requiring the adoption of findings of infeasibility and a statement of over-riding considerations before the project may be approved.

In certain instances mitigation may not be required even if a roadway segment operates at LOS E or LOS F. In such cases the following three conditions must all be met:

1. The roadway is built to its ultimate classification per the community plan;

2. The intersections on both ends of the failing segment operate at an acceptable LOS; and

3. An HCM arterial analysis indicates an acceptable LOS on the segment.

For freeway segments that are forecasted to operate at LOS E or F with the project, the allowable increase in v/c ratio is 0.01 at LOS E and 0.005 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than the allowable threshold, this would be considered a significant project traffic impact that requires mitigation. Also, if the project causes a freeway segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact that requires mitigation.

Table 2-5 shows the criteria for determining levels of significance for the different facilities in the study area.

Table 2-5 Significance Criteria For Facilities in Study Area

Facility	Measures of Effectiveness (MOE)	Significance Threshold [(a)]
Intersection	Seconds of Delay	>2.0 seconds at LOS E or >1.0 second at LOS F
Roadway Segment	ADT, v/c Ratio	>0.02 at LOS E, or >0.01 at LOS F
Freeway Segment	v/c Ratio	>0.01 at LOS E, or >0.005 at LOS F
Freeway Ramp Meter	Minutes of delay per vehicle	>2.0 minutes for freeway segments operating at LOS E, and > 1.0 minutes for freeway segments operating at LOS F. The criteria only apply for ramp meters where the delay without project is 15 minutes or higher.

Notes: If a project adds any increment of delay to cause the operations of an intersection to go from LOS D to either LOS E or LOS F, then the project is considered to cause a significant impact.

Source: City of San Diego Significance Determination Thresholds, page 72, January 2011.

(a) Significance threshold applies only when the type of facility operates at LOS E or F.

3 EXISTING CONDITIONS

This section summarizes the existing roadway circulation network, daily and peak-hour traffic volumes, and operations at the study intersections and roadway and freeway segments.

3.1 ROAD NETWORK

The following section provides a description of the existing study streets within the communitiy. Ultimate roadway classifications are taken from the San Ysidro Community Plan, last updated November 2005. The portions of the roadways described are intended to reflect the areas within the given community, and may not reflect the entirety of the roadway. Functional classifications are based on field observations performed during preparation of this report. **Figure 3-1** illustrates the existing roadway classifications for the Community. **Appendix B** provides the existing intersection geometrics used in this study. The City of San Diego Bicycle Master Plan (City BMP) proposes several bicycle facilities in these communities as noted in the roadway descriptions below.

ROADWAY SEGMENTS

Beyer Boulevard is classified as a Four-Lane Major street that has an east-west alignment from Dairy Mart Road to East Beyer Boulevard. This major street runs parallel to the railroad tracks then turns north into the Otay Mesa-Nestor community. Gutters, curbs, and sidewalks are present along this corridor. Parallel parking is provided along the south side of the roadway between Dairy Mart Road and Smythe Crossing, and along both sides of the roadway between Smythe Crossing and East Beyer Boulevard. The posted speed limit along Beyer Boulevard is 40 mph between Dairy Mart Road and Del Sur Boulevard and 35 mph between Del Sur Boulevard and East Beyer Boulevard. Beyer Boulevard is surrounded by the railroad tracks along the south side and by commercial and residential uses along the north side. Beyer Boulevard is classified as a Class III bicycle facility. The City BMP proposes Beyer Boulevard as a Class II (bike lane) facility between Dairy Mart Road and Smythe Avenue.

East Beyer Boulevard is classified as a Two-Lane Collector that has a north-south alignment from Beyer Boulevard to East San Ysidro Boulevard. This street is located east of Interstate 805 and Interstate 5 and runs parallel to both of these facilities. Parallel parking is available on both sides of the street. The east side of the street has a curb and gutter. The posted speed limit along East Beyer Boulevard is 30 mph between Beyer Boulevard and Bolton Hall Road and 40 mph between Bolton Hall and East San Ysidro Boulevard. East Beyer Boulevard is classified as a Class III bicycle facility. The City BMP proposes East Beyer Boulevard as a Class II (bike lane) facility.

Del Sur Boulevard is classified as a Two-Lane Collector with two-way left-turn lanes that has a north-south alignment from the Otay Mesa Nestor community to Beyer Boulevard. Parallel parking is available on the east side of the street. Diagonal parking is available between Shooting Start Drive and Caithness Drive. Curb, gutter and sidewalks are present along both sides of the street. Del Sur Boulevard provides access for the industrial area located between State Route 905 and Beyer Boulevard and for residential uses north of Beyer Boulevard. The posted speed limit along Del Sur Boulevard is 30 mph. Del Sur Boulevard is classified as a Class II Bicycle Facility. The City BMP does not propose any improvements to the bicycle facilities on Del Sur Boulevard.

Smythe Avenue is classified as a Four-Lane Collector between State Route 905 and Beyer Boulevard and as a Two-Lane Collector between Beyer Boulevard and West San Ysidro Boulevard. Curb, gutter and sidewalks are present along both sides of the street. Parking is not provided between State Route 905 and

Beyer Boulevard. Between Beyer Boulevard and West San Ysidro Boulevard, Smythe Avenue provides service to residential uses and parallel parking is provide along both sides of the roadway. The posted speed limit between State Route 905 and Beyer Boulevard is 35 mph. Between Beyer Boulevard and West San Ysidro Boulevard it is 25 mph. Smythe Avenue is classified as a Class II bicycle facility between State Route 905 and Beyer Boulevard. The City BMP does not propose any improvements to the bicycle facilities on Smythe Avenue.

Dairy Mart Road is classified as a Four-Lane Collector that runs in the north-south direction from Beyer Boulevard to Camino de la Plaza. South of Camino de la Plaza, Dairy Mart Road is classified as a two-lane collector. The segment between the West San Ysidro Boulevard and Camino de la Plaza is not yet built to its ultimate classification and functions as a Two-Lane Collector roadway. This road provides access to the Tijuana River Valley. There are curbs, gutters, and sidewalks along both sides of the roadway between Beyer Boulevard and West San Ysidro Boulevard. Parking is not provided along the entire roadway segment. The posted speed limit along Dairy Mart Road is 30 mph between Beyer Boulevard and the Interstate 5 interchange. Between the Interstate 5 interchange and Camino de la Plaza, the posted speed limit is 40 mph. Between Beyer Boulevard and Vista Lane, Dairy Mart Road is surrounded by single-family residential uses. Between Vista Lane and the West San Ysidro Boulevard, the uses along the west side of Dairy Mart Road are commercial while the east side has multi-family residential uses. South of Intertate 5, Dairy Mart Road is bordered by the Tijuana River Valley open space. Dairy Mart Road is part of the existing bicycle network and functions as a Class II bicycle facility between Beyer Boulevard and West San Ysidro Boulevard. The City BMP proposes Dairy Mart Road south of San Ysidro Boulevard as a Class II (bike lane) facility.

San Ysidro Boulevard is the primary thoroughfare in the San Ysidro community. West San Ysidro Boulevard is classified as a Two-Lane Collector from Howard Avenue to Dairy Mart Road, as a three-lane collector from Dairy Mart Road to Sunset Lane, and back to a Two-Lane Collector classification from Sunset Lane to Via de San Ysidro. West San Ysidro Boulevard widens to a Four-Lane Major arterial from Via San Ysidro to the Interstate 805 ramps. East San Ysidro Boulevard is classified as a Two-Lane Collector from the Interstate 805 ramps to Border Village Road (east), then widens to a Four-Lane Major arterial from Border Village Road (east) to East Beyer Boulevard-Camino de la Plaza. There is a continuous left turn lane from Sunset Lane to Cottonwood Road and also from the Interstate 805 ramps to Border Village Road (east). Curbs, gutters, sidewalks, and parking exist. The posted speed limit along San Ysidro Boulevard is 35 mph with the exception of the segments between Averil Road and Cottonwood Road where the posted speed limit is 25 mph. San Ysidro Boulevard is surrounded by multi-family, commercial and industrial uses. The City BMP proposes San Ysidro Boulevard as a Class II (bike lane) facility.

Border Village Road is classified as a Four-Lane Collector roadway connecting with East San Ysidro Boulevard at two locations. Under existing conditions, Border Village Road functions as a Two-Lane Collector. This roadway is built to support the commercial/industrial uses south of East San Ysidro Boulevard. Curb, gutter and sidewalks are provided along both sides of the roadway. Parking is also provided along both sides. The speed limit along Border Village Road is 30 mph. The City BMP proposes Border Village Road as a Class III (bike route) facility.

Via de San Ysidro is classified as a Four-Lane Major roadway connecting West San Ysidro Boulevard with Calle Primera. Under existing conditions, Via de San Ysidro functions as a Four-Lane Collector due to the lack of a raised median divider. Curb, gutter and sidewalks are provided along both sides of the roadway. Parking is not allowed along Via de San Ysidro. The City BMP proposes Via de San Ysidro as a Class II (bike lane) facility.

Calle Primera is classified as a Two-Lane Collector west of Via de San Ysidro and as a Four-Lane Collector between Via de San Ysidro and Willow Road. Independent of its classification in the adopted community plan, between Via de San Ysidro and Willow Road, Calle Primera functions as a Two-Lane Collector roadway. The City BMP proposes Calle Primera as a Class II (bike lane) facility east of Via de San Ysidro.

Willow Road is classified as a Four-Lane Collector that runs in the north-south direction connecting Calle Primera with Camino de la Plaza. Willow Road functions as a Two-Lane Collector under existing conditions. Willow Road primary purpose is to provide connection to the residential uses south of Interstate 5, however; a higher amount of trucks are present along this roadway due to the commercial crossing at Virginia Avenue and the connection to the Interstate 5 at Via de San Ysidro. In addition to the residential uses, an elementary school also takes access from Willow Road. Curbs, gutters, and sidewalks are present along both sides of the roadway. On-street parking is available. The posted speed limit is 25 mph along the entire segment. The City BMP proposes Willow Road as a Class II (bike lane) facility north of Camino De La Plaza.

Bibler Street is classified as a Two-Lane Collector that runs in the east-west direction connecting Calle Primera/Via de San Ysidro to Camino de la Plaza. Under existing conditions, Bibler Street is built as a Two-Lane Collector, but has not yet been extended to connect to Calle Primera. Bible Street's primary purpose is to provide connection to the residential uses south of Interstate 5. Curbs, gutters, and sidewalks are present along both sides of the roadway. On-street parking is available. The City BMP does not propose any bicycle facilities on Bibler Street.

Camino de la Plaza is classified as a Four-Lane Collector that runs in the east-west direction. There are curb, gutter, and bike lanes on both sides of the street. A sidewalk exists on the north side of the street. There is a wide painted median, and the posted speed limit is 45 mph. Camino de la Plaza provides a secondary access to the commercial shopping center along the south end of the community and provides a connection between the San Ysidro Port of Entry and Dairy Mart Road. Camino de la Plaza is surrounded by commercial uses, single family and multi-family residential uses, recreational facilities, agricultural uses and the United States/Mexico border. Camino de la Plaza is classified as a Class II bicycle facility from Dairy Mart Road to Interstate 5 southbound (SB) ramps. Between Willow Road and Interstate 5 southbound ramp, the Class II bicycle facility is only provided along the south side of the roadway, along the north side of the road, a Class III bicycle facility is provided. The City BMP proposes Camino de la Plaza from Dairy Mart Road to East San Ysidro Boulevard as a class II (bike lane) facility.

Vista Lane is non-circulation element that functions as a Two-Lane Collector. Vista Lane extends east-west between Dairy Mart Road and Cottonwood Road providing an east-west connection along the railroad tracks south of Beyer Boulevard. Curb, gutter, sidewalks and parking are provided along both sides of the roadway. The speed limit along this roadway is 30 mph. The City BMP does not propose any bicycle facilities on Vista Lane.

Sunset Lane is also a non-circulation element roadway functioning as a Two-Lane Collector. Sunset Lane extends in the east-west direction connecting between Dairy Mart Road and Vista Lane. Curb, gutter, sidewalks and parking are provided along both sides of the roadway. The speed limit along this roadway is 30 mph. The City BMP proposes Sunset Lane as a Class III (bike route) facility.

Cottonwood Road is a non-circulation element roadway functioning as a Two-Lane Collector. Cottonwood Road extends in the north-south direction connecting between Vista Lane and West San Ysidro Boulevard. Curb, gutter, sidewalks and parking are provided along both sides of the roadway. The speed limit along this roadway is 30 mph. The City BMP proposes Cottonwood Road as a Class III (bike route) facility.

Park Avenue is a one lane, one-way couplet that is oriented in the north–south direction. Both roads cross the trolley corridor. East Park Avenue runs north from East San Ysidro Boulevard and ends at East Seward Avenue. West Park Avenue runs south from East San Ysidro Boulevard and continues on past East Seward Avenue, becoming two-way and provides access to Beyer Boulevard. They are connected at midpoint by East Hall Avenue. West Park Avenue and East Park Avenue are separated by basketball courts, tennis courts, and a park. Pedestrian traffic is heavy as this road which provides access to the library, senior center, the linear park and gymnasium as well as several residential neighborhoods. Both roads have curbs, gutters, and sidewalks. Parking exists on the curb side of both streets. The posted speed limit is 25 mph on both East Park Avenue and West Park Avenue. East and West Park is surrounded by residential uses. The City BMP does not propose any bicycle facilities on Park Avenue.

Seward Avenue is a non-circulation element roadway functioning as a Two-Lane Collector. Seward Avenue extends in the east-west direction connecting between West Park and East Park Avenue. Curb, gutter, sidewalks and parking are provided along both sides of the roadway. The speed limit along this roadway is 25 mph. The City BMP proposes Seward Avenue as a Class III (bike route) facility.

Howard Avenue is a non-circulation element roadway functioning as a Two-Lane Collector. Howard Avenue extends in the north-south direction connecting between West San Ysidro Boulevard and Iris Avenue (outside the San Ysidro community). Curb, gutter, sidewalks and parking are provided along both sides of the roadway. The speed limit along this roadway is 30 mph. The City BMP does not propose any bicycle facilities on Howard Avenue.

Avenida de la Madrid is a non-circulation element roadway functioning as a Two-Lane Collector. Avenida de la Madrid extends in the east-west direction connecting between Smythe Avenue and Alaquinas Drive. Curb, gutter, sidewalks and parking are provided along both sides of the roadway. The speed limit along this roadway is 30 mph. The City BMP does not propose any bicycle facilities on Avenida de la Madrid.

Alaquinas Drive is a non-circulation element roadway functioning as a Two-Lane Collector. Alaquinas Drive extends in the north-south direction connecting between Beyer Boulevard and Avenida de la Madrid. Curb, gutter, sidewalks and parking are provided along both sides of the roadway. The speed limit along this roadway is 30 mph. The City BMP does not propose any bicycle facilities on Alaquinas Drive.

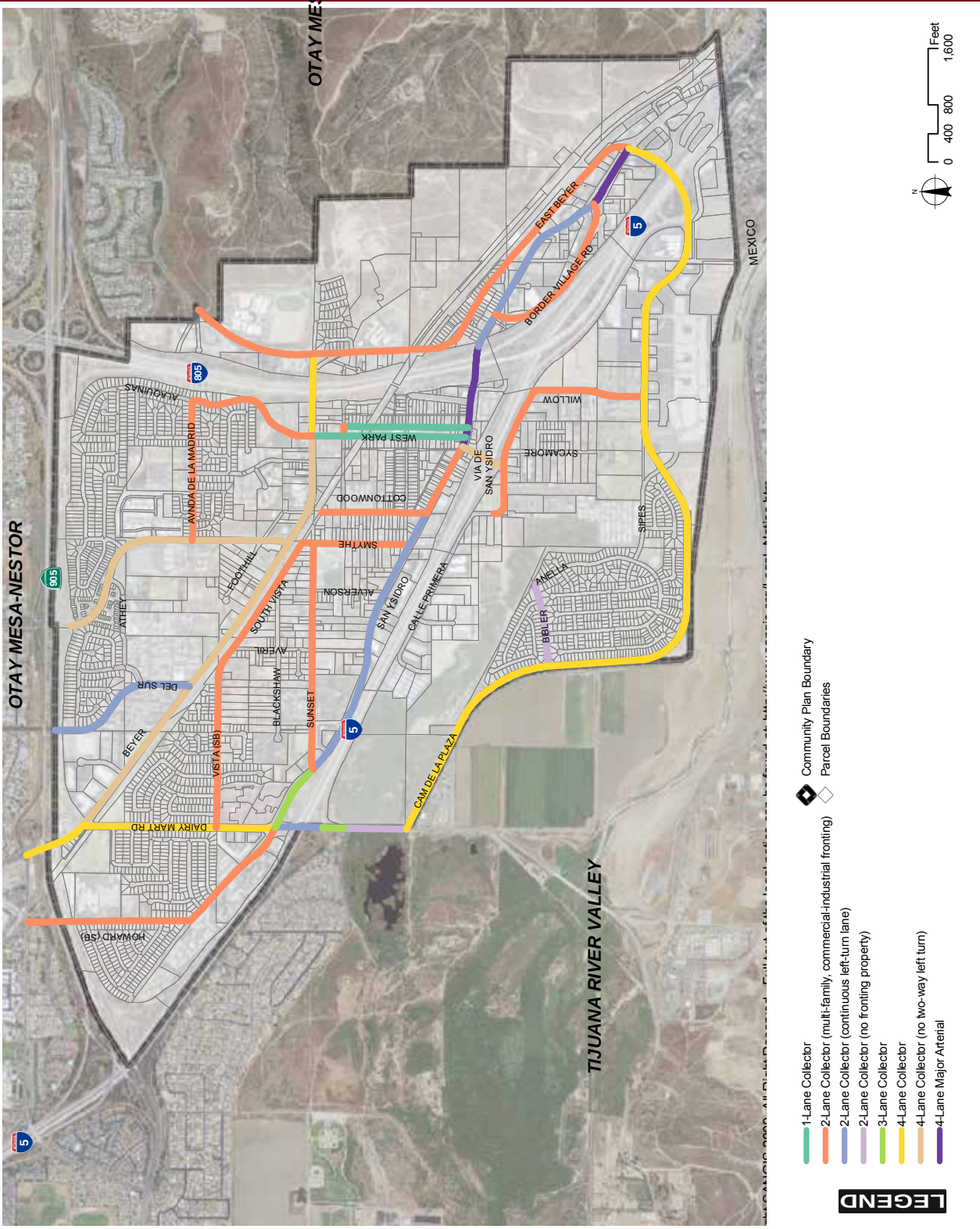
FREEWAYS

Interstate 5 is a significant north-south interstate that traverses the United States from the Mexico border to the Canadian border through the states of California, Oregon, and Washington. Within California, I-5 connects the following major metropolitan areas: San Diego, Los Angeles, Sacramento, and the eastern portion of the San Francisco Bay Area. I-5 can be directly accessed from the San Ysidro community and provides access to I-805 and SR-905 within the vicinity of the study area. Within the San Ysidro study area, Interstate 5 has three local interchanges at Camino de la Plaza, Via de San Ysidro, and Dairy Mart Road/San Ysidro Boulevard.

Interstate 805 is a north – south interstate within the San Diego County limits. I-805 provides connections with I-5, SR-163, and SR-905 within the vicinity of the study area. Within the San Ysidro study area, I-805 has one local interchange at San Ysidro Boulevard and provides southbound travel an exit opportunity at Camino de la Plaza.

State Route 905 serves as a major east-west connection between the Interstate 5 and the Otay Mesa community. State Route 905 has two local interchanges at Beyer Boulevard and Picador Boulevard.

FIGURE 3-1



Existing Roadway Functional Classification

3.2 TRAFFIC VOLUMES

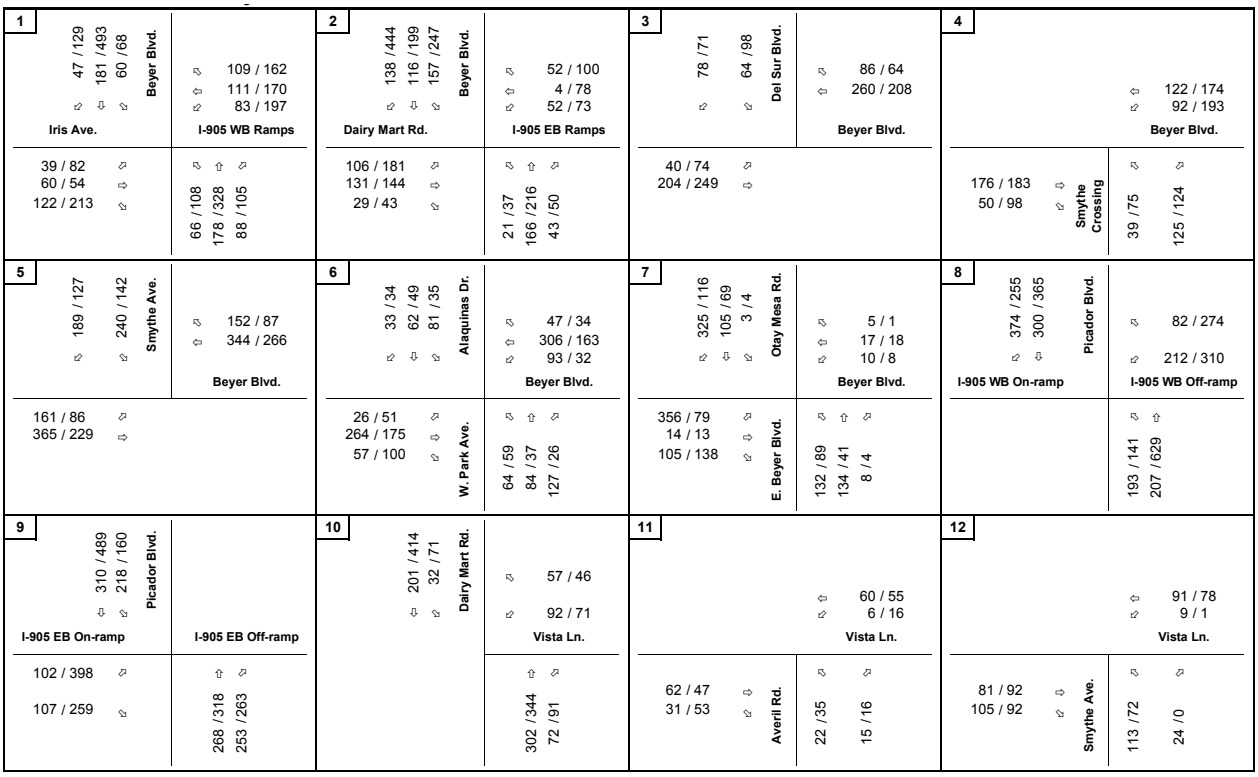
The peak-hour intersection turning movements at all study area intersections and the average daily traffic (ADT) volumes were obtained from several sources. Where appropriate, traffic counts from previous studies were utilized since traffic volumes within certain areas of the community generally remained constant. For the counts listed in the Year 2007, traffic data was obtained from the *San Ysidro Mobility Strategy*, prepared by Kimley-Horn and Associates. For the counts listed in the Year 2008, traffic data was obtained from the *San Ysidro Land Port of Entry Expansion Mobility Study*, prepared by KOA Corporation. For the counts listed in the Year 2010, traffic data was obtained by National Data and Surveying Services and True Counts. All weekday counts were collected on a Tuesday, Wednesday or Thursday.

In accordance with the City of San Diego *Traffic Impact Study Manual* (1998), traffic counts should be no greater than two years old. Therefore, since the counts were gathered between 2007 and 2010, validation was required to determine if the counts still represent current traffic conditions for this report. Consequently, the roadway segment ADT counts were compared to the current (i.e., Year 2010 through 2012) City of San Diego machine counts available for the San Ysidro community and adjacent freeway ramp facilities to determine if the counts included were still valid. The existing traffic volume data and current City of San Diego machine counts are contained in **Appendix C**.

Although it does appear that traffic volumes have increased in the community since 2007 through 2010, when the existing counts were collected, new counts are not necessary. The project's impacts are based upon the change between the existing condition and the horizon year condition. The impacts identified in this study are therefore conservative. The time delay and expense of conducting new counts is not justified based on these circumstances.

Figure 3-2 displays the existing peak-hour traffic volumes at the study intersections. **Figures 3-3** illustrates the existing ADT volumes along the roadway segments in the study area.

FIGURE 3-2.1





Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Existing Peak-Hour Intersection Volumes

FIGURE 3-2.2

Intersection	Vista Ln.	Cottonwood Rd.	Sunset Ln.	Sunset Ln.	Sunset Ln.	Sunset Ln.
13		⇦ 63 / 61 ⇨ 10 / 26	⇨ 47 / 99 ⇨ 0 / 5	⇨ 1 / 0 ⇨ 25 / 38		
14	⇨ 64 / 64 ⇩ 52 / 69 ⇨ 68 / 18	⇨ 37 / 17 ⇦ 79 / 55 ⇨ 14 / 9	⇨ 33 / 47 ⇨ 114 / 58 ⇨ 13 / 10	⇨ 4 / 19 ⇧ 23 / 52 ⇨ 17 / 7		
15	⇨ 54 / 63 ⇩ 43 / 30 ⇨ 16 / 6	⇨ 19 / 0 ⇦ 44 / 19 ⇨ 20 / 0	⇨ 100 / 29 ⇨ 71 / 31 ⇨ 51 / 9	⇨ 20 / 6 ⇧ 35 / 15 ⇨ 28 / 8		
16	⇨ 29 / 26 ⇩ 167 / 143 ⇨ 8 / 12	⇨ 227 / 111 ⇦ 4 / 16 ⇨ 7 / 17	⇨ 63 / 10 ⇨ 0 / 2 ⇨ 12 / 22			
17		⇦ 19 / 15	⇨ 8 / 14	⇨ 229 / 126 ⇨ 2 / 11		
18	⇨ 16 / 15 ⇨ 196 / 141	⇨ 249 / 187 ⇦ 20 / 57	⇨ 35 / 14 ⇨ 44 / 52			
19	⇨ 50 / 15 ⇩ 121 / 197 ⇨ 173 / 253	⇨ 161 / 191 ⇦ 111 / 128 ⇨ 61 / 176	⇨ 33 / 43 ⇨ 174 / 158 ⇨ 55 / 115	⇨ 133 / 120 ⇧ 196 / 233 ⇨ 515 / 649		
20		⇦ 253 / 398 ⇨ 366 / 345	⇨ 320 / 650 ⇨ 567 / 392	⇨ 99 / 61 ⇨ 90 / 81		
21	⇩ 319 / 494 ⇨ 88 / 145	⇨ 163 / 91 ⇨ 11 / 2	⇧ 412 / 507 ⇨ 16 / 13			
22	⇨ 44 / 24 ⇩ 0 / 4 ⇨ 46 / 72	⇨ 25 / 51 ⇦ 302 / 419 ⇨ 2 / 3	⇨ 15 / 18 ⇨ 259 / 431 ⇨ 5 / 5	⇨ 1 / 4 ⇨ 0 / 3		
23	⇨ 59 / 53 ⇩ 9 / 0 ⇨ 23 / 14	⇨ 12 / 21 ⇦ 345 / 528 ⇨ 4 / 6	⇨ 12 / 36 ⇨ 199 / 493 ⇨ 3 / 2	⇨ 2 / 1 ⇧ 7 / 0 ⇨ 6 / 4		
24	⇨ 45 / 45 ⇩ 2 / 2 ⇨ 81 / 85	⇨ 74 / 45 ⇦ 269 / 494 ⇨ 2 / 9	⇨ 39 / 62 ⇨ 228 / 526 ⇨ 3 / 8	⇨ 5 / 2 ⇧ 2 / 1 ⇨ 6 / 4		



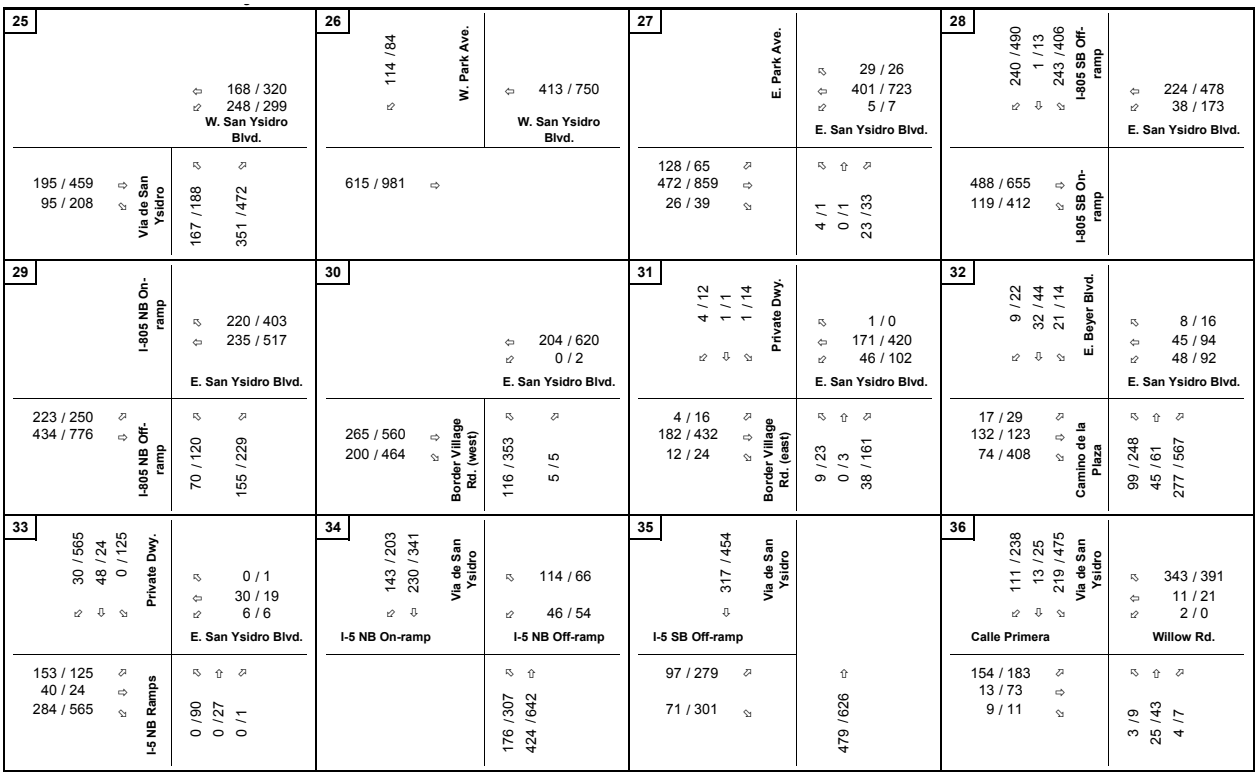
Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Existing Peak-Hour Intersection Volumes (Cont.)

FIGURE 3-2.3





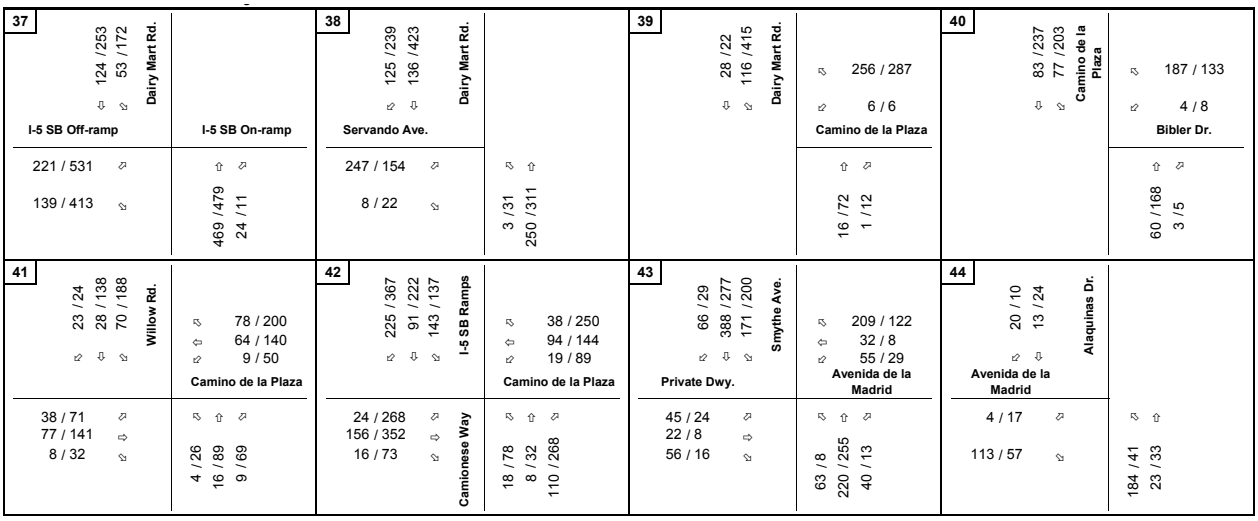
Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Existing Peak-Hour Intersection Volumes (Cont.)

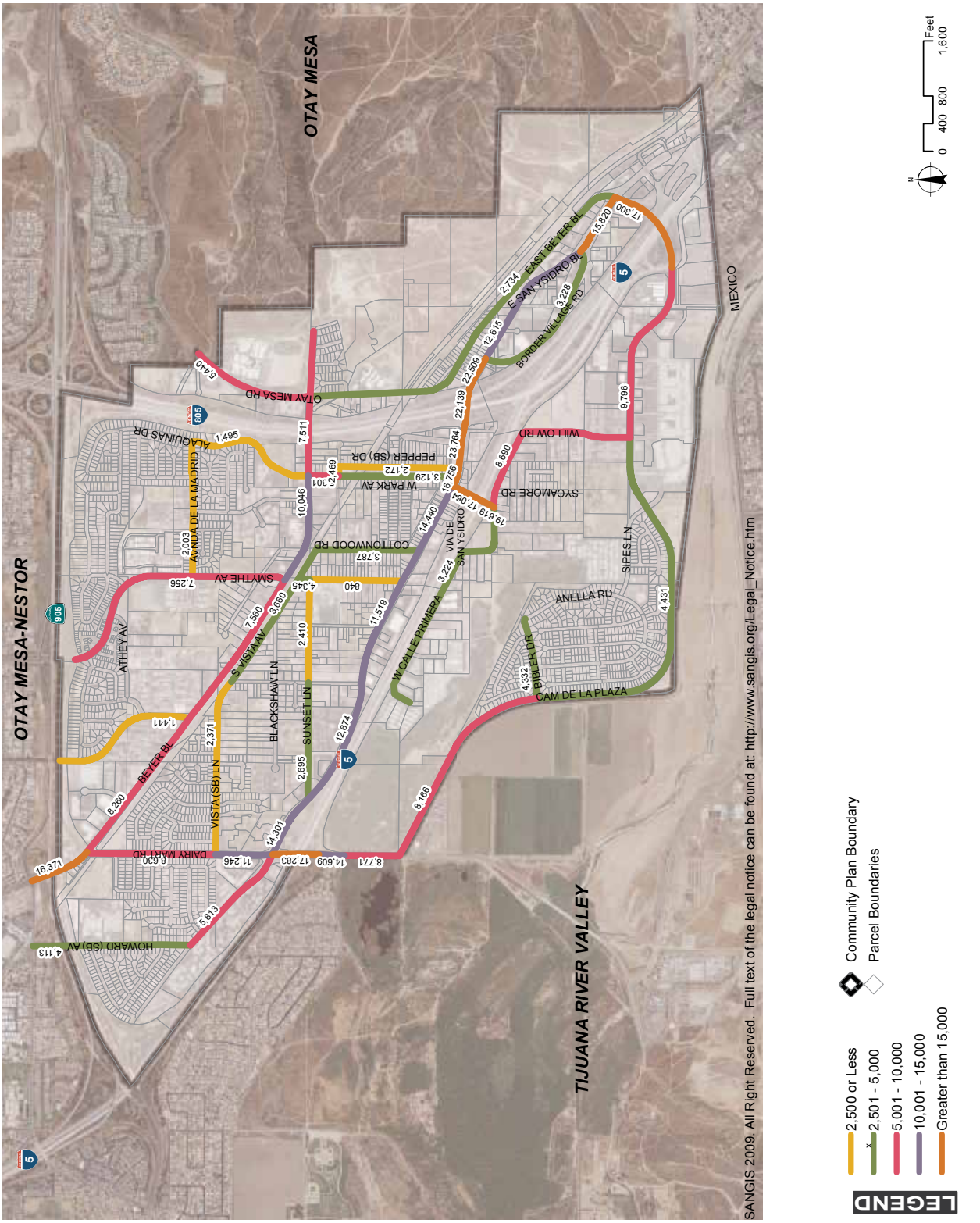
FIGURE 3-2.3





Existing Peak-Hour Intersection Volumes (Cont.)

FIGURE 3-3



Existing Roadway Segment ADT Volumes

3.3 INTERSECTION ANALYSIS

Tables 3-1 displays the LOS analysis results for the study intersections under Existing Conditions. As shown in the table and figures, all intersections currently operate at LOS D or better during both peak periods, except for the following intersections:

Appendix D contains the LOS calculation worksheets.

- Beyer Boulevard & Dairy Mart Road/ SR-905 ramps (LOS F during the afternoon peak-hour);
- I-5 northbound ramps & Via de San Ysidro (LOS F during the afternoon peak-hour);
- I-5 southbound ramps & Via de San Ysidro (LOS E during the afternoon peak-hour);
- Calle Primera & Via de San Ysidro (LOS E during the afternoon peak-hour);
- Dairy Mart Road & I-5 Southbound ramps (LOS E during the afternoon peak-hour);
- Servando Avenue & Dairy Mart Road (LOS E during the afternoon peak-hour weekday);
- Camino de la Plaza & Dairy Mart Road (LOS E during the afternoon peak-hour);
- Camino de la Plaza & I-5 southbound ramps (LOS F during the afternoon peak-hour); and
- Vista Lane & Smythe Crossing (LOS E during the afternoon peak-hour)

At the intersection of Beyer Boulevard and Dairy Mart Road/SR-905, the westbound left-through movement experiences high delays and large queues. The east and westbound approaches are split phasing, therefore left-turning vehicles have to wait for crossing pedestrians before exiting the intersection.

At the intersection of Interstate 5 interchange and Via de San Ysidro, the movements that operate at LOS F are the off-ramps from the freeway. These movements are constrained by a stop-controlled intersection or a five-legged intersection configuration at the Calle Primera and Via de San Ysidro intersection.

At the intersection of Dairy Mart Road and I-5 southbound ramp with Dairy Mart, the eastbound left-through movement and the southbound left-turn movement experience high delays. Both of these movements also have large 95th percentile queues that exceed the available storage length.

The Servando Avenue and Dairy Mart Road intersection is an all-way stop controlled intersection. During the afternoon peak-hour, the heavy movement at this intersection is the southbound approach. Excessive delays are experienced at this location due to the fact that every vehicle must stop and wait for its right of way.

The Dairy Mart Road and Camino de la Plaza intersection is a one-way stop controlled intersection. The westbound movement from Camino de la Plaza must stop and wait for gaps in traffic before entering the intersection. The failing movement at this location is the westbound left-turn. The existing peak-hour analysis shows that the six vehicles trying to travel south along Camino de la Plaza experience a delay of 37.6 seconds due to the heavy southbound left-turn movements from Dairy Mart Road traveling east along Camino de la Plaza.

The Camino de la Plaza and Interstate 5 southbound ramps experience significant delay due to the Interstate 5 southbound inspection entering Mexico. When the southbound inspections are taking place entering Mexico, traffic queues along Interstate 5 southbound extend up to the Interstate 805 merging point. This queuing produces the intersection of Camino de la Plaza and Interstate 5 southbound ramps to experience less than optimum traffic flow, which affects the overall operation of the intersection.

At the intersection of Vista Lane & Smythe Crossing, the eastbound movement experiences the largest delay. This intersection is two-way stop controlled. The east and westbound movements on vista lane must stop and wait for gaps in the southbound traffic before entering the intersection.

Table 3-1.1 Existing Conditions Summary of Intersection Analysis

INTERSECTION		TRAFFIC CONTROL	PEAK-HOUR	EXISTING	
				DELAY (a)	LOS (b)
1	Beyer Blvd & Iris Ave/SR-905 WB Ramps	Signal	AM	24.3	C
			PM	54.9	D
2	Beyer Blvd & Dairy Mart Rd/SR-905 Ramps	Signal	AM	30.8	C
			PM	126.9	**F**
3	Beyer Blvd & Del Sur Blvd	Signal	AM	8.5	A
			PM	13.2	B
4	Smythe Crossing & Beyer Blvd	One-Way Stop	AM	11.4	B
			PM	23.8	C
5	Beyer Blvd & Smythe Ave	Signal	AM	18.7	B
			PM	12.3	B
6	W. Park Ave/Alaquinas Dr & Beyer Blvd	Signal	AM	19.4	B
			PM	19.8	B
7	East Beyer Blvd/Otay Mesa Rd & Beyer Blvd	Signal	AM	23.1	C
			PM	16.5	B
8	Picador Blvd & SR-905 WB On Ramp/SR-905 WB Off Ramp	Signal	AM	15.9	B
			PM	16.0	B
9	Smythe Ave/Picador Blvd & SR-905 EB Off Ramp/SR-905 EB On Ramp	Signal	AM	12.9	B
			PM	18.9	B
10	Dairy Mart Rd & Vista Ln	One-Way Stop	AM	14.7	B
			PM	17.0	C
11	Averil Rd & Vista Ln	All-Way Stop	AM	7.8	A
			PM	7.7	A
12	Smythe Ave & Vista Ln	One-Way Stop	AM	11.5	B
			PM	11.5	B
13	Sunset Ln & Vista Ln	One-Way Stop	AM	8.7	A
			PM	9.8	A
14	Averil Rd & Sunset Ln	All-Way Stop	AM	10.3	B
			PM	8.6	A
15	Smythe Ave & Sunset Ln	All-Way Stop	AM	11.9	B
			PM	7.6	A
16	W. Park Ave & Seaward Ave	All-Way Stop	AM	11.3	B
			PM	8.6	A
17	E. Park Ave & Seaward Ave	All-Way Stop	AM	11.1	B
			PM	8.1	A
18	W. San Ysidro Blvd & Howard Ave	All-Way Stop	AM	15.1	C
			PM	9.4	A
19	Dairy Mart Rd & W. San Ysidro Blvd	Signal	AM	19.2	B
			PM	28.3	C
20	I-5 NB Ramps & W. San Ysidro Blvd	Signal	AM	15.6	B
			PM	42.4	D

Notes:

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

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

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Table 3-1.2 Existing Conditions Summary of Intersection Analysis (Cont.)

INTERSECTION			PEAK-HOUR	EXISTING	
				DELAY (a)	LOS (b)
21	W. San Ysidro Blvd & Sunset Ln	One-Way Stop	AM	14.6	B
			PM	17.8	C
22	W. San Ysidro Blvd & Averil Rd	All-Way Stop	AM	12.0	B
			PM	26.5	D
23	W. San Ysidro Blvd & Smythe Ave	Two-Way Stop	AM	12.3	B
			PM	14.8	B
24	Cottonwood Rd & W. San Ysidro Blvd	Signal	AM	6.5	A
			PM	7.3	A
25	Via de San Ysidro & W. San Ysidro Blvd	Signal	AM	13.4	B
			PM	36.0	D
26	W. San Ysidro Blvd/E. San Ysidro Blvd & W. Park Ave	One-Way Stop	AM	11.1	B
			PM	14.1	B
27	E. San Ysidro Blvd/W. San Ysidro Blvd & E. Park Ave	Two-Way Stop	AM	9.0	B
			PM	10.3	B
28	I-805 SB Ramps & E. San Ysidro Blvd	Signal	AM	17.1	B
			PM	23.6	C
29	I-805 NB Ramps & E. San Ysidro Blvd	Signal	AM	13.8	B
			PM	16.5	B
30	Border Village Rd (W) & E. San Ysidro Blvd	Signal	AM	17.4	B
			PM	15.7	B
31	Border Village Rd (E) & E. San Ysidro Blvd	Signal	AM	8.6	A
			PM	15.6	B
32	Camino de la Plaza/E. Beyer Blvd & E. San Ysidro Blvd	Signal	AM	18.8	B
			PM	26.5	C
33	I-5 NB Ramp & E. San Ysidro Blvd	Signal	AM	9.4	A
			PM	12.6	B
34	Via de San Ysidro & I-5 NB Ramps	One-Way Stop	AM	32.7	D
			PM	ECL	**F**
35	Via de San Ysidro & I-5 SB off-ramp	Signal	AM	23.6	C
			PM	71.9	**E**
36	Calle Primera/Willow Rd & Via de San Ysidro	Signal	AM	11.5	B
			PM	63.1	**E**
37	Dairy Mart Rd & I-5 SB Ramps	Signal	AM	16.2	B
			PM	60.7	**E**
38	Dairy Mart Rd & Servando Ave	All-Way Stop	AM	13.7	B
			PM	36.9	**E**
39	Dairy Mart Rd & Camino De La Plaza	One-Way Stop	AM	11.6	B
			PM	37.6	**E**
40	Camino de la Plaza & Bibler Dr	Signal	AM	11.5	B
			PM	12.6	B

Notes:

Bold values indicate intersections operating at LOS E or F.

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

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

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Table 3-1.3 Existing Conditions Summary of Intersection Analysis (Cont.)

INTERSECTION			PEAK-HOUR	EXISTING	
				DELAY (a)	LOS (b)
41	Willow Rd & Camino de la Plaza	Signal	AM	15.4	B
			PM	28.6	C
42	Camiones Way/I-5 SB Ramps & Camino de la Plaza	Signal	AM	18.0	B
			PM	91.8	**F**
43	Smythe Ave & Avenida de la Madrid	Signal	AM	20.8	C
			PM	24.8	C
44	Avenida de la Madrid & Alaquinas Dr	One-Way Stop	AM	12.7	B
			PM	7.8	A
45	E. San Ysidro Blvd & Center St	One-Way Stop	AM	11.1	B
			PM	18.3	C
47	Vista Ln & Smythe Crossing	Two-Way Stop	AM	19.1	C
			PM	47.0	**E**
48	Camino de la Plaza & Virgina Ave	Two-Way Stop	AM	12.0	B
			PM	27.9	D

Notes:

Bold values indicate intersections operating at LOS E or F.

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

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

The saturation flow rate at the intersection of Camino de la Plaza and I-5 Soutbound Ramps was adjusted to replicate existing conditions when the I-5 Southbound inspection lane is open entering Mexico.

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3.4 ROADWAY SEGMENT ANALYSIS

Tables 3-2 displays the roadway segments analysis under Existing Conditions for a typical weekday. As shown in the table, based on planning-level analysis using ADT volumes, it is estimated that all roadway segments function at an acceptable LOS D or better in the study area, except for the following segments. The segments listed below have volumes near or above their existing capacity, resulting in periods of congestion.

- Dairy Mart Road between West San Ysidro Boulevard and I-5 SB Ramps (LOS F);
- Dairy Mart Road between I-5 SB Ramps and Servando Road (LOS F);
- West San Ysidro Boulevard between Smythe Avenue and Cottonwood Road (LOS E);
- West San Ysidro Boulevard between Cottonwood Road and Via de San Ysidro (LOS F);
- East San Ysidro Boulevard between I-805 NB Ramps and Border Village Road (LOS F);
- East San Ysidro Boulevard between Border Village Road (W) and (E) (LOS F);
- East San Ysidro Boulevard between Beyer Boulevar/Camino de la Plaza and the I-5 SB Ramps (LOS E);
- Via de San Ysidro between West San Ysidro Boulevard and the I-5 NB Ramps (LOS F);
- Via de San Ysidro between I-5 Northbound Ramps and Calle Primera (LOS F);
- Calle Primera between Via de San Ysidro and Willow Road (LOS F); and
- Willow Road between Calle Primera and Camino de la Plaza.

3.5 FREEWAY SEGMENT ANALYSIS

Freeway volumes were obtained from Caltrans and reflect the latest volumes that had been collected at the time of this report. **Tables 3-3** display the LOS analysis results for the study freeway segments under Existing Conditions. As shown in the table, the freeway segments surrounding the San Ysidro Community operate at acceptable LOS C or better during peak hours.

Table 3-2.1 Existing Conditions Summary of Roadway Segment LOS Summary

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION (a)	LOS E CAPACITY	ADT (b)	V/C RATIO (c)	LOS
Beyer Blvd.					
SR-905 WB Off-Ramp to Dairy Mart Rd.	4-Lane Collector	30,000	16,371	0.546	C
Dairy Mart Rd. to Del Sur Blvd.	4-Lane Collector (no TWLT)	15,000	8,260	0.551	C
Del Sur Blvd. to Cottonwood Rd.	4-Lane Collector (no TWLT)	15,000	7,560	0.504	C
Cottonwood Rd. to W. Park Ave.	4-Lane Collector (no TWLT)	15,000	10,046	0.67	D
W. Park Ave. to E. Beyer Blvd.	4-Lane Collector	30,000	7,511	0.25	A
Otay Mesa Rd.					
North of Beyer Blvd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,440	0.68	D
E. Beyer Blvd.					
Beyer Blvd. to E. San Ysidro Blvd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,734	0.342	B
Del Sur Blvd.					
SR-905 EB Ramps to Beyer Blvd.	2-Lane Collector (continuous left-turn lane)	15,000	1,441	0.096	A
Smythe Ave.					
SR-905 EB Ramps to Beyer Blvd.	4-Lane Collector (no TWLT)	15,000	7,256	0.484	C
S. Vista Ave. to Sunset Ln.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,345	0.543	C
Sunset Ln. to W. San Ysidro Blvd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	840	0.105	A
Dairy Mart Rd.					
Beyer Blvd to S. Vista Ln	4-Lane Collector	30,000	8,630	0.288	A
S. Vista Ln. to W. San Ysidro Blvd.	4-Lane Collector	30,000	11,246	0.375	B
W. San Ysidro Blvd. to I-5 SB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	17,283	1.152	**F**
I-5 SB Ramps to Servando Ave.	3-Lane Collector	11,250	14,609	1.299	**F**
Servando Ave. to Camino de la Plaza	2-Lane Collector (no fronting property)	10,000	8,771	0.877	D
W. San Ysidro Blvd.					
Howard Ave. to Dairy Mart Rd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,813	0.727	D
Dairy Mart Rd. to Sunset Ln.	4-Lane Collector	30,000	14,301	0.477	C
Sunset Ln. to Averil Rd.	2-Lane Collector (continuous left-turn lane)	15,000	12,674	0.845	D
Averil Rd. to Symthe Ave.	2-Lane Collector (continuous left-turn lane)	15,000	11,519	0.768	D
Smythe Ave. to Cottonwood Rd.	2-Lane Collector (continuous left-turn lane)	15,000	14,440	0.963	**E**
Cottonwood Rd. to Via de San Ysidro	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	14,440	1.805	**F**
Via de San Ysidro to W. Park Ave	4-Lane Major Arterial	40,000	16,756	0.419	B
E. San Ysidro Blvd.					
W. Park Ave. to I-805 SB Ramps	4-Lane Major Arterial	40,000	23,764	0.594	C
I-805 SB Ramps to I-805 NB Ramps	4-Lane Major Arterial	40,000	22,139	0.553	C
I-805 NB Ramps to Border Village Rd. (west)	2-Lane Collector (continuous left-turn lane)	15,000	22,509	1.501	**F**
Border Village Rd. (west) to Border Village Rd (east)	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	12,615	1.577	**F**
Border Village Rd. (south) to E. Beyer Blvd./Camino de la Plaza	4-Lane Major Arterial	40,000	15,820	0.396	B
E. Beyer Blvd./Camino de la Plaza to I-5 SB Ramps	3-Lane Collector	11,250	10,740	0.955	**E**

Notes:
Bold values indicate roadway segments operating at LOS E or F.
(a) Existing roads street functional classification is based on field observations.
(b) Average daily traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and True Counts and measured in 2007, 2008, and 2010.
(c) The V/C Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.
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Table 3-2.2 Existing Conditions Summary of Roadway Segment LOS Summary (Cont.)

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION (a)	LOS E CAPACITY	ADT (b)	V/C RATIO (c)	LOS
Border Village Rd .					
San Ysidro Blvd. to San Ysidro Blvd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,228	0.404	B
Via de San Ysidro					
W. San Ysidro Blvd. to I-5 NB Ramps	4-Lane Collector (no TWLT)	15,000	17,064	1.138	**F**
I-5 NB Ramps to Calle Primera	4-Lane Collector (no TWLT)	15,000	19,619	1.308	**F**
Calle Primera					
West of Via de San Ysidro	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,224	0.403	B
Rancho del Rio Eastates to Via de San Ysidro	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,224	0.403	B
Via de San Ysidro to Willow Rd	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	10,853	1.357	**F**
Willow Rd.					
Calle Primera to Camino De La Plaza	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	8,690	1.086	**F**
Bibler Dr.					
East of Camino De La Plaza	2-Lane Collector (no fronting property)	10,000	4,332	0.433	B
Camino De La Plaza.					
Dairy Mart Rd. to Bibler Dr.	4-Lane Collector	30,000	8,166	0.272	A
Bibler Dr. to Willow Rd.	4-Lane Collector	30,000	4,431	0.148	A
Willow Rd. to I-5 SB Ramp	4-Lane Collector	30,000	9,796	0.327	A
I-5 SB Ramp to E. San Ysidro Blvd.	4-Lane Collector	30,000	17,300	0.577	C
Vista Ln.					
Dairy Mart Rd. to Averil Rd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,371	0.296	A
Averil Rd. to Symthe Ave.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,660	0.458	C
Sunset Ln.					
W. San Ysidro Blvd. to Averil Rd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,695	0.337	B
Averil Rd. to Symthe Ave.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,410	0.301	A
Cottonwood Rd.					
Sunset Ln. to W San Ysidro Blvd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,787	0.473	C
W. Park Ave.					
Beyer Blvd. to Seward Ave.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,301	0.663	D
Seward Ave. to W. San Ysidro Blvd.	1-Lane Collector	4,000	3,129	0.782	D
E. Park Ave.					
Seward Ave. to W. San Ysidro Blvd.	1-Lane Collector	4,000	2,172	0.543	C
Seward Ave.					
W. Park Ave. to E. Park Ave.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,469	0.309	A
Howard Ave.					
North of W. San Ysidro Blvd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,113	0.514	C
Avenida de la Madrid					
Smythe Ave. to Alaquinas Dr.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,003	0.25	A
Alaquinas Dr.					
Beyer Blvd. to Avenida de la Madrid.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,495	0.19	A

Notes:

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

(a) Existing roads street functional classification is based field observations.

(b) Average daily traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and True Counts and measured in 2007, 2008, and 2010.

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

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Table 3-3 Existing Conditions Freeway Segment Analysis Summary

FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	ADT (b)	K (PEAK HOUR %)	D (DIRECTIONAL SPLIT)	TRUCK FACTOR	PEAK-HOUR VOLUME (c)	V/C RATIO	LOS
AM PEAK										
I-5										
Camino de la Plaza to I-805 Connection	NB	4 M + 2 A	11,800	76,000	0.065	0.649	0.980	3,249	0.28	A
	SB	4 M	9,400							
I-805 Connection to Via de San Ysidro	NB	4 M	9,400	40,000	0.065	0.649	0.980	1,722	0.18	A
	SB	4 M	9,400							
Via de San Ysidro to Dairy Mart Rd	NB	4 M	9,400	53,000	0.065	0.649	0.980	2,281	0.24	A
	SB	4 M	9,400							
Dairy Mart Rd to SR-905 Connection	NB	4 M	9,400	70,000	0.065	0.649	0.980	3,013	0.32	A
	SB	4 M	9,400							
SR-905 Connection to Iris Ave	NB	4 M	9,400	105,000	0.065	0.649	0.980	4,520	0.48	B
	SB	4 M	9,400							
I-805										
I-5 Connection to San Ysidro Blvd	NB	4 M	9,400	48,000	0.072	0.638	0.970	2,273	0.24	A
	SB	4 M	9,400							
San Ysidro Blvd to SR-905 Connection	NB	4 M + 1 A	10,600	58,000	0.072	0.638	0.970	2,746	0.26	A
	SB	4 M	9,400							
SR-905										
I-5 to Beyer Blvd	WB	2 M + 1 A	5,900	48,000	0.078	0.652	0.970	2,525	0.43	B
	EB	2 M + 1 A	5,900							
Beyer Blvd to Picador Blvd	WB	2 M + 1 A	5,900	53,000	0.078	0.652	0.970	2,786	0.47	B
	EB	2 M + 1 A	5,900							
Picador Blvd to I-805	WB	2 M + 1 A	5,900	52,000	0.078	0.652	0.970	2,733	0.46	B
	EB	2 M + 1 A	5,900							
PM PEAK										
I-5										
Camino de la Plaza to I-805 Connection	NB	4 M + 2 A	11,800	76,000						
	SB	4 M	9,400		0.090	0.712	0.980	4,981	0.53	B
I-805 Connection to Via de San Ysidro	NB	4 M	9,400	40,000						
	SB	4 M	9,400		0.090	0.712	0.980	2,621	0.28	A
Via de San Ysidro to Dairy Mart Rd	NB	4 M	9,400	53,000						
	SB	4 M	9,400		0.090	0.712	0.980	3,473	0.37	A
Dairy Mart Rd to SR-905 Connection	NB	4 M	9,400	70,000						
	SB	4 M	9,400		0.090	0.712	0.980	4,587	0.49	B
SR-905 Connection to Iris Ave	NB	4 M	9,400	105,000						
	SB	4 M	9,400		0.090	0.712	0.980	6,881	0.73	C
I-805										
I-5 Connection to San Ysidro Blvd	NB	4 M	9,400	48,000						
	SB	4 M	9,400		0.081	0.631	0.970	2,515	0.3	A
San Ysidro Blvd to SR-905 Connection	NB	4 M + 1 A	10,600	58,000						
	SB	4 M	9,400		0.081	0.631	0.970	3,039	0.3	A
SR-905										
I-5 to Beyer Blvd	WB	2 M + 1 A	5,900	48,000						
	EB	2 M + 1 A	5,900		0.086	0.665	0.970	2,842	0.5	B
Beyer Blvd to Picador Blvd	WB	2 M + 1 A	5,900	53,000						
	EB	2 M + 1 A	5,900		0.086	0.665	0.970	3,138	0.5	B
Picador Blvd to I-805	WB	2 M + 1 A	5,900	52,000						
	EB	2 M + 1 A	5900.0		0.086	0.665	0.970	3,079	0.5	B

Notes:

Bold values indicate freeway segments operating at LOS E or F.

M=Main Lane; A= Auxiliary Lane.

(a) The capacity is calculated as 2,350 ADT per main lane and 1,200 ADT per auxiliary lane

(b) Traffic volumes provided by Caltrans. For ADT volumes, the numbers correspond to the year 2009. The k and d factors were taken from 2008 peak-hour data.

(c) Peak-hour volume calculated by: (ADT*K*D)/Truck Factor

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4 FUTURE COMMUNITY BUILDOUT CONDITIONS

This section provides a description of future community buildout conditions.

4.1 ROAD NETWORK

One roadway network change was assumed to take place under the Horizon Year (2035) scenario: Beyer Boulevard would be extended as a four-lane major and will connect with the Caliente Avenue extension. This change is identified in the Adopted Otay Mesa Community Plan. No other roadway network changes were assumed.

4.2 TRAFFIC VOLUMES

The projections of land use intensities were developed using GIS analysis techniques by the City of San Diego's Planning Department staff. Allowable uses, floor-to-area ratios, residential densities, allowable heights, space for parking, and findings from the *San Ysidro Community Plan Update Background Conditions and Market Analysis, March 2012*, were all considered when determining the reasonably expected land use plan alternatives.

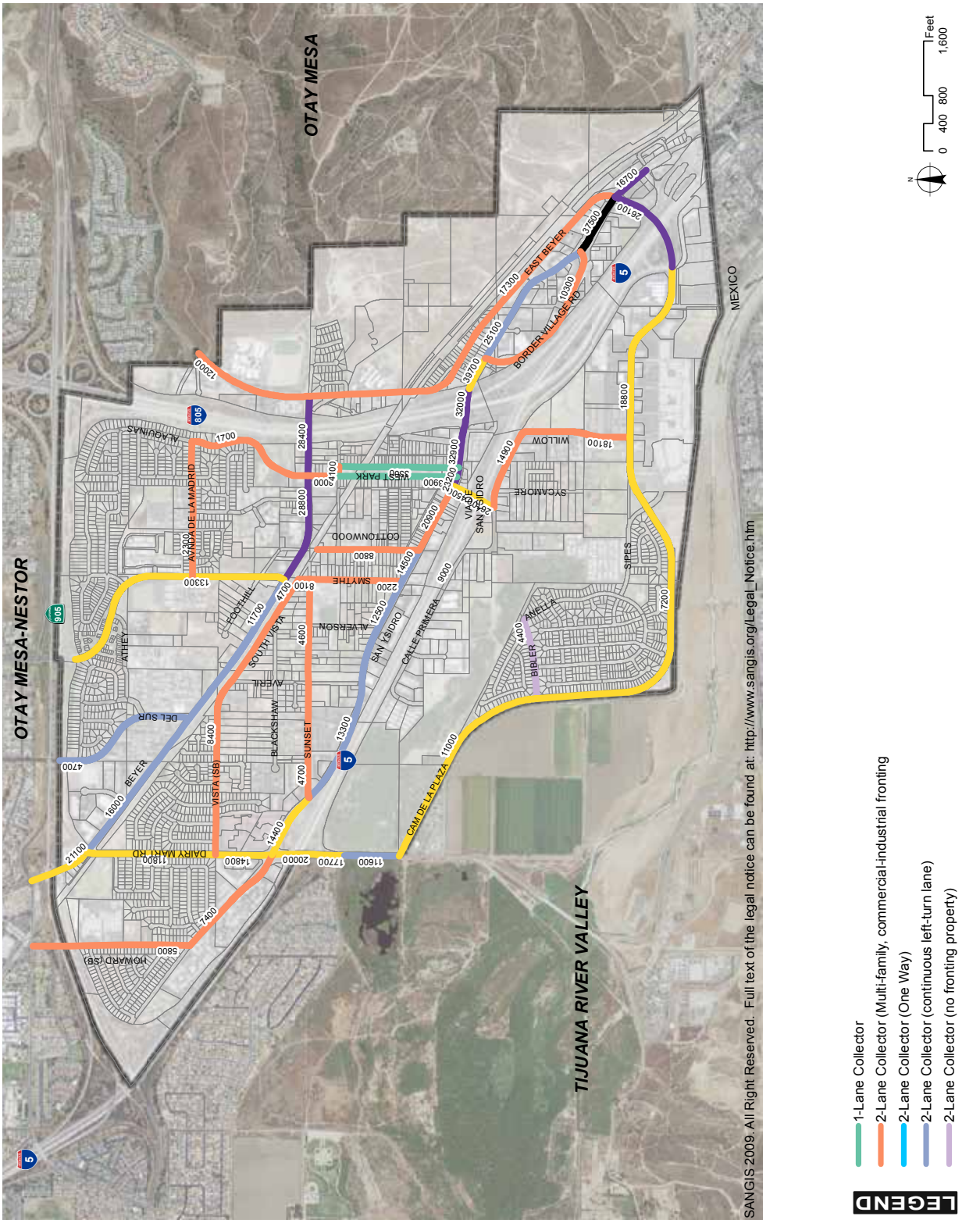
Model Adjustments

In the process of calibrating the existing model, it was concluded that several post model adjustments were needed for the forecasted Year 2035 traffic model volumes to make them consistent with existing vehicular counts and expected overall traffic patterns within the community.

- For roadway segments where the difference between the calibrated existing 2008 model and the actual count exceeded 10% or 2,000 daily vehicles, the difference was subtracted or added to the Year 2035 forecast model to adjust the future volume based on the discrepancy noted between base year model volumes and count data. For roadway segments that have existing daily volumes less than 5,000, no adjustments were applied to the future model volumes.

The post model adjustment details for the Year 2035 scenario are included in **Appendix E**. The resulting daily traffic volumes for Year 2035 are presented in **Figures 4-1**.

FIGURE 4-1

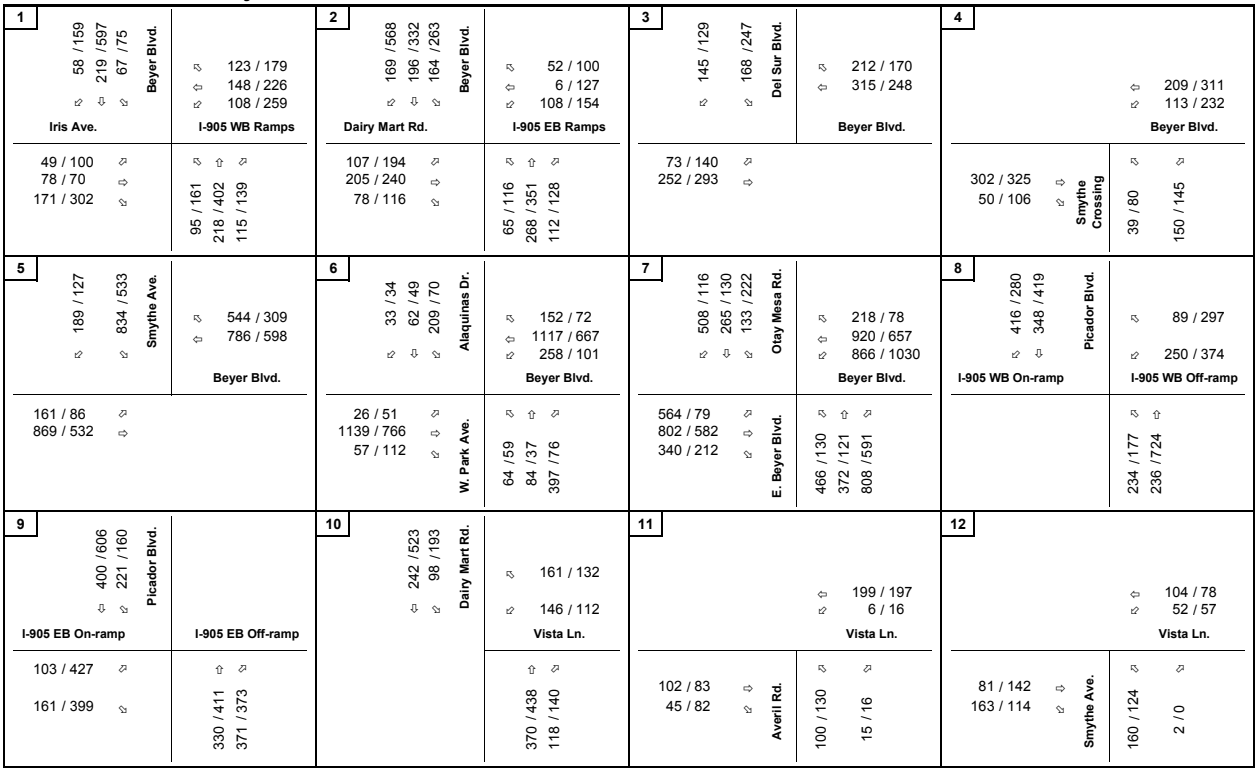


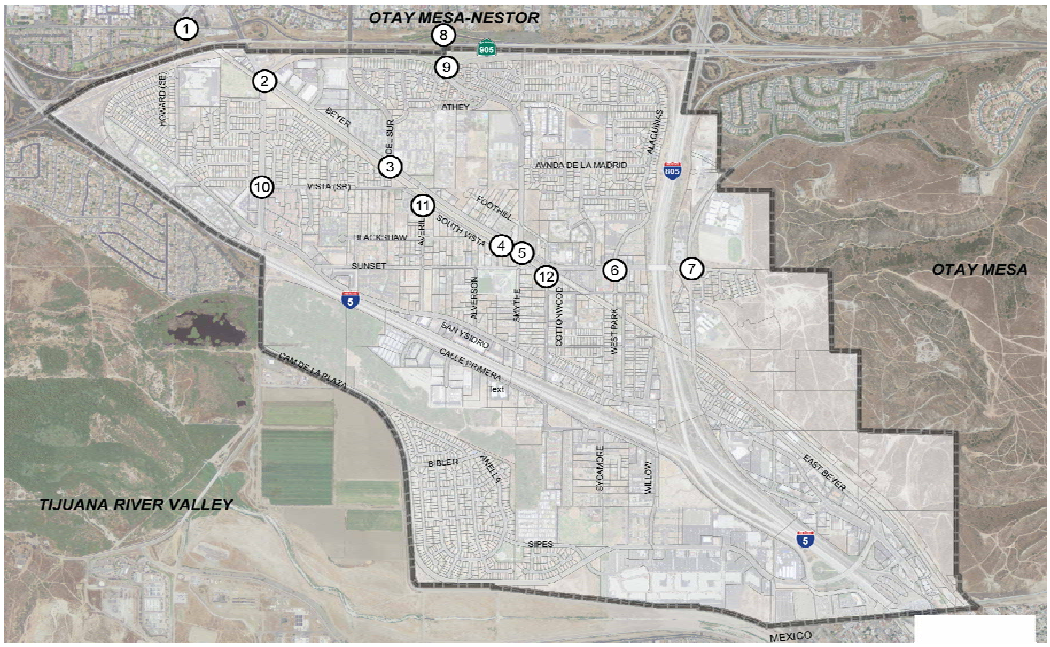
Year 2035 Proposed Land Use Roadway Segment ADT Volumes

Turning Movement Volume Forecasts

Year 2035 peak hour turning movements at the study area intersections were developed using methodologies from National Cooperative Highway Research Program (NCHRP) 255 – Highway Traffic Data for Urbanized Area Project Planning and Design, Chapter 8. NCHRP Report 255 is a compilation of the best techniques that are currently being used in urban areas to forecast future traffic volumes. These techniques were identified through a survey of state and local agencies with follow-up field visits to obtain detailed information on procedural steps and typical applications. The method used to forecast the future turning movement volumes for the San Ysidro Community Plan evaluation is the NCHRP's "Directional Volume Forecast". For this method, existing and future daily traffic volumes, existing peak hour turning movements, and projected peak hour "K" and directional "D" factors are applied to future forecasted ADT volumes and used to calculate future year turning movements. Existing daily segment traffic volumes and peak hour intersection turning movements were counted in the field. Year 2035 daily traffic volumes were obtained from the forecast model forecast. Using the "Directional Volume Forecast" technique, the existing turning movements at each study area intersection were factored based on increases in daily approach traffic and existing K and D factors. Each respective movement was derived using an iterative approach that balances the inflows and outflows for each approach. The supporting worksheets for calculating Year 2035 volumes are included in **Appendix F**. Resulting peak hour intersection turning movements are presented in **Figures 4-2.**

FIGURE 4-2.1

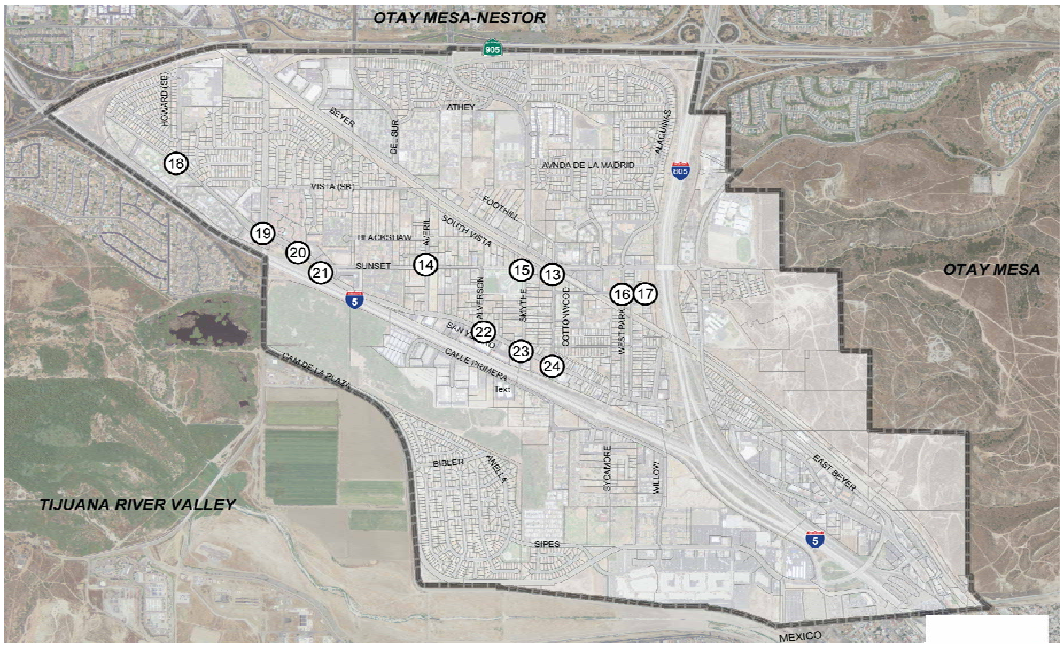




Year 2035 Proposed Land Use Peak-Hour Intersection Volumes

FIGURE 4-2.2

Intersection	Vista Ln.	Cottonwood Rd.	Sunset Ln.	Sunset Ln.
13	123 / 247 0 / 5	98 / 91 10 / 29	1 / 0	132 / 57
14	97 / 95 99 / 138 128 / 31	68 / 29 146 / 102 37 / 24	49 / 70 205 / 107 29 / 24	10 / 43 43 / 102 42 / 20
15	80 / 107 122 / 73 16 / 6	19 / 0 44 / 19 34 / 0	149 / 44 71 / 31 222 / 58	106 / 44 84 / 39 89 / 13
16	45 / 40 223 / 193 15 / 20	367 / 179 7 / 26 10 / 24	95 / 16 0 / 5 13 / 26	
17	13 / 24	60 / 50	343 / 172	17 / 49
18	29 / 34 267 / 187	329 / 250 20 / 62	69 / 32 44 / 57	
19	73 / 23 145 / 238 241 / 354	213 / 259 140 / 167 64 / 190	49 / 63 227 / 211 62 / 132	158 / 144 245 / 289 585 / 735
20	320 / 650 693 / 507	253 / 398 469 / 428	139 / 87	134 / 114
21	319 / 494 104 / 167	221 / 131 73 / 32	412 / 507	83 / 104
22	84 / 60 0 / 5 91 / 133	53 / 93 302 / 419 3 / 3	30 / 47 259 / 431 5 / 6	1 / 4 0 / 3
23	158 / 139 9 / 0 59 / 35	38 / 55 345 / 528 4 / 6	39 / 96 199 / 493 5 / 2	2 / 1 10 / 0 6 / 4
24	56 / 45 2 / 3 237 / 298	220 / 217 269 / 525 4 / 14	48 / 62 228 / 587 3 / 8	5 / 2 4 / 2 7 / 5



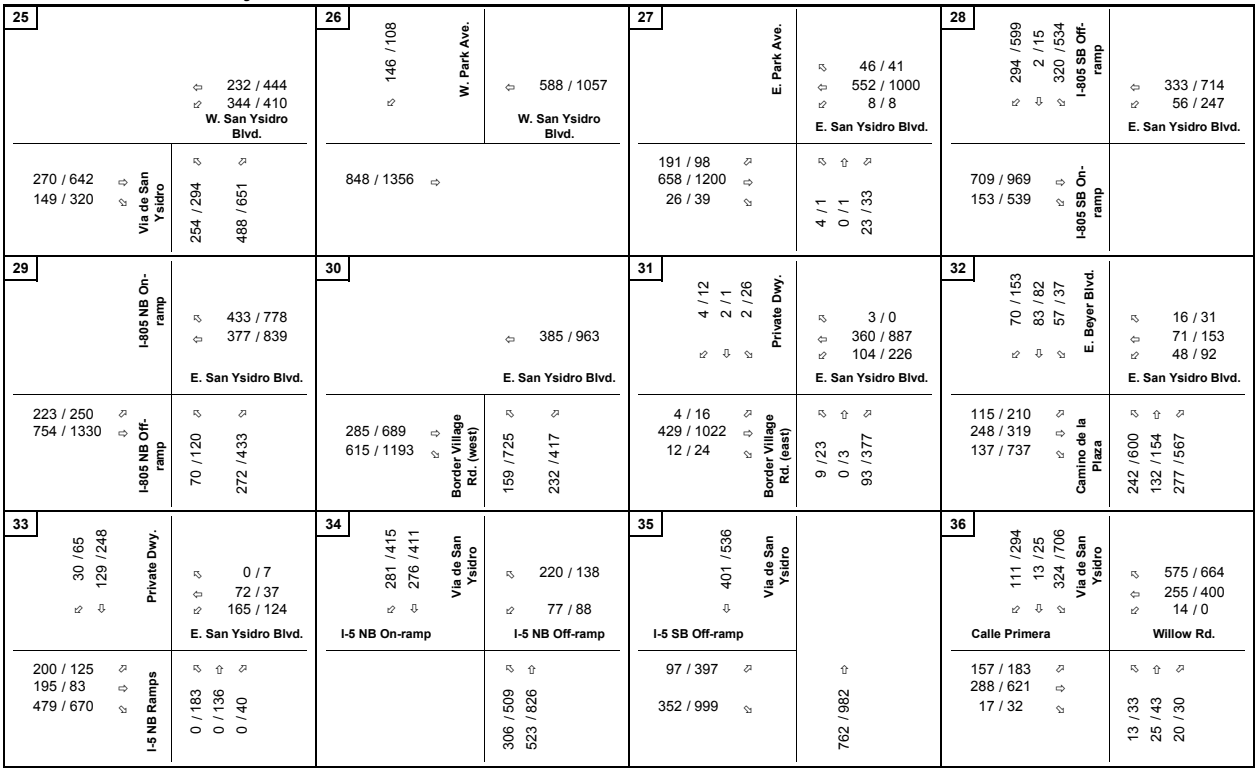
Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

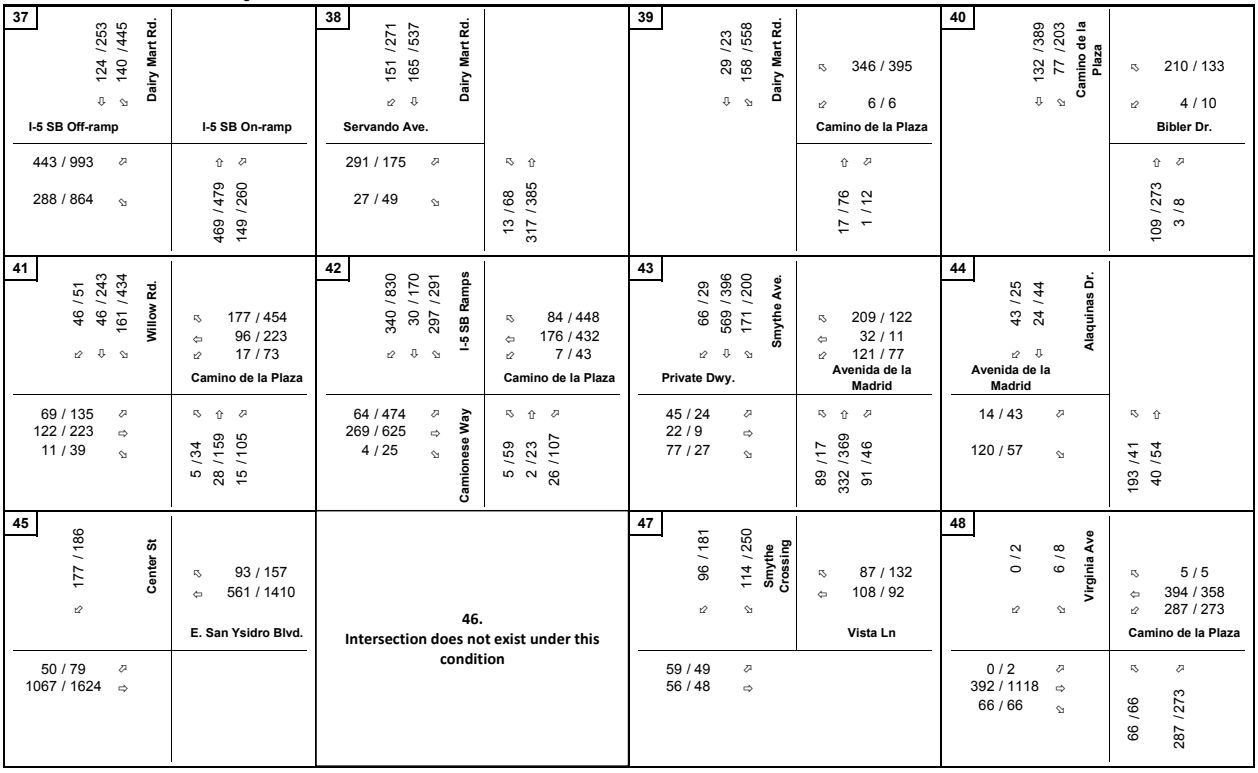
Year 2035 Proposed Land Use Peak-Hour Intersection Volumes (Cont.)

FIGURE 4-2.3



Year 2035 Proposed Land Use Peak-Hour Intersection Volumes (Cont.)

FIGURE 4-2.4



Year 2035 Proposed Land Use Peak-Hour Intersection Volumes (Cont.)

4.3 INTERSECTION ANALYSIS

Tables 4-1 displays the LOS analysis results for the study intersections using their existing lane configuration and the future peak-hour traffic volumes. As shown in the table, the San Ysidro CPU would have a cumulative traffic related impact at 25 of the 48 study intersections.

Appendix D contains the peak-hour intersections LOS calculation worksheets.

4.4 ROADWAY SEGMENT ANALYSIS

Tables 4-2 displays the LOS analysis results for the roadway segments using their existing roadway classification and the future peak-hour traffic volumes. As shown in the tables, the San Ysidro CPU would have a cumulative traffic related impact on 31 of the 54 roadway segments within the study area.

4.5 FREEWAY SEGMENT ANALYSIS

Tables 4-3 displays the LOS analysis results for the freeway segments using their existing freeway configuration and the future peak-hour traffic volumes. As shown in the tables, the traffic generated by the land use changes associated with the San Ysidro CPU would have significant cumulative traffic related impacts along two freeway segments within the study area.

Table 4-1.1 Horizon Year (2035) Summary of Intersection Analysis

	INTERSECTION	PEAK-HOUR	EXISTING		PREFERRED LAND USE ALT.			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
1	Beyer Blvd & Iris Ave/SR-905 WB Ramps	AM	24.3	C	32.7	C	8.4	NO
		PM	54.9	D	117.0	**F**	62.1	**YES**
2	Beyer Blvd & Dairy Mart Rd/SR-905 Ramps	AM	18.6	B	79.7	**E**	61.1	**YES**
		PM	27.0	C	44.6	D	17.6	NO
3	Beyer Blvd & Del Sur Blvd	AM	8.5	A	11.7	B	3.2	NO
		PM	13.2	B	18.0	B	4.8	NO
4	Smythe Crossing & Beyer Blvd	AM	11.4	B	13.8	B	2.4	NO
		PM	23.8	C	**ECL**	**F**	-	**YES**
5	Beyer Blvd & Smythe Ave	AM	18.7	B	**ECL**	**F**	-	**YES**
		PM	12.3	B	38.5	D	26.2	NO
6	W. Park Ave/Alaquinas Dr & Beyer Blvd	AM	19.4	B	160.6	**F**	141.2	**YES**
		PM	19.8	B	20.7	C	0.9	NO
7	East Beyer Blvd/Otay Mesa Rd & Beyer Blvd	AM	23.1	C	**ECL**	**F**	-	**YES**
		PM	16.5	B	**ECL**	**F**	-	**YES**
8	Picador Blvd & SR-905 WB On Ramp/SR-905 WB Off Ramp	AM	15.9	B	20.4	C	4.5	NO
		PM	16.0	B	20.7	C	4.7	NO
9	Smythe Ave/Picador Blvd & SR-905 EB Off Ramp/SR-905 EB On Ramp	AM	12.9	B	15.3	B	2.4	NO
		PM	18.9	B	25.1	C	6.2	NO
10	Dairy Mart Rd & Vista Ln	AM	14.7	B	57.4	**F**	42.7	**YES**
		PM	17.0	C	102.3	**F**	85.3	**YES**
11	Averil Rd & Vista Ln	AM	7.8	A	11.1	B	3.3	NO
		PM	7.7	A	10.2	B	2.5	NO
12	Smythe Ave & Vista Ln	AM	11.5	B	15.0	C	3.5	NO
		PM	11.5	B	16.5	C	5.0	NO
13	Sunset Ln & Vista Ln	AM	8.7	A	10.0	B	1.3	NO
		PM	9.8	A	11.7	B	1.9	NO
14	Averil Rd & Sunset Ln	AM	10.3	B	17.0	C	6.7	NO
		PM	8.6	A	12.1	B	3.5	NO
15	Smythe Ave & Sunset Ln	AM	11.9	B	49.5	**E**	37.6	**YES**
		PM	7.6	A	8.8	A	1.2	NO
16	W. Park Ave & Seaward Ave	AM	11.3	B	29.3	D	18.0	NO
		PM	8.6	A	10.4	B	1.8	NO
17	E. Park Ave & Seaward Ave	AM	11.1	B	22.5	C	11.4	NO
		PM	8.1	A	9.0	A	0.9	NO
18	W. San Ysidro Blvd & Howard Ave	AM	15.1	C	43.1	**E**	28.0	**YES**
		PM	9.4	A	11.2	B	1.8	NO
19	Dairy Mart Rd & W. San Ysidro Blvd	AM	19.2	B	34.3	C	15.1	NO
		PM	28.3	C	53.6	D	25.3	NO
20	I-5 NB Ramps & W. San Ysidro Blvd	AM	15.6	B	27.8	C	12.2	NO
		PM	42.4	D	43.7	D	1.3	NO

Notes:

Bold values indicate intersections operating at LOS E or F.

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

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

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

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Table 4-1.2 Horizon Year (2035) Summary of Intersection Analysis (Cont.)

	INTERSECTION	PEAK-HOUR	EXISTING		PREFERRED LAND USE ALT.			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
21	W. San Ysidro Blvd & Sunset Ln	AM	14.6	B	17.9	C	3.3	NO
		PM	17.8	C	21.5	C	3.7	NO
22	W. San Ysidro Blvd & Averil Rd	AM	12.0	B	14.2	B	2.2	NO
		PM	26.5	D	44.1	**E**	17.6	**YES**
23	W. San Ysidro Blvd & Smythe Ave	AM	12.3	B	15.8	C	3.5	NO
		PM	14.8	B	19.8	C	5.0	NO
24	Cottonwood Rd & W. San Ysidro Blvd	AM	6.5	A	11.8	B	5.3	NO
		PM	7.3	A	23.9	C	16.6	NO
25	Via de San Ysidro & W. San Ysidro Blvd	AM	13.4	B	15.1	B	1.7	NO
		PM	36.0	D	38.3	D	2.3	NO
26	W. San Ysidro Blvd/E. San Ysidro Blvd & W. Park Ave	AM	11.1	B	13.3	B	2.2	NO
		PM	14.1	B	19.5	C	5.4	NO
27	E. San Ysidro Blvd/W. San Ysidro Blvd & E. Park Ave	AM	9.0	B	10.5	B	1.5	NO
		PM	10.3	B	13.1	C	2.8	NO
28	I-805 SB Ramps & E. San Ysidro Blvd	AM	17.1	B	18.2	B	1.1	NO
		PM	23.6	C	35.4	D	11.8	NO
29	I-805 NB Ramps & E. San Ysidro Blvd	AM	13.8	B	16.5	B	2.7	NO
		PM	16.5	B	60.2	**E**	43.7	**YES**
30	Border Village Rd (W) & E. San Ysidro Blvd	AM	17.4	B	14.2	B	-3.2	NO
		PM	15.7	B	**ECL**	**F**	-	**YES**
31	Border Village Rd (E) & E. San Ysidro Blvd	AM	8.6	A	11.4	B	2.8	NO
		PM	15.6	B	**ECL**	**F**	-	**YES**
32	Camino de la Plaza/E. Beyer Blvd & E. San Ysidro Blvd	AM	18.8	B	24.2	C	5.4	NO
		PM	26.5	C	34.1	C	7.6	NO
33	I-5 NB Ramp & E. San Ysidro Blvd	AM	9.4	A	36.1	D	26.7	NO
		PM	12.6	B	**ECL**	**F**	-	**YES**
34	Via de San Ysidro & I-5 NB Ramps	AM	32.7	D	**ECL**	**F**	-	**YES**
		PM	ECL	**F**	**ECL**	**F**	-	**YES**
35	Via de San Ysidro & I-5 SB off-ramp	AM	23.6	C	49.1	D	25.5	NO
		PM	71.9	**E**	**ECL**	**F**	-	**YES**
36	Calle Primera/Willow Rd & Via de San Ysidro	AM	11.5	B	**ECL**	**F**	-	**YES**
		PM	63.1	**E**	**ECL**	**F**	-	**YES**
37	Dairy Mart Rd & I-5 SB Ramps	AM	16.2	B	29.9	C	13.7	NO
		PM	60.7	**E**	**ECL**	**F**	-	**YES**
38	Dairy Mart Rd & Servando Ave	AM	13.7	B	21.1	C	7.4	NO
		PM	36.9	**E**	44.5	**E**	7.6	**YES**
39	Dairy Mart Rd & Camino De La Plaza	AM	11.6	B	13.1	B	1.5	NO
		PM	37.6	**E**	78.1	**F**	40.5	**YES**
40	Camino de la Plaza & Bibler Dr	AM	11.5	B	9.3	A	-2.2	NO
		PM	12.6	B	11.1	B	-1.5	NO
41	Willow Rd & Camino de la Plaza	AM	15.4	B	27.2	C	11.8	NO
		PM	28.6	C	55.3	**E**	26.7	**YES**
42	Camiones Way/I-5 SB Ramps & Camino de la Plaza	AM	18.0	B	21.5	C	3.5	NO
		PM	91.8	**F**	99.6	**F**	7.8	**YES**
43	Smythe Ave & Avenida de la Madrid	AM	20.8	C	37.7	D	16.9	NO
		PM	24.8	C	23.6	C	-1.2	NO
44	Avenida de la Madrid & Alaquinas Dr	AM	12.7	B	15.2	C	2.5	NO
		PM	7.8	A	8.2	A	0.4	NO
45	E. San Ysidro Blvd & Center St	AM	11.1	B	22.4	C	11.3	NO
		PM	18.3	C	**ECL**	**F**	-	**YES**
47	Vista Ln & Smythe Crossing	AM	19.1	C	28.8	D	9.7	NO
		PM	47.0	**E**	**ECL**	**F**	-	**YES**
48	Camino de la Plaza & Virgina Ave	AM	12.0	B	**ECL**	**F**	-	**YES**
		PM	27.9	D	**ECL**	**F**	-	**YES**

Notes:

Bold values indicate intersections operating at LOS E or F.

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

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

The saturation flow rate at the intersection of Camino de la Plaza and I-5 Soutbound Ramps was adjusted to replicate existing conditions when the I-5 Southbound inspection lane is open entering Mexico.

\\Sndfp01\ca_snd1\SND_TPTO\095413002\Excel\[413002IN04-Alt-B.xlsm]Existing vs 2035 ALTB

Table 4-2.1 Horizon Year (2035) Summary of Roadway Segment Analysis

ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION (a)	LOS E CAPACITY	EXISTING			PREFERRED LAND USE ALT.					
			ADT (b)	V/C RATIO (d)	LOS	ADT (c)	V/C RATIO (c)	LOS	Δ in ADT	Δ in V/C	SIGNIFICANT?
Beyer Blvd.											
SR-905 WB Off-Ramp to Dairy Mart Rd.	4-Lane Collector	30,000	16,371	0.546	C	21,100	0.703	D	4,729	0.224	NO
Dairy Mart Rd. to Del Sur Blvd.	4-Lane Collector (no TWLT)	15,000	8,260	0.551	C	16,000	1.067	**F**	7,740	0.484	YES
Del Sur Blvd. to Cottonwood Rd.	4-Lane Collector (no TWLT)	15,000	7,560	0.504	C	11,700	0.78	D	4,140	0.354	NO
Cottonwood Rd. to W. Park Ave.	4-Lane Collector	30,000	10,046	0.335	B	28,800	0.96	**E**	18,754	0.651	YES
W. Park Ave. to E. Beyer Blvd.	4-Lane Collector	30,000	7,511	0.25	A	28,400	0.947	**E**	20,889	0.736	YES
Otay Mesa Rd.											
North of Beyer Blvd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,440	0.68	D	12,000	1.5	**F**	6,560	0.547	YES
E. Beyer Blvd.											
Beyer Blvd. to Center St.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,734	0.342	B	17,300	2.163	**F**	14,566	0.842	YES
Center St. to E. San Ysidro Blvd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,734	0.342	B	9,700	1.213	**F**	6,966	0.718	YES
Del Sur Blvd.											
SR-905 EB Ramps to Beyer Blvd.	2-Lane Collector (continuous left-turn lane)	15,000	1,441	0.096	A	4,700	0.313	A	3,259	0.693	NO
Smythe Ave.											
SR-905 EB Ramps to Beyer Blvd.	4-Lane Collector (no TWLT)	15,000	7,256	0.484	C	13,300	0.887	**E**	6,044	0.454	YES
S. Vista Ave. to Sunset Ln.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,345	0.543	C	8,100	1.013	**F**	3,755	0.464	YES
Sunset Ln. to W. San Ysidro Blvd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	840	0.105	A	2,200	0.275	A	1,360	0.618	NO
Dairy Mart Rd.											
Beyer Blvd to S. Vista Ln	4-Lane Collector	30,000	8,630	0.288	A	11,800	0.393	B	3,170	0.269	NO
S. Vista Ln. to W. San Ysidro Blvd.	4-Lane Collector	30,000	11,246	0.375	B	14,800	0.493	C	3,554	0.240	NO
W. San Ysidro Blvd. to I-5 SB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	17,283	1.152	**F**	20,000	1.333	**F**	2,717	0.136	YES
I-5 SB Ramps to Servando Ave.	3-Lane Collector	11,250	14,609	1.299	**F**	17,700	1.573	**F**	3,091	0.175	YES
Servando Ave. to Camino de la Plaza	2-Lane Collector (no fronting property)	10,000	8,771	0.877	D	11,600	1.16	**F**	2,829	0.244	YES
W. San Ysidro Blvd.											
Howard Ave. to Dairy Mart Rd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,813	0.727	D	7,400	0.925	**E**	1,587	0.214	YES
Dairy Mart Rd. to Sunset Ln.	4-Lane Collector	30,000	14,301	0.477	C	14,400	0.48	C	99	0.007	NO
Sunset Ln. to Averil Rd.	2-Lane Collector (continuous left-turn lane)	15,000	12,674	0.845	D	13,300	0.887	**E**	626	0.047	YES
Averil Rd. to Smythe Ave.	2-Lane Collector (continuous left-turn lane)	15,000	11,519	0.768	D	12,500	0.833	D	981	0.078	NO
Smythe Ave. to Cottonwood Rd.	2-Lane Collector (continuous left-turn lane)	15,000	14,440	0.963	**E**	14,500	0.967	**E**	60	0.004	NO
Cottonwood Rd. to Via de San Ysidro	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	14,440	1.805	**F**	20,900	2.613	**F**	6,460	0.309	YES
Via de San Ysidro to W. Park Ave	4-Lane Major Arterial	40,000	16,756	0.419	B	23,200	0.58	C	6,444	0.278	NO
E. San Ysidro Blvd.											
W. Park Ave. to I-805 SB Ramps	4-Lane Major Arterial	40,000	23,764	0.594	C	32,900	0.823	D	9,136	0.278	NO
I-805 SB Ramps to I-805 NB Ramps	4-Lane Major Arterial	40,000	22,139	0.553	C	32,000	0.8	D	9,861	0.308	NO
I-805 NB Ramps to Border Village Rd. (west)	2-Lane Collector (continuous left-turn lane)	15,000	22,509	1.501	**F**	39,700	2.647	**F**	17,191	0.433	YES
Border Village Rd. (west) to Border Village Rd (east)	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	12,615	1.577	**F**	25,100	3.138	**F**	12,485	0.497	YES
Border Village Rd. (south) to E. Beyer Blvd./Camino de la Plaza	4-Lane Major Arterial	40,000	15,820	0.396	B	37,500	0.938	**E**	21,680	0.578	YES
E. Beyer Blvd./Camino de la Plaza to I-5 SB Ramps	3-Lane Collector	11,250	10,740	0.955	**E**	16,700	1.484	**F**	5,960	0.357	YES

Notes:

Bold values indicate roadway segments operating at LOS E or F. **Bold** and shaded values indicate a project significant impact

(a) Roadway Functional Classification is based on field observations and anticipated funded roadway improvements to be completed by the Year 2035.

(b) Existing average daily traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and True Counts and measured in 2007, 2008, and 2010.

(c) 2035 Adopted Community Plan volumes were extracted from a SANDAG Series 12 Regional Transportation Model.

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

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Table 4-2.2 Horizon Year (2035) Summary of Roadway Segment Analysis (Cont.)

			EXISTING			PREFERRED LAND USE ALT.					
ROADWAY SEGMENT	ROADWAY FUNCTIONAL CLASSIFICATION (a)	LOS E CAPACITY	ADT (b)	V/C RATIO (d)	LOS	ADT (c)	V/C RATIO (c)	LOS	Δ in ADT	Δ in V/C	SIGNIFICANT?
Border Village Rd .											
San Ysidro Blvd. to San Ysidro Blvd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,228	0.404	B	10,300	1.288	**F**	7,072	0.687	YES
Via de San Ysidro											
W. San Ysidro Blvd. to I-5 NB Ramps	4-Lane Collector (no TWLT)	15,000	17,064	1.138	**F**	24,500	1.633	**F**	7,436	0.304	YES
I-5 NB Ramps to Calle Primera	4-Lane Collector (no TWLT)	15,000	19,619	1.308	**F**	26,100	1.74	**F**	6,481	0.248	YES
Calle Primera											
West of Rancho del Rio Estates	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,224	0.403	B	9,000	1.125	**F**	5,776	0.642	YES
Rancho del Rio Estates to Via de San Ysidro	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,224	0.403	B	9,000	1.125	**F**	5,776	0.642	YES
Via de San Ysidro to Willow Rd	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	10,853	1.357	**F**	14,900	1.863	**F**	4,047	0.272	YES
Willow Rd.											
Calle Primera to Camino De La Plaza	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	10,053	1.257	**F**	18,100	2.263	**F**	8,047	0.445	YES
Bibler Dr.											
East of Camino De La Plaza	2-Lane Collector (no fronting property)	10,000	4,332	0.433	B	4,400	0.44	B	68	0.015	NO
Camino De La Plaza.											
Dairy Mart Rd. to Bibler Dr.	4-Lane Collector	30,000	8,166	0.272	A	11,000	0.367	B	2,834	0.258	NO
Bibler Dr. to Willow Rd.	4-Lane Collector	30,000	4,431	0.148	A	7,200	0.24	A	2,769	0.385	NO
Willow Rd. to I-5 SB Ramp	4-Lane Collector	30,000	9,796	0.327	A	18,800	0.627	C	9,004	0.479	NO
I-5 SB Ramp to E. San Ysidro Blvd.	4-Lane Collector	30,000	17,300	0.577	C	26,100	0.87	**E**	8,800	0.337	YES
Vista Ln.											
Dairy Mart Rd. to Averil Rd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,371	0.296	A	8,400	1.05	**F**	6,029	0.718	YES
Averil Rd. to Smythe Ave.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,660	0.458	C	4,700	0.588	C	1,040	0.221	NO
Sunset Ln.											
W. San Ysidro Blvd. to Averil Rd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,695	0.337	B	4,700	0.588	C	2,005	0.427	NO
Averil Rd. to Smythe Ave.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,410	0.301	A	4,600	0.575	C	2,190	0.476	NO
Cottonwood Rd.											
Sunset Ln. to W San Ysidro Blvd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3,787	0.473	C	8,800	1.1	**F**	5,013	0.570	YES
W. Park Ave.											
Beyer Blvd. to Seward Ave.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	5,301	0.663	D	8,000	1	**F**	2,699	0.337	YES
Seward Ave. to W. San Ysidro Blvd.	1-Lane Collector	4,000	3,129	0.782	D	3,900	0.975	**E**	771	0.198	YES
E. Park Ave.											
Seward Ave. to W. San Ysidro Blvd.	1-Lane Collector	4,000	2,172	0.543	C	3,300	0.825	**E**	1,128	0.342	YES
Seward Ave.											
W. Park Ave. to E. Park Ave.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,469	0.309	A	4,100	0.513	C	1,631	0.398	NO
Howard Ave.											
North of W. San Ysidro Blvd.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	4,113	0.514	C	5,800	0.725	D	1,687	0.291	NO
Avenida de la Madrid											
Smythe Ave. to Alaquinas Dr.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2,003	0.25	A	2,300	0.288	A	297	0.129	NO
Alaquinas Dr.											
Beyer Blvd. to Avenida de la Madrid.	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1,495	0.19	A	1,700	0.21	A	205	0.121	NO

Notes:

Bold values indicate roadway segments operating at LOS E or F. **Bold** and shaded values indicate a project significant impact

(a) Existing roads street functional classification is based field observations.

(b) Existing average daily traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and True Counts and measured in 2007, 2008, and 2010.

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

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Table 4-3 Horizon Year (2035) Freeway Segment Analysis Summary

FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	EXISTING							PREFERRED LAND USE ALT.							V/C RATIO Δ	SIGNIFICANT ?
				ADT (b)	K (PEAK HOUR %)	D (DIRECTIONAL SPLIT)	TRUCK FACTOR	PEAK-HOUR VOLUME (c)	V/C RATIO	LOS	ADT (b)	K (PEAK HOUR %)	D (DIRECTIONAL SPLIT)	TRUCK FACTOR	PEAK-HOUR VOLUME (c)	V/C RATIO	LOS		
AM PEAK																			
I-5																			
Camino de la Plaza to I-805 Connection	NB	4 M + 2 A	11,800	76,000	0.065	0.649	0.980	3,249	0	A	80,800	0.065	0.649	0.980	3,454	0.29	A	0.02	--
	SB	4 M	9,400																--
I-805 Connection to Via de San Ysidro	NB	4 M	9,400	40,000	0.065	0.649	0.980	1,722	0	A	50,300	0.065	0.649	0.980	2,165	0.23	A	0.05	--
	SB	4 M	9,400																--
Via de San Ysidro to Dairy Mart Rd	NB	4 M	9,400	53,000	0.065	0.649	0.980	2,281	0	A	70,900	0.065	0.649	0.980	3,052	0.32	A	0.08	--
	SB	4 M	9,400																--
Dairy Mart Rd to SR-905 Connection	NB	4 M	9,400	70,000	0.065	0.649	0.980	3,013	0	A	83,200	0.065	0.649	0.980	3,581	0.38	A	0.06	--
	SB	4 M	9,400																--
SR-905 Connection to Iris Ave	NB	4 M	9,400	105,000	0.065	0.649	0.980	4,520	0	B	149,600	0.065	0.649	0.980	6,440	0.69	C	0.20	--
	SB	4 M	9,400																--
I-805																			
I-5 Connection to San Ysidro Blvd	NB	4 M	9,400	48,000	0.072	0.638	0.970	2273	0.2	A	50,900	0.072	0.638	0.970	2410	0.3	A	0.01	--
	SB	4 M	9,400																--
San Ysidro Blvd to SR-905 Connection	NB	4 M + 1 A	10,600	58,000	0.072	0.638	0.970	2746	0.3	A	112,400	0.072	0.638	0.970	5322	0.5	B	0.24	--
	SB	4 M	9,400																--
SR-905																			
I-5 to Beyer Blvd	WB	2 M + 1 A	5,900	48,000	0.078	0.652	0.970	2525	0.4	B	70,100	0.078	0.652	0.970	3687	0.6	C	0.20	--
	EB	2 M + 1 A	5,900																--
Beyer Blvd to Picador Blvd	WB	2 M + 1 A	5,900	53,000	0.078	0.652	0.970	2786	0.5	B	94,700	0.078	0.652	0.970	4978	0.8	D	0.37	--
	EB	2 M + 1 A	5,900																--
Picador Blvd to I-805	WB	2 M + 1 A	5,900	52,000	0.078	0.652	0.970	2733	0.5	B	93,700	0.078	0.652	0.970	4925	0.8	D	0.37	--
	EB	2 M + 1 A	5,900																--
PM PEAK																			
I-5																			
Camino de la Plaza to I-805 Connection	NB	4 M + 2 A	11,800	76,000							80,800								--
	SB	4 M	9,400		0.090	0.712	0.980	4981	0.5	B		0.090	0.712	0.980	5295	0.6	B	0.03	--
I-805 Connection to Via de San Ysidro	NB	4 M	9,400	40,000							50,300								--
	SB	4 M	9,400		0.090	0.712	0.980	2621	0.3	A		0.090	0.712	0.980	3296	0.4	A	0.07	--
Via de San Ysidro to Dairy Mart Rd	NB	4 M	9,400	53,000							70,900								--
	SB	4 M	9,400		0.090	0.712	0.980	3473	0.4	A		0.090	0.712	0.980	4646	0.5	B	0.12	--
Dairy Mart Rd to SR-905 Connection	NB	4 M	9,400	70,000							83,200								--
	SB	4 M	9,400		0.090	0.712	0.980	4587	0.5	B		0.090	0.712	0.980	5452	0.6	B	0.09	--
SR-905 Connection to Iris Ave	NB	4 M	9,400	105,000							149,600								--
	SB	4 M	9,400		0.090	0.712	0.980	6881	0.7	C		0.090	0.712	0.980	9804	1.0	**F0**	0.31	**YES**
I-805																			
I-5 Connection to San Ysidro Blvd	NB	4 M	9,400	48,000							50,900								--
	SB	4 M	9,400		0.081	0.631	0.970	2515	0.3	A		0.081	0.631	0.970	2667	0.3	A	0.02	--
San Ysidro Blvd to SR-905 Connection	NB	4 M + 1 A	10,600	58,000							112,400								--
	SB	4 M	9,400		0.081	0.631	0.970	3039	0.3	A		0.081	0.631	0.970	5890	0.6	C	0.30	--
SR-905																			
I-5 to Beyer Blvd	WB	2 M + 1 A	5,900	48,000							70,100								--
	EB	2 M + 1 A	5,900		0.086	0.665	0.970	2842	0.5	B		0.086	0.665	0.970	4150	0.7	C	0.22	--
Beyer Blvd to Picador Blvd	WB	2 M + 1 A	5,900	53,000							94,700								--
	EB	2 M + 1 A	5,900		0.086	0.665	0.970	3138	0.5	B		0.086	0.665	0.970	5607	1.0	E	0.42	**YES**
Picador Blvd to I-805	WB	2 M + 1 A	5,900	52,000							93,700								--
	EB	2 M + 1 A	5,900		0.086	0.665	0.970	3079	0.5	B		0.086	0.665	0.970	5548	0.9	E	0.42	**YES**

Notes:

Bold values indicate freeway segments operating at LOS E or F.

(a) The capacity is calculated as 2,350 ADT per lane and 1,200 ADT per auxiliary lane

(b) Traffic volumes provided by Caltrans. For ADT volumes, the numbers correspond to the year 2009. The k and d factors were taken from 2008 peak-hour data.

(c) Peak-hour volume calculated by: (ADT*K*D)/Truck Factor

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5 SIGNIFICANCE OF IMPACTS AND MITIGATION MEASURES

This chapter addresses the project impacts for the San Ysidro Community based on a comparison between the Year 2035 conditions and the Existing conditions. Per the City's significance thresholds and the analysis methodology presented in this report, the following cumulative impacts to intersections and roadway segments were determined:

5.1.1 SIGNIFICANCE OF IMPACTS

INTERSECTIONS

- Beyer Boulevard & Iris Avenue/ SR-905 WB Ramps
- Beyer Boulevard & Dairy Mart Road/ SR-905 Ramps
- Smythe Crossings & Beyer Boulevard
- Beyer Boulevard and Smythe Avenue
- West Park Avenue/ Alaquinas Drive & Beyer Boulevard
- East Beyer Boulevard/Otay Mesa Road & Beyer Boulevard
- Dairy Mart Road & Vista Lane
- Smythe Avenue & Sunset Lane
- West San Ysidro Boulevard & Howard Avenue
- West San Ysidro Boulevard & Averil Road
- I-805 NB Ramps & East San Ysidro Boulevard
- Border Village Road (West) & East San Ysidro Boulevard
- Border Village Road (East) & East San Ysidro Boulevard
- I-5 Northbound Ramp & East San Ysidro Boulevard
- Via de San Ysidro & I-5 Northbound Ramps
- Via de San Ysidro & I-5 Southbound Ramps
- Calle Primera/Willow Road & Via de San Ysidro
- Dairy Mart Road & I-5 Southbound Ramps
- Dairy Mart Road & Servando Avenue
- Dairy Mart Road & Camino de la Plaza
- Willow Road & Camino de la Plaza
- Camiones Way/I-5 Southbound Ramps & Camino de la Plaza
- East San Ysidro Boulevard & Center Street
- Vista Lane and Smythe Crossing
- Camino de la Plaza & Virginia Avenue

SEGMENTS

- Beyer Boulevard: Dairy Mart Road to Del Sur Boulevard
- Beyer Boulevard: Cottonwood Road to West Park Avenue
- Beyer Boulevard: West Park Avenue to East Beyer Boulevard
- Otay Mesa Road: North of Beyer Boulevard
- East Beyer Boulevard: Beyer Boulevard to Center Street
- East Beyer Boulevard: Center Street to East San Ysidro Boulevard
- Smythe Avenue: SR-905 Eastbound Ramp to Beyer Boulevard
- Smythe Avenue: South Vista Avenue to Sunset Lane
- Dairy Mart Road: West San Ysidro Boulevard to I-5 Southbound Ramps

- Dairy Mart Road: I-5 Southbound Ramps to Servando Avenue
- Dairy Mart Road: Servando Avenue to Camino de la Plaza
- West San Ysidro Boulevard: Howard Avenue to Dairy Mart Road
- West San Ysidro Boulevard: Sunset Lane to Averil Road
- West San Ysidro Boulevard: Cottonwood Road to Via de San Ysidro
- East San Ysidro Boulevard: I-805 Northbound Ramps to Border Village Road (west)
- East San Ysidro Boulevard: Border Village Road (west) to Border Village Road (east)
- East San Ysidro Boulevard: Border Village Road (east) to East Beyer Boulevard/Camino de la Plaza
- East San Ysidro Boulevard: East Beyer Boulevard/Camino de la Plaza to I-5 Southbound Ramps
- Border Village Road: San Ysidro Boulevard to San Ysidro Boulevard
- Via de San Ysidro: West San Ysidro Boulevard to I-5 Northbound Ramps
- Via de San Ysidro: I-5 Northbound Ramps to Calle Primera
- Calle Primera: West of Rancho del Rio Estates
- Calle Primera: Rancho del Rio Estates to Via de San Ysidro
- Calle Primera: Via de San Ysidro to Willow Road
- Willow Road: Calle Primera to Camino de la Plaza
- Camino de la Plaza: I-5 Southbound Ram to East San Ysidro Boulevard
- Vista Lane: Dairy Mart Road to Averil Road
- Cottonwood Road: Sunset Lane to West San Ysidro Boulevard
- West Park Avenue: Beyer Boulevard to Seward Avenue
- West Park Avenue: Seward Avenue to West San Ysidro Boulevard
- East Park Avenue: Seward Avenue to West San Ysidro Boulevard

5.1.2 MITIGATION MEASURES

INTERSECTIONS

- **Beyer Boulevard and Iris Avenue/SR-905 WB Ramps (Intersection 1):** Under the Horizon Year with the preferred land use alternative, this intersection is expected to operate at LOS F during the afternoon peak-hour period. To improve this intersection's level of service the addition of an exclusive eastbound left-turn lane, allowing for the protected left-turn phases for eastbound and westbound movements is recommended. For this improvement, the west leg of the intersection would need to be realigned to the north. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro Impact Fee Study (IFS).*

- **Beyer Boulevard and Dairy Mart Road/SR-905 EB Ramps (Intersection 2):** Under the Horizon Year with the preferred land use alternative, this intersection is expected to operate at LOS E during the morning peak-hour period. To improve this intersection's level of service the restriping of the westbound right-turn lane into a westbound through-right-turn lane is recommended. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Smythe Crossing and Beyer Boulevard (Intersection 4):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during the morning peak-hour period. The installation of a traffic signal is recommended at this intersection to improve its operation to an

acceptable level of service. This intersection meets the intersection near a grade crossing warrant based on the Horizon Year 2035 volumes. It should be noted that this intersection is planned to be signalized as part of the Community's high priority CIP project's list. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Smythe Avenue and Beyer Boulevard (Intersection 5):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during the morning peak-hour period. The installation of an exclusive westbound right-turn lane, a southbound left-turn lane and westbound right-turn overlap phase is recommended at this intersection to improve its operation to an acceptable level of service. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **W.Park Avenue/Alaquinas Drive and Beyer Boulevard (Intersection 6):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during the morning peak-hour period. The installation of an additional southbound left-turn lane and an exclusive northbound right-turn lane is recommended at this intersection to improve its operation to an acceptable level of service. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **East Beyer Boulevard/Otay Mesa Road and Beyer Boulevard (Intersection 7):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during both peak-hour periods. The analysis assumes that this intersection will be reconfigured with the extension of Beyer Boulevard to the east, connecting to Caliente Avenue. The east leg of the intersection is recommended to be improved to a 4 lane major arterial with exclusive left and right turn lanes as part of the Otay Mesa Community Plan. With this improvement, the intersection would continue to operate at a LOS F during both peak-hour periods. San Ysidro CPU significant traffic impact to this intersection would not be fully mitigated with the implementation of this mitigation measure, the forecasted volumes are too high to be accommodated with a feasible mitigation considering the existing right-of-way and adjacent buildings. *This improvement project is not identified in the San Ysidro IFS.*

- **Dairy Mart Road and Vista Lane (Intersection 10):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during both peak-hour periods. The installation of a traffic signal is recommended at this intersection. This intersection meets the peak-hour warrant evaluation based on the Horizon Year 2035 volumes. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Smythe Avenue and Sunset Lane (Intersection 15):** Under the Horizon Year with the preferred land use alternative, this intersection is expected to operate at LOS F during the morning peak-hour period. The section of Sunset Lane between South Vista Avenue and Smythe Avenue is recommended to be removed. With the removal of the access to this segment of Sunset Lane, the intersection of Smythe Avenue and Sunset Lane will operate at acceptable conditions due to the change in vehicular patterns. *This improvement project is identified in the San Ysidro IFS.*

- **West San Ysidro Boulevard and Howard Avenue (Intersection 18):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during the morning peak-hour period. A single lane roundabout is recommended at this intersection. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **West San Ysidro Boulevard and Averil Road (Intersection 22):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during the morning peak-hour period. A single lane roundabout is recommended at this intersection. If the installation of a roundabout is found not feasible, this intersection should be signalized. This intersection meets the peak-hour warrant evaluation based on the Horizon Year 2035 volumes. It should be noted that this intersection is planned to be signalized as part of the Community's high priority CIP project's list. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **East San Ysidro Boulevard and I-805 NB Ramps (Intersection 29):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS E during the afternoon peak-hour period. The installation of an additional westbound right-turn lane is recommended to improve its operations to an acceptable level of service. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Border Village (north) and East San Ysidro Boulevard (Intersection 30):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS E and LOS F during the morning and afternoon peak-hour periods, respectively. With the reconfiguration of East San Ysidro Boulevard and Border Village Road as a one-way couplet. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. However, due to potential negative impacts to existing businesses along East San Ysidro Boulevard, the one way couplet alternative was rejected. The intersection will remain as under existing conditions. *This improvement project is not identified in the San Ysidro IFS.*

- **Border Village (south) and East San Ysidro Boulevard (Intersection 31):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during the afternoon peak-hour period. In order to improve its operation, it is recommended that a free northbound right-turn lane be added to this intersection. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **East San Ysidro Boulevard and I-5 Northbound Ramp (Intersection 33):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during the afternoon peak-hour period. In order to improve the operations of this intersection, it is recommended that as part of the widening of the Camino de la Plaza Bridge, a new on-ramp to the I-805 freeway is constructed. The additional I-805 connection would reduce the traffic demand of the I-5 Northbound on-ramp intersection. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS. The new I-805 connection from Camino de la Plaza is not identified in the San Ysidro IFS.*

- **Via de San Ysidro and I-5 Northbound Ramps (Intersection 34):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during both peak-hour periods. The installation of a traffic signal is recommended at this intersection to improve its operation to an acceptable level of service. This intersection meets the peak-hour warrant evaluation based on the Horizon Year 2035 volumes. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Via de San Ysidro and I-5 Southbound Ramp/Calle Primera (Intersection 35/36):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during the afternoon peak-hour period. In order to improve the operations of this intersection, it is recommended that the existing I-5 southbound off-ramp be relocated west of Via de San Ysidro with the construction of a new intersection along Calle Primera. For this intersection and the new intersection along Calle Primera, the construction of two modern roundabouts is recommended. The construction of the roundabouts, complemented by the new roadway connection between Calle Primera and Camino de la Plaza, and traffic calming measures along Willow Road, would decongest this area of the community improving its operations to an acceptable level of service. This project is included as one of the high priority projects for CIP improvements for the San Ysidro Community Planning Group. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Dairy Mart Road and I-5 Southbound Ramps (Intersection 37):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during the afternoon peak-hour period. In order to improve this intersection to an acceptable LOS, it is recommended that this intersection be reconstructed to provide an additional eastbound left-turn lane. These intersection improvements would require the widening of the Dairy Mart Road over the I-5 Bridge. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Dairy Mart Road and Servando Avenue (Intersection 38):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during the afternoon peak-hour period. The installation of a traffic signal is recommended at this intersection to improve its operation to an acceptable level of service. This intersection meets the peak-hour warrant evaluation based on the Horizon Year 2035 volumes. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Dairy Mart Road and Camino de la Plaza (Intersection 39):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during the afternoon peak-hour period. The installation of a traffic signal is recommended at this intersection to improve its operation to an acceptable level of service. This intersection meets the peak-hour warrant evaluation based on the Horizon Year 2035 volumes. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Willow Road and Camino de la Plaza (Intersection 41):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during the afternoon peak-hour period. Reconfiguration of the striping along Camino de la Plaza is recommended in order to

provide an exclusive westbound right-turn lane from Camino de la Plaza to northbound Willow Road. The reconfiguration would convert the existing westbound outside lane to an exclusive westbound right-turn lane. It is also recommended that the northbound and southbound movements operate with split signal timing phasing. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Camino de la Plaza and I-5 Southbound ramps (Intersection 42):** As part of the reconstruction of the Camino de la Plaza Bridge, this intersection will be improved to provide additional lanes for the southbound ramps. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **I-805 Northbound ramps/Center Street and East San Ysidro Boulevard (Intersection 45):** Although Center Street is not considered a circulation element roadway, it is an important connection between East San Ysidro Boulevard and Beyer Boulevard. In order to improve the existing stacking area for the eastbound left-turn movement from eastbound East San Ysidro Boulevard to northbound Center Street, it is recommended that the I-805 southbound off-ramp be relocated so it aligns with Center Street. An analysis of this reconfiguration is included as part of the overall intersection improvements analysis. *This improvement project is identified in the San Ysidro IFS.*

- **Vista Lane and Smythe Crossing (Intersection 47):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during the afternoon peak-hour period. The installation of a traffic signal is recommended at this intersection to improve its operation to an acceptable level of service. This intersection meets the intersection near a grade crossing evaluation based on the Horizon Year 2035 volumes. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Camino de la Plaza and Virginia Avenue (Intersection 48):** Under the Horizon Year with preferred land use alternative, this intersection would operate at LOS F during both peak-hour periods. The installation of a traffic signal and the restriping of Camino de la Plaza to provide a second westbound left-turn lane from Camino de la Plaza to Virginia Avenue are recommended at this intersection to improve its operation to an acceptable level of service. This intersection meets the peak-hour warrant evaluation based on the Horizon Year 2035 volumes. San Ysidro CPU significant traffic impact to this intersection would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

SEGMENTS

- **Beyer Boulevard from Dairy Mart Road to Del Sur Boulevard**: Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to restripe the roadway to a 4 lane collector with continuous two way left-turn lane. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **Beyer Boulevard from Cottonwood Road to West Park Avenue**: Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS E. In order to increase capacity along the roadway segment, it is recommended to improve the roadway to a 4 lane major arterial and install a raised median. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Beyer Boulevard from West Park Avenue to East Beyer Boulevard**: Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS E. In order to increase capacity along the roadway segment, it is recommended to improve the roadway to a 4 lane major arterial and install a raised median. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Otay Mesa Road from North of Beyer Boulevard**: Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to restripe the roadway to a 2 lane collector with continuous two way left-turn lane. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **East Beyer Boulevard from Beyer Boulevard to Center Street:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 4 lane collector with no continuous two way left-turn lane. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **East Beyer Boulevard from Center Street to East San Ysidro Boulevard**: Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to restripe the roadway to a 2 lane collector with continuous two way left-turn lane. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **Smythe Avenue from SR-905 Eastbound Ramp to Beyer Boulevard**: Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS E. In order to increase capacity along the roadway segment, it is recommended to restripe the roadway to a 4 lane collector with continuous two way left-turn lane. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Smythe Avenue from South Vista Avenue to Sunset Lane:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to restripe the roadway to a 2 lane collector with continuous two way left-turn lane. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Dairy Mart Road from West San Ysidro Boulevard to I-5 Southbound Ramps**: Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 4 lane collector. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Dairy Mart Road from I-5 Southbound Ramps to Servando Avenue:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 4 lane collector. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Dairy Mart Road from Servando Avenue to Camino de la Plaza:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to construct a raised median. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **West San Ysidro Boulevard from Howard Avenue to Dairy Mart Road:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS E. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 3 lane collector. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **West San Ysidro Boulevard from Sunset Lane to Averil Road:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS E. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 4 lane collector. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **West San Ysidro Boulevard from Cottonwood Road to Via de San Ysidro:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate between a LOS E and F. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 4 lane collector. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **East San Ysidro Boulevard from I-805 Northbound Ramps to Border Village Road (west):** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 5 lane major arterial and install a raised median. San Ysidro CPU significant traffic

impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **East San Ysidro Boulevard from Border Village Road (west) to Border Village Road (east):** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 4 lane major arterial and install a raised median. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **East San Ysidro Boulevard from Border Village Road (east) to East Beyer Boulevard/Camino de la Plaza:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS E. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 5 lane major arterial and install a raised median. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **East San Ysidro Boulevard from East Beyer Boulevard/Camino de la Plaza to I-5 Southbound Ramps:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 4 lane major arterial and install a raised median. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Border Village Road from San Ysidro Boulevard to San Ysidro Boulevard:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to restripe the roadway to a 2 lane collector with continuous two way left-turn lane. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **Via de San Ysidro from West San Ysidro Boulevard to I-5 Northbound Ramps:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to restripe the roadway to a 4 lane collector with continuous two way left-turn lane. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Via de San Ysidro from I-5 Northbound Ramps to Calle Primera:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 4 lane major arterial and install a raised median. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **Calle Primera from West of Rancho del Rio Estates:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity

along the roadway segment, it is recommended to widen the roadway to a 3 lane collector. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Calle Primera from Rancho del Rio Estates to Via de San Ysidro:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 3 lane collector. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Calle Primera from Via de San Ysidro to Willow Road:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 4 lane collector. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **Willow Road from Calle Primera to Camino de la Plaza:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 4 lane collector. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **Camino de la Plaza from I-5 Southbound Ramp to East San Ysidro Boulevard:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS E. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 4 lane major arterial and install a raised median. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is identified in the San Ysidro IFS.*

- **Vista Lane from Dairy Mart Road to Averil Road:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to restripe the roadway to a 2 lane collector with continuous two way left-turn lane. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **Cottonwood Road from Sunset Lane to West San Ysidro Boulevard:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to restripe the roadway to a 2 lane collector with continuous two way left-turn lane. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **West Park Avenue from Beyer Boulevard to Seward Avenue:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS F. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 3 lane collector. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **West Park Avenue from Seward Avenue to West San Ysidro Boulevard:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS E. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 2 lane collector. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

- **East Park Avenue from Seward Avenue to West San Ysidro Boulevard:** Under the Horizon Year with preferred land use alternative, this roadway segment would operate at a LOS E. In order to increase capacity along the roadway segment, it is recommended to widen the roadway to a 2 lane collector. San Ysidro CPU significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. *This improvement project is not identified in the San Ysidro IFS.*

CORRIDORS

Intelligent Transportation Systems (ITS) is the application of technology to transportation systems to maximize efficiency of services. Applying ITS technology to a corridor can improve capacity and operations along the individual segments within the corridor. In the San Ysidro community, the following corridors would benefit from ITS technology integration:

- *West San Ysidro Boulevard*
- *East San Ysidro Boulevard*
- *Camino de la Plaza*

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles. TDM measures within the San Ysidro community should be encouraged and supported to help prevent or minimize congestion and parking issues.

6 POST-MITIGATION ANALYSIS

This section provides a description of the future community buildout conditions with the implementation of the traffic mitigation measures described in Chapter 5.

6.1 INTERSECTION ANALYSIS

Table 6-1 displays the LOS analysis results for the study intersections within the study area after the implementation of the mitigation measures described in Chapter 5. As shown in the table, the mitigation measures described in Chapter 5 would improve intersection operations for both peak hours at the majority of locations.

Appendix C contains the peak-hour intersections LOS calculation worksheets.

6.2 ROADWAY SEGMENT ANALYSIS

Table 6-2 displays the LOS analysis results for the study roadway segments within the study area after the implementation of the mitigation measures described in Chapter 5. As shown in the table, the mitigation measures described in Chapter 5 would restore operations to LOS D or better at all locations.

6.3 FREEWAY SEGMENT AND RAMP METER ANALYSIS

The improvements identified in SANDAG's Regional Transportation Plan would improve operations along the freeway segments and ramps; however, to what extent is still undetermined. As these are future improvements that will be defined more over time, no post mitigation analysis was performed as part of these planning efforts. Using the RTP as the instrument to implement freeway improvements, it can be determined that none of the freeway impacts would be fully mitigated by the CPU.

Table 6-1 Post Mitigation Summary of Intersection Analysis

	INTERSECTION	PEAK-HOUR	PREFERRED LAND USE ALTERNATIVE			WITH IMPROVEMENTS				
			TRAFFIC CONTROL	DELAY (a)	LOS (b)	TRAFFIC CONTROL	DELAY (a)	LOS (b)	Δ	SIGNIFICANT?
1	Beyer Blvd & Iris Ave/SR-905 WB Ramps	AM	Signal	32.7	C	Signal	22.1	C	-10.6	NO
		PM		117.0	**F**		54.9	D	-62.1	NO
2	Beyer Blvd & Dairy Mart Rd/SR-905 Ramps	AM	Signal	79.7	**E**	Signal	25.9	C	-53.8	NO
		PM		44.6	D		41.3	D	-3.3	NO
4	Smythe Crossing & Beyer Blvd	AM	One-Way Stop	13.8	B	Signal	10.5	B	-3.3	NO
		PM		ECL	**F**		6.6	A	-	NO
5	Beyer Blvd & Smythe Ave	AM	Signal	ECL	**F**	Signal	54.9	D	-	NO
		PM		38.5	D		17.3	B	-21.2	NO
6	W. Park Ave/Alaquinas Dr & Beyer Blvd	AM	Signal	160.6	**F**	Signal	51.0	D	-109.6	NO
		PM		20.7	C		15.3	B	-5.4	NO
7	East Beyer Blvd/Otay Mesa Rd & Beyer Blvd	AM	Signal	ECL	**F**	Signal (c)	195.2	F	-	NO
		PM		ECL	**F**		155.8	F	-	NO
		AM	Signal	ECL	**F**	Signal (d)	152.6	**F**	-	NO
		PM		ECL	**F**		72.4	**E**	-	NO
10	Dairy Mart Rd & Vista Ln	AM	One-Way Stop	57.4	**F**	Signal	10.0	B	-47.4	NO
		PM		102.3	**F**		9.7	A	-92.6	NO
13	Sunset Ln & Vista Ln	AM	One-Way Stop	10.0	B	One-Way Stop	INTERSECTION DOES NOT EXIST UNDER THIS SCENARIO			
		PM		11.7	B					
15	Smythe Ave & Sunset Ln	AM	All-Way Stop	49.5	**E**	All-Way Stop	8.8	A	-40.7	NO
		PM		8.8	A		8.6	A	-0.2	NO
18	W. San Ysidro Blvd & Howard Ave	AM	All-Way Stop	43.1	**E**	Roundabout	7.5	A	-35.6	NO
		PM		11.2	B		6.6	A	-4.6	NO
22	W. San Ysidro Blvd & Averil Rd	AM	All-Way Stop	14.2	B	Signal	12.7	B	-1.5	NO
		PM		44.1	**E**		8.6	A	-35.5	NO
		AM	All-Way Stop	14.2	B	Roundabout	7.2	A	-7.0	NO
		PM		44.1	**E**		10.8	B	-33.3	NO
29	I-805 NB Ramps & E. San Ysidro Blvd	AM	Signal	16.5	B	Signal	9.3	A	-7.2	NO
		PM		60.2	**E**		14.1	B	-46.1	NO
30	Border Village Rd (W) & E. San Ysidro Blvd	AM	Signal	14.2	B	Signal	14.2	B	0.0	NO
		PM		ECL	**F**		ECL	**F**	-	NO
31	Border Village Rd (E) & E. San Ysidro Blvd	AM	Signal	11.4	B	Signal	6.8	A	-4.6	NO
		PM		ECL	**F**		33.2	C	-	NO
32	Camino de la Plaza/E. Beyer Blvd & E. San Ysidro Blvd	AM	Signal	24.2	C	Signal	51.0	D	26.8	NO
		PM		34.1	C		54.9	D	20.8	NO
33	I-5 NB Ramp & E. San Ysidro Blvd	AM	Signal	36.1	D	Signal	18.2	B	-17.9	NO
		PM		ECL	**F**		34.3	C	-	NO
34	Via de San Ysidro & I-5 NB Ramps	AM	One-Way Stop	ECL	**F**	Signal	13.9	B	-	NO
		PM		ECL	**F**		30.2	C	-	NO
35	Calle Primera & I-5 SB off-ramp	AM	Signal	49.1	D	Roundabout (e)	7.3	A	-41.8	NO
		PM		ECL	**F**		99.6	**F**	-	NO
36	Calle Primera & Via de San Ysidro	AM	Signal	ECL	**F**	Roundabout	5.3	A	-	NO
		PM		ECL	**F**		17.4	C	-	NO
37	Dairy Mart Rd & I-5 SB Ramps	AM	Signal	29.9	C	Signal	19.0	B	-10.9	NO
		PM		ECL	**F**		49.7	D	-	NO
38	Dairy Mart Rd & Servando Ave	AM	All-Way Stop	21.1	C	Signal	10.8	B	-10.3	NO
		PM		44.5	**E**		18.0	B	-26.5	NO
		AM	All-Way Stop	21.1	C	Roundabout	8.3	A	-12.8	NO
		PM		44.5	**E**		12.2	B	-32.3	NO
39	Dairy Mart Rd & Camino De La Plaza	AM	One-Way Stop	13.1	B	Signal	11.1	B	-2.0	NO
		PM		78.1	**F**		20.9	C	-57.2	NO
		AM	One-Way Stop	13.1	B	Roundabout	6.1	A	-7.0	NO
		PM		78.1	**F**		9.4	A	-68.7	NO
41	Willow Rd & Camino de la Plaza	AM	Signal	27.2	C	Signal	26.4	C	-0.8	NO
		PM		55.3	**E**		50.0	D	-5.3	NO
42	Camiones Way/I-5 SB Ramps & Camino de la Plaza	AM	Signal	21.5	C	Signal	21.2	C	-0.3	NO
		PM		99.6	**F**		34.7	C	-64.9	NO
43	Smythe Ave & Avenida de la Madrid	AM	Signal	37.7	D	Signal	32.9	C	-4.8	NO
		PM		23.6	C		19.3	B	-4.3	NO
44	Avenida de la Madrid & Alaquinas Dr	AM	One-Way Stop	15.2	C	One-Way Stop	15.2	C	0.0	NO
		PM		8.2	A		9.0	A	0.8	NO
45	I-805 NB Ramps/Center Street & E. San Ysidro Blvd	AM	One-Way Stop	22.4	C	Signal	40.8	D	18.4	NO
		PM		ECL	**F**		78.1	**E**	-	NO
46	Camino de la Plaza & I-805 NB Ramp	AM	INTERSECTION DOES NOT EXIST UNDER THIS SCENARIO			Signal	1.8	A	-	NO
		PM					4.0	A	-	NO
47	Vista Ln & Smythe Crossing	AM	Two-Way Stop	28.8	D	Signal	7.5	A	-21.3	NO
		PM		ECL	**F**		10.0	B	-	NO
48	Camino de la Plaza & Virgina Ave	AM	Two-Way Stop	ECL	**F**	Signal	13.9	B	-	NO
		PM		ECL	**F**		31.8	C	-	NO

Notes:

Bold values indicate intersections operating at LOS E or F.

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

Shaded cells indicate roadway segment improvements identified in the San Ysidro Impact Fee Study (IFS)

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

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

(c) With Otay Mesa Community Plan Improvements

(d) With Additional Improvements

(e) The construction of the new roundabout, new connection between Calle Primera dn Camino de la Plaza, and traffic calming measures along Willow Road will degongest the area.

The saturation flow rate at the intersection of Camino de la Plaza and I-5 Soutbound Ramps was adjusted to replicate existing conditions when the I-5 Southbound inspection lane is open entering Mexico.

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Table 6-2 Post Mitigation Summary of Roadway Segment Analysis

		PREFERRED LAND USE ALTERNATIVE				PREFERRED LAND USE ALTERNATIVE WITH IMPROVEMENTS			
ROADWAY SEGMENT	ADT (c)	EXISTING ROADWAY FUNCTIONAL CLASSIFICATION (a)	LOS E CAPACITY	V/C RATIO (d)	LOS	RECOMMENDED ROADWAY FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	V/C RATIO (c)	LOS
Beyer Blvd.									
Dairy Mart Rd. to Del Sur Blvd.	16,000	4-Lane Collector (no TWLT)	15,000	1.067	**F**	4-Lane Collector	30,000	0.533	C
Cottonwood Rd. to W. Park Ave.	28,800	4-Lane Collector	30,000	0.96	**E**	4-Lane Major Arterial	40,000	0.72	C
W. Park Ave. to E. Beyer Blvd.	28,400	4-Lane Collector	30,000	0.947	**E**	4-Lane Major Arterial	40,000	0.71	C
Otay Mesa Rd.									
North of Beyer Blvd.	12,000	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.5	**F**	2-Lane Collector (continuous left-turn lane)	15,000	0.8	D
E. Beyer Blvd.									
Beyer Blvd. to Center St.	17,300	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2.163	**F**	4-Lane Collector	30,000	0.577	C
Center St. to E. San Ysidro Blvd.	9,700	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.213	**F**	2-Lane Collector (continuous left-turn lane)	15,000	0.647	C
Smythe Ave.									
SR-905 EB Ramps to Beyer Blvd.	13,300	4-Lane Collector (no TWLT)	15,000	0.887	**E**	4-Lane Collector	30,000	0.443	B
S. Vista Ave. to Sunset Ln.	8,100	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.013	**F**	2-Lane Collector (continuous left-turn lane)	15,000	0.54	C
Dairy Mart Rd.									
W. San Ysidro Blvd. to I-5 SB Ramps	20,000	2-Lane Collector (continuous left-turn lane)	15,000	1.333	**F**	4-Lane Collector	30,000	0.667	D
I-5 SB Ramps to Servando Ave.	17,700	3-Lane Collector	11,250	1.573	**F**	4-Lane Collector	30,000	0.59	C
Servando Ave. to Camino de la Plaza	11,600	2-Lane Collector (no fronting property)	10,000	1.16	**F**	2-Lane Major Arterial	20,000	0.58	A
W. San Ysidro Blvd.									
Howard Ave. to Dairy Mart Rd.	7,400	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.925	**E**	3-Lane Collector	11,250	0.658	C
Sunset Ln. to Averil Rd.	13,300	2-Lane Collector (continuous left-turn lane)	15,000	0.887	**E**	4-Lane Collector	30,000	0.443	B
Smythe Ave. to Cottonwood Rd.	14,500	2-Lane Collector (continuous left-turn lane)	15,000	0.967	**E**	4-Lane Collector	30,000	0.483	C
Cottonwood Rd. to Via de San Ysidro	20,900	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2.613	**F**	4-Lane Collector	30,000	0.697	D
E. San Ysidro Blvd.									
I-805 NB Ramps to Border Village Rd. (west)	39,700	2-Lane Collector (continuous left-turn lane)	15,000	2.647	**F**	5-Lane Major Arterial	50,000	0.794	D
Border Village Rd. (west) to Border Village Rd (east)	25,100	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	3.138	**F**	4-Lane Major Arterial	40,000	0.628	C
Border Village Rd. (south) to E. Beyer Blvd./Camino de la Plaza	37,500	4-Lane Major Arterial	40,000	0.938	**E**	5-Lane Major Arterial	50,000	0.75	D
E. Beyer Blvd./Camino de la Plaza to I-5 SB Ramps	16,700	3-Lane Collector	11,250	1.484	**F**	4-Lane Major Arterial	40,000	0.418	B
Border Village Rd .									
San Ysidro Blvd. to San Ysidro Blvd.	10,300	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.288	**F**	2-Lane Collector (continuous left-turn lane)	15,000	0.687	D
Via de San Ysidro									
W. San Ysidro Blvd. to I-5 NB Ramps	24,500	4-Lane Collector (no TWLT)	15,000	1.633	**F**	4-Lane Collector	30,000	0.817	D
I-5 NB Ramps to Calle Primera	26,100	4-Lane Collector (no TWLT)	15,000	1.74	**F**	4-Lane Major Arterial	40,000	0.653	C
Calle Primera									
West of Rancho del Rio Estates	9,000	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.125	**F**	3-Lane Collector	11,250	0.8	D
Rancho del Rio Estates to Via de San Ysidro	9,000	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.125	**F**	3-Lane Collector	11,250	0.8	D
Via de San Ysidro to Willow Rd	14,900	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.863	**F**	4-Lane Collector	30,000	0.497	C
Willow Rd.									
Calle Primera to Camino De La Plaza	18,100	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	2.263	**F**	4-Lane Collector	30,000	0.603	C
Camino De La Plaza.									
I-5 SB Ramp to E. San Ysidro Blvd.	26,100	4-Lane Collector	30,000	0.87	**E**	4-Lane Major Arterial	40,000	0.653	C
Vista Ln.									
Dairy Mart Rd. to Averil Rd.	8,400	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.05	**F**	2-Lane Collector (continuous left-turn lane)	15,000	0.56	C
Cottonwood Rd.									
Sunset Ln. to W San Ysidro Blvd.	8,800	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1.1	**F**	2-Lane Collector (continuous left-turn lane)	15,000	0.587	C
W. Park Ave.									
Beyer Blvd. to Seward Ave.	8,000	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	1	**F**	3-Lane Collector	11,250	0.711	D
Seward Ave. to W. San Ysidro Blvd.	3,900	1-Lane Collector	4,000	0.975	**E**	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.488	C
E. Park Ave.									
Seward Ave. to W. San Ysidro Blvd.	3,300	1-Lane Collector	4,000	0.825	**E**	2-Lane Collector (Multi-family, commercial-industrial fronting)	8,000	0.413	B

Notes:

Bold values indicate roadway segments operating at LOS E or F. **S**haded values indicate roadway segments with proposed improvements.

Shaded cells indicate roadway segment improvements identified in the San Ysidro Impact Study Fee (ISF)

(a) Existing roads street functional classification is based field observations.

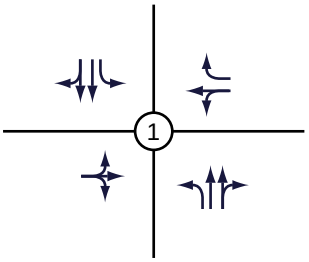
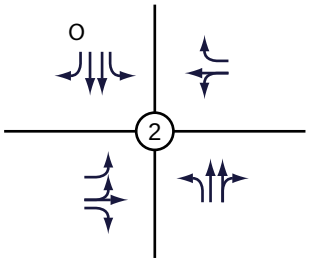
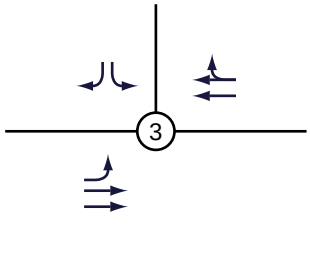
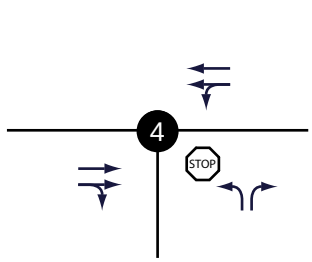
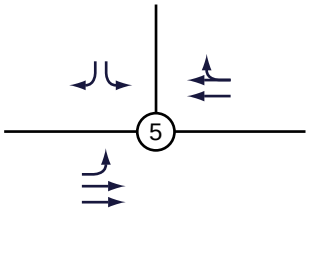
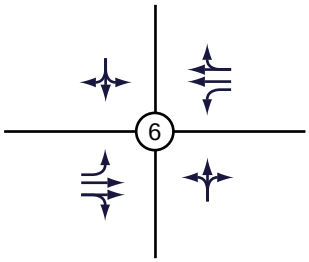
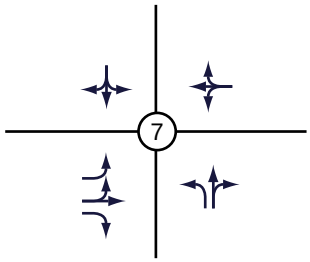
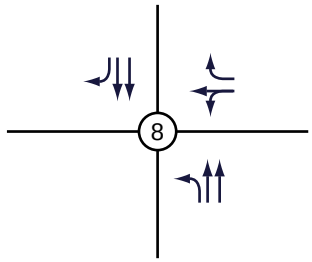
(b) Existing average daily traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and True Counts and measured in 2007, 2008, and 2010.

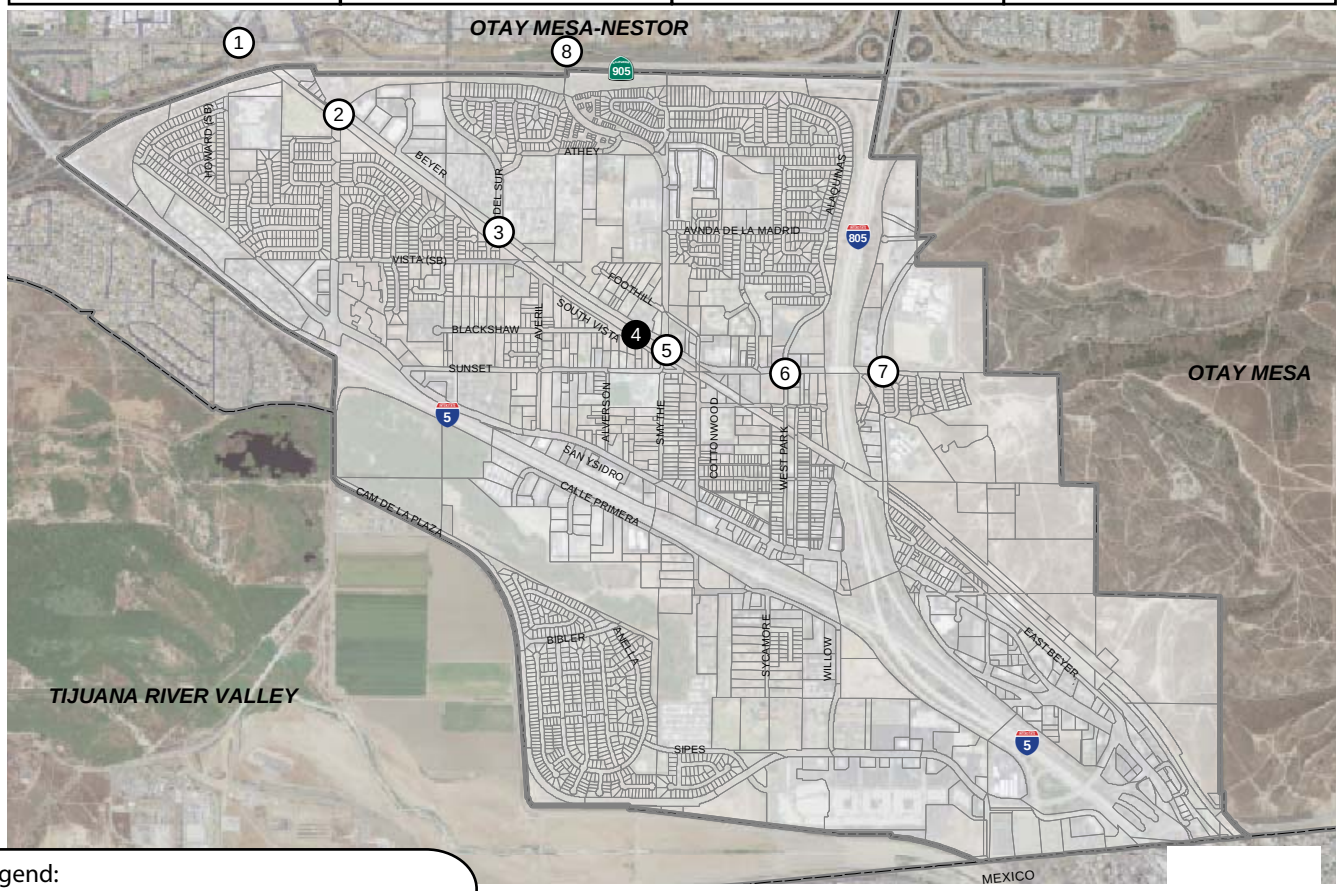
(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

\\Sndfp01\ca_snd1\SND_TPTO\095413002\Excel\[413002RS01.xlsm]2035 AltB Weekd MIT TIS

APPENDIX A

EXISTING INTERSECTION GEOMETRICS

Beyer Blvd/Iris Ave-SR-905 WB Ramps	Beyer Blvd/SR-905 EB Ramps-Dairy Mart Rd	Beyer Blvd/Del Sur Blvd	Beyer Blvd/Smythe Crossing
			
Beyer Blvd/Smythe Ave	**Beyer Blvd/Alaquinas Dr-W. Park Ave**	**Beyer Blvd/E. Beyer Blvd-Otay Mesa Rd**	**SR-905 WB Ramps/Picador Blvd**
			



Legend:

- (X) Signalized
- X Unsignalized
- o Right-turn overlap

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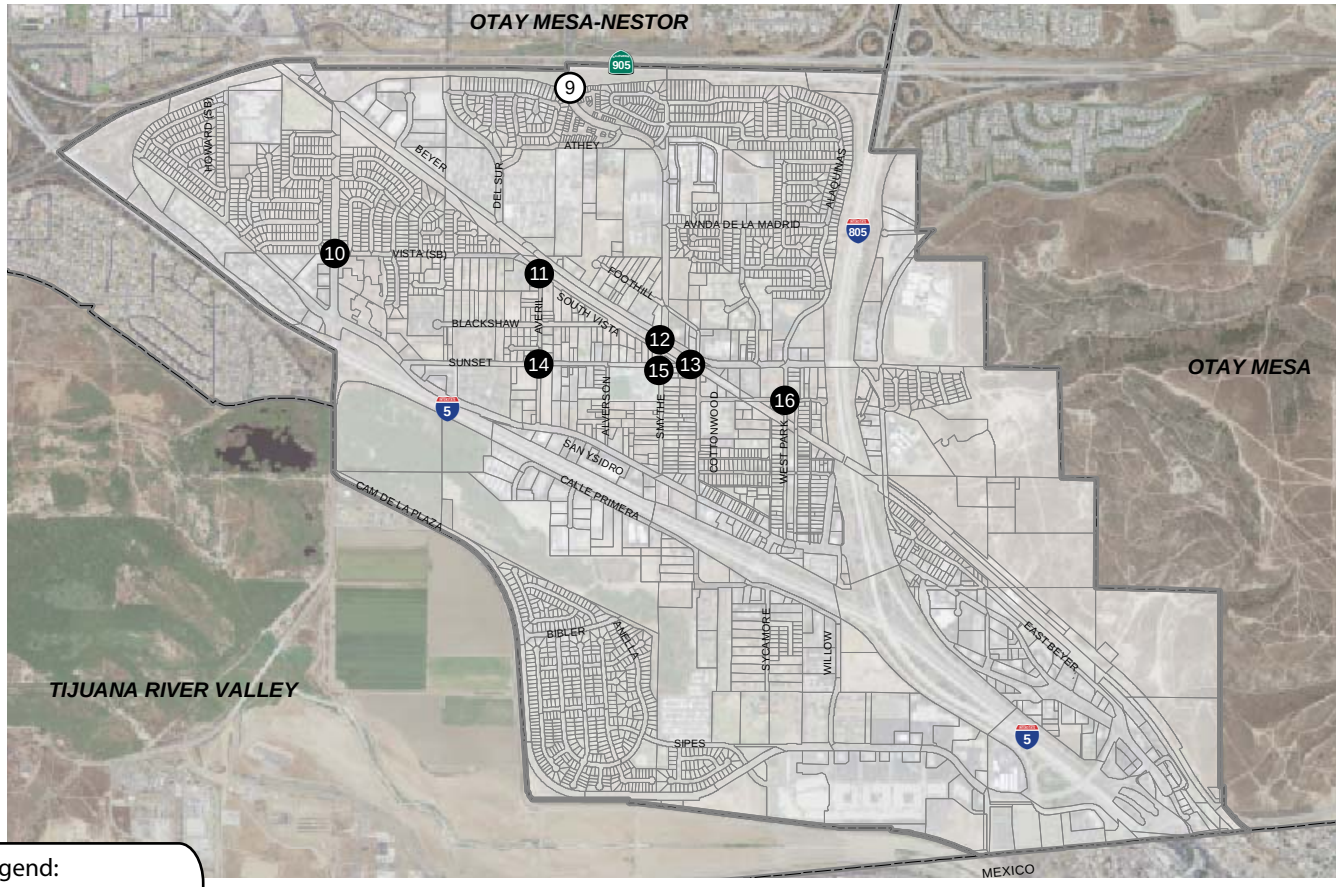
FIGURE 6.a

Existing Intersection Geometrics

SR-905 EB Ramps/ Picador Blvd	Vista Ln/ Dairy Mart Rd	Vista Ln/ Averil Rd	Vista Ln/ Smythe Ave
9	10	11	12
Vista Ln/ Sunset Ln	**Sunset Ln/ Averil Rd**	**Sunset Ln/ Smythe Ave**	**Seward Ave/ W. Park Ave**
13	14	15	16



Legend:

- (X) Signalized
- X Unsignalized

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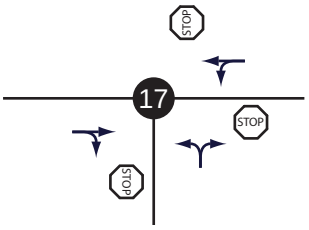
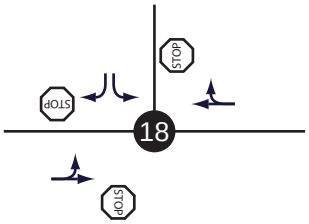
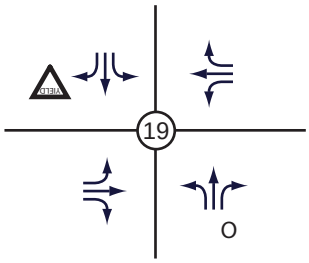
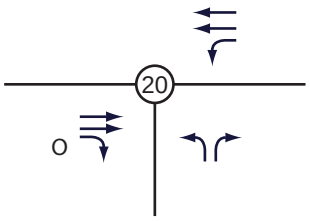
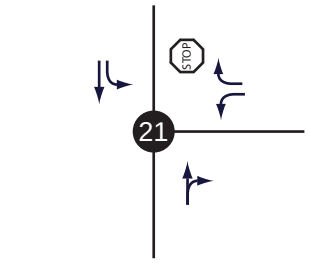
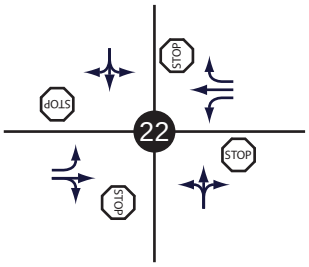
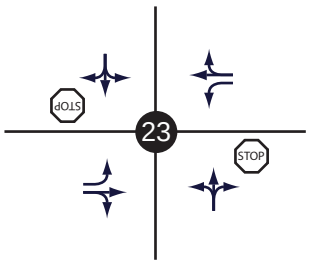
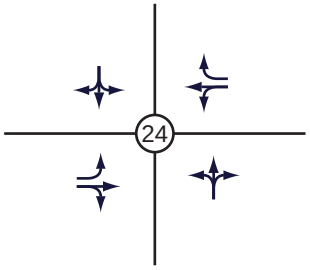
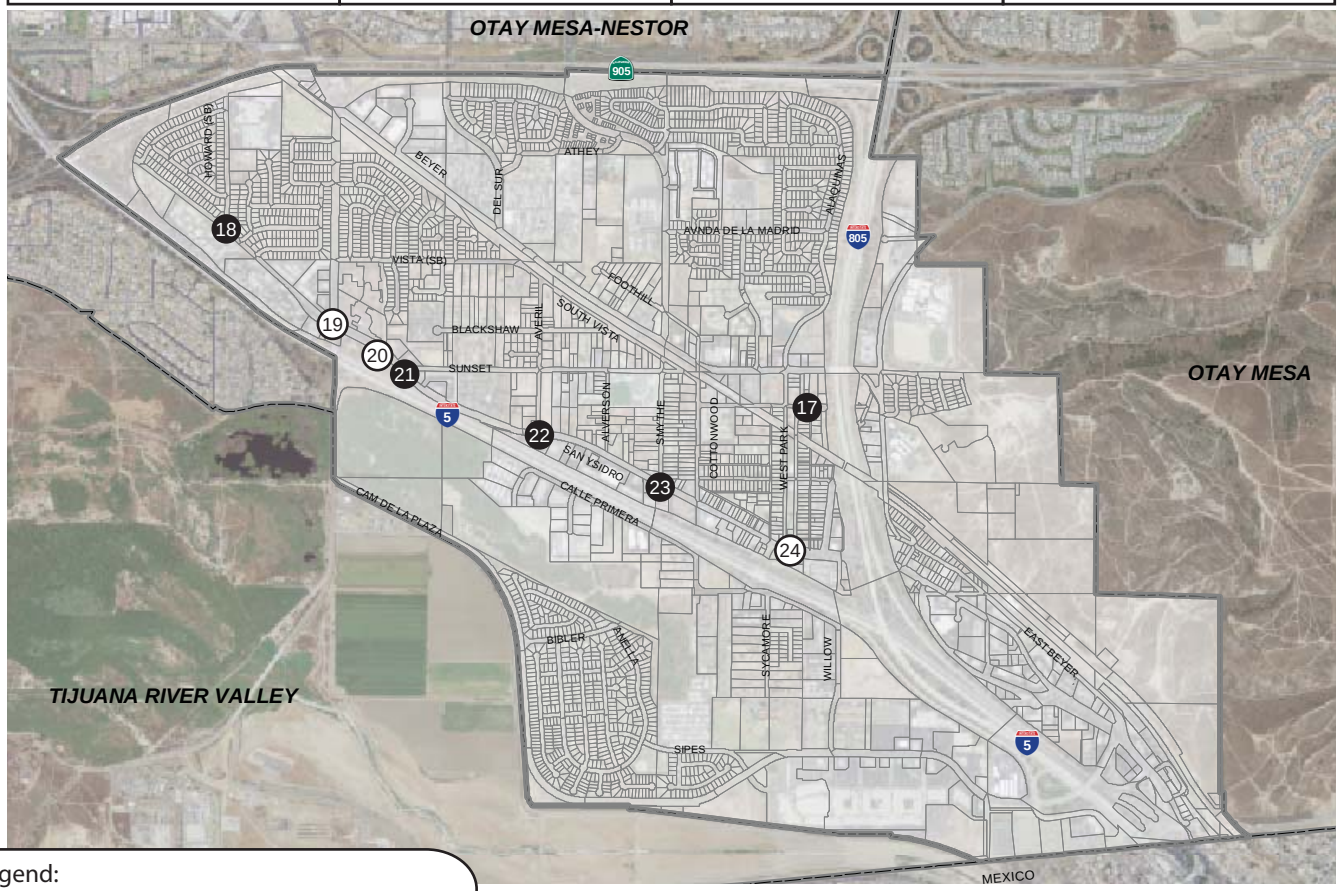
FIGURE 6.b

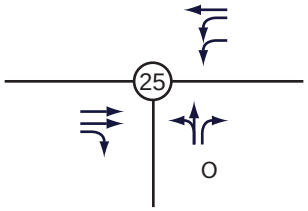
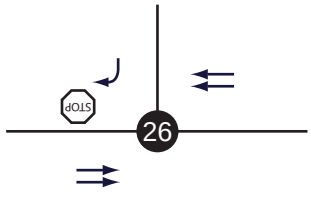
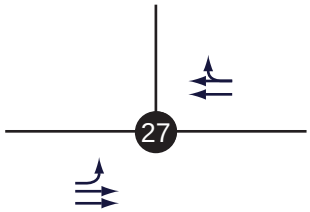
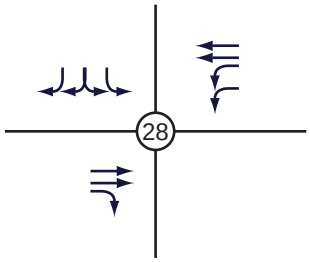
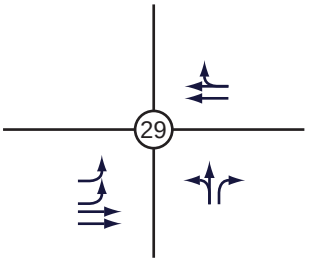
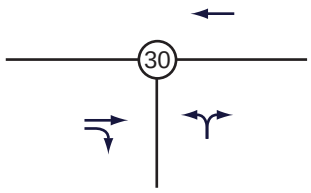
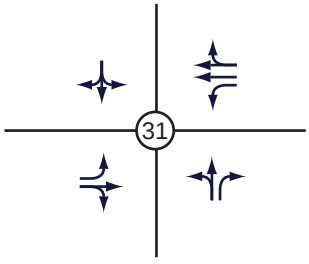
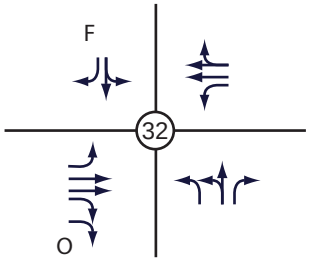
Existing Intersection Geometrics

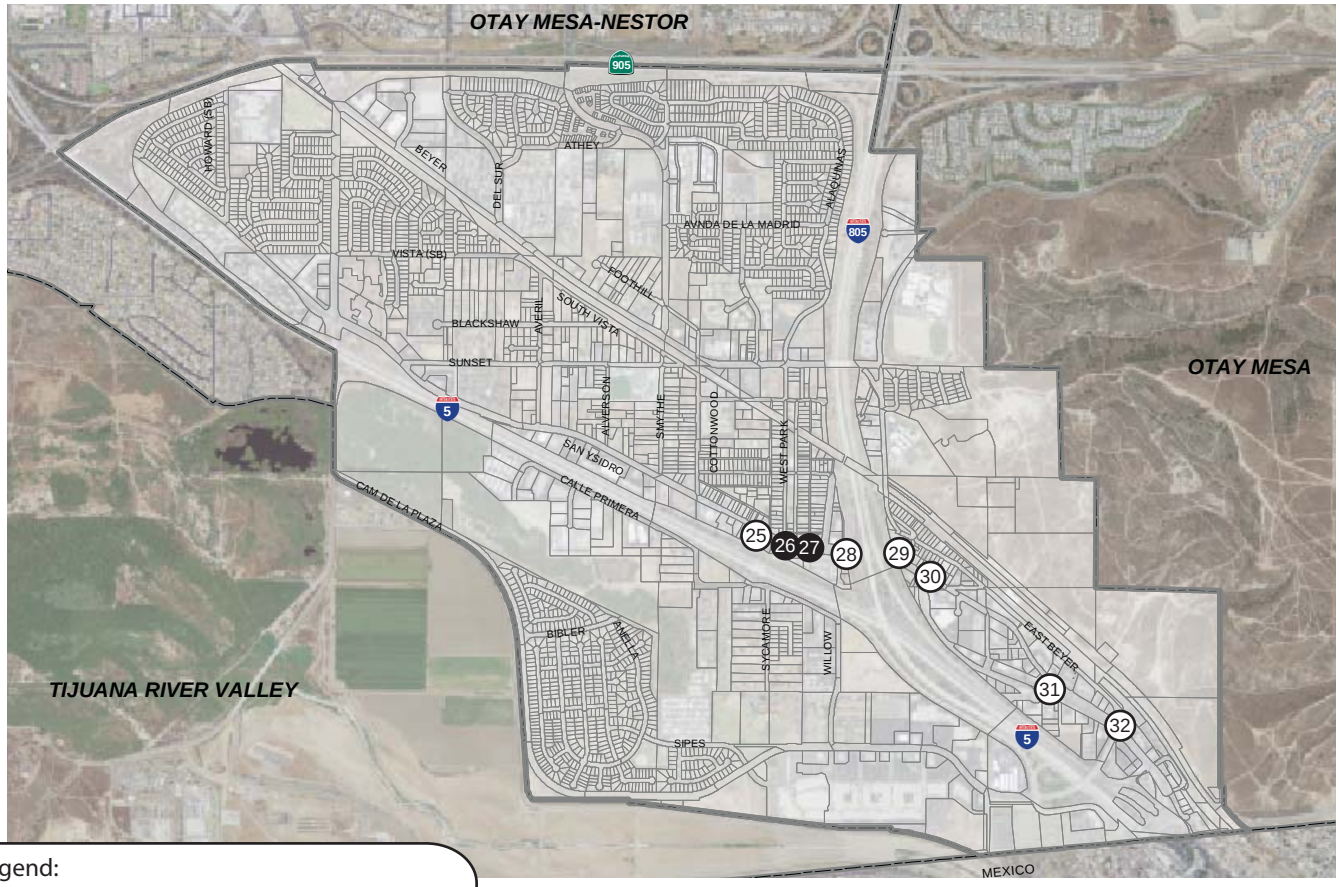
Seward Ave/ E. Park Ave	W. San Ysidro Blvd/ Howard Ave	W. San Ysidro Blvd/ Dairy Mart Rd	W. San Ysidro Blvd/ I-5 NB Ramps
			
W. San Ysidro Blvd/ Sunset Ln	**W. San Ysidro Blvd/ Averil Rd**	**W. San Ysidro Blvd/ Smythe Ave**	**W. San Ysidro Blvd/ Cottonwood Rd**
			



Legend:

- (X) Signalized
- (X) Unsignalized
- F Free right-turn

W. San Ysidro Blvd/ Via de San Ysidro	W. San Ysidro Blvd/ W. Park Ave	E. San Ysidro Blvd/ E. Park Ave	E. San Ysidro Blvd/ I-805 SB Ramps
			
E. San Ysidro Blvd/ I-805 NB Ramps	**E. San Ysidro Blvd/ Border Village Rd (W)**	**E. San Ysidro Blvd/ Border Village Rd (E)**	**E. San Ysidro Blvd/Camino de la Plaza-E. Beyer Blvd**
			



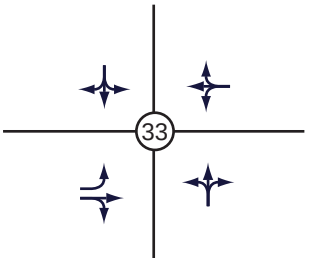
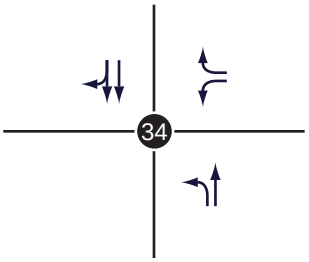
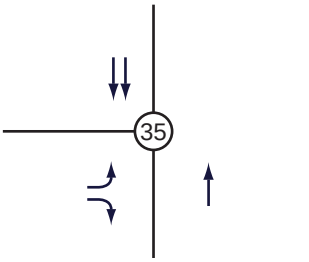
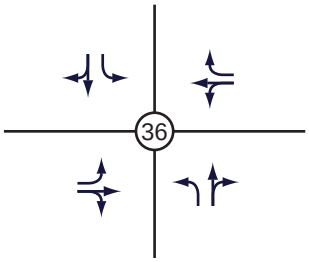
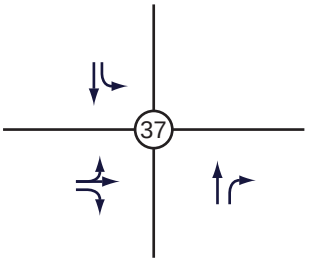
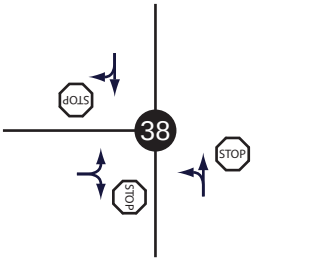
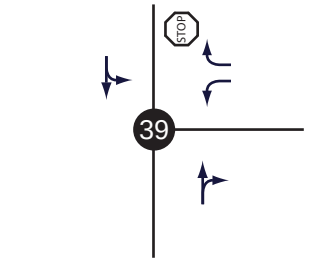
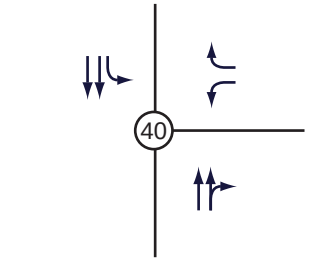
Legend:

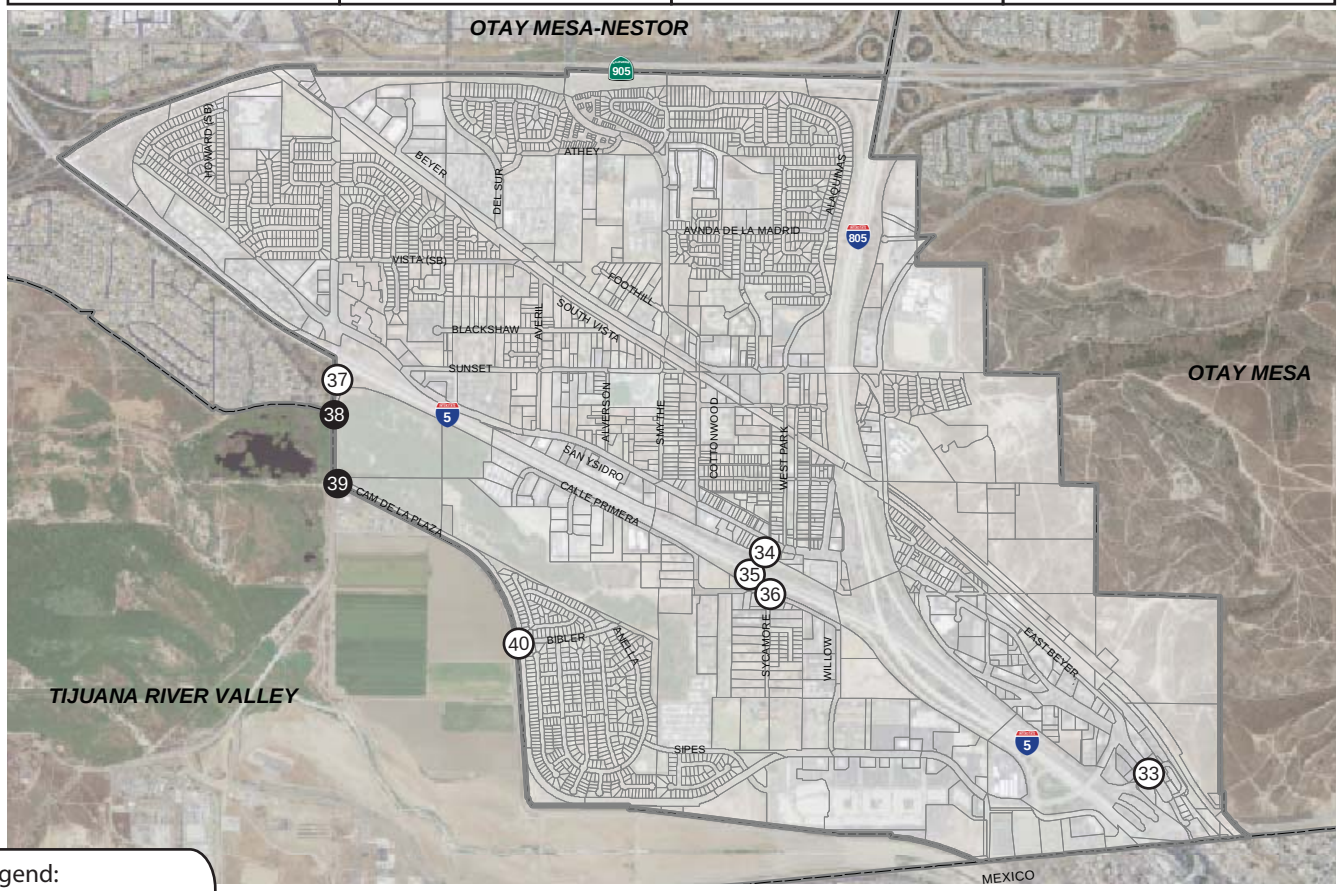
X	Signalized	O	Right-turn overlap
X	Unsignalized	F	Free right-turn

Kimley»Horn

FIGURE 6.d

Existing Intersection Geometrics

E. San Ysidro Blvd/ I-5 NB Ramps	Via de San Ysidro/ I-5 NB Ramps	Via de San Ysidro/ I-5 SB Ramps	Via de San Ysidro/ Calle Primera
			
I-5 SB Ramps/ Dairy Mart Rd	**Servando Ave/ Dairy Mart Rd**	**Camino de la Plaza/ Dairy Mart Rd**	**Camino de la Plaza/ Bibler Dr**
			



Legend:

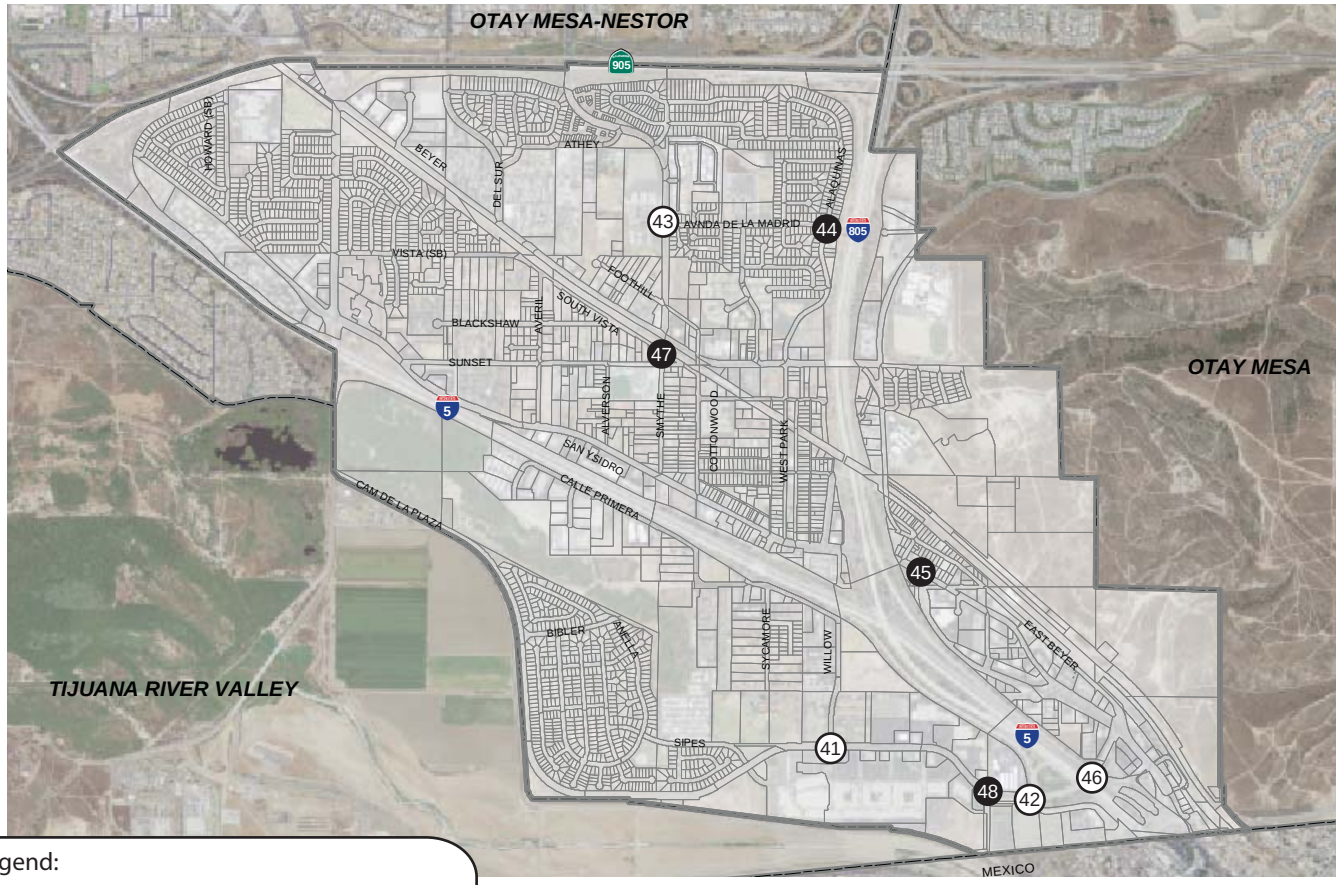
- (X) Signalized
- X Unsignalized

Kimley»Horn

FIGURE 6.e

Existing Intersection Geometrics

Camino de la Plaza/ Willow Rd	Camino de la Plaza/I-5 SB Ramps-Camiones Wy	Avenida de la Madrid/ Smythe Ave	Avenida de la Madrid/ Alaquinas Dr
41	42	43	44
Center St / E. San Ysidro Blvd	**I-5 SB Ramps/ Camino de la Plaza**	**Vista Ln/ Smythe Crossing**	**Camino de la Plaza/ Virginia Ave**
45	46	47	48



Legend:

- (X) Signalized
- X Unsignalized
- o Right-turn overlap

Kimley»Horn

FIGURE 6.f

Existing Intersection Geometrics

APPENDIX B

TRAFFIC COUNT SHEETS

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.01.BEYER BLVD.SR-905 WB RAMPS
Site Code: 00000000
Start Date: 6/29/2010
Page No: 1

Groups Printed- Vehicles

	BEYER BLVD Southbound				SR-905 WB RAMPS Westbound				BEYER BLVD Northbound				IRIS AVE Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	14	35	7	1	16	30	13	0	9	21	19	0	8	15	25	1	214
7:15	11	36	12	0	25	29	17	0	15	27	32	0	20	13	26	0	263
7:30	19	52	12	0	20	28	22	1	17	40	27	0	11	15	31	4	299
7:45	10	35	13	0	21	34	33	0	13	51	27	0	10	11	37	5	300
Total	54	158	44	1	82	121	85	1	54	139	105	0	49	54	119	10	1076
8:00	11	53	13	0	20	20	29	0	14	39	11	1	9	20	36	1	277
8:15	20	41	9	0	22	29	25	0	22	48	23	0	9	14	18	2	282
8:30	9	44	13	0	27	19	22	0	18	55	22	0	15	15	38	1	298
8:45	10	58	11	0	28	20	24	1	17	42	22	0	16	15	32	3	299
Total	50	196	46	0	97	88	100	1	71	184	78	1	49	64	124	7	1156

	BEYER BLVD Southbound					SR-905 WB RAMPS Westbound					BEYER BLVD Northbound					IRIS AVE Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
7:30	19	52	12	0	83	**20**	**28**	**22**	**1**	**71**	17	**40**	27	0	**84**	**11**	15	**31**	4	**61**	**299**
7:45	10	35	**13**	0	58	21	34	33	0	88	**13**	51	27	0	91	10	11	37	5	63	300
8:00	**11**	53	13	**0**	77	20	20	29	0	69	14	39	11	1	65	9	**20**	36	1	66	277
8:15	20	**41**	9	0	**70**	22	29	25	0	76	22	48	**23**	0	93	9	14	18	2	43	282
Volume	60	181	47	0	288	83	111	109	1	304	66	178	88	1	333	39	60	122	12	233	1158
Total	20.8	62.8	16.3	0		27.3	36.5	35.9	0.3		19.8	53.5	26.4	0.3		16.7	25.8	52.4	5.2		
PHF	0.75	0.854	0.904	0	0.867	0.943	0.816	0.826	0.25	0.864	0.75	0.873	0.815	0.25	0.895	0.886	0.75	0.824	0.6	0.883	0.965

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.01.BEYER BLVD.SR-905 WB RAMPS
Site Code: 00000000
Start Date: 6/29/2010
Page No: 1

Groups Printed- Vehicles

	BEYER BLVD Southbound				SR-905 WB RAMPS Westbound				BEYER BLVD Northbound				IRIS AVE Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	14	117	25	6	33	25	38	0	38	65	18	0	23	14	50	2	468
16:15	23	114	22	0	52	37	35	0	23	78	18	0	19	15	53	6	495
16:30	13	119	33	0	52	40	35	1	28	72	26	0	15	14	39	0	487
16:45	16	128	35	1	43	41	37	0	23	94	27	0	19	7	60	1	532
Total	66	478	115	7	180	143	145	1	112	309	89	0	76	50	202	9	1982
17:00	25	134	33	0	52	38	50	0	25	88	29	0	21	15	67	0	577
17:15	14	112	28	0	50	51	40	2	32	74	23	0	27	18	47	0	518
17:30	11	93	35	0	62	27	33	0	27	64	20	0	22	10	51	1	456
17:45	18	109	23	1	44	34	37	0	32	83	18	0	26	10	44	4	483
Total	68	448	119	1	208	150	160	2	116	309	90	0	96	53	209	5	2034

	BEYER BLVD Southbound					SR-905 WB RAMPS Westbound					BEYER BLVD Northbound					IRIS AVE Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	13	119	33	0	165	**52**	**40**	**35**	**1**	**128**	28	**72**	26	0	**126**	**15**	14	**39**	0	**68**	**487**
16:45	16	128	**35**	1	180	43	41	37	0	121	**23**	94	27	0	144	19	7	60	1	87	532
17:00	**25**	134	33	**0**	192	52	38	50	0	140	25	88	29	0	142	21	**15**	67	0	103	577
17:15	14	**112**	28	0	**154**	50	51	40	2	143	32	74	**23**	0	129	27	18	47	0	92	518
Volume	68	493	129	1	691	197	170	162	3	532	108	328	105	0	541	82	54	213	1	350	2114
Total	9.8	71.3	18.7	0.1		37	32	30.5	0.6		20	60.6	19.4	0		23.4	15.4	60.9	0.3		
PHF	0.68	0.92	0.921	0.25	0.9	0.947	0.833	0.81	0.375	0.93	0.844	0.872	0.905	0	0.939	0.759	0.75	0.795	0.25	0.85	0.916

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.02.BEYER BLVD.SR-905 EB RAMPS
Site Code: 00000000
Start Date: 6/29/2010
Page No: 1

Groups Printed- Vehicles

	BEYER BLVD				SR-905 EB RAMPS				BEYER BLVD				DAIRY MART RD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	35	22	18	0	7	2	4	0	1	23	5	0	21	24	11	0	173
7:15	32	22	33	0	9	0	13	0	1	32	5	0	27	31	5	0	210
7:30	44	32	24	1	8	3	8	0	0	44	6	0	30	54	11	2	267
7:45	37	30	27	0	12	2	15	0	0	45	7	0	30	42	6	7	260
Total	148	106	102	1	36	7	40	0	2	144	23	0	108	151	33	9	910
8:00	43	23	38	0	17	1	12	0	5	29	11	0	20	34	9	2	244
8:15	33	29	21	1	15	1	17	0	3	38	11	0	33	36	6	0	244
8:30	43	35	29	0	9	2	14	0	9	53	10	0	26	34	8	5	277
8:45	38	29	50	0	11	0	9	0	4	46	11	2	27	27	6	3	263
Total	157	116	138	1	52	4	52	0	21	166	43	2	106	131	29	10	1028

	BEYER BLVD Southbound					SR-905 EB RAMPS Westbound					BEYER BLVD Northbound					DAIRY MART RD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
8:00	43	23	38	0	104	**17**	**1**	**12**	**0**	**30**	5	**29**	11	0	**45**	**20**	34	**9**	2	**65**	**244**
8:15	33	29	**21**	1	84	15	1	17	0	33	**3**	38	11	0	52	33	36	6	0	75	244
8:30	**43**	35	29	**0**	107	9	2	14	0	25	9	53	10	0	72	26	**34**	8	5	73	277
8:45	38	**29**	50	0	**117**	11	0	9	0	20	4	46	**11**	2	63	27	27	6	3	63	263
Volume	157	116	138	1	412	52	4	52	0	108	21	166	43	2	232	106	131	29	10	276	1028
Total	38.1	28.2	33.5	0.2		48.1	3.7	48.1	0		9.1	71.6	18.5	0.9		38.4	47.5	10.5	3.6		
PHF	0.913	0.829	0.69	0.25	0.88	0.765	0.5	0.765	0	0.818	0.583	0.783	0.977	0.25	0.806	0.803	0.91	0.806	0.5	0.92	0.928

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.02.BEYER BLVD.SR-905 EB RAMPS
Site Code: 00000000
Start Date: 6/29/2010
Page No: 1

Groups Printed- Vehicles

	BEYER BLVD				SR-905 EB RAMPS				BEYER BLVD				DAIRY MART RD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	48	48	94	0	18	15	16	0	12	34	11	0	45	24	11	2	378
16:15	56	45	112	0	12	13	17	0	6	36	15	0	48	44	8	1	413
16:30	53	52	104	0	20	16	23	2	8	60	17	0	35	31	9	2	432
16:45	64	57	109	0	15	20	28	0	5	45	9	0	49	37	11	0	449
Total	221	202	419	0	65	64	84	2	31	175	52	0	177	136	39	5	1672
17:00	68	52	126	0	16	20	24	0	15	60	14	0	51	37	10	3	496
17:15	62	38	105	0	22	22	25	0	9	51	10	0	46	39	13	1	443
17:30	53	37	112	0	4	17	22	0	13	37	10	0	34	46	5	5	395
17:45	43	43	109	0	16	17	18	3	5	43	12	3	50	41	16	4	423
Total	226	170	452	0	58	76	89	3	42	191	46	3	181	163	44	13	1757

	BEYER BLVD Southbound					SR-905 EB RAMPS Westbound					BEYER BLVD Northbound					DAIRY MART RD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	53	52	104	0	209	**20**	**16**	**23**	**2**	**61**	8	**60**	17	0	**85**	**35**	31	**9**	2	**77**	**432**
16:45	64	57	**109**	0	230	15	20	28	0	63	**5**	45	9	0	59	49	37	11	0	97	449
17:00	**68**	52	126	**0**	246	16	20	24	0	60	15	60	14	0	89	51	**37**	10	3	101	496
17:15	62	**38**	105	0	**205**	22	22	25	0	69	9	51	**10**	0	70	46	39	13	1	99	443
Volume	247	199	444	0	890	73	78	100	2	253	37	216	50	0	303	181	144	43	6	374	1820
Total	27.8	22.4	49.9	0		28.9	30.8	39.5	0.8		12.2	71.3	16.5	0		48.4	38.5	11.5	1.6		
PHF	0.908	0.873	0.881	0	0.904	0.83	0.886	0.893	0.25	0.917	0.617	0.9	0.735	0	0.851	0.887	0.923	0.827	0.5	0.926	0.917

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.03.DEL SUR BLVD.BEYER BLVD.
Site Code: 00000000
Start Date: 6/16/2010
Page No: 1

Groups Printed- Vehicles

	DEL SUR BLVD				BEYER BLVD				0				BEYER BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	12	0	19	0	0	31	17	3	0	0	0	0	9	22	0	0	113
7:15	14	0	17	0	0	22	13	2	0	0	0	0	3	27	0	0	98
7:30	13	0	17	0	0	38	11	5	0	0	0	2	11	49	0	0	146
7:45	10	0	30	3	0	49	23	1	0	0	0	1	11	50	0	1	179
Total	49	0	83	3	0	140	64	11	0	0	0	3	34	148	0	1	536
8:00	17	0	18	4	0	75	15	5	0	0	0	2	12	52	0	0	200
8:15	22	0	15	3	0	65	23	0	0	0	0	1	7	51	0	3	190
8:30	15	0	15	0	0	71	25	2	0	0	0	3	10	51	0	1	193
8:45	20	0	9	1	0	45	21	0	0	0	0	0	6	56	0	0	158
Total	74	0	57	8	0	256	84	7	0	0	0	6	35	210	0	4	741

	DEL SUR BLVD Southbound					BEYER BLVD Westbound					0 Northbound					BEYER BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
7:45	10	0	30	3	43	**0**	**49**	**23**	**1**	**73**	0	**0**	0	1	**1**	**11**	50	**0**	1	**62**	**179**
8:00	17	0	**18**	4	39	0	75	15	5	95	**0**	0	0	2	2	12	52	0	0	64	200
8:15	**22**	0	15	**3**	40	0	65	23	0	88	0	0	0	1	1	7	**51**	0	3	61	190
8:30	15	**0**	15	0	**30**	0	71	25	2	98	0	0	**0**	3	3	10	51	0	1	62	193
Volume	64	0	78	10	152	0	260	86	8	354	0	0	0	7	7	40	204	0	5	249	762
Total	42.1	0	51.3	6.6		0	73.4	24.3	2.3		0	0	0	100		16.1	81.9	0	2		
PHF	0.727	0	0.65	0.625	0.884	0	0.867	0.86	0.4	0.903	0	0	0	0.583	0.583	0.833	0.981	0	0.417	0.973	0.953

Intersection Turning Movement

Prepared by:

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.04.BEYER BLVD & VISTA AVE.RAILROAD CROSSING-NORTH
Site Code: 00000000
Start Date: 7/29/2010
Page No: 1

Groups Printed- Vehicles

					BEYER BLVD				RAILROAD CROSSING				BEYER BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
7:00	0	0	0	0	11	19	0	0	11	0	11	0	0	15	8	0	75
7:15	0	0	0	0	10	18	0	0	6	0	10	0	0	27	8	0	79
7:30	0	0	0	0	15	31	0	0	11	0	37	0	0	37	12	0	143
7:45	0	0	0	0	15	32	0	0	8	0	29	0	0	41	13	0	138
Total	0	0	0	0	51	100	0	0	36	0	87	0	0	120	41	0	435
8:00	0	0	0	0	26	36	0	0	13	0	27	0	0	42	13	0	157
8:15	0	0	0	0	17	21	0	0	6	0	31	0	0	38	10	0	123
8:30	0	0	0	0	16	39	0	0	13	0	41	0	0	43	12	0	164
8:45	0	0	0	0	33	26	0	0	7	0	26	0	0	53	15	0	160
Total	0	0	0	0	92	122	0	0	39	0	125	0	0	176	50	0	604

	Southbound					BEYER BLVD Westbound					RAILROAD CROSSING Northbound					BEYER BLVD Eastbound					
Start Time	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
8:00	0	0	0	0	0	**26**	**36**	**0**	**0**	**62**	13	**0**	27	0	**40**	**0**	42	**13**	0	**55**	**157**
8:15	0	0	**0**	0	0	17	21	0	0	38	**6**	0	31	0	37	0	38	10	0	48	123
8:30	**0**	0	0	**0**	0	16	39	0	0	55	13	0	41	0	54	0	**43**	12	0	55	164
8:45	0	**0**	0	0	**0**	33	26	0	0	59	7	0	**26**	0	33	0	53	15	0	68	160
Volume	0	0	0	0	0	92	122	0	0	214	39	0	125	0	164	0	176	50	0	226	604
Total	0	0	0	0		43	57	0	0		23.8	0	76.2	0		0	77.9	22.1	0		
PHF	0	0	0	0	0	0.697	0.782	0	0	0.863	0.75	0	0.762	0	0.759	0	0.83	0.833	0	0.831	0.921

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.04.BEYER BLVD & VISTA AVE.RAILROAD CROSSING-NORTH
Site Code: 00000000
Start Date: 7/29/2010
Page No: 1

Groups Printed- Vehicles

					BEYER BLVD				RAILROAD CROSSING				BEYER BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
16:00	0	0	0	0	37	29	0	0	28	0	35	0	0	35	28	0	192
16:15	0	0	0	0	60	45	0	0	21	0	15	0	0	22	24	0	187
16:30	0	0	0	0	46	47	0	0	11	0	27	0	0	35	23	0	189
16:45	0	0	0	0	42	44	0	0	9	0	33	0	0	38	25	0	191
Total	0	0	0	0	185	165	0	0	69	0	110	0	0	130	100	0	759
17:00	0	0	0	0	57	57	0	0	17	0	27	0	0	40	21	0	219
17:15	0	0	0	0	36	43	0	0	16	0	29	0	0	50	28	0	202
17:30	0	0	0	0	55	39	0	0	23	0	33	0	0	41	24	0	215
17:45	0	0	0	0	45	35	0	0	19	0	35	0	0	52	25	0	211
Total	0	0	0	0	193	174	0	0	75	0	124	0	0	183	98	0	847

	Southbound					BEYER BLVD Westbound					RAILROAD CROSSING Northbound					BEYER BLVD Eastbound					
Start Time	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	**57**	**57**	**0**	**0**	**114**	17	**0**	27	0	**44**	**0**	40	**21**	0	**61**	**219**
17:15	0	0	**0**	0	0	36	43	0	0	79	**16**	0	29	0	45	0	50	28	0	78	202
17:30	**0**	0	0	**0**	0	55	39	0	0	94	23	0	33	0	56	0	**41**	24	0	65	215
17:45	0	**0**	0	0	**0**	45	35	0	0	80	19	0	**35**	0	54	0	52	25	0	77	211
Volume	0	0	0	0	0	193	174	0	0	367	75	0	124	0	199	0	183	98	0	281	847
Total	0	0	0	0		52.6	47.4	0	0		37.7	0	62.3	0		0	65.1	34.9	0		
PHF	0	0	0	0	0	0.846	0.763	0	0	0.805	0.815	0	0.886	0	0.888	0	0.88	0.875	0	0.901	0.967

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	
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	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	356	0	271	247	545	0	0	480	227	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

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.06.W PARK AVE.BEYER BLVD
Site Code: 00000000
Start Date: 6/23/2010
Page No: 1

Groups Printed- Vehicles

	W PARK AVE Southbound				BEYER BLVD Westbound				W PARK AVE Northbound				BEYER BLVD Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	5	8	7	2	3	21	6	1	4	13	4	5	4	29	3	4	119
7:15	7	3	8	10	14	29	8	2	5	7	11	3	6	34	5	5	157
7:30	31	17	13	2	11	54	20	8	19	26	24	15	4	51	7	6	308
7:45	30	21	10	6	30	72	19	6	18	49	43	10	4	61	15	8	402
Total	73	49	38	20	58	176	53	17	46	95	82	33	18	175	30	23	986
8:00	15	27	13	14	27	72	9	5	21	16	23	15	5	61	16	5	344
8:15	18	9	5	23	16	73	10	8	12	11	27	28	12	60	14	6	332
8:30	18	5	5	27	20	89	9	8	13	8	34	21	5	82	12	7	363
8:45	13	4	11	4	30	90	12	3	10	2	34	10	9	84	10	2	328
Total	64	45	34	68	93	324	40	24	56	37	118	74	31	287	52	20	1367

	W PARK AVE Southbound					BEYER BLVD Westbound					W PARK AVE Northbound					BEYER BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
7:45	30	21	10	6	67	**30**	**72**	**19**	**6**	**127**	18	**49**	43	10	**120**	**4**	61	**15**	8	**88**	**402**
8:00	15	27	**13**	14	69	27	72	9	5	113	**21**	16	23	15	75	5	61	16	5	87	344
8:15	**18**	9	5	**23**	55	16	73	10	8	107	12	11	27	28	78	12	**60**	14	6	92	332
8:30	18	**5**	5	27	**55**	20	89	9	8	126	13	8	**34**	21	76	5	82	12	7	106	363
Volume	81	62	33	70	246	93	306	47	27	473	64	84	127	74	349	26	264	57	26	373	1441
Total	32.9	25.2	13.4	28.5		19.7	64.7	9.9	5.7		18.3	24.1	36.4	21.2		7	70.8	15.3	7		
PHF	0.675	0.574	0.635	0.648	0.891	0.775	0.86	0.618	0.844	0.931	0.762	0.429	0.738	0.661	0.727	0.542	0.805	0.891	0.813	0.88	0.896

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.06.W PARK AVE.BEYER BLVD
Site Code: 00000000
Start Date: 6/23/2010
Page No: 1

Groups Printed- Vehicles

	W PARK AVE Southbound				BEYER BLVD Westbound				W PARK AVE Northbound				BEYER BLVD Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	11	6	9	12	7	41	5	2	22	4	4	1	9	31	17	2	183
16:15	10	13	10	3	8	31	11	3	19	9	8	0	9	56	14	3	207
16:30	8	7	1	5	6	36	7	4	19	11	5	1	12	36	28	0	186
16:45	8	20	8	9	7	34	14	0	14	9	9	1	11	39	22	2	207
Total	37	46	28	29	28	142	37	9	74	33	26	3	41	162	81	7	783
17:00	10	15	14	1	10	44	6	6	11	12	4	2	9	40	20	5	209
17:15	9	7	11	2	9	49	7	1	15	5	8	2	19	60	30	6	240
17:30	13	7	8	3	6	33	2	3	16	4	6	2	10	37	16	2	168
17:45	7	11	7	2	6	40	6	3	15	8	6	3	8	41	13	6	182
Total	39	40	40	8	31	166	21	13	57	29	24	9	46	178	79	19	799

	W PARK AVE Southbound					BEYER BLVD Westbound					W PARK AVE Northbound					BEYER BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	8	7	1	5	21	**6**	**36**	**7**	**4**	**53**	19	**11**	5	1	**36**	**12**	36	**28**	0	**76**	**186**
16:45	8	20	**8**	9	45	7	34	14	0	55	**14**	9	9	1	33	11	39	22	2	74	207
17:00	**10**	15	14	**1**	40	10	44	6	6	66	11	12	4	2	29	9	**40**	20	5	74	209
17:15	9	**7**	11	2	**29**	9	49	7	1	66	15	5	**8**	2	30	19	60	30	6	115	240
Volume	35	49	34	17	135	32	163	34	11	240	59	37	26	6	128	51	175	100	13	339	842
Total	25.9	36.3	25.2	12.6		13.3	67.9	14.2	4.6		46.1	28.9	20.3	4.7		15	51.6	29.5	3.8		
PHF	0.875	0.613	0.607	0.472	0.75	0.8	0.832	0.607	0.458	0.909	0.776	0.771	0.722	0.75	0.889	0.671	0.729	0.833	0.542	0.737	0.877

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.07.OTAY MESA RD.BEYER BLVD
Site Code: 00000000
Start Date: 6/23/2010
Page No: 1

Groups Printed- Vehicles

	OTAY MESA RD				BEYER BLVD				E BEYER BLVD				BEYER BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	12	18	4	6	3	0	2	12	13	1	2	16	2	22	1	114
7:15	0	22	30	9	2	2	1	4	19	17	0	4	23	5	22	4	164
7:30	0	28	54	3	1	8	0	12	30	20	4	15	61	3	32	0	271
7:45	0	27	77	9	2	3	2	15	39	49	1	9	76	3	54	4	370
Total	0	89	179	25	11	16	3	33	100	99	6	30	176	13	130	9	919
8:00	0	29	73	22	3	5	1	10	54	39	1	8	70	4	36	4	359
8:15	1	20	61	12	4	3	1	42	37	28	3	43	69	3	25	0	352
8:30	0	29	79	39	3	5	2	56	24	30	3	40	107	3	27	0	447
8:45	2	27	112	13	0	4	1	23	17	37	1	18	110	4	17	0	386
Total	3	105	325	86	10	17	5	131	132	134	8	109	356	14	105	4	1544

	OTAY MESA RD Southbound					BEYER BLVD Westbound					E BEYER BLVD Northbound					BEYER BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
8:00	0	29	73	22	124	**3**	**5**	**1**	**10**	**19**	54	**39**	1	8	**102**	**70**	4	**36**	4	**114**	**359**
8:15	1	20	**61**	12	94	4	3	1	42	50	**37**	28	3	43	111	69	3	25	0	97	352
8:30	**0**	29	79	**39**	147	3	5	2	56	66	24	30	3	40	97	107	**3**	27	0	137	447
8:45	2	**27**	112	13	**154**	0	4	1	23	28	17	37	**1**	18	73	110	4	17	0	131	386
Volume	3	105	325	86	519	10	17	5	131	163	132	134	8	109	383	356	14	105	4	479	1544
Total	0.6	20.2	62.6	16.6		6.1	10.4	3.1	80.4		34.5	35	2.1	28.5		74.3	2.9	21.9	0.8		
PHF	0.375	0.905	0.725	0.551	0.843	0.625	0.85	0.625	0.585	0.617	0.611	0.859	0.667	0.634	0.863	0.809	0.875	0.729	0.25	0.874	0.864

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.07.OTAY MESA RD.BEYER BLVD
Site Code: 00000000
Start Date: 6/23/2010
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Groups Printed- Vehicles

	OTAY MESA RD Southbound				BEYER BLVD Westbound				E BEYER BLVD Northbound				BEYER BLVD Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	0	25	28	0	0	0	0	1	27	9	0	1	11	6	32	1	141
16:15	0	15	15	0	2	4	2	0	21	8	1	2	26	6	35	1	138
16:30	1	17	32	0	1	3	0	0	17	9	1	3	17	4	31	4	140
16:45	1	17	27	0	2	3	0	0	26	12	2	0	17	3	35	3	148
Total	2	74	102	0	5	10	2	1	91	38	4	6	71	19	133	9	567
17:00	1	17	23	2	4	10	1	1	19	7	0	0	20	2	36	0	143
17:15	1	18	34	0	1	2	0	1	27	13	1	0	25	4	36	1	164
17:30	0	17	22	0	1	2	0	1	17	9	2	0	24	7	34	2	138
17:45	0	11	23	0	3	8	1	0	27	11	4	0	19	3	25	1	136
Total	2	63	102	2	9	22	2	3	90	40	7	0	88	16	131	4	581

	OTAY MESA RD Southbound					BEYER BLVD Westbound					E BEYER BLVD Northbound					BEYER BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	1	17	32	0	50	**1**	**3**	**0**	**0**	**4**	17	**9**	1	3	**30**	**17**	4	**31**	4	**56**	**140**
16:45	1	17	**27**	0	45	2	3	0	0	5	**26**	12	2	0	40	17	3	35	3	58	148
17:00	**1**	17	23	**2**	43	4	10	1	1	16	19	7	0	0	26	20	**2**	36	0	58	143
17:15	1	**18**	34	0	**53**	1	2	0	1	4	27	13	**1**	0	41	25	4	36	1	66	164
Volume	4	69	116	2	191	8	18	1	2	29	89	41	4	3	137	79	13	138	8	238	595
Total	2.1	36.1	60.7	1		27.6	62.1	3.4	6.9		65	29.9	2.9	2.2		33.2	5.5	58	3.4		
PHF	1	0.958	0.853	0.25	0.901	0.5	0.45	0.25	0.5	0.453	0.824	0.788	0.5	0.25	0.835	0.79	0.813	0.958	0.5	0.902	0.907

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.08.PICADOR BLVD.SR-905 WB RAMPS
Site Code: 00000000
Start Date: 6/29/2010
Page No: 1

Groups Printed- Vehicles

	PICADOR BLVD Southbound				SR-9O5 WB RAMPS Westbound				PICADOR BLVD Northbound				SR-9O5 WB RAMPS Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	60	109	0	30	0	22	0	40	33	0	0	0	0	0	0	294
7:15	0	59	113	0	29	0	18	2	44	43	0	0	0	0	0	0	308
7:30	0	75	91	1	54	0	17	3	46	46	0	0	0	0	0	0	333
7:45	0	96	89	0	78	0	20	0	59	51	0	0	0	0	0	0	393
Total	0	290	402	1	191	0	77	5	189	173	0	0	0	0	0	0	1328
8:00	0	70	81	0	51	0	27	1	44	67	0	0	0	0	0	0	341
8:15	0	71	73	0	39	0	26	0	44	45	0	0	0	0	0	0	298
8:30	0	48	59	0	49	0	27	0	42	36	0	0	0	0	0	0	261
8:45	0	74	69	0	53	0	19	0	36	37	0	0	0	0	0	0	288
Total	0	263	282	0	192	0	99	1	166	185	0	0	0	0	0	0	1188

	PICADOR BLVD Southbound					SR-9O5 WB RAMPS Westbound					PICADOR BLVD Northbound					SR-9O5 WB RAMPS Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
7:15	0	59	113	0	172	**29**	**0**	**18**	**2**	**49**	44	**43**	0	0	**87**	**0**	0	**0**	0	**0**	**308**
7:30	0	75	**91**	1	167	54	0	17	3	74	**46**	46	0	0	92	0	0	0	0	0	333
7:45	**0**	96	89	**0**	185	78	0	20	0	98	59	51	0	0	110	0	**0**	0	0	0	393
8:00	0	**70**	81	0	**151**	51	0	27	1	79	44	67	**0**	0	111	0	0	0	0	0	341
Volume	0	300	374	1	675	212	0	82	6	300	193	207	0	0	400	0	0	0	0	0	1375
Total	0	44.4	55.4	0.1		70.7	0	27.3	2		48.2	51.8	0	0		0	0	0	0		
PHF	0	0.781	0.827	0.25	0.912	0.679	0	0.759	0.5	0.765	0.818	0.772	0	0	0.901	0	0	0	0	0	0.875

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.08.PICADOR BLVD.SR-905 WB RAMPS
Site Code: 00000000
Start Date: 6/29/2010
Page No: 1

Groups Printed- Vehicles

	PICADOR BLVD Southbound				SR-9O5 WB RAMPS Westbound				PICADOR BLVD Northbound				SR-9O5 WB RAMPS Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	0	85	54	0	50	0	46	1	41	140	0	1	0	0	0	0	418
16:15	0	88	62	1	54	0	69	1	32	155	0	0	0	0	0	2	464
16:30	0	83	56	0	65	0	56	0	30	140	0	0	0	0	0	1	431
16:45	0	88	69	0	81	0	64	0	25	151	0	0	0	0	0	1	479
Total	0	344	241	1	250	0	235	2	128	586	0	1	0	0	0	4	1792
17:00	0	95	62	0	82	0	67	0	41	150	0	0	0	0	0	0	497
17:15	0	72	66	0	85	0	72	2	35	161	0	0	0	0	0	0	493
17:30	0	110	58	0	62	0	71	4	40	167	0	0	0	0	0	0	512
17:45	0	110	66	0	53	0	68	1	30	124	0	0	0	0	0	1	453
Total	0	387	252	0	282	0	278	7	146	602	0	0	0	0	0	1	1955

	PICADOR BLVD Southbound					SR-9O5 WB RAMPS Westbound					PICADOR BLVD Northbound					SR-9O5 WB RAMPS Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	88	69	0	157	**81**	**0**	**64**	**0**	**145**	25	**151**	0	0	**176**	**0**	0	**0**	1	**1**	**479**
17:00	0	95	**62**	0	157	82	0	67	0	149	**41**	150	0	0	191	0	0	0	0	0	497
17:15	**0**	72	66	**0**	138	85	0	72	2	159	35	161	0	0	196	0	**0**	0	0	0	493
17:30	0	**110**	58	0	**168**	62	0	71	4	137	40	167	**0**	0	207	0	0	0	0	0	512
Volume	0	365	255	0	620	310	0	274	6	590	141	629	0	0	770	0	0	0	1	1	1981
Total	0	58.9	41.1	0		52.5	0	46.4	1		18.3	81.7	0	0		0	0	0	100		
PHF	0	0.83	0.924	0	0.923	0.912	0	0.951	0.375	0.928	0.86	0.942	0	0	0.93	0	0	0	0.25	0.25	0.967

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.09.PICADOR BLVD.SR-905 EB RAMPS
Site Code: 00000000
Start Date: 6/29/2010
Page No: 1

Groups Printed- Vehicles

	PICADOR BLVD				SR-905 EB RAMPS				PICADOR BLVD				SR-905 EB RAMPS				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	43	46	0	0	0	0	0	0	0	58	51	1	16	0	9	0	224
7:15	50	38	0	0	0	0	0	2	0	67	50	0	17	0	14	0	238
7:30	66	58	0	0	0	0	0	3	0	57	75	0	27	0	23	0	309
7:45	58	115	0	0	0	0	0	0	0	78	70	1	18	0	36	0	376
Total	217	257	0	0	0	0	0	5	0	260	246	2	78	0	82	0	1147
8:00	52	70	0	0	0	0	0	0	0	69	55	0	36	0	27	0	309
8:15	42	67	0	0	0	0	0	0	0	64	53	0	21	0	21	0	268
8:30	40	66	0	0	0	0	0	0	0	62	52	0	18	0	19	0	257
8:45	42	76	0	0	0	0	0	0	0	54	52	0	19	0	16	0	259
Total	176	279	0	0	0	0	0	0	0	249	212	0	94	0	83	0	1093

	PICADOR BLVD Southbound					SR-905 EB RAMPS Westbound					PICADOR BLVD Northbound					SR-905 EB RAMPS Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
7:30	66	58	0	0	124	**0**	**0**	**0**	**3**	**3**	0	**57**	75	0	**132**	**27**	0	**23**	0	**50**	**309**
7:45	58	115	**0**	0	173	0	0	0	0	0	**0**	78	70	1	149	18	0	36	0	54	376
8:00	**52**	70	0	**0**	122	0	0	0	0	0	0	69	55	0	124	36	**0**	27	0	63	309
8:15	42	**67**	0	0	**109**	0	0	0	0	0	0	64	**53**	0	117	21	0	21	0	42	268
Volume	218	310	0	0	528	0	0	0	3	3	0	268	253	1	522	102	0	107	0	209	1262
Total	41.3	58.7	0	0		0	0	0	100		0	51.3	48.5	0.2		48.8	0	51.2	0		
PHF	0.826	0.674	0	0	0.763	0	0	0	0.25	0.25	0	0.859	0.843	0.25	0.876	0.708	0	0.743	0	0.829	0.839

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.09.PICADOR BLVD.SR-905 EB RAMPS
Site Code: 00000000
Start Date: 6/29/2010
Page No: 1

Groups Printed- Vehicles

	PICADOR BLVD Southbound				SR-905 EB RAMPS Westbound				PICADOR BLVD Northbound				SR-905 EB RAMPS Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	44	88	0	0	0	0	0	2	0	70	57	0	90	0	52	0	403
16:15	40	100	0	0	0	0	0	2	0	63	68	0	79	0	53	1	406
16:30	39	108	0	0	0	0	0	0	0	71	60	0	94	0	58	1	431
16:45	41	124	0	0	0	0	0	0	0	62	53	0	107	0	74	0	461
Total	164	420	0	0	0	0	0	4	0	266	238	0	370	0	237	2	1701
17:00	38	136	0	0	0	0	0	0	0	82	73	0	89	0	68	1	487
17:15	35	115	0	0	0	0	0	1	0	87	71	0	97	0	52	0	458
17:30	46	114	0	0	0	0	0	3	0	87	66	0	105	0	65	0	486
17:45	56	102	0	0	0	0	0	1	0	57	42	0	84	0	71	1	414
Total	175	467	0	0	0	0	0	5	0	313	252	0	375	0	256	2	1845

	PICADOR BLVD Southbound					SR-905 EB RAMPS Westbound					PICADOR BLVD Northbound					SR-905 EB RAMPS Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	41	124	0	0	165	**0**	**0**	**0**	**0**	**0**	0	**62**	53	0	**115**	**107**	0	**74**	0	**181**	**461**
17:00	38	136	**0**	0	174	0	0	0	0	0	**0**	82	73	0	155	89	0	68	1	158	487
17:15	**35**	115	0	**0**	150	0	0	0	1	1	0	87	71	0	158	97	**0**	52	0	149	458
17:30	46	**114**	0	0	**160**	0	0	0	3	3	0	87	**66**	0	153	105	0	65	0	170	486
Volume	160	489	0	0	649	0	0	0	4	4	0	318	263	0	581	398	0	259	1	658	1892
Total	24.7	75.3	0	0		0	0	0	100		0	54.7	45.3	0		60.5	0	39.4	0.2		
PHF	0.87	0.899	0	0	0.932	0	0	0	0.333	0.333	0	0.914	0.901	0	0.919	0.93	0	0.875	0.25	0.909	0.971

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.10.DAIRY MART RD.VISTA LN
Site Code: 00000000
Start Date: 6/15/2010
Page No: 1

Groups Printed- Vehicles

	DAIRY MART RD Southbound				VISTA LN Westbound				DAIRY MART RD Northbound				0 Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	3	18	0	0	9	0	9	2	0	44	4	3	0	0	0	0	92
7:15	4	33	0	1	23	0	4	7	0	53	7	1	0	0	0	0	133
7:30	5	23	0	0	26	0	14	4	0	60	15	1	0	0	0	0	148
7:45	8	60	0	0	34	0	13	16	0	94	22	1	0	0	0	0	248
Total	20	134	0	1	92	0	40	29	0	251	48	6	0	0	0	0	621
8:00	7	52	0	0	26	0	9	3	0	65	19	0	0	0	0	0	181
8:15	11	52	0	0	17	0	22	0	0	81	19	3	0	0	0	0	205
8:30	6	37	0	0	15	0	13	4	0	62	12	1	0	0	0	0	150
8:45	10	47	0	0	19	0	6	1	0	63	10	0	0	0	0	0	156
Total	34	188	0	0	77	0	50	8	0	271	60	4	0	0	0	0	692

	DAIRY MART RD Southbound					VISTA LN Westbound					DAIRY MART RD Northbound					0 Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
7:45	8	60	0	0	68	**34**	**0**	**13**	**16**	**63**	0	**94**	22	1	**117**	**0**	0	**0**	0	**0**	**248**
8:00	7	52	**0**	0	59	26	0	9	3	38	**0**	65	19	0	84	0	0	0	0	0	181
8:15	**11**	52	0	**0**	63	17	0	22	0	39	0	81	19	3	103	0	**0**	0	0	0	205
8:30	6	**37**	0	0	**43**	15	0	13	4	32	0	62	**12**	1	75	0	0	0	0	0	150
Volume	32	201	0	0	233	92	0	57	23	172	0	302	72	5	379	0	0	0	0	0	784
Total	13.7	86.3	0	0		53.5	0	33.1	13.4		0	79.7	19	1.3		0	0	0	0		
PHF	0.727	0.838	0	0	0.857	0.676	0	0.648	0.359	0.683	0	0.803	0.818	0.417	0.81	0	0	0	0	0	0.79

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.10.DAIRY MART RD.VISTA LN
Site Code: 00000000
Start Date: 6/15/2010
Page No: 1

Groups Printed- Vehicles

	DAIRY MART RD				VISTA LN				DAIRY MART RD				0				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	20	84	0	0	17	0	14	0	0	92	25	2	0	0	0	0	254
16:15	20	102	0	0	20	0	5	3	0	67	11	6	0	0	0	0	234
16:30	12	95	0	0	10	0	15	7	0	88	13	1	0	0	0	0	241
16:45	18	106	0	0	20	0	13	4	0	92	17	3	0	0	0	0	273
Total	70	387	0	0	67	0	47	14	0	339	66	12	0	0	0	0	1002
17:00	16	105	0	0	15	0	5	1	0	106	30	8	0	0	0	0	286
17:15	18	90	0	3	20	0	16	7	0	75	24	2	0	0	0	0	255
17:30	19	113	0	0	16	0	12	3	0	71	20	1	0	0	0	0	255
17:45	16	97	0	1	9	0	11	2	0	76	19	1	0	0	0	0	232
Total	69	405	0	4	60	0	44	13	0	328	93	12	0	0	0	0	1028

	DAIRY MART RD Southbound					VISTA LN Westbound					DAIRY MART RD Northbound					0 Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	18	106	0	0	124	**20**	**0**	**13**	**4**	**37**	0	**92**	17	3	**112**	**0**	0	**0**	0	**0**	**273**
17:00	16	105	**0**	0	121	15	0	5	1	21	**0**	106	30	8	144	0	0	0	0	0	286
17:15	**18**	90	0	**3**	111	20	0	16	7	43	0	75	24	2	101	0	**0**	0	0	0	255
17:30	19	**113**	0	0	**132**	16	0	12	3	31	0	71	**20**	1	92	0	0	0	0	0	255
Volume	71	414	0	3	488	71	0	46	15	132	0	344	91	14	449	0	0	0	0	0	1069
Total	14.5	84.8	0	0.6		53.8	0	34.8	11.4		0	76.6	20.3	3.1		0	0	0	0		
PHF	0.934	0.916	0	0.25	0.924	0.888	0	0.719	0.536	0.767	0	0.811	0.758	0.438	0.78	0	0	0	0	0	0.934

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.11.AVERIL RD.S VISTA AVE
Site Code: 00000000
Start Date: 6/16/2010
Page No: 1

Groups Printed- Vehicles

	0				S VISTA AVE				AVERIL RD				S VISTA AVE				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	0	0	0	2	6	0	0	2	0	2	1	0	9	0	0	22
7:15	0	0	0	1	3	3	0	0	1	0	1	0	0	6	2	0	17
7:30	0	0	0	0	3	6	0	0	3	0	1	1	0	6	3	0	23
7:45	0	0	0	0	1	15	0	1	5	0	3	1	0	20	9	0	55
Total	0	0	0	1	9	30	0	1	11	0	7	3	0	41	14	0	117
8:00	0	0	0	0	1	12	0	0	5	0	3	1	0	14	11	0	47
8:15	0	0	0	0	1	8	0	0	7	0	6	2	0	13	4	0	41
8:30	0	0	0	1	3	25	0	0	5	0	3	0	0	15	7	0	59
8:45	0	0	0	1	2	9	0	0	4	0	6	0	0	7	1	0	30
Total	0	0	0	2	7	54	0	0	21	0	18	3	0	49	23	0	177

	0 Southbound					S VISTA AVE Westbound					AVERIL RD Northbound					S VISTA AVE Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	**1**	**15**	**0**	**1**	**17**	5	**0**	3	1	**9**	**0**	20	**9**	0	**29**	**55**
8:00	0	0	**0**	0	0	1	12	0	0	13	**5**	0	3	1	9	0	14	11	0	25	47
8:15	**0**	0	0	**0**	0	1	8	0	0	9	7	0	6	2	15	0	**13**	4	0	17	41
8:30	0	**0**	0	1	**1**	3	25	0	0	28	5	0	**3**	0	8	0	15	7	0	22	59
Volume	0	0	0	1	1	6	60	0	1	67	22	0	15	4	41	0	62	31	0	93	202
Total	0	0	0	100		9	89.6	0	1.5		53.7	0	36.6	9.8		0	66.7	33.3	0		
PHF	0	0	0	0.25	0.25	0.5	0.6	0	0.25	0.598	0.786	0	0.625	0.5	0.683	0	0.775	0.705	0	0.802	0.856

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.11.AVERIL RD.S VISTA AVE
Site Code: 00000000
Start Date: 6/16/2010
Page No: 1

Groups Printed- Vehicles

	0				S VISTA AVE				AVERIL RD				S VISTA AVE				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	0	0	0	0	2	14	0	0	7	0	3	1	0	8	11	0	46
16:15	0	0	0	0	0	15	0	0	7	0	2	0	0	11	11	0	46
16:30	0	0	0	0	4	13	0	0	9	0	7	0	0	15	12	0	60
16:45	0	0	0	0	6	18	0	0	9	0	1	1	0	9	16	0	60
Total	0	0	0	0	12	60	0	0	32	0	13	2	0	43	50	0	212
17:00	0	0	0	0	3	15	0	0	8	0	3	1	0	8	19	0	57
17:15	0	0	0	0	3	9	0	0	9	0	5	2	0	15	6	0	49
17:30	0	0	0	0	1	14	0	0	8	0	6	1	0	13	15	0	58
17:45	0	0	0	0	2	6	0	0	7	0	5	1	0	7	12	0	40
Total	0	0	0	0	9	44	0	0	32	0	19	5	0	43	52	0	204

	0 Southbound					S VISTA AVE Westbound					AVERIL RD Northbound					S VISTA AVE Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	**4**	**13**	**0**	**0**	**17**	9	**0**	7	0	**16**	**0**	15	**12**	0	**27**	**60**
16:45	0	0	**0**	0	0	6	18	0	0	24	**9**	0	1	1	11	0	9	16	0	25	60
17:00	**0**	0	0	**0**	0	3	15	0	0	18	8	0	3	1	12	0	**8**	19	0	27	57
17:15	0	**0**	0	0	**0**	3	9	0	0	12	9	0	**5**	2	16	0	15	6	0	21	49
Volume	0	0	0	0	0	16	55	0	0	71	35	0	16	4	55	0	47	53	0	100	226
Total	0	0	0	0		22.5	77.5	0	0		63.6	0	29.1	7.3		0	47	53	0		
PHF	0	0	0	0	0	0.667	0.764	0	0	0.74	0.972	0	0.571	0.5	0.859	0	0.783	0.697	0	0.926	0.942

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.12.SMYTHE AVE.S VISTA AVE
Site Code: 00000000
Start Date: 6/17/2010
Page No: 1

Groups Printed- Vehicles

	0				S VISTA AVE				SMYTHE AVE				S VISTA AVE				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	0	0	0	0	11	0	0	3	0	0	0	0	8	8	1	31
7:15	0	0	0	0	0	10	0	0	13	0	1	2	0	13	19	0	58
7:30	0	0	0	0	1	14	0	1	22	0	2	1	0	17	16	0	74
7:45	0	0	0	0	0	17	0	0	17	0	4	1	0	8	22	1	70
Total	0	0	0	0	1	52	0	1	55	0	7	4	0	46	65	2	233
8:00	0	0	0	0	3	24	0	0	28	0	7	0	0	14	34	2	112
8:15	0	0	0	0	4	23	0	0	41	0	10	9	0	21	34	0	142
8:30	0	0	0	0	1	24	0	0	32	0	5	2	0	23	25	0	112
8:45	0	0	0	0	1	20	0	0	12	0	2	1	0	23	12	0	71
Total	0	0	0	0	9	91	0	0	113	0	24	12	0	81	105	2	437

	0 Southbound					S VISTA AVE Westbound					SMYTHE AVE Northbound					S VISTA AVE Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
8:00	0	0	0	0	0	**3**	**24**	**0**	**0**	**27**	28	**0**	7	0	**35**	**0**	14	**34**	2	**50**	**112**
8:15	0	0	**0**	0	0	4	23	0	0	27	**41**	0	10	9	60	0	21	34	0	55	142
8:30	**0**	0	0	**0**	0	1	24	0	0	25	32	0	5	2	39	0	**23**	25	0	48	112
8:45	0	**0**	0	0	**0**	1	20	0	0	21	12	0	**2**	1	15	0	23	12	0	35	71
Volume	0	0	0	0	0	9	91	0	0	100	113	0	24	12	149	0	81	105	2	188	437
Total	0	0	0	0		9	91	0	0		75.8	0	16.1	8.1		0	43.1	55.9	1.1		
PHF	0	0	0	0	0	0.563	0.948	0	0	0.926	0.689	0	0.6	0.333	0.621	0	0.88	0.772	0.25	0.855	0.769

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.12.SMYTHE AVE.S VISTA AVE
Site Code: 00000000
Start Date: 6/17/2010
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Groups Printed- Vehicles

	0				S VISTA AVE				SMYTHE AVE				S VISTA AVE				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	0	0	0	0	1	17	0	0	18	0	0	3	0	23	27	3	92
16:15	0	0	0	0	0	21	0	0	17	0	0	0	0	27	23	0	88
16:30	0	0	0	0	0	19	0	0	18	0	0	1	0	22	17	1	78
16:45	0	0	0	0	0	21	0	0	19	0	0	1	0	20	25	2	88
Total	0	0	0	0	1	78	0	0	72	0	0	5	0	92	92	6	346
17:00	0	0	0	0	1	12	0	0	19	0	1	1	0	14	23	1	72
17:15	0	0	0	0	1	14	0	0	8	0	0	0	0	19	31	1	74
17:30	0	0	0	0	0	21	0	0	23	0	1	2	0	32	23	0	102
17:45	0	0	0	0	1	21	0	0	15	0	1	2	0	22	26	0	88
Total	0	0	0	0	3	68	0	0	65	0	3	5	0	87	103	2	336

	0 Southbound					S VISTA AVE Westbound					SMYTHE AVE Northbound					S VISTA AVE Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	**1**	**17**	**0**	**0**	**18**	18	**0**	0	3	**21**	**0**	23	**27**	3	**53**	**92**
16:15	0	0	**0**	0	0	0	21	0	0	21	**17**	0	0	0	17	0	27	23	0	50	88
16:30	**0**	0	0	**0**	0	0	19	0	0	19	18	0	0	1	19	0	**22**	17	1	40	78
16:45	0	**0**	0	0	**0**	0	21	0	0	21	19	0	**0**	1	20	0	20	25	2	47	88
Volume	0	0	0	0	0	1	78	0	0	79	72	0	0	5	77	0	92	92	6	190	346
Total	0	0	0	0		1.3	98.7	0	0		93.5	0	0	6.5		0	48.4	48.4	3.2		
PHF	0	0	0	0	0	0.25	0.929	0	0	0.94	0.947	0	0	0.417	0.917	0	0.852	0.852	0.5	0.896	0.94

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.13.SUNSET LN.VISTA AVE
Site Code: 00000000
Start Date: 7/29/2010
Page No: 1

Groups Printed- Vehicles

	VISTA AVE Southbound				0 Westbound				VISTA AVE Northbound				SUNSET LN Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	7	0	3	0	0	0	1	1	10	0	1	0	0	5	5	33
7:15	0	8	0	2	0	0	0	11	4	9	0	4	0	0	2	3	43
7:30	0	11	0	3	0	0	0	4	2	17	0	2	1	0	4	3	47
7:45	0	11	0	1	0	0	0	2	1	12	0	1	0	0	9	4	41
Total	0	37	0	9	0	0	0	18	8	48	0	8	1	0	20	15	164
8:00	0	12	0	2	0	0	0	10	5	21	0	2	0	0	8	6	66
8:15	0	13	0	1	0	0	0	5	2	13	0	0	0	0	4	6	44
8:30	0	8	0	2	0	0	0	0	0	9	0	0	0	0	13	4	36
8:45	0	12	1	3	0	0	0	2	4	11	0	0	0	0	7	7	47
Total	0	45	1	8	0	0	0	17	11	54	0	2	0	0	32	23	193

	VISTA AVE Southbound					0 Westbound					VISTA AVE Northbound					SUNSET LN Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
7:30	0	11	0	3	14	**0**	**0**	**0**	**4**	**4**	2	**17**	0	2	**21**	**1**	0	**4**	3	**8**	**47**
7:45	0	11	**0**	1	12	0	0	0	2	2	**1**	12	0	1	14	0	0	9	4	13	41
8:00	**0**	12	0	**2**	14	0	0	0	10	10	5	21	0	2	28	0	**0**	8	6	14	66
8:15	0	**13**	0	1	**14**	0	0	0	5	5	2	13	**0**	0	15	0	0	4	6	10	44
Volume	0	47	0	7	54	0	0	0	21	21	10	63	0	5	78	1	0	25	19	45	198
Total	0	87	0	13		0	0	0	100		12.8	80.8	0	6.4		2.2	0	55.6	42.2		
PHF	0	0.904	0	0.583	0.964	0	0	0	0.525	0.525	0.5	0.75	0	0.625	0.696	0.25	0	0.694	0.792	0.804	0.75

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	52	141	0	0	201	7	1	0	69	0	0	0	471

PEAK VOLUMES =	26	61	0	0	99	5	0	0	38	0	0	0	229
PEAK HR. FACTOR:		0.770			0.814			0.800			0.458		0.809

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.14.AVERIL RD. SUNSET LN
Site Code: 00000000
Start Date: 6/16/2010
Page No: 1

Groups Printed- Vehicles

	AVERIL RD				SUNSET LN				AVERIL RD				SUNSET LN				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	6	16	0	1	8	2	1	1	3	0	4	2	6	1	0	51
7:15	7	10	13	1	0	17	3	1	3	3	0	0	6	10	1	2	77
7:30	3	13	18	2	4	21	3	2	2	2	3	3	12	13	3	0	104
7:45	12	9	10	2	4	15	7	0	3	4	3	6	6	20	1	2	104
Total	22	38	57	5	9	61	15	4	9	12	6	13	26	49	6	4	336
8:00	19	13	16	3	2	14	2	2	0	3	4	25	10	31	4	2	150
8:15	26	12	15	3	3	25	17	0	1	5	8	32	9	48	3	1	208
8:30	11	18	23	1	5	25	11	2	0	11	2	4	8	15	5	0	141
8:45	0	7	18	0	1	9	3	1	3	12	1	2	9	7	3	1	77
Total	56	50	72	7	11	73	33	5	4	31	15	63	36	101	15	4	576

	AVERIL RD Southbound					SUNSET LN Westbound					AVERIL RD Northbound					SUNSET LN Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
7:45	12	9	10	2	33	**4**	**15**	**7**	**0**	**26**	3	**4**	3	6	**16**	**6**	20	**1**	2	**29**	**104**
8:00	19	13	**16**	3	51	2	14	2	2	20	**0**	3	4	25	32	10	31	4	2	47	150
8:15	**26**	12	15	**3**	56	3	25	17	0	45	1	5	8	32	46	9	**48**	3	1	61	208
8:30	11	**18**	23	1	**53**	5	25	11	2	43	0	11	**2**	4	17	8	15	5	0	28	141
Volume	68	52	64	9	193	14	79	37	4	134	4	23	17	67	111	33	114	13	5	165	603
Total	35.2	26.9	33.2	4.7		10.4	59	27.6	3		3.6	20.7	15.3	60.4		20	69.1	7.9	3		
PHF	0.654	0.722	0.696	0.75	0.862	0.7	0.79	0.544	0.5	0.744	0.333	0.523	0.531	0.523	0.603	0.825	0.594	0.65	0.625	0.676	0.725

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.14.AVERIL RD. SUNSET LN
Site Code: 00000000
Start Date: 6/16/2010
Page No: 1

Groups Printed- Vehicles

	AVERIL RD Southbound				SUNSET LN Westbound				AVERIL RD Northbound				SUNSET LN Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	1	16	10	3	1	10	1	2	1	7	0	8	10	11	3	3	87
16:15	6	11	13	2	2	7	1	1	3	11	4	8	14	14	2	1	100
16:30	3	15	16	3	4	9	5	1	1	16	1	5	13	12	5	2	111
16:45	3	21	14	5	2	8	4	1	5	6	3	0	12	16	3	0	103
Total	13	63	53	13	9	34	11	5	10	40	8	21	49	53	13	6	401
17:00	5	20	17	2	1	18	6	3	3	15	3	9	16	10	1	5	134
17:15	5	9	17	3	2	14	1	3	7	11	1	4	12	14	4	0	107
17:30	2	20	17	4	4	12	4	2	3	13	0	13	12	18	3	1	128
17:45	6	20	13	7	2	11	6	4	6	13	3	1	7	16	2	3	120
Total	18	69	64	16	9	55	17	12	19	52	7	27	47	58	10	9	489

	AVERIL RD Southbound					SUNSET LN Westbound					AVERIL RD Northbound					SUNSET LN Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	5	20	17	2	44	**1**	**18**	**6**	**3**	**28**	3	**15**	3	9	**30**	**16**	10	**1**	5	**32**	**134**
17:15	5	9	**17**	3	34	2	14	1	3	20	**7**	11	1	4	23	12	14	4	0	30	107
17:30	**2**	20	17	**4**	43	4	12	4	2	22	3	13	0	13	29	12	**18**	3	1	34	128
17:45	6	**20**	13	7	**46**	2	11	6	4	23	6	13	**3**	1	23	7	16	2	3	28	120
Volume	18	69	64	16	167	9	55	17	12	93	19	52	7	27	105	47	58	10	9	124	489
Total	10.8	41.3	38.3	9.6		9.7	59.1	18.3	12.9		18.1	49.5	6.7	25.7		37.9	46.8	8.1	7.3		
PHF	0.75	0.863	0.941	0.571	0.908	0.563	0.764	0.708	0.75	0.83	0.679	0.867	0.583	0.519	0.875	0.734	0.806	0.625	0.45	0.912	0.912

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.15.MYTHE AVE.SUNSET LN
Site Code: 00000000
Start Date: 6/16/2010
Page No: 1

Groups Printed- Vehicles

	SMYTHE AVE Southbound				SUNSET LN Westbound				SMYTHE AVE Northbound				SUNSET LN Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	1	1	1	3	0	0	0	0	2	3	1	9	3	6	1	1	32
7:15	0	4	7	0	0	5	0	0	4	2	1	8	10	3	2	0	46
7:30	2	7	13	4	1	7	1	0	5	6	2	34	8	5	6	13	114
7:45	2	11	13	6	5	8	1	0	2	7	6	30	16	8	9	14	138
Total	5	23	34	13	6	20	2	0	13	18	10	81	37	22	18	28	330
8:00	3	17	11	3	3	11	9	16	7	14	4	51	21	18	11	22	221
8:15	6	9	20	2	9	16	7	31	5	10	4	90	41	29	19	59	357
8:30	5	6	10	2	3	9	2	8	6	4	14	48	22	16	12	30	197
8:45	3	1	16	2	1	6	0	0	1	9	1	11	4	7	0	7	69
Total	17	33	57	9	16	42	18	55	19	37	23	200	88	70	42	118	844

	SMYTHE AVE Southbound					SUNSET LN Westbound					SMYTHE AVE Northbound					SUNSET LN Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
7:45	2	11	13	6	32	**5**	**8**	**1**	**0**	**14**	2	**7**	6	30	**45**	**16**	8	**9**	14	**47**	**138**
8:00	3	17	**11**	3	34	3	11	9	16	39	**7**	14	4	51	76	21	18	11	22	72	221
8:15	**6**	9	20	**2**	37	9	16	7	31	63	5	10	4	90	109	41	**29**	19	59	148	357
8:30	5	**6**	10	2	**23**	3	9	2	8	22	6	4	**14**	48	72	22	16	12	30	80	197
Volume	16	43	54	13	126	20	44	19	55	138	20	35	28	219	302	100	71	51	125	347	913
Total	12.7	34.1	42.9	10.3		14.5	31.9	13.8	39.9		6.6	11.6	9.3	72.5		28.8	20.5	14.7	36		
PHF	0.667	0.632	0.675	0.542	0.851	0.556	0.688	0.528	0.444	0.548	0.714	0.625	0.5	0.608	0.693	0.61	0.612	0.671	0.53	0.586	0.639

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.15.MYTHE AVE.SUNSET LN
Site Code: 00000000
Start Date: 6/16/2010
Page No: 1

Groups Printed- Vehicles

	SMYTHE AVE Southbound				SUNSET LN Westbound				SMYTHE AVE Northbound				SUNSET LN Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	2	1	4	2	0	3	0	5	0	2	0	14	10	5	0	15	63
16:15	8	5	14	1	1	2	0	0	0	2	0	13	17	11	0	2	76
16:30	2	8	17	1	0	5	0	0	2	4	3	3	15	3	3	2	68
16:45	0	5	9	0	0	2	0	0	2	1	1	12	12	9	1	6	60
Total	12	19	44	4	1	12	0	5	4	9	4	42	54	28	4	25	267
17:00	3	6	16	0	0	5	0	0	3	5	2	5	7	9	1	1	63
17:15	2	11	13	2	0	5	0	0	2	4	2	7	6	7	4	5	70
17:30	0	10	19	2	0	6	0	0	1	3	2	9	10	5	3	1	71
17:45	1	3	15	1	0	3	0	1	0	3	2	14	6	10	1	6	66
Total	6	30	63	5	0	19	0	1	6	15	8	35	29	31	9	13	270

	SMYTHE AVE Southbound					SUNSET LN Westbound					SMYTHE AVE Northbound					SUNSET LN Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	3	6	16	0	25	**0**	**5**	**0**	**0**	**5**	3	**5**	2	5	**15**	**7**	9	**1**	1	**18**	**63**
17:15	2	11	**13**	2	28	0	5	0	0	5	**2**	4	2	7	15	6	7	4	5	22	70
17:30	**0**	10	19	**2**	31	0	6	0	0	6	1	3	2	9	15	10	**5**	3	1	19	71
17:45	1	**3**	15	1	**20**	0	3	0	1	4	0	3	**2**	14	19	6	10	1	6	23	66
Volume	6	30	63	5	104	0	19	0	1	20	6	15	8	35	64	29	31	9	13	82	270
Total	5.8	28.8	60.6	4.8		0	95	0	5		9.4	23.4	12.5	54.7		35.4	37.8	11	15.9		
PHF	0.5	0.682	0.829	0.625	0.839	0	0.792	0	0.25	0.833	0.5	0.75	1	0.625	0.842	0.725	0.775	0.563	0.542	0.891	0.951

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.16.W PARK AVE.SEAWARD AVE
Site Code: 00000000
Start Date: 6/23/2010
Page No: 1

Groups Printed- Vehicles

	W PARK AVE				E SEAWARD AVE				W PARK AVE				W SEAWARD AVE				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	1	12	1	2	1	0	14	0	0	0	0	1	7	0	1	6	46
7:15	1	17	1	2	3	1	20	3	0	0	0	1	3	0	0	3	55
7:30	1	27	3	4	4	2	56	4	0	0	0	0	15	0	1	9	126
7:45	1	52	10	2	2	0	96	5	0	0	0	0	16	0	5	2	191
Total	4	108	15	10	10	3	186	12	0	0	0	2	41	0	7	20	418
8:00	5	58	8	3	1	1	44	5	0	0	0	2	12	0	4	8	151
8:15	1	30	8	1	0	1	31	10	0	0	0	1	20	0	2	3	108
8:30	3	28	7	5	4	3	30	13	0	0	0	0	24	0	1	1	119
8:45	0	35	10	2	3	0	28	4	0	0	0	0	21	1	1	2	107
Total	9	151	33	11	8	5	133	32	0	0	0	3	77	1	8	14	485

	W PARK AVE Southbound					E SEAWARD AVE Westbound					W PARK AVE Northbound					W SEAWARD AVE Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
7:30	1	27	3	4	35	**4**	**2**	**56**	**4**	**66**	0	**0**	0	0	**0**	**15**	0	**1**	9	**25**	**126**
7:45	1	52	**10**	2	65	2	0	96	5	103	**0**	0	0	0	0	16	0	5	2	23	191
8:00	**5**	58	8	**3**	74	1	1	44	5	51	0	0	0	2	2	12	**0**	4	8	24	151
8:15	1	**30**	8	1	**40**	0	1	31	10	42	0	0	**0**	1	1	20	0	2	3	25	108
Volume	8	167	29	10	214	7	4	227	24	262	0	0	0	3	3	63	0	12	22	97	576
Total	3.7	78	13.6	4.7		2.7	1.5	86.6	9.2		0	0	0	100		64.9	0	12.4	22.7		
PHF	0.4	0.72	0.725	0.625	0.723	0.438	0.5	0.591	0.6	0.636	0	0	0	0.375	0.375	0.788	0	0.6	0.611	0.97	0.754

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.16.W PARK AVE.SEAWARD AVE
Site Code: 00000000
Start Date: 6/23/2010
Page No: 1

Groups Printed- Vehicles

	W PARK AVE				E SEAWARD AVE				W PARK AVE				W SEAWARD AVE				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	2	21	6	3	4	2	23	2	0	0	0	1	2	2	4	2	74
16:15	1	26	6	0	2	2	25	0	0	0	0	0	5	0	6	2	75
16:30	3	28	8	2	3	2	37	4	0	0	0	0	1	1	2	2	93
16:45	4	40	9	0	6	3	29	0	0	0	0	0	3	0	4	2	100
Total	10	115	29	5	15	9	114	6	0	0	0	1	11	3	16	8	342
17:00	3	36	5	2	5	5	23	3	0	0	0	0	1	1	6	1	91
17:15	2	39	4	0	3	6	22	5	0	0	0	2	5	0	10	10	108
17:30	2	22	4	0	3	4	24	1	0	0	0	1	6	2	3	3	75
17:45	3	22	5	2	9	2	19	0	0	0	0	1	9	3	3	1	79
Total	10	119	18	4	20	17	88	9	0	0	0	4	21	6	22	15	353

	W PARK AVE Southbound					E SEAWARD AVE Westbound					W PARK AVE Northbound					W SEAWARD AVE Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App.**	**Left**	**Thru**	**Right**	**Peds**	**App.**	**Left**	**Thru**	**Right**	**Peds**	**App.**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	3	28	8	2	41	**3**	**2**	**37**	**4**	**46**	0	**0**	0	0	**0**	**1**	1	**2**	2	**6**	**93**
16:45	4	40	**9**	0	53	6	3	29	0	38	**0**	0	0	0	0	3	0	4	2	9	100
17:00	**3**	36	5	**2**	46	5	5	23	3	36	0	0	0	0	0	1	**1**	6	1	9	91
17:15	2	**39**	4	0	**45**	3	6	22	5	36	0	0	**0**	2	2	5	0	10	10	25	108
Volume	12	143	26	4	185	17	16	111	12	156	0	0	0	2	2	10	2	22	15	49	392
Total	6.5	77.3	14.1	2.2		10.9	10.3	71.2	7.7		0	0	0	100		20.4	4.1	44.9	30.6		
PHF	0.75	0.894	0.722	0.5	0.873	0.708	0.667	0.75	0.6	0.848	0	0	0	0.25	0.25	0.5	0.5	0.55	0.375	0.49	0.907

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.17.E PARK AVE.E SEAWARD AVE
Site Code: 00000000
Start Date: 6/23/2010
Page No: 1

Groups Printed- Vehicles

	0				E SEAWARD AVE				E PARK AVE				E SEAWARD AVE				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	0	0	0	0	1	0	1	12	0	0	0	0	1	0	0	15
7:15	0	0	0	0	0	2	0	1	23	0	0	2	0	1	0	1	30
7:30	0	0	0	0	0	6	0	0	58	0	1	0	0	1	0	3	69
7:45	0	0	0	0	0	9	0	0	98	0	0	0	0	1	0	0	108
Total	0	0	0	0	0	18	0	2	191	0	1	2	0	4	0	4	222
8:00	0	0	0	0	0	3	0	0	41	0	1	2	0	5	0	0	52
8:15	0	0	0	0	0	1	0	0	32	0	0	1	0	1	0	3	38
8:30	0	0	0	0	0	4	0	1	33	0	0	0	0	2	0	0	40
8:45	0	0	0	0	0	5	0	0	26	0	2	0	0	2	0	0	35
Total	0	0	0	0	0	13	0	1	132	0	3	3	0	10	0	3	165

	0 Southbound					E SEAWARD AVE Westbound					E PARK AVE Northbound					E SEAWARD AVE Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	**0**	**6**	**0**	**0**	**6**	58	**0**	1	0	**59**	**0**	1	**0**	3	**4**	**69**
7:45	0	0	**0**	0	0	0	9	0	0	9	**98**	0	0	0	98	0	1	0	0	1	108
8:00	**0**	0	0	**0**	0	0	3	0	0	3	41	0	1	2	44	0	**5**	0	0	5	52
8:15	0	**0**	0	0	**0**	0	1	0	0	1	32	0	**0**	1	33	0	1	0	3	4	38
Volume	0	0	0	0	0	0	19	0	0	19	229	0	2	3	234	0	8	0	6	14	267
Total	0	0	0	0		0	100	0	0		97.9	0	0.9	1.3		0	57.1	0	42.9		
PHF	0	0	0	0	0	0	0.528	0	0	0.528	0.584	0	0.5	0.375	0.597	0	0.4	0	0.5	0.7	0.618

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.17.E PARK AVE.E SEAWARD AVE
Site Code: 00000000
Start Date: 6/23/2010
Page No: 1

Groups Printed- Vehicles

	0				E SEAWARD AVE				E PARK AVE				E SEAWARD AVE				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	0	0	0	0	0	7	0	0	22	0	3	0	0	5	0	0	37
16:15	0	0	0	0	0	3	0	0	24	0	2	0	0	1	0	0	30
16:30	0	0	0	0	0	5	0	0	36	0	2	3	0	4	0	0	50
16:45	0	0	0	0	0	2	0	0	35	0	2	0	0	3	0	0	42
Total	0	0	0	0	0	17	0	0	117	0	9	3	0	13	0	0	159
17:00	0	0	0	0	0	5	0	0	30	0	6	0	0	5	0	1	47
17:15	0	0	0	0	0	3	0	0	25	0	1	1	0	2	0	0	32
17:30	0	0	0	0	0	3	0	0	25	0	2	0	0	2	0	5	37
17:45	0	0	0	0	0	7	0	0	21	0	2	1	0	6	0	0	37
Total	0	0	0	0	0	18	0	0	101	0	11	2	0	15	0	6	153

	0 Southbound					E SEAWARD AVE Westbound					E PARK AVE Northbound					E SEAWARD AVE Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	**0**	**5**	**0**	**0**	**5**	36	**0**	2	3	**41**	**0**	4	**0**	0	**4**	**50**
16:45	0	0	**0**	0	0	0	2	0	0	2	**35**	0	2	0	37	0	3	0	0	3	42
17:00	**0**	0	0	**0**	0	0	5	0	0	5	30	0	6	0	36	0	**5**	0	1	6	47
17:15	0	**0**	0	0	**0**	0	3	0	0	3	25	0	**1**	1	27	0	2	0	0	2	32
Volume	0	0	0	0	0	0	15	0	0	15	126	0	11	4	141	0	14	0	1	15	171
Total	0	0	0	0		0	100	0	0		89.4	0	7.8	2.8		0	93.3	0	6.7		
PHF	0	0	0	0	0	0	0.75	0	0	0.75	0.875	0	0.458	0.333	0.86	0	0.7	0	0.25	0.625	0.855

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.18.HOWARD AVE SB.W SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/15/2010

Groups Printed- Vehicles

	HOWARD AVE SB				W SAN YSIDRO BLVD				0				W SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	20	0	1	4	0	4	28	6	0	0	0	0	3	8	0	0	74
7:15	30	0	0	0	0	6	30	3	0	0	0	0	1	11	0	0	81
7:30	35	0	2	0	0	4	58	7	0	0	0	0	4	13	0	3	126
7:45	47	0	3	4	0	6	96	22	0	0	0	0	19	7	0	4	208
Total	132	0	6	8	0	20	212	38	0	0	0	0	27	39	0	7	489
8:00	84	0	11	3	0	4	65	8	0	0	0	0	11	13	0	1	200
8:15	30	0	0	1	0	1	17	2	0	0	0	0	2	14	0	5	72
8:30	13	0	2	2	0	5	11	0	0	0	0	0	2	6	0	0	41
8:45	20	0	1	2	0	2	13	1	0	0	0	0	2	12	0	5	58
Total	147	0	14	8	0	12	106	11	0	0	0	0	17	45	0	11	371

	HOWARD AVE SB Southbound					W SAN YSIDRO BLVD Westbound					0 Northbound					W SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
7:15	30	0	0	0	30	**0**	**6**	**30**	**3**	**39**	0	**0**	0	0	**0**	**1**	11	**0**	0	**12**	**81**
7:30	35	0	**2**	0	37	0	4	58	7	69	**0**	0	0	0	0	4	13	0	3	20	126
7:45	**47**	0	3	**4**	54	0	6	96	22	124	0	0	0	0	0	19	**7**	0	4	30	208
8:00	84	**0**	11	3	**98**	0	4	65	8	77	0	0	**0**	0	0	11	13	0	1	25	200
Volume	196	0	16	7	219	0	20	249	40	309	0	0	0	0	0	35	44	0	8	87	615
Total	89.5	0	7.3	3.2		0	6.5	80.6	12.9		0	0	0	0		40.2	50.6	0	9.2		
PHF	0.583	0	0.364	0.438	0.559	0	0.833	0.648	0.455	0.623	0	0	0	0	0	0.461	0.846	0	0.5	0.725	0.739

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.18.HOWARD AVE SB.W SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/15/2010
Page No: 1

Groups Printed- Vehicles

	HOWARD AVE SB				W SAN YSIDRO BLVD				0				W SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	24	0	4	1	0	12	27	2	0	0	0	0	2	15	0	10	97
16:15	32	0	2	0	0	13	32	0	0	0	0	0	2	11	0	2	94
16:30	32	0	1	0	0	11	35	4	0	0	0	0	6	10	0	2	101
16:45	26	0	1	0	0	12	21	7	0	0	0	0	3	9	0	0	79
Total	114	0	8	1	0	48	115	13	0	0	0	0	13	45	0	14	371
17:00	40	0	3	0	0	15	25	0	0	0	0	0	3	19	0	1	106
17:15	29	0	3	1	0	16	49	8	0	0	0	0	4	9	0	0	119
17:30	29	0	5	1	0	13	57	13	0	0	0	1	5	19	0	2	145
17:45	43	0	4	1	0	13	56	3	0	0	0	0	2	5	0	4	131
Total	141	0	15	3	0	57	187	24	0	0	0	1	14	52	0	7	501

	HOWARD AVE SB Southbound					W SAN YSIDRO BLVD Westbound					0 Northbound					W SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	40	0	3	0	43	**0**	**15**	**25**	**0**	**40**	0	**0**	0	0	**0**	**3**	19	**0**	1	**23**	**106**
17:15	29	0	**3**	1	33	0	16	49	8	73	**0**	0	0	0	0	4	9	0	0	13	119
17:30	**29**	0	5	**1**	35	0	13	57	13	83	0	0	0	1	1	5	**19**	0	2	26	145
17:45	43	**0**	4	1	**48**	0	13	56	3	72	0	0	**0**	0	0	2	5	0	4	11	131
Volume	141	0	15	3	159	0	57	187	24	268	0	0	0	1	1	14	52	0	7	73	501
Total	88.7	0	9.4	1.9		0	21.3	69.8	9		0	0	0	100		19.2	71.2	0	9.6		
PHF	0.82	0	0.75	0.75	0.828	0	0.891	0.82	0.462	0.807	0	0	0	0.25	0.25	0.7	0.684	0	0.438	0.702	0.864

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

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	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	163	0	171	0	0	0	0	583	965	676	471	0	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	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	130	0	179	0	0	0	0	1263	801	622	787	0	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

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.21.W SAN YSIDRO.SUNSET LN
Site Code: 00000000
Start Date: 6/15/2010
Page No: 1

Groups Printed- Vehicles

	W SAN YSIDRO				SUNSET LN				W SAN YSIDRO				0				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	9	39	0	0	1	0	24	5	0	105	0	0	0	0	0	0	183
7:15	12	60	0	0	1	0	30	2	0	94	3	1	0	0	0	0	203
7:30	16	51	0	0	1	0	46	3	0	94	3	0	0	0	0	0	214
7:45	18	72	0	0	4	0	52	0	0	106	4	0	0	0	0	1	257
Total	55	222	0	0	7	0	152	10	0	399	10	1	0	0	0	1	857
8:00	30	92	0	2	2	0	28	2	0	82	4	0	0	0	0	0	242
8:15	29	83	0	0	3	0	43	1	0	121	3	0	0	0	0	0	283
8:30	11	72	0	0	2	0	40	3	0	103	5	0	0	0	0	0	236
8:45	16	73	0	0	3	0	30	3	0	97	7	0	0	0	0	0	229
Total	86	320	0	2	10	0	141	9	0	403	19	0	0	0	0	0	990

	W SAN YSIDRO Southbound					SUNSET LN Westbound					W SAN YSIDRO Northbound					0 Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
7:45	18	72	0	0	90	**4**	**0**	**52**	**0**	**56**	0	**106**	4	0	**110**	**0**	0	**0**	1	**1**	**257**
8:00	30	92	**0**	2	124	2	0	28	2	32	**0**	82	4	0	86	0	0	0	0	0	242
8:15	**29**	83	0	**0**	112	3	0	43	1	47	0	121	3	0	124	0	**0**	0	0	0	283
8:30	11	**72**	0	0	**83**	2	0	40	3	45	0	103	**5**	0	108	0	0	0	0	0	236
Volume	88	319	0	2	409	11	0	163	6	180	0	412	16	0	428	0	0	0	1	1	1018
Total	21.5	78	0	0.5		6.1	0	90.6	3.3		0	96.3	3.7	0		0	0	0	100		
PHF	0.733	0.867	0	0.25	0.825	0.688	0	0.784	0.5	0.804	0	0.851	0.8	0	0.863	0	0	0	0.25	0.25	0.899

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.21.W SAN YSIDRO.SUNSET LN
Site Code: 00000000
Start Date: 6/15/2010
Page No: 1

Groups Printed- Vehicles

	W SAN YSIDRO Southbound				SUNSET LN Westbound				W SAN YSIDRO Northbound				0 Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	34	126	0	5	0	0	24	4	0	139	2	0	0	0	0	0	334
16:15	36	132	0	2	0	0	27	3	0	122	6	1	0	0	0	0	329
16:30	38	119	0	0	0	0	18	3	0	124	4	0	0	0	0	1	307
16:45	37	117	0	0	2	0	22	1	0	122	1	3	0	0	0	0	305
Total	145	494	0	7	2	0	91	11	0	507	13	4	0	0	0	1	1275
17:00	37	118	0	0	1	0	20	1	0	111	4	0	0	0	0	0	292
17:15	36	145	0	0	5	0	29	5	0	124	3	0	0	0	0	1	348
17:30	40	120	0	0	3	0	25	2	0	128	5	0	0	0	0	0	323
17:45	23	108	0	1	4	0	19	4	0	126	3	0	0	0	0	0	288
Total	136	491	0	1	13	0	93	12	0	489	15	0	0	0	0	1	1251

	W SAN YSIDRO Southbound					SUNSET LN Westbound					W SAN YSIDRO Northbound					0 Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	34	126	0	5	165	**0**	**0**	**24**	**4**	**28**	0	**139**	2	0	**141**	**0**	0	**0**	0	**0**	**334**
16:15	36	132	**0**	2	170	0	0	27	3	30	**0**	122	6	1	129	0	0	0	0	0	329
16:30	**38**	119	0	**0**	157	0	0	18	3	21	0	124	4	0	128	0	**0**	0	1	1	307
16:45	37	**117**	0	0	**154**	2	0	22	1	25	0	122	**1**	3	126	0	0	0	0	0	305
Volume	145	494	0	7	646	2	0	91	11	104	0	507	13	4	524	0	0	0	1	1	1275
Total	22.4	76.5	0	1.1		1.9	0	87.5	10.6		0	96.8	2.5	0.8		0	0	0	100		
PHF	0.954	0.936	0	0.35	0.95	0.25	0	0.843	0.688	0.867	0	0.912	0.542	0.333	0.929	0	0	0	0.25	0.25	0.954

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.22.AVERIL RD.W SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/17/2010
Page No: 1

Groups Printed- Vehicles

	AVERIL RD				W SAN YSIDRO BLVD				DRIVEWAY				W SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	2	0	9	0	1	63	3	0	1	0	0	2	5	21	2	0	109
7:15	6	0	15	4	0	74	3	0	0	0	0	0	2	44	1	1	150
7:30	4	0	7	0	1	77	4	2	0	0	0	3	2	46	2	3	151
7:45	6	0	9	1	0	79	7	4	0	0	0	0	5	63	3	1	178
Total	18	0	40	5	2	293	17	6	1	0	0	5	14	174	8	5	588
8:00	10	0	8	0	1	71	0	0	1	0	0	0	3	57	1	1	153
8:15	17	0	9	2	0	72	9	2	0	0	0	0	2	70	1	3	187
8:30	13	0	18	3	1	80	9	5	0	0	0	0	5	69	0	8	211
8:45	9	0	13	3	0	63	14	3	0	0	0	0	3	64	0	4	176
Total	49	0	48	8	2	286	32	10	1	0	0	0	13	260	2	16	727

	AVERIL RD Southbound					W SAN YSIDRO BLVD Westbound					DRIVEWAY Northbound					W SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
7:45	6	0	9	1	16	**0**	**79**	**7**	**4**	**90**	0	**0**	0	0	**0**	**5**	63	**3**	1	**72**	**178**
8:00	10	0	**8**	0	18	1	71	0	0	72	**1**	0	0	0	1	3	57	1	1	62	153
8:15	**17**	0	9	**2**	28	0	72	9	2	83	0	0	0	0	0	2	**70**	1	3	76	187
8:30	13	**0**	18	3	**34**	1	80	9	5	95	0	0	**0**	0	0	5	69	0	8	82	211
Volume	46	0	44	6	96	2	302	25	11	340	1	0	0	0	1	15	259	5	13	292	729
Total	47.9	0	45.8	6.2		0.6	88.8	7.4	3.2		100	0	0	0		5.1	88.7	1.7	4.5		
PHF	0.676	0	0.611	0.5	0.706	0.5	0.944	0.694	0.55	0.895	0.25	0	0	0	0.25	0.75	0.925	0.417	0.406	0.89	0.864

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.22.AVERIL RD.W SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/17/2010
Page No: 1

Groups Printed- Vehicles

	AVERIL RD Southbound				W SAN YSIDRO BLVD Westbound				DRIVEWAY Northbound				W SAN YSIDRO BLVD Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	11	1	5	3	1	93	16	8	3	0	1	5	4	98	2	0	251
16:15	25	1	5	6	1	115	13	11	0	0	1	9	6	108	1	5	307
16:30	16	2	6	2	2	104	12	3	1	0	1	6	3	98	1	4	261
16:45	22	0	6	1	0	96	11	11	1	0	0	4	4	120	3	2	281
Total	74	4	22	12	4	408	52	33	5	0	3	24	17	424	7	11	1100
17:00	9	1	7	2	0	104	15	1	2	0	1	8	5	105	0	3	263
17:15	20	0	10	4	0	105	20	10	0	0	0	5	7	106	0	1	288
17:30	8	0	5	3	1	99	14	5	0	0	0	8	3	111	0	5	262
17:45	17	0	8	5	0	86	11	9	1	0	2	11	4	89	0	10	253
Total	54	1	30	14	1	394	60	25	3	0	3	32	19	411	0	19	1066

	AVERIL RD Southbound					W SAN YSIDRO BLVD Westbound					DRIVEWAY Northbound					W SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	25	1	5	6	37	**1**	**115**	**13**	**11**	**140**	0	**0**	1	9	**10**	**6**	108	**1**	5	**120**	**307**
16:30	16	2	**6**	2	26	2	104	12	3	121	**1**	0	1	6	8	3	98	1	4	106	261
16:45	**22**	0	6	**1**	29	0	96	11	11	118	1	0	0	4	5	4	**120**	3	2	129	281
17:00	9	**1**	7	2	**19**	0	104	15	1	120	2	0	**1**	8	11	5	105	0	3	113	263
Volume	72	4	24	11	111	3	419	51	26	499	4	0	3	27	34	18	431	5	14	468	1112
Total	64.9	3.6	21.6	9.9		0.6	84	10.2	5.2		11.8	0	8.8	79.4		3.8	92.1	1.1	3		
PHF	0.72	0.5	0.857	0.458	0.75	0.375	0.911	0.85	0.591	0.891	0.5	0	0.75	0.75	0.773	0.75	0.898	0.417	0.7	0.907	0.906

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.23.SMYTHE AVE.W SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	SMYTHE AVE				W SAN YSIDRO BLVD				DRIVEWAY				W SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	3	0	5	3	1	59	1	1	0	0	3	0	3	25	0	0	104
7:15	2	0	4	4	0	65	2	0	0	1	0	0	1	31	1	1	112
7:30	6	0	13	0	1	76	2	3	0	1	1	0	9	26	1	5	144
7:45	5	0	10	1	0	75	1	2	0	0	3	0	3	45	0	3	148
Total	16	0	32	8	2	275	6	6	0	2	7	0	16	127	2	9	508
8:00	8	9	11	0	0	66	3	0	1	7	2	0	3	44	1	0	155
8:15	7	0	19	3	2	90	4	0	0	0	0	0	4	41	0	7	177
8:30	4	0	13	2	0	89	2	1	1	0	3	0	2	60	1	3	181
8:45	4	0	16	4	2	100	3	1	0	0	1	0	3	54	1	3	192
Total	23	9	59	9	4	345	12	2	2	7	6	0	12	199	3	13	705

	SMYTHE AVE Southbound					W SAN YSIDRO BLVD Westbound					DRIVEWAY Northbound					W SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
8:00	8	9	11	0	28	**0**	**66**	**3**	**0**	**69**	1	**7**	2	0	**10**	**3**	44	**1**	0	**48**	**155**
8:15	7	0	**19**	3	29	2	90	4	0	96	**0**	0	0	0	0	4	41	0	7	52	177
8:30	**4**	0	13	**2**	19	0	89	2	1	92	1	0	3	0	4	2	**60**	1	3	66	181
8:45	4	**0**	16	4	**24**	2	100	3	1	106	0	0	**1**	0	1	3	54	1	3	61	192
Volume	23	9	59	9	100	4	345	12	2	363	2	7	6	0	15	12	199	3	13	227	705
Total	23	9	59	9		1.1	95	3.3	0.6		13.3	46.7	40	0		5.3	87.7	1.3	5.7		
PHF	0.719	0.25	0.776	0.563	0.862	0.5	0.863	0.75	0.5	0.856	0.5	0.25	0.5	0	0.375	0.75	0.829	0.75	0.464	0.86	0.918

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.23.SMYTHE AVE.W SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	SMYTHE AVE				W SAN YSIDRO BLVD				DRIVEWAY				W SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	3	1	11	4	3	120	2	1	0	1	2	30	5	116	2	2	303
16:15	10	1	9	4	2	124	5	0	0	1	2	11	12	137	2	9	329
16:30	6	2	5	4	0	121	4	0	0	1	2	21	7	110	0	6	289
16:45	2	0	14	7	5	128	10	0	0	0	0	12	12	104	0	7	301
Total	21	4	39	19	10	493	21	1	0	3	6	74	36	467	4	24	1222
17:00	4	0	11	5	0	141	5	0	1	0	1	14	10	113	0	10	315
17:15	2	0	15	5	1	124	5	2	0	0	2	20	5	140	1	6	328
17:30	6	0	13	4	0	135	1	1	0	0	1	8	9	136	1	5	320
17:45	3	0	17	3	3	101	0	0	0	0	3	14	8	110	0	18	280
Total	15	0	56	17	4	501	11	3	1	0	7	56	32	499	2	39	1243

	SMYTHE AVE Southbound					W SAN YSIDRO BLVD Westbound					DRIVEWAY Northbound					W SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	2	0	14	7	23	**5**	**128**	**10**	**0**	**143**	0	**0**	0	12	**12**	**12**	104	**0**	7	**123**	**301**
17:00	4	0	**11**	5	20	0	141	5	0	146	**1**	0	1	14	16	10	113	0	10	133	315
17:15	**2**	0	15	**5**	22	1	124	5	2	132	0	0	2	20	22	5	**140**	1	6	152	328
17:30	6	**0**	13	4	**23**	0	135	1	1	137	0	0	**1**	8	9	9	136	1	5	151	320
Volume	14	0	53	21	88	6	528	21	3	558	1	0	4	54	59	36	493	2	28	559	1264
Total	15.9	0	60.2	23.9		1.1	94.6	3.8	0.5		1.7	0	6.8	91.5		6.4	88.2	0.4	5		
PHF	0.583	0	0.883	0.75	0.957	0.3	0.936	0.525	0.375	0.955	0.25	0	0.5	0.675	0.67	0.75	0.88	0.5	0.7	0.919	0.963

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 =	NL 10	NT 4	NR 11	SL 135	ST 4	SR 91	EL 69	ET 382	ER 6	WL 8	WT 510	WR 138	TOTAL 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 =	NL 3	NT 6	NR 17	SL 172	ST 6	SR 100	EL 121	ET 1032	ER 16	WL 20	WT 918	WR 112	TOTAL 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

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	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	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 =	NL 392	NT 0	NR 900	SL 0	ST 0	SR 0	EL 0	ET 920	ER 377	WL 577	WT 630	WR 0	TOTAL 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

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.25.VIA DE SAN YSIDRO.W SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 8/7/2010
Page No: 1

Groups Printed- Vehicles

	Southbound				W SAN YSIDRO BLVD Westbound				VIA DE SAN YSIDRO Northbound				W SAN YSIDRO BLVD Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	0	0	0	0	108	124	0	2	51	0	119	5	0	111	48	2	570
13:15	0	0	0	0	111	98	0	7	62	0	135	0	0	107	52	1	573
13:30	0	0	0	0	113	102	0	6	53	0	131	9	0	115	39	2	570
13:45	0	0	0	0	120	95	0	8	43	0	130	9	0	94	47	0	546
Total	0	0	0	0	452	419	0	23	209	0	515	23	0	427	186	5	2259
14:00	0	0	0	0	108	101	0	18	53	0	123	7	0	90	39	2	541
14:15	0	0	0	0	113	86	0	5	49	0	148	9	0	122	40	3	575
14:30	0	0	0	0	115	84	0	12	65	0	132	5	0	81	38	10	542
14:45	0	0	0	0	101	92	0	3	54	0	140	13	0	100	43	11	557
Total	0	0	0	0	437	363	0	38	221	0	543	34	0	393	160	26	2215

	Southbound					W SAN YSIDRO BLVD Westbound					VIA DE SAN YSIDRO Northbound					W SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:00																					
13:00	0	0	0	0	0	**108**	**124**	**0**	**2**	**234**	51	**0**	119	5	**175**	**0**	111	**48**	2	**161**	**570**
13:15	0	0	**0**	0	0	111	98	0	7	216	**62**	0	135	0	197	0	107	52	1	160	573
13:30	**0**	0	0	**0**	0	113	102	0	6	221	53	0	131	9	193	0	**115**	39	2	156	570
13:45	0	**0**	0	0	**0**	120	95	0	8	223	43	0	**130**	9	182	0	94	47	0	141	546
Volume	0	0	0	0	0	452	419	0	23	894	209	0	515	23	747	0	427	186	5	618	2259
Total	0	0	0	0		50.6	46.9	0	2.6		28	0	68.9	3.1		0	69.1	30.1	0.8		
PHF	0	0	0	0	0	0.942	0.845	0	0.719	0.955	0.843	0	0.954	0.639	0.948	0	0.928	0.894	0.625	0.96	0.986

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.26.W PARK AVE.W SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/17/2010
Page No: 1

Groups Printed- Vehicles

	W PARK AVE Southbound				W SAN YSIDRO BLVD Westbound				0 Northbound				W SAN YSIDRO BLVD Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	0	13	13	0	69	0	0	0	0	0	0	0	76	0	0	171
7:15	0	0	15	4	0	83	0	0	0	0	0	0	0	90	0	0	192
7:30	0	0	17	13	0	88	0	0	0	0	0	0	0	150	0	0	268
7:45	0	0	39	13	0	98	0	0	0	0	0	0	0	175	0	0	325
Total	0	0	84	43	0	338	0	0	0	0	0	0	0	491	0	0	956
8:00	0	0	27	6	0	107	0	0	0	0	0	0	0	156	0	0	296
8:15	0	0	23	9	0	108	0	0	0	0	0	0	0	137	0	0	277
8:30	0	0	25	3	0	100	0	0	0	0	0	0	0	147	0	0	275
8:45	0	0	29	8	0	105	0	0	0	0	0	0	0	153	0	0	295
Total	0	0	104	26	0	420	0	0	0	0	0	0	0	593	0	0	1143

	W PARK AVE Southbound					W SAN YSIDRO BLVD Westbound					0 Northbound					W SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
7:45	0	0	39	13	52	**0**	**98**	**0**	**0**	**98**	0	**0**	0	0	**0**	**0**	175	**0**	0	**175**	**325**
8:00	0	0	**27**	6	33	0	107	0	0	107	**0**	0	0	0	0	0	156	0	0	156	296
8:15	**0**	0	23	**9**	32	0	108	0	0	108	0	0	0	0	0	0	**137**	0	0	137	277
8:30	0	**0**	25	3	**28**	0	100	0	0	100	0	0	**0**	0	0	0	147	0	0	147	275
Volume	0	0	114	31	145	0	413	0	0	413	0	0	0	0	0	0	615	0	0	615	1173
Total	0	0	78.6	21.4		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	0	0	0.731	0.596	0.697	0	0.956	0	0	0.956	0	0	0	0	0	0	0.879	0	0	0.879	0.902

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.26.W PARK AVE.W SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/17/2010
Page No: 1

Groups Printed- Vehicles

	W PARK AVE				W SAN YSIDRO BLVD				0				W SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	0	0	11	5	0	116	0	0	0	0	0	0	0	161	0	0	293
16:15	0	0	23	8	0	191	0	0	0	0	0	0	0	255	0	0	477
16:30	0	0	18	8	0	198	0	0	0	0	0	0	0	246	0	0	470
16:45	0	0	18	9	0	192	0	0	0	0	0	0	0	227	0	0	446
Total	0	0	70	30	0	697	0	0	0	0	0	0	0	889	0	0	1686
17:00	0	0	25	7	0	169	0	0	0	0	0	0	0	253	0	0	454
17:15	0	0	19	26	0	153	0	0	0	0	0	0	0	254	0	0	452
17:30	0	0	37	8	0	159	0	0	0	0	0	0	0	244	0	0	448
17:45	0	0	22	4	0	150	0	0	0	0	0	0	0	229	0	0	405
Total	0	0	103	45	0	631	0	0	0	0	0	0	0	980	0	0	1759

	W PARK AVE Southbound					W SAN YSIDRO BLVD Westbound					0 Northbound					W SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	23	8	31	**0**	**191**	**0**	**0**	**191**	0	**0**	0	0	**0**	**0**	255	**0**	0	**255**	**477**
16:30	0	0	**18**	8	26	0	198	0	0	198	**0**	0	0	0	0	0	246	0	0	246	470
16:45	**0**	0	18	**9**	27	0	192	0	0	192	0	0	0	0	0	0	**227**	0	0	227	446
17:00	0	**0**	25	7	**32**	0	169	0	0	169	0	0	**0**	0	0	0	253	0	0	253	454
Volume	0	0	84	32	116	0	750	0	0	750	0	0	0	0	0	0	981	0	0	981	1847
Total	0	0	72.4	27.6		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	0	0	0.84	0.889	0.906	0	0.947	0	0	0.947	0	0	0	0	0	0	0.962	0	0	0.962	0.968

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.26.E SAN YSIDRO BLVD.W PARK AVE
Site Code: 00000000
Start Date: 7/31/2010
Page No: 1

Groups Printed- Vehicles

	W PARK AVE				E SAN YSIDRO BLVD								E SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
13:00	0	0	25	9	0	173	0	0	0	0	0	0	0	242	0	0	449
13:15	0	0	12	14	0	163	0	0	0	0	0	0	0	219	0	0	408
13:30	0	0	14	5	0	153	0	0	0	0	0	0	0	183	0	0	355
13:45	0	0	21	6	0	155	0	0	0	0	0	0	0	257	0	0	439
Total	0	0	72	34	0	644	0	0	0	0	0	0	0	901	0	0	1651
14:00	0	0	14	12	0	140	0	0	0	0	0	0	0	175	0	0	341
14:15	0	0	14	4	0	149	0	0	0	0	0	0	0	193	0	0	360
14:30	0	0	20	11	0	159	0	0	0	0	0	0	0	219	0	0	409
14:45	0	0	18	2	0	167	0	0	0	0	0	0	0	214	0	0	401
Total	0	0	66	29	0	615	0	0	0	0	0	0	0	801	0	0	1511

	W PARK AVE Southbound					E SAN YSIDRO BLVD Westbound					Northbound					E SAN YSIDRO BLVD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:00																					
13:00	0	0	25	9	34	**0**	**173**	**0**	**0**	**173**	0	**0**	0	0	**0**	**0**	242	**0**	0	**242**	**449**
13:15	0	0	**12**	14	26	0	163	0	0	163	**0**	0	0	0	0	0	219	0	0	219	408
13:30	**0**	0	14	**5**	19	0	153	0	0	153	0	0	0	0	0	0	**183**	0	0	183	355
13:45	0	**0**	21	6	**27**	0	155	0	0	155	0	0	**0**	0	0	0	257	0	0	257	439
Volume	0	0	72	34	106	0	644	0	0	644	0	0	0	0	0	0	901	0	0	901	1651
Total	0	0	67.9	32.1		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	0	0	0.72	0.607	0.779	0	0.931	0	0	0.931	0	0	0	0	0	0	0.876	0	0	0.876	0.919

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.27.E PARK AVE.E SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/17/2010
Page No: 1

Groups Printed- Vehicles

	E PARK AVE				E SAN YSIDRO BLVD				DRIVEWAY				E SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	0	0	8	2	72	3	0	1	0	2	4	8	68	3	0	171
7:15	0	0	0	7	2	86	5	0	2	0	3	5	10	69	10	0	199
7:30	0	0	0	16	0	84	6	2	2	0	5	4	35	114	3	1	272
7:45	0	0	0	4	1	102	9	0	0	0	1	1	42	129	4	0	293
Total	0	0	0	35	5	344	23	2	5	0	11	14	95	380	20	1	935
8:00	0	0	0	2	3	103	8	2	2	0	8	8	25	122	9	0	292
8:15	0	0	0	5	1	112	6	1	0	0	9	5	26	107	10	1	283
8:30	0	0	0	3	1	94	8	0	1	0	9	3	19	125	6	0	269
8:45	0	0	0	7	0	104	5	1	1	0	2	6	21	119	1	0	267
Total	0	0	0	17	5	413	27	4	4	0	28	22	91	473	26	1	1111

	E PARK AVE Southbound					E SAN YSIDRO BLVD Westbound					DRIVEWAY Northbound					E SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
7:30	0	0	0	16	16	**0**	**84**	**6**	**2**	**92**	2	**0**	5	4	**11**	**35**	114	**3**	1	**153**	**272**
7:45	0	0	**0**	4	4	1	102	9	0	112	**0**	0	1	1	2	42	129	4	0	175	293
8:00	**0**	0	0	**2**	2	3	103	8	2	116	2	0	8	8	18	25	**122**	9	0	156	292
8:15	0	**0**	0	5	**5**	1	112	6	1	120	0	0	**9**	5	14	26	107	10	1	144	283
Volume	0	0	0	27	27	5	401	29	5	440	4	0	23	18	45	128	472	26	2	628	1140
Total	0	0	0	100		1.1	91.1	6.6	1.1		8.9	0	51.1	40		20.4	75.2	4.1	0.3		
PHF	0	0	0	0.422	0.422	0.417	0.895	0.806	0.625	0.917	0.5	0	0.639	0.563	0.625	0.762	0.915	0.65	0.5	0.897	0.973

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.27.E PARK AVE.E SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/17/2010
Page No: 1

Groups Printed- Vehicles

	E PARK AVE				E SAN YSIDRO BLVD				DRIVEWAY				E SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	0	0	0	9	3	118	5	0	2	0	2	2	7	166	8	0	322
16:15	0	0	0	7	0	187	5	2	0	1	2	2	17	193	11	1	428
16:30	0	0	0	8	5	183	7	1	0	0	5	3	14	223	10	0	459
16:45	0	0	0	1	1	188	7	5	1	0	15	2	13	216	9	0	458
Total	0	0	0	25	9	676	24	8	3	1	24	9	51	798	38	1	1667
17:00	0	0	0	9	1	165	7	1	0	0	11	5	21	227	9	0	456
17:15	0	0	0	11	1	147	7	4	4	0	9	3	14	209	10	0	419
17:30	0	0	0	5	4	159	6	1	0	0	19	6	17	237	13	1	468
17:45	0	0	0	9	2	144	1	0	0	0	13	5	13	210	7	1	405
Total	0	0	0	34	8	615	21	6	4	0	52	19	65	883	39	2	1748

	E PARK AVE					E SAN YSIDRO BLVD					DRIVEWAY					E SAN YSIDRO BLVD					
	Southbound					Westbound					Northbound					Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	0	7	7	**0**	**187**	**5**	**2**	**194**	0	**1**	2	2	**5**	**17**	193	**11**	1	**222**	**428**
16:30	0	0	**0**	8	8	5	183	7	1	196	**0**	0	5	3	8	14	223	10	0	247	459
16:45	**0**	0	0	**1**	1	1	188	7	5	201	1	0	15	2	18	13	**216**	9	0	238	458
17:00	0	**0**	0	9	**9**	1	165	7	1	174	0	0	**11**	5	16	21	227	9	0	257	456
Volume	0	0	0	25	25	7	723	26	9	765	1	1	33	12	47	65	859	39	1	964	1801
Total	0	0	0	100		0.9	94.5	3.4	1.2		2.1	2.1	70.2	25.5		6.7	89.1	4	0.1		
PHF	0	0	0	0.694	0.694	0.35	0.961	0.929	0.45	0.951	0.25	0.25	0.55	0.6	0.653	0.774	0.946	0.886	0.25	0.938	0.981

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.27.E SAN YSIDRO BLVD.E PARK AVE
Site Code: 00000000
Start Date: 7/31/2010
Page No: 1

Groups Printed- Vehicles

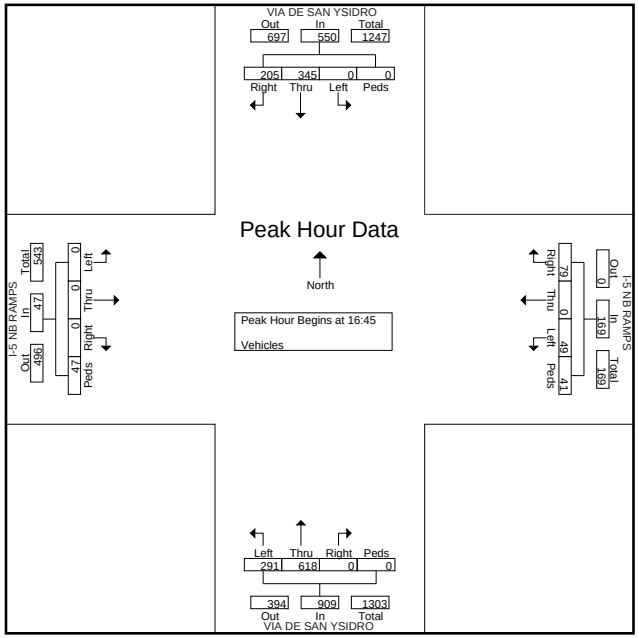
	E PARK AVE				E SAN YSIDRO BLVD				DRIVEWAY				E SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	0	0	0	10	2	173	10	0	0	1	18	19	15	208	19	0	475
13:15	0	0	0	10	8	160	7	0	3	0	22	9	13	198	8	0	438
13:30	0	0	2	3	8	151	11	0	0	1	20	6	12	159	12	0	385
13:45	0	0	0	4	6	155	7	1	0	0	20	7	22	216	19	0	457
Total	0	0	2	27	24	639	35	1	3	2	80	41	62	781	58	0	1755
14:00	0	0	0	6	7	139	8	1	1	0	19	11	8	159	8	0	367
14:15	0	0	1	4	6	146	12	2	2	0	16	7	11	169	13	0	389
14:30	0	0	3	10	4	156	6	0	0	0	7	5	12	198	9	0	410
14:45	0	0	1	4	5	163	8	1	3	0	18	4	13	189	12	0	421
Total	0	0	5	24	22	604	34	4	6	0	60	27	44	715	42	0	1587

	E PARK AVE Southbound					E SAN YSIDRO BLVD Westbound					DRIVEWAY Northbound					E SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:00																					
13:00	0	0	0	10	10	**2**	**173**	**10**	**0**	**185**	0	**1**	18	19	**38**	**15**	208	**19**	0	**242**	**475**
13:15	0	0	**0**	10	10	8	160	7	0	175	**3**	0	22	9	34	13	198	8	0	219	438
13:30	**0**	0	2	**3**	5	8	151	11	0	170	0	1	20	6	27	12	**159**	12	0	183	385
13:45	0	**0**	0	4	**4**	6	155	7	1	169	0	0	**20**	7	27	22	216	19	0	257	457
Volume	0	0	2	27	29	24	639	35	1	699	3	2	80	41	126	62	781	58	0	901	1755
Total	0	0	6.9	93.1		3.4	91.4	5	0.1		2.4	1.6	63.5	32.5		6.9	86.7	6.4	0		
PHF	0	0	0.25	0.675	0.725	0.75	0.923	0.795	0.25	0.945	0.25	0.5	0.909	0.539	0.829	0.705	0.904	0.763	0	0.876	0.924

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 8039.06.I-5 NB RAMPS.VIA DE SAN YSIDRO
Site Code : 00000000
Start Date : 5/13/2008
Page No : 3

	VIA DE SAN YSIDRO Southbound					I-5 NB RAMPS Westbound					VIA DE SAN YSIDRO Northbound					I-5 NB RAMPS Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	**98**	37	0	135	12	0	17	7	36	**79**	157	0	0	236	0	0	0	13	13	420
17:00	0	72	44	0	116	**15**	0	21	10	46	68	151	0	0	219	0	0	0	12	12	393
17:15	0	86	**65**	0	**151**	14	0	**22**	**12**	**48**	68	**170**	0	0	**238**	0	0	0	5	5	**442**
17:30	0	89	59	0	148	8	0	19	12	39	76	140	0	0	216	0	0	0	**17**	**17**	420
Total Volume	0	345	205	0	550	49	0	79	41	169	291	618	0	0	909	0	0	0	47	47	1675
% App. Total	0	62.7	37.3	0		29	0	46.7	24.3		32	68	0	0		0	0	0	100		
PHF	.000	.880	.788	.000	.911	.817	.000	.898	.854	.880	.921	.909	.000	.000	.955	.000	.000	.000	.691	.691	.947



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 8039.05.I-805 SB RAMPS.W SAN YSIDRO BLVD
Site Code : 00000000
Start Date : 5/13/2008
Page No : 1

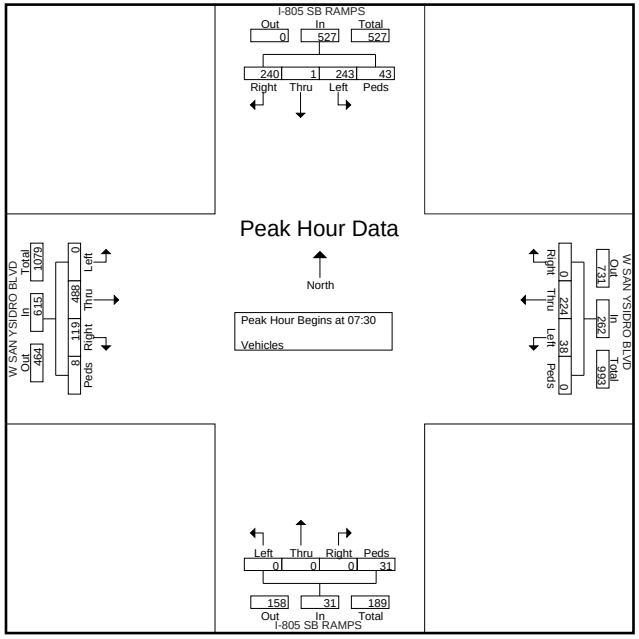
Groups Printed- Vehicles

	I-805 SB RAMPS Southbound				W SAN YSIDRO BLVD Westbound				I-805 SB RAMPS Northbound				W SAN YSIDRO BLVD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	24	0	33	9	11	39	0	1	0	0	0	4	0	83	8	0	212
07:15	57	0	64	6	4	36	0	0	0	0	0	3	0	89	22	1	282
07:30	49	0	52	12	7	51	0	0	0	0	0	4	0	136	26	1	338
07:45	82	0	73	14	12	54	0	0	0	0	0	6	0	116	30	4	391
Total	212	0	222	41	34	180	0	1	0	0	0	17	0	424	86	6	1223
08:00	52	0	55	5	11	46	0	0	0	0	0	6	0	122	29	0	326
08:15	60	1	60	12	8	73	0	0	0	0	0	15	0	114	34	3	380
08:30	56	3	57	7	17	70	0	0	0	0	0	3	0	105	18	2	338
08:45	61	1	72	9	21	58	0	0	0	0	0	5	0	126	26	2	381
Total	229	5	244	33	57	247	0	0	0	0	0	29	0	467	107	7	1425
*** BREAK ***																	
16:00	105	0	118	7	38	90	0	3	0	0	0	17	0	168	90	1	637
16:15	113	8	124	13	63	119	0	1	0	0	0	20	0	151	113	1	726
16:30	90	1	117	14	32	163	0	0	0	0	0	8	0	169	105	1	700
16:45	98	4	131	12	40	106	0	0	0	0	0	13	0	167	104	3	678
Total	406	13	490	46	173	478	0	4	0	0	0	58	0	655	412	6	2741
17:00	63	1	100	9	56	130	0	0	0	0	0	9	0	163	104	1	636
17:15	92	2	121	17	34	125	0	0	0	0	0	13	0	166	107	9	686
17:30	93	2	124	21	30	129	0	0	0	0	0	2	0	153	91	0	645
17:45	100	0	130	10	41	102	0	0	0	0	0	7	0	158	99	5	652
Total	348	5	475	57	161	486	0	0	0	0	0	31	0	640	401	15	2619
Grand Total	1195	23	1431	177	425	1391	0	5	0	0	0	135	0	2186	1006	34	8008
Apprch %	42.3	0.8	50.6	6.3	23.3	76.4	0	0.3	0	0	0	100	0	67.8	31.2	1.1	
Total %	14.9	0.3	17.9	2.2	5.3	17.4	0	0.1	0	0	0	1.7	0	27.3	12.6	0.4	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 8039.05.I-805 SB RAMPS.W SAN YSIDRO BLVD
Site Code : 00000000
Start Date : 5/13/2008
Page No : 2

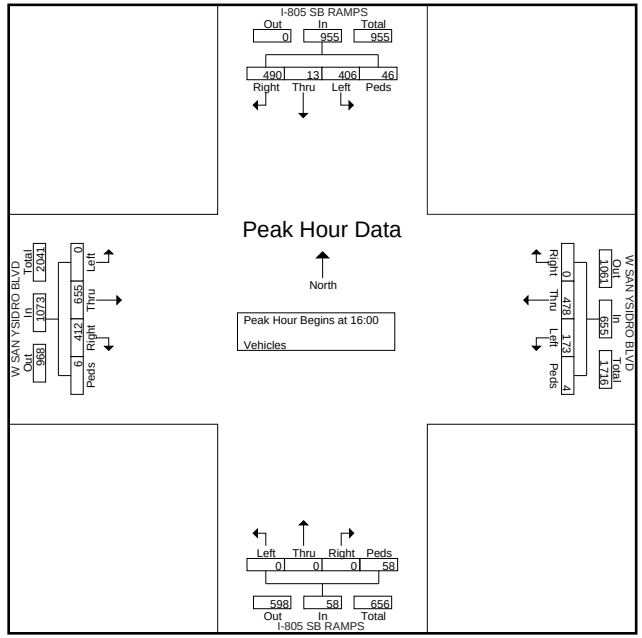
	I-805 SB RAMPS Southbound					W SAN YSIDRO BLVD Westbound					I-805 SB RAMPS Northbound					W SAN YSIDRO BLVD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	49	0	52	12	113	7	51	0	0	58	0	0	0	4	4	0	**136**	26	1	**163**	338
07:45	**82**	0	**73**	**14**	**169**	**12**	54	0	0	66	0	0	0	6	6	0	116	30	**4**	150	**391**
08:00	52	0	55	5	112	11	46	0	0	57	0	0	0	6	6	0	122	29	0	151	326
08:15	60	**1**	60	12	133	8	**73**	0	0	**81**	0	0	0	**15**	**15**	0	114	**34**	3	151	380
Total Volume	243	1	240	43	527	38	224	0	0	262	0	0	0	31	31	0	488	119	8	615	1435
% App. Total	46.1	0.2	45.5	8.2		14.5	85.5	0	0		0	0	0	100		0	79.3	19.3	1.3		
PHF	.741	.250	.822	.768	.780	.792	.767	.000	.000	.809	.000	.000	.000	.517	.517	.000	.897	.875	.500	.943	.918



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 8039.05.I-805 SB RAMPS.W SAN YSIDRO BLVD
Site Code : 00000000
Start Date : 5/13/2008
Page No : 3

	I-805 SB RAMPS Southbound					W SAN YSIDRO BLVD Westbound					I-805 SB RAMPS Northbound					W SAN YSIDRO BLVD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	105	0	118	7	230	38	90	0	**3**	131	0	0	0	17	17	0	168	90	1	259	637
16:15	**113**	**8**	124	13	**258**	**63**	119	0	1	183	0	0	0	**20**	**20**	0	151	**113**	1	265	**726**
16:30	90	1	117	**14**	222	32	**163**	0	0	**195**	0	0	0	8	8	0	**169**	105	1	**275**	700
16:45	98	4	**131**	12	245	40	106	0	0	146	0	0	0	13	13	0	167	104	**3**	274	678
Total Volume	406	13	490	46	955	173	478	0	4	655	0	0	0	58	58	0	655	412	6	1073	2741
% App. Total	42.5	1.4	51.3	4.8		26.4	73	0	0.6		0	0	0	100		0	61	38.4	0.6		
PHF	.898	.406	.935	.821	.925	.687	.733	.000	.333	.840	.000	.000	.000	.725	.725	.000	.969	.912	.500	.975	.944



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 8039.04.I-805 NB RAMPS.E SAN YSIDRO BLVD
Site Code : 00000000
Start Date : 5/13/2008
Page No : 1

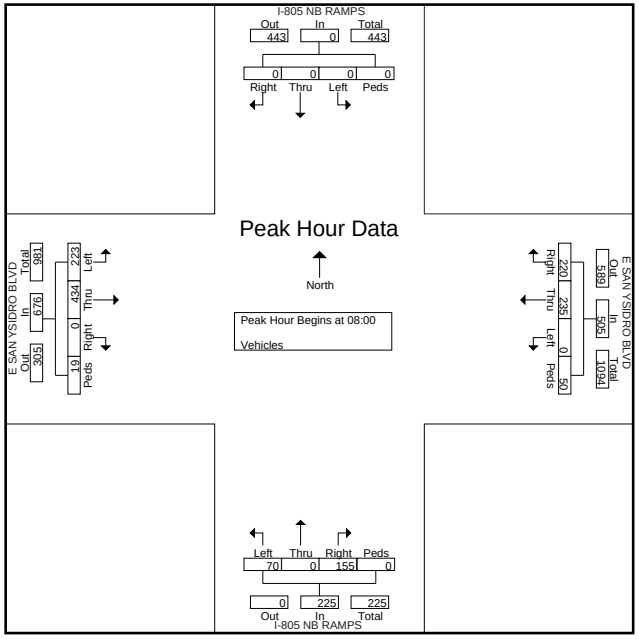
Groups Printed- Vehicles

	I-805 NB RAMPS Southbound				E SAN YSIDRO BLVD Westbound				I-805 NB RAMPS Northbound				E SAN YSIDRO BLVD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	0	0	34	45	11	16	0	31	0	42	58	0	7	244
07:15	0	0	0	0	0	30	49	8	11	0	23	0	50	93	0	3	267
07:30	0	0	0	0	0	46	51	10	10	0	23	0	83	106	0	2	331
07:45	0	0	0	0	0	48	57	12	16	0	30	0	56	129	0	3	351
Total	0	0	0	0	0	158	202	41	53	0	107	0	231	386	0	15	1193
08:00	0	0	0	0	0	49	52	10	13	0	39	0	53	116	0	3	335
08:15	0	0	0	0	0	65	60	29	19	0	33	0	48	110	0	4	368
08:30	0	0	0	0	0	62	52	5	17	0	38	0	57	104	0	3	338
08:45	0	0	0	0	0	59	56	6	21	0	45	0	65	104	0	9	365
Total	0	0	0	0	0	235	220	50	70	0	155	0	223	434	0	19	1406
*** BREAK ***																	
16:00	0	0	0	0	0	106	122	13	26	0	52	1	57	191	0	15	583
16:15	0	0	0	0	0	138	98	5	27	0	62	0	68	208	0	20	626
16:30	0	0	0	0	0	137	101	8	31	0	47	0	54	184	0	12	574
16:45	0	0	0	0	0	109	102	10	27	0	57	0	66	208	0	7	586
Total	0	0	0	0	0	490	423	36	111	0	218	1	245	791	0	54	2369
17:00	0	0	0	0	0	133	102	10	35	0	63	0	62	176	0	9	590
17:15	0	0	0	0	0	122	97	9	32	0	65	0	82	176	0	8	591
17:30	0	0	0	0	0	126	89	8	16	0	53	0	64	166	0	4	526
17:45	0	0	0	0	0	108	94	10	27	0	53	0	69	186	0	20	567
Total	0	0	0	0	0	489	382	37	110	0	234	0	277	704	0	41	2274
Grand Total	0	0	0	0	0	1372	1227	164	344	0	714	1	976	2315	0	129	7242
Apprch %	0	0	0	0	0	49.7	44.4	5.9	32.5	0	67.4	0.1	28.5	67.7	0	3.8	
Total %	0	0	0	0	0	18.9	16.9	2.3	4.8	0	9.9	0	13.5	32	0	1.8	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 8039.04.I-805 NB RAMPS.E SAN YSIDRO BLVD
Site Code : 00000000
Start Date : 5/13/2008
Page No : 2

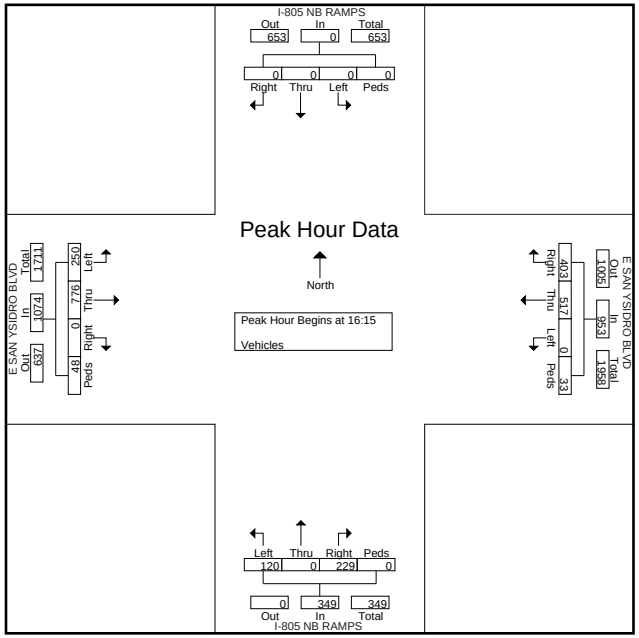
	I-805 NB RAMPS Southbound					E SAN YSIDRO BLVD Westbound					I-805 NB RAMPS Northbound					E SAN YSIDRO BLVD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	49	52	10	111	13	0	39	0	52	53	**116**	0	3	172	335
08:15	0	0	0	0	0	0	**65**	**60**	**29**	**154**	19	0	33	0	52	48	110	0	4	162	**368**
08:30	0	0	0	0	0	0	62	52	5	119	17	0	38	0	55	57	104	0	3	164	338
08:45	0	0	0	0	0	0	59	56	6	121	**21**	0	**45**	0	**66**	**65**	104	0	**9**	**178**	365
Total Volume	0	0	0	0	0	0	235	220	50	505	70	0	155	0	225	223	434	0	19	676	1406
% App. Total	0	0	0	0		0	46.5	43.6	9.9		31.1	0	68.9	0		33	64.2	0	2.8		
PHF	.000	.000	.000	.000	.000	.000	.904	.917	.431	.820	.833	.000	.861	.000	.852	.858	.935	.000	.528	.949	.955



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 8039.04.I-805 NB RAMPS.E SAN YSIDRO BLVD
Site Code : 00000000
Start Date : 5/13/2008
Page No : 3

	I-805 NB RAMPS Southbound					E SAN YSIDRO BLVD Westbound					I-805 NB RAMPS Northbound					E SAN YSIDRO BLVD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	0	**138**	98	5	241	27	0	62	0	89	**68**	**208**	0	**20**	**296**	**626**
16:30	0	0	0	0	0	0	137	101	8	**246**	31	0	47	0	78	54	184	0	12	250	574
16:45	0	0	0	0	0	0	109	**102**	**10**	221	27	0	57	0	84	66	208	0	7	281	586
17:00	0	0	0	0	0	0	133	102	10	245	**35**	0	**63**	0	**98**	62	176	0	9	247	590
Total Volume	0	0	0	0	0	0	517	403	33	953	120	0	229	0	349	250	776	0	48	1074	2376
% App. Total	0	0	0	0		0	54.2	42.3	3.5		34.4	0	65.6	0		23.3	72.3	0	4.5		
PHF	.000	.000	.000	.000	.000	.000	.937	.988	.825	.968	.857	.000	.909	.000	.890	.919	.933	.000	.600	.907	.949



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 8039.02.E SAN YSIDRO BLVD.CAMINO DE LA PLAZA
Site Code : 00000000
Start Date : 5/13/2008
Page No : 1

Groups Printed- Vehicles

	CAMINO DE LA PLAZA Southbound				E SAN YSIDRO BLVD Westbound				CAMINO DE LA PLAZA Northbound				E SAN YSIDRO BLVD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	2	3	1	14	13	11	7	59	12	4	43	3	3	31	12	35	253
07:15	2	7	2	12	18	17	3	50	21	5	44	2	6	20	15	33	257
07:30	2	10	0	4	11	12	2	35	19	7	57	2	3	23	16	26	229
07:45	0	11	3	17	7	10	3	38	24	13	72	0	2	12	14	32	258
Total	6	31	6	47	49	50	15	182	76	29	216	7	14	86	57	126	997
08:00	1	10	8	8	6	29	3	56	21	17	68	1	6	22	11	36	303
08:15	3	14	3	14	7	30	1	52	29	7	92	5	3	30	21	35	346
08:30	0	9	6	12	18	26	4	56	31	12	93	12	7	28	22	47	383
08:45	1	7	4	18	20	31	3	53	38	10	79	7	5	35	19	47	377
Total	5	40	21	52	51	116	11	217	119	46	332	25	21	115	73	165	1409
*** BREAK ***																	
16:00	4	36	7	2	42	31	3	40	80	34	128	6	9	41	110	52	625
16:15	7	31	10	14	23	26	0	52	58	15	115	15	11	36	96	61	570
16:30	1	22	8	14	28	24	3	55	71	25	98	0	5	27	108	51	540
16:45	2	14	11	7	35	32	3	45	67	22	116	21	8	31	117	49	580
Total	14	103	36	37	128	113	9	192	276	96	457	42	33	135	431	213	2315
17:00	2	28	15	17	28	29	4	54	83	33	138	1	9	46	128	65	680
17:15	7	25	15	14	24	42	4	50	71	23	125	2	6	41	112	76	637
17:30	5	22	11	15	22	24	3	37	76	22	99	4	5	30	137	48	560
17:45	11	27	4	9	27	31	3	22	73	21	114	19	1	39	112	48	561
Total	25	102	45	55	101	126	14	163	303	99	476	26	21	156	489	237	2438
Grand Total	50	276	108	191	329	405	49	754	774	270	1481	100	89	492	1050	741	7159
Apprch %	8	44.2	17.3	30.6	21.4	26.4	3.2	49.1	29.5	10.3	56.4	3.8	3.8	20.7	44.3	31.2	
Total %	0.7	3.9	1.5	2.7	4.6	5.7	0.7	10.5	10.8	3.8	20.7	1.4	1.2	6.9	14.7	10.4	

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.28.I-805 SB RAMPS. E SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 7/31/2010
Page No: 1

Groups Printed- Vehicles

	I-805 SB RAMP Southbound				E SAN YSIDRO BLVD Westbound				I-805 SB RAMP Northbound				W SAN YSIDRO BLVD Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	98	2	85	1	35	114	0	0	0	0	0	0	0	197	58	6	596
13:15	106	3	95	7	46	109	0	0	0	0	0	0	0	175	70	6	617
13:30	92	2	97	4	44	122	0	0	0	0	0	0	0	172	58	1	592
13:45	79	3	81	10	40	115	0	0	0	0	0	9	0	223	74	4	638
Total	375	10	358	22	165	460	0	0	0	0	0	9	0	767	260	17	2443
14:00	105	3	81	9	43	113	0	0	0	0	0	0	0	177	72	1	604
14:15	110	2	95	2	43	116	0	0	0	0	0	6	0	172	76	10	632
14:30	108	9	94	8	34	111	0	0	0	0	0	4	0	185	73	5	631
14:45	84	1	104	2	44	107	0	0	0	0	0	2	0	188	89	0	621
Total	407	15	374	21	164	447	0	0	0	0	0	12	0	722	310	16	2488

	I-805 SB RAMP Southbound					E SAN YSIDRO BLVD Westbound					I-805 SB RAMP Northbound					W SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:45																					
13:45	79	3	81	10	173	**40**	**115**	**0**	**0**	**155**	0	**0**	0	9	**9**	**0**	223	**74**	4	**301**	**638**
14:00	105	3	**81**	9	198	43	113	0	0	156	**0**	0	0	0	0	0	177	72	1	250	604
14:15	**110**	2	95	**2**	209	43	116	0	0	159	0	0	0	6	6	0	**172**	76	10	258	632
14:30	108	**9**	94	8	**219**	34	111	0	0	145	0	0	**0**	4	4	0	185	73	5	263	631
Volume	402	17	351	29	799	160	455	0	0	615	0	0	0	19	19	0	757	295	20	1072	2505
Total	50.3	2.1	43.9	3.6		26	74	0	0		0	0	0	100		0	70.6	27.5	1.9		
PHF	0.914	0.472	0.924	0.725	0.912	0.93	0.981	0	0	0.967	0	0	0	0.528	0.528	0	0.849	0.97	0.5	0.89	0.982

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.29.I-805 NB RAMPS.W SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 8/7/2010
Page No: 1

Groups Printed- Vehicles

	I-805 NB RAMPS Southbound				W SAN YSIDRO BLVD Westbound				I-805 NB RAMPS Northbound				W SAN YSIDRO BLVD Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	0	0	0	0	0	154	121	0	33	0	90	7	75	191	0	0	671
13:15	0	0	0	0	0	132	113	0	33	0	68	6	86	220	0	0	658
13:30	0	0	0	0	0	148	121	0	22	0	56	4	72	225	0	0	648
13:45	0	0	0	0	0	147	122	0	22	0	57	6	61	220	0	0	635
Total	0	0	0	0	0	581	477	0	110	0	271	23	294	856	0	0	2612
14:00	0	0	0	0	0	147	132	0	24	0	72	1	66	241	0	0	683
14:15	0	0	0	0	0	150	149	0	21	0	64	6	67	223	0	0	680
14:30	0	0	0	0	0	148	127	0	19	0	38	6	63	231	0	0	632
14:45	0	0	0	0	0	129	123	0	30	0	62	15	58	210	0	0	627
Total	0	0	0	0	0	574	531	0	94	0	236	28	254	905	0	0	2622

	I-805 NB RAMPS Southbound					W SAN YSIDRO BLVD Westbound					I-805 NB RAMPS Northbound					W SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:30																					
13:30	0	0	0	0	0	**0**	**148**	**121**	**0**	**269**	22	**0**	56	4	**82**	**72**	225	**0**	0	**297**	**648**
13:45	0	0	**0**	0	0	0	147	122	0	269	**22**	0	57	6	85	61	220	0	0	281	635
14:00	**0**	0	0	**0**	0	0	147	132	0	279	24	0	72	1	97	66	**241**	0	0	307	683
14:15	0	**0**	0	0	**0**	0	150	149	0	299	21	0	**64**	6	91	67	223	0	0	290	680
Volume	0	0	0	0	0	0	592	524	0	1116	89	0	249	17	355	266	909	0	0	1175	2646
Total	0	0	0	0		0	53	47	0		25.1	0	70.1	4.8		22.6	77.4	0	0		
PHF	0	0	0	0	0	0	0.987	0.879	0	0.933	0.927	0	0.865	0.708	0.915	0.924	0.943	0	0	0.957	0.969

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	
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	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	184	0	5	0	0	0	0	412	310	0	355	0	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	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	663	0	9	0	0	0	0	1093	874	4	1175	0	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

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.30.E SAN YSIDRO BLVD. BORDER VILLAGE RD NORTH
Site Code: 00000000
Start Date: 8/7/2010
Page No: 1

Groups Printed- Vehicles

	DRIVE WAY Southbound				E SAN YSIDRO BLVD Westbound				BORDER VILLAGE RD NORTH Northbound				E SAN YSIDRO BLVD Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	0	0	0	29	0	153	0	24	92	10	2	13	1	151	121	3	599
13:15	0	0	0	19	0	155	0	14	64	4	3	12	0	159	119	1	550
13:30	0	0	0	23	0	172	0	11	92	0	0	11	0	151	103	11	574
13:45	0	0	0	27	0	157	0	13	80	0	4	21	0	142	111	2	557
Total	0	0	0	98	0	637	0	62	328	14	9	57	1	603	454	17	2280
14:00	0	0	0	23	0	193	0	19	76	7	5	2	0	175	132	1	633
14:15	0	0	0	15	0	187	0	6	91	0	2	5	0	159	109	3	577
14:30	0	0	0	25	0	148	0	22	92	0	7	9	0	142	104	9	558
14:45	0	0	0	11	0	168	0	6	74	0	5	15	0	150	116	3	548
Total	0	0	0	74	0	696	0	53	333	7	19	31	0	626	461	16	2316

	DRIVE WAY Southbound					E SAN YSIDRO BLVD Westbound					BORDER VILLAGE RD NORTH Northbound					E SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:30																					
13:30	0	0	0	23	23	**0**	**172**	**0**	**11**	**183**	92	**0**	0	11	**103**	**0**	151	**103**	11	**265**	**574**
13:45	0	0	**0**	27	27	0	157	0	13	170	**80**	0	4	21	105	0	142	111	2	255	557
14:00	**0**	0	0	**23**	23	0	193	0	19	212	76	7	5	2	90	0	**175**	132	1	308	633
14:15	0	**0**	0	15	**15**	0	187	0	6	193	91	0	**2**	5	98	0	159	109	3	271	577
Volume	0	0	0	88	88	0	709	0	49	758	339	7	11	39	396	0	627	455	17	1099	2341
Total	0	0	0	100		0	93.5	0	6.5		85.6	1.8	2.8	9.8		0	57.1	41.4	1.5		
PHF	0	0	0	0.815	0.815	0	0.918	0	0.645	0.894	0.921	0.25	0.55	0.464	0.943	0	0.896	0.862	0.386	0.892	0.925

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

AM Peak Hr Begins at: 800 AM

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

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 =	NL 48	NT 4	NR 303	SL 17	ST 1	SR 17	EL 22	ET 908	ER 47	WL 183	WT 849	WR 2	TOTAL 2401

PM Peak Hr Begins at: 400 PM

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

CONTROL: Signalized

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.31.E SAN YSIDRO BLVD.BORDER VILLAGE RD SOUTH
Site Code: 00000000
Start Date: 8/7/2010
Page No: 1

Groups Printed- Vehicles

	DRIVEWAY				E SAN YSIDRO BLVD				BORDER VILLAGE RD SOUTH				E SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	2	0	3	68	13	112	0	19	9	0	42	85	4	141	2	15	515
13:15	1	0	3	68	15	103	1	16	6	0	34	92	1	109	10	31	490
13:30	3	0	4	61	21	108	0	4	9	2	29	73	7	131	2	34	488
13:45	2	1	3	49	24	98	2	21	3	0	43	94	5	109	6	12	472
Total	8	1	13	246	73	421	3	60	27	2	148	344	17	490	20	92	1965
14:00	2	0	7	50	21	115	1	6	4	0	38	75	2	118	8	10	457
14:15	0	0	3	74	20	113	0	13	9	0	37	56	6	127	9	17	484
14:30	4	0	1	78	24	131	0	7	5	0	40	70	4	126	5	20	515
14:45	0	0	2	45	16	130	0	16	4	2	34	101	4	119	5	30	508
Total	6	0	13	247	81	489	1	42	22	2	149	302	16	490	27	77	1964

	DRIVEWAY Southbound					E SAN YSIDRO BLVD Westbound					BORDER VILLAGE RD SOUTH Northbound					E SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:00																					
13:00	2	0	3	68	73	**13**	**112**	**0**	**19**	**144**	9	**0**	42	85	**136**	**4**	141	**2**	15	**162**	**515**
13:15	1	0	**3**	68	72	15	103	1	16	135	**6**	0	34	92	132	1	109	10	31	151	490
13:30	**3**	0	4	**61**	68	21	108	0	4	133	9	2	29	73	113	7	**131**	2	34	174	488
13:45	2	**1**	3	49	**55**	24	98	2	21	145	3	0	**43**	94	140	5	109	6	12	132	472
Volume	8	1	13	246	268	73	421	3	60	557	27	2	148	344	521	17	490	20	92	619	1965
Total	3	0.4	4.9	91.8		13.1	75.6	0.5	10.8		5.2	0.4	28.4	66		2.7	79.2	3.2	14.9		
PHF	0.667	0.25	0.813	0.904	0.918	0.76	0.94	0.375	0.714	0.96	0.75	0.25	0.86	0.915	0.93	0.607	0.869	0.5	0.676	0.889	0.954

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.32.E BEYER BLVD.E SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	E BEYER BLVD				E SAN YSIDRO BLVD				CAMINO DE LA PLAZA				E SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	2	4	2	38	10	7	1	0	20	9	49	32	7	21	12	10	224
7:15	3	4	1	51	9	4	2	19	15	3	63	43	3	25	15	12	272
7:30	5	3	1	51	15	10	3	0	17	15	57	55	7	28	14	9	290
7:45	9	12	3	41	10	6	3	4	22	19	67	46	8	31	16	9	306
Total	19	23	7	181	44	27	9	23	74	46	236	176	25	105	57	40	1092
8:00	9	9	0	26	14	5	1	1	28	9	79	33	4	27	17	9	271
8:15	7	5	2	36	14	10	3	1	16	6	75	39	3	32	18	13	280
8:30	3	6	3	30	8	13	2	0	18	14	62	43	7	43	13	9	274
8:45	2	12	4	68	12	17	2	0	37	16	61	59	3	30	26	16	365
Total	21	32	9	160	48	45	8	2	99	45	277	174	17	132	74	47	1190

	E BEYER BLVD Southbound					E SAN YSIDRO BLVD Westbound					CAMINO DE LA PLAZA Northbound					E SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
8:00	9	9	0	26	44	**14**	**5**	**1**	**1**	**21**	28	**9**	79	33	**149**	**4**	27	**17**	9	**57**	**271**
8:15	7	5	**2**	36	50	14	10	3	1	28	**16**	6	75	39	136	3	32	18	13	66	280
8:30	**3**	6	3	**30**	42	8	13	2	0	23	18	14	62	43	137	7	**43**	13	9	72	274
8:45	2	**12**	4	68	**86**	12	17	2	0	31	37	16	**61**	59	173	3	30	26	16	75	365
Volume	21	32	9	160	222	48	45	8	2	103	99	45	277	174	595	17	132	74	47	270	1190
Total	9.5	14.4	4.1	72.1		46.6	43.7	7.8	1.9		16.6	7.6	46.6	29.2		6.3	48.9	27.4	17.4		
PHF	0.583	0.667	0.563	0.588	0.645	0.857	0.662	0.667	0.5	0.831	0.669	0.703	0.877	0.737	0.86	0.607	0.767	0.712	0.734	0.9	0.815

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.32.E BEYER BLVD.E SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	E BEYER BLVD				E SAN YSIDRO BLVD				CAMINO DE LA PLAZA				E SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	6	9	4	74	27	24	5	7	65	18	174	59	6	34	94	12	618
16:15	3	13	6	64	29	26	4	17	57	19	148	88	8	39	108	22	651
16:30	3	9	5	67	20	21	4	0	68	12	140	86	11	31	106	39	622
16:45	2	13	7	66	16	23	3	13	58	12	105	98	4	19	100	7	546
Total	14	44	22	271	92	94	16	37	248	61	567	331	29	123	408	80	2437
17:00	6	21	9	55	15	28	4	2	36	14	119	70	6	29	90	37	541
17:15	3	24	8	37	26	23	2	3	68	20	155	57	6	35	94	14	575
17:30	0	20	8	52	17	22	3	15	50	11	142	70	5	26	108	13	562
17:45	0	14	6	54	22	21	4	6	57	10	124	72	11	27	91	21	540
Total	9	79	31	198	80	94	13	26	211	55	540	269	28	117	383	85	2218

	E BEYER BLVD Southbound					E SAN YSIDRO BLVD Westbound					CAMINO DE LA PLAZA Northbound					E SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	6	9	4	74	93	**27**	**24**	**5**	**7**	**63**	65	**18**	174	59	**316**	**6**	34	**94**	12	**146**	**618**
16:15	3	13	**6**	64	86	29	26	4	17	76	**57**	19	148	88	312	8	39	108	22	177	651
16:30	**3**	9	5	**67**	84	20	21	4	0	45	68	12	140	86	306	11	**31**	106	39	187	622
16:45	2	**13**	7	66	**88**	16	23	3	13	55	58	12	**105**	98	273	4	19	100	7	130	546
Volume	14	44	22	271	351	92	94	16	37	239	248	61	567	331	1207	29	123	408	80	640	2437
Total	4	12.5	6.3	77.2		38.5	39.3	6.7	15.5		20.5	5.1	47	27.4		4.5	19.2	63.8	12.5		
PHF	0.583	0.846	0.786	0.916	0.944	0.793	0.904	0.8	0.544	0.786	0.912	0.803	0.815	0.844	0.955	0.659	0.788	0.944	0.513	0.856	0.936

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.32.E BEYER BLVD.SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 8/7/2010
Page No: 1

Groups Printed- Vehicles

	E BEYER BLVD				SAN YSIDRO BLVD				CAMINO DE LA PLAZA				SAN YSIDRO BLVD				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
13:00	4	14	9	78	32	35	3	3	84	18	125	83	9	36	113	39	685
13:15	1	8	3	83	21	39	6	12	82	17	141	57	8	46	105	29	658
13:30	4	10	10	106	29	26	7	2	87	14	130	58	11	35	96	57	682
13:45	7	10	3	86	24	27	6	3	91	22	152	57	10	28	65	26	617
Total	16	42	25	353	106	127	22	20	344	71	548	255	38	145	379	151	2642
14:00	7	10	14	39	32	34	2	12	75	18	145	72	10	41	99	33	643
14:15	3	5	8	85	30	22	5	12	104	20	121	99	11	44	94	39	702
14:30	3	8	4	84	27	42	1	11	100	25	136	87	11	33	109	35	716
14:45	9	21	8	71	25	25	2	17	107	20	160	85	6	44	105	31	736
Total	22	44	34	279	114	123	10	52	386	83	562	343	38	162	407	138	2797

	E BEYER BLVD					SAN YSIDRO BLVD					CAMINO DE LA PLAZA					SAN YSIDRO BLVD					
	Southbound					Westbound					Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:00																					
14:00	7	10	14	39	70	**32**	**34**	**2**	**12**	**80**	75	**18**	145	72	**310**	**10**	41	**99**	33	**183**	**643**
14:15	3	5	**8**	85	101	30	22	5	12	69	**104**	20	121	99	344	11	44	94	39	188	702
14:30	**3**	8	4	**84**	99	27	42	1	11	81	100	25	136	87	348	11	**33**	109	35	188	716
14:45	9	**21**	8	71	**109**	25	25	2	17	69	107	20	**160**	85	372	6	44	105	31	186	736
Volume	22	44	34	279	379	114	123	10	52	299	386	83	562	343	1374	38	162	407	138	745	2797
Total	5.8	11.6	9	73.6		38.1	41.1	3.3	17.4		28.1	6	40.9	25		5.1	21.7	54.6	18.5		
PHF	0.611	0.524	0.607	0.821	0.869	0.891	0.732	0.5	0.765	0.923	0.902	0.83	0.878	0.866	0.923	0.864	0.92	0.933	0.885	0.991	0.95

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.33.I-5 NB RAMPS.E SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	I-5 NB RAMPS Southbound				E SAN YSIDRO BLVD Westbound				I-5 NB RAMPS Northbound				E SAN YSIDRO BLVD Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8
7:15	0	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0	66
7:30	0	0	0	0	0	0	58	0	0	0	0	0	0	0	0	0	58
7:45	0	0	0	0	0	0	72	0	0	0	0	0	0	0	0	0	72
Total	0	0	0	0	0	0	204	0	0	0	0	0	0	0	0	0	204
8:00	0	0	0	0	0	0	87	0	0	0	0	0	0	0	0	0	87
8:15	0	0	0	0	0	0	74	0	0	0	0	0	0	0	0	0	74
8:30	0	0	0	0	0	0	49	0	0	0	0	0	0	0	0	0	49
8:45	0	0	0	0	0	0	47	0	0	0	0	0	0	0	0	0	47
Total	0	0	0	0	0	0	257	0	0	0	0	0	0	0	0	0	257

	I-5 NB RAMPS Southbound					E SAN YSIDRO BLVD Westbound					I-5 NB RAMPS Northbound					E SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	**0**	**0**	**58**	**0**	**58**	0	**0**	0	0	**0**	**0**	0	**0**	0	**0**	**58**
7:45	0	0	**0**	0	0	0	0	72	0	72	**0**	0	0	0	0	0	0	0	0	0	72
8:00	**0**	0	0	**0**	0	0	0	87	0	87	0	0	0	0	0	0	**0**	0	0	0	87
8:15	0	**0**	0	0	**0**	0	0	74	0	74	0	0	**0**	0	0	0	0	0	0	0	74
Volume	0	0	0	0	0	0	0	291	0	291	0	0	0	0	0	0	0	0	0	0	291
Total	0	0	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
PHF	0	0	0	0	0	0	0	0.836	0	0.836	0	0	0	0	0	0	0	0	0	0	0.836

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.33.I-5 NB RAMPS.E SAN YSIDRO BLVD
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	I-5 NB RAMPS Southbound				E SAN YSIDRO BLVD Westbound				I-5 NB RAMPS Northbound				E SAN YSIDRO BLVD Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	0	0	0	0	0	0	152	0	0	0	45	0	0	0	0	0	197
16:15	0	0	0	0	0	0	174	0	0	0	37	0	0	0	0	0	211
16:30	0	0	0	0	0	0	161	0	0	0	48	0	0	0	0	0	209
16:45	0	0	0	0	0	0	168	0	0	0	35	0	0	0	0	0	203
Total	0	0	0	0	0	0	655	0	0	0	165	0	0	0	0	0	820
17:00	0	0	0	0	0	0	144	0	0	0	53	0	0	0	0	0	197
17:15	0	0	0	0	0	0	163	0	0	0	36	0	0	0	0	0	199
17:30	0	0	0	0	0	0	155	0	0	0	20	0	0	0	0	0	175
17:45	0	0	0	0	0	0	140	0	0	0	27	0	0	0	0	0	167
Total	0	0	0	0	0	0	602	0	0	0	136	0	0	0	0	0	738

	I-5 NB RAMPS Southbound					E SAN YSIDRO BLVD Westbound					I-5 NB RAMPS Northbound					E SAN YSIDRO BLVD Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	**0**	**0**	**152**	**0**	**152**	0	**0**	45	0	**45**	**0**	0	**0**	0	**0**	**197**
16:15	0	0	**0**	0	0	0	0	174	0	174	**0**	0	37	0	37	0	0	0	0	0	211
16:30	**0**	0	0	**0**	0	0	0	161	0	161	0	0	48	0	48	0	**0**	0	0	0	209
16:45	0	**0**	0	0	**0**	0	0	168	0	168	0	0	**35**	0	35	0	0	0	0	0	203
Volume	0	0	0	0	0	0	0	655	0	655	0	0	165	0	165	0	0	0	0	0	820
Total	0	0	0	0		0	0	100	0		0	0	100	0		0	0	0	0		
PHF	0	0	0	0	0	0	0	0.941	0	0.941	0	0	0.859	0	0.859	0	0	0	0	0	0.972

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name : SY.33.E SAN YSIDRO BLVD.I-5 NB RAMPS
Site Code : 00000000
Start Date : 9/11/2010
Page No : 1

Groups Printed- Vehicles

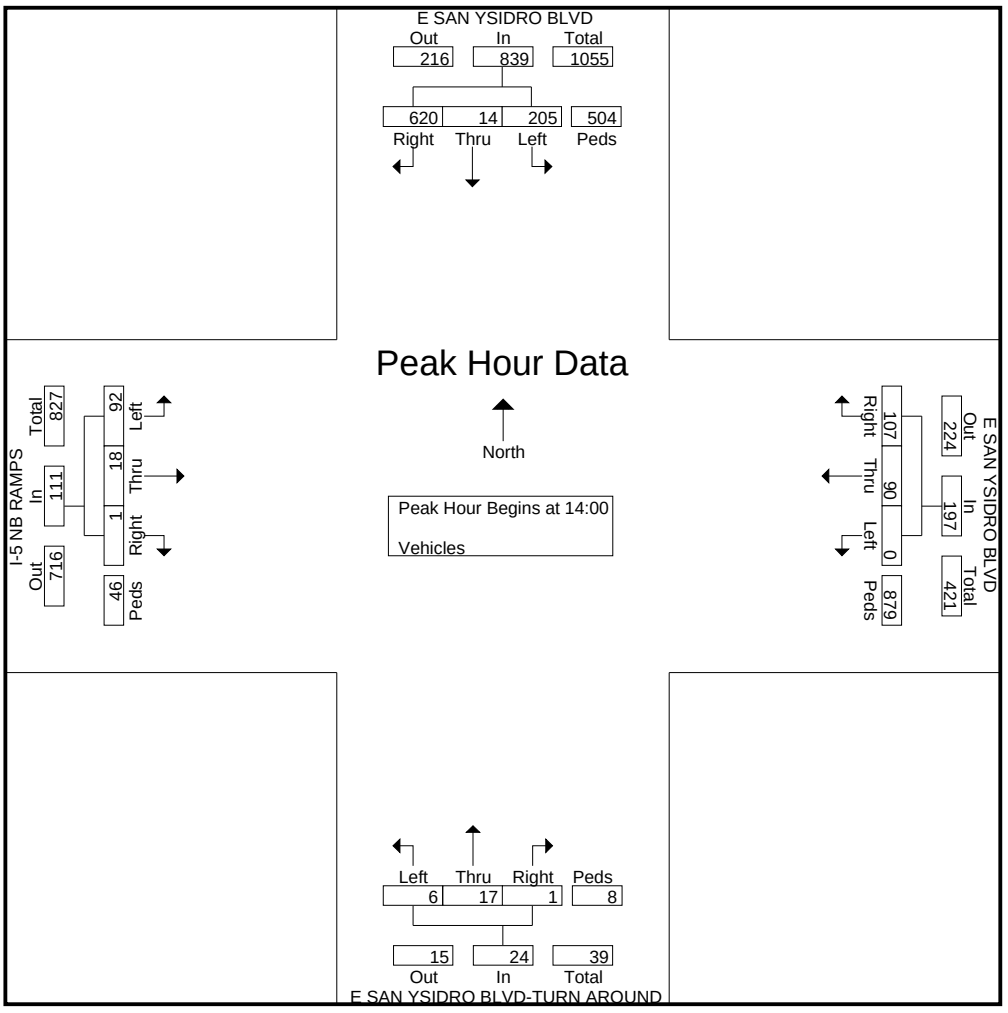
	E SAN YSIDRO BLVD Southbound				E SAN YSIDRO BLVD Westbound				E SAN YSIDRO BLVD- TURN AROUND Northbound				I-5 NB RAMPS Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
13:00	45	6	120	103	0	15	19	184	0	4	0	0	28	2	0	0	526
13:15	45	3	134	117	0	27	30	165	1	4	0	3	21	9	0	3	562
13:30	64	4	136	132	1	20	25	208	0	5	0	2	22	4	1	0	624
13:45	55	3	151	126	0	19	32	225	0	8	0	7	15	2	0	5	648
Total	209	16	541	478	1	81	106	782	1	21	0	12	86	17	1	8	2360
14:00	58	5	150	134	0	26	30	210	2	5	0	1	19	5	0	5	650
14:15	42	5	125	125	0	25	21	267	1	6	0	4	28	4	0	14	667
14:30	65	4	177	114	0	15	33	198	1	2	1	3	20	4	0	1	638
14:45	40	0	168	131	0	24	23	204	2	4	0	0	25	5	1	26	653
Total	205	14	620	504	0	90	107	879	6	17	1	8	92	18	1	46	2608
Grand Total	414	30	1161	982	1	171	213	1661	7	38	1	20	178	35	2	54	4968
Apprch %	16	1.2	44.9	38	0	8.4	10.4	81.2	10.6	57.6	1.5	30.3	66.2	13	0.7	20.1	
Total %	8.3	0.6	23.4	19.8	0	3.4	4.3	33.4	0.1	0.8	0	0.4	3.6	0.7	0	1.1	

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name : SY.33.E SAN YSIDRO BLVD.I-5 NB RAMPS
Site Code : 00000000
Start Date : 9/11/2010
Page No : 2

	E SAN YSIDRO BLVD Southbound					E SAN YSIDRO BLVD Westbound					E SAN YSIDRO BLVD-TURN AROUND Northbound					I-5 NB RAMPS Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:00																					
14:00	58	**5**	150	**134**	347	0	**26**	30	210	266	**2**	5	0	1	8	19	**5**	0	5	29	650
14:15	42	5	125	125	297	0	25	21	**267**	**313**	1	**6**	0	**4**	**11**	**28**	4	0	14	46	**667**
14:30	**65**	4	**177**	114	**360**	0	15	**33**	198	246	1	2	**1**	3	7	20	4	0	1	25	638
14:45	40	0	168	131	339	0	24	23	204	251	2	4	0	0	6	25	5	**1**	**26**	**57**	653
Total Volume	205	14	620	504	1343	0	90	107	879	1076	6	17	1	8	32	92	18	1	46	157	2608
% App. Total	15.3	1	46.2	37.5		0	8.4	9.9	81.7		18.8	53.1	3.1	25		58.6	11.5	0.6	29.3		
PHF	.788	.700	.876	.940	.933	.000	.865	.811	.823	.859	.750	.708	.250	.500	.727	.821	.900	.250	.442	.689	.978



True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.34.VIA DE SAN YSIDRO.I-5 NB RAMPS
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	VIA DE SAN YSIDRO Southbound				I-5 NB RAMPS Westbound				VIA DE SAN YSIDRO Northbound				I-5 NB RAMPS Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	37	28	6	15	0	35	2	34	45	0	0	0	0	0	1	203
7:15	0	30	32	1	13	0	27	4	36	57	0	0	0	0	0	0	200
7:30	0	36	30	3	14	0	31	7	51	91	0	2	0	0	0	2	267
7:45	0	57	37	0	9	0	25	5	43	141	0	0	0	0	0	5	322
Total	0	160	127	10	51	0	118	18	164	334	0	2	0	0	0	8	992
8:00	0	85	36	0	12	0	31	11	46	92	0	0	0	0	0	5	318
8:15	0	52	40	0	11	0	27	6	36	100	0	0	0	0	0	4	276
8:30	0	56	36	1	13	0	31	6	38	79	0	0	0	0	0	6	266
8:45	0	62	55	0	17	0	22	6	42	115	0	0	0	0	0	4	323
Total	0	255	167	1	53	0	111	29	162	386	0	0	0	0	0	19	1183

	VIA DE SAN YSIDRO Southbound					I-5 NB RAMPS Westbound					VIA DE SAN YSIDRO Northbound					I-5 NB RAMPS Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
7:30	0	36	30	3	69	**14**	**0**	**31**	**7**	**52**	51	**91**	0	2	**144**	**0**	0	**0**	2	**2**	**267**
7:45	0	57	**37**	0	94	9	0	25	5	39	**43**	141	0	0	184	0	0	0	5	5	322
8:00	**0**	85	36	**0**	121	12	0	31	11	54	46	92	0	0	138	0	**0**	0	5	5	318
8:15	0	**52**	40	0	**92**	11	0	27	6	44	36	100	**0**	0	136	0	0	0	4	4	276
Volume	0	230	143	3	376	46	0	114	29	189	176	424	0	2	602	0	0	0	16	16	1183
Total	0	61.2	38	0.8		24.3	0	60.3	15.3		29.2	70.4	0	0.3		0	0	0	100		
PHF	0	0.676	0.894	0.25	0.777	0.821	0	0.919	0.659	0.875	0.863	0.752	0	0.25	0.818	0	0	0	0.8	0.8	0.918

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.34.VIA DE SAN YSIDRO.I-5 NB RAMPS
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	VIA DE SAN YSIDRO Southbound				I-5 NB RAMPS Westbound				VIA DE SAN YSIDRO Northbound				I-5 NB RAMPS Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	0	81	44	0	10	0	8	15	94	142	0	0	0	0	0	6	400
16:15	0	83	57	0	15	0	15	7	80	152	0	0	0	0	0	4	413
16:30	0	75	46	0	16	0	16	10	75	161	0	0	0	0	0	9	408
16:45	0	77	50	0	7	0	17	15	70	172	0	0	0	0	0	21	429
Total	0	316	197	0	48	0	56	47	319	627	0	0	0	0	0	40	1650
17:00	0	93	48	0	17	0	17	13	76	152	0	0	0	0	0	9	425
17:15	0	96	59	0	14	0	16	8	86	157	0	0	0	0	0	13	449
17:30	0	81	37	0	24	0	13	4	71	152	0	0	0	0	0	10	392
17:45	0	99	53	0	17	0	9	10	70	155	0	0	0	0	0	5	418
Total	0	369	197	0	72	0	55	35	303	616	0	0	0	0	0	37	1684

	VIA DE SAN YSIDRO Southbound					I-5 NB RAMPS Westbound					VIA DE SAN YSIDRO Northbound					I-5 NB RAMPS Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	75	46	0	121	**16**	**0**	**16**	**10**	**42**	75	**161**	0	0	**236**	**0**	0	**0**	9	**9**	**408**
16:45	0	77	**50**	0	127	7	0	17	15	39	**70**	172	0	0	242	0	0	0	21	21	429
17:00	**0**	93	48	**0**	141	17	0	17	13	47	76	152	0	0	228	0	**0**	0	9	9	425
17:15	0	**96**	59	0	**155**	14	0	16	8	38	86	157	**0**	0	243	0	0	0	13	13	449
Volume	0	341	203	0	544	54	0	66	46	166	307	642	0	0	949	0	0	0	52	52	1711
Total	0	62.7	37.3	0		32.5	0	39.8	27.7		32.3	67.7	0	0		0	0	0	100		
PHF	0	0.888	0.86	0	0.877	0.794	0	0.971	0.767	0.883	0.892	0.933	0	0	0.976	0	0	0	0.619	0.619	0.953

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.34.VIA DE SAN YSIDRO.I-5 NB RAMP
Site Code: 00000000
Start Date: 8/7/2010
Page No: 1

Groups Printed- Vehicles

	VIA DE SAN YSIDRO Southbound				I-5 NB RAMPS Westbound				VIA DE SAN YSIDRO Northbound				I-5 NB RAMPS Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	0	103	60	0	14	0	12	4	105	166	0	0	0	0	0	14	478
13:15	0	104	59	0	20	0	16	2	102	182	0	0	0	0	0	5	490
13:30	0	99	52	0	13	0	16	7	107	159	0	0	0	0	0	2	455
13:45	0	110	60	0	18	0	11	7	112	168	0	0	0	0	0	12	498
Total	0	416	231	0	65	0	55	20	426	675	0	0	0	0	0	33	1921
14:00	0	79	64	0	9	0	17	5	122	173	0	0	0	0	0	8	477
14:15	0	101	58	0	11	0	19	5	116	161	0	0	0	0	0	15	486
14:30	0	97	59	0	16	0	15	1	129	197	0	0	0	0	0	11	525
14:45	0	91	47	0	13	0	18	8	129	174	0	0	0	0	0	4	484
Total	0	368	228	0	49	0	69	19	496	705	0	0	0	0	0	38	1972

	VIA DE SAN YSIDRO Southbound					I-5 NB RAMPS Westbound					VIA DE SAN YSIDRO Northbound					I-5 NB RAMPS Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:45																					
13:45	0	110	60	0	170	**18**	**0**	**11**	**7**	**36**	112	**168**	0	0	**280**	**0**	0	**0**	12	**12**	**498**
14:00	0	79	**64**	0	143	9	0	17	5	31	**122**	173	0	0	295	0	0	0	8	8	477
14:15	**0**	101	58	**0**	159	11	0	19	5	35	116	161	0	0	277	0	**0**	0	15	15	486
14:30	0	**97**	59	0	**156**	16	0	15	1	32	129	197	**0**	0	326	0	0	0	11	11	525
Volume	0	387	241	0	628	54	0	62	18	134	479	699	0	0	1178	0	0	0	46	46	1986
Total	0	61.6	38.4	0		40.3	0	46.3	13.4		40.7	59.3	0	0		0	0	0	100		
PHF	0	0.88	0.941	0	0.924	0.75	0	0.816	0.643	0.931	0.928	0.887	0	0	0.903	0	0	0	0.767	0.767	0.946

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.35.VIA DE SAN YSIDRO.I-5 SB RAMPS
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	VIA DE SAN YSIDRO				I-5 SB RAMPS				VIA DE SAN YSIDRO				I-5 SB RAMPS				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	47	0	0	0	0	0	0	0	65	0	0	14	0	21	9	156
7:15	0	37	0	0	0	0	0	0	0	76	0	0	20	0	16	1	150
7:30	0	48	0	1	0	0	0	0	0	123	0	0	17	0	10	4	203
7:45	0	74	0	0	0	0	0	0	0	170	0	0	15	0	12	6	277
Total	0	206	0	1	0	0	0	0	0	434	0	0	66	0	59	20	786
8:00	0	106	0	0	0	0	0	0	0	109	0	0	30	0	26	5	276
8:15	0	56	0	0	0	0	0	0	0	109	0	0	26	0	15	6	212
8:30	0	81	0	0	0	0	0	0	0	91	0	0	26	0	18	8	224
8:45	0	73	0	0	0	0	0	0	0	124	0	0	31	0	26	2	256
Total	0	316	0	0	0	0	0	0	0	433	0	0	113	0	85	21	968

	VIA DE SAN YSIDRO Southbound					I-5 SB RAMPS Westbound					VIA DE SAN YSIDRO Northbound					I-5 SB RAMPS Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
7:45	0	74	0	0	74	**0**	**0**	**0**	**0**	**0**	0	**170**	0	0	**170**	**15**	0	**12**	6	**33**	**277**
8:00	0	106	**0**	0	106	0	0	0	0	0	**0**	109	0	0	109	30	0	26	5	61	276
8:15	**0**	56	0	**0**	56	0	0	0	0	0	0	109	0	0	109	26	**0**	15	6	47	212
8:30	0	**81**	0	0	**81**	0	0	0	0	0	0	91	**0**	0	91	26	0	18	8	52	224
Volume	0	317	0	0	317	0	0	0	0	0	0	479	0	0	479	97	0	71	25	193	989
Total	0	100	0	0		0	0	0	0		0	100	0	0		50.3	0	36.8	13		
PHF	0	0.748	0	0	0.748	0	0	0	0	0	0	0.704	0	0	0.704	0.808	0	0.683	0.781	0.791	0.893

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.35.VIA DE SAN YSIDRO.I-5 SB RAMPS
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	VIA DE SAN YSIDRO				I-5 SB RAMPS				VIA DE SAN YSIDRO				I-5 SB RAMPS				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	0	69	0	0	0	0	0	0	0	175	0	0	59	0	78	5	386
16:15	0	103	0	1	0	0	0	0	0	154	0	0	78	0	62	1	399
16:30	0	90	0	0	0	0	0	0	0	161	0	0	73	0	61	4	389
16:45	0	87	0	5	0	0	0	0	0	160	0	0	83	0	76	16	427
Total	0	349	0	6	0	0	0	0	0	650	0	0	293	0	277	26	1601
17:00	0	102	0	0	0	0	0	0	0	152	0	0	77	0	72	9	412
17:15	0	111	0	0	0	0	0	0	0	168	0	0	68	0	81	7	435
17:30	0	108	0	0	0	0	0	0	0	154	0	0	62	0	75	5	404
17:45	0	133	0	0	0	0	0	0	0	152	0	0	72	0	73	4	434
Total	0	454	0	0	0	0	0	0	0	626	0	0	279	0	301	25	1685

	VIA DE SAN YSIDRO Southbound					I-5 SB RAMPS Westbound					VIA DE SAN YSIDRO Northbound					I-5 SB RAMPS Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	102	0	0	102	**0**	**0**	**0**	**0**	**0**	0	**152**	0	0	**152**	**77**	0	**72**	9	**158**	**412**
17:15	0	111	**0**	0	111	0	0	0	0	0	**0**	168	0	0	168	68	0	81	7	156	435
17:30	**0**	108	0	**0**	108	0	0	0	0	0	0	154	0	0	154	62	**0**	75	5	142	404
17:45	0	**133**	0	0	**133**	0	0	0	0	0	0	152	**0**	0	152	72	0	73	4	149	434
Volume	0	454	0	0	454	0	0	0	0	0	0	626	0	0	626	279	0	301	25	605	1685
Total	0	100	0	0		0	0	0	0		0	100	0	0		46.1	0	49.8	4.1		
PHF	0	0.853	0	0	0.853	0	0	0	0	0	0	0.932	0	0	0.932	0.906	0	0.929	0.694	0.957	0.968

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.35.VIA DE SAN YSIDRO.I-5 SB OFF RAMP
Site Code: 00000000
Start Date: 7/31/2010
Page No: 1

Groups Printed- Vehicles

	VIA DE SAN YSIDRO Southbound					Westbound				VIA DE SAN YSIDRO Northbound				I-5 SB OFF RAMP Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	0	91	0	0	0	0	0	0	0	181	0	0	75	0	101	0	448
13:15	0	117	0	0	0	0	0	0	0	197	0	0	74	0	107	0	495
13:30	0	96	0	0	0	0	0	0	0	208	0	0	70	0	90	0	464
13:45	0	120	0	0	0	0	0	0	0	189	0	0	64	0	113	0	486
Total	0	424	0	0	0	0	0	0	0	775	0	0	283	0	411	0	1893
14:00	0	93	0	0	0	0	0	0	0	212	0	0	67	0	101	0	473
14:15	0	105	0	0	0	0	0	0	0	189	0	0	68	0	94	0	456
14:30	0	96	0	0	0	0	0	0	0	212	0	0	72	0	104	0	484
14:45	0	94	0	0	0	0	0	0	0	220	0	0	70	0	74	0	458
Total	0	388	0	0	0	0	0	0	0	833	0	0	277	0	373	0	1871

	VIA DE SAN YSIDRO Southbound					Westbound					VIA DE SAN YSIDRO Northbound					I-5 SB OFF RAMP Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:15																					
13:15	0	117	0	0	117	**0**	**0**	**0**	**0**	**0**	0	**197**	0	0	**197**	**74**	0	**107**	0	**181**	**495**
13:30	0	96	**0**	0	96	0	0	0	0	0	**0**	208	0	0	208	70	0	90	0	160	464
13:45	**0**	120	0	**0**	120	0	0	0	0	0	0	189	0	0	189	64	**0**	113	0	177	486
14:00	0	**93**	0	0	**93**	0	0	0	0	0	0	212	**0**	0	212	67	0	101	0	168	473
Volume	0	426	0	0	426	0	0	0	0	0	0	806	0	0	806	275	0	411	0	686	1918
Total	0	100	0	0		0	0	0	0		0	100	0	0		40.1	0	59.9	0		
PHF	0	0.888	0	0	0.888	0	0	0	0	0	0	0.95	0	0	0.95	0.929	0	0.909	0	0.948	0.969

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.36.VIA DE SAN YSDIRO.CALLE PRIMERA
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	VIA DE SAN YSIDRO				CALLE PRIMERA				VIA DE SAN YSIDRO				CALLE PRIMERA				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	48	0	13	0	0	2	42	2	1	3	0	2	22	2	0	1	138
7:15	32	1	21	1	0	3	48	3	0	5	0	3	34	2	2	0	155
7:30	42	1	18	0	0	2	100	9	1	9	1	0	44	2	6	1	236
7:45	62	2	41	0	0	7	97	3	0	3	2	0	51	4	0	0	272
Total	184	4	93	1	0	14	287	17	2	20	3	5	151	10	8	2	801
8:00	69	7	30	0	2	1	71	6	1	9	0	2	30	4	2	0	234
8:15	46	3	22	0	0	1	75	4	1	4	1	4	29	3	1	1	195
8:30	55	0	38	0	0	1	54	6	2	2	0	2	35	1	2	0	198
8:45	70	1	40	0	0	4	87	5	0	5	1	4	39	4	1	0	261
Total	240	11	130	0	2	7	287	21	4	20	2	12	133	12	6	1	888

	VIA DE SAN YSIDRO Southbound					CALLE PRIMERA Westbound					VIA DE SAN YSIDRO Northbound					CALLE PRIMERA Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
7:30	42	1	18	0	61	**0**	**2**	**100**	**9**	**111**	1	**9**	1	0	**11**	**44**	2	**6**	1	**53**	**236**
7:45	62	2	**41**	0	105	0	7	97	3	107	**0**	3	2	0	5	51	4	0	0	55	272
8:00	**69**	7	30	**0**	106	2	1	71	6	80	1	9	0	2	12	30	**4**	2	0	36	234
8:15	46	**3**	22	0	**71**	0	1	75	4	80	1	4	**1**	4	10	29	3	1	1	34	195
Volume	219	13	111	0	343	2	11	343	22	378	3	25	4	6	38	154	13	9	2	178	937
Total	63.8	3.8	32.4	0		0.5	2.9	90.7	5.8		7.9	65.8	10.5	15.8		86.5	7.3	5.1	1.1		
PHF	0.793	0.464	0.677	0	0.809	0.25	0.393	0.858	0.611	0.851	0.75	0.694	0.5	0.375	0.792	0.755	0.813	0.375	0.5	0.809	0.861

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.36.VIA DE SAN YSDIRO.CALLE PRIMERA
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	VIA DE SAN YSDIRO Southbound				CALLE PRIMERA Westbound				VIA DE SAN YSDIRO Northbound				CALLE PRIMERA Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	77	4	62	0	0	13	85	9	1	7	1	9	55	17	1	2	343
16:15	97	7	59	0	0	3	97	7	2	12	2	6	50	14	2	2	360
16:30	88	11	52	0	2	8	102	5	1	7	0	8	49	8	1	2	344
16:45	92	8	58	0	0	5	104	19	0	11	1	10	47	13	1	0	369
Total	354	30	231	0	2	29	388	40	4	37	4	33	201	52	5	6	1416
17:00	99	3	67	0	0	9	98	3	0	9	1	11	45	20	2	2	369
17:15	131	8	47	0	0	7	85	2	4	10	2	12	57	24	3	1	393
17:30	119	8	54	0	0	1	95	9	3	12	3	7	44	15	4	2	376
17:45	126	6	70	0	0	4	113	5	2	12	1	6	37	14	2	1	399
Total	475	25	238	0	0	21	391	19	9	43	7	36	183	73	11	6	1537

	VIA DE SAN YSDIRO Southbound					CALLE PRIMERA Westbound					VIA DE SAN YSDIRO Northbound					CALLE PRIMERA Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	99	3	67	0	169	**0**	**9**	**98**	**3**	**110**	0	**9**	1	11	**21**	**45**	20	**2**	2	**69**	**369**
17:15	131	8	**47**	0	186	0	7	85	2	94	**4**	10	2	12	28	57	24	3	1	85	393
17:30	**119**	8	54	**0**	181	0	1	95	9	105	3	12	3	7	25	44	**15**	4	2	65	376
17:45	126	**6**	70	0	**202**	0	4	113	5	122	2	12	**1**	6	21	37	14	2	1	54	399
Volume	475	25	238	0	738	0	21	391	19	431	9	43	7	36	95	183	73	11	6	273	1537
Total	64.4	3.4	32.2	0		0	4.9	90.7	4.4		9.5	45.3	7.4	37.9		67	26.7	4	2.2		
PHF	0.906	0.781	0.85	0	0.913	0	0.583	0.865	0.528	0.883	0.563	0.896	0.583	0.75	0.848	0.803	0.76	0.688	0.75	0.803	0.963

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.36.VIA DE SAN YSIDRO.CALLE PRIMERA
Site Code: 00000000
Start Date: 7/31/2010
Page No: 1

Groups Printed- Vehicles

	VIA DE SAN YSIDRO Southbound				CALLE PRIMERA Westbound				VIA DE SAN YSIDRO Northbound				CALLE PRIMERA Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	114	11	67	4	2	9	101	3	2	14	3	8	66	28	9	7	448
13:15	126	6	92	5	0	6	122	4	1	18	1	9	57	21	2	7	477
13:30	103	2	81	6	0	8	134	4	0	9	1	4	65	22	3	0	442
13:45	141	9	83	5	0	11	132	4	1	7	4	2	50	28	2	0	479
Total	484	28	323	20	2	34	489	15	4	48	9	23	238	99	16	14	1846
14:00	112	9	73	4	1	10	144	0	1	14	4	0	54	27	5	2	460
14:15	120	7	72	3	1	15	125	0	3	9	2	4	55	25	4	3	448
14:30	136	7	57	7	0	7	139	8	0	21	3	1	52	15	3	5	461
14:45	109	9	50	2	1	9	141	2	0	14	2	4	65	15	5	7	435
Total	477	32	252	16	3	41	549	10	4	58	11	9	226	82	17	17	1804

	VIA DE SAN YSIDRO Southbound					CALLE PRIMERA Westbound					VIA DE SAN YSIDRO Northbound					CALLE PRIMERA Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:15																					
13:15	126	6	92	5	229	**0**	**6**	**122**	**4**	**132**	1	**18**	1	9	**29**	**57**	21	**2**	7	**87**	**477**
13:30	103	2	**81**	6	192	0	8	134	4	146	**0**	9	1	4	14	65	22	3	0	90	442
13:45	**141**	9	83	**5**	238	0	11	132	4	147	1	7	4	2	14	50	**28**	2	0	80	479
14:00	112	**9**	73	4	**198**	1	10	144	0	155	1	14	**4**	0	19	54	27	5	2	88	460
Volume	482	26	329	20	857	1	35	532	12	580	3	48	10	15	76	226	98	12	9	345	1858
Total	56.2	3	38.4	2.3		0.2	6	91.7	2.1		3.9	63.2	13.2	19.7		65.5	28.4	3.5	2.6		
PHF	0.855	0.722	0.894	0.833	0.9	0.25	0.795	0.924	0.75	0.935	0.75	0.667	0.625	0.417	0.655	0.869	0.875	0.6	0.321	0.958	0.97

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.37.DAIRY MART RD.I-5 SB RAMPS
Site Code: 00000000
Start Date: 6/15/2010
Page No: 1

Groups Printed- Vehicles

	DAIRY MART RD Southbound				I-5 SB RAMPS Westbound				DAIRY MART RD Northbound				I-5 SB RAMPS Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	9	12	0	0	0	0	0	10	0	90	2	0	25	0	27	8	183
7:15	11	23	0	0	0	0	0	0	0	89	4	0	40	0	22	3	192
7:30	12	25	0	0	0	0	0	1	0	106	4	0	51	0	30	3	232
7:45	15	29	0	0	0	0	0	1	0	133	7	0	46	0	36	3	270
Total	47	89	0	0	0	0	0	12	0	418	17	0	162	0	115	17	877
8:00	13	42	0	0	0	0	0	0	0	125	8	0	67	0	44	5	304
8:15	13	28	0	0	0	0	0	0	0	105	5	0	57	0	29	1	238
8:30	15	20	0	0	0	0	0	0	0	86	4	0	47	0	32	2	206
8:45	11	36	0	0	0	0	0	0	0	63	4	0	47	0	37	3	201
Total	52	126	0	0	0	0	0	0	0	379	21	0	218	0	142	11	949

	DAIRY MART RD Southbound					I-5 SB RAMPS Westbound					DAIRY MART RD Northbound					I-5 SB RAMPS Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
7:30	12	25	0	0	37	**0**	**0**	**0**	**1**	**1**	0	**106**	4	0	**110**	**51**	0	**30**	3	**84**	**232**
7:45	15	29	**0**	0	44	0	0	0	1	1	**0**	133	7	0	140	46	0	36	3	85	270
8:00	**13**	42	0	**0**	55	0	0	0	0	0	0	125	8	0	133	67	**0**	44	5	116	304
8:15	13	**28**	0	0	**41**	0	0	0	0	0	0	105	**5**	0	110	57	0	29	1	87	238
Volume	53	124	0	0	177	0	0	0	2	2	0	469	24	0	493	221	0	139	12	372	1044
Total	29.9	70.1	0	0		0	0	0	100		0	95.1	4.9	0		59.4	0	37.4	3.2		
PHF	0.883	0.738	0	0	0.805	0	0	0	0.5	0.5	0	0.882	0.75	0	0.88	0.825	0	0.79	0.6	0.802	0.859

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.37.DAIRY MART RD.I-5 SB RAMPS
Site Code: 00000000
Start Date: 6/15/2010
Page No: 1

Groups Printed- Vehicles

	DAIRY MART RD				I-5 SB RAMPS				DAIRY MART RD				I-5 SB RAMPS				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	29	40	0	0	0	0	0	0	0	79	1	0	117	0	70	4	340
16:15	47	50	0	0	0	0	0	0	0	73	2	0	128	0	87	4	391
16:30	37	43	0	0	0	0	0	0	0	126	4	0	111	0	79	4	404
16:45	30	66	0	0	0	0	0	0	0	132	3	0	119	0	108	2	460
Total	143	199	0	0	0	0	0	0	0	410	10	0	475	0	344	14	1595
17:00	44	57	0	0	0	0	0	1	0	117	1	0	128	0	111	7	466
17:15	50	63	0	0	0	0	0	0	0	100	5	0	139	0	89	8	454
17:30	48	67	0	0	0	0	0	1	0	130	2	0	145	0	105	12	510
17:45	37	58	0	0	0	0	0	0	0	91	2	0	111	0	98	6	403
Total	179	245	0	0	0	0	0	2	0	438	10	0	523	0	403	33	1833

	DAIRY MART RD Southbound					I-5 SB RAMPS Westbound					DAIRY MART RD Northbound					I-5 SB RAMPS Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	30	66	0	0	96	**0**	**0**	**0**	**0**	**0**	0	**132**	3	0	**135**	**119**	0	**108**	2	**229**	**460**
17:00	44	57	**0**	0	101	0	0	0	1	1	**0**	117	1	0	118	128	0	111	7	246	466
17:15	**50**	63	0	**0**	113	0	0	0	0	0	0	100	5	0	105	139	**0**	89	8	236	454
17:30	48	**67**	0	0	**115**	0	0	0	1	1	0	130	**2**	0	132	145	0	105	12	262	510
Volume	172	253	0	0	425	0	0	0	2	2	0	479	11	0	490	531	0	413	29	973	1890
Total	40.5	59.5	0	0		0	0	0	100		0	97.8	2.2	0		54.6	0	42.4	3		
PHF	0.86	0.944	0	0	0.924	0	0	0	0.5	0.5	0	0.907	0.55	0	0.907	0.916	0	0.93	0.604	0.928	0.926

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.37.DAIRY MART RD.I-5 SB RAMPS
Site Code: 00000000
Start Date: 7/24/2010
Page No: 1

Groups Printed- Vehicles

	DAIRY MART RD				I-5 SB RAMPS				DAIRY MART RD				I-5 SB RAMPS				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	35	51	0	0	0	0	0	0	0	113	4	0	99	0	65	6	373
13:15	30	51	0	0	0	0	0	0	0	107	3	0	105	0	78	3	377
13:30	24	58	0	0	0	0	0	0	0	99	12	0	90	0	97	2	382
13:45	30	55	0	0	0	0	0	0	0	135	5	0	94	0	81	6	406
Total	119	215	0	0	0	0	0	0	0	454	24	0	388	0	321	17	1538
14:00	40	44	0	0	0	0	0	0	0	148	8	0	95	0	78	3	416
14:15	31	60	0	0	0	0	0	0	0	104	7	0	118	0	74	1	395
14:30	39	48	0	0	0	0	0	0	0	111	6	0	89	0	74	8	375
14:45	22	60	0	0	0	0	0	0	0	125	5	0	92	0	88	1	393
Total	132	212	0	0	0	0	0	0	0	488	26	0	394	0	314	13	1579

	DAIRY MART RD Southbound					I-5 SB RAMPS Westbound					DAIRY MART RD Northbound					I-5 SB RAMPS Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:30																					
13:30	24	58	0	0	82	**0**	**0**	**0**	**0**	**0**	0	**99**	12	0	**111**	**90**	0	**97**	2	**189**	**382**
13:45	30	55	**0**	0	85	0	0	0	0	0	**0**	135	5	0	140	94	0	81	6	181	406
14:00	**40**	44	0	**0**	84	0	0	0	0	0	0	148	8	0	156	95	**0**	78	3	176	416
14:15	31	**60**	0	0	**91**	0	0	0	0	0	0	104	**7**	0	111	118	0	74	1	193	395
Volume	125	217	0	0	342	0	0	0	0	0	0	486	32	0	518	397	0	330	12	739	1599
Total	36.5	63.5	0	0		0	0	0	0		0	93.8	6.2	0		53.7	0	44.7	1.6		
PHF	0.781	0.904	0	0	0.94	0	0	0	0	0	0	0.821	0.667	0	0.83	0.841	0	0.851	0.5	0.957	0.961

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.38.DAIRY MART RD.SERVANDO AVE
Site Code: 00000000
Start Date: 6/15/2010
Page No: 1

Groups Printed- Vehicles

	DAIRY MART RD				0				DAIRY MART RD				SERVANDO AVE				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	28	13	0	0	0	0	10	0	45	0	0	52	0	3	1	152
7:15	0	21	24	0	0	0	0	0	3	42	0	0	58	0	1	1	150
7:30	0	29	24	0	0	0	0	1	1	51	0	0	61	0	5	0	172
7:45	0	36	30	0	0	0	0	1	0	61	0	1	81	0	1	2	213
Total	0	114	91	0	0	0	0	12	4	199	0	1	252	0	10	4	687
8:00	0	43	39	0	0	0	0	0	1	62	0	0	67	0	2	0	214
8:15	0	28	32	0	0	0	0	0	1	76	0	0	38	0	0	0	175
8:30	0	27	25	0	0	0	0	0	0	41	0	0	49	0	2	1	145
8:45	0	47	23	0	0	0	0	2	0	36	0	0	37	0	1	1	147
Total	0	145	119	0	0	0	0	2	2	215	0	0	191	0	5	2	681

	DAIRY MART RD Southbound					0 Westbound					DAIRY MART RD Northbound					SERVANDO AVE Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
7:30	0	29	24	0	53	**0**	**0**	**0**	**1**	**1**	1	**51**	0	0	**52**	**61**	0	**5**	0	**66**	**172**
7:45	0	36	**30**	0	66	0	0	0	1	1	**0**	61	0	1	62	81	0	1	2	84	213
8:00	**0**	43	39	**0**	82	0	0	0	0	0	1	62	0	0	63	67	**0**	2	0	69	214
8:15	0	**28**	32	0	**60**	0	0	0	0	0	1	76	**0**	0	77	38	0	0	0	38	175
Volume	0	136	125	0	261	0	0	0	2	2	3	250	0	1	254	247	0	8	2	257	774
Total	0	52.1	47.9	0		0	0	0	100		1.2	98.4	0	0.4		96.1	0	3.1	0.8		
PHF	0	0.791	0.801	0	0.796	0	0	0	0.5	0.5	0.75	0.822	0	0.25	0.825	0.762	0	0.4	0.25	0.765	0.904

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.38.DAIRY MART RD.SERVANDO AVE
Site Code: 00000000
Start Date: 6/15/2010
Page No: 1

Groups Printed- Vehicles

	DAIRY MART RD Southbound				0 Westbound				DAIRY MART RD Northbound				SERVANDO AVE Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	0	71	42	1	0	0	0	0	4	52	0	0	32	0	4	0	206
16:15	0	70	62	0	0	0	0	0	5	64	0	0	40	0	7	1	249
16:30	0	78	49	0	0	0	0	2	2	84	0	2	32	0	3	1	253
16:45	0	111	61	0	0	0	0	0	5	92	0	0	35	0	8	1	313
Total	0	330	214	1	0	0	0	2	16	292	0	2	139	0	22	3	1021
17:00	0	121	45	0	0	0	0	0	9	79	0	0	34	0	4	3	295
17:15	0	85	65	0	0	0	0	0	11	62	0	0	37	0	4	1	265
17:30	0	106	68	0	0	0	0	1	6	78	0	0	48	0	6	4	317
17:45	0	100	51	0	0	0	0	0	3	55	0	0	46	0	3	0	258
Total	0	412	229	0	0	0	0	1	29	274	0	0	165	0	17	8	1135

	DAIRY MART RD Southbound					0 Westbound					DAIRY MART RD Northbound					SERVANDO AVE Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	111	61	0	172	**0**	**0**	**0**	**0**	**0**	5	**92**	0	0	**97**	**35**	0	**8**	1	**44**	**313**
17:00	0	121	**45**	0	166	0	0	0	0	0	**9**	79	0	0	88	34	0	4	3	41	295
17:15	**0**	85	65	**0**	150	0	0	0	0	0	11	62	0	0	73	37	**0**	4	1	42	265
17:30	0	**106**	68	0	**174**	0	0	0	1	1	6	78	**0**	0	84	48	0	6	4	58	317
Volume	0	423	239	0	662	0	0	0	1	1	31	311	0	0	342	154	0	22	9	185	1190
Total	0	63.9	36.1	0		0	0	0	100		9.1	90.9	0	0		83.2	0	11.9	4.9		
PHF	0	0.874	0.879	0	0.951	0	0	0	0.25	0.25	0.705	0.845	0	0	0.881	0.802	0	0.688	0.563	0.797	0.938

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.38.DAIRY MART RD.SERVANDO AVE
Site Code: 00000000
Start Date: 7/24/2010
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Groups Printed- Vehicles

	DAIRY MART RD								DAIRY MART RD				SERVANDO AVE				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	0	81	36	1	0	0	0	0	12	73	0	0	45	0	7	1	256
13:15	0	89	43	0	0	0	0	0	7	74	0	0	47	0	7	3	270
13:30	0	97	54	0	0	0	0	0	11	63	0	0	39	0	8	0	272
13:45	0	95	42	0	0	0	0	0	2	108	0	0	31	0	3	1	282
Total	0	362	175	1	0	0	0	0	32	318	0	0	162	0	25	5	1080
14:00	0	82	38	0	0	0	0	0	6	125	0	0	35	0	3	2	291
14:15	0	89	48	0	0	0	0	0	2	79	0	0	31	0	3	0	252
14:30	0	83	35	0	0	0	0	0	7	88	0	0	37	0	7	0	257
14:45	0	96	53	0	0	0	0	0	4	80	0	0	42	0	9	0	284
Total	0	350	174	0	0	0	0	0	19	372	0	0	145	0	22	2	1084

	DAIRY MART RD Southbound					Westbound					DAIRY MART RD Northbound					SERVANDO AVE Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:15																					
13:15	0	89	43	0	132	**0**	**0**	**0**	**0**	**0**	7	**74**	0	0	**81**	**47**	0	**7**	3	**57**	**270**
13:30	0	97	**54**	0	151	0	0	0	0	0	**11**	63	0	0	74	39	0	8	0	47	272
13:45	**0**	95	42	**0**	137	0	0	0	0	0	2	108	0	0	110	31	**0**	3	1	35	282
14:00	0	**82**	38	0	**120**	0	0	0	0	0	6	125	**0**	0	131	35	0	3	2	40	291
Volume	0	363	177	0	540	0	0	0	0	0	26	370	0	0	396	152	0	21	6	179	1115
Total	0	67.2	32.8	0		0	0	0	0		6.6	93.4	0	0		84.9	0	11.7	3.4		
PHF	0	0.936	0.819	0	0.894	0	0	0	0	0	0.591	0.74	0	0	0.756	0.809	0	0.656	0.5	0.785	0.958

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.39.DAIRY MART RD.CAMINO DE LA PLAZA
Site Code: 00000000
Start Date: 6/15/2010
Page No: 1

Groups Printed- Vehicles

	DAIRY MART RD				CAMINO DE LA PLAZA				DAIRY MART RD				0				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	19	12	0	12	0	0	44	0	0	3	0	1	0	0	0	1	92
7:15	15	5	0	0	0	0	42	0	0	2	0	1	0	0	0	2	67
7:30	25	10	0	1	1	0	64	0	0	1	1	1	0	0	0	1	105
7:45	33	3	0	0	2	0	58	0	0	5	0	0	0	0	0	3	104
Total	92	30	0	13	3	0	208	0	0	11	1	3	0	0	0	7	368
8:00	38	8	0	0	1	0	62	0	0	4	0	0	0	0	0	0	113
8:15	20	7	0	0	2	0	72	0	0	6	0	0	0	0	0	0	107
8:30	24	5	0	0	0	0	39	0	0	6	1	0	0	0	0	0	75
8:45	41	11	0	0	1	0	37	0	0	3	0	0	0	0	0	1	94
Total	123	31	0	0	4	0	210	0	0	19	1	0	0	0	0	1	389

	DAIRY MART RD Southbound					CAMINO DE LA PLAZA Westbound					DAIRY MART RD Northbound					0 Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
7:30	25	10	0	1	36	**1**	**0**	**64**	**0**	**65**	0	**1**	1	1	**3**	**0**	0	**0**	1	**1**	**105**
7:45	33	3	**0**	0	36	2	0	58	0	60	**0**	5	0	0	5	0	0	0	3	3	104
8:00	**38**	8	0	**0**	46	1	0	62	0	63	0	4	0	0	4	0	**0**	0	0	0	113
8:15	20	**7**	0	0	**27**	2	0	72	0	74	0	6	**0**	0	6	0	0	0	0	0	107
Volume	116	28	0	1	145	6	0	256	0	262	0	16	1	1	18	0	0	0	4	4	429
Total	80	19.3	0	0.7		2.3	0	97.7	0		0	88.9	5.6	5.6		0	0	0	100		
PHF	0.763	0.7	0	0.25	0.788	0.75	0	0.889	0	0.885	0	0.667	0.25	0.25	0.75	0	0	0	0.333	0.333	0.949

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.39.DAIRY MART RD.CAMINO DE LA PLAZA
Site Code: 00000000
Start Date: 6/15/2010
Page No: 1

Groups Printed- Vehicles

	DAIRY MART RD				CAMINO DE LA PLAZA				DAIRY MART RD				0				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	76	2	0	0	2	0	53	0	0	8	1	0	0	0	0	0	142
16:15	81	3	0	0	4	0	61	0	0	7	2	2	0	0	0	2	162
16:30	77	5	0	0	7	0	61	0	0	31	3	4	0	0	0	1	189
16:45	108	5	0	0	0	0	75	0	0	28	1	2	0	0	0	3	222
Total	342	15	0	0	13	0	250	0	0	74	7	8	0	0	0	6	715
17:00	116	6	0	1	0	0	71	0	0	23	6	4	0	0	0	4	231
17:15	89	5	0	0	2	0	66	0	0	7	2	4	0	0	0	3	178
17:30	102	6	0	1	4	0	75	0	0	14	3	2	0	0	0	5	212
17:45	101	2	0	1	1	0	54	0	0	2	4	1	0	0	0	0	166
Total	408	19	0	3	7	0	266	0	0	46	15	11	0	0	0	12	787

	DAIRY MART RD Southbound					CAMINO DE LA PLAZA Westbound					DAIRY MART RD Northbound					0 Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	108	5	0	0	113	**0**	**0**	**75**	**0**	**75**	0	**28**	1	2	**31**	**0**	0	**0**	3	**3**	**222**
17:00	116	6	**0**	1	123	0	0	71	0	71	**0**	23	6	4	33	0	0	0	4	4	231
17:15	**89**	5	0	**0**	94	2	0	66	0	68	0	7	2	4	13	0	**0**	0	3	3	178
17:30	102	**6**	0	1	**109**	4	0	75	0	79	0	14	**3**	2	19	0	0	0	5	5	212
Volume	415	22	0	2	439	6	0	287	0	293	0	72	12	12	96	0	0	0	15	15	843
Total	94.5	5	0	0.5		2	0	98	0		0	75	12.5	12.5		0	0	0	100		
PHF	0.894	0.917	0	0.5	0.892	0.375	0	0.957	0	0.927	0	0.643	0.5	0.75	0.727	0	0	0	0.75	0.75	0.912

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.39.DAIRY MART RD.CAMINO DE LA PLAZA
Site Code: 00000000
Start Date: 8/7/2010
Page No: 1

Groups Printed- Vehicles

	DAIRY MART RD				CAMINO DE LA PLAZA				DAIRY MART RD								
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	84	7	0	0	4	0	85	0	0	2	2	0	0	0	0	0	184
13:15	124	7	0	0	2	0	89	2	0	8	1	0	0	0	0	0	233
13:30	101	8	0	0	2	0	83	0	0	8	4	0	0	0	0	0	206
13:45	106	9	0	0	1	0	107	0	0	9	2	0	0	0	0	0	234
Total	415	31	0	0	9	0	364	2	0	27	9	0	0	0	0	0	857
14:00	98	4	0	0	6	0	85	0	0	25	3	0	0	0	0	0	221
14:15	80	7	0	2	12	0	89	0	0	15	2	0	0	0	0	0	207
14:30	84	6	0	0	0	0	85	0	0	7	2	0	0	0	0	0	184
14:45	117	7	0	0	4	0	78	0	0	10	0	0	0	0	0	0	216
Total	379	24	0	2	22	0	337	0	0	57	7	0	0	0	0	0	828

	DAIRY MART RD Southbound					CAMINO DE LA PLAZA Westbound					DAIRY MART RD Northbound					Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:15																					
13:15	124	7	0	0	131	**2**	**0**	**89**	**2**	**93**	0	**8**	1	0	**9**	**0**	0	**0**	0	**0**	**233**
13:30	101	8	**0**	0	109	2	0	83	0	85	**0**	8	4	0	12	0	0	0	0	0	206
13:45	**106**	9	0	**0**	115	1	0	107	0	108	0	9	2	0	11	0	**0**	0	0	0	234
14:00	98	**4**	0	0	**102**	6	0	85	0	91	0	25	**3**	0	28	0	0	0	0	0	221
Volume	429	28	0	0	457	11	0	364	2	377	0	50	10	0	60	0	0	0	0	0	894
Total	93.9	6.1	0	0		2.9	0	96.6	0.5		0	83.3	16.7	0		0	0	0	0		
PHF	0.865	0.778	0	0	0.872	0.458	0	0.85	0.25	0.873	0	0.5	0.625	0	0.536	0	0	0	0	0	0.955

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.40.CAMINO DE LA PLAZA.BIBLER DR
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	CAMINO DE LA PLAZA				BIBLER DR				CAMINO DE LA PLAZA				0				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	19	8	0	0	0	0	46	1	0	5	0	1	0	0	0	0	80
7:15	21	9	0	0	1	0	36	1	0	4	0	1	0	0	0	0	73
7:30	16	15	0	0	2	0	48	0	0	10	2	0	0	0	0	1	94
7:45	16	24	0	0	0	0	67	0	0	17	1	0	0	0	0	0	125
Total	72	56	0	0	3	0	197	2	0	36	3	2	0	0	0	1	372
8:00	26	19	0	0	2	0	45	0	0	7	1	0	0	0	0	0	100
8:15	19	10	0	0	2	0	42	0	0	18	1	1	0	0	0	0	93
8:30	16	30	0	0	0	0	33	0	0	18	0	0	0	0	0	1	98
8:45	16	13	0	2	1	0	40	0	0	15	0	1	0	0	0	0	88
Total	77	72	0	2	5	0	160	0	0	58	2	2	0	0	0	1	379

	CAMINO DE LA PLAZA Southbound					BIBLER DR Westbound					CAMINO DE LA PLAZA Northbound					0 Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
7:45	16	24	0	0	40	**0**	**0**	**67**	**0**	**67**	0	**17**	1	0	**18**	**0**	0	**0**	0	**0**	**125**
8:00	26	19	**0**	0	45	2	0	45	0	47	**0**	7	1	0	8	0	0	0	0	0	100
8:15	**19**	10	0	**0**	29	2	0	42	0	44	0	18	1	1	20	0	**0**	0	0	0	93
8:30	16	**30**	0	0	**46**	0	0	33	0	33	0	18	**0**	0	18	0	0	0	1	1	98
Volume	77	83	0	0	160	4	0	187	0	191	0	60	3	1	64	0	0	0	1	1	416
Total	48.1	51.9	0	0		2.1	0	97.9	0		0	93.8	4.7	1.6		0	0	0	100		
PHF	0.74	0.692	0	0	0.87	0.5	0	0.698	0	0.713	0	0.833	0.75	0.25	0.8	0	0	0	0.25	0.25	0.832

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.40.CAMINO DE LA PLAZA.BIBLER DR
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	CAMINO DE LA PLAZA Southbound				BIBLER DR Westbound				CAMINO DE LA PLAZA Northbound				0 Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	42	54	0	1	1	0	30	0	0	45	0	1	0	0	0	0	174
16:15	36	41	0	0	1	0	14	0	0	47	2	0	0	0	0	0	141
16:30	44	57	0	0	3	0	26	2	0	38	1	1	0	0	0	0	172
16:45	46	54	0	0	1	0	30	0	0	44	0	0	0	0	0	0	175
Total	168	206	0	1	6	0	100	2	0	174	3	2	0	0	0	0	662
17:00	51	46	0	0	0	0	34	5	0	48	0	0	0	0	0	0	184
17:15	51	75	0	0	3	0	24	0	0	40	2	0	0	0	0	0	195
17:30	54	54	0	2	1	0	39	2	0	47	1	0	0	0	0	1	201
17:45	47	62	0	0	4	0	36	0	0	33	2	0	0	0	0	0	184
Total	203	237	0	2	8	0	133	7	0	168	5	0	0	0	0	1	764

	CAMINO DE LA PLAZA Southbound					BIBLER DR Westbound					CAMINO DE LA PLAZA Northbound					0 Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	51	46	0	0	97	**0**	**0**	**34**	**5**	**39**	0	**48**	0	0	**48**	**0**	0	**0**	0	**0**	**184**
17:15	51	75	**0**	0	126	3	0	24	0	27	**0**	40	2	0	42	0	0	0	0	0	195
17:30	**54**	54	0	**2**	110	1	0	39	2	42	0	47	1	0	48	0	**0**	0	1	1	201
17:45	47	**62**	0	0	**109**	4	0	36	0	40	0	33	**2**	0	35	0	0	0	0	0	184
Volume	203	237	0	2	442	8	0	133	7	148	0	168	5	0	173	0	0	0	1	1	764
Total	45.9	53.6	0	0.5		5.4	0	89.9	4.7		0	97.1	2.9	0		0	0	0	100		
PHF	0.94	0.79	0	0.25	0.877	0.5	0	0.853	0.35	0.881	0	0.875	0.625	0	0.901	0	0	0	0.25	0.25	0.95

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.40.CAMINO DE LA PLAZA.BIBLER DR
Site Code: 00000000
Start Date: 7/24/2010
Page No: 1

Groups Printed- Vehicles

	CAMINO DE LA PLAZA Southbound				BIBLER DR Westbound				CAMINO DE LA PLAZA Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	29	50	0	0	2	0	25	0	0	51	2	0	0	0	0	1	160
13:15	21	78	0	0	1	0	23	0	0	59	0	0	0	0	0	2	184
13:30	26	70	0	2	0	0	35	0	0	40	1	0	0	0	0	1	175
13:45	30	65	0	0	0	0	30	0	0	70	0	0	0	0	0	0	195
Total	106	263	0	2	3	0	113	0	0	220	3	0	0	0	0	4	714
14:00	32	57	0	0	1	0	32	0	0	74	2	0	0	0	0	1	199
14:15	42	53	0	0	1	0	27	1	0	48	0	0	0	0	0	1	173
14:30	29	60	0	0	1	0	32	0	0	63	1	0	0	0	0	1	187
14:45	29	62	0	0	1	0	25	0	0	52	0	0	0	0	0	0	169
Total	132	232	0	0	4	0	116	1	0	237	3	0	0	0	0	3	728

	CAMINO DE LA PLAZA Southbound					BIBLER DR Westbound					CAMINO DE LA PLAZA Northbound					Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:45																					
13:45	30	65	0	0	95	**0**	**0**	**30**	**0**	**30**	0	**70**	0	0	**70**	**0**	0	**0**	0	**0**	**195**
14:00	32	57	**0**	0	89	1	0	32	0	33	**0**	74	2	0	76	0	0	0	1	1	199
14:15	**42**	53	0	**0**	95	1	0	27	1	29	0	48	0	0	48	0	**0**	0	1	1	173
14:30	29	**60**	0	0	**89**	1	0	32	0	33	0	63	**1**	0	64	0	0	0	1	1	187
Volume	133	235	0	0	368	3	0	121	1	125	0	255	3	0	258	0	0	0	3	3	754
Total	36.1	63.9	0	0		2.4	0	96.8	0.8		0	98.8	1.2	0		0	0	0	100		
PHF	0.792	0.904	0	0	0.968	0.75	0	0.945	0.25	0.947	0	0.861	0.375	0	0.849	0	0	0	0.75	0.75	0.947

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.41.WILLOW RD.CAMINO DE LA PLAZA
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	WILLOW RD Southbound				CAMINO DE LA PLAZA Westbound				WILLOW RD Northbound				CAMINO DE LA PLAZA Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	17	2	4	8	1	9	4	2	1	0	1	0	11	15	1	0	76
7:15	9	6	2	6	1	5	7	2	0	4	0	0	6	7	2	0	57
7:30	16	3	6	5	1	11	9	0	1	2	2	0	17	16	3	0	92
7:45	14	6	6	1	3	12	18	2	3	5	0	1	11	28	1	0	111
Total	56	17	18	20	6	37	38	6	5	11	3	1	45	66	7	0	336
8:00	15	6	6	13	3	14	20	1	1	5	3	0	12	18	0	0	117
8:15	12	6	9	3	2	13	19	0	0	4	1	3	9	16	1	0	98
8:30	20	5	7	2	1	12	15	1	2	2	1	0	4	26	4	0	102
8:45	23	11	1	4	3	25	24	3	1	5	4	0	13	17	3	0	137
Total	70	28	23	22	9	64	78	5	4	16	9	3	38	77	8	0	454

	WILLOW RD Southbound					CAMINO DE LA PLAZA Westbound					WILLOW RD Northbound					CAMINO DE LA PLAZA Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
8:00	15	6	6	13	40	**3**	**14**	**20**	**1**	**38**	1	**5**	3	0	**9**	**12**	18	**0**	0	**30**	**117**
8:15	12	6	**9**	3	30	2	13	19	0	34	**0**	4	1	3	8	9	16	1	0	26	98
8:30	**20**	5	7	**2**	34	1	12	15	1	29	2	2	1	0	5	4	**26**	4	0	34	102
8:45	23	**11**	1	4	**39**	3	25	24	3	55	1	5	**4**	0	10	13	17	3	0	33	137
Volume	70	28	23	22	143	9	64	78	5	156	4	16	9	3	32	38	77	8	0	123	454
Total	49	19.6	16.1	15.4		5.8	41	50	3.2		12.5	50	28.1	9.4		30.9	62.6	6.5	0		
PHF	0.761	0.636	0.639	0.423	0.894	0.75	0.64	0.813	0.417	0.709	0.5	0.8	0.563	0.25	0.8	0.731	0.74	0.5	0	0.904	0.828

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.41.WILLOW RD.CAMINO DE LA PLAZA
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	WILLOW RD				CAMINO DE LA PLAZA				WILLOW RD				CAMINO DE LA PLAZA				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	40	35	7	18	8	35	63	5	9	34	12	0	10	34	6	8	324
16:15	32	31	8	14	8	33	55	8	8	20	14	3	6	34	5	5	284
16:30	30	32	8	14	16	32	58	2	4	28	16	2	15	35	8	4	304
16:45	30	32	8	15	8	35	45	5	6	23	18	4	13	25	10	4	281
Total	132	130	31	61	40	135	221	20	27	105	60	9	44	128	29	21	1193
17:00	38	24	5	19	7	47	60	8	9	17	13	2	20	31	4	7	311
17:15	57	39	5	4	12	34	42	6	6	26	15	0	22	44	10	4	326
17:30	46	42	8	19	13	32	53	6	5	26	19	0	19	32	9	5	334
17:45	47	33	6	1	18	27	45	9	6	20	22	1	10	34	9	9	297
Total	188	138	24	43	50	140	200	29	26	89	69	3	71	141	32	25	1268

	WILLOW RD Southbound					CAMINO DE LA PLAZA Westbound					WILLOW RD Northbound					CAMINO DE LA PLAZA Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	38	24	5	19	86	**7**	**47**	**60**	**8**	**122**	9	**17**	13	2	**41**	**20**	31	**4**	7	**62**	**311**
17:15	57	39	**5**	4	105	12	34	42	6	94	**6**	26	15	0	47	22	44	10	4	80	326
17:30	**46**	42	8	**19**	115	13	32	53	6	104	5	26	19	0	50	19	**32**	9	5	65	334
17:45	47	**33**	6	1	**87**	18	27	45	9	99	6	20	**22**	1	49	10	34	9	9	62	297
Volume	188	138	24	43	393	50	140	200	29	419	26	89	69	3	187	71	141	32	25	269	1268
Total	47.8	35.1	6.1	10.9		11.9	33.4	47.7	6.9		13.9	47.6	36.9	1.6		26.4	52.4	11.9	9.3		
PHF	0.825	0.821	0.75	0.566	0.854	0.694	0.745	0.833	0.806	0.859	0.722	0.856	0.784	0.375	0.935	0.807	0.801	0.8	0.694	0.841	0.949

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.41.WILLOW RD.CAMINO DE LA PLAZA
Site Code: 00000000
Start Date: 8/7/2010
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Groups Printed- Vehicles

	WILLOW RD Southbound				CAMINO DE LA PLAZA Westbound				WILLOW RD Northbound				CAMINO DE LA PLAZA Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	19	24	6	3	15	26	36	1	6	16	14	0	6	20	5	0	197
13:15	54	76	5	8	24	42	67	3	13	26	26	2	11	44	12	8	421
13:30	59	75	2	12	23	46	70	5	8	29	25	5	4	59	12	4	438
13:45	61	50	2	5	25	50	90	9	11	22	29	4	11	46	15	5	435
Total	193	225	15	28	87	164	263	18	38	93	94	11	32	169	44	17	1491
14:00	44	53	6	3	27	47	73	6	8	37	34	3	8	28	14	4	395
14:15	40	57	6	6	22	61	68	9	7	32	26	5	5	39	14	2	399
14:30	55	63	4	5	18	33	80	4	15	45	35	2	14	35	11	3	422
14:45	59	63	5	10	19	50	82	4	11	30	23	0	7	44	9	4	420
Total	198	236	21	24	86	191	303	23	41	144	118	10	34	146	48	13	1636

	WILLOW RD Southbound					CAMINO DE LA PLAZA Westbound					WILLOW RD Northbound					CAMINO DE LA PLAZA Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:15																					
13:15	54	76	5	8	143	**24**	**42**	**67**	**3**	**136**	13	**26**	26	2	**67**	**11**	44	**12**	8	**75**	**421**
13:30	59	75	**2**	12	148	23	46	70	5	144	**8**	29	25	5	67	4	59	12	4	79	438
13:45	**61**	50	2	**5**	118	25	50	90	9	174	11	22	29	4	66	11	**46**	15	5	77	435
14:00	44	**53**	6	3	**106**	27	47	73	6	153	8	37	**34**	3	82	8	28	14	4	54	395
Volume	218	254	15	28	515	99	185	300	23	607	40	114	114	14	282	34	177	53	21	285	1689
Total	42.3	49.3	2.9	5.4		16.3	30.5	49.4	3.8		14.2	40.4	40.4	5		11.9	62.1	18.6	7.4		
PHF	0.893	0.836	0.625	0.583	0.87	0.917	0.925	0.833	0.639	0.872	0.769	0.77	0.838	0.7	0.86	0.773	0.75	0.883	0.656	0.902	0.964

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.42.I-5 SB RAMPS.CAMINO DE LA PLAZA
Site Code: 00000000
Start Date: 6/22/2010
Page No: 1

Groups Printed- Vehicles

	I-5 SB RAMPS				CAMINO DE LA PLAZA				CAMIONES WAY				CAMINO DE LA PLAZA				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	27	22	37	11	6	15	9	1	3	0	29	0	5	26	7	6	204
7:15	42	15	48	21	5	16	12	1	3	2	28	0	5	13	4	10	225
7:30	37	17	74	9	5	25	6	0	1	0	20	0	2	32	5	5	238
7:45	34	35	67	19	5	29	10	0	6	5	31	0	9	52	1	3	306
Total	140	89	226	60	21	85	37	2	13	7	108	0	21	123	17	24	973
8:00	30	24	36	15	4	24	10	0	8	1	31	0	8	59	6	11	267
8:15	31	15	23	12	7	21	15	1	7	0	15	0	3	51	4	4	209
8:30	35	16	36	17	3	21	10	2	3	2	15	0	6	43	3	3	215
8:45	41	34	47	14	9	28	14	1	7	1	25	0	9	54	6	3	293
Total	137	89	142	58	23	94	49	4	25	4	86	0	26	207	19	21	984

	I-5 SB RAMPS Southbound					CAMINO DE LA PLAZA Westbound					CAMIONES WAY Northbound					CAMINO DE LA PLAZA Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
7:15	42	15	48	21	126	**5**	**16**	**12**	**1**	**34**	3	**2**	28	0	**33**	**5**	13	**4**	10	**32**	**225**
7:30	37	17	**74**	9	137	5	25	6	0	36	**1**	0	20	0	21	2	32	5	5	44	238
7:45	**34**	35	67	**19**	155	5	29	10	0	44	6	5	31	0	42	9	**52**	1	3	65	306
8:00	30	**24**	36	15	**105**	4	24	10	0	38	8	1	**31**	0	40	8	59	6	11	84	267
Volume	143	91	225	64	523	19	94	38	1	152	18	8	110	0	136	24	156	16	29	225	1036
Total	27.3	17.4	43	12.2		12.5	61.8	25	0.7		13.2	5.9	80.9	0		10.7	69.3	7.1	12.9		
PHF	0.851	0.65	0.76	0.762	0.844	0.95	0.81	0.792	0.25	0.864	0.563	0.4	0.887	0	0.81	0.667	0.661	0.667	0.659	0.67	0.846

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.42.I-5 SB RAMPS.CAMINO DE LA PLAZA
Site Code: 00000000
Start Date: 6/22/2010
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Groups Printed- Vehicles

	I-5 SB RAMPS				CAMINO DE LA PLAZA				CAMIONES WAY				CAMINO DE LA PLAZA				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	40	49	95	41	25	47	57	0	14	9	79	0	70	153	22	31	732
16:15	27	55	77	65	23	40	71	0	17	7	69	0	54	102	12	25	644
16:30	59	44	83	48	22	36	62	2	30	4	66	3	65	109	25	29	687
16:45	23	47	99	59	15	46	39	0	18	5	60	2	56	68	25	21	583
Total	149	195	354	213	85	169	229	2	79	25	274	5	245	432	84	106	2646
17:00	41	52	98	63	22	31	70	3	16	7	67	1	57	79	17	43	667
17:15	36	61	75	60	24	43	65	2	17	6	72	0	76	106	27	49	719
17:30	31	51	110	61	26	38	58	0	27	11	65	0	63	79	13	31	664
17:45	29	58	84	49	17	32	57	1	18	8	64	4	72	88	16	48	645
Total	137	222	367	233	89	144	250	6	78	32	268	5	268	352	73	171	2695

	I-5 SB RAMPS Southbound					CAMINO DE LA PLAZA Westbound					CAMIONES WAY Northbound					CAMINO DE LA PLAZA Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	41	52	98	63	254	**22**	**31**	**70**	**3**	**126**	16	**7**	67	1	**91**	**57**	79	**17**	43	**196**	**667**
17:15	36	61	**75**	60	232	24	43	65	2	134	**17**	6	72	0	95	76	106	27	49	258	719
17:30	**31**	51	110	**61**	253	26	38	58	0	122	27	11	65	0	103	63	**79**	13	31	186	664
17:45	29	**58**	84	49	**220**	17	32	57	1	107	18	8	**64**	4	94	72	88	16	48	224	645
Volume	137	222	367	233	959	89	144	250	6	489	78	32	268	5	383	268	352	73	171	864	2695
Total	14.3	23.1	38.3	24.3		18.2	29.4	51.1	1.2		20.4	8.4	70	1.3		31	40.7	8.4	19.8		
PHF	0.835	0.91	0.834	0.925	0.944	0.856	0.837	0.893	0.5	0.912	0.722	0.727	0.931	0.313	0.93	0.882	0.83	0.676	0.872	0.837	0.937

True Count

3401 First Ave #123
San Diego, CA 92103

File Name: 1044.42.I-5 SB RAMPS.CAMINO DE LA PLAZA
Site Code: 00000000
Start Date: 8/7/2010
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Groups Printed- Vehicles

	I-5 SB RAMPS				CAMINO DE LA PLAZA				CAMIONES WY				CAMINO DE LA PLAZA				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
13:00	67	57	182	80	17	68	53	0	33	7	66	4	48	110	24	74	890
13:15	73	52	167	67	29	82	49	4	11	10	74	11	61	110	18	47	865
13:30	47	89	169	68	21	56	62	0	26	8	65	1	70	104	24	71	881
13:45	64	72	189	64	15	69	53	0	24	7	71	7	90	132	14	63	934
Total	251	270	707	279	82	275	217	4	94	32	276	23	269	456	80	255	3570
14:00	38	74	183	51	29	54	63	1	29	8	61	15	75	142	12	67	902
14:15	55	66	154	59	25	48	74	0	30	10	65	2	68	143	26	70	895
14:30	47	75	165	78	37	55	59	0	40	12	76	8	71	145	17	76	961
14:45	39	67	170	51	15	71	64	0	27	13	95	15	64	150	21	80	942
Total	179	282	672	239	106	228	260	1	126	43	297	40	278	580	76	293	3700

	I-5 SB RAMPS Southbound					CAMINO DE LA PLAZA Westbound					CAMIONES WY Northbound					CAMINO DE LA PLAZA Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 13:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:00																					
14:00	38	74	183	51	346	**29**	**54**	**63**	**1**	**147**	29	**8**	61	15	**113**	**75**	142	**12**	67	**296**	**902**
14:15	55	66	**154**	59	334	25	48	74	0	147	**30**	10	65	2	107	68	143	26	70	307	895
14:30	**47**	75	165	**78**	365	37	55	59	0	151	40	12	76	8	136	71	**145**	17	76	309	961
14:45	39	**67**	170	51	**327**	15	71	64	0	150	27	13	**95**	15	150	64	150	21	80	315	942
Volume	179	282	672	239	1372	106	228	260	1	595	126	43	297	40	506	278	580	76	293	1227	3700
Total	13	20.6	49	17.4		17.8	38.3	43.7	0.2		24.9	8.5	58.7	7.9		22.7	47.3	6.2	23.9		
PHF	0.814	0.94	0.918	0.766	0.94	0.716	0.803	0.878	0.25	0.985	0.788	0.827	0.782	0.667	0.843	0.927	0.967	0.731	0.916	0.974	0.963

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.43.SMYTHE AVE.AVENIDA DE LA MADRID
Site Code: 00000000
Start Date: 6/17/2010
Page No: 1

Groups Printed- Vehicles

	SMYTHE AVE				AVENIDA DE LA MADRID				SMYTHE AVE				DRIVEWAY				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	20	20	2	3	5	2	27	4	2	22	6	0	3	2	1	1	120
7:15	22	35	4	5	7	1	29	0	5	32	5	3	4	0	5	0	157
7:30	47	51	16	10	17	9	56	1	4	35	13	4	7	6	4	5	285
7:45	61	96	18	14	18	11	85	0	9	48	17	1	7	4	6	2	397
Total	150	202	40	32	47	23	197	5	20	137	41	8	21	12	16	8	959
8:00	41	89	17	14	21	7	68	6	9	58	7	0	12	2	11	2	364
8:15	31	109	10	25	12	9	34	7	21	58	8	6	7	5	15	2	359
8:30	38	94	21	34	4	5	22	2	24	56	8	7	19	11	24	10	379
8:45	20	61	8	34	5	2	43	2	13	43	6	3	5	4	12	5	266
Total	130	353	56	107	42	23	167	17	67	215	29	16	43	22	62	19	1368

	SMYTHE AVE Southbound					AVENIDA DE LA MADRID Westbound					SMYTHE AVE Northbound					DRIVEWAY Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
7:45	61	96	18	14	189	**18**	**11**	**85**	**0**	**114**	9	**48**	17	1	**75**	**7**	4	**6**	2	**19**	**397**
8:00	41	89	**17**	14	161	21	7	68	6	102	**9**	58	7	0	74	12	2	11	2	27	364
8:15	**31**	109	10	**25**	175	12	9	34	7	62	21	58	8	6	93	7	**5**	15	2	29	359
8:30	38	**94**	21	34	**187**	4	5	22	2	33	24	56	**8**	7	95	19	11	24	10	64	379
Volume	171	388	66	87	712	55	32	209	15	311	63	220	40	14	337	45	22	56	16	139	1499
Total	24	54.5	9.3	12.2		17.7	10.3	67.2	4.8		18.7	65.3	11.9	4.2		32.4	15.8	40.3	11.5		
PHF	0.701	0.89	0.786	0.64	0.942	0.655	0.727	0.615	0.536	0.682	0.656	0.948	0.588	0.5	0.887	0.592	0.5	0.583	0.4	0.543	0.944

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.43.SMYTHE AVE.AVENIDA DE LA MADRID
Site Code: 00000000
Start Date: 6/17/2010
Page No: 1

Groups Printed- Vehicles

	SMYTHE AVE				AVENIDA DE LA MADRID				SMYTHE AVE				DRIVEWAY				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	40	68	5	9	5	2	29	4	6	63	4	2	11	5	10	3	266
16:15	32	60	2	5	5	4	29	1	3	48	7	0	1	3	2	3	205
16:30	35	65	5	1	6	1	29	0	4	58	7	0	5	1	3	0	220
16:45	32	62	6	7	4	1	32	3	0	69	5	2	6	2	2	0	233
Total	139	255	18	22	20	8	119	8	13	238	23	4	23	11	17	6	924
17:00	45	58	5	0	9	2	30	1	2	87	4	0	7	1	4	1	256
17:15	54	82	10	5	5	3	27	2	1	64	5	2	9	3	4	4	280
17:30	52	65	6	8	6	0	35	2	1	56	2	2	4	2	3	1	245
17:45	49	72	8	7	9	3	30	2	4	48	2	0	4	2	5	2	247
Total	200	277	29	20	29	8	122	7	8	255	13	4	24	8	16	8	1028

	SMYTHE AVE Southbound					AVENIDA DE LA MADRID Westbound					SMYTHE AVE Northbound					DRIVEWAY Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	45	58	5	0	108	**9**	**2**	**30**	**1**	**42**	2	**87**	4	0	**93**	**7**	1	**4**	1	**13**	**256**
17:15	54	82	**10**	5	151	5	3	27	2	37	**1**	64	5	2	72	9	3	4	4	20	280
17:30	**52**	65	6	**8**	131	6	0	35	2	43	1	56	2	2	61	4	**2**	3	1	10	245
17:45	49	**72**	8	7	**136**	9	3	30	2	44	4	48	**2**	0	54	4	2	5	2	13	247
Volume	200	277	29	20	526	29	8	122	7	166	8	255	13	4	280	24	8	16	8	56	1028
Total	38	52.7	5.5	3.8		17.5	4.8	73.5	4.2		2.9	91.1	4.6	1.4		42.9	14.3	28.6	14.3		
PHF	0.926	0.845	0.725	0.625	0.871	0.806	0.667	0.871	0.875	0.943	0.5	0.733	0.65	0.5	0.753	0.667	0.667	0.8	0.5	0.7	0.918

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.44.ALAQUINAS DR.AVENIDA DE LA MADRID
Site Code: 00000000
Start Date: 6/16/2010
Page No: 1

Groups Printed- Vehicles

	ALAQUINAS DR Southbound								ALAQUINAS DR Northbound				AVENIDA DE LA MADRID Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
7:00	0	4	1	1	0	0	0	1	10	1	0	0	2	0	9	0	29
7:15	0	1	1	0	0	0	0	0	23	9	0	0	0	0	16	1	51
7:30	0	3	5	0	0	0	0	0	42	1	0	1	1	0	23	0	76
7:45	0	2	11	0	0	0	0	0	87	6	0	0	1	0	44	2	153
Total	0	10	18	1	0	0	0	1	162	17	0	1	4	0	92	3	309
8:00	0	7	3	0	0	0	0	0	32	7	0	0	2	0	30	3	84
8:15	0	3	4	0	0	0	0	0	20	5	0	0	2	0	14	1	49
8:30	0	7	1	1	0	0	0	0	19	3	0	0	7	0	18	3	59
8:45	0	7	1	1	0	0	0	0	14	10	0	2	2	0	10	0	47
Total	0	24	9	2	0	0	0	0	85	25	0	2	13	0	72	7	239

	ALAQUINAS DR Southbound					Westbound					ALAQUINAS DR Northbound					AVENIDA DE LA MADRID Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
7:15	0	1	1	0	2	**0**	**0**	**0**	**0**	**0**	23	**9**	0	0	**32**	**0**	0	**16**	1	**17**	**51**
7:30	0	3	**5**	0	8	0	0	0	0	0	**42**	1	0	1	44	1	0	23	0	24	76
7:45	**0**	2	11	**0**	13	0	0	0	0	0	87	6	0	0	93	1	**0**	44	2	47	153
8:00	0	**7**	3	0	**10**	0	0	0	0	0	32	7	**0**	0	39	2	0	30	3	35	84
Volume	0	13	20	0	33	0	0	0	0	0	184	23	0	1	208	4	0	113	6	123	364
Total	0	39.4	60.6	0		0	0	0	0		88.5	11.1	0	0.5		3.3	0	91.9	4.9		
PHF	0	0.464	0.455	0	0.635	0	0	0	0	0	0.529	0.639	0	0.25	0.559	0.5	0	0.642	0.5	0.654	0.595

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name: 1044.44.ALAQUINAS DR.AVENIDA DE LA MADRID
Site Code: 00000000
Start Date: 6/16/2010
Page No: 1

Groups Printed- Vehicles

	ALAQUINAS DR Southbound								ALAQUINAS DR Northbound				AVENIDA DE LA MADRID Eastbound				
Start Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Int. Total**
16:00	0	6	3	0	0	0	0	0	13	7	0	0	2	0	11	0	42
16:15	0	3	1	0	0	0	0	0	11	9	0	0	3	0	18	1	46
16:30	0	9	3	0	0	0	0	0	15	11	0	0	4	0	9	0	51
16:45	0	1	4	0	0	0	0	0	7	3	0	0	5	0	12	1	33
Total	0	19	11	0	0	0	0	0	46	30	0	0	14	0	50	2	172
17:00	0	3	2	0	0	0	0	0	12	7	0	1	4	0	13	2	44
17:15	0	7	1	0	0	0	0	0	7	7	0	0	3	0	12	0	37
17:30	0	8	4	0	0	0	0	0	8	12	0	0	4	0	17	0	53
17:45	0	6	3	0	0	0	0	0	14	7	0	0	6	0	15	1	52
Total	0	24	10	0	0	0	0	0	41	33	0	1	17	0	57	3	186

	ALAQUINAS DR Southbound					Westbound					ALAQUINAS DR Northbound					AVENIDA DE LA MADRID Eastbound					
Start Time	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Left**	**Thru**	**Right**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	3	2	0	5	**0**	**0**	**0**	**0**	**0**	12	**7**	0	1	**20**	**4**	0	**13**	2	**19**	**44**
17:15	0	7	**1**	0	8	0	0	0	0	0	**7**	7	0	0	14	3	0	12	0	15	37
17:30	**0**	8	4	**0**	12	0	0	0	0	0	8	12	0	0	20	4	**0**	17	0	21	53
17:45	0	**6**	3	0	**9**	0	0	0	0	0	14	7	**0**	0	21	6	0	15	1	22	52
Volume	0	24	10	0	34	0	0	0	0	0	41	33	0	1	75	17	0	57	3	77	186
Total	0	70.6	29.4	0		0	0	0	0		54.7	44	0	1.3		22.1	0	74	3.9		
PHF	0	0.75	0.625	0	0.708	0	0	0	0	0	0.732	0.688	0	0.25	0.893	0.708	0	0.838	0.375	0.875	0.877

MetroCount Traffic Executive
Event Counts

269 -- English (ENU)

Datasets:

Site:	**[1044.01] BEYER BLVD (SR-905 WB RAMPS-DAIRY MART RD) NORTHBOUND**
Input A:	7 - North/South. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	15:38 Monday, June 14, 2010 => 12:11 Wednesday, June 16, 2010
File:	1044.01.N16Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
In profile:	Events = 7068 / 11031 (64.07%)

*** Tuesday, June 15, 2010=7068, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
46	**25**	**13**	**14**	**48**	**102**	**171**	**398**	**480**	**392**	**426**	**434**	**493**	**448**	**501**	**534**	**540**	**519**	**429**	**363**	**257**	**209**	**148**	**81**	
17	3	1	1	10	17	36	83	**139**	117	119	110	137	108	100	128	150	127	119	104	76	60	41	32	-
12	9	3	3	12	24	39	78	**118**	95	115	113	129	121	122	124	106	138	114	81	69	62	35	29	-
8	9	5	4	11	30	43	104	**114**	85	95	101	112	107	143	158	122	132	110	84	54	51	36	11	-
9	4	4	6	16	31	54	**133**	109	95	98	111	115	113	137	124	163	123	87	94	59	37	36	10	-

AM Peak 0745 - 0845 (504), AM PHF=0.91

MetroCount Traffic Executive
Event Counts

270 -- English (ENU)

Datasets:

Site:	**[1044.01] BEYER BLVD (SR-905 WB RAMPS-DAIRY MART RD) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	15:36 Monday, June 14, 2010 => 12:14 Wednesday, June 16, 2010
File:	1044.01.S16Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
In profile:	Events = 9303 / 14922 (62.34%)

*** Tuesday, June 15, 2010=9303, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
58	**38**	**21**	**19**	**54**	**71**	**196**	**344**	**437**	**439**	**422**	**522**	**603**	**601**	**678**	**742**	**823**	**829**	**667**	**631**	**448**	**322**	**233**	**109**	
18	10	9	2	11	9	34	69	111	120	117	124	**162**	162	143	188	229	203	188	156	149	87	71	37	-
19	12	5	0	11	16	35	75	118	97	98	133	**141**	153	156	197	207	191	179	175	111	90	64	27	-
13	11	5	7	16	21	57	83	95	107	85	127	**141**	129	191	153	191	246	141	165	87	77	49	27	-
8	6	3	10	16	26	70	118	114	116	123	**139**	159	158	189	204	197	190	160	136	102	69	50	19	-

AM Peak 1145 - 1245 (583), AM PHF=0.90

MetroCount Traffic Executive
Event Counts

271 -- English (ENU)

Datasets:

Site:	**[1044.02] BEYER BLVD (DAIRY MART RD-DEL SUR BLVD) NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	16:14 Monday, June 14, 2010 => 12:19 Wednesday, June 16, 2010
File:	1044.02.N16Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
In profile:	Events = 4086 / 6368 (64.16%)

*** Tuesday, June 15, 2010=4086, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
40	**29**	**22**	**16**	**34**	**74**	**110**	**242**	**331**	**262**	**235**	**231**	**247**	**230**	**285**	**308**	**294**	**297**	**227**	**194**	**155**	**99**	**88**	**42**	
9	3	1	2	7	9	24	38	**99**	71	71	58	61	62	63	83	81	78	61	41	49	33	24	14	-
14	9	4	4	8	22	20	45	**63**	58	65	70	69	59	61	76	66	67	61	50	30	22	21	15	-
10	13	10	5	7	21	29	67	**79**	62	49	43	59	57	82	86	67	83	61	45	40	32	25	5	-
7	4	7	5	13	23	38	**93**	90	71	52	61	58	53	79	64	81	69	44	59	37	13	19	8	-

AM Peak 0745 - 0845 (333), AM PHF=0.84

MetroCount Traffic Executive
Event Counts

272 -- English (ENU)

Datasets:

Site: **[1044.02] BEYER BLVD (DAIRY MART RD-DEL SUR BLVD) SOUTHBOUND**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 16:17 Monday, June 14, 2010 => 12:17 Wednesday, June 16, 2010
File: 1044.02.S16Jun2010.EC0 (Regular)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
In profile: Events = 4174 / 6440 (64.81%)

*** Tuesday, June 15, 2010=4174, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	**19**	**15**	**14**	**7**	**31**	**89**	**206**	**248**	**221**	**239**	**242**	**242**	**295**	**308**	**319**	**319**	**312**	**270**	**233**	**206**	**148**	**114**	**51**	
6	4	3	3	2	3	11	28	**69**	52	69	65	57	70	70	97	73	65	72	59	62	43	32	16	-
12	6	8	2	0	11	15	51	**63**	48	50	56	53	78	62	71	78	90	74	61	44	38	27	12	-
7	5	2	3	3	9	28	**56**	49	62	66	60	65	73	98	79	83	85	50	66	46	43	28	10	-
6	4	2	6	2	9	35	**72**	68	60	54	61	68	74	79	72	85	72	75	47	54	25	28	13	-

AM Peak 0730 - 0830 (259), AM PHF=0.90

MetroCount Traffic Executive
Vehicle Counts

250 -- English (ENU)

Datasets:

Site: **[1044.03] BEYER BLVD (DEL SUR BLVD-SMYTHE AVE) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 16:56 Monday, June 14, 2010 => 12:23 Wednesday, June 16, 2010
File: 1044.03.16Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 3818 / 11288 (33.82%)

*** Tuesday, June 15, 2010 - Total=3818, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
43	**25**	**20**	**12**	**28**	**54**	**89**	**185**	**347**	**248**	**209**	**218**	**217**	**208**	**251**	**321**	**295**	**294**	**191**	**161**	**152**	**114**	**86**	**50**	
16	4	3	2	7	8	15	30	**89**	62	62	49	53	60	57	106	83	80	45	39	43	37	25	21	-
15	8	4	4	4	12	20	32	**73**	56	59	61	61	51	45	78	66	74	44	39	37	33	19	14	-
8	10	7	2	8	20	26	50	**91**	60	44	49	47	51	79	76	73	80	57	39	31	29	21	7	-
4	3	6	4	9	14	28	73	**94**	70	44	59	56	46	70	61	73	60	45	44	41	15	21	8	-

AM Peak 0800 - 0900 (347), AM PHF=0.92

MetroCount Traffic Executive
Vehicle Counts

250 -- English (ENU)

Datasets:

Site: **[1044.03] BEYER BLVD (DEL SUR BLVD-SMYTHE AVE) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 16:56 Monday, June 14, 2010 => 12:23 Wednesday, June 16, 2010
File: 1044.03.16Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 3742 / 11288 (33.15%)

*** Tuesday, June 15, 2010 - Total=3742, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**16**	**10**	**10**	**9**	**35**	**75**	**205**	**250**	**222**	**206**	**227**	**235**	**276**	**271**	**302**	**280**	**290**	**208**	**183**	**164**	**115**	**90**	**40**	
5	3	5	3	3	5	8	31	**66**	52	56	60	63	74	55	86	64	63	63	55	45	33	17	10	-
10	6	1	0	1	8	17	45	**63**	51	43	49	41	70	68	72	65	80	49	41	41	32	26	13	-
6	2	3	2	2	12	23	**62**	51	61	54	60	57	65	72	78	77	76	34	49	34	29	22	9	-
2	5	1	5	3	10	27	**67**	70	58	53	58	74	67	76	66	74	71	62	38	44	21	25	8	-

AM Peak 0730 - 0830 (258), AM PHF=0.96

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

MetroCount Traffic Executive
Event Counts

275 -- English (ENU)

Datasets:

Site:	**[1044.05] BEYER BLVD (W PARK AVE-OTAY MESA RD) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:45 Monday, June 14, 2010 => 12:24 Wednesday, June 16, 2010
File:	1044.05.E16Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
In profile:	Events = 3777 / 5496 (68.71%)

*** Tuesday, June 15, 2010=3777, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	**14**	**4**	**5**	**22**	**50**	**81**	**293**	**494**	**173**	**182**	**214**	**188**	**239**	**292**	**395**	**207**	**262**	**180**	**150**	**121**	**96**	**64**	**34**	
5	2	2	0	4	8	12	32	**101**	44	54	58	45	63	64	117	48	70	64	47	39	32	17	13	-
7	3	1	3	1	6	24	49	**107**	50	27	54	43	73	71	126	59	57	40	32	30	29	16	9	-
4	3	1	0	7	15	19	79	**148**	45	56	48	51	56	90	96	50	63	36	28	25	19	13	4	-
2	6	0	2	10	22	27	134	**139**	35	46	54	50	48	68	57	52	73	41	44	27	17	18	8	-

AM Peak 0800 - 0900 (494), AM PHF=0.83

MetroCount Traffic Executive
Event Counts

276 -- English (ENU)

Datasets:

Site:	**[1044.05] BEYER BLVD (W PARK AVE-OTAY MESA RD) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:42 Monday, June 14, 2010 => 12:25 Wednesday, June 16, 2010
File:	1044.05.W16Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
In profile:	Events = 3736 / 5468 (68.32%)

*** Tuesday, June 15, 2010=3734, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**10**	**12**	**7**	**24**	**37**	**88**	**320**	**452**	**186**	**192**	**185**	**198**	**182**	**352**	**433**	**234**	**224**	**181**	**133**	**109**	**76**	**65**	**24**	
6	1	5	1	1	10	17	43	**114**	66	68	51	55	48	44	101	70	68	53	39	26	18	22	13	-
6	2	1	3	4	10	23	63	**103**	41	47	54	50	46	77	90	48	59	41	30	31	27	10	5	-
2	3	3	2	10	9	19	84	**102**	35	40	37	45	49	124	167	60	46	43	29	21	16	22	3	-
1	4	3	1	9	8	29	130	**134**	46	38	43	49	40	108	76	57	51	44	36	32	15	12	3	-

AM Peak 0800 - 0900 (452), AM PHF=0.84

MetroCount Traffic Executive
Vehicle Counts

254 -- English (ENU)

Datasets:

Site: **[1044.06] OTAY MESA RD (NORTH OF BEYER BLVD) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 18:26 Monday, June 14, 2010 => 12:28 Wednesday, June 16, 2010
File: 1044.06.16Jun2010.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 2594 / 8078 (32.11%)

*** Tuesday, June 15, 2010 - Total=2594, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**4**	**5**	**0**	**13**	**34**	**57**	**251**	**475**	**129**	**93**	**108**	**111**	**186**	**162**	**252**	**141**	**164**	**110**	**68**	**74**	**67**	**54**	**20**	
5	0	2	0	3	5	10	30	**82**	46	28	28	24	53	33	73	37	50	32	17	24	20	17	10	-
6	3	0	0	3	7	20	42	**113**	32	18	32	25	62	29	61	42	29	31	20	17	19	10	3	-
2	1	2	0	3	7	12	67	**128**	28	26	19	34	39	48	75	29	47	22	15	14	12	13	2	-
3	0	1	0	4	15	15	112	**152**	23	21	29	28	32	52	43	33	38	25	16	19	16	14	5	-

AM Peak 0800 - 0900 (475), AM PHF=0.78

MetroCount Traffic Executive
Vehicle Counts

254 -- English (ENU)

Datasets:

Site: **[1044.06] OTAY MESA RD (NORTH OF BEYER BLVD) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 18:26 Monday, June 14, 2010 => 12:28 Wednesday, June 16, 2010
File: 1044.06.16Jun2010.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 2846 / 8078 (35.23%)

*** Tuesday, June 15, 2010 - Total=2846, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**3**	**6**	**3**	**18**	**42**	**90**	**252**	**443**	**158**	**157**	**143**	**144**	**116**	**215**	**327**	**195**	**199**	**94**	**81**	**61**	**41**	**38**	**15**	
3	1	3	0	5	11	12	31	**83**	55	79	44	29	36	39	80	55	73	23	18	14	9	12	7	-
1	0	0	1	4	10	26	57	**81**	35	26	39	38	33	47	74	45	54	27	29	20	14	9	6	-
1	2	1	0	5	10	28	61	**129**	31	33	29	32	24	54	101	43	37	28	19	9	7	10	0	-
0	0	2	2	4	11	24	103	**150**	37	19	31	45	23	75	72	52	35	16	15	18	11	7	2	-

AM Peak 0800 - 0900 (443), AM PHF=0.74

MetroCount Traffic Executive
Event Counts

EventCount-776 -- English (ENU)

Datasets:

Site:	**[8039.A] BEYER BLVD (EAST OF SAN YSIDRO BLVD) NORTHBOUND**
Input A:	1 - North bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	19:00 Monday, May 12, 2008 => 10:55 Wednesday, May 14, 2008
File:	C:\Users\Gus\True Count\Projects\8039 KOA SAN YSIDRO\8039.A.N14May2008.EC0 (Base)
Identifier:	V289W1MS MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, May 13, 2008 => 0:00 Wednesday, May 14, 2008**
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 1098 / 1344 (81.70%)

Tuesday, May 13, 2008=1098, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	6	7	4	16	18	22	52	62	36	45	46	59	63	93	91	104	105	79	63	53	36	25	9	
1	3	0	3	6	2	7	15	10	4	12	4	13	21	16	21	37	31	22	18	14	7	6	1	-
0	1	1	0	5	4	5	11	17	8	9	12	16	6	18	18	20	28	26	17	10	14	4	2	-
	1	1	1	9	8	6	16	15	7	18	14	14	17	31	25	29	25	18	13	13	11	11	4	-
	1	5	0	2	4	5			9	6	11	16	19	28	27	18	21	13	15	16	3	4	2	-

AM Peak 0715 - 0815 (64), AM PHF=0.73

MetroCount Traffic Executive
Event Counts

EventCount-777 -- English (ENU)

Datasets:

Site:	**[8039.A] BEYER BLVD (EAST OF SAN YSIDRO BLVD) SOUTHBOUND**
Input A:	3 - South bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	19:04 Monday, May 12, 2008 => 10:56 Wednesday, May 14, 2008
File:	C:\Users\Gus\True Count\Projects\8039 KOA SAN YSIDRO\8039.A.S14May2008.EC0 (Regular)
Identifier:	S1339PHE MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, May 13, 2008 => 0:00 Wednesday, May 14, 2008**
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 1637 / 1935 (84.60%)

Tuesday, May 13, 2008=1636, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	3	3	10	12	22	33	62	74	86	68	84	124	80	119	134	158	167	137	77	57	54	35	28	
2	1	0	2	2	2	2	14	25	26	19	15	41	12	22	50	47	37	42	17	18	13	8	12	-
1	1	0	1	4	6	4	14	25	26	19	15	41	12	22	50	47	37	42	17	18	13	8	12	-
	1	2	2	2	3		16	22	30	24	24	16	23	23	17	47	55	31	24	7	26	10	5	-
	0	1	5	3	9	6	14	15	18	11	18	29	33	30	30	35	37	38	31	16	12	9	4	-
							17	9	19	7				13	44	32	27	37	33	20	20	10	8	7	-

AM Peak 1130 - 1230 (121), AM PHF=0.74

MetroCount Traffic Executive
Vehicle Counts

255 -- English (ENU)

Datasets:

Site: **[1044.08] DEL SUR BLVD (SR-905 EB RAMPS-BEYER BLVD) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 19:10 Monday, June 14, 2010 => 12:21 Wednesday, June 16, 2010
File: 1044.08.16Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 689 / 2043 (33.72%)

*** Tuesday, June 15, 2010 - Total=689, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**2**	**3**	**2**	**4**	**11**	**21**	**36**	**46**	**35**	**32**	**34**	**46**	**29**	**40**	**49**	**52**	**40**	**46**	**32**	**33**	**41**	**33**	**13**	
1	2	1	2	2	2	2	7	**12**	6	10	11	11	6	12	12	14	9	8	11	7	6	13	7	-
3	0	1	0	0	4	6	6	**12**	8	6	3	12	10	10	10	11	11	11	8	12	11	8	1	-
3	0	1	0	1	3	2	5	**7**	12	9	11	12	4	9	13	13	11	12	4	7	13	5	2	-
2	0	0	0	1	2	11	**18**	15	9	7	9	11	9	9	14	14	9	15	9	7	11	7	3	-

AM Peak 0745 - 0845 (49), AM PHF=0.68

MetroCount Traffic Executive
Vehicle Counts

255 -- English (ENU)

Datasets:

Site: **[1044.08] DEL SUR BLVD (SR-905 EB RAMPS-BEYER BLVD) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 19:10 Monday, June 14, 2010 => 12:21 Wednesday, June 16, 2010
File: 1044.08.16Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 752 / 2043 (36.81%)

*** Tuesday, June 15, 2010 - Total=752, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**3**	**0**	**1**	**8**	**6**	**17**	**25**	**37**	**43**	**23**	**34**	**37**	**55**	**39**	**61**	**65**	**46**	**48**	**48**	**48**	**51**	**32**	**14**	
5	0	0	0	5	2	5	3	12	**10**	5	7	10	16	7	9	13	11	13	16	12	13	10	5	-
3	2	0	1	0	0	5	4	8	**11**	7	6	7	14	17	20	19	10	9	10	11	12	9	4	-
2	0	0	0	1	2	2	8	8	**6**	6	12	10	14	9	16	17	11	14	13	8	11	7	1	-
1	1	0	0	2	2	5	10	9	**16**	5	9	10	11	6	16	16	14	12	9	17	15	6	4	-

AM Peak 0900 - 1000 (43), AM PHF=0.67

MetroCount Traffic Executive
Vehicle Counts

251 -- English (ENU)

Datasets:

Site: **[1044.09] SMYTHE AVE (SR-905 EB RAMPS-BEYER BLVD) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 15:27 Wednesday, June 16, 2010 => 15:09 Friday, June 18, 2010
File: 1044.09.18Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 4061 / 10960 (37.05%)

*** Thursday, June 17, 2010 - Total=4061, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
29	**16**	**8**	**5**	**9**	**20**	**68**	**275**	**410**	**225**	**224**	**212**	**217**	**201**	**282**	**401**	**291**	**318**	**225**	**197**	**141**	**139**	**90**	**58**	
9	3	1	0	1	4	19	26	**89**	56	53	63	50	49	60	146	85	70	84	62	35	35	26	18	-
9	6	2	3	3	5	14	51	**123**	44	52	47	55	31	61	109	72	94	47	43	34	39	24	14	-
4	3	2	2	4	2	16	72	**128**	67	58	58	64	60	86	73	64	72	51	48	35	42	21	16	-
7	4	3	0	1	9	19	**126**	70	58	61	44	48	61	75	73	70	82	43	44	37	23	19	10	-

AM Peak 0745 - 0845 (466), AM PHF=0.91

MetroCount Traffic Executive
Vehicle Counts

251 -- English (ENU)

Datasets:

Site: **[1044.09] SMYTHE AVE (SR-905EB RAMPS-BEYER BLVD) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 15:27 Wednesday, June 16, 2010 => 15:09 Friday, June 18, 2010
File: 1044.09.18Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 3195 / 10960 (29.15%)

*** Thursday, June 17, 2010 - Total=3195, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**8**	**13**	**8**	**13**	**45**	**102**	**219**	**316**	**168**	**146**	**179**	**185**	**186**	**202**	**285**	**263**	**267**	**185**	**134**	**104**	**94**	**43**	**19**	
1	2	4	2	4	10	19	34	**87**	45	32	44	47	31	49	82	70	102	61	36	34	28	16	6	-
4	2	2	2	0	8	21	44	**98**	36	31	46	58	42	40	73	57	57	37	32	18	20	12	4	-
2	2	3	2	3	11	25	57	**74**	46	37	53	46	58	44	66	63	62	44	39	25	27	8	4	-
4	2	4	2	6	16	37	**84**	57	41	46	36	34	55	69	64	73	46	43	27	27	19	7	5	-

AM Peak 0745 - 0845 (343), AM PHF=0.88

MetroCount Traffic Executive
Event Counts

108 -- English (ENU)

Datasets:

Site:	**[1044.10] SMYTHE AVE (S VISTA AVE-SUNSET LN) NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	19:40 Monday, June 14, 2010 => 12:10 Wednesday, June 16, 2010
File:	1044.10.N16Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
In profile:	Events = 2023 / 2929 (69.07%)

*** Tuesday, June 15, 2010=2023, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**4**	**2**	**2**	**7**	**14**	**28**	**72**	**185**	**45**	**43**	**81**	**127**	**159**	**137**	**298**	**158**	**161**	**158**	**106**	**83**	**92**	**50**	**12**	
1	1	0	0	1	0	5	10	**52**	10	11	6	20	41	27	126	69	42	38	25	26	25	10	5	-
3	1	1	0	2	0	4	12	**74**	13	10	21	58	49	24	104	32	45	36	29	12	27	17	0	-
0	1	1	1	0	6	3	18	**44**	8	10	25	19	42	36	31	21	33	41	32	18	25	10	6	-
1	1	0	1	4	8	16	**33**	16	14	12	29	31	28	51	37	37	42	44	21	29	15	14	2	-

AM Peak 0745 - 0845 (202), AM PHF=0.68

MetroCount Traffic Executive
Event Counts

109 -- English (ENU)

Datasets:

Site:	**[1044.10] SMYTHE AVE (S VISTA AVE-SUNSET LN) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	19:43 Monday, June 14, 2010 => 12:28 Wednesday, June 16, 2010
File:	1044.10.S16Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
In profile:	Events = 2322 / 3085 (75.28%)

*** Tuesday, June 15, 2010=2322, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**4**	**0**	**4**	**8**	**18**	**29**	**96**	**315**	**82**	**104**	**123**	**160**	**111**	**191**	**361**	**173**	**169**	**99**	**75**	**78**	**75**	**29**	**13**	
2	1	0	0	2	2	4	10	**94**	21	26	35	48	21	33	153	54	45	27	11	21	23	14	5	-
2	3	0	2	0	7	13	16	**154**	27	26	18	52	27	40	104	45	53	17	19	16	17	6	4	-
2	0	0	2	2	2	5	35	**46**	16	25	39	26	34	43	47	29	30	29	19	16	22	6	2	-
5	0	0	0	4	7	8	**36**	21	18	27	32	35	30	77	58	45	42	26	27	25	13	4	2	-

AM Peak 0745 - 0845 (330), AM PHF=0.53

MetroCount Traffic Executive
Vehicle Counts

256 -- English (ENU)

Datasets:

Site: **[1044.11] SMYTHE AVE.(SUNSET LN-W SAN YSIDRO BLVD) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 20:11 Monday, June 14, 2010 => 12:12 Wednesday, June 16, 2010
File: 1044.11.16Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 396 / 1358 (29.16%)

*** Tuesday, June 15, 2010 - Total=396, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**3**	**3**	**0**	**3**	**6**	**13**	**35**	**16**	**3**	**8**	**10**	**11**	**9**	**14**	**20**	**20**	**50**	**48**	**36**	**28**	**33**	**21**	**5**	
0	2	2	0	0	0	0	**7**	7	0	3	2	4	2	3	3	5	4	11	13	4	10	5	1	-
0	0	0	0	1	1	1	**9**	4	1	4	4	3	3	0	9	6	15	14	6	7	6	6	3	-
1	0	1	0	0	2	3	**7**	3	0	0	1	2	3	3	5	5	18	15	9	9	9	4	0	-
0	1	0	0	2	3	9	**12**	2	2	1	3	2	1	8	3	4	13	8	8	8	8	6	1	-

AM Peak 0700 - 0800 (35), AM PHF=0.73

MetroCount Traffic Executive
Vehicle Counts

256 -- English (ENU)

Datasets:

Site: **[1044.11] SMYTHE AVE (SUNSET LN-W SAN YSIDRO BLVD) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 20:11 Monday, June 14, 2010 => 12:12 Wednesday, June 16, 2010
File: 1044.11.16Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 444 / 1358 (32.70%)

*** Tuesday, June 15, 2010 - Total=444, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**1**	**1**	**2**	**5**	**14**	**23**	**56**	**21**	**8**	**10**	**8**	**11**	**7**	**18**	**20**	**14**	**60**	**42**	**33**	**30**	**38**	**14**	**4**	
1	1	0	1	0	2	4	**11**	7	3	1	3	4	2	3	4	4	7	9	6	7	10	5	2	-
0	0	1	1	0	2	4	**10**	5	1	4	1	2	2	2	7	4	22	7	8	8	11	3	1	-
1	0	0	0	3	4	9	**20**	6	1	2	1	3	2	5	5	3	16	16	9	7	12	3	0	-
2	0	0	0	2	6	6	**15**	3	3	3	3	2	1	8	4	3	15	10	10	8	5	3	1	-

AM Peak 0700 - 0800 (56), AM PHF=0.70

MetroCount Traffic Executive
Vehicle Counts

257 -- English (ENU)

Datasets:

Site: **[1044.12] DAIRY MART RD (BEYER BLVD-S VISTA LANE) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 16:29 Wednesday, June 16, 2010 => 15:09 Friday, June 18, 2010
File: 1044.12.18Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 3842 / 13469 (28.52%)

*** Thursday, June 17, 2010 - Total=3842, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	**21**	**16**	**16**	**36**	**92**	**188**	**280**	**320**	**296**	**289**	**263**	**290**	**323**	**198**	**179**	**187**	**182**	**177**	**159**	**115**	**98**	**48**	**38**	
10	8	3	6	3	17	36	49	**72**	79	84	70	53	45	57	40	59	33	48	44	35	30	17	16	-
7	3	0	3	6	26	56	64	**108**	67	67	66	86	77	58	37	43	51	50	36	28	27	14	9	-
6	3	7	3	13	26	49	69	**73**	73	68	63	78	107	48	43	45	52	37	46	31	21	9	7	-
8	7	6	4	14	23	47	**98**	67	77	70	64	73	94	35	59	40	46	42	33	21	20	8	6	-

AM Peak 0745 - 0845 (351), AM PHF=0.81

MetroCount Traffic Executive
Vehicle Counts

257 -- English (ENU)

Datasets:

Site: **[1044.12] DAIRY MART RD (BEYER BLVD-S VISTA LANE) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 16:29 Wednesday, June 16, 2010 => 15:09 Friday, June 18, 2010
File: 1044.12.18Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 4788 / 13469 (35.55%)

*** Thursday, June 17, 2010 - Total=4788, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
44	**19**	**21**	**14**	**19**	**42**	**74**	**175**	**222**	**230**	**250**	**285**	**265**	**258**	**351**	**385**	**402**	**416**	**369**	**314**	**261**	**179**	**129**	**64**	
14	2	9	4	0	6	12	23	64	53	73	**74**	70	50	70	88	106	106	92	83	84	51	46	21	-
13	7	1	5	5	12	19	43	53	56	53	**90**	59	54	62	102	110	114	111	81	56	40	26	17	-
15	6	5	2	6	12	23	49	45	54	**72**	54	63	67	128	104	85	103	80	79	57	44	21	18	-
2	4	6	3	8	12	20	60	60	67	**52**	67	73	87	91	91	101	93	86	71	64	44	36	8	-

AM Peak 1030 - 1130 (288), AM PHF=0.80

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

MetroCount Traffic Executive
Event Counts

110 -- English (ENU)

Datasets:

Site: **[1044.14] DAIRY MART RD (W SAN YSIDRO BLVD-I-5 SB RAMP) NORTHBOUND**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 20:49 Monday, June 14, 2010 => 12:21 Wednesday, June 16, 2010
File: 1044.14.N16Jun2010.EC0 (Regular)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
In profile: Events = 12702 / 17294 (73.44%)

*** Tuesday, June 15, 2010=12702, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
105	**59**	**42**	**53**	**97**	**263**	**406**	**654**	**640**	**517**	**559**	**611**	**692**	**750**	**895**	**1029**	**1035**	**1034**	**857**	**761**	**557**	**553**	**372**	**169**	
35	25	7	10	19	52	77	135	**211**	129	152	128	166	175	213	260	258	274	221	212	165	157	101	49	-
28	10	15	13	17	66	84	143	**165**	121	140	174	185	170	218	253	243	262	227	213	111	161	96	44	-
22	12	12	9	26	72	115	**172**	139	133	139	145	180	193	223	282	267	290	204	183	136	134	92	42	-
20	12	8	21	35	74	131	**204**	125	134	129	165	162	213	241	235	268	209	205	154	145	102	84	34	-

AM Peak 0730 - 0830 (752), AM PHF=0.89

MetroCount Traffic Executive
Event Counts

111 -- English (ENU)

Datasets:

Site:	**[1044.14] DAIRY MART RD (W SAN YSIDRO BLVD-I-5 SB RAMP) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	20:55 Monday, June 14, 2010 => 12:24 Wednesday, June 16, 2010
File:	1044.14.S16Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
In profile:	Events = 4581 / 5056 (90.60%)

*** Tuesday, June 15, 2010=4581, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
42	**29**	**8**	**10**	**26**	**65**	**73**	**141**	**188**	**197**	**174**	**213**	**277**	**258**	**327**	**368**	**374**	**454**	**371**	**349**	**238**	**197**	**136**	**70**	
7	8	2	3	6	10	8	25	53	52	37	46	**70**	74	71	78	91	114	90	87	77	58	34	18	-
22	5	5	1	2	18	14	30	44	52	49	58	**72**	70	61	104	103	106	94	93	66	45	48	16	-
8	8	0	3	7	15	20	41	43	45	45	51	**61**	64	106	102	83	124	99	94	46	55	29	16	-
5	8	1	3	11	22	31	45	48	49	43	**58**	74	50	90	84	98	110	89	75	49	39	26	20	-

AM Peak 1145 - 1245 (261), AM PHF=0.91

MetroCount Traffic Executive
Event Counts

112 -- English (ENU)

Datasets:

Site: **[1044.15] DAIRY MART RD (I-5 SB RAMP-SERVANDO AVE) NORTHBOUND**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 21:33 Monday, June 14, 2010 => 12:17 Wednesday, June 16, 2010
File: 1044.15.N16Jun2010.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
In profile: Events = 7453 / 10204 (73.04%)

*** Tuesday, June 15, 2010=7453, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
37	**34**	**20**	**31**	**78**	**217**	**324**	**530**	**456**	**325**	**366**	**373**	**406**	**436**	**474**	**521**	**515**	**507**	**448**	**439**	**350**	**312**	**194**	**65**	
10	14	2	2	16	34	66	103	**154**	78	97	78	93	103	122	127	108	142	113	105	101	88	50	21	-
11	2	8	12	15	48	64	**117**	111	79	98	84	109	113	124	127	120	108	109	129	67	95	54	15	-
8	11	7	7	24	64	87	**147**	102	88	81	97	105	111	109	156	142	145	113	107	86	83	51	12	-
8	7	3	11	24	71	107	**164**	90	80	91	114	100	109	119	112	146	114	114	98	96	47	40	17	-

AM Peak 0715 - 0815 (581), AM PHF=0.89

MetroCount Traffic Executive
Event Counts

113 -- English (ENU)

Datasets:

Site: **[1044.15] DAIRY MART RD (I-5 SB RAMP-SERVANDO AVE) SOUTHBOUND**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 21:37 Monday, June 14, 2010 => 12:20 Wednesday, June 16, 2010
File: 1044.15.S16Jun2010.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
In profile: Events = 7157 / 9084 (78.78%)

*** Tuesday, June 15, 2010=7156, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
82	**46**	**26**	**20**	**30**	**156**	**158**	**214**	**273**	**266**	**260**	**312**	**405**	**389**	**473**	**628**	**608**	**659**	**590**	**546**	**394**	**300**	**222**	**106**	
24	13	6	6	7	20	37	45	80	77	50	71	**96**	98	99	131	144	165	160	160	134	82	51	35	-
32	12	10	2	3	32	38	48	63	52	63	79	**115**	112	99	167	140	138	151	138	110	87	69	29	-
17	14	3	5	7	51	38	57	67	63	71	76	**99**	94	132	172	140	179	147	128	80	66	54	17	-
10	7	7	7	13	54	46	65	63	74	77	**86**	96	86	143	160	184	178	134	121	71	65	49	25	-

AM Peak 1145 - 1245 (395), AM PHF=0.86

Prepared by NDS/ATD

Volumes for: Wednesday, March 31, 2010				City:	San Ysidro	Daily Totals				
						NB	SB	EB	WB	Total
Location:	Dairy Mart Rd between Camino De La Plaza & Servando			Project:	10-4111-001	4,386	4,385	0	0	8,771

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		6					12:00	64		61				
00:15	9		12					12:15	57		67				
00:30	10		10					12:30	71		56				
00:45	4	33	6	34			67	12:45	50	242	81	265			507
01:00	5		2					13:00	51		61				
01:15	4		2					13:15	61		58				
01:30	3		2					13:30	51		60				
01:45	5	17	4	10			27	13:45	60	223	91	270			493
02:00	3		2					14:00	79		58				
02:15	4		4					14:15	68		86				
02:30	4		2					14:30	84		87				
02:45	2	13	2	10			23	14:45	73	304	85	316			620
03:00	0		6					15:00	107		67				
03:15	2		2					15:15	92		92				
03:30	3		1					15:30	80		89				
03:45	5	10	2	11			21	15:45	84	363	103	351			714
04:00	3		1					16:00	97		101				
04:15	13		4					16:15	106		107				
04:30	9		7					16:30	103		110				
04:45	10	35	8	20			55	16:45	97	403	117	435			838
05:00	13		12					17:00	123		106				
05:15	21		11					17:15	134		112				
05:30	28		24					17:30	112		119				
05:45	27	89	39	86			175	17:45	98	467	118	455			922
06:00	25		60					18:00	71		97				
06:15	33		39					18:15	98		120				
06:30	53		21					18:30	85		94				
06:45	41	152	43	163			315	18:45	76	330	87	398			728
07:00	39		16					19:00	89		73				
07:15	61		33					19:15	66		64				
07:30	46		30					19:30	70		81				
07:45	45	191	33	112			303	19:45	78	303	70	288			591
08:00	39		28					20:00	64		73				
08:15	43		31					20:15	60		48				
08:30	39		26					20:30	62		41				
08:45	43	164	29	114			278	20:45	46	232	49	211			443
09:00	44		40					21:00	47		44				
09:15	57		39					21:15	47		38				
09:30	45		37					21:30	31		24				
09:45	43	189	40	156			345	21:45	23	148	28	134			282
10:00	45		49					22:00	28		31				
10:15	28		47					22:15	26		22				
10:30	43		51					22:30	22		28				
10:45	49	165	43	190			355	22:45	18	94	26	107			201
11:00	46		43					23:00	9		12				
11:15	35		45					23:15	13		16				
11:30	40		50					23:30	9		11				
11:45	60	181	58	196			377	23:45	7	38	14	53			91
Total Vol.		1239		1102			2341			3147		3283			6430

	NB	SB	EB	WB	Total
Daily Totals :	4,386	4,385	0	0	8,771

	AM			PM			
Split %	52.9%	47.1%	26.7%		48.9%	51.1%	73.3%
AM				PM			
Peak Hr.	11:45	11:45	11:45	Peak Hr.	17:00	17:00	17:00
Volume	252	242	494	Volume	467	455	922
P.H.F.	0.887	0.903	0.972	P.H.F.	0.871	0.956	0.937
7 - 9 Vol.	355	226	581	4 - 6 Vol.	870	890	1760
Peak Hr.	07:00	07:15	07:15	Peak Hr.	17:00	17:00	17:00
Volume	191	124	315	Volume	467	455	922
P.H.F.	0.783	0.939	0.838	P.H.F.	0.871	0.956	0.937

MetroCount Traffic Executive
Vehicle Counts

258 -- English (ENU)

Datasets:

Site: **[1044.17] W SAN YSIDRO BLVD (HOWARD AVE-DAIRY MART RD) NORHTBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 22:20 Monday, June 14, 2010 => 12:26 Wednesday, June 16, 2010
File: 1044.17.16Jun2010.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 2719 / 7885 (34.48%)

*** Tuesday, June 15, 2010 - Total=2719, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
25	**18**	**13**	**10**	**20**	**27**	**60**	**196**	**99**	**106**	**108**	**106**	**144**	**162**	**198**	**198**	**193**	**254**	**180**	**172**	**165**	**120**	**97**	**48**	
4	5	4	2	3	6	8	25	**52**	20	26	24	44	44	41	44	45	53	52	45	48	39	31	18	-
7	7	3	2	7	6	9	**38**	15	26	23	21	39	29	59	56	55	62	45	48	48	31	24	11	-
9	2	3	3	5	6	19	**55**	17	28	28	29	28	37	57	59	54	72	43	42	35	29	21	10	-
5	4	3	3	5	9	24	**78**	15	32	31	32	33	52	41	39	39	67	40	37	34	21	21	9	-

AM Peak 0715 - 0815 (223), AM PHF=0.71

MetroCount Traffic Executive
Vehicle Counts

258 -- English (ENU)

Datasets:

Site: **[1044.17] W SAN YSIDRO BLVD (HOWARD AVE-DAIRY MART RD) SOUHTBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 22:20 Monday, June 14, 2010 => 12:26 Wednesday, June 16, 2010
File: 1044.17.16Jun2010.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 3094 / 7885 (39.24%)

*** Tuesday, June 15, 2010 - Total=3094, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**17**	**13**	**11**	**29**	**71**	**99**	**225**	**225**	**157**	**131**	**156**	**147**	**177**	**245**	**192**	**210**	**229**	**168**	**184**	**191**	**102**	**64**	**32**	
3	1	4	2	5	12	16	39	**99**	33	41	39	36	47	42	38	49	70	41	48	48	40	15	11	-
6	6	2	1	7	23	19	**58**	45	49	32	41	37	53	43	53	56	46	45	46	64	20	15	9	-
6	3	3	4	7	12	25	**62**	34	42	24	38	42	47	98	50	57	52	32	39	46	19	13	5	-
4	7	4	4	10	24	39	**66**	47	33	34	38	32	30	62	51	48	61	50	51	33	23	21	7	-

AM Peak 0715 - 0815 (285), AM PHF=0.72

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

MetroCount Traffic Executive
Event Counts

277 -- English (ENU)

Datasets:

Site:	**[1044.19] W SAN YSIDRO BLVD (SUNSET LN-AVERIL RD) NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:00 Wednesday, June 16, 2010 => 15:13 Friday, June 18, 2010
File:	1044.19.N18Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile:	Events = 6960 / 10319 (67.45%)

*** Thursday, June 17, 2010=6960, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**25**	**26**	**44**	**107**	**226**	**336**	**370**	**376**	**411**	**428**	**421**	**377**	**414**	**518**	**507**	**482**	**438**	**377**	**298**	**301**	**220**	**143**	**84**	
10	5	5	11	17	32	68	79	87	118	**121**	112	89	98	123	122	120	115	109	87	68	66	47	23	-
9	6	6	14	22	57	95	99	107	97	**104**	106	112	112	142	135	117	114	88	69	96	54	36	28	-
4	9	2	12	35	61	89	100	103	108	**104**	109	104	104	130	128	134	111	95	77	61	48	34	17	-
11	5	13	7	34	76	84	93	80	89	**100**	95	73	101	124	123	112	99	86	65	77	52	27	17	-

AM Peak 1000 - 1100 (428), AM PHF=0.89

MetroCount Traffic Executive
Event Counts

278 -- English (ENU)

Datasets:

Site:	**[1044.19] W SAN YSIDRO BLVD (SUNSET LN-AVERIL RD) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:03 Wednesday, June 16, 2010 => 15:12 Friday, June 18, 2010
File:	1044.19.S18Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile:	Events = 5712 / 8286 (68.94%)

*** Thursday, June 17, 2010=5712, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
42	**29**	**16**	**18**	**40**	**94**	**124**	**195**	**291**	**311**	**324**	**325**	**281**	**348**	**472**	**498**	**480**	**461**	**361**	**320**	**266**	**211**	**140**	**70**	
10	11	2	5	9	15	24	36	68	70	84	68	**88**	63	124	129	126	133	100	64	67	62	43	22	-
17	10	3	7	13	23	35	43	79	92	97	**93**	59	60	103	125	127	113	92	88	72	57	40	23	-
7	2	6	2	12	21	32	44	71	74	69	**84**	69	107	133	121	94	112	94	86	51	49	27	15	-
8	6	5	4	6	35	34	74	74	75	74	**81**	67	118	113	123	134	104	75	83	77	43	30	10	-

AM Peak 1115 - 1215 (345), AM PHF=0.93

MetroCount Traffic Executive
Vehicle Counts

259 -- English (ENU)

Datasets:

Site: **[1044.20] W SAN YSIDRO BLVD (AVERIL RD-SMYTHE AVE) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 23:00 Monday, June 14, 2010 => 12:14 Wednesday, June 16, 2010
File: 1044.20.16Jun2010.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 6172 / 14348 (43.02%)

*** Tuesday, June 15, 2010 - Total=6172, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**23**	**20**	**36**	**96**	**196**	**220**	**260**	**322**	**319**	**433**	**410**	**455**	**416**	**434**	**453**	**458**	**401**	**314**	**283**	**202**	**182**	**142**	**63**	
3	5	5	5	18	29	54	65	79	72	121	96	**113**	97	112	115	112	108	92	72	47	49	41	13	-
10	5	3	8	23	40	52	68	91	83	125	114	**124**	102	108	111	120	105	75	73	42	44	36	16	-
13	6	6	9	31	59	67	69	73	73	100	115	**124**	115	113	118	108	97	89	78	56	50	38	16	-
8	7	6	14	24	68	47	58	79	91	87	**85**	94	102	101	109	118	91	58	60	57	39	27	18	-

AM Peak 1145 - 1245 (446), AM PHF=0.90

MetroCount Traffic Executive
Vehicle Counts

259 -- English (ENU)

Datasets:

Site: **[1044.20] W SAN YSIDRO BLVD (AVERIL RD-SMYTHE AVE) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 23:00 Monday, June 14, 2010 => 12:14 Wednesday, June 16, 2010
File: 1044.20.16Jun2010.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 15, 2010 => 0:00 Wednesday, June 16, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 5347 / 14348 (37.27%)

*** Tuesday, June 15, 2010 - Total=5347, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
32	**20**	**15**	**13**	**52**	**60**	**105**	**119**	**232**	**294**	**365**	**353**	**392**	**390**	**411**	**484**	**449**	**444**	**335**	**268**	**184**	**153**	**128**	**49**	
7	5	3	2	8	9	20	27	62	73	103	90	**89**	99	99	106	118	103	87	64	62	47	33	12	-
10	6	6	5	17	19	34	30	63	74	97	100	**113**	93	95	119	119	124	88	80	44	37	35	10	-
7	5	3	2	13	19	24	26	56	72	95	83	**107**	93	99	129	105	108	83	59	40	39	33	14	-
8	4	3	4	14	13	27	36	51	75	70	**80**	83	105	118	130	107	109	77	65	38	30	27	13	-

AM Peak 1145 - 1245 (389), AM PHF=0.86

MetroCount Traffic Executive
Event Counts

279 -- English (ENU)

Datasets:

Site:	**[1044.21] W SAN YSIDRO BLVD (SMYTHE AVE-COTTONWOOD RD) NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:36 Wednesday, June 16, 2010 => 15:17 Friday, June 18, 2010
File:	1044.21.N18Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile:	Events = 7485 / 10820 (69.17%)

*** Thursday, June 17, 2010=7485, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
45	**26**	**31**	**50**	**109**	**212**	**290**	**344**	**418**	**477**	**470**	**448**	**404**	**471**	**602**	**535**	**535**	**490**	**376**	**342**	**321**	**242**	**172**	**80**	
15	4	5	10	16	33	63	72	98	130	**124**	112	99	116	140	139	131	149	101	72	67	65	55	15	-
11	11	7	16	26	56	72	90	117	121	**97**	114	121	87	161	142	138	123	86	90	89	66	51	22	-
9	3	8	12	37	55	83	76	98	94	**131**	104	94	131	137	137	124	116	111	91	87	65	33	23	-
11	8	11	12	30	68	73	106	106	**133**	119	118	91	137	165	118	142	102	79	90	80	46	33	20	-

AM Peak 0945 - 1045 (484), AM PHF=0.91

MetroCount Traffic Executive
Event Counts

280 -- English (ENU)

Datasets:

Site:	**[1044.21] W SAN YSIDRO BLVD (SMYTHE AVE-COTTONWOOD RD) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:39 Wednesday, June 16, 2010 => 15:16 Friday, June 18, 2010
File:	1044.21.S18Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile:	Events = 6955 / 9904 (70.22%)

*** Thursday, June 17, 2010=6955, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
43	**33**	**25**	**23**	**39**	**97**	**142**	**215**	**348**	**412**	**423**	**400**	**324**	**439**	**559**	**593**	**601**	**573**	**474**	**357**	**319**	**264**	**177**	**81**	
12	9	4	4	8	14	26	42	86	112	**108**	97	79	92	156	150	161	147	126	102	89	81	56	26	-
11	12	9	9	12	25	41	47	84	92	**123**	105	78	106	118	146	148	133	115	80	87	71	51	23	-
12	6	7	5	9	21	38	60	76	99	**100**	92	80	101	138	147	152	137	114	90	70	63	44	17	-
8	6	5	5	10	37	37	67	103	**110**	93	107	87	140	147	151	141	157	120	86	73	49	26	15	-

AM Peak 0945 - 1045 (440), AM PHF=0.90

MetroCount Traffic Executive
Event Counts

114 -- English (ENU)

Datasets:

Site: **[1044.22] W SAN YSIDRO BLVD (COTTONWOOD RD-W PARK AVE) NORTHBOUND**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 18:11 Wednesday, June 16, 2010 => 15:20 Friday, June 18, 2010
File: 1044.22.N18Jun2010.EC0 (Regular)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: **0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile: Events = 9029 / 12670 (71.26%)

*** Thursday, June 17, 2010=9029, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
59	**32**	**42**	**80**	**148**	**250**	**320**	**387**	**454**	**579**	**571**	**545**	**490**	**596**	**807**	**658**	**694**	**561**	**448**	**397**	**359**	**275**	**182**	**100**	
20	3	9	14	24	45	67	81	114	150	148	**155**	133	147	196	175	207	172	117	100	89	62	62	31	-
16	12	6	25	40	72	84	100	137	146	112	**132**	137	114	226	173	165	137	114	108	94	83	54	22	-
12	8	13	20	51	65	87	95	100	129	**161**	108	125	177	171	164	153	129	112	99	90	82	36	28	-
11	9	14	21	34	69	82	112	104	155	**150**	150	96	159	215	146	170	124	105	91	87	49	31	19	-

AM Peak 1030 - 1130 (598), AM PHF=0.93

MetroCount Traffic Executive
Event Counts

115 -- English (ENU)

Datasets:

Site:	**[1044.22] W SAN YSIDRO BLVD (COTTONWOOD RD-W PARK AVE) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	18:14 Wednesday, June 16, 2010 => 15:19 Friday, June 18, 2010
File:	1044.22.S18Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile:	Events = 7727 / 10872 (71.07%)

*** Thursday, June 17, 2010=7727, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
52	**41**	**41**	**44**	**78**	**135**	**206**	**280**	**367**	**459**	**463**	**441**	**378**	**491**	**602**	**629**	**630**	**596**	**503**	**401**	**328**	**285**	**191**	**93**	
15	11	10	11	13	27	44	59	91	120	**118**	112	99	91	151	163	164	164	136	108	89	91	59	37	-
15	13	12	10	24	32	56	71	96	115	**129**	116	103	116	136	144	167	135	127	100	90	76	57	22	-
13	12	7	10	20	34	58	76	86	110	**118**	95	93	119	162	167	156	152	119	95	69	68	52	16	-
10	6	12	13	22	43	48	74	95	**115**	99	118	85	165	154	155	144	145	122	99	81	50	23	18	-

AM Peak 0945 - 1045 (479), AM PHF=0.93

MetroCount Traffic Executive
Event Counts

162 -- English (ENU)

Datasets:

Site:	**[1044.23] W SAN YSIDRO BLVD (W PARK AVE-I-805 SB RAMPS) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	18:57 Wednesday, June 16, 2010 => 15:07 Friday, June 18, 2010
File:	1044.23.E18Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile:	Events = 12297 / 16911 (72.72%)

*** Thursday, June 17, 2010=12297, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
87	**42**	**56**	**57**	**110**	**209**	**310**	**540**	**592**	**669**	**660**	**674**	**620**	**770**	**953**	**1013**	**958**	**963**	**908**	**690**	**555**	**443**	**250**	**173**	
26	11	11	15	23	34	71	83	157	164	147	**183**	152	143	234	241	240	262	261	166	162	130	68	66	-
20	13	15	13	30	60	68	102	140	162	169	**181**	175	177	246	249	228	233	241	179	157	139	77	48	-
28	13	17	13	24	60	98	165	150	172	**178**	147	151	182	229	260	261	250	207	166	114	103	55	26	-
14	6	13	16	34	56	73	191	146	172	**167**	164	142	269	245	264	230	219	199	179	123	72	51	34	-

AM Peak 1030 - 1130 (708), AM PHF=0.97

MetroCount Traffic Executive
Event Counts

117 -- English (ENU)

Datasets:

Site: **[1044.23] W SAN YSIDRO BLVD (W PARK AVE-I-805 SB RAMPS) WESTBOUND**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 18:54 Wednesday, June 16, 2010 => 15:10 Friday, June 18, 2010
File: 1044.23.W18Jun2010.EC0 (Regular)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: **0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile: Events = 11467 / 15776 (72.69%)

*** Thursday, June 17, 2010=11467, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
80	**42**	**37**	**61**	**108**	**197**	**359**	**512**	**659**	**842**	**765**	**671**	**590**	**656**	**800**	**868**	**941**	**852**	**787**	**602**	**449**	**305**	**169**	**121**	
24	7	9	18	17	40	94	105	159	**218**	188	203	157	148	168	195	212	221	242	146	139	71	52	43	-
23	13	7	19	28	45	91	122	182	**213**	180	147	166	146	224	237	236	224	190	160	117	73	45	28	-
18	16	13	12	33	44	107	138	143	**231**	235	132	156	180	207	208	252	207	186	158	103	100	37	30	-
15	6	9	12	31	68	68	147	175	**181**	162	190	112	183	202	228	242	201	170	138	91	61	36	20	-

AM Peak 0900 - 1000 (842), AM PHF=0.91

MetroCount Traffic Executive
Event Counts

281 -- English (ENU)

Datasets:

Site:	**[1044.24] E SAN YSIDRO BLVD (I-805 SB RAMP-I-805 NB RAMP) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	18:12 Monday, June 21, 2010 => 10:53 Wednesday, June 23, 2010
File:	1044.24.E23Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 13938 / 16640 (83.76%)

*** Tuesday, June 22, 2010=13938, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
50	**36**	**45**	**65**	**120**	**238**	**344**	**544**	**631**	**835**	**934**	**945**	**1015**	**1028**	**1072**	**1139**	**1046**	**1002**	**853**	**717**	**551**	**396**	**223**	**115**	
13	12	14	8	22	37	80	104	178	233	225	245	**283**	278	264	289	288	248	266	195	144	112	76	39	-
18	7	16	14	29	68	90	93	151	182	250	233	**234**	250	245	294	272	249	192	198	134	117	54	30	-
10	9	11	28	35	66	86	130	135	202	231	223	**231**	256	296	283	229	255	208	195	138	106	43	25	-
10	8	4	15	34	68	88	218	168	219	229	**244**	268	245	268	274	257	252	188	130	135	61	51	21	-

AM Peak 1145 - 1245 (991), AM PHF=0.88

MetroCount Traffic Executive
Event Counts

282 -- English (ENU)

Datasets:

Site:	**[1044.24] E SAN YSIDRO BLVD (I-805 SB RAMP-I-805 NB RAMP) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	18:15 Monday, June 21, 2010 => 14:13 Wednesday, June 23, 2010
File:	1044.24.W23Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 8201 / 11884 (69.01%)

*** Tuesday, June 22, 2010=8201, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
46	**28**	**35**	**36**	**78**	**115**	**178**	**259**	**351**	**499**	**585**	**583**	**652**	**661**	**644**	**636**	**599**	**582**	**504**	**441**	**313**	**195**	**126**	**61**	
15	9	10	5	16	24	44	52	78	113	126	156	**146**	158	150	160	145	168	135	130	79	59	41	17	-
13	8	9	12	24	23	38	66	80	140	137	135	**176**	171	167	165	165	146	123	112	91	52	27	22	-
12	5	9	10	18	36	45	71	95	113	175	133	**175**	167	154	175	137	133	119	103	74	42	29	14	-
6	6	7	9	21	33	52	70	99	134	147	**160**	155	166	174	136	153	135	128	97	69	43	29	8	-

AM Peak 1145 - 1245 (657), AM PHF=0.93

MetroCount Traffic Executive
Event Counts

118 -- English (ENU)

Datasets:

Site: **[1044.25] E SAN YSIDRO BLVD (I-805 NB RAMPS-BORDER VILLAGE RD NORTH) NORTHBOUND**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 20:25 Wednesday, June 16, 2010 => 15:13 Friday, June 18, 2010
File: 1044.25.N18Jun2010.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: **0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile: Events = 10799 / 13475 (80.14%)

*** Thursday, June 17, 2010=10799, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
57	**23**	**32**	**45**	**88**	**138**	**202**	**266**	**434**	**640**	**699**	**672**	**642**	**705**	**897**	**855**	**907**	**917**	**850**	**631**	**487**	**315**	**198**	**103**	
19	3	2	8	15	26	51	51	94	133	156	**180**	174	154	233	214	222	253	244	173	143	94	57	31	-
11	7	9	13	19	35	69	74	102	144	**187**	167	166	189	244	228	230	232	224	183	129	94	56	25	-
17	8	13	12	20	32	41	77	114	189	**167**	161	144	175	216	198	246	207	203	148	123	73	44	27	-
10	5	8	12	35	46	42	64	125	174	**191**	164	159	187	204	215	210	227	179	129	93	55	41	21	-

AM Peak 1015 - 1115 (724), AM PHF=0.95

MetroCount Traffic Executive
Event Counts

119 -- English (ENU)

Datasets:

Site:	**[1044.25] E SAN YSIDRO BLVD (I-805 NB RAMPS-BORDER VILLAGE RD NORTH) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	20:28 Wednesday, June 16, 2010 => 15:12 Friday, June 18, 2010
File:	1044.25.S18Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile:	Events = 11711 / 14768 (79.30%)

*** Thursday, June 17, 2010=11710, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
54	**21**	**27**	**57**	**114**	**153**	**233**	**399**	**621**	**810**	**805**	**730**	**710**	**790**	**936**	**946**	**1022**	**970**	**806**	**633**	**401**	**212**	**158**	**108**	
13	4	7	13	26	33	60	67	131	**195**	193	177	180	177	238	217	278	248	223	173	103	58	35	39	-
16	5	9	17	33	39	65	92	140	**214**	193	184	165	173	220	219	244	223	197	153	123	62	61	20	-
18	7	3	10	28	33	51	91	174	**201**	195	170	195	222	230	222	250	283	208	154	97	45	25	27	-
8	5	8	17	27	49	57	150	177	**201**	225	201	171	219	249	289	251	217	178	154	78	48	38	22	-

AM Peak 0900 - 1000 (810), AM PHF=0.95

MetroCount Traffic Executive
Vehicle Counts

253 -- English (ENU)

Datasets:

Site: **[1044.26] E SAN YSIDRO BLVD (BORDER VILLAGE RD N-BORDER VILLAGE RD S) NORHTBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 21:16 Wednesday, June 16, 2010 => 15:14 Friday, June 18, 2010
File: 1044.26.18Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 5758 / 15895 (36.23%)

*** Thursday, June 17, 2010 - Total=5758, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
46	**16**	**23**	**34**	**60**	**96**	**114**	**137**	**210**	**322**	**369**	**394**	**334**	**374**	**464**	**492**	**468**	**438**	**431**	**346**	**233**	**180**	**118**	**59**	
15	3	3	7	9	20	24	35	45	68	82	**106**	96	83	118	121	111	128	120	105	62	58	39	18	-
8	4	7	8	10	24	42	37	47	76	92	**102**	84	101	123	118	130	114	108	99	61	55	31	13	-
18	5	9	13	13	22	25	29	52	94	**96**	90	71	91	110	108	109	113	111	80	53	34	24	16	-
5	4	4	6	28	30	23	36	66	84	**99**	96	83	99	113	145	118	83	92	62	57	33	24	12	-

AM Peak 1030 - 1130 (403), AM PHF=0.95

MetroCount Traffic Executive
Vehicle Counts

253 -- English (ENU)

Datasets:

Site: **[1044.26] E SAN YSIDRO BLVD (BORDER VILLAGE RD N-BORDER VILLAGE RD S) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 21:16 Wednesday, June 16, 2010 => 15:14 Friday, June 18, 2010
File: 1044.26.18Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 6857 / 15895 (43.14%)

*** Thursday, June 17, 2010 - Total=6857, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
47	**17**	**20**	**34**	**98**	**105**	**142**	**192**	**324**	**465**	**449**	**433**	**413**	**444**	**509**	**550**	**586**	**539**	**483**	**400**	**277**	**151**	**100**	**79**	
9	5	9	9	18	28	43	42	65	**118**	109	107	114	99	118	131	139	142	137	112	77	45	27	26	-
13	4	6	9	34	29	33	55	70	**112**	106	112	104	88	112	139	149	128	126	96	76	43	32	17	-
17	3	3	6	25	20	29	40	86	**111**	110	114	100	135	131	126	160	157	127	87	68	28	19	20	-
8	5	2	10	21	28	37	55	103	**124**	124	100	95	122	148	154	138	112	93	105	56	35	22	16	-

AM Peak 0900 - 1000 (465), AM PHF=0.94

MetroCount Traffic Executive
Event Counts

283 -- English (ENU)

Datasets:

Site:	**[1044.27] E SAN YSIDRO BLVD (BORDER VILLAGE RD-E BEYER BLVD) NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	21:55 Wednesday, June 16, 2010 => 15:18 Friday, June 18, 2010
File:	1044.27.N18Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile:	Events = 5793 / 7266 (79.73%)

*** Thursday, June 17, 2010=5793, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
40	**16**	**28**	**40**	**44**	**81**	**112**	**156**	**228**	**272**	**338**	**387**	**298**	**787**	**446**	**439**	**399**	**418**	**369**	**285**	**232**	**198**	**119**	**64**	
13	4	3	5	7	17	29	43	54	68	89	**106**	88	165	132	106	96	108	98	76	64	68	40	19	-
6	4	14	8	11	15	34	35	44	62	78	**95**	78	171	111	107	102	113	91	84	68	52	31	17	-
16	6	7	16	14	23	27	40	46	73	82	**78**	54	232	82	109	105	96	88	68	44	47	21	15	-
5	2	4	11	13	26	23	39	84	70	90	**108**	78	219	122	118	97	102	93	58	57	33	28	13	-

AM Peak 1100 - 1200 (387), AM PHF=0.90

MetroCount Traffic Executive
Event Counts

284 -- English (ENU)

Datasets:

Site: **[1044.27] E SAN YSIDRO BLVD (BORDER VILLAGE RD-E BEYER BLVD) SOUTHBOUND**
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 21:57 Wednesday, June 16, 2010 => 15:16 Friday, June 18, 2010
File: 1044.27.S18Jun2010.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: **0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile: Events = 10027 / 12692 (79.01%)

*** Thursday, June 17, 2010=10027, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
58	**29**	**43**	**54**	**143**	**205**	**266**	**251**	**376**	**545**	**613**	**600**	**512**	**612**	**763**	**805**	**888**	**856**	**782**	**610**	**417**	**287**	**193**	**126**	
20	7	19	8	21	50	61	68	74	136	154	**145**	141	143	180	222	211	199	217	173	133	85	47	46	-
10	8	10	17	51	61	93	59	83	146	128	**145**	128	122	182	176	229	191	209	145	108	68	61	28	-
22	4	11	16	40	30	52	59	123	120	162	**176**	113	202	194	187	218	225	174	145	105	71	47	30	-
7	11	3	14	32	66	62	66	98	144	**170**	135	130	146	208	221	231	242	183	148	72	64	39	24	-

AM Peak 1045 - 1145 (635), AM PHF=0.90

MetroCount Traffic Executive
Vehicle Counts

261 -- English (ENU)

Datasets:

Site: **[1044.28] BORDER VILLAGE RD (E SAN YSIDRO BLVD-E SAN YSIDRO BLVD) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 22:36 Wednesday, June 16, 2010 => 15:21 Friday, June 18, 2010
File: 1044.28.18Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 1312 / 3982 (32.95%)

*** Thursday, June 17, 2010 - Total=1312, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**2**	**0**	**1**	**8**	**7**	**21**	**31**	**47**	**95**	**94**	**88**	**83**	**97**	**116**	**126**	**109**	**140**	**71**	**67**	**64**	**24**	**13**	**6**	
0	0	0	0	1	2	8	7	9	32	18	**25**	21	24	29	32	21	51	23	20	21	3	5	1	-
1	1	0	1	2	1	5	5	12	19	**26**	17	22	18	26	27	29	28	23	18	18	5	1	3	-
0	1	0	0	3	0	4	8	13	25	**22**	24	17	23	26	31	32	34	13	15	14	9	1	1	-
1	0	0	0	2	4	4	11	13	19	**28**	22	23	32	35	36	27	27	12	14	11	7	6	1	-

AM Peak 1015 - 1115 (101), AM PHF=0.90

MetroCount Traffic Executive
Vehicle Counts

261 -- English (ENU)

Datasets:

Site: **[1044.28] BORDER VILLAGE RD (E SAN YSIDRO BLVD-E SAN YSIDRO BLVD) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 22:36 Wednesday, June 16, 2010 => 15:21 Friday, June 18, 2010
File: 1044.28.18Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 1916 / 3982 (48.12%)

*** Thursday, June 17, 2010 - Total=1916, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**1**	**3**	**4**	**4**	**12**	**34**	**99**	**114**	**129**	**120**	**115**	**122**	**136**	**175**	**183**	**187**	**157**	**124**	**86**	**61**	**26**	**14**	**8**	
0	0	0	0	1	2	7	17	**29**	30	22	28	28	37	49	36	51	37	36	17	21	9	4	4	-
0	0	0	3	1	0	7	12	**33**	33	31	30	31	29	41	33	40	52	36	20	13	7	1	2	-
1	1	0	1	2	1	12	20	**31**	33	33	33	33	30	43	58	55	35	28	22	12	7	4	2	-
1	0	3	0	0	9	8	**50**	21	33	34	24	30	40	42	56	41	33	24	27	15	3	5	0	-

AM Peak 0745 - 0845 (143), AM PHF=0.71

MetroCount Traffic Executive
Event Counts

285 -- English (ENU)

Datasets:

Site:	**[1044.29] VIA DE SAN YSIDRO (W SAN YSIDRO BLVD-I-5 NB RAMPS) NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	15:38 Monday, June 21, 2010 => 14:16 Wednesday, June 23, 2010
File:	1044.29.N23Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 9575 / 16452 (58.20%)

*** Tuesday, June 22, 2010=9575, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
56	**37**	**31**	**54**	**138**	**219**	**323**	**443**	**488**	**537**	**590**	**573**	**651**	**648**	**657**	**641**	**669**	**639**	**594**	**533**	**400**	**332**	**218**	**109**	
13	11	4	6	25	31	82	83	117	140	148	137	**138**	150	158	163	159	159	156	130	101	98	61	41	-
18	10	12	13	41	49	72	81	126	129	139	134	**164**	160	178	166	162	165	173	132	94	101	60	29	-
11	10	9	14	35	69	91	115	108	145	158	142	**172**	151	149	164	173	156	115	145	109	74	52	28	-
15	6	6	21	38	70	79	165	138	124	147	**161**	177	188	173	149	175	159	151	126	96	59	45	12	-

AM Peak 1145 - 1245 (634), AM PHF=0.92

MetroCount Traffic Executive
Event Counts

286 -- English (ENU)

Datasets:

Site:	**[1044.29] VIA DE SAN YSIDRO (W SAN YSIDRO BLVD-I-5 NB RAMPS) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	15:36 Monday, June 21, 2010 => 14:14 Wednesday, June 23, 2010
File:	1044.29.S23Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 7490 / 12449 (60.16%)

*** Tuesday, June 22, 2010=7489, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
40	**28**	**11**	**41**	**64**	**128**	**213**	**284**	**406**	**481**	**478**	**426**	**522**	**532**	**520**	**542**	**520**	**589**	**498**	**399**	**332**	**197**	**162**	**79**	
10	10	2	8	13	23	53	61	115	109	111	103	**128**	144	143	148	126	148	130	110	87	52	48	24	-
9	6	3	6	10	26	46	58	89	111	106	90	**121**	112	150	133	144	169	111	97	83	51	42	17	-
14	6	2	13	24	37	55	75	86	135	140	111	**142**	138	123	128	120	124	125	99	81	51	39	22	-
7	7	4	14	17	43	60	91	117	126	122	**124**	132	138	105	134	131	150	134	94	82	43	34	17	-

AM Peak 1145 - 1245 (514), AM PHF=0.91

MetroCount Traffic Executive
Event Counts

120 -- English (ENU)

Datasets:

Site: **[1044.30] VIA DE SAN YSIDRO (I-5 NB RAMPS-CALLE PRIMERA) NORTHBOUND**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 19:36 Wednesday, June 16, 2010 => 15:20 Friday, June 18, 2010
File: 1044.30.N.18Jun2010.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: **0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile: Events = 13719 / 18014 (76.16%)

*** Thursday, June 17, 2010=13719, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
94	**33**	**44**	**49**	**104**	**212**	**330**	**599**	**622**	**605**	**706**	**784**	**724**	**883**	**1080**	**1097**	**1093**	**1043**	**1033**	**806**	**688**	**606**	**312**	**175**	
25	7	7	14	13	34	52	95	146	146	169	**225**	171	158	264	269	263	271	286	200	186	172	88	65	-
37	11	15	8	23	66	69	118	172	151	155	**199**	208	207	282	280	268	267	285	224	200	178	90	43	-
18	8	12	12	36	55	102	189	159	150	**194**	178	174	255	257	264	295	270	257	194	157	141	72	32	-
15	7	10	15	33	57	108	197	146	158	**189**	183	172	264	278	286	268	236	206	189	146	116	62	35	-

AM Peak 1030 - 1130 (806), AM PHF=0.90

MetroCount Traffic Executive
Event Counts

121 -- English (ENU)

Datasets:

Site:	**[1044.30] VIA DE SAN YSIDRO (I-5 NB RAMPS-CALLE PRIMERA) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	19:40 Wednesday, June 16, 2010 => 15:22 Friday, June 18, 2010
File:	1044.30.S.18Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, June 17, 2010 => 0:00 Friday, June 18, 2010**
In profile:	Events = 5900 / 7734 (76.28%)

*** Thursday, June 17, 2010=5900, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
51	**29**	**18**	**17**	**44**	**64**	**110**	**222**	**288**	**335**	**383**	**406**	**321**	**317**	**424**	**435**	**464**	**457**	**447**	**386**	**260**	**215**	**110**	**101**	
13	5	4	5	3	13	30	40	66	94	95	**96**	78	68	100	100	113	111	117	103	84	65	34	29	-
19	6	4	4	12	11	27	47	70	71	90	**97**	83	74	91	100	132	106	119	91	71	50	22	25	-
12	11	5	3	16	18	28	58	64	75	95	**93**	80	85	114	122	101	126	106	95	60	54	32	26	-
7	7	5	5	13	22	26	77	88	96	103	**121**	81	91	119	114	119	116	106	97	47	46	23	21	-

AM Peak 1100 - 1200 (406), AM PHF=0.84

MetroCount Traffic Executive
Vehicle Counts

126 -- English (ENU)

Datasets:

Site: **[1044.31] CALLE PRIMERA (WEST OF VIA DE SAN YSIDRO) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 16:20 Monday, June 21, 2010 => 14:18 Wednesday, June 23, 2010
File: 1044.3123Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 1611 / 5253 (30.67%)

*** Tuesday, June 22, 2010 - Total=1611, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**1**	**0**	**15**	**23**	**69**	**136**	**146**	**134**	**156**	**145**	**124**	**162**	**140**	**142**	**88**	**69**	**31**	**21**	**4**	**4**	
0	0	0	0	0	0	1	4	11	30	25	**37**	42	40	27	41	40	41	28	22	4	9	3	1	-
0	0	0	1	0	0	5	2	14	41	**42**	29	37	31	31	38	34	28	21	19	9	3	1	1	-
0	0	0	0	1	0	3	8	11	28	**41**	38	35	37	32	46	32	32	18	13	6	6	0	2	-
0	0	0	0	0	0	6	9	33	37	**38**	30	42	37	34	37	34	41	21	15	12	3	0	0	-

AM Peak 1015 - 1115 (158), AM PHF=0.94

MetroCount Traffic Executive
Vehicle Counts

127 -- English (ENU)

Datasets:

Site: **[1044.31] CALLE PRIMERA (WEST OF VIA DE SAN YSIDRO) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 16:20 Monday, June 21, 2010 => 14:18 Wednesday, June 23, 2010
File: 1044.3123Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 1613 / 5253 (30.71%)

*** Tuesday, June 22, 2010 - Total=1613, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**0**	**1**	**1**	**1**	**8**	**17**	**35**	**86**	**119**	**146**	**164**	**143**	**130**	**140**	**156**	**160**	**133**	**89**	**38**	**33**	**8**	**4**	
0	0	0	0	0	0	0	3	5	15	23	35	**34**	37	29	40	50	38	45	15	10	15	5	0	-
0	0	0	0	0	0	2	3	11	25	31	44	**38**	38	38	35	34	46	39	30	11	5	3	2	-
0	1	0	1	1	1	5	3	7	16	32	31	**45**	30	30	30	35	41	35	24	10	6	0	1	-
0	0	0	0	0	0	1	8	12	30	33	**36**	47	38	33	35	37	35	14	20	7	7	0	1	-

AM Peak 1145 - 1245 (153), AM PHF=0.85

MetroCount Traffic Executive
Vehicle Counts

128 -- English (ENU)

Datasets:

Site: **[1044.32] WILLOW RD (CALLE PRIMERA-CAMINO DE LA PLAZA) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 17:04 Monday, June 21, 2010 => 14:19 Wednesday, June 23, 2010
File: 1044.3223Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 4570 / 13761 (33.21%)

*** Tuesday, June 22, 2010 - Total=4570, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	**12**	**8**	**6**	**22**	**42**	**77**	**98**	**139**	**194**	**226**	**253**	**311**	**351**	**311**	**328**	**369**	**361**	**353**	**321**	**337**	**262**	**107**	**56**	
11	3	2	0	3	3	12	19	39	62	48	53	**76**	83	60	86	110	92	102	69	74	89	25	20	-
8	3	2	1	5	11	17	17	33	39	60	59	**86**	87	64	83	81	91	97	80	91	77	34	22	-
2	4	2	1	6	15	21	26	24	47	53	65	**76**	95	99	82	98	95	74	87	77	55	29	9	-
5	2	2	4	8	13	27	36	43	46	65	**76**	73	86	88	77	80	83	80	85	95	41	19	5	-

AM Peak 1145 - 1245 (314), AM PHF=0.91

MetroCount Traffic Executive
Vehicle Counts

129 -- English (ENU)

Datasets:

Site: **[1044.32] WILLOW RD (CALLE PRIMERA-CAMINO DE LA PLAZA) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 17:04 Monday, June 21, 2010 => 14:19 Wednesday, June 23, 2010
File: 1044.3223Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 4120 / 13761 (29.94%)

*** Tuesday, June 22, 2010 - Total=4120, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**9**	**8**	**10**	**21**	**44**	**81**	**96**	**120**	**210**	**258**	**280**	**307**	**294**	**326**	**338**	**294**	**338**	**363**	**305**	**202**	**97**	**65**	**40**	
3	2	1	2	4	7	12	27	29	43	52	70	**82**	75	66	76	78	70	88	79	66	23	26	9	-
2	1	6	1	3	4	16	17	24	51	64	56	**70**	72	95	88	74	93	98	83	55	31	9	15	-
1	2	0	2	5	12	21	27	31	57	69	73	**79**	87	89	90	76	90	84	70	50	21	20	8	-
8	4	1	5	9	21	32	25	36	59	73	**81**	76	60	76	84	66	85	93	73	31	22	10	8	-

AM Peak 1145 - 1245 (312), AM PHF=0.95

MetroCount Traffic Executive
Event Counts

287 -- English (ENU)

Datasets:

Site:	**[1044.33] BIBLER DR (EAST OF CAMINO DE LA PLAZA) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:34 Monday, June 21, 2010 => 14:13 Wednesday, June 23, 2010
File:	1044.33.E23Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 2072 / 3281 (63.15%)

*** Tuesday, June 22, 2010=2072, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**15**	**6**	**5**	**5**	**11**	**37**	**78**	**75**	**68**	**72**	**85**	**106**	**107**	**148**	**170**	**174**	**209**	**200**	**137**	**142**	**101**	**69**	**39**	
2	3	2	1	0	1	6	19	27	14	19	15	**23**	24	34	41	42	52	43	29	32	33	26	14	-
11	4	2	0	1	5	3	21	21	23	17	28	**28**	22	36	28	39	53	52	35	40	23	13	11	-
0	5	1	1	2	2	11	19	14	11	21	16	**27**	25	40	53	46	55	53	41	34	17	11	8	-
3	3	1	3	2	3	18	19	13	20	15	**26**	28	37	38	48	47	49	52	33	37	28	19	6	-

AM Peak 1145 - 1245 (104), AM PHF=0.92

MetroCount Traffic Executive
Event Counts

288 -- English (ENU)

Datasets:

Site:	**[1044.33] BIBLER DR (EAST OF CAMINO DE LA PLAZA) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:31 Monday, June 21, 2010 => 14:11 Wednesday, June 23, 2010
File:	1044.33.W23Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 2260 / 3798 (59.51%)

*** Tuesday, June 22, 2010=2260, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**8**	**8**	**13**	**34**	**82**	**151**	**215**	**166**	**147**	**105**	**90**	**121**	**116**	**103**	**112**	**127**	**174**	**150**	**91**	**111**	**63**	**46**	**27**	
3	1	1	1	7	18	27	49	**52**	42	29	16	33	20	23	32	36	39	45	32	32	23	10	10	-
4	3	3	3	6	22	38	40	**48**	35	30	20	20	28	28	23	19	41	43	19	26	13	16	6	-
1	3	1	5	12	25	44	**55**	27	28	24	24	43	32	30	26	36	45	35	25	32	19	11	6	-
0	1	3	4	9	17	42	**72**	39	42	23	31	26	37	23	32	36	51	27	15	21	8	9	5	-

AM Peak 0730 - 0830 (226), AM PHF=0.79

MetroCount Traffic Executive
Vehicle Counts

262 -- English (ENU)

Datasets:

Site: **[1044.34] CAMINO DE LA PLAZA (DAIRY MART RD-BIBLER DR) EASTBOUND**
Direction: 6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration: 13:36 Monday, June 21, 2010 => 14:14 Wednesday, June 23, 2010
File: 1044.34.23Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: East (bound)
In profile: Vehicles = 4140 / 15652 (26.45%)

*** Tuesday, June 22, 2010 - Total=4140, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	**20**	**13**	**5**	**7**	**24**	**75**	**126**	**137**	**162**	**170**	**201**	**239**	**258**	**296**	**354**	**368**	**422**	**391**	**294**	**242**	**150**	**98**	**60**	
6	4	4	1	0	2	11	31	41	41	36	42	**55**	54	68	82	93	88	95	73	61	47	35	20	-
16	7	4	0	1	4	8	27	31	44	48	59	**52**	59	73	89	78	124	89	78	71	32	24	16	-
3	5	2	1	3	8	17	30	36	39	44	43	**63**	58	73	106	102	108	112	74	54	35	17	11	-
3	4	3	3	3	10	39	38	29	38	42	**57**	69	87	82	77	95	102	95	69	56	36	22	13	-

AM Peak 1145 - 1245 (227), AM PHF=0.90

MetroCount Traffic Executive
Vehicle Counts

262 -- English (ENU)

Datasets:

Site: **[1044.34] CAMINO DE LA PLAZA (DAIRY MART RD-BIBLER DR) WESTBOUND**
Direction: 6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration: 13:36 Monday, June 21, 2010 => 14:14 Wednesday, June 23, 2010
File: 1044.34.23Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: West (bound)
In profile: Vehicles = 4026 / 15652 (25.72%)

*** Tuesday, June 22, 2010 - Total=4026, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
25	**17**	**10**	**14**	**34**	**95**	**162**	**234**	**203**	**196**	**173**	**198**	**233**	**260**	**254**	**263**	**271**	**293**	**291**	**235**	**261**	**164**	**91**	**49**	
9	3	2	2	7	18	30	50	**53**	63	46	47	57	53	74	65	74	84	79	61	72	61	24	13	-
6	5	1	3	6	22	42	44	**63**	43	43	42	42	51	62	64	64	62	69	55	67	45	28	19	-
4	4	3	5	13	29	50	**58**	42	45	46	51	74	75	59	64	62	81	72	61	68	37	24	8	-
6	5	4	4	8	26	40	**82**	45	45	38	58	60	81	59	70	71	66	71	58	54	21	15	9	-

AM Peak 0730 - 0830 (256), AM PHF=0.78

MetroCount Traffic Executive
Event Counts

158 -- English (ENU)

Datasets:

Site:	**[1044.35] CAMINO DE LA PLZA (BIBLER DR-WILLOW RD) NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	20:01 Friday, June 18, 2010 => 14:26 Wednesday, June 23, 2010
File:	1044.35.N23Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 2095 / 10284 (20.37%)

*** Tuesday, June 22, 2010=2095, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**8**	**4**	**1**	**3**	**16**	**23**	**41**	**53**	**68**	**73**	**118**	**135**	**156**	**171**	**175**	**174**	**170**	**180**	**154**	**166**	**112**	**52**	**26**	
6	2	1	1	0	1	4	6	8	23	21	31	**32**	35	54	36	42	51	47	30	47	42	17	8	-
3	2	0	0	0	3	5	4	19	12	13	28	**29**	26	36	47	50	40	37	37	45	36	14	10	-
4	1	2	0	2	3	8	13	13	15	17	28	**39**	49	37	43	38	47	44	40	38	17	15	4	-
7	3	1	0	1	9	6	18	13	18	23	**32**	36	47	45	49	45	32	53	47	37	17	6	4	-

AM Peak 1145 - 1245 (131), AM PHF=0.85

MetroCount Traffic Executive
Event Counts

159 -- English (ENU)

Datasets:

Site:	**[1044.35] CAMINO DE LA PLZA (BIBLER DR-WILLOW RD) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Subtracted from totals. (/-2.000)
Survey Duration:	20:03 Friday, June 18, 2010 => 14:11 Wednesday, June 23, 2010
File:	1044.35.S23Jun2010.EC0 (Regular)
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 2336 / 10622 (21.99%)

*** Tuesday, June 22, 2010=2336, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**7**	**7**	**1**	**3**	**14**	**44**	**58**	**75**	**113**	**111**	**121**	**151**	**174**	**169**	**200**	**214**	**245**	**211**	**182**	**109**	**59**	**34**	**25**	
5	3	1	0	0	1	7	8	23	36	24	22	**38**	38	41	47	55	46	55	49	28	20	11	6	-
3	3	3	0	0	0	5	10	12	25	32	**38**	26	38	40	64	44	78	43	51	37	11	10	8	-
2	0	1	0	1	5	10	17	27	24	28	**29**	39	41	33	52	61	58	64	38	22	18	9	4	-
1	1	2	1	2	8	22	23	14	28	27	**33**	48	57	55	37	54	63	50	44	22	10	5	7	-

AM Peak 1115 - 1215 (137), AM PHF=0.90

MetroCount Traffic Executive
Event Counts

156 -- English (ENU)

Datasets:

Site:	**[1044.36] CAMINO DE LA PLAZA (WILLOW RD-I-5 SB RAMP) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	19:30 Friday, June 18, 2010 => 14:25 Wednesday, June 23, 2010
File:	1044.36.E23Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 4497 / 21115 (21.30%)

*** Tuesday, June 22, 2010=4497, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	**12**	**12**	**2**	**20**	**42**	**90**	**126**	**151**	**215**	**240**	**262**	**306**	**336**	**342**	**380**	**326**	**382**	**369**	**337**	**255**	**161**	**75**	**43**	
3	4	2	1	3	5	14	34	31	58	57	67	**68**	82	81	89	86	83	81	90	74	55	25	14	-
9	2	6	0	3	7	16	15	29	49	55	65	**65**	83	97	105	82	119	89	83	65	36	17	13	-
2	2	1	0	6	17	28	30	46	58	54	54	**85**	85	94	95	84	89	103	86	63	38	19	8	-
4	4	3	1	8	13	32	47	45	51	75	**77**	88	87	71	92	75	92	96	78	54	32	14	8	-

AM Peak 1145 - 1245 (295), AM PHF=0.87

MetroCount Traffic Executive
Event Counts

157 -- English (ENU)

Datasets:

Site:	**[1044.36] CAMINO DE LA PLAZA (WILLOW RD-I-5 SB RAMP) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	19:27 Friday, June 18, 2010 => 14:21 Wednesday, June 23, 2010
File:	1044.36.W23Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 5299 / 26290 (20.15%)

*** Tuesday, June 22, 2010=5299, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
37	**16**	**12**	**10**	**21**	**35**	**87**	**82**	**154**	**221**	**262**	**292**	**385**	**400**	**414**	**432**	**418**	**397**	**464**	**369**	**382**	**245**	**109**	**59**	
16	6	5	1	4	2	20	13	39	57	58	61	**93**	90	102	107	109	102	121	70	100	83	29	24	-
7	5	2	3	4	7	17	13	33	60	71	81	**88**	97	97	101	106	87	117	100	94	74	30	18	-
7	1	3	2	6	11	21	20	31	52	58	72	**110**	121	107	127	99	104	101	98	84	55	31	8	-
7	4	2	4	7	15	29	36	51	53	75	**78**	95	93	108	98	104	105	126	102	104	33	20	9	-

AM Peak 1145 - 1245 (368), AM PHF=0.84

MetroCount Traffic Executive
Event Counts

293 -- English (ENU)

Datasets:

Site:	**[1044.37] VISTA LN (DAIRY MART RD-AVERIL RD) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	19:22 Monday, June 21, 2010 => 14:17 Wednesday, June 23, 2010
File:	1044.37.E23Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 1218 / 1889 (64.48%)

*** Tuesday, June 22, 2010=1218, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**3**	**7**	**1**	**5**	**12**	**34**	**51**	**89**	**44**	**45**	**55**	**77**	**81**	**75**	**95**	**101**	**103**	**87**	**79**	**65**	**58**	**33**	**15**	
1	0	0	0	1	3	3	8	**29**	11	12	7	13	15	23	27	13	21	22	18	19	23	14	7	-
0	1	0	1	0	2	9	3	**24**	13	14	23	24	21	14	21	30	38	28	25	15	10	6	4	-
2	1	2	0	1	2	8	**16**	14	10	11	13	24	22	18	24	24	18	19	21	16	18	10	3	-
5	1	5	0	3	5	14	**24**	22	10	8	12	16	23	20	24	35	27	18	15	15	7	3	1	-

AM Peak 0730 - 0830 (93), AM PHF=0.81

MetroCount Traffic Executive
Event Counts

294 -- English (ENU)

Datasets:

Site:	**[1044.37] VISTA LN (DAIRY MART RD-AVERIL RD) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	19:20 Monday, June 21, 2010 => 14:17 Wednesday, June 23, 2010
File:	1044.37.W23Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 1153 / 1771 (65.10%)

*** Tuesday, June 22, 2010=1153, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**4**	**6**	**7**	**5**	**10**	**19**	**53**	**68**	**46**	**44**	**65**	**87**	**94**	**105**	**85**	**88**	**84**	**83**	**65**	**62**	**30**	**36**	**8**	
0	1	2	5	2	0	4	10	**15**	15	10	8	21	17	36	23	25	19	31	18	21	11	11	2	-
2	0	0	3	1	4	5	6	**17**	11	13	26	13	29	21	25	22	25	22	16	14	8	11	3	-
1	1	0	0	0	2	6	12	**24**	11	9	18	24	29	24	23	21	17	12	15	16	8	9	3	-
0	2	4	0	2	4	4	**26**	12	9	12	14	29	20	25	14	22	25	18	16	12	3	5	0	-

AM Peak 0745 - 0845 (82), AM PHF=0.80

MetroCount Traffic Executive
Vehicle Counts

263 -- English (ENU)

Datasets:

Site:	**[1044.38] VISTA LN (AVERIL RD-SMYTHE AVE) NORTHBOUND**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	18:51 Monday, June 21, 2010 => 14:20 Wednesday, June 23, 2010
File:	1044.38.23Jun2010.EC0 (Regular)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	North (bound)
In profile:	Vehicles = 2088 / 5919 (35.28%)

*** Tuesday, June 22, 2010 - Total=2088, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**8**	**10**	**4**	**6**	**19**	**38**	**85**	**144**	**100**	**96**	**98**	**138**	**148**	**208**	**150**	**165**	**152**	**126**	**112**	**118**	**71**	**58**	**25**	
3	4	4	1	3	4	4	13	**32**	27	22	24	28	42	79	30	37	43	44	27	33	20	13	6	-
3	0	1	2	1	7	12	17	**33**	27	29	24	33	29	54	43	42	32	32	23	25	18	14	8	-
3	0	4	0	1	3	7	23	**55**	26	18	28	33	38	40	36	39	33	22	32	35	14	17	8	-
0	4	1	1	1	5	15	**32**	24	20	27	22	44	39	35	41	47	44	28	30	25	19	14	3	-

AM Peak 0745 - 0845 (152), AM PHF=0.69

MetroCount Traffic Executive
Vehicle Counts

263 -- English (ENU)

Datasets:

Site: **[1044.38] VISTA LN (AVERIL RD-SMYTHE AVE) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 18:51 Monday, June 21, 2010 => 14:20 Wednesday, June 23, 2010
File: 1044.38.23Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 1572 / 5919 (26.56%)

*** Tuesday, June 22, 2010 - Total=1572, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**3**	**7**	**2**	**6**	**20**	**56**	**90**	**130**	**104**	**67**	**77**	**108**	**115**	**110**	**111**	**103**	**117**	**82**	**74**	**78**	**50**	**34**	**22**	
2	0	0	0	1	3	7	12	**26**	23	22	14	24	28	32	31	20	36	16	16	18	18	7	8	-
2	1	3	1	2	3	15	12	**36**	28	15	21	27	22	31	36	30	28	29	25	26	12	13	5	-
0	0	2	0	2	2	10	26	**30**	23	17	17	32	25	22	21	24	23	19	23	18	12	10	6	-
2	2	2	1	1	12	24	**40**	38	30	13	25	25	40	25	23	29	30	18	10	16	8	4	3	-

AM Peak 0745 - 0845 (132), AM PHF=0.82

MetroCount Traffic Executive
Event Counts

122 -- English (ENU)

Datasets:

Site:	**[1044.39] SUNSET LN (W SAN YSIDRO BLVD-AVERIL RD) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	19:49 Monday, June 21, 2010 => 14:23 Wednesday, June 23, 2010
File:	1044.39.E23Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 1524 / 2542 (59.96%)

*** Tuesday, June 22, 2010=1524, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**1**	**1**	**1**	**5**	**9**	**41**	**74**	**174**	**89**	**82**	**84**	**120**	**133**	**201**	**88**	**84**	**89**	**73**	**47**	**47**	**41**	**21**	**17**	
6	0	0	0	0	1	9	15	**38**	30	22	21	22	14	142	17	23	21	26	12	15	12	3	5	-
1	1	1	1	0	1	10	10	**81**	16	19	25	38	19	25	33	25	23	19	14	17	10	8	3	-
1	0	0	0	1	3	6	19	**39**	16	19	25	29	31	15	19	17	18	14	14	7	11	7	4	-
0	0	0	0	4	4	16	**30**	17	27	22	13	31	69	19	20	19	27	14	7	8	9	3	5	-

AM Peak 0745 - 0845 (187), AM PHF=0.58

MetroCount Traffic Executive
Event Counts

123 -- English (ENU)

Datasets:

Site:	**[1044.39] SUNSET LN (W SAN YSIDRO BLVD-AVERIL RD) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	19:47 Monday, June 21, 2010 => 14:23 Wednesday, June 23, 2010
File:	1044.39.W23Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Tuesday, June 22, 2010 => 0:00 Wednesday, June 23, 2010**
In profile:	Events = 1171 / 2059 (56.87%)

*** Tuesday, June 22, 2010=1171, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**1**	**0**	**1**	**4**	**6**	**32**	**69**	**121**	**74**	**73**	**76**	**110**	**115**	**118**	**54**	**64**	**71**	**46**	**44**	**49**	**23**	**12**	**6**	
2	1	0	0	0	2	11	13	**33**	24	19	23	34	21	53	9	25	21	18	14	17	7	1	1	-
1	0	0	1	0	0	8	8	**40**	14	20	19	17	17	34	16	16	16	8	11	13	4	3	1	-
1	0	0	0	0	1	4	18	**28**	7	17	13	27	37	17	12	12	16	11	9	8	7	2	1	-
0	0	0	0	4	3	9	**30**	20	30	17	21	32	41	15	18	12	18	10	10	11	5	6	3	-

AM Peak 0745 - 0845 (131), AM PHF=0.82

MetroCount Traffic Executive
Vehicle Counts

130 -- English (ENU)

Datasets:

Site:	**[1044.40] SUNSET LN (AVERIL RD-SMYTHE AVE) EASTBOUND**
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	17:23 Wednesday, June 23, 2010 => 11:54 Friday, June 25, 2010
File:	1044.4025Jun2010.EC0 (Regular)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Thursday, June 24, 2010 => 0:00 Friday, June 25, 2010**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	East (bound)
In profile:	Vehicles = 1309 / 3349 (39.09%)

*** Thursday, June 24, 2010 - Total=1309, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**7**	**3**	**4**	**5**	**24**	**72**	**180**	**52**	**40**	**96**	**145**	**115**	**87**	**75**	**66**	**98**	**55**	**59**	**50**	**33**	**21**	**20**	
1	0	0	0	0	1	3	9	**55**	16	9	19	36	22	30	20	17	20	14	19	11	7	9	8	-
0	0	3	1	2	1	6	14	**72**	14	11	23	43	19	20	21	13	32	12	15	17	12	5	3	-
0	1	3	2	1	3	7	21	**29**	13	9	24	34	32	19	12	15	32	11	16	5	8	5	4	-
0	0	1	0	1	0	8	**28**	24	9	11	30	32	42	18	22	21	14	18	9	17	6	2	5	-

AM Peak 0745 - 0845 (184), AM PHF=0.64

MetroCount Traffic Executive
Vehicle Counts

131 -- English (ENU)

Datasets:

Site: **[1044.40] SUNSET LN (AVERIL RD-SMYTHE AVE) WESTBOUND**
Direction: 6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration: 17:23 Wednesday, June 23, 2010 => 11:54 Friday, June 25, 2010
File: 1044.4025Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, June 24, 2010 => 0:00 Friday, June 25, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: West (bound)
In profile: Vehicles = 1101 / 3349 (32.88%)

*** Thursday, June 24, 2010 - Total=1101, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**1**	**2**	**3**	**7**	**17**	**33**	**69**	**119**	**41**	**47**	**55**	**78**	**93**	**128**	**62**	**65**	**74**	**56**	**53**	**37**	**25**	**21**	**13**	
0	1	1	1	0	4	5	10	**21**	12	8	6	20	15	62	21	19	17	17	7	7	8	7	4	-
0	0	1	0	1	7	9	15	**37**	8	11	18	21	19	24	13	13	14	8	14	11	5	6	5	-
1	0	0	2	3	1	7	18	**46**	15	17	15	19	25	23	13	21	27	20	12	5	7	7	3	-
1	0	0	0	3	5	12	**26**	15	6	11	16	18	34	19	15	12	16	11	20	14	5	1	1	-

AM Peak 0745 - 0845 (130), AM PHF=0.71

MetroCount Traffic Executive
Vehicle Counts

132 -- English (ENU)

Datasets:

Site: **[1044.41] COTTONWOOD (SUNSET LN-W SAN YSIDRO BLVD) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 17:55 Wednesday, June 23, 2010 => 11:53 Friday, June 25, 2010
File: 1044.4125Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, June 24, 2010 => 0:00 Friday, June 25, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 1874 / 5390 (34.77%)

*** Thursday, June 24, 2010 - Total=1874, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	**7**	**5**	**12**	**16**	**15**	**32**	**97**	**116**	**79**	**94**	**124**	**148**	**149**	**119**	**123**	**113**	**129**	**135**	**105**	**100**	**64**	**50**	**25**	
3	3	1	2	3	4	11	12	**32**	28	21	24	27	27	37	31	29	32	35	29	29	19	13	7	-
4	0	3	4	6	3	3	20	**40**	23	26	34	44	31	28	35	31	34	24	29	27	14	15	10	-
4	2	1	2	4	6	7	**27**	24	9	18	30	25	41	24	31	24	30	35	24	19	16	15	5	-
6	2	0	4	3	2	11	**38**	20	19	29	36	52	50	30	26	29	33	41	23	25	15	7	3	-

AM Peak 0730 - 0830 (137), AM PHF=0.86

MetroCount Traffic Executive
Vehicle Counts

133 -- English (ENU)

Datasets:

Site: **[1044.41] COTTONWOOD (SUNSET LN-W SAN YSIDRO BLVD) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 17:55 Wednesday, June 23, 2010 => 11:53 Friday, June 25, 2010
File: 1044.4125Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, June 24, 2010 => 0:00 Friday, June 25, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 1913 / 5390 (35.49%)

*** Thursday, June 24, 2010 - Total=1913, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**11**	**5**	**7**	**7**	**26**	**40**	**63**	**137**	**124**	**95**	**120**	**134**	**146**	**158**	**111**	**145**	**158**	**119**	**113**	**96**	**44**	**28**	**18**	
2	0	2	1	0	2	6	10	26	**30**	23	23	33	40	65	29	42	48	36	29	26	8	7	6	-
3	4	2	1	2	6	10	15	**47**	26	24	37	30	24	32	28	37	36	25	27	24	16	10	7	-
1	6	0	1	3	7	6	11	**32**	36	25	35	31	46	31	31	35	36	18	34	23	9	5	2	-
2	1	1	4	2	11	18	27	**32**	32	23	25	40	36	30	23	31	38	40	23	23	11	6	3	-

AM Peak 0815 - 0915 (141), AM PHF=0.75

MetroCount Traffic Executive
Vehicle Counts

264 -- English (ENU)

Datasets:

Site: **[1044.42] W PARK AVE (BEYER BLVD-SEAWARD AVE) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 12:28 Wednesday, June 30, 2010 => 17:55 Friday, July 02, 2010
File: 1044.42.02Jul2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, July 01, 2010 => 0:00 Friday, July 02, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 1555 / 5650 (27.52%)

*** Thursday, July 01, 2010 - Total=1555, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**5**	**2**	**9**	**10**	**21**	**39**	**61**	**83**	**75**	**90**	**92**	**96**	**96**	**107**	**91**	**126**	**115**	**108**	**102**	**98**	**65**	**35**	**17**	
2	0	0	2	1	4	6	10	18	13	20	**22**	28	26	26	20	32	29	30	30	20	24	17	4	-
2	2	1	3	3	4	8	10	21	20	24	**29**	27	22	28	24	25	26	26	19	33	22	6	6	-
5	0	0	2	4	5	10	13	23	21	21	**22**	19	33	27	21	47	37	24	20	27	13	7	4	-
3	3	1	2	2	8	15	28	21	21	**25**	19	22	15	26	26	22	23	28	33	18	6	5	3	-

AM Peak 1045 - 1145 (98), AM PHF=0.84

MetroCount Traffic Executive
Vehicle Counts

264 -- English (ENU)

Datasets:

Site: **[1044.42] W PARK AVE (BEYER BLVD-SEAWARD AVE) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 12:28 Wednesday, June 30, 2010 => 17:55 Friday, July 02, 2010
File: 1044.42.02Jul2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, July 01, 2010 => 0:00 Friday, July 02, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 1574 / 5650 (27.86%)

*** Thursday, July 01, 2010 - Total=1574, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**9**	**2**	**5**	**7**	**14**	**30**	**47**	**70**	**79**	**92**	**95**	**95**	**91**	**105**	**134**	**153**	**135**	**113**	**94**	**81**	**66**	**33**	**13**	
4	4	0	2	0	3	9	12	21	18	21	**31**	25	25	23	38	37	42	27	26	18	20	11	7	-
4	3	2	2	2	4	4	5	18	26	24	**29**	24	21	27	24	34	34	30	27	21	19	9	2	-
1	0	0	1	2	4	8	13	18	20	**24**	11	25	19	26	33	47	31	27	19	26	13	8	2	-
2	2	0	0	3	3	9	17	13	15	**23**	24	21	26	29	39	35	28	29	22	16	14	5	2	-

AM Peak 1030 - 1130 (107), AM PHF=0.86

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

MetroCount Traffic Executive
Event Counts

124 -- English (ENU)

Datasets:

Site:	**[1044.45] SEAWARD AVE (W PARK AVE-E PARK AVE) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	18:45 Wednesday, June 23, 2010 => 11:53 Friday, June 25, 2010
File:	1044.45.E25Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, June 24, 2010 => 0:00 Friday, June 25, 2010**
In profile:	Events = 177 / 259 (68.34%)

*** Thursday, June 24, 2010=177, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**1**	**1**	**2**	**1**	**10**	**9**	**5**	**9**	**9**	**8**	**13**	**12**	**17**	**11**	**19**	**13**	**8**	**14**	**7**	**6**	**5**	
1	0	0	0	0	0	0	2	3	0	**2**	0	0	4	2	2	1	6	3	2	5	3	2	2	-
1	0	0	1	1	0	1	1	2	0	**5**	3	1	1	5	9	2	5	7	4	4	0	2	0	-
0	0	0	0	0	2	0	3	2	0	**1**	4	1	5	1	4	2	3	2	1	3	1	2	3	-
0	0	0	0	0	0	0	4	2	**5**	1	2	6	3	4	2	6	5	1	1	2	4	1	0	-

AM Peak 0945 - 1045 (12), AM PHF=0.67

MetroCount Traffic Executive
Event Counts

125 -- English (ENU)

Datasets:

Site:	**[1044.45] SEAWARD AVE (W PARK AVE-E PARK AVE) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	18:47 Wednesday, June 23, 2010 => 11:53 Friday, June 25, 2010
File:	1044.45.W25Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, June 24, 2010 => 0:00 Friday, June 25, 2010**
In profile:	Events = 2292 / 3166 (72.38%)

*** Thursday, June 24, 2010=2292, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**7**	**6**	**8**	**16**	**22**	**58**	**204**	**167**	**106**	**122**	**100**	**143**	**192**	**150**	**199**	**151**	**142**	**116**	**130**	**98**	**76**	**44**	**31**	
4	2	0	1	1	6	11	26	**52**	37	32	16	34	43	35	26	44	38	27	42	25	35	12	8	-
5	4	2	2	6	5	11	35	**48**	20	36	34	37	63	39	63	39	30	40	35	31	15	16	11	-
2	0	3	1	3	5	17	**69**	38	22	29	25	27	54	52	64	32	37	28	26	23	10	11	5	-
1	1	1	4	6	7	19	**74**	30	28	25	25	45	33	25	47	37	38	22	28	20	16	6	7	-

AM Peak 0730 - 0830 (242), AM PHF=0.82

MetroCount Traffic Executive
Vehicle Counts

134 -- English (ENU)

Datasets:

Site: **[1044.46] HOWARD AVE (NORTH OF W SAN YSIDRO BLVD) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 16:53 Wednesday, June 23, 2010 => 11:55 Friday, June 25, 2010
File: 1044.4625Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, June 24, 2010 => 0:00 Friday, June 25, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 2085 / 5982 (34.85%)

*** Thursday, June 24, 2010 - Total=2085, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**5**	**5**	**2**	**15**	**17**	**60**	**246**	**175**	**135**	**95**	**121**	**133**	**183**	**88**	**109**	**111**	**129**	**119**	**81**	**105**	**64**	**52**	**26**	
2	1	3	1	1	3	7	39	**80**	35	33	25	34	41	25	33	32	33	36	20	39	17	13	8	-
3	3	1	0	3	1	16	**42**	33	31	21	29	42	64	15	23	25	37	36	14	20	20	12	10	-
0	0	1	1	8	8	19	**68**	33	34	22	33	27	50	22	27	30	26	21	18	25	14	13	4	-
4	1	0	0	3	5	18	**97**	29	35	19	34	30	28	26	26	24	33	26	29	21	13	14	4	-

AM Peak 0715 - 0815 (287), AM PHF=0.74

MetroCount Traffic Executive
Vehicle Counts

136 -- English (ENU)

Datasets:

Site:	**[1044.46] HOWARD AVE (NORTH OF W SAN YSIDRO BLVD) SOUTHBOUND**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	16:53 Wednesday, June 23, 2010 => 11:55 Friday, June 25, 2010
File:	1044.4625Jun2010.EC0 (Regular)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Thursday, June 24, 2010 => 0:00 Friday, June 25, 2010**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	South (bound)
In profile:	Vehicles = 2028 / 5982 (33.90%)

*** Thursday, June 24, 2010 - Total=2028, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**8**	**5**	**2**	**7**	**9**	**31**	**125**	**152**	**125**	**107**	**145**	**129**	**185**	**111**	**118**	**130**	**168**	**113**	**114**	**100**	**70**	**43**	**23**	
0	2	1	1	1	3	8	22	**71**	29	29	33	31	29	27	37	34	48	32	26	26	16	9	9	-
3	2	2	0	1	2	8	24	**28**	23	31	43	35	21	29	23	30	38	31	21	21	16	7	6	-
3	3	1	0	1	2	7	**34**	27	46	21	42	40	89	33	30	35	43	25	42	20	19	17	3	-
2	1	1	1	4	2	8	**45**	26	27	26	27	23	46	22	28	31	39	25	25	33	19	10	5	-

AM Peak 0730 - 0830 (178), AM PHF=0.63

MetroCount Traffic Executive
Vehicle Counts

265 -- English (ENU)

Datasets:

Site: **[1044.47] AVENIDA DE LA MADRID (SMYTHE AVE-BEYER BLVD) EASTBOUND**
Direction: 6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration: 13:00 Wednesday, June 30, 2010 => 17:54 Friday, July 02, 2010
File: 1044.47.02Jul2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, July 01, 2010 => 0:00 Friday, July 02, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: East (bound)
In profile: Vehicles = 1006 / 3745 (26.86%)

*** Thursday, July 01, 2010 - Total=1006, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**8**	**2**	**8**	**1**	**6**	**25**	**26**	**26**	**34**	**43**	**43**	**62**	**73**	**47**	**77**	**86**	**100**	**84**	**74**	**63**	**48**	**34**	**24**	
3	4	0	3	1	0	1	6	4	16	14	9	**17**	17	7	15	20	25	14	20	18	15	8	8	-
6	1	1	1	0	3	4	2	8	6	8	**12**	12	17	12	24	25	31	26	23	16	10	8	3	-
2	2	1	2	0	1	5	11	7	6	11	**13**	12	24	8	20	16	22	21	21	18	10	12	8	-
1	1	0	2	0	2	15	7	7	6	10	**9**	21	15	20	18	25	22	23	10	11	13	6	5	-

AM Peak 1115 - 1215 (51), AM PHF=0.75

MetroCount Traffic Executive
Vehicle Counts

265 -- English (ENU)

Datasets:

Site: **[1044.47] AVENIDA DE LA MADRID (SMYTHE AVE-BEYER BLVD) WESTBOUND**
Direction: 6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration: 13:00 Wednesday, June 30, 2010 => 17:54 Friday, July 02, 2010
File: 1044.47.02Jul2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, July 01, 2010 => 0:00 Friday, July 02, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: West (bound)
In profile: Vehicles = 997 / 3745 (26.62%)

*** Thursday, July 01, 2010 - Total=997, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**5**	**0**	**4**	**17**	**31**	**43**	**55**	**55**	**60**	**53**	**51**	**51**	**60**	**65**	**53**	**64**	**76**	**66**	**47**	**49**	**51**	**24**	**12**	
1	1	0	0	1	4	8	9	**15**	20	12	13	9	17	21	8	16	18	16	10	17	18	12	2	-
1	2	0	1	8	8	18	12	**14**	13	14	13	13	19	13	14	14	21	13	10	12	10	3	6	-
1	2	0	1	3	14	7	**20**	15	14	10	15	22	11	17	21	19	17	17	13	6	9	4	3	-
2	0	0	2	5	5	10	**14**	11	13	17	10	7	13	14	10	15	20	20	14	14	14	5	1	-

AM Peak 0730 - 0830 (63), AM PHF=0.79

MetroCount Traffic Executive
Vehicle Counts

266 -- English (ENU)

Datasets:

Site: **[1044.48] ALAQUINAS DR (BEYER BLVD-AVENIDA DE LA MADRID) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 13:28 Wednesday, June 30, 2010 => 17:54 Friday, July 02, 2010
File: 1044.48.02Jul2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, July 01, 2010 => 0:00 Friday, July 02, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 764 / 2811 (27.18%)

*** Thursday, July 01, 2010 - Total=764, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**4**	**1**	**2**	**4**	**9**	**18**	**29**	**44**	**41**	**37**	**39**	**40**	**42**	**48**	**56**	**44**	**63**	**54**	**47**	**49**	**46**	**31**	**9**	
1	0	0	1	0	2	4	3	**18**	7	9	12	11	17	13	9	12	14	19	9	15	13	15	2	-
0	2	1	0	3	2	6	5	**11**	9	10	12	15	5	12	17	12	15	12	8	10	12	5	5	-
4	1	0	0	0	3	2	**12**	4	11	6	10	6	7	16	21	12	17	13	17	9	8	6	2	-
2	1	0	1	1	2	6	**9**	11	14	12	5	8	13	7	9	8	17	10	13	15	13	5	0	-

AM Peak 0730 - 0830 (50), AM PHF=0.69

MetroCount Traffic Executive
Vehicle Counts

266 -- English (ENU)

Datasets:

Site: **[1044.48] ALAQUINAS DR (BEYER BLVD-AVENIDA DE LA MADRID) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 13:28 Wednesday, June 30, 2010 => 17:54 Friday, July 02, 2010
File: 1044.48.02Jul2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Thursday, July 01, 2010 => 0:00 Friday, July 02, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 731 / 2811 (26.00%)

*** Thursday, July 01, 2010 - Total=731, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**5**	**2**	**5**	**3**	**10**	**33**	**21**	**26**	**31**	**42**	**34**	**36**	**48**	**45**	**44**	**50**	**75**	**41**	**61**	**43**	**32**	**30**	**11**	
0	2	0	1	0	0	3	8	5	9	**8**	8	10	8	12	9	9	18	7	13	13	9	12	4	-
1	3	1	0	0	1	4	3	10	10	**15**	10	11	12	10	15	15	20	12	14	8	10	6	3	-
2	0	1	2	1	4	5	6	5	6	**7**	6	6	20	12	11	18	19	9	20	11	5	4	3	-
0	0	0	2	2	5	21	4	6	6	**12**	10	9	8	11	9	8	18	13	14	11	8	8	1	-

AM Peak 1000 - 1100 (42), AM PHF=0.70

MetroCount Traffic Executive
Event Counts

20 -- English (ENU)

Datasets:

Site:	**[1044.14] DAIRY MART RD (SAN YSIDRO BLVD-I-5 SB RAMP) NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:51 Friday, June 18, 2010 => 14:25 Monday, June 21, 2010
File:	1044.14.N21Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 13071 / 31090 (42.04%)

*** Saturday, June 19, 2010=13071, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
171	**148**	**108**	**82**	**81**	**129**	**214**	**323**	**439**	**638**	**705**	**826**	**890**	**944**	**1062**	**1001**	**935**	**831**	**814**	**726**	**717**	**597**	**430**	**265**	
48	42	31	25	21	29	37	70	91	147	148	218	**207**	237	259	257	230	215	200	193	169	156	117	82	-
40	39	28	18	18	33	59	74	101	159	175	209	**209**	254	282	282	228	223	222	166	190	164	118	73	-
38	34	32	18	21	36	55	88	121	158	212	218	**241**	218	241	231	237	202	202	186	188	142	103	55	-
46	34	17	21	21	31	64	92	127	174	171	**182**	233	237	280	232	241	192	191	181	171	136	93	55	-

AM Peak 1145 - 1245 (839), AM PHF=0.87

MetroCount Traffic Executive
Event Counts

21 -- English (ENU)

Datasets:

Site:	**[1044.14] DAIRY MART RD (SAN YSIDRO BLVD-I-5 SB RAMP) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:54 Friday, June 18, 2010 => 14:27 Monday, June 21, 2010
File:	1044.14.S21Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 5086 / 11777 (43.18%)

*** Saturday, June 19, 2010=5086, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
74	**51**	**42**	**29**	**28**	**46**	**52**	**108**	**141**	**273**	**334**	**315**	**348**	**355**	**362**	**408**	**411**	**307**	**345**	**288**	**278**	**230**	**147**	**120**	
19	12	16	6	9	11	17	19	34	53	64	**80**	84	74	83	118	97	73	97	70	102	60	46	40	-
18	11	12	3	5	12	12	17	35	73	**77**	72	92	84	101	89	108	70	88	85	47	56	40	26	-
22	14	8	9	7	8	13	37	35	57	**108**	73	81	98	97	100	107	87	89	71	56	50	31	27	-
15	15	6	11	7	16	10	35	38	91	**86**	91	91	99	82	102	100	78	72	63	74	64	30	28	-

AM Peak 1015 - 1115 (350), AM PHF=0.81

MetroCount Traffic Executive
Event Counts

22 -- English (ENU)

Datasets:

Site:	**[1044.15] DAIRY MART RD (SERVANDO AVE-I-5 SB RAMPS) NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:23 Friday, June 18, 2010 => 14:24 Monday, June 21, 2010
File:	1044.15.N21Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 8216 / 19902 (41.28%)

*** Saturday, June 19, 2010=8216, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
64	**67**	**40**	**53**	**53**	**91**	**142**	**237**	**299**	**426**	**467**	**546**	**557**	**595**	**648**	**641**	**597**	**534**	**481**	**445**	**473**	**378**	**250**	**137**	
21	18	10	12	14	18	29	50	64	96	103	**149**	128	148	174	168	159	142	132	111	127	101	87	37	-
12	12	9	9	12	17	40	56	67	96	112	**136**	135	157	174	169	119	133	124	101	128	111	73	49	-
16	18	15	14	14	28	34	63	84	102	138	**139**	159	137	149	147	170	144	119	116	122	86	45	19	-
15	19	7	18	13	28	39	68	85	133	114	**122**	136	153	152	157	150	116	107	117	96	81	45	33	-

AM Peak 1100 - 1200 (546), AM PHF=0.92

MetroCount Traffic Executive
Event Counts

23 -- English (ENU)

Datasets:

Site:	**[1044.15] DAIRY MART RD (SERVANDO AVE-I-5 SB RAMPS) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:26 Friday, June 18, 2010 => 14:24 Monday, June 21, 2010
File:	1044.15.S21Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 8337 / 19716 (42.28%)

*** Saturday, June 19, 2010=8337, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
137	**88**	**79**	**43**	**35**	**91**	**80**	**129**	**164**	**292**	**412**	**500**	**588**	**660**	**730**	**763**	**749**	**610**	**536**	**463**	**414**	**336**	**262**	**182**	
26	24	29	14	7	14	34	30	35	54	89	102	**125**	152	182	224	182	150	155	124	133	86	74	54	-
42	17	21	5	10	22	22	27	42	67	101	116	**144**	181	189	158	188	160	121	119	88	82	82	37	-
34	23	21	11	7	32	13	31	46	79	112	120	**175**	167	197	195	193	148	138	115	103	92	54	41	-
36	24	9	14	11	24	12	42	41	93	110	**163**	145	161	163	186	186	153	122	105	91	77	52	50	-

AM Peak 1145 - 1245 (606), AM PHF=0.87

MetroCount Traffic Executive
Event Counts

24 -- English (ENU)

Datasets:

Site:	**[1044.16] DAIRY MART RD (SERVANDO AVE-CAMINO DE LA PLAZA) NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	16:51 Friday, June 18, 2010 => 16:17 Monday, June 21, 2010
File:	1044.16.N21Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 5083 / 12417 (40.93%)

*** Saturday, June 19, 2010=5083, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
39	**30**	**26**	**34**	**28**	**50**	**66**	**106**	**141**	**198**	**249**	**318**	**335**	**363**	**515**	**474**	**401**	**370**	**299**	**287**	**304**	**229**	**134**	**93**	
11	9	5	12	8	11	16	24	37	36	49	89	**77**	79	157	130	114	92	77	65	80	73	51	24	-
13	6	7	6	5	7	16	28	30	45	61	64	**73**	91	158	118	82	92	91	68	93	69	36	32	-
8	6	9	7	10	12	14	24	33	53	76	88	**106**	90	95	123	108	103	74	76	70	35	25	14	-
7	9	5	9	5	20	20	30	41	64	63	**77**	79	103	105	103	97	83	58	79	61	52	23	23	-

AM Peak 1145 - 1245 (333), AM PHF=0.78

MetroCount Traffic Executive
Event Counts

25 -- English (ENU)

Datasets:

Site:	**[1044.16] DAIRY MART RD (SERVANDO AVE-CAMINO DE LA PLAZA) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	16:54 Friday, June 18, 2010 => 14:27 Monday, June 21, 2010
File:	1044.16.S21Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 4908 / 12269 (40.00%)

*** Saturday, June 19, 2010=4908, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
63	**34**	**49**	**18**	**18**	**81**	**48**	**83**	**111**	**188**	**298**	**315**	**382**	**377**	**413**	**422**	**404**	**374**	**322**	**314**	**226**	**166**	**120**	**89**	
11	10	19	6	4	6	24	17	18	28	63	78	**78**	98	100	126	98	84	93	80	74	48	42	28	-
16	5	11	4	6	23	10	12	25	46	74	73	**101**	101	105	95	100	102	80	81	57	36	32	19	-
23	12	14	3	4	29	8	19	36	56	86	75	**104**	80	115	109	95	96	79	78	47	46	24	21	-
13	7	5	5	4	23	6	35	32	58	75	**89**	100	98	94	93	112	92	70	76	48	36	22	21	-

AM Peak 1145 - 1245 (372), AM PHF=0.90

MetroCount Traffic Executive
Event Counts

27 -- English (ENU)

Datasets:

Site:	**[1044.22] SAN YSIDRO BLVD (COTTONWOOD RD-CYPRESS DR) EASTBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	16:10 Friday, June 25, 2010 => 13:18 Monday, June 28, 2010
File:	1044.22.S28Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 26, 2010 => 0:00 Sunday, June 27, 2010**
In profile:	Events = 7379 / 17327 (42.58%)

*** Saturday, June 26, 2010=7379, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
82	**50**	**39**	**40**	**39**	**84**	**143**	**244**	**344**	**477**	**600**	**583**	**622**	**577**	**521**	**519**	**464**	**412**	**396**	**339**	**236**	**227**	**232**	**117**	
26	13	12	14	9	12	31	51	58	112	148	140	**189**	136	128	120	101	113	100	97	60	64	68	34	-
21	10	11	13	7	29	34	69	96	132	131	**153**	130	147	121	144	116	82	104	87	60	55	67	35	-
18	11	10	8	12	20	31	64	81	132	177	**144**	145	137	121	137	142	118	93	78	57	56	46	29	-
17	16	6	5	11	23	48	60	110	101	145	**147**	158	158	152	119	106	99	100	78	59	53	51	20	-

AM Peak 1115 - 1215 (632), AM PHF=0.84

MetroCount Traffic Executive
Event Counts

26 -- English (ENU)

Datasets:

Site: **[1044.22] SAN YSIDRO BLVD (COTTONWOOD RD-CYPRESS DR) WESTBOUND**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 16:12 Friday, June 25, 2010 => 13:17 Monday, June 28, 2010
File: 1044.22.N28Jun2010.EC0 (Regular)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: **0:00 Saturday, June 26, 2010 => 0:00 Sunday, June 27, 2010**
In profile: Events = 7885 / 18947 (41.62%)

*** Saturday, June 26, 2010=7885, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
64	**69**	**57**	**60**	**64**	**153**	**273**	**335**	**373**	**555**	**610**	**568**	**629**	**555**	**604**	**526**	**458**	**377**	**358**	**342**	**287**	**266**	**194**	**112**	
19	16	13	13	11	31	51	92	55	122	**143**	123	153	154	145	130	106	104	90	107	86	57	62	35	-
16	17	11	18	19	35	74	71	113	162	**154**	148	149	130	152	153	124	82	97	88	66	87	59	33	-
12	16	11	12	10	45	72	100	94	127	**152**	164	168	134	162	118	125	90	102	73	69	66	35	21	-
17	20	22	17	24	43	77	72	113	145	**162**	134	159	137	146	126	104	101	70	75	66	58	39	24	-

AM Peak 1000 - 1100 (610), AM PHF=0.94

MetroCount Traffic Executive
Event Counts

28 -- English (ENU)

Datasets:

Site:	**[1044.23] SAN YSIDRO BLVD (PARK AVE-OLIVE DR) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	16:42 Friday, June 25, 2010 => 13:16 Monday, June 28, 2010
File:	1044.23.E28Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 26, 2010 => 0:00 Sunday, June 27, 2010**
In profile:	Events = 11419 / 26105 (43.74%)

*** Saturday, June 26, 2010=11419, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
128	**75**	**69**	**50**	**62**	**126**	**225**	**356**	**519**	**718**	**803**	**817**	**848**	**857**	**862**	**863**	**805**	**720**	**687**	**570**	**439**	**394**	**282**	**151**	
38	21	22	14	11	22	46	69	99	167	200	173	**216**	195	201	223	202	189	189	159	103	113	87	44	-
39	15	13	14	12	29	47	92	136	190	180	**226**	212	214	219	237	202	184	162	143	115	108	81	44	-
27	24	19	12	15	43	56	87	133	171	217	**206**	209	221	214	207	211	195	153	121	103	95	62	30	-
24	16	15	11	24	33	76	108	152	191	207	**212**	212	227	228	198	190	153	184	148	119	78	53	34	-

AM Peak 1115 - 1215 (860), AM PHF=0.95

MetroCount Traffic Executive
Event Counts

29 -- English (ENU)

Datasets:

Site:	**[1044.23] SAN YSIDRO BLVD (PARK AVE-OLIVE DR) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	16:45 Friday, June 25, 2010 => 13:08 Monday, June 28, 2010
File:	1044.23.W28Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 26, 2010 => 0:00 Sunday, June 27, 2010**
In profile:	Events = 9546 / 21863 (43.66%)

*** Saturday, June 26, 2010=9546, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
88	**74**	**50**	**62**	**54**	**128**	**311**	**434**	**420**	**644**	**649**	**692**	**718**	**736**	**673**	**692**	**637**	**543**	**505**	**444**	**349**	**298**	**220**	**130**	
28	17	12	19	9	22	47	116	69	141	164	150	**172**	175	174	181	151	152	119	130	107	76	69	37	-
23	23	8	16	13	26	89	102	116	175	154	**197**	181	177	164	186	176	132	135	104	88	87	64	34	-
15	18	13	11	11	35	75	134	115	162	168	**196**	188	188	154	158	152	134	135	110	76	67	46	32	-
22	16	17	16	21	45	101	83	120	166	163	**150**	177	198	181	168	159	126	117	100	78	69	41	28	-

AM Peak 1115 - 1215 (714), AM PHF=0.91

MetroCount Traffic Executive
Event Counts

30 -- English (ENU)

Datasets:

Site:	**[1044.24] SAN YSIDRO BLVD (I-805 SB RAMPS-I-805 NB RAMPS) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:12 Friday, June 25, 2010 => 13:10 Monday, June 28, 2010
File:	1044.24.E28Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 26, 2010 => 0:00 Sunday, June 27, 2010**
In profile:	Events = 16095 / 33977 (47.37%)

*** Saturday, June 26, 2010=16095, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
123	**80**	**60**	**52**	**80**	**279**	**956**	**1136**	**783**	**979**	**986**	**1116**	**1175**	**1115**	**1192**	**1147**	**1056**	**911**	**810**	**674**	**534**	**445**	**270**	**143**	
45	22	22	17	12	26	199	**302**	156	241	260	246	312	275	252	288	264	244	235	186	134	129	92	41	-
28	12	10	16	25	38	240	**334**	190	229	224	302	285	237	325	321	287	237	202	179	144	121	75	41	-
22	25	11	12	17	63	242	**340**	185	249	269	295	311	316	300	268	274	220	197	146	126	107	60	33	-
28	21	17	7	26	153	**275**	161	252	260	234	274	267	287	315	270	233	211	177	163	130	89	43	29	-

AM Peak 0645 - 0745 (1250), AM PHF=0.92

MetroCount Traffic Executive
Event Counts

31 -- English (ENU)

Datasets:

Site:	**[1044.24] SAN YSIDRO BLVD (I-805 SB RAMPS-I-805 NB RAMPS) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	17:32 Friday, June 25, 2010 => 13:10 Monday, June 28, 2010
File:	1044.24.W28Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 26, 2010 => 0:00 Sunday, June 27, 2010**
In profile:	Events = 8065 / 18061 (44.65%)

*** Saturday, June 26, 2010=8065, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
62	**44**	**29**	**49**	**56**	**110**	**185**	**258**	**397**	**575**	**557**	**624**	**653**	**659**	**612**	**601**	**571**	**460**	**436**	**368**	**281**	**249**	**143**	**91**	
23	9	6	12	8	15	34	66	72	131	141	145	**151**	152	159	164	131	120	102	108	81	67	47	31	-
15	13	5	13	11	26	69	60	108	147	139	**182**	179	162	153	158	143	121	110	103	71	67	36	21	-
13	10	10	13	13	35	47	62	103	134	148	**159**	158	176	150	127	137	127	115	78	68	60	30	20	-
11	12	8	12	24	34	36	72	115	164	130	**139**	166	169	150	153	160	93	110	80	62	56	30	19	-

AM Peak 1115 - 1215 (630), AM PHF=0.87

MetroCount Traffic Executive
Event Counts

32 -- English (ENU)

Datasets:

Site:	**[1044.25] SAN YSIDRO (CENTER ST-BORDER VILLAGE RD) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	18:09 Friday, June 25, 2010 => 13:11 Monday, June 28, 2010
File:	1044.25.E28Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 26, 2010 => 0:00 Sunday, June 27, 2010**
In profile:	Events = 12793 / 27665 (46.24%)

*** Saturday, June 26, 2010=12793, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
66	**54**	**44**	**47**	**56**	**182**	**311**	**484**	**792**	**1013**	**919**	**994**	**1084**	**978**	**984**	**935**	**864**	**745**	**681**	**556**	**443**	**279**	**184**	**103**	
17	11	11	16	6	31	61	87	162	247	233	235	**285**	242	221	231	206	202	193	159	124	83	57	34	-
23	14	10	18	15	39	76	116	201	235	228	248	**278**	210	274	238	240	187	166	147	121	73	41	34	-
12	15	11	9	14	51	73	130	196	265	242	249	**273**	266	235	231	218	185	156	125	95	68	44	22	-
14	14	12	4	21	62	101	152	234	266	217	**263**	248	261	255	236	201	173	166	126	104	56	42	14	-

AM Peak 1145 - 1245 (1098), AM PHF=0.96

MetroCount Traffic Executive
Event Counts

33 -- English (ENU)

Datasets:

Site:	**[1044.25] SAN YSIDRO (CENTER ST-BORDER VILLAGE RD) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	18:11 Friday, June 25, 2010 => 13:12 Monday, June 28, 2010
File:	1044.25.W28Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 26, 2010 => 0:00 Sunday, June 27, 2010**
In profile:	Events = 11795 / 25527 (46.21%)

*** Saturday, June 26, 2010=11795, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
99	**66**	**41**	**63**	**85**	**147**	**233**	**306**	**502**	**712**	**741**	**844**	**934**	**940**	**1019**	**1043**	**925**	**735**	**670**	**577**	**468**	**361**	**178**	**112**	
30	22	9	15	15	28	45	66	107	169	177	202	**204**	247	240	287	214	187	181	158	135	107	51	38	-
28	15	9	19	18	33	79	63	118	172	194	221	**222**	211	288	289	260	180	146	154	132	101	59	26	-
24	14	11	13	23	46	58	79	127	176	190	215	**238**	243	268	235	231	207	165	136	99	83	37	27	-
18	15	12	16	29	41	52	98	151	196	181	**207**	271	239	224	233	221	162	180	130	103	71	31	22	-

AM Peak 1145 - 1245 (871), AM PHF=0.91

MetroCount Traffic Executive
Event Counts

34 -- English (ENU)

Datasets:

Site:	**[1044.26] SAN YSIDRO BLVD (LOUISIANA AVE-VIRGINIA AVE) EASTBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	18:50 Friday, June 18, 2010 => 14:29 Monday, June 21, 2010
File:	1044.26.S21Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 8609 / 18918 (45.51%)

*** Saturday, June 19, 2010=8609, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
58	**35**	**42**	**36**	**52**	**105**	**177**	**306**	**509**	**705**	**757**	**655**	**649**	**615**	**662**	**588**	**556**	**519**	**479**	**372**	**282**	**215**	**138**	**105**	
22	8	11	4	12	13	36	76	114	143	**218**	160	176	156	161	161	153	137	126	113	72	54	32	35	-
16	13	11	5	16	28	37	68	120	163	**187**	184	153	166	164	155	140	115	117	95	72	58	29	25	-
4	9	7	9	11	35	48	80	133	**185**	182	169	160	158	173	128	122	129	110	85	79	62	39	18	-
16	5	13	18	14	30	56	82	142	**215**	171	142	161	136	164	144	142	138	127	80	60	41	38	27	-

AM Peak 0930 - 1030 (805), AM PHF=0.92

MetroCount Traffic Executive
Event Counts

35 -- English (ENU)

Datasets:

Site:	**[1044.26] SAN YSIDRO BLVD (LOUISIANA AVE-VIRGINIA AVE) WESTBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	18:49 Friday, June 18, 2010 => 13:33 Monday, June 21, 2010
File:	1044.26.N21Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 7329 / 15709 (46.65%)

*** Saturday, June 19, 2010=7329, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
43	**43**	**39**	**38**	**50**	**75**	**147**	**154**	**260**	**466**	**481**	**504**	**562**	**611**	**571**	**598**	**575**	**543**	**424**	**417**	**303**	**245**	**119**	**67**	
7	7	15	9	6	17	40	32	55	108	95	127	**144**	148	141	201	120	137	90	129	73	82	35	21	-
19	10	12	10	20	18	32	42	56	94	138	121	**139**	159	173	124	164	133	106	96	76	70	25	13	-
8	14	6	8	17	18	39	36	79	143	131	140	**146**	169	127	133	162	123	114	103	85	50	26	16	-
9	12	6	11	7	23	37	45	71	121	118	**117**	133	135	131	141	130	150	115	90	71	44	33	17	-

AM Peak 1145 - 1245 (546), AM PHF=0.93

MetroCount Traffic Executive
Event Counts

48 -- English (ENU)

Datasets:

Site:	**[1044.27] SAN YSIDRO (BORDER VILLAGE RD-CAMINO DE LA PLAZA) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	18:46 Friday, June 25, 2010 => 13:14 Monday, June 28, 2010
File:	1044.27.E28Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 26, 2010 => 0:00 Sunday, June 27, 2010**
In profile:	Events = 8318 / 18180 (45.75%)

*** Saturday, June 26, 2010=8318, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
53	**49**	**31**	**38**	**36**	**98**	**172**	**246**	**419**	**591**	**561**	**585**	**641**	**638**	**656**	**624**	**565**	**530**	**508**	**446**	**368**	**221**	**157**	**89**	
13	14	8	9	7	16	34	47	86	129	142	127	**150**	157	147	166	135	134	139	112	105	62	43	26	-
13	13	9	13	5	25	36	57	107	150	137	146	**168**	177	167	147	160	134	128	124	105	67	42	33	-
11	12	2	10	14	24	39	70	119	156	121	144	**164**	142	185	148	121	145	118	111	80	52	33	22	-
16	11	12	6	10	34	63	73	108	157	161	**170**	159	163	158	164	149	118	123	99	78	41	40	9	-

AM Peak 1145 - 1245 (651), AM PHF=0.96

MetroCount Traffic Executive
Event Counts

49 -- English (ENU)

Datasets:

Site:	**[1044.27] SAN YSIDRO (BORDER VILLAGE RD-CAMINO DE LA PLAZA) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	18:44 Friday, June 25, 2010 => 13:13 Monday, June 28, 2010
File:	1044.27.W28Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 26, 2010 => 0:00 Sunday, June 27, 2010**
In profile:	Events = 5884 / 13144 (44.76%)

*** Saturday, June 26, 2010=5884, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
54	**50**	**26**	**41**	**52**	**75**	**106**	**148**	**248**	**333**	**352**	**386**	**398**	**438**	**506**	**525**	**469**	**353**	**382**	**324**	**256**	**209**	**91**	**67**	
21	15	4	10	17	19	21	32	50	89	90	90	**96**	102	109	128	103	72	104	79	69	51	23	17	-
13	15	8	8	9	16	32	32	56	82	78	84	**95**	104	151	165	136	92	83	84	75	63	28	25	-
8	14	5	13	8	16	24	37	67	86	97	**106**	100	112	145	121	122	89	90	82	50	56	22	10	-
12	7	9	10	18	24	30	47	76	76	88	**106**	108	121	102	113	109	100	105	79	63	39	18	15	-

AM Peak 1130 - 1230 (403), AM PHF=0.95

MetroCount Traffic Executive
Vehicle Counts

50 -- English (ENU)

Datasets:

Site: **[1044.28] BORDER VILLAGE RD (BOLTON HALL RD-VIRGINIA AVE) NORTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 19:16 Friday, June 25, 2010 => 13:16 Monday, June 28, 2010
File: 1044.2828Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Saturday, June 26, 2010 => 0:00 Sunday, June 27, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 965 / 5373 (17.96%)

*** Saturday, June 26, 2010 - Total=965, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**4**	**2**	**5**	**1**	**3**	**13**	**25**	**40**	**74**	**63**	**74**	**92**	**102**	**102**	**85**	**83**	**63**	**35**	**29**	**38**	**16**	**8**	**8**	
0	2	0	1	0	0	2	4	11	20	19	12	**15**	27	30	22	16	13	12	8	8	5	3	2	-
0	0	1	3	0	1	3	3	11	15	11	18	**17**	29	19	16	23	26	8	3	9	6	3	1	-
0	1	0	0	0	1	4	11	6	20	16	24	**34**	21	24	24	31	4	10	7	10	2	1	4	-
0	1	1	1	1	1	4	7	12	19	17	**20**	26	25	29	23	13	20	5	11	11	3	1	1	-

AM Peak 1145 - 1245 (86), AM PHF=0.63

MetroCount Traffic Executive
Vehicle Counts

51 -- English (ENU)

Datasets:

Site: **[1044.28] BORDER VILLAGE RD (BOLTON HALL RD-VIRGINIA AVE) SOUTHBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 19:16 Friday, June 25, 2010 => 13:16 Monday, June 28, 2010
File: 1044.2828Jun2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Saturday, June 26, 2010 => 0:00 Sunday, June 27, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 1501 / 5373 (27.94%)

*** Saturday, June 26, 2010 - Total=1501, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**0**	**3**	**3**	**2**	**13**	**38**	**81**	**89**	**121**	**110**	**136**	**137**	**126**	**136**	**113**	**113**	**81**	**63**	**52**	**34**	**25**	**16**	**5**	
1	0	0	1	0	1	5	11	18	25	23	30	**33**	38	33	29	32	23	13	15	9	6	5	2	-
1	0	1	0	0	1	4	17	21	30	24	32	**41**	24	34	32	32	18	16	8	12	12	8	0	-
0	0	1	1	0	6	13	22	25	28	27	**39**	27	33	39	27	22	17	14	16	9	3	3	2	-
2	0	1	1	2	5	16	31	25	38	36	**35**	36	31	30	25	27	23	20	13	4	4	0	1	-

AM Peak 1130 - 1230 (148), AM PHF=0.90

MetroCount Traffic Executive
Event Counts

52 -- English (ENU)

Datasets:

Site:	**[1044.29] VIA DE SAN YSIDRO (SAN YSIDRO BLVD-I-5 NB RAMPS) NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	9:47 Friday, July 02, 2010 => 14:48 Monday, July 05, 2010
File:	1044.29.N05Jul2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, July 03, 2010 => 0:00 Sunday, July 04, 2010**
In profile:	Events = 10361 / 29596 (35.01%)

*** Saturday, July 03, 2010=10361, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
115	**72**	**52**	**56**	**89**	**150**	**209**	**378**	**493**	**660**	**671**	**756**	**752**	**682**	**760**	**749**	**670**	**650**	**623**	**478**	**444**	**438**	**258**	**159**	
38	26	15	11	20	29	40	83	123	150	162	200	**181**	161	193	177	159	174	157	126	118	124	63	45	-
34	10	8	11	19	37	50	72	127	182	151	168	**212**	163	179	198	183	154	155	127	121	128	72	51	-
18	14	13	20	24	43	63	91	120	152	177	**192**	190	180	195	172	173	179	146	115	102	100	62	38	-
25	23	17	14	26	42	57	133	123	177	182	**197**	170	178	194	202	156	144	166	112	103	87	62	27	-

AM Peak 1130 - 1230 (782), AM PHF=0.92

MetroCount Traffic Executive
Event Counts

53 -- English (ENU)

Datasets:

Site:	**[1044.29] VIA DE SAN YSIDRO (SAN YSIDRO BLVD-I-5 NB RAMPS) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	9:50 Friday, July 02, 2010 => 14:50 Monday, July 05, 2010
File:	1044.29.S05Jul2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, July 03, 2010 => 0:00 Sunday, July 04, 2010**
In profile:	Events = 7567 / 21610 (35.02%)

*** Saturday, July 03, 2010=7567, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
79	**64**	**52**	**35**	**52**	**85**	**118**	**220**	**301**	**535**	**538**	**583**	**605**	**543**	**598**	**541**	**545**	**492**	**404**	**336**	**296**	**265**	**189**	**97**	
24	20	11	9	8	22	21	57	71	135	123	148	**155**	136	162	132	125	119	114	93	79	82	62	30	-
15	13	12	10	14	18	27	44	72	127	134	141	**166**	125	156	119	126	131	98	85	90	63	36	28	-
26	11	13	8	18	23	36	61	81	135	150	**139**	137	145	140	154	145	128	94	87	63	58	40	30	-
14	20	16	9	12	22	35	59	78	139	132	**155**	148	138	141	138	150	115	99	71	65	63	52	10	-

AM Peak 1130 - 1230 (615), AM PHF=0.93

MetroCount Traffic Executive
Event Counts

54 -- English (ENU)

Datasets:

Site:	**[1044.30] VIA DE SAN YSIDRO (BETWEEN I-5 RAMPS) NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	10:29 Friday, July 02, 2010 => 14:46 Monday, July 05, 2010
File:	1044.30.N05Jul2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, July 03, 2010 => 0:00 Sunday, July 04, 2010**
In profile:	Events = 14424 / 40549 (35.57%)

*** Saturday, July 03, 2010=14424, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
151	**114**	**66**	**58**	**85**	**131**	**216**	**356**	**522**	**751**	**830**	**1027**	**1068**	**1076**	**1145**	**1162**	**1070**	**1046**	**987**	**761**	**663**	**598**	**344**	**204**	
51	35	23	14	18	25	36	65	130	155	194	260	**264**	246	285	297	262	267	254	213	175	168	96	64	-
42	23	8	12	24	29	54	80	123	205	172	218	**292**	256	281	274	281	269	269	192	189	179	97	61	-
30	24	13	18	20	41	53	97	123	158	260	**288**	268	279	288	283	257	267	228	184	148	143	83	46	-
28	33	22	14	23	37	74	115	147	234	205	**262**	245	295	291	309	272	244	236	173	151	108	68	33	-

AM Peak 1130 - 1230 (1105), AM PHF=0.95

MetroCount Traffic Executive
Event Counts

55 -- English (ENU)

Datasets:

Site:	**[1044.30] VIA DE SAN YSIDRO (BETWEEN I-5 RAMPS) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	10:32 Friday, July 02, 2010 => 14:45 Monday, July 05, 2010
File:	1044.30.S05Jul2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, July 03, 2010 => 0:00 Sunday, July 04, 2010**
In profile:	Events = 5754 / 16327 (35.24%)

*** Saturday, July 03, 2010=5754, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
64	**54**	**44**	**28**	**35**	**57**	**80**	**133**	**237**	**371**	**467**	**458**	**475**	**386**	**435**	**398**	**420**	**356**	**306**	**247**	**239**	**216**	**157**	**97**	
17	18	8	7	7	16	15	39	45	99	111	115	**127**	98	118	103	103	78	80	68	68	66	49	33	-
16	10	11	7	14	11	21	21	52	89	116	108	**130**	79	106	92	102	104	65	66	66	41	34	29	-
18	11	12	6	7	13	20	39	68	84	125	**111**	104	101	109	110	107	87	74	63	59	46	30	21	-
13	15	13	8	7	18	25	34	72	99	115	**124**	114	108	102	94	109	87	88	51	47	63	45	14	-

AM Peak 1130 - 1230 (492), AM PHF=0.95

MetroCount Traffic Executive
Vehicle Counts

57 -- English (ENU)

Datasets:

Site: **[1044.31] CALLE PRIMERA (WEST OF VIA DE SAN YSIDRO) EASTBOUND**
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 11:04 Friday, July 02, 2010 => 14:54 Monday, July 05, 2010
File: 1044.3105Jul2010.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **0:00 Saturday, July 03, 2010 => 0:00 Sunday, July 04, 2010**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 2447 / 13161 (18.59%)

*** Saturday, July 03, 2010 - Total=2447, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**5**	**4**	**3**	**4**	**6**	**17**	**21**	**67**	**131**	**198**	**192**	**242**	**247**	**264**	**231**	**219**	**245**	**229**	**62**	**27**	**9**	**14**	**9**	
1	1	1	2	0	2	2	1	17	22	53	57	**51**	60	77	55	53	66	100	22	10	1	6	7	-
0	0	1	0	2	1	1	1	13	23	46	39	**65**	56	61	63	55	71	68	17	6	4	3	1	-
0	2	2	1	1	1	10	7	13	30	51	49	**57**	59	62	59	59	54	33	13	4	1	0	1	-
0	2	0	0	1	2	4	12	24	56	48	**47**	69	72	64	54	52	54	28	10	7	3	5	0	-

AM Peak 1145 - 1245 (220), AM PHF=0.85

MetroCount Traffic Executive
Vehicle Counts

56 -- English (ENU)

Datasets:

Site:	**[1044.31] CALLE PRIMERA (WEST OF VIA DE SAN YSIDRO) WESTBOUND**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	11:04 Friday, July 02, 2010 => 14:54 Monday, July 05, 2010
File:	1044.3105Jul2010.EC0 (Base)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Saturday, July 03, 2010 => 0:00 Sunday, July 04, 2010**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	North (bound)
In profile:	Vehicles = 2373 / 13161 (18.03%)

*** Saturday, July 03, 2010 - Total=2373, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**7**	**5**	**3**	**2**	**6**	**16**	**42**	**89**	**214**	**214**	**202**	**268**	**238**	**251**	**206**	**219**	**173**	**95**	**46**	**31**	**15**	**27**	**2**	
0	2	0	2	0	4	4	9	9	47	47	54	**70**	62	56	54	53	50	24	12	8	5	8	1	-
1	1	2	0	2	0	5	4	21	58	55	50	**70**	59	69	56	54	57	26	15	8	3	6	0	-
1	2	2	1	0	0	4	15	25	47	45	45	**71**	54	74	45	55	33	17	11	7	4	4	1	-
0	2	1	0	0	2	3	14	34	62	67	**53**	57	63	52	51	57	33	28	8	8	3	9	0	-

AM Peak 1145 - 1245 (264), AM PHF=0.93

MetroCount Traffic Executive
Vehicle Counts

58 -- English (ENU)

Datasets:

Site:	**[1044.32] WILLOW RD (CALLE PRIMERA-CAMINO DE LA PLAZA) NORTHBOUND**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	11:45 Friday, July 02, 2010 => 14:51 Monday, July 05, 2010
File:	1044.3205Jul2010.EC0 (Base)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Saturday, July 03, 2010 => 0:00 Sunday, July 04, 2010**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	North (bound)
In profile:	Vehicles = 6633 / 35578 (18.64%)

*** Saturday, July 03, 2010 - Total=6633, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
67	**56**	**29**	**24**	**46**	**52**	**78**	**109**	**165**	**276**	**322**	**398**	**474**	**468**	**508**	**544**	**534**	**524**	**474**	**444**	**401**	**386**	**168**	**86**	
22	17	11	7	15	7	16	19	38	62	62	85	**125**	101	144	147	135	140	109	125	114	125	44	34	-
17	13	3	3	12	8	14	27	41	75	74	94	**122**	119	112	138	139	133	127	113	109	124	45	20	-
19	10	7	7	9	20	26	34	41	72	96	**107**	104	142	124	130	135	135	125	99	101	81	49	15	-
9	16	8	7	10	17	22	29	45	67	90	**112**	123	106	128	129	125	116	113	107	77	56	30	17	-

AM Peak 1130 - 1230 (466), AM PHF=0.93

MetroCount Traffic Executive
Vehicle Counts

59 -- English (ENU)

Datasets:

Site:	**[1044.32] WILLOW RD (CALLE PRIMERA-CAMINO DE LA PLAZA) SOUTHBOUND**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	11:45 Friday, July 02, 2010 => 14:51 Monday, July 05, 2010
File:	1044.3205Jul2010.EC0 (Base)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Saturday, July 03, 2010 => 0:00 Sunday, July 04, 2010**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	South (bound)
In profile:	Vehicles = 6268 / 35578 (17.62%)

*** Saturday, July 03, 2010 - Total=6268, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
59	**37**	**29**	**18**	**32**	**51**	**66**	**93**	**218**	**318**	**463**	**503**	**517**	**510**	**529**	**457**	**490**	**458**	**416**	**350**	**249**	**179**	**134**	**92**	
15	13	8	5	6	12	8	27	56	64	99	136	**137**	133	124	115	128	104	109	92	76	57	32	33	-
14	9	4	3	9	10	20	22	38	77	123	115	**126**	107	142	115	126	125	95	101	59	41	29	28	-
13	5	9	5	11	10	15	22	58	75	116	122	**135**	123	119	118	110	102	104	76	68	39	36	20	-
17	10	8	5	6	19	23	22	66	102	125	**130**	119	147	144	109	126	127	108	81	46	42	37	11	-

AM Peak 1145 - 1245 (528), AM PHF=0.96

MetroCount Traffic Executive
Event Counts

60 -- English (ENU)

Datasets:

Site:	**[1044.34] CAMINO DE LA PLAZA (DAIRY MART RD-BIBLER DR) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	20:30 Friday, June 18, 2010 => 13:12 Monday, June 21, 2010
File:	1044.34.E21Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 4615 / 9742 (47.37%)

*** Saturday, June 19, 2010=4615, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
56	**33**	**47**	**15**	**13**	**17**	**23**	**63**	**96**	**177**	**275**	**300**	**379**	**357**	**398**	**409**	**389**	**367**	**310**	**306**	**221**	**162**	**118**	**86**	
12	8	18	7	4	0	8	11	16	22	61	70	**82**	94	97	116	99	88	96	79	70	46	39	26	-
13	5	11	4	5	2	7	10	21	44	64	70	**94**	97	107	94	95	98	69	77	52	39	31	18	-
17	12	13	2	2	2	6	14	31	59	78	76	**104**	76	106	101	93	96	79	78	53	43	26	19	-
14	8	5	2	2	13	2	28	28	53	73	**84**	100	91	89	98	103	85	66	73	47	36	22	23	-

AM Peak 1145 - 1245 (363), AM PHF=0.87

MetroCount Traffic Executive
Event Counts

61 -- English (ENU)

Datasets:

Site:	**[1044.34] CAMINO DE LA PLAZA (DAIRY MART RD-BIBLER DR) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	20:27 Friday, June 18, 2010 => 13:12 Monday, June 21, 2010
File:	1044.34.W21Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 4792 / 10367 (46.22%)

*** Saturday, June 19, 2010=4792, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
39	**31**	**27**	**29**	**26**	**45**	**65**	**99**	**141**	**193**	**244**	**300**	**329**	**345**	**390**	**418**	**386**	**371**	**295**	**275**	**298**	**229**	**131**	**90**	
12	9	5	10	7	11	16	21	38	39	48	85	**73**	79	102	99	104	90	74	65	78	74	45	19	-
13	6	6	8	5	6	15	28	34	43	66	59	**81**	94	108	109	79	94	91	64	94	68	37	31	-
8	6	9	5	10	13	14	21	32	52	66	77	**97**	77	80	110	106	101	74	74	70	36	23	13	-
6	10	7	6	4	15	20	29	37	60	64	**79**	78	95	100	100	98	87	57	72	56	52	26	27	-

AM Peak 1145 - 1245 (330), AM PHF=0.85

MetroCount Traffic Executive
Event Counts

66 -- English (ENU)

Datasets:

Site:	**[1044.35] CAMINO DE LA PLAZA (BIBLER DR-WILLOW RD) NORTHBOUND**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	20:01 Friday, June 18, 2010 => 12:55 Monday, June 21, 2010
File:	1044.35.N21Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 3069 / 6166 (49.77%)

*** Saturday, June 19, 2010=3069, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	**19**	**10**	**10**	**7**	**8**	**16**	**23**	**47**	**76**	**136**	**177**	**211**	**255**	**282**	**320**	**291**	**277**	**226**	**189**	**213**	**149**	**66**	**36**	
11	7	2	5	1	1	6	4	18	11	24	43	**43**	60	76	80	84	73	57	48	61	55	19	7	-
9	1	3	2	2	3	3	7	11	15	34	33	**58**	66	83	79	59	74	70	56	65	38	18	13	-
4	2	2	1	3	1	4	6	7	19	33	**55**	53	64	55	93	81	65	56	42	46	27	11	5	-
4	9	3	2	1	3	3	6	11	31	45	**47**	57	65	69	69	68	66	44	43	42	30	18	11	-

AM Peak 1130 - 1230 (202), AM PHF=0.87

MetroCount Traffic Executive
Event Counts

67 -- English (ENU)

Datasets:

Site:	**[1044.35] CAMINO DE LA PLAZA (BIBLER DR-WILLOW RD) SOUTHBOUND**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Subtracted from totals. (/-2.000)
Survey Duration:	20:03 Friday, June 18, 2010 => 12:57 Monday, June 21, 2010
File:	1044.35.S21Jun2010.EC0 (Regular)
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 3029 / 6127 (49.44%)

*** Saturday, June 19, 2010=3029, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**8**	**11**	**8**	**5**	**10**	**10**	**34**	**58**	**122**	**208**	**217**	**281**	**268**	**292**	**294**	**270**	**247**	**214**	**204**	**132**	**69**	**39**	**19**	
3	4	3	2	1	0	4	4	9	15	46	50	**61**	73	64	81	67	59	63	54	47	17	17	4	-
3	1	3	3	3	1	3	6	13	31	45	55	**59**	71	76	72	64	68	50	56	24	20	10	4	-
4	2	4	2	1	1	3	6	19	35	55	56	**82**	61	81	75	71	72	63	57	33	21	6	5	-
3	1	1	1	0	8	0	18	17	41	62	**56**	80	64	71	67	68	48	38	37	28	11	6	6	-

AM Peak 1145 - 1245 (258), AM PHF=0.79

MetroCount Traffic Executive
Event Counts

64 -- English (ENU)

Datasets:

Site:	**[1044.36] CAMINO DE LA PLAZA (WILLOW RD-I-5 SB RAMPS) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	19:30 Friday, June 18, 2010 => 12:44 Monday, June 21, 2010
File:	1044.36.E21Jun2010.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 5897 / 12628 (46.70%)

*** Saturday, June 19, 2010=5897, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
49	**27**	**22**	**20**	**15**	**30**	**50**	**98**	**179**	**266**	**386**	**381**	**502**	**480**	**470**	**479**	**488**	**468**	**410**	**359**	**324**	**240**	**102**	**58**	
19	8	7	3	3	4	14	18	39	52	97	94	**117**	117	108	124	123	105	104	85	90	78	34	17	-
12	6	8	5	3	5	11	25	38	81	88	93	**124**	122	128	117	119	143	109	95	78	64	20	13	-
10	5	5	6	5	13	11	17	46	73	97	98	**114**	118	112	123	129	125	104	90	76	57	19	17	-
8	8	3	6	4	8	14	39	57	61	105	**96**	148	124	122	116	117	95	93	89	81	41	29	11	-

AM Peak 1145 - 1245 (450), AM PHF=0.91

MetroCount Traffic Executive
Event Counts

65 -- English (ENU)

Datasets:

Site:	**[1044.36] CAMINO DE LA PLAZA (WILLOW RD-I-5 SB RAMPS) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	19:27 Friday, June 18, 2010 => 12:40 Monday, June 21, 2010
File:	1044.36.W21Jun2010.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Saturday, June 19, 2010 => 0:00 Sunday, June 20, 2010**
In profile:	Events = 7445 / 15791 (47.14%)

*** Saturday, June 19, 2010=7445, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
63	**32**	**27**	**30**	**34**	**33**	**39**	**91**	**156**	**297**	**406**	**475**	**565**	**600**	**613**	**643**	**708**	**615**	**479**	**496**	**418**	**358**	**180**	**91**	
24	13	5	7	10	7	10	19	38	59	88	124	**127**	151	176	179	179	161	122	115	106	126	52	27	-
18	10	7	9	6	7	11	18	36	72	104	105	**139**	139	150	159	168	140	115	122	113	79	51	25	-
10	5	5	8	6	7	10	24	40	78	119	119	**171**	155	139	146	180	161	128	122	102	77	47	22	-
11	4	10	6	12	12	8	30	43	89	96	**128**	128	155	149	160	181	154	115	137	97	76	31	17	-

AM Peak 1145 - 1245 (565), AM PHF=0.83

ROADWAY SEGMENT	ADT Counts		Counts*		Total Change in ADT	
	DATE	ADT	DATE	ADT	Change	%
Beyer Blvd						
W. Park Ave to E. Beyer Blvd	6/15/2010	7,511	2012	9,500	1,989	21%
E. Beyer Blvd						
Beyer Blvd to E. San Ysidro Blvd	5/18/2008	2,734	2012	6,700	3,966	59%
Smythe Ave						
SR-905 EB Ramps to Beyer Blvd	6/17/2010	7,256	2012	17,200	9,944	58%
Dairy Mart Rd						
S. Vista Ln to W. San Ysidro Blvd	5/31/2007	11,246	2012	12,700	1,454	11%
W. San Ysidro Blvd to I-5 SB Ramps	6/15/2010	17,283	2012	18,800	1,517	8%
I-5 SB Ramps to Servando Ave	6/15/2010	14,609	2012	13,800	-809	-6%
W. San Ysidro Blvd						
Dairy Mart Rd to Sunset Ln	5/31/2007	14,301	2012	20,500	6,199	30%
E. San Ysidro Blvd						
Border Village Rd (north) to Border Village Rd (south)	6/17/2010	12,615	2011	12,900	285	2%
Calle Primera						
West of Via de San Ysidro	6/22/2010	3,224	2012	8,400	5,176	62%
Willow Rd						
Calle Primera to Camino De La Plaza	6/22/2010	8,690	2013	10,100	1,410	14%

*City of San Diego Machine Counts

APPENDIX C

SYNCHRO PEAK-HOUR ANALYSIS SHEETS

San Ysidro CPU-Mobility Element
1: Beyer Blvd & Iris Ave/SR-905 WB Ramps
Timing Plan: AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	60	122	83	111	109	66	178	88	60	181	47
Future Volume (vph)	39	60	122	83	111	109	66	178	88	60	181	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			5.0	5.0	3.5	4.5		3.5	4.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.93			1.00	0.85	1.00	0.95		1.00	0.97	
Flt Protected		0.99			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1688			1824	1560	1770	3363		1770	3415	
Flt Permitted		0.99			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1688			1824	1560	1770	3363		1770	3415	
Peak-hour factor, PHF	0.88	0.88	0.88	0.86	0.86	0.86	0.90	0.90	0.90	0.87	0.87	0.87
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	49	75	152	106	142	139	81	218	108	76	229	59
RTOR Reduction (vph)	0	53	0	0	0	110	0	67	0	0	24	0
Lane Group Flow (vph)	0	224	0	0	248	29	81	259	0	76	264	0
Confl. Peds. (#/hr)	3		12	1		3	1					1
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases						4						
Actuated Green, G (s)		13.3			13.7	13.7	6.1	16.1		4.8	14.8	
Effective Green, g (s)		13.3			13.7	13.7	6.1	16.1		4.8	14.8	
Actuated g/C Ratio		0.20			0.21	0.21	0.09	0.25		0.07	0.23	
Clearance Time (s)		4.5			5.0	5.0	3.5	4.5		3.5	4.5	
Vehicle Extension (s)		2.0			2.0	2.0	2.0	4.3		2.0	4.3	
Lane Grp Cap (vph)		343			382	326	165	827		129	772	
v/s Ratio Prot		c0.13			c0.14		c0.05	0.08		0.04	c0.08	
v/s Ratio Perm						0.02						
v/c Ratio		0.65			0.65	0.09	0.49	0.31		0.59	0.34	
Uniform Delay, d1		23.9			23.7	20.8	28.2	20.1		29.3	21.2	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.4			2.8	0.0	0.8	0.3		4.4	0.4	
Delay (s)		27.3			26.5	20.9	29.0	20.5		33.7	21.6	
Level of Service		C			C	C	C	C		C	C	
Approach Delay (s)		27.3			24.5			22.2			24.2	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.53			
Actuated Cycle Length (s)	65.4	Sum of lost time (s)	17.5	
Intersection Capacity Utilization	55.8%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

San Ysidro CPU-Mobility Element
2: Beyer Blvd & Dairy Mart Rd/SR-905 Ramps
Timing Plan: AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	131	29	52	4	52	21	166	43	157	116	138
Future Volume (vph)	106	131	29	52	4	52	21	166	43	157	116	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0		3.0	3.0	4.2	5.5		4.2	5.5	3.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.96	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1763	1583		1780	1583	1770	3430		1770	3539	1583
Flt Permitted	0.95	1.00	1.00		0.96	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1763	1583		1780	1583	1770	3430		1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.82	0.82	0.82	0.81	0.81	0.81	0.88	0.88	0.88
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	127	157	35	70	5	70	29	225	58	196	145	172
RTOR Reduction (vph)	0	0	28	0	0	63	0	18	0	0	0	67
Lane Group Flow (vph)	114	170	7	0	75	7	29	265	0	196	145	106
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		3	3		5	2		1	6	4
Permitted Phases			4			3						6
Actuated Green, G (s)	11.2	11.2	11.2		6.0	6.0	1.6	15.3		11.9	25.6	36.8
Effective Green, g (s)	11.2	11.2	11.2		6.0	6.0	1.6	15.3		11.9	25.6	36.8
Actuated g/C Ratio	0.19	0.19	0.19		0.10	0.10	0.03	0.25		0.20	0.43	0.61
Clearance Time (s)	3.0	3.0	3.0		3.0	3.0	4.2	5.5		4.2	5.5	3.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0	2.0	4.3		2.0	4.3	2.0
Lane Grp Cap (vph)	313	328	295		177	158	47	873		350	1507	969
v/s Ratio Prot	0.07	c0.10			c0.04		0.02	c0.08		c0.11	0.04	0.02
v/s Ratio Perm			0.00			0.00						0.05
v/c Ratio	0.36	0.52	0.02		0.42	0.04	0.62	0.30		0.56	0.10	0.11
Uniform Delay, d1	21.3	22.0	20.0		25.4	24.5	28.9	18.1		21.7	10.3	4.8
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	0.6	0.0		0.6	0.0	15.7	0.3		1.2	0.0	0.0
Delay (s)	21.6	22.6	20.0		26.0	24.5	44.7	18.4		23.0	10.4	4.9
Level of Service	C	C	B		C	C	D	B		C	B	A
Approach Delay (s)		22.0			25.3			20.8			13.3	
Approach LOS		C			C			C			B	

Intersection Summary				
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.44			
Actuated Cycle Length (s)	60.1	Sum of lost time (s)	15.7	
Intersection Capacity Utilization	41.9%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	40	204	260	86	64	78
Future Volume (vph)	40	204	260	86	64	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.5	5.5		4.9	4.9
Lane Util. Factor	1.00	0.95	0.95		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	3407		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3407		1770	1583
Peak-hour factor, PHF	0.97	0.97	0.90	0.90	0.88	0.88
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	45	231	318	105	80	98
RTOR Reduction (vph)	0	0	43	0	0	85
Lane Group Flow (vph)	45	231	380	0	80	13
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	2.0	23.6	17.2		5.3	5.3
Effective Green, g (s)	2.0	23.6	17.2		5.3	5.3
Actuated g/C Ratio	0.05	0.60	0.44		0.13	0.13
Clearance Time (s)	4.4	5.5	5.5		4.9	4.9
Vehicle Extension (s)	2.0	5.0	5.0		2.0	2.0
Lane Grp Cap (vph)	90	2125	1491		238	213
v/s Ratio Prot	c0.03	0.07	c0.11		c0.05	
v/s Ratio Perm						0.01
v/c Ratio	0.50	0.11	0.26		0.34	0.06
Uniform Delay, d1	18.2	3.4	7.0		15.4	14.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.6	0.0	0.2		0.3	0.0
Delay (s)	19.8	3.4	7.2		15.7	14.9
Level of Service	B	A	A		B	B
Approach Delay (s)		6.1	7.2		15.3	
Approach LOS		A	A		B	

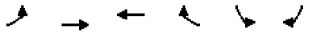
Intersection Summary				
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	39.3	Sum of lost time (s)	14.8
Intersection Capacity Utilization	30.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	176	50	92	122	39	125
Future Volume (Veh/h)	176	50	92	122	39	125
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.86	0.86	0.76	0.76
Hourly flow rate (vph)	233	66	118	156	56	181
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				343		
pX, platoon unblocked						
vC, conflicting volume			299		580	150
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			299		580	150
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		86	79
cM capacity (veh/h)			1259		403	870

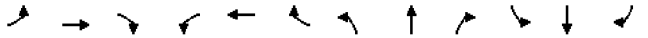
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	155	144	170	104	237
Volume Left	0	0	118	0	56
Volume Right	0	66	0	0	181
cSH	1700	1700	1259	1700	1139
Volume to Capacity	0.09	0.08	0.09	0.06	0.21
Queue Length 95th (ft)	0	0	8	0	20
Control Delay (s)	0.0	0.0	5.9	0.0	11.4
Lane LOS			A		B
Approach Delay (s)	0.0		3.7		11.4
Approach LOS					B

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	27.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	161	365	344	152	240	189
Future Volume (vph)	161	365	344	152	240	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9		4.9	4.9
Lane Util. Factor	1.00	0.95	0.95		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	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3377		1770	1583
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	77	0	0	238
Lane Group Flow (vph)	230	521	543	0	433	103
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases						8
Actuated Green, G (s)	10.3	31.3	16.6		17.9	17.9
Effective Green, g (s)	10.3	31.3	16.6		17.9	17.9
Actuated g/C Ratio	0.17	0.53	0.28		0.30	0.30
Clearance Time (s)	4.4	4.9	4.9		4.9	4.9
Vehicle Extension (s)	2.0	3.6	4.0		2.0	2.0
Lane Grp Cap (vph)	309	1877	950		537	480
v/s Ratio Prot	c0.13	0.15	c0.16		c0.24	
v/s Ratio Perm						0.07
v/c Ratio	0.74	0.28	0.57		0.81	0.22
Uniform Delay, d1	23.1	7.6	18.2		19.0	15.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	8.2	0.1	1.0		8.2	0.1
Delay (s)	31.3	7.7	19.2		27.1	15.4
Level of Service	C	A	B		C	B
Approach Delay (s)		15.0	19.2		22.0	
Approach LOS		B	B		C	

Intersection Summary				
HCM 2000 Control Delay	18.7	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.71			
Actuated Cycle Length (s)	59.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	52.1%	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												
Traffic Volume (vph)	26	264	57	93	306	47	64	84	127	81	62	33
Future Volume (vph)	26	264	57	93	306	47	64	84	127	81	62	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.1			5.1			5.1	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.97		1.00	0.98			0.94			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1770	3445		1770	3468			1727			1775	
Flt Permitted	0.95	1.00		0.95	1.00			0.88			0.63	
Satd. Flow (perm)	1770	3445		1770	3468			1534			1146	
Peak-hour factor, PHF	0.88	0.88	0.88	0.93	0.93	0.93	0.73	0.73	0.73	0.89	0.89	0.89
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	32	330	71	110	362	56	96	127	191	100	77	41
RTOR Reduction (vph)	0	23	0	0	14	0	0	51	0	0	14	0
Lane Group Flow (vph)	33	378	0	110	404	0	0	363	0	0	204	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Actuated Green, G (s)	1.3	17.8		4.2	20.5			17.2			17.2	
Effective Green, g (s)	1.3	17.8		4.2	20.5			17.2			17.2	
Actuated g/C Ratio	0.02	0.33		0.08	0.38			0.32			0.32	
Clearance Time (s)	4.4	4.9		4.4	5.1			5.1			5.1	
Vehicle Extension (s)	2.0	5.3		2.0	5.4			2.0			2.0	
Lane Grp Cap (vph)	42	1144		138	1326			492			367	
v/s Ratio Prot	0.02	0.11		c0.06	c0.12							
v/s Ratio Perm								c0.24			0.18	
v/c Ratio	0.79	0.33		0.80	0.30			0.74			0.56	
Uniform Delay, d1	26.0	13.4		24.3	11.6			16.2			15.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	58.6	0.4		25.0	0.3			4.9			1.0	
Delay (s)	84.6	13.8		49.2	11.9			21.1			16.1	
Level of Service	F	B		D	B			C			B	
Approach Delay (s)		19.2			19.7			21.1			16.1	
Approach LOS		B			B			C			B	

Intersection Summary				
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.55			
Actuated Cycle Length (s)	53.6	Sum of lost time (s)	14.6	
Intersection Capacity Utilization	47.6%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

San Ysidro CPU-Mobility Element

7: East Beyer Blvd/Otay Mesa Rd & Beyer Blvd

Timing Plan: AM PEAK HOUR



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	356	14	105	10	17	5	132	134	8	3	105	325
Future Volume (vph)	356	14	105	10	17	5	132	134	8	3	105	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9		4.9		4.9	4.9			5.2	
Lane Util. Factor	0.95	0.95	1.00		1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85		0.98		1.00	0.99			0.90	
Flt Protected	0.95	0.96	1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1681	1692	1583		1795		1770	1847			1674	
Flt Permitted	0.72	0.70	1.00		0.37		0.33	1.00			1.00	
Satd. Flow (perm)	1274	1241	1583		666		615	1847			1671	
Peak-hour factor, PHF	0.87	0.87	0.87	0.62	0.62	0.62	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)	450	18	133	18	30	9	169	171	10	4	138	426
RTOR Reduction (vph)	0	0	97	0	8	0	0	2	0	0	113	0
Lane Group Flow (vph)	234	234	36	0	49	0	169	179	0	0	455	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			1			8			4	
Permitted Phases	2		2	1			8			4		
Actuated Green, G (s)	18.6	18.6	18.6		7.2		28.8	28.8			28.5	
Effective Green, g (s)	18.6	18.6	18.6		7.2		28.8	28.8			28.5	
Actuated g/C Ratio	0.27	0.27	0.27		0.10		0.42	0.42			0.41	
Clearance Time (s)	4.9	4.9	4.9		4.9		4.9	4.9			5.2	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	341	333	424		69		255	767			687	
v/s Ratio Prot								0.10				
v/s Ratio Perm	0.18	c0.19	0.02		c0.07		c0.27				0.27	
v/c Ratio	0.69	0.70	0.08		0.71		0.66	0.23			0.66	
Uniform Delay, d1	22.7	22.9	19.0		30.0		16.3	13.1			16.5	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	
Incremental Delay, d2	5.6	6.6	0.1		28.3		6.3	0.2			2.4	
Delay (s)	28.4	29.4	19.1		58.3		22.7	13.3			18.9	
Level of Service	C	C	B		E		C	B			B	
Approach Delay (s)		26.7			58.3			17.8			18.9	
Approach LOS		C			E			B			B	

Intersection Summary				
HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.69			
Actuated Cycle Length (s)	69.3	Sum of lost time (s)	15.0	
Intersection Capacity Utilization	67.0%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

San Ysidro CPU-Mobility Element

8: Picador Blvd & SR-905 WB On Ramp/SR-905 WB Off Ramp

Timing Plan: AM PEAK HOUR



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	212	0	82	193	207	0	0	300	374
Future Volume (vph)	0	0	0	212	0	82	193	207	0	0	300	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.6	4.6	4.2	5.0			5.0	5.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.77	0.77	0.77	0.90	0.90	0.90	0.91	0.91	0.91
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	0	0	303	0	117	236	253	0	0	363	452
RTOR Reduction (vph)	0	0	0	0	0	83	0	0	0	0	0	340
Lane Group Flow (vph)	0	0	0	0	303	34	236	253	0	0	363	112
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Actuated Green, G (s)					14.7	14.7	10.1	27.0			12.7	12.7
Effective Green, g (s)					14.7	14.7	10.1	27.0			12.7	12.7
Actuated g/C Ratio					0.29	0.29	0.20	0.53			0.25	0.25
Clearance Time (s)					4.6	4.6	4.2	5.0			5.0	5.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					507	453	348	1862			876	391
v/s Ratio Prot							c0.13	0.07			c0.10	
v/s Ratio Perm					0.17	0.02						0.07
v/c Ratio					0.60	0.07	0.68	0.14			0.41	0.29
Uniform Delay, d1					15.8	13.3	19.1	6.2			16.2	15.6
Progression Factor					1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2					1.9	0.1	5.2	0.0			0.3	0.4
Delay (s)					17.7	13.4	24.3	6.2			16.5	16.0
Level of Service					B	B	C	A			B	B
Approach Delay (s)		0.0			16.5			14.9			16.2	
Approach LOS		A			B			B			B	

Intersection Summary				
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	51.3	Sum of lost time (s)	13.8	
Intersection Capacity Utilization	61.7%	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												
Traffic Volume (vph)	102	0	107	0	0	0	0	268	253	218	310	0
Future Volume (vph)	102	0	107	0	0	0	0	268	253	218	310	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6					5.0		4.2	5.0	
Lane Util. Factor		1.00	1.00					0.95		1.00	0.95	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1770	1583					3282		1770	3539	
Flt Permitted		0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1770	1583					3282		1770	3539	
Peak-hour factor, PHF	0.83	0.83	0.83	0.25	0.25	0.25	0.88	0.88	0.88	0.76	0.76	0.76
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	135	0	142	0	0	0	0	335	316	316	449	0
RTOR Reduction (vph)	0	0	119	0	0	0	0	220	0	0	0	0
Lane Group Flow (vph)	0	135	23	0	0	0	0	431	0	316	449	0
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		7.4	7.4					12.2		12.5	28.9	
Effective Green, g (s)		7.4	7.4					12.2		12.5	28.9	
Actuated g/C Ratio		0.16	0.16					0.27		0.27	0.63	
Clearance Time (s)		4.6	4.6					5.0		4.2	5.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		285	255					872		482	2228	
v/s Ratio Prot								c0.13		c0.18	0.13	
v/s Ratio Perm		0.08	0.01									
v/c Ratio		0.47	0.09					0.49		0.66	0.20	
Uniform Delay, d1		17.5	16.4					14.2		14.8	3.6	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		1.2	0.2					0.4		3.2	0.0	
Delay (s)		18.7	16.5					14.7		18.0	3.7	
Level of Service		B	B					B		B	A	
Approach Delay (s)		17.6			0.0			14.7			9.6	
Approach LOS		B			A			B			A	

Intersection Summary				
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.55			
Actuated Cycle Length (s)	45.9	Sum of lost time (s)	13.8	
Intersection Capacity Utilization	61.7%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	92	57	302	72	32	201
Future Volume (Veh/h)	92	57	302	72	32	201
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.68	0.68	0.81	0.81	0.86	0.86
Hourly flow rate (vph)	149	92	410	98	41	257
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			877			406
pX, platoon unblocked						
vC, conflicting volume	670	254			508	
vC1, stage 1 conf vol	459					
vC2, stage 2 conf vol	210					
vCu, unblocked vol	670	254			508	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	73	88			96	
cM capacity (veh/h)	550	745			1053	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	241	273	235	41	128	128
Volume Left	149	0	0	41	0	0
Volume Right	92	0	98	0	0	0
cSH	611	1700	1700	1053	1700	1700
Volume to Capacity	0.39	0.16	0.14	0.04	0.08	0.08
Queue Length 95th (ft)	47	0	0	3	0	0
Control Delay (s)	14.7	0.0	0.0	8.6	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	14.7	0.0		1.2		
Approach LOS	B					

Intersection Summary				
Average Delay	3.7			
Intersection Capacity Utilization	34.5%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	62	31	6	60	22	15
Future Volume (vph)	62	31	6	60	22	15
Peak Hour Factor	0.80	0.80	0.60	0.60	0.68	0.68
Hourly flow rate (vph)	85	43	11	110	36	24

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	128	121	60
Volume Left (vph)	0	11	36
Volume Right (vph)	43	0	24
Hadj (s)	-0.17	0.05	-0.09
Departure Headway (s)	4.0	4.2	4.3
Degree Utilization, x	0.14	0.14	0.07
Capacity (veh/h)	880	835	779
Control Delay (s)	7.7	7.9	7.7
Approach Delay (s)	7.7	7.9	7.7
Approach LOS	A	A	A

Intersection Summary			
Delay		7.8	
Level of Service		A	
Intersection Capacity Utilization		19.0%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	81	105	9	91	113	24
Future Volume (Veh/h)	81	105	9	91	113	24
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	97	126	11	109	135	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			223		291	160
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			223		291	160
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		81	97
cM capacity (veh/h)			1346		694	885

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	223	120	164
Volume Left	0	11	135
Volume Right	126	0	29
cSH	1700	1346	722
Volume to Capacity	0.13	0.01	0.23
Queue Length 95th (ft)	0	1	22
Control Delay (s)	0.0	0.8	11.5
Lane LOS		A	B
Approach Delay (s)	0.0	0.8	11.5
Approach LOS			B

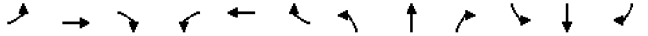
Intersection Summary			
Average Delay		3.9	
Intersection Capacity Utilization		28.7%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	47	0	10	63	1	25
Future Volume (Veh/h)	47	0	10	63	1	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.70	0.70	0.80	0.80
Hourly flow rate (vph)	54	0	16	99	1	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			54		185	54
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			54		185	54
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	97
cM capacity (veh/h)			1551		796	1013

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	54	115	35
Volume Left	0	16	1
Volume Right	0	0	34
cSH	1700	1551	1005
Volume to Capacity	0.03	0.01	0.03
Queue Length 95th (ft)	0	1	3
Control Delay (s)	0.0	1.1	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	1.1	8.7
Approach LOS			A

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	20.9%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	33	114	13	14	79	37	4	23	17	68	52	64
Future Volume (vph)	33	114	13	14	79	37	4	23	17	68	52	64
Peak Hour Factor	0.68	0.68	0.68	0.74	0.74	0.74	0.60	0.60	0.60	0.86	0.86	0.86
Hourly flow rate (vph)	53	184	21	21	117	55	7	42	31	87	67	82

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	258	193	80	236
Volume Left (vph)	53	21	7	87
Volume Right (vph)	21	55	31	82
Hadj (s)	0.03	-0.12	-0.18	-0.10
Departure Headway (s)	5.1	5.0	5.3	5.1
Degree Utilization, x	0.36	0.27	0.12	0.33
Capacity (veh/h)	667	665	597	653
Control Delay (s)	10.9	9.8	9.0	10.6
Approach Delay (s)	10.9	9.8	9.0	10.6
Approach LOS	B	A	A	B

Intersection Summary				
Delay	10.3			
Level of Service	B			
Intersection Capacity Utilization	40.9%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	100	71	51	20	44	19	20	35	28	16	43	54
Future Volume (vph)	100	71	51	20	44	19	20	35	28	16	43	54
Peak Hour Factor	0.59	0.59	0.59	0.55	0.55	0.55	0.69	0.69	0.69	0.85	0.85	0.85
Hourly flow rate (vph)	186	132	95	40	88	38	32	56	45	21	56	70

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	413	166	133	147
Volume Left (vph)	186	40	32	21
Volume Right (vph)	95	38	45	70
Hadj (s)	-0.01	-0.06	-0.12	-0.22
Departure Headway (s)	4.9	5.2	5.5	5.4
Degree Utilization, x	0.57	0.24	0.20	0.22
Capacity (veh/h)	700	634	573	591
Control Delay (s)	14.1	9.9	9.9	9.9
Approach Delay (s)	14.1	9.9	9.9	9.9
Approach LOS	B	A	A	A

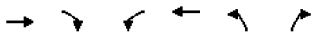
Intersection Summary				
Delay			11.9	
Level of Service			B	
Intersection Capacity Utilization			35.4%	ICU Level of Service
Analysis Period (min)			15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	63	0	12	7	4	227	0	0	0	8	167	29
Future Volume (vph)	63	0	12	7	4	227	0	0	0	8	167	29
Peak Hour Factor	0.97	0.97	0.97	0.64	0.64	0.64	0.38	0.38	0.38	0.72	0.72	0.72
Hourly flow rate (vph)	71	0	14	12	7	390	0	0	0	12	255	44

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	85	409	311
Volume Left (vph)	71	12	12
Volume Right (vph)	14	390	44
Hadj (s)	0.10	-0.53	-0.04
Departure Headway (s)	5.3	4.3	5.0
Degree Utilization, x	0.13	0.49	0.43
Capacity (veh/h)	618	790	670
Control Delay (s)	9.1	11.4	11.7
Approach Delay (s)	9.1	11.4	11.7
Approach LOS	A	B	B

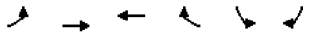
Intersection Summary				
Delay			11.3	
Level of Service			B	
Intersection Capacity Utilization			42.8%	ICU Level of Service
Analysis Period (min)			15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	8	0	0	19	229	2
Future Volume (vph)	8	0	0	19	229	2
Peak Hour Factor	0.70	0.70	0.53	0.53	0.60	0.60
Hourly flow rate (vph)	13	0	0	39	420	4

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	13	39	424
Volume Left (vph)	0	0	420
Volume Right (vph)	0	0	4
Hadj (s)	0.03	0.03	0.23
Departure Headway (s)	5.0	4.9	4.3
Degree Utilization, x	0.02	0.05	0.50
Capacity (veh/h)	657	664	833
Control Delay (s)	8.1	8.2	11.5
Approach Delay (s)	8.1	8.2	11.5
Approach LOS	A	A	B

Intersection Summary				
Delay		11.1		
Level of Service		B		
Intersection Capacity Utilization		24.1%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Traffic Volume (vph)	35	44	20	249	196	16
Future Volume (vph)	35	44	20	249	196	16
Peak Hour Factor	0.72	0.72	0.62	0.62	0.56	0.56
Hourly flow rate (vph)	53	67	35	442	385	31

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	120	477	385	31
Volume Left (vph)	53	0	385	0
Volume Right (vph)	0	442	0	31
Hadj (s)	0.12	-0.52	0.23	-0.57
Departure Headway (s)	5.9	4.8	5.6	3.2
Degree Utilization, x	0.20	0.63	0.60	0.03
Capacity (veh/h)	559	726	605	1121
Control Delay (s)	10.3	15.5	16.8	6.3
Approach Delay (s)	10.3	15.5	16.0	
Approach LOS	B	C	C	

Intersection Summary				
Delay		15.1		
Level of Service		C		
Intersection Capacity Utilization		44.7%	ICU Level of Service	A
Analysis Period (min)		15		

San Ysidro CPU-Mobility Element
19: Dairy Mart Rd & W. San Ysidro Blvd — Timing Plan: AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	174	55	61	111	161	133	196	515	173	121	50
Future Volume (vph)	33	174	55	61	111	161	133	196	515	173	121	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	4.9	4.9	4.4	5.5	4.4	4.4	5.4	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
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	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.66	1.00	1.00	0.44	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1231	1863	1583	822	1863	1583
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	51	0	0	131	0	0	290	0	0	0
Lane Group Flow (vph)	41	215	17	73	132	61	168	248	362	216	151	63
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Free
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6	8		8	4		Free
Actuated Green, G (s)	2.1	15.1	15.1	6.4	19.4	19.4	18.0	13.9	20.3	22.9	16.4	61.1
Effective Green, g (s)	2.1	15.1	15.1	6.4	19.4	19.4	18.0	13.9	20.3	22.9	16.4	61.1
Actuated g/C Ratio	0.03	0.25	0.25	0.10	0.32	0.32	0.29	0.23	0.33	0.37	0.27	1.00
Clearance Time (s)	4.4	4.9	4.9	4.4	4.9	4.9	4.4	5.5	4.4	4.4	5.4	
Vehicle Extension (s)	2.0	2.9	2.9	2.0	2.9	2.9	2.0	3.9	2.0	2.0	3.9	
Lane Grp Cap (vph)	60	460	391	185	591	502	398	423	525	408	500	1583
v/s Ratio Prot	0.02	c0.12		0.04	c0.07		0.03	0.13	c0.07	c0.06	0.08	
v/s Ratio Perm			0.01			0.04	0.10		0.16	0.14		0.04
v/c Ratio	0.68	0.47	0.04	0.39	0.22	0.12	0.42	0.59	0.69	0.53	0.30	0.04
Uniform Delay, d1	29.2	19.6	17.5	25.5	15.3	14.8	16.8	21.0	17.7	13.8	17.8	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	22.6	0.7	0.0	0.5	0.2	0.1	0.3	2.4	3.0	0.6	0.5	0.0
Delay (s)	51.7	20.3	17.5	26.0	15.5	14.9	17.1	23.4	20.7	14.4	18.2	0.0
Level of Service	D	C	B	C	B	B	B	C	C	B	B	A
Approach Delay (s)		23.7			17.2			20.7			13.6	
Approach LOS		C			B			C			B	

Intersection Summary				
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.55			
Actuated Cycle Length (s)	61.1	Sum of lost time (s)	19.2	
Intersection Capacity Utilization	62.0%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

San Ysidro CPU-Mobility Element
20: I-5 NB Ramps & W. San Ysidro Blvd — Timing Plan: AM PEAK HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	320	567	366	253	99	90
Future Volume (vph)	320	567	366	253	99	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.2	4.6	4.6	4.6
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
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	99	0	0	0	94
Lane Group Flow (vph)	383	579	419	290	134	28
Turn Type	NA	pm+ov	Prot	NA	Prot	Perm
Protected Phases	6	4	5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	8.9	19.5	13.8	26.9	10.6	10.6
Effective Green, g (s)	8.9	19.5	13.8	26.9	10.6	10.6
Actuated g/C Ratio	0.19	0.42	0.30	0.58	0.23	0.23
Clearance Time (s)	4.6	4.6	4.2	4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	674	816	523	2038	401	359
v/s Ratio Prot	0.11	c0.16	c0.24	0.08	0.08	
v/s Ratio Perm		0.20				0.02
v/c Ratio	0.57	0.71	0.80	0.14	0.33	0.08
Uniform Delay, d1	17.2	11.3	15.2	4.6	15.1	14.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	2.8	8.6	0.0	0.5	0.1
Delay (s)	18.3	14.1	23.8	4.6	15.6	14.3
Level of Service	B	B	C	A	B	B
Approach Delay (s)	15.6			15.9	15.0	
Approach LOS	B			B	B	

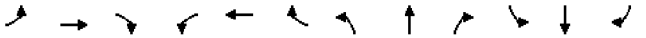
Intersection Summary				
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	46.7	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	68.3%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	163	412	16	88	319
Future Volume (Veh/h)	11	163	412	16	88	319
Sign Control	Stop		Free			Free
Grade	0%		15%			0%
Peak Hour Factor	0.80	0.80	0.86	0.86	0.82	0.82
Hourly flow rate (vph)	14	204	479	19	107	389
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			None
Median storage veh)			2			
Upstream signal (ft)						525
pX, platoon unblocked	0.87					
vC, conflicting volume	1092	488			498	
vC1, stage 1 conf vol	488					
vC2, stage 2 conf vol	603					
vCu, unblocked vol	1030	488			498	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	65			90	
cM capacity (veh/h)	418	579			1066	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	14	204	498	107	389
Volume Left	14	0	0	107	0
Volume Right	0	204	19	0	0
cSH	418	579	1700	1066	1700
Volume to Capacity	0.03	0.35	0.29	0.10	0.23
Queue Length 95th (ft)	3	39	0	8	0
Control Delay (s)	13.9	14.6	0.0	8.8	0.0
Lane LOS	B	B		A	
Approach Delay (s)	14.5		0.0	1.9	
Approach LOS	B				

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	40.9%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	15	259	5	2	302	25	1	0	0	46	0	44
Future Volume (vph)	15	259	5	2	302	25	1	0	0	46	0	44
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.25	0.25	0.25	0.71	0.71	0.71
Hourly flow rate (vph)	19	320	6	2	369	31	4	0	0	71	0	68

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	19	326	371	31	4	139
Volume Left (vph)	19	0	2	0	4	71
Volume Right (vph)	0	6	0	31	0	68
Hadj (s)	0.53	0.02	0.04	-0.67	0.23	-0.16
Departure Headway (s)	5.9	5.3	5.3	4.6	6.2	5.5
Degree Utilization, x	0.03	0.48	0.55	0.04	0.01	0.21
Capacity (veh/h)	595	656	661	751	484	584
Control Delay (s)	7.9	12.1	13.4	6.6	9.3	10.0
Approach Delay (s)	11.8		12.8		9.3	10.0
Approach LOS	B		B		A	B

Intersection Summary				
Delay	12.0			
Level of Service	B			
Intersection Capacity Utilization	32.0%	ICU Level of Service		A
Analysis Period (min)	15			

San Ysidro CPU-Mobility Element
23: W. San Ysidro Blvd & Smythe Ave

Timing Plan: AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	199	3	4	345	12	2	7	6	23	9	59
Future Volume (Veh/h)	12	199	3	4	345	12	2	7	6	23	9	59
Sign Control		Free			Free			Stop			Stop	
Grade		0%			15%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.38	0.38	0.38	0.86	0.86	0.86
Hourly flow rate (vph)	14	231	3	5	401	14	5	18	16	27	10	69
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					579							
pX, platoon unblocked												
vC, conflicting volume	415			234			746	686	232	702	680	408
vC1, stage 1 conf vol							260	260		418	418	
vC2, stage 2 conf vol							485	425		284	262	
vCu, unblocked vol	415			234			746	686	232	702	680	408
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	97	98	95	98	89
cM capacity (veh/h)	1144			1333			446	516	807	524	525	643

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	14	234	5	415	39	106
Volume Left	14	0	5	0	5	27
Volume Right	0	3	0	14	16	69
cSH	1144	1700	1333	1700	592	596
Volume to Capacity	0.01	0.14	0.00	0.24	0.07	0.18
Queue Length 95th (ft)	1	0	0	0	5	16
Control Delay (s)	8.2	0.0	7.7	0.0	11.5	12.3
Lane LOS	A		A		B	B
Approach Delay (s)	0.5		0.1		11.5	12.3
Approach LOS					B	B

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	34.9%	ICU Level of Service	A	
Analysis Period (min)	15			

San Ysidro CPU-Mobility Element
24: Cottonwood Rd & W. San Ysidro Blvd

Timing Plan: AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	228	3	2	269	74	5	2	6	81	2	45
Future Volume (vph)	39	228	3	2	269	74	5	2	6	81	2	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9			4.9	4.9		4.9			4.9	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	1.00			1.00	0.85		0.94			0.95	
Flt Protected	0.95	1.00			1.00	1.00		0.98			0.97	
Satd. Flow (prot)	1770	1859			1862	1583		1710			1720	
Flt Permitted	0.56	1.00			1.00	1.00		0.83			0.80	
Satd. Flow (perm)	1049	1859			1859	1583		1438			1411	
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	1	0	0	0	47	0	8	0	0	54	0
Lane Group Flow (vph)	52	305	0	0	327	42	0	13	0	0	139	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	14.9	14.9			14.9	14.9		6.6			6.6	
Effective Green, g (s)	14.9	14.9			14.9	14.9		6.6			6.6	
Actuated g/C Ratio	0.48	0.48			0.48	0.48		0.21			0.21	
Clearance Time (s)	4.9	4.9			4.9	4.9		4.9			4.9	
Vehicle Extension (s)	2.5	2.5			2.5	2.5		2.0			2.0	
Lane Grp Cap (vph)	499	884			884	753		303			297	
v/s Ratio Prot		0.16										
v/s Ratio Perm	0.05				c0.18	0.03		0.01			c0.10	
v/c Ratio	0.10	0.34			0.37	0.06		0.04			0.47	
Uniform Delay, d1	4.5	5.1			5.2	4.4		9.8			10.8	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.1	0.2			0.2	0.0		0.0			0.4	
Delay (s)	4.6	5.3			5.4	4.4		9.9			11.2	
Level of Service	A	A			A	A		A			B	
Approach Delay (s)		5.2			5.2			9.9			11.2	
Approach LOS		A			A			A			B	

Intersection Summary				
HCM 2000 Control Delay	6.5	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.40			
Actuated Cycle Length (s)	31.3	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	54.6%	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												
Traffic Volume (vph)	0	195	95	248	168	0	167	0	351	0	0	0
Future Volume (vph)	0	195	95	248	168	0	167	0	351	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9	4.4	4.9			4.4	4.4			
Lane Util. Factor		0.95	1.00	0.97	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	1583			
Flt Permitted		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	3433	1863			1770	1583			
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	104	0	0	0	0	0	201	0	0	0
Lane Group Flow (vph)	0	306	45	297	201	0	0	211	243	0	0	0
Turn Type		NA	Perm	Prot	NA		Split	NA	pm+ov			Perm
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2						8			8 2 6
Actuated Green, G (s)		11.7	11.7	4.1	20.2			9.1	13.2			
Effective Green, g (s)		11.7	11.7	4.1	20.2			9.1	13.2			
Actuated g/C Ratio		0.30	0.30	0.11	0.52			0.24	0.34			
Clearance Time (s)		4.9	4.9	4.4	4.9			4.4	4.4			
Vehicle Extension (s)		4.8	4.8	2.0	4.8			2.0	2.0			
Lane Grp Cap (vph)		1072	479	364	974			417	721			
v/s Ratio Prot		c0.09		c0.09	0.11			c0.12	0.04			
v/s Ratio Perm			0.03						0.12			
v/c Ratio		0.29	0.09	0.82	0.21			0.51	0.34			
Uniform Delay, d1		10.3	9.6	16.9	4.9			12.8	9.4			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.3	0.2	12.5	0.2			0.4	0.1			
Delay (s)		10.5	9.8	29.4	5.1			13.2	9.5			
Level of Service		B	A	C	A			B	A			
Approach Delay (s)		10.3			19.6			10.7			0.0	
Approach LOS		B			B			B			A	

Intersection Summary				
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.45			
Actuated Cycle Length (s)	38.6	Sum of lost time (s)	13.7	
Intersection Capacity Utilization	40.0%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

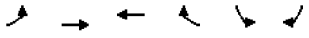
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	615	413	0	0	114
Future Volume (Veh/h)	0	615	413	0	0	114
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.96	0.96	0.70	0.70
Hourly flow rate (vph)	0	769	473	0	0	179
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		233	383			
pX, platoon unblocked					0.95	
vC, conflicting volume	473				858	236
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	473				751	236
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	77
cM capacity (veh/h)	1085				330	765

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	384	384	236	236	179
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	179
cSH	1700	1700	1700	1700	765
Volume to Capacity	0.23	0.23	0.14	0.14	0.23
Queue Length 95th (ft)	0	0	0	0	23
Control Delay (s)	0.0	0.0	0.0	0.0	11.1
Lane LOS					B
Approach Delay (s)	0.0		0.0		11.1
Approach LOS					B

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	27.7%	ICU Level of Service	A	
Analysis Period (min)	15			

San Ysidro CPU-Mobility Element

27: E. San Ysidro Blvd/W. San Ysidro Blvd & E. Park Ave — Timing Plan: AM PEAK HOUR



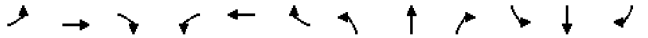
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	128	472	401	29	0	0
Future Volume (Veh/h)	128	472	401	29	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.92	0.92	0.42	0.42
Hourly flow rate (vph)	156	577	479	35	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		382	234			
pX, platoon unblocked						
vC, conflicting volume	514				1097	257
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	514				1097	257
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	85				100	100
cM capacity (veh/h)	1048				177	742

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2
Volume Total	156	288	288	319	195
Volume Left	156	0	0	0	0
Volume Right	0	0	0	0	35
cSH	1048	1700	1700	1700	1700
Volume to Capacity	0.15	0.17	0.17	0.19	0.11
Queue Length 95th (ft)	13	0	0	0	0
Control Delay (s)	9.0	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	1.9			0.0	
Approach LOS					

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	27.7%	ICU Level of Service		A
Analysis Period (min)	15			

San Ysidro CPU-Mobility Element

28: I-805 SB Ramps & E. San Ysidro Blvd — Timing Plan: AM PEAK HOUR



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	488	119	38	224	0	0	0	0	243	1	240
Future Volume (vph)	0	488	119	38	224	0	0	0	0	243	1	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.2	4.6					4.6	4.6	4.6
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frt		1.00	0.85	1.00	1.00					1.00	0.92	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.98	1.00
Satd. Flow (prot)		3539	1583	3433	3539					1681	1524	1504
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.98	1.00
Satd. Flow (perm)		3539	1583	3433	3539					1681	1524	1504
Peak-hour factor, PHF	0.94	0.94	0.94	0.81	0.81	0.81	0.25	0.25	0.25	0.78	0.78	0.78
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	571	139	52	304	0	0	0	0	343	1	338
RTOR Reduction (vph)	0	0	56	0	0	0	0	0	0	0	65	168
Lane Group Flow (vph)	0	571	83	52	304	0	0	0	0	237	164	48
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		44.6	44.6	4.4	53.2					17.6	17.6	17.6
Effective Green, g (s)		44.6	44.6	4.4	53.2					17.6	17.6	17.6
Actuated g/C Ratio		0.56	0.56	0.06	0.67					0.22	0.22	0.22
Clearance Time (s)		4.6	4.6	4.2	4.6					4.6	4.6	4.6
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		1972	882	188	2353					369	335	330
v/s Ratio Prot		c0.16		c0.02	0.09					c0.14	0.11	
v/s Ratio Perm			0.05									0.03
v/c Ratio		0.29	0.09	0.28	0.13					0.64	0.49	0.14
Uniform Delay, d1		9.3	8.3	36.3	4.9					28.3	27.3	25.1
Progression Factor		1.00	1.00	1.04	1.00					1.00	1.00	1.00
Incremental Delay, d2		0.4	0.2	0.8	0.1					3.8	1.1	0.2
Delay (s)		9.7	8.5	38.5	5.0					32.1	28.4	25.3
Level of Service		A	A	D	A					C	C	C
Approach Delay (s)		9.5			9.9			0.0			28.7	
Approach LOS		A			A			A			C	

Intersection Summary				
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio	0.38			
Actuated Cycle Length (s)	80.0	Sum of lost time (s)		13.4
Intersection Capacity Utilization	40.3%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

San Ysidro CPU-Mobility Element
29: I-805 NB Ramps & E. San Ysidro Blvd — Timing Plan: AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	434	0	0	235	220	70	0	155	0	0	0
Future Volume (vph)	223	434	0	0	235	220	70	0	155	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.6			4.6	4.6			
Lane Util. Factor	0.97	0.95			0.95			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			3282			1770	1583			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3282			1770	1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.82	0.82	0.82	0.85	0.85	0.85	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	258	503	0	0	315	295	91	0	201	0	0	0
RTOR Reduction (vph)	0	0	0	0	128	0	0	0	177	0	0	0
Lane Group Flow (vph)	258	503	0	0	482	0	0	91	24	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases							4		4			
Actuated Green, G (s)	11.8	61.3			45.3			9.5	9.5			
Effective Green, g (s)	11.8	61.3			45.3			9.5	9.5			
Actuated g/C Ratio	0.15	0.77			0.57			0.12	0.12			
Clearance Time (s)	4.2	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	506	2711			1858			210	187			
v/s Ratio Prot	c0.08	0.14			c0.15							
v/s Ratio Perm								0.05	0.02			
v/c Ratio	0.51	0.19			0.26			0.43	0.13			
Uniform Delay, d1	31.4	2.5			8.8			32.7	31.5			
Progression Factor	0.84	0.60			1.00			1.00	1.00			
Incremental Delay, d2	0.8	0.1			0.3			1.4	0.3			
Delay (s)	27.1	1.7			9.2			34.2	31.9			
Level of Service	C	A			A			C	C			
Approach Delay (s)		10.3			9.2			32.6			0.0	
Approach LOS		B			A			C			A	

Intersection Summary				
HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.33			
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	40.3%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

San Ysidro CPU-Mobility Element
30: Border Village Rd (W) & E. San Ysidro Blvd — Timing Plan: AM PEAK HOUR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	265	200	0	204	116	5
Future Volume (vph)	265	200	0	204	116	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9	
Lane Util. Factor	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	1768	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	1863	1583		1863	1768	
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	177	0	0	2	0
Lane Group Flow (vph)	328	70	0	277	196	0
Turn Type	NA	Perm		NA	Prot	
Protected Phases	2			6	8	
Permitted Phases		2				
Actuated Green, G (s)	13.4	13.4		11.3	8.0	
Effective Green, g (s)	13.4	13.4		11.3	8.0	
Actuated g/C Ratio	0.28	0.28		0.24	0.17	
Clearance Time (s)	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.5	2.5		2.5	2.0	
Lane Grp Cap (vph)	526	447		444	298	
v/s Ratio Prot	c0.18			c0.15	c0.11	
v/s Ratio Perm		0.04				
v/c Ratio	0.62	0.16		0.62	0.66	
Uniform Delay, d1	14.8	12.8		16.1	18.4	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.0	0.1		2.4	3.9	
Delay (s)	16.8	12.9		18.5	22.3	
Level of Service	B	B		B	C	
Approach Delay (s)	15.1			18.5	22.3	
Approach LOS	B			B	C	

Intersection Summary				
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.63			
Actuated Cycle Length (s)	47.4	Sum of lost time (s)	14.7	
Intersection Capacity Utilization	30.9%	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												
Traffic Volume (vph)	4	182	12	46	171	1	9	0	38	1	1	4
Future Volume (vph)	4	182	12	46	171	1	9	0	38	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9			4.9	4.9		4.9	
Lane Util. Factor	1.00	1.00		1.00	0.95			1.00	1.00		1.00	
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)	1770	1845		1770	3537			1770	1583		1664	
Flt Permitted	0.95	1.00		0.95	1.00			1.00	1.00		0.95	
Satd. Flow (perm)	1770	1845		1770	3537			1863	1583		1595	
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	3	0	0	0	0	0	0	53	0	6	0
Lane Group Flow (vph)	5	251	0	68	255	0	0	14	4	0	2	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	0.6	19.1		2.4	20.9			2.9	2.9		2.9	
Effective Green, g (s)	0.6	19.1		2.4	20.9			2.9	2.9		2.9	
Actuated g/C Ratio	0.02	0.49		0.06	0.54			0.08	0.08		0.08	
Clearance Time (s)	4.4	4.9		4.4	4.9			4.9	4.9		4.9	
Vehicle Extension (s)	2.0	3.2		2.0	2.1			2.0	2.0		2.0	
Lane Grp Cap (vph)	27	912		110	1915			139	118		119	
v/s Ratio Prot	0.00	c0.14		c0.04	0.07							
v/s Ratio Perm								c0.01	0.00		0.00	
v/c Ratio	0.19	0.28		0.62	0.13			0.10	0.04		0.02	
Uniform Delay, d1	18.8	5.7		17.7	4.4			16.6	16.6		16.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	1.2	0.2		7.1	0.0			0.1	0.0		0.0	
Delay (s)	20.0	5.9		24.7	4.4			16.8	16.6		16.6	
Level of Service	B	A		C	A			B	B		B	
Approach Delay (s)		6.2			8.7			16.6			16.6	
Approach LOS		A			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	8.6	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.29			
Actuated Cycle Length (s)	38.6	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	30.3%	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												
Traffic Volume (vph)	17	132	74	48	45	8	99	45	277	21	32	9
Future Volume (vph)	17	132	74	48	45	8	99	45	277	21	32	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	4.9		4.9	4.9	4.9		5.8	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
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	0.98	1.00		0.98	1.00
Satd. Flow (prot)	1770	3539	2787	1770	3457		1681	1736	1583		1826	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00		0.98	1.00
Satd. Flow (perm)	1770	3539	2787	1770	3457		1681	1736	1583		1826	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.83	0.83	0.83	0.86	0.86	0.86	0.65	0.65	0.65
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	21	161	90	64	60	11	127	58	354	36	54	15
RTOR Reduction (vph)	0	0	52	0	7	0	0	0	299	0	0	0
Lane Group Flow (vph)	21	161	38	64	64	0	91	94	55	0	90	15
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	Perm	Split	NA	Free
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases			2						3			Free
Actuated Green, G (s)	0.9	14.2	22.3	4.7	18.0		8.1	8.1	8.1		5.6	52.6
Effective Green, g (s)	0.9	14.2	22.3	4.7	18.0		8.1	8.1	8.1		5.6	52.6
Actuated g/C Ratio	0.02	0.27	0.42	0.09	0.34		0.15	0.15	0.15		0.11	1.00
Clearance Time (s)	4.4	4.9	4.9	4.4	4.9		4.9	4.9	4.9		5.8	
Vehicle Extension (s)	2.0	6.0	2.0	2.0	3.1		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	30	955	1441	158	1183		258	267	243		194	1583
v/s Ratio Prot	0.01	c0.05	0.00	c0.04	c0.02		0.05	c0.05			c0.05	
v/s Ratio Perm			0.01						0.03			0.01
v/c Ratio	0.70	0.17	0.03	0.41	0.05		0.35	0.35	0.22		0.46	0.01
Uniform Delay, d1	25.7	14.7	8.8	22.6	11.6		19.9	19.9	19.5		22.1	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	44.4	0.2	0.0	0.6	0.0		0.3	0.3	0.2		0.6	0.0
Delay (s)	70.2	14.9	8.8	23.2	11.6		20.2	20.2	19.7		22.7	0.0
Level of Service	E	B	A	C	B		C	C	B		C	A
Approach Delay (s)		17.2			17.1			19.9			19.5	
Approach LOS		B			B			B			B	

Intersection Summary				
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.28			
Actuated Cycle Length (s)	52.6	Sum of lost time (s)	20.0	
Intersection Capacity Utilization	41.0%	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												
Traffic Volume (vph)	153	40	284	6	30	0	0	0	0	0	48	30
Future Volume (vph)	153	40	284	6	30	0	0	0	0	0	48	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0						4.0	
Lane Util. Factor	1.00	1.00			1.00						1.00	
Frt	1.00	0.87			1.00						0.95	
Flt Protected	0.95	1.00			0.99						1.00	
Satd. Flow (prot)	1770	1618			1848						1767	
Flt Permitted	0.95	1.00			0.99						1.00	
Satd. Flow (perm)	1770	1618			1848						1767	
Peak-hour factor, PHF	0.90	0.90	0.90	0.79	0.79	0.79	0.25	0.25	0.25	0.78	0.78	0.78
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	187	49	347	8	42	0	0	0	0	0	68	42
RTOR Reduction (vph)	0	242	0	0	0	0	0	0	0	0	32	0
Lane Group Flow (vph)	187	154	0	0	50	0	0	0	0	0	78	0
Turn Type	Split	NA		Split	NA						NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	9.4	9.4			2.2						7.6	
Effective Green, g (s)	9.4	9.4			2.2						7.6	
Actuated g/C Ratio	0.30	0.30			0.07						0.24	
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)	533	487			130						430	
v/s Ratio Prot	c0.11	0.09			c0.03						c0.04	
v/s Ratio Perm												
v/c Ratio	0.35	0.32			0.38						0.18	
Uniform Delay, d1	8.5	8.4			13.9						9.3	
Progression Factor	1.00	1.00			1.00						1.00	
Incremental Delay, d2	0.4	0.4			1.9						0.2	
Delay (s)	8.9	8.8			15.7						9.5	
Level of Service	A	A			B						A	
Approach Delay (s)		8.8			15.7			0.0			9.5	
Approach LOS		A			B			A			A	

Intersection Summary				
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.29			
Actuated Cycle Length (s)	31.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	33.1%	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												
Traffic Volume (veh/h)	0	0	0	46	0	114	176	424	0	0	230	143
Future Volume (Veh/h)	0	0	0	46	0	114	176	424	0	0	230	143
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.88	0.88	0.88	0.82	0.82	0.82	0.78	0.78	0.78
Hourly flow rate (vph)	0	0	0	58	0	143	236	569	0	0	324	202
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						2						
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								312			223	
pX, platoon unblocked	0.71	0.71		0.71	0.71	0.71				0.71		
vC, conflicting volume	1466	1466	263	1203	1567	569	526			569		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1452	1452	263	1081	1594	188	526			188		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	42	100	75	77			100		
cM capacity (veh/h)	40	71	735	101	58	583	1037			982		

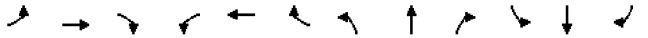
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	201	236	569	216	310
Volume Left	58	236	0	0	0
Volume Right	143	0	0	0	202
cSH	349	1037	1700	1700	1700
Volume to Capacity	0.58	0.23	0.33	0.13	0.18
Queue Length 95th (ft)	86	22	0	0	0
Control Delay (s)	32.7	9.5	0.0	0.0	0.0
Lane LOS	D	A			
Approach Delay (s)	32.7	2.8		0.0	
Approach LOS	D				

Intersection Summary					
Average Delay	5.8				
Intersection Capacity Utilization	41.3%	ICU Level of Service		A	
Analysis Period (min)	15				



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	97	71	0	479	317	0
Future Volume (vph)	97	71	0	479	317	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	4.6	
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	
Peak-hour factor, PHF	0.79	0.79	0.70	0.70	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	135	99	0	753	465	0
RTOR Reduction (vph)	0	56	0	0	0	0
Lane Group Flow (vph)	135	43	0	753	465	0
Turn Type	Prot	custom		NA	NA	
Protected Phases	4	4			3	
Permitted Phases		3 4		7		
Actuated Green, G (s)	11.5	29.6		34.2	18.1	
Effective Green, g (s)	11.5	29.6		34.2	18.1	
Actuated g/C Ratio	0.17	0.43		0.50	0.26	
Clearance Time (s)	4.6	4.6		4.6	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	296	788		927	932	
v/s Ratio Prot	0.08	0.01			0.13	
v/s Ratio Perm		0.02		c0.40		
v/c Ratio	0.46	0.05		0.81	0.50	
Uniform Delay, d1	25.8	11.4		14.5	21.5	
Progression Factor	1.00	1.00		1.41	1.00	
Incremental Delay, d2	1.1	0.0		5.1	0.4	
Delay (s)	26.9	11.4		25.7	21.9	
Level of Service	C	B		C	C	
Approach Delay (s)	20.3			25.7	21.9	
Approach LOS	C			C	C	

Intersection Summary				
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.55			
Actuated Cycle Length (s)	68.7	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	41.3%	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												
Traffic Volume (vph)	154	13	9	2	11	343	3	25	4	219	13	111
Future Volume (vph)	154	13	9	2	11	343	3	25	4	219	13	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.6	4.6	4.6	4.6		4.6	4.6	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.94			1.00	0.85	1.00	0.98		1.00	0.87	
Flt Protected	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1751			1846	1583	1770	1822		1770	1613	
Flt Permitted	0.95	1.00			0.95	1.00	0.65	1.00		0.73	1.00	
Satd. Flow (perm)	1770	1751			1772	1583	1211	1822		1360	1613	
Peak-hour factor, PHF	0.81	0.81	0.81	0.85	0.85	0.85	0.79	0.79	0.79	0.81	0.81	0.81
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	209	18	12	3	14	444	4	35	6	297	18	151
RTOR Reduction (vph)	0	8	0	0	0	246	0	3	0	0	76	0
Lane Group Flow (vph)	209	22	0	0	17	198	4	38	0	297	93	0
Turn Type	Prot	NA		Perm	NA	custom	Perm	NA		Perm	NA	
Protected Phases	5	2			6			7			3 4	
Permitted Phases				6		3 6	7			3 4		
Actuated Green, G (s)	13.1	25.3			8.0	30.7	34.2	34.2		34.2	34.2	
Effective Green, g (s)	13.1	25.3			8.0	30.7	34.2	34.2		34.2	34.2	
Actuated g/C Ratio	0.19	0.37			0.12	0.45	0.50	0.50		0.50	0.50	
Clearance Time (s)	4.2	4.6			4.6		4.6	4.6				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	337	644			206	707	602	907		677	802	
v/s Ratio Prot	c0.12	0.01						0.02			0.06	
v/s Ratio Perm					0.01	c0.13	0.00			c0.22		
v/c Ratio	0.62	0.03			0.08	0.28	0.01	0.04		0.44	0.12	
Uniform Delay, d1	25.5	13.9			27.1	12.0	8.7	8.8		11.1	9.2	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		0.29	0.00	
Incremental Delay, d2	3.5	0.0			0.2	0.2	0.0	0.0		0.4	0.1	
Delay (s)	29.0	13.9			27.2	12.2	8.7	8.9		3.6	0.1	
Level of Service	C	B			C	B	A	A		A	A	
Approach Delay (s)		27.1			12.8			8.9			2.4	
Approach LOS		C			B			A			A	

Intersection Summary				
HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.51			
Actuated Cycle Length (s)	68.7	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	47.6%	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												
Traffic Volume (vph)	221	0	139	0	0	0	0	469	24	53	124	0
Future Volume (vph)	221	0	139	0	0	0	0	469	24	53	124	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6					4.6	4.6	4.2	4.6	
Lane Util. Factor		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	1583	1770	1863	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					1863	1583	1770	1863	
Peak-hour factor, PHF	0.80	0.80	0.80	0.50	0.50	0.50	0.88	0.88	0.88	0.81	0.81	0.81
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	276	0	174	0	0	0	0	533	27	65	153	0
RTOR Reduction (vph)	0	0	126	0	0	0	0	0	16	0	0	0
Lane Group Flow (vph)	0	276	48	0	0	0	0	533	11	65	153	0
Turn Type	Split	NA	Prot					NA	Perm	Prot	NA	
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		14.1	14.1					21.0	21.0	2.5	27.7	
Effective Green, g (s)		14.1	14.1					21.0	21.0	2.5	27.7	
Actuated g/C Ratio		0.28	0.28					0.41	0.41	0.05	0.54	
Clearance Time (s)		4.6	4.6					4.6	4.6	4.2	4.6	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		489	437					767	651	86	1011	
v/s Ratio Prot		c0.16	0.03					c0.29		c0.04	0.08	
v/s Ratio Perm									0.01			
v/c Ratio		0.56	0.11					0.69	0.02	0.76	0.15	
Uniform Delay, d1		15.8	13.8					12.4	8.9	23.9	5.8	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.5	0.1					2.7	0.0	30.9	0.1	
Delay (s)		17.3	13.9					15.1	8.9	54.8	5.9	
Level of Service		B	B					B	A	D	A	
Approach Delay (s)		16.0			0.0			14.8			20.5	
Approach LOS		B			A			B			C	

Intersection Summary				
HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	51.0	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	52.3%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	247	8	3	250	136	125
Future Volume (vph)	247	8	3	250	136	125
Peak Hour Factor	0.77	0.77	0.82	0.82	0.80	0.80
Hourly flow rate (vph)	321	10	4	305	170	156

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	331	309	326
Volume Left (vph)	321	4	0
Volume Right (vph)	10	0	156
Hadj (s)	0.21	0.04	-0.25
Departure Headway (s)	5.8	5.5	5.2
Degree Utilization, x	0.53	0.47	0.47
Capacity (veh/h)	589	620	661
Control Delay (s)	15.1	13.2	12.6
Approach Delay (s)	15.1	13.2	12.6
Approach LOS	C	B	B

Intersection Summary				
Delay	13.7			
Level of Service	B			
Intersection Capacity Utilization	36.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	256	16	1	116	28
Future Volume (Veh/h)	6	256	16	1	116	28
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.75	0.75	0.79	0.79
Hourly flow rate (vph)	7	316	23	1	162	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	386	24			24	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	386	24			24	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	70			90	
cM capacity (veh/h)	554	1053			1591	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	7	316	24	201
Volume Left	7	0	0	162
Volume Right	0	316	1	0
cSH	554	1053	1700	1591
Volume to Capacity	0.01	0.30	0.01	0.10
Queue Length 95th (ft)	1	32	0	8
Control Delay (s)	11.6	9.9	0.0	6.2
Lane LOS	B	A		A
Approach Delay (s)	9.9		0.0	6.2
Approach LOS	A			

Intersection Summary			
Average Delay	8.1		
Intersection Capacity Utilization	27.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	187	60	3	77	83
Future Volume (vph)	4	187	60	3	77	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.3		4.0	5.3
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.99		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3515		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3515		1770	3539
Peak-hour factor, PHF	0.71	0.71	0.80	0.80	0.87	0.87
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	6	290	82	4	97	105
RTOR Reduction (vph)	0	235	3	0	0	0
Lane Group Flow (vph)	6	55	84	0	97	105
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	5.8	5.8	9.1		2.4	15.5
Effective Green, g (s)	5.8	5.8	9.1		2.4	15.5
Actuated g/C Ratio	0.19	0.19	0.30		0.08	0.51
Clearance Time (s)	4.0	4.0	5.3		4.0	5.3
Vehicle Extension (s)	2.0	2.0	3.6		2.0	3.6
Lane Grp Cap (vph)	335	300	1045		138	1792
v/s Ratio Prot	0.00		c0.02		c0.05	0.03
v/s Ratio Perm		c0.03				
v/c Ratio	0.02	0.18	0.08		0.70	0.06
Uniform Delay, d1	10.1	10.4	7.7		13.8	3.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	0.1	0.0		12.4	0.0
Delay (s)	10.1	10.5	7.8		26.2	3.9
Level of Service	B	B	A		C	A
Approach Delay (s)	10.5		7.8			14.6
Approach LOS	B		A			B

Intersection Summary			
HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	30.6	Sum of lost time (s)	13.3
Intersection Capacity Utilization	26.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

San Ysidro CPU-Mobility Element
41: Willow Rd & Camino de la Plaza
Timing Plan: AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	77	8	9	64	78	4	16	9	70	28	23
Future Volume (vph)	38	77	8	9	64	78	4	16	9	70	28	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.92		1.00	0.95		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3488		1770	3247		1770	1764		1770	1739	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3488		1770	3247		1770	1764		1770	1739	
Peak-hour factor, PHF	0.90	0.90	0.90	0.71	0.71	0.71	0.80	0.80	0.80	0.89	0.89	0.89
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	46	94	10	14	99	121	6	22	12	87	35	28
RTOR Reduction (vph)	0	8	0	0	94	0	0	10	0	0	21	0
Lane Group Flow (vph)	46	96	0	14	126	0	6	24	0	87	42	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	1.8	10.2		0.6	9.0		0.6	7.7		3.8	10.9	
Effective Green, g (s)	1.8	10.2		0.6	9.0		0.6	7.7		3.8	10.9	
Actuated g/C Ratio	0.04	0.25		0.01	0.22		0.01	0.19		0.09	0.27	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	3.3		2.0	3.3		2.0	2.0		2.0	2.7	
Lane Grp Cap (vph)	77	869		25	714		25	332		164	463	
v/s Ratio Prot	c0.03	0.03		0.01	c0.04		0.00	0.01		c0.05	c0.02	
v/s Ratio Perm												
v/c Ratio	0.60	0.11		0.56	0.18		0.24	0.07		0.53	0.09	
Uniform Delay, d1	19.2	11.9		20.0	12.9		19.9	13.7		17.7	11.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.0	0.1		15.9	0.1		1.8	0.0		1.6	0.1	
Delay (s)	27.2	11.9		36.0	13.1		21.7	13.7		19.3	11.4	
Level of Service	C	B		D	B		C	B		B	B	
Approach Delay (s)		16.6			14.4			14.9			16.0	
Approach LOS		B			B			B			B	

Intersection Summary				
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.22			
Actuated Cycle Length (s)	40.9	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	31.9%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

San Ysidro CPU-Mobility Element
42: Camiones Way/I-5 SB Ramps & Camino de la Plaza
Timing Plan: AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	156	16	19	94	38	18	8	110	143	91	225
Future Volume (vph)	24	156	16	19	94	38	18	8	110	143	91	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6		4.2	4.6	4.6	4.2	4.6	4.2	4.6	4.6	4.2
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3490		1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3490		1770	1863	1583	1770	1863	1583	1770	1863	1583
Peak-hour factor, PHF	0.67	0.67	0.67	0.86	0.86	0.86	0.81	0.81	0.81	0.84	0.84	0.84
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	39	256	26	24	120	49	24	11	149	187	119	295
RTOR Reduction (vph)	0	9	0	0	0	30	0	0	110	0	0	153
Lane Group Flow (vph)	39	273	0	24	120	19	24	11	39	187	119	142
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8	1	7	4	5
Permitted Phases						6			8			4
Actuated Green, G (s)	6.8	11.9		5.0	10.1	21.0	0.9	9.5	14.5	10.9	19.9	26.7
Effective Green, g (s)	6.8	11.9		5.0	10.1	21.0	0.9	9.5	14.5	10.9	19.9	26.7
Actuated g/C Ratio	0.12	0.22		0.09	0.18	0.38	0.02	0.17	0.26	0.20	0.36	0.48
Clearance Time (s)	4.2	4.6		4.2	4.6	4.6	4.2	4.6	4.2	4.6	4.6	4.2
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)	217	751		160	340	732	28	320	415	348	670	764
v/s Ratio Prot	0.02	c0.08		0.01	0.06	0.01	0.01	0.01	0.01	c0.11	0.06	c0.02
v/s Ratio Perm						0.01			0.02			0.07
v/c Ratio	0.18	0.36		0.15	0.35	0.03	0.86	0.03	0.09	0.54	0.18	0.19
Uniform Delay, d1	21.7	18.5		23.2	19.7	10.7	27.1	19.1	15.4	19.9	12.1	8.1
Progression Factor	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	0.4	0.3		0.4	0.6	0.0	108.8	0.0	0.1	1.6	0.1	0.1
Delay (s)	22.1	18.8		23.6	20.4	10.8	136.0	19.1	15.5	21.5	12.2	8.2
Level of Service	C	B		C	C	B	F	B	B	C	B	A
Approach Delay (s)		19.2			18.3			31.5			13.2	
Approach LOS		B			B			C			B	

Intersection Summary				
HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.37			
Actuated Cycle Length (s)	55.3	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	36.2%	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												
Traffic Volume (vph)	45	22	56	55	32	209	63	220	40	171	388	66
Future Volume (vph)	45	22	56	55	32	209	63	220	40	171	388	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.8		4.0	4.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.94			0.90		1.00	0.98		1.00	0.98	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1717			1670		1770	3458		1770	3462	
Flt Permitted		0.62			0.90		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1091			1510		1770	3458		1770	3462	
Peak-hour factor, PHF	0.54	0.54	0.54	0.68	0.68	0.68	0.89	0.89	0.89	0.94	0.94	0.94
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	92	45	114	89	52	338	78	272	49	200	454	77
RTOR Reduction (vph)	0	55	0	0	157	0	0	22	0	0	19	0
Lane Group Flow (vph)	0	196	0	0	322	0	78	299	0	200	512	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		14.1			14.1		2.7	15.6		6.3	19.2	
Effective Green, g (s)		14.1			14.1		2.7	15.6		6.3	19.2	
Actuated g/C Ratio		0.29			0.29		0.06	0.32		0.13	0.39	
Clearance Time (s)		4.0			4.0		4.0	4.8		4.0	4.8	
Vehicle Extension (s)		2.0			2.0		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)		315			436		97	1105		228	1362	
v/s Ratio Prot							0.04	0.09		c0.11	c0.15	
v/s Ratio Perm		0.18			c0.21							
v/c Ratio		0.62			0.74		0.80	0.27		0.88	0.38	
Uniform Delay, d1		15.0			15.7		22.8	12.4		20.9	10.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.8			5.6		34.9	0.2		28.5	0.3	
Delay (s)		17.8			21.2		57.7	12.6		49.4	10.8	
Level of Service		B			C		E	B		D	B	
Approach Delay (s)		17.8			21.2			21.4			21.3	
Approach LOS		B			C			C			C	

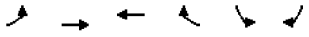
Intersection Summary				
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.59			
Actuated Cycle Length (s)	48.8	Sum of lost time (s)	12.8	
Intersection Capacity Utilization	50.8%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Yield			Stop	Stop	
Traffic Volume (vph)	4	113	184	23	13	20
Future Volume (vph)	4	113	184	23	13	20
Peak Hour Factor	0.65	0.65	0.56	0.56	0.64	0.64
Hourly flow rate (vph)	7	191	361	45	22	34

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	198	406	56
Volume Left (vph)	7	361	0
Volume Right (vph)	191	0	34
Hadj (s)	-0.54	0.21	-0.33
Departure Headway (s)	4.5	4.7	4.5
Degree Utilization, x	0.25	0.53	0.07
Capacity (veh/h)	738	752	736
Control Delay (s)	8.9	12.7	7.9
Approach Delay (s)	8.9	12.7	7.9
Approach LOS	A	B	A

Intersection Summary			
Delay	11.2		
Level of Service	B		
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	46	610	390	11	0	76
Future Volume (Veh/h)	46	610	390	11	0	76
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	67	895	572	16	0	111
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		112	319			
pX, platoon unblocked					0.97	
vC, conflicting volume	588				1162	294
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	588				1100	294
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				100	84
cM capacity (veh/h)	983				186	702

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	67	448	448	381	207	111
Volume Left	67	0	0	0	0	0
Volume Right	0	0	0	0	16	111
cSH	983	1700	1700	1700	1700	702
Volume to Capacity	0.07	0.26	0.26	0.22	0.12	0.16
Queue Length 95th (ft)	5	0	0	0	0	14
Control Delay (s)	8.9	0.0	0.0	0.0	0.0	11.1
Lane LOS	A					B
Approach Delay (s)	0.6			0.0		11.1
Approach LOS						B

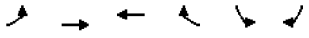
Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	24.1%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			1080			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

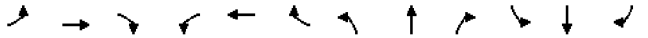
Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	0.0%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	41	59	145	105	37
Future Volume (Veh/h)	36	41	59	145	105	37
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	53	60	87	213	154	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	592	335	362	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	592	335	362	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	80	89	83	80	91	
cM capacity (veh/h)	272	530	512	1085	1623	

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	113	300	208
Volume Left	53	0	154
Volume Right	0	213	54
cSH	366	819	1623
Volume to Capacity	0.31	0.37	0.09
Queue Length 95th (ft)	32	42	8
Control Delay (s)	19.1	11.9	5.7
Lane LOS	C	B	A
Approach Delay (s)	19.1	11.9	5.7
Approach LOS	C	B	

Intersection Summary				
Average Delay		11.2		
Intersection Capacity Utilization		36.7%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	160	1	13	265	3	2	0	8	2	0	0
Future Volume (Veh/h)	0	160	1	13	265	3	2	0	8	2	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	235	1	19	389	4	3	0	12	3	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)					570							
pX, platoon unblocked												
vC, conflicting volume	393			236			662	666	118	558	665	391
vC1, stage 1 conf vol							236	236		429	429	
vC2, stage 2 conf vol							427	431		130	236	
vCu, unblocked vol	393			236			662	666	118	558	665	391
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	100	99	99	100	100
cM capacity (veh/h)	1162			1328			518	524	912	537	522	608

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total	157	79	19	393	3	12	3
Volume Left	0	0	19	0	3	0	3
Volume Right	0	1	0	4	0	12	0
cSH	1700	1700	1328	1700	518	912	537
Volume to Capacity	0.09	0.05	0.01	0.23	0.01	0.01	0.01
Queue Length 95th (ft)	0	0	1	0	0	1	0
Control Delay (s)	0.0	0.0	7.7	0.0	12.0	9.0	11.7
Lane LOS			A		B	A	B
Approach Delay (s)	0.0		0.4		9.6		11.7
Approach LOS					A		B

Intersection Summary				
Average Delay		0.5		
Intersection Capacity Utilization		25.5%	ICU Level of Service	A
Analysis Period (min)		15		

San Ysidro CPU-Mobility Element
1: Beyer Blvd & Iris Ave/SR-905 WB Ramps — Timing Plan: PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	54	213	197	170	162	108	328	105	68	493	129
Future Volume (vph)	82	54	213	197	170	162	108	328	105	68	493	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			5.0	5.0	3.5	4.5		3.5	4.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.92			1.00	0.85	1.00	0.96		1.00	0.97	
Flt Protected		0.99			0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1689			1814	1583	1770	3410		1770	3429	
Flt Permitted		0.99			0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1689			1814	1583	1770	3410		1770	3429	
Peak-hour factor, PHF	0.85	0.85	0.85	0.93	0.93	0.93	0.94	0.94	0.94	0.90	0.90	0.90
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	106	70	276	233	201	192	126	384	123	83	603	158
RTOR Reduction (vph)	0	63	0	0	0	143	0	34	0	0	26	0
Lane Group Flow (vph)	0	389	0	0	434	49	126	473	0	83	735	0
Confl. Peds. (#/hr)												
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases						4						
Actuated Green, G (s)		21.8			22.4	22.4	7.3	22.0		4.5	19.2	
Effective Green, g (s)		21.8			22.4	22.4	7.3	22.0		4.5	19.2	
Actuated g/C Ratio		0.25			0.25	0.25	0.08	0.25		0.05	0.22	
Clearance Time (s)		4.5			5.0	5.0	3.5	4.5		3.5	4.5	
Vehicle Extension (s)		2.0			2.0	2.0	2.0	4.3		2.0	4.3	
Lane Grp Cap (vph)		417			460	402	146	850		90	746	
v/s Ratio Prot		c0.23			c0.24		c0.07	c0.14		0.05	c0.21	
v/s Ratio Perm						0.03						
v/c Ratio		0.93			0.94	0.12	0.86	0.56		0.92	0.99	
Uniform Delay, d1		32.5			32.3	25.3	40.0	28.9		41.7	34.4	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		27.4			27.8	0.0	36.5	1.1		68.6	29.2	
Delay (s)		59.8			60.1	25.4	76.4	29.9		110.3	63.6	
Level of Service		E			E	C	E	C		F	E	
Approach Delay (s)		59.8			49.5			39.2			68.1	
Approach LOS		E			D			D			E	

Intersection Summary				
HCM 2000 Control Delay	54.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	88.2	Sum of lost time (s)	17.5	
Intersection Capacity Utilization	85.4%	ICU Level of Service	E	
Analysis Period (min)	15			

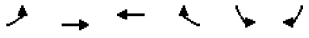
c Critical Lane Group

San Ysidro CPU-Mobility Element
2: Beyer Blvd & Dairy Mart Rd/SR-905 Ramps — Timing Plan: PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	144	43	73	78	100	37	216	50	247	199	444
Future Volume (vph)	181	144	43	73	78	100	37	216	50	247	199	444
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0		3.0	3.0	4.2	5.5		4.2	5.5	3.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.94		1.00	0.93	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.99	1.00		0.98	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1758	1488		1819	1473	1770	3396		1770	3539	1549
Flt Permitted	0.95	0.99	1.00		0.98	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1758	1488		1819	1473	1770	3396		1770	3539	1549
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.85	0.85	0.85	0.90	0.90	0.90
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	214	170	51	87	93	120	48	280	65	302	243	543
RTOR Reduction (vph)	0	0	42	0	0	102	0	16	0	0	0	127
Lane Group Flow (vph)	188	196	9	0	180	18	48	329	0	302	243	416
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		3	3		5	2		1	6	4
Permitted Phases			4			3						6
Actuated Green, G (s)	16.4	16.4	16.4		13.7	13.7	3.1	23.0		21.2	41.1	57.5
Effective Green, g (s)	16.4	16.4	16.4		13.7	13.7	3.1	23.0		21.2	41.1	57.5
Actuated g/C Ratio	0.18	0.18	0.18		0.15	0.15	0.03	0.26		0.24	0.46	0.64
Clearance Time (s)	3.0	3.0	3.0		3.0	3.0	4.2	5.5		4.2	5.5	3.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0	2.0	4.3		2.0	4.3	2.0
Lane Grp Cap (vph)	306	320	271		276	224	60	867		416	1616	989
v/s Ratio Prot	c0.11	0.11			c0.10		0.03	0.10		c0.17	0.07	c0.08
v/s Ratio Perm			0.01			0.01						0.19
v/c Ratio	0.61	0.61	0.03		0.65	0.08	0.80	0.38		0.73	0.15	0.42
Uniform Delay, d1	33.9	33.9	30.3		35.9	32.7	43.1	27.6		31.7	14.3	8.0
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	2.6	2.4	0.0		4.2	0.1	49.5	0.4		5.3	0.1	0.1
Delay (s)	36.5	36.3	30.3		40.1	32.8	92.7	28.1		37.0	14.3	8.1
Level of Service	D	D	C		D	C	F	C		D	B	A
Approach Delay (s)		35.7			37.2			36.0			17.5	
Approach LOS		D			D			D			B	

Intersection Summary				
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.7	
Intersection Capacity Utilization	66.4%	ICU Level of Service	C	
Analysis Period (min)	15			

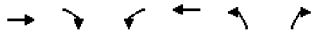
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	74	249	208	64	98	71
Future Volume (vph)	74	249	208	64	98	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.5	5.5		4.9	4.9
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99		1.00	0.97
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	3380		1770	1531
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3380		1770	1531
Peak-hour factor, PHF	0.91	0.91	0.85	0.85	0.95	0.95
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	89	301	269	83	113	82
RTOR Reduction (vph)	0	0	38	0	0	67
Lane Group Flow (vph)	89	301	314	0	113	15
Confl. Peds. (#/hr)	30			30	30	30
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	3.2	30.7	23.1		9.4	9.4
Effective Green, g (s)	3.2	30.7	23.1		9.4	9.4
Actuated g/C Ratio	0.06	0.61	0.46		0.19	0.19
Clearance Time (s)	4.4	5.5	5.5		4.9	4.9
Vehicle Extension (s)	2.0	5.0	5.0		2.0	2.0
Lane Grp Cap (vph)	112	2151	1546		329	284
v/s Ratio Prot	c0.05	0.09	c0.09		c0.06	
v/s Ratio Perm						0.01
v/c Ratio	0.79	0.14	0.20		0.34	0.05
Uniform Delay, d1	23.3	4.2	8.2		17.9	16.9
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	29.3	0.1	0.1		0.2	0.0
Delay (s)	52.6	4.3	8.3		18.1	16.9
Level of Service	D	A	A		B	B
Approach Delay (s)		15.3	8.3		17.6	
Approach LOS		B	A		B	

Intersection Summary				
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.29			
Actuated Cycle Length (s)	50.5	Sum of lost time (s)	14.8	
Intersection Capacity Utilization	50.9%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

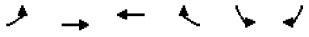


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	183	98	193	174	75	124
Future Volume (Veh/h)	183	98	193	174	75	124
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.80	0.80	0.89	0.89
Hourly flow rate (vph)	224	120	265	239	93	153
Pedestrians	30			30	30	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	3			3	3	
Right turn flare (veh)						1
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				343		
pX, platoon unblocked					0.96	
vC, conflicting volume			374		994	232
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			374		912	232
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			77		52	79
cM capacity (veh/h)			1152		192	732

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	149	195	345	159	246
Volume Left	0	0	265	0	93
Volume Right	0	120	0	0	153
cSH	1700	1700	1152	1700	432
Volume to Capacity	0.09	0.11	0.23	0.09	0.57
Queue Length 95th (ft)	0	0	22	0	87
Control Delay (s)	0.0	0.0	7.5	0.0	23.8
Lane LOS			A		C
Approach Delay (s)	0.0		5.1		23.8
Approach LOS					C

Intersection Summary				
Average Delay	7.7			
Intersection Capacity Utilization	44.0%	ICU Level of Service	A	
Analysis Period (min)	15			

San Ysidro CPU-Mobility Element
5: Beyer Blvd & Smythe Ave — Timing Plan: PM PEAK HOUR

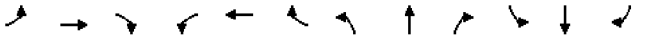


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	86	229	266	87	142	127
Future Volume (vph)	86	229	266	87	142	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9		4.9	4.9
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99		1.00	0.97
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	3382		1770	1533
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3382		1770	1533
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	45	0	0	125
Lane Group Flow (vph)	118	315	417	0	186	41
Confl. Peds. (#/hr)	30			30	30	30
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases						8
Actuated Green, G (s)	6.2	27.3	16.7		12.2	12.2
Effective Green, g (s)	6.2	27.3	16.7		12.2	12.2
Actuated g/C Ratio	0.13	0.55	0.34		0.25	0.25
Clearance Time (s)	4.4	4.9	4.9		4.9	4.9
Vehicle Extension (s)	2.0	3.6	4.0		2.0	2.0
Lane Grp Cap (vph)	222	1959	1145		438	379
v/s Ratio Prot	c0.07	0.09	c0.12		c0.11	
v/s Ratio Perm						0.03
v/c Ratio	0.53	0.16	0.36		0.42	0.11
Uniform Delay, d1	20.2	5.4	12.3		15.6	14.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.2	0.0	0.3		0.2	0.0
Delay (s)	21.4	5.4	12.6		15.8	14.4
Level of Service	C	A	B		B	B
Approach Delay (s)		9.8	12.6		15.2	
Approach LOS		A	B		B	

Intersection Summary				
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.41			
Actuated Cycle Length (s)	49.3	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	48.3%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

San Ysidro CPU-Mobility Element
6: W Park Ave/Alaquinas Dr & Beyer Blvd — Timing Plan: PM PEAK HOUR



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	175	100	32	163	34	59	37	26	35	49	34
Future Volume (vph)	51	175	100	32	163	34	59	37	26	35	49	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.1			5.1			5.1	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.99			0.99			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			1.00	
Frt	1.00	0.95		1.00	0.97			0.97			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1770	3279		1770	3415			1748			1745	
Flt Permitted	0.95	1.00		0.95	1.00			0.81			0.87	
Satd. Flow (perm)	1770	3279		1770	3415			1452			1539	
Peak-hour factor, PHF	0.74	0.74	0.74	0.91	0.91	0.91	0.89	0.89	0.89	0.75	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	76	260	149	39	197	41	73	46	32	51	72	50
RTOR Reduction (vph)	0	86	0	0	21	0	0	17	0	0	26	0
Lane Group Flow (vph)	76	323	0	39	217	0	0	134	0	0	147	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Actuated Green, G (s)	3.5	22.2		1.1	19.6			14.8			14.8	
Effective Green, g (s)	3.5	22.2		1.1	19.6			14.8			14.8	
Actuated g/C Ratio	0.07	0.42		0.02	0.37			0.28			0.28	
Clearance Time (s)	4.4	4.9		4.4	5.1			5.1			5.1	
Vehicle Extension (s)	2.0	5.3		2.0	5.4			2.0			2.0	
Lane Grp Cap (vph)	118	1386		37	1274			409			433	
v/s Ratio Prot	c0.04	c0.10		0.02	0.06							
v/s Ratio Perm								0.09			c0.10	
v/c Ratio	0.64	0.23		1.05	0.17			0.33			0.34	
Uniform Delay, d1	23.9	9.7		25.7	11.0			14.9			15.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	8.7	0.2		164.6	0.2			0.2			0.2	
Delay (s)	32.6	9.9		190.3	11.2			15.1			15.1	
Level of Service	C	A		F	B			B			B	
Approach Delay (s)		13.5			36.4			15.1			15.1	
Approach LOS		B			D			B			B	

Intersection Summary				
HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.32			
Actuated Cycle Length (s)	52.5	Sum of lost time (s)	14.6	
Intersection Capacity Utilization	53.2%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

San Ysidro CPU-Mobility Element
7: East Beyer Blvd/Otay Mesa Rd & Beyer Blvd
Timing Plan: PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	13	138	8	18	1	89	41	4	4	69	116
Future Volume (vph)	79	13	138	8	18	1	89	41	4	4	69	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9		4.9		4.9	4.9			5.2	
Lane Util. Factor	0.95	0.95	1.00		1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.94		1.00		1.00	0.99			0.98	
Flpb, ped/bikes	0.98	0.98	1.00		0.99		0.99	1.00			1.00	
Frt	1.00	1.00	0.85		1.00		1.00	0.99			0.92	
Flt Protected	0.95	0.97	1.00		0.99		0.95	1.00			1.00	
Satd. Flow (prot)	1642	1679	1489		1809		1750	1829			1675	
Flt Permitted	0.71	0.79	1.00		0.37		0.62	1.00			1.00	
Satd. Flow (perm)	1234	1372	1489		684		1144	1829			1669	
Peak-hour factor, PHF	0.90	0.90	0.90	0.45	0.45	0.45	0.84	0.84	0.84	0.90	0.90	0.90
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	97	16	169	20	44	2	117	54	5	5	84	142
RTOR Reduction (vph)	0	0	124	0	2	0	0	3	0	0	66	0
Lane Group Flow (vph)	55	58	45	0	64	0	117	56	0	0	165	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			1			8			4	
Permitted Phases	2		2	1			8			4		
Actuated Green, G (s)	13.5	13.5	13.5		7.0		15.9	15.9			15.6	
Effective Green, g (s)	13.5	13.5	13.5		7.0		15.9	15.9			15.6	
Actuated g/C Ratio	0.26	0.26	0.26		0.14		0.31	0.31			0.31	
Clearance Time (s)	4.9	4.9	4.9		4.9		4.9	4.9			5.2	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	326	362	393		93		355	569			509	
v/s Ratio Prot								0.03				
v/s Ratio Perm	c0.04	0.04	0.03		c0.09		c0.10				0.10	
v/c Ratio	0.17	0.16	0.11		0.69		0.33	0.10			0.32	
Uniform Delay, d1	14.5	14.4	14.3		21.0		13.5	12.5			13.7	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.2	0.2	0.1		19.9		0.5	0.1			0.4	
Delay (s)	14.7	14.7	14.4		40.9		14.1	12.6			14.1	
Level of Service	B	B	B		D		B	B			B	
Approach Delay (s)		14.5			40.9			13.6			14.1	
Approach LOS		B			D			B			B	

Intersection Summary				
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.34			
Actuated Cycle Length (s)	51.1	Sum of lost time (s)	15.0	
Intersection Capacity Utilization	57.5%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

San Ysidro CPU-Mobility Element
8: Picador Blvd & I-905 WB On Ramp/I-905 WB Off Ramp
Timing Plan: PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	310	0	274	141	629	0	0	365	255
Future Volume (vph)	0	0	0	310	0	274	141	629	0	0	365	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.6	4.6	4.2	5.0			5.0	5.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frpb, ped/bikes					1.00	0.97	1.00	1.00			1.00	0.94
Flpb, ped/bikes					0.98	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					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1741	1540	1770	3539			3539	1488
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1741	1540	1770	3539			3539	1488
Peak-hour factor, PHF	0.25	0.25	0.25	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	0	0	367	0	324	167	744	0	0	436	305
RTOR Reduction (vph)	0	0	0	0	0	68	0	0	0	0	0	227
Lane Group Flow (vph)	0	0	0	0	367	256	167	744	0	0	436	78
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Actuated Green, G (s)					21.2	21.2	9.9	29.5			15.4	15.4
Effective Green, g (s)					21.2	21.2	9.9	29.5			15.4	15.4
Actuated g/C Ratio					0.35	0.35	0.16	0.49			0.26	0.26
Clearance Time (s)					4.6	4.6	4.2	5.0			5.0	5.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					612	541	290	1731			903	380
v/s Ratio Prot							c0.09	c0.21			0.12	
v/s Ratio Perm					0.21	0.17						0.05
v/c Ratio					0.60	0.47	0.58	0.43			0.48	0.20
Uniform Delay, d1					16.1	15.2	23.3	10.0			19.1	17.6
Progression Factor					1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2					1.6	0.7	2.8	0.2			0.4	0.3
Delay (s)					17.7	15.9	26.0	10.1			19.5	17.9
Level of Service					B	B	C	B			B	B
Approach Delay (s)		0.0			16.8			13.0			18.8	
Approach LOS		A			B			B			B	

Intersection Summary				
HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	60.3	Sum of lost time (s)	13.8	
Intersection Capacity Utilization	66.7%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

San Ysidro CPU-Mobility Element
9: Smythe Ave/Picador Blvd & I-905 EB Off Ramp/I-905 EB On Ramp — Timing Plan: PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	398	0	259	0	0	0	0	318	263	160	489	0
Future Volume (vph)	398	0	259	0	0	0	0	318	263	160	489	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6					5.0		4.2	5.0	
Lane Util. Factor		1.00	1.00					0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.97					0.97		1.00	1.00	
Flpb, ped/bikes		0.98	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1737	1536					3188		1770	3539	
Flt Permitted		0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1737	1536					3188		1770	3539	
Peak-hour factor, PHF	0.91	0.91	0.91	0.33	0.33	0.33	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	481	0	313	0	0	0	0	380	314	189	578	0
RTOR Reduction (vph)	0	0	110	0	0	0	0	203	0	0	0	0
Lane Group Flow (vph)	0	481	203	0	0	0	0	491	0	189	578	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		23.4	23.4					15.2		10.3	29.7	
Effective Green, g (s)		23.4	23.4					15.2		10.3	29.7	
Actuated g/C Ratio		0.37	0.37					0.24		0.16	0.47	
Clearance Time (s)		4.6	4.6					5.0		4.2	5.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		648	573					772		290	1676	
v/s Ratio Prot								c0.15		c0.11	0.16	
v/s Ratio Perm		0.28	0.13									
v/c Ratio		0.74	0.35					0.64		0.65	0.34	
Uniform Delay, d1		17.0	14.2					21.3		24.5	10.4	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		4.6	0.4					1.7		5.2	0.1	
Delay (s)		21.6	14.6					23.0		29.7	10.5	
Level of Service		C	B					C		C	B	
Approach Delay (s)		18.8			0.0			23.0			15.2	
Approach LOS		B			A			C			B	

Intersection Summary				
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.69			
Actuated Cycle Length (s)	62.7	Sum of lost time (s)	13.8	
Intersection Capacity Utilization	66.7%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

San Ysidro CPU-Mobility Element
10: Dairy Mart Rd & Vista Ln — Timing Plan: PM PEAK HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	71	46	344	91	71	414
Future Volume (Veh/h)	71	46	344	91	71	414
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.77	0.77	0.78	0.78	0.92	0.92
Hourly flow rate (vph)	101	66	485	128	85	495
Pedestrians	30		30			30
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	3		3			3
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			877			406
pX, platoon unblocked						
vC, conflicting volume	1026	366			643	
vC1, stage 1 conf vol	579					
vC2, stage 2 conf vol	448					
vCu, unblocked vol	1026	366			643	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	75	89			91	
cM capacity (veh/h)	406	599			914	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	167	323	290	85	248	248
Volume Left	101	0	0	85	0	0
Volume Right	66	0	128	0	0	0
cSH	465	1700	1700	914	1700	1700
Volume to Capacity	0.36	0.19	0.17	0.09	0.15	0.15
Queue Length 95th (ft)	40	0	0	8	0	0
Control Delay (s)	17.0	0.0	0.0	9.3	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	17.0	0.0		1.4		
Approach LOS	C					

Intersection Summary					
Average Delay	2.7				
Intersection Capacity Utilization	40.1%	ICU Level of Service			A
Analysis Period (min)	15				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	47	53	16	55	35	16
Future Volume (vph)	47	53	16	55	35	16
Peak Hour Factor	0.93	0.93	0.74	0.74	0.86	0.86
Hourly flow rate (vph)	56	63	24	82	45	20

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	119	106	65
Volume Left (vph)	0	24	45
Volume Right (vph)	63	0	20
Hadj (s)	-0.28	0.08	-0.01
Departure Headway (s)	3.9	4.2	4.4
Degree Utilization, x	0.13	0.12	0.08
Capacity (veh/h)	905	829	780
Control Delay (s)	7.4	7.8	7.7
Approach Delay (s)	7.4	7.8	7.7
Approach LOS	A	A	A

Intersection Summary			
Delay		7.7	
Level of Service		A	
Intersection Capacity Utilization		27.9%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	92	92	1	78	72	0
Future Volume (Veh/h)	92	92	1	78	72	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	110	110	1	93	86	0
Pedestrians	30			30	30	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	3			3	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			250		320	225
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			250		320	225
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		87	100
cM capacity (veh/h)			1283		640	774

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	220	94	86
Volume Left	0	1	86
Volume Right	110	0	0
cSH	1700	1283	640
Volume to Capacity	0.13	0.00	0.13
Queue Length 95th (ft)	0	0	12
Control Delay (s)	0.0	0.1	11.5
Lane LOS		A	B
Approach Delay (s)	0.0	0.1	11.5
Approach LOS			B

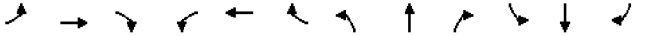
Intersection Summary			
Average Delay		2.5	
Intersection Capacity Utilization		29.9%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	99	5	26	61	0	38
Future Volume (Veh/h)	99	5	26	61	0	38
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.77	0.77	0.80	0.80
Hourly flow rate (vph)	136	7	37	87	0	52
Pedestrians	30			30	30	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	3			3	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			173		360	200
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			173		360	200
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		100	93
cM capacity (veh/h)			1369		590	800

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	143	124	52
Volume Left	0	37	0
Volume Right	7	0	52
cSH	1700	1369	800
Volume to Capacity	0.08	0.03	0.07
Queue Length 95th (ft)	0	2	5
Control Delay (s)	0.0	2.5	9.8
Lane LOS		A	A
Approach Delay (s)	0.0	2.5	9.8
Approach LOS			A

Intersection Summary				
Average Delay		2.6		
Intersection Capacity Utilization		28.8%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	47	58	10	9	55	17	19	52	7	18	69	64
Future Volume (vph)	47	58	10	9	55	17	19	52	7	18	69	64
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.88	0.88	0.88	0.91	0.91	0.91
Hourly flow rate (vph)	57	70	12	12	73	23	24	65	9	22	83	77

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	139	108	98	182
Volume Left (vph)	57	12	24	22
Volume Right (vph)	12	23	9	77
Hadj (s)	0.06	-0.07	0.03	-0.20
Departure Headway (s)	4.8	4.7	4.8	4.4
Degree Utilization, x	0.18	0.14	0.13	0.22
Capacity (veh/h)	703	713	707	761
Control Delay (s)	8.8	8.4	8.5	8.7
Approach Delay (s)	8.8	8.4	8.5	8.7
Approach LOS	A	A	A	A

Intersection Summary				
Delay		8.6		
Level of Service		A		
Intersection Capacity Utilization		33.2%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	29	31	9	0	19	0	6	15	8	6	30	63
Future Volume (vph)	29	31	9	0	19	0	6	15	8	6	30	63
Peak Hour Factor	0.89	0.89	0.89	0.83	0.83	0.83	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	36	38	11	0	25	0	8	20	10	8	39	83

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	85	25	38	130
Volume Left (vph)	36	0	8	8
Volume Right (vph)	11	0	10	83
Hadj (s)	0.04	0.03	-0.08	-0.34
Departure Headway (s)	4.3	4.4	4.2	3.9
Degree Utilization, x	0.10	0.03	0.04	0.14
Capacity (veh/h)	800	784	821	906
Control Delay (s)	7.8	7.5	7.4	7.5
Approach Delay (s)	7.8	7.5	7.4	7.5
Approach LOS	A	A	A	A

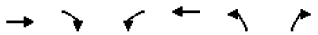
Intersection Summary				
Delay			7.6	
Level of Service			A	
Intersection Capacity Utilization			30.8%	ICU Level of Service
Analysis Period (min)			15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	2	22	17	16	111	0	0	0	12	143	26
Future Volume (vph)	10	2	22	17	16	111	0	0	0	12	143	26
Peak Hour Factor	0.49	0.49	0.49	0.85	0.85	0.85	0.25	0.25	0.25	0.87	0.87	0.87
Hourly flow rate (vph)	22	4	49	22	21	144	0	0	0	15	181	33

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	75	187	229
Volume Left (vph)	22	22	15
Volume Right (vph)	49	144	33
Hadj (s)	-0.30	-0.40	-0.04
Departure Headway (s)	4.4	4.1	4.4
Degree Utilization, x	0.09	0.21	0.28
Capacity (veh/h)	767	819	773
Control Delay (s)	7.8	8.3	9.2
Approach Delay (s)	7.8	8.3	9.2
Approach LOS	A	A	A

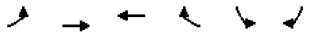
Intersection Summary				
Delay			8.6	
Level of Service			A	
Intersection Capacity Utilization			37.5%	ICU Level of Service
Analysis Period (min)			15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	14	0	0	15	126	11
Future Volume (vph)	14	0	0	15	126	11
Peak Hour Factor	0.62	0.62	0.75	0.75	0.86	0.86
Hourly flow rate (vph)	25	0	0	22	161	14

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	25	22	175
Volume Left (vph)	0	0	161
Volume Right (vph)	0	0	14
Hadj (s)	0.03	0.03	0.17
Departure Headway (s)	4.4	4.4	4.2
Degree Utilization, x	0.03	0.03	0.20
Capacity (veh/h)	791	791	844
Control Delay (s)	7.5	7.5	8.2
Approach Delay (s)	7.5	7.5	8.2
Approach LOS	A	A	A

Intersection Summary				
Delay	8.1			
Level of Service	A			
Intersection Capacity Utilization	27.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Traffic Volume (vph)	14	52	57	187	141	15
Future Volume (vph)	14	52	57	187	141	15
Peak Hour Factor	0.70	0.70	0.81	0.81	0.83	0.83
Hourly flow rate (vph)	22	82	77	254	187	20

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	104	331	187	20
Volume Left (vph)	22	0	187	0
Volume Right (vph)	0	254	0	20
Hadj (s)	0.08	-0.43	0.23	-0.57
Departure Headway (s)	4.8	4.1	5.1	3.2
Degree Utilization, x	0.14	0.38	0.26	0.02
Capacity (veh/h)	700	835	661	1121
Control Delay (s)	8.6	9.6	9.9	6.3
Approach Delay (s)	8.6	9.6	9.6	
Approach LOS	A	A	A	

Intersection Summary				
Delay	9.4			
Level of Service	A			
Intersection Capacity Utilization	36.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	158	115	176	128	191	120	233	649	253	197	15
Future Volume (vph)	43	158	115	176	128	191	120	233	649	253	197	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	4.9	4.9	4.4	5.5	4.4	4.4	5.4	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	0.96	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	0.98	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	1488	1770	1863	1517	1735	1863	1544	1760	1863	1528
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.63	1.00	1.00	0.38	1.00	1.00
Satd. Flow (perm)	1770	1863	1488	1770	1863	1517	1144	1863	1544	709	1863	1528
Peak-hour factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	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	200	145	217	128	248	690	269	210	16
RTOR Reduction (vph)	0	0	95	0	0	150	0	0	249	0	0	0
Lane Group Flow (vph)	47	172	30	200	145	67	128	248	441	269	210	16
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Free
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6	8		8	4		Free
Actuated Green, G (s)	3.4	16.6	16.6	7.9	21.1	21.1	18.5	15.4	23.3	28.9	21.4	68.1
Effective Green, g (s)	3.4	16.6	16.6	7.9	21.1	21.1	18.5	15.4	23.3	28.9	21.4	68.1
Actuated g/C Ratio	0.05	0.24	0.24	0.12	0.31	0.31	0.27	0.23	0.34	0.42	0.31	1.00
Clearance Time (s)	4.4	4.9	4.9	4.4	4.9	4.9	4.4	5.5	4.4	4.4	5.4	
Vehicle Extension (s)	2.0	2.9	2.9	2.0	2.9	2.9	2.0	3.9	2.0	2.0	3.9	
Lane Grp Cap (vph)	88	454	362	205	577	470	337	421	528	439	585	1528
v/s Ratio Prot	0.03	c0.09		c0.11	0.08		0.02	0.13	c0.10	c0.08	0.11	
v/s Ratio Perm			0.02			0.04	0.09		0.19	0.18		0.01
v/c Ratio	0.53	0.38	0.08	0.98	0.25	0.14	0.38	0.59	0.83	0.61	0.36	0.01
Uniform Delay, d1	31.6	21.5	19.9	30.0	17.6	17.0	19.5	23.5	20.6	13.8	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	3.1	0.5	0.1	55.1	0.2	0.1	0.3	2.4	10.5	1.8	0.5	0.0
Delay (s)	34.7	22.0	20.0	85.2	17.8	17.1	19.8	26.0	31.1	15.6	18.6	0.0
Level of Service	C	C	B	F	B	B	B	C	C	B	B	A
Approach Delay (s)		23.0			41.5			28.5			16.4	
Approach LOS		C			D			C			B	

Intersection Summary				
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	68.1	Sum of lost time (s)	19.2	
Intersection Capacity Utilization	84.6%	ICU Level of Service	E	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	650	392	345	398	61	81
Future Volume (vph)	650	392	345	398	61	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.2	4.6	4.6	4.6
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	0.94
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	1539	1770	3539	1770	1494
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1539	1770	3539	1770	1494
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	101	0	0	0	80
Lane Group Flow (vph)	737	344	399	461	75	20
Confl. Peds. (#/hr)		30	30		30	30
Turn Type	NA	pm+ov	Prot	NA	Prot	Perm
Protected Phases	6	4	5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	7.8	16.4	13.5	25.5	8.6	8.6
Effective Green, g (s)	7.8	16.4	13.5	25.5	8.6	8.6
Actuated g/C Ratio	0.18	0.38	0.31	0.59	0.20	0.20
Clearance Time (s)	4.6	4.6	4.2	4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	637	746	551	2084	351	296
v/s Ratio Prot	c0.21	c0.09	c0.23	0.13	0.04	
v/s Ratio Perm		0.13				0.01
v/c Ratio	1.16	0.46	0.72	0.22	0.21	0.07
Uniform Delay, d1	17.8	10.1	13.2	4.2	14.5	14.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	87.5	0.5	4.7	0.1	0.3	0.1
Delay (s)	105.2	10.6	17.9	4.3	14.8	14.2
Level of Service	F	B	B	A	B	B
Approach Delay (s)	69.6			10.6	14.5	
Approach LOS	E			B	B	

Intersection Summary				
HCM 2000 Control Delay	42.4	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	43.3	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	57.8%	ICU Level of Service	B	
Analysis Period (min)	15			

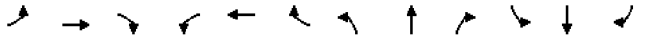
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	91	507	13	145	494
Future Volume (Veh/h)	2	91	507	13	145	494
Sign Control	Stop		Free			Free
Grade	0%		15%			0%
Peak Hour Factor	0.87	0.87	0.93	0.93	0.95	0.95
Hourly flow rate (vph)	2	105	545	14	153	520
Pedestrians	30		30			30
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	3		3			3
Right turn flare (veh)						
Median type			TWLTL			None
Median storage veh)			2			
Upstream signal (ft)						525
pX, platoon unblocked	0.79					
vC, conflicting volume	1438	612			589	
vC1, stage 1 conf vol	582					
vC2, stage 2 conf vol	856					
vCu, unblocked vol	1422	612			589	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	78			84	
cM capacity (veh/h)	284	469			962	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	2	105	559	153	520
Volume Left	2	0	0	153	0
Volume Right	0	105	14	0	0
cSH	284	469	1700	962	1700
Volume to Capacity	0.01	0.22	0.33	0.16	0.31
Queue Length 95th (ft)	1	21	0	14	0
Control Delay (s)	17.8	14.9	0.0	9.5	0.0
Lane LOS	C	B		A	
Approach Delay (s)	14.9		0.0	2.1	
Approach LOS	B				

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	55.2%	ICU Level of Service		B
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	18	431	5	3	419	51	4	0	3	72	4	24
Future Volume (vph)	18	431	5	3	419	51	4	0	3	72	4	24
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.77	0.77	0.77	0.75	0.75	0.75
Hourly flow rate (vph)	22	521	6	4	518	63	6	0	4	106	6	35

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	22	527	522	63	10	147
Volume Left (vph)	22	0	4	0	6	106
Volume Right (vph)	0	6	0	63	4	35
Hadj (s)	0.53	0.03	0.04	-0.67	-0.09	0.04
Departure Headway (s)	6.3	5.8	5.7	5.0	7.1	6.6
Degree Utilization, x	0.04	0.84	0.83	0.09	0.02	0.27
Capacity (veh/h)	548	614	616	690	456	501
Control Delay (s)	8.3	30.9	29.6	7.3	10.2	12.1
Approach Delay (s)	30.0		27.2		10.2	12.1
Approach LOS	D		D		B	B

Intersection Summary				
Delay	26.5			
Level of Service	D			
Intersection Capacity Utilization	55.7%	ICU Level of Service		B
Analysis Period (min)	15			

San Ysidro CPU-Mobility Element
23: W San Ysidro Blvd & Smythe Ave

Timing Plan: PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	493	2	6	528	21	1	0	4	14	0	53
Future Volume (Veh/h)	36	493	2	6	528	21	1	0	4	14	0	53
Sign Control		Free			Free			Stop			Stop	
Grade		0%			15%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.67	0.67	0.67	0.96	0.96	0.96
Hourly flow rate (vph)	39	536	2	6	550	22	1	0	6	15	0	55
Pedestrians		30			30			30			30	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			3			3			3	
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					579							
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	602			568			1292	1259	597	1253	1249	621
vC1, stage 1 conf vol							645	645		603	603	
vC2, stage 2 conf vol							647	614		650	646	
vCu, unblocked vol	446			568			1256	1217	597	1210	1205	469
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			99			100	100	99	95	100	89
cM capacity (veh/h)	926			979			288	327	478	329	339	482

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	39	538	6	572	7	70
Volume Left	39	0	6	0	1	15
Volume Right	0	2	0	22	6	55
cSH	926	1700	979	1700	437	438
Volume to Capacity	0.04	0.32	0.01	0.34	0.02	0.16
Queue Length 95th (ft)	3	0	0	0	1	14
Control Delay (s)	9.1	0.0	8.7	0.0	13.4	14.8
Lane LOS	A		A		B	B
Approach Delay (s)	0.6		0.1		13.4	14.8
Approach LOS					B	B

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	47.8%	ICU Level of Service	A	
Analysis Period (min)	15			

San Ysidro CPU-Mobility Element
24: Cottonwood Rd & W San Ysidro Blvd

Timing Plan: PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	526	8	9	494	45	2	1	4	85	2	45
Future Volume (vph)	62	526	8	9	494	45	2	1	4	85	2	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9			4.9	4.9		4.9			4.9	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.94		0.98			0.98	
Flpb, ped/bikes	0.98	1.00			1.00	1.00		0.99			0.99	
Frt	1.00	1.00			1.00	0.85		0.92			0.95	
Flt Protected	0.95	1.00			1.00	1.00		0.99			0.97	
Satd. Flow (prot)	1741	1857			1861	1488		1655			1672	
Flt Permitted	0.37	1.00			0.99	1.00		0.89			0.80	
Satd. Flow (perm)	680	1857			1839	1488		1491			1375	
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	1	0	0	0	18	0	6	0	0	45	0
Lane Group Flow (vph)	76	652	0	0	589	35	0	8	0	0	118	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	23.4	23.4			23.4	23.4		8.0			8.0	
Effective Green, g (s)	23.4	23.4			23.4	23.4		8.0			8.0	
Actuated g/C Ratio	0.57	0.57			0.57	0.57		0.19			0.19	
Clearance Time (s)	4.9	4.9			4.9	4.9		4.9			4.9	
Vehicle Extension (s)	2.5	2.5			2.5	2.5		2.0			2.0	
Lane Grp Cap (vph)	386	1054			1044	845		289			266	
v/s Ratio Prot		c0.35										
v/s Ratio Perm	0.11				0.32	0.02		0.01			c0.09	
v/c Ratio	0.20	0.62			0.56	0.04		0.03			0.44	
Uniform Delay, d1	4.3	5.9			5.7	3.9		13.4			14.6	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.2	0.9			0.6	0.0		0.0			0.4	
Delay (s)	4.5	6.9			6.2	4.0		13.5			15.1	
Level of Service	A	A			A	A		B			B	
Approach Delay (s)		6.6			6.0			13.5			15.1	
Approach LOS		A			A			B			B	

Intersection Summary					
HCM 2000 Control Delay	7.3	HCM 2000 Level of Service	A		
HCM 2000 Volume to Capacity ratio	0.57				
Actuated Cycle Length (s)	41.2	Sum of lost time (s)	9.8		
Intersection Capacity Utilization	81.2%	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												
Traffic Volume (vph)	0	459	208	299	320	0	188	0	472	0	0	0
Future Volume (vph)	0	459	208	299	320	0	188	0	472	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9	4.4	4.9			4.4	4.4			
Lane Util. Factor		0.95	1.00	0.97	1.00			1.00	1.00			
Frpb, ped/bikes		1.00	0.97	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	1530	3433	1863			1770	1549			
Flt Permitted		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1530	3433	1863			1770	1549			
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	172	0	0	0	0	0	44	0	0	0
Lane Group Flow (vph)	0	580	91	374	400	0	0	227	527	0	0	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type		NA	Perm	Prot	NA		Split	NA	pm+ov			Perm
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2						8			8 2 6
Actuated Green, G (s)		17.0	17.0	4.3	25.7			14.4	18.7			
Effective Green, g (s)		17.0	17.0	4.3	25.7			14.4	18.7			
Actuated g/C Ratio		0.34	0.34	0.09	0.52			0.29	0.38			
Clearance Time (s)		4.9	4.9	4.4	4.9			4.4	4.4			
Vehicle Extension (s)		4.8	4.8	2.0	4.8			2.0	2.0			
Lane Grp Cap (vph)		1217	526	298	969			515	724			
v/s Ratio Prot		c0.16		c0.11	0.21			0.13	c0.06			
v/s Ratio Perm			0.06						0.28			
v/c Ratio		0.48	0.17	1.26	0.41			0.44	0.73			
Uniform Delay, d1		12.7	11.3	22.6	7.2			14.2	13.2			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.6	0.3	139.3	0.6			0.2	3.1			
Delay (s)		13.3	11.6	161.8	7.8			14.4	16.3			
Level of Service		B	B	F	A			B	B			
Approach Delay (s)		12.8			82.2			15.8			0.0	
Approach LOS		B			F			B			A	

Intersection Summary				
HCM 2000 Control Delay	36.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.71			
Actuated Cycle Length (s)	49.4	Sum of lost time (s)	13.7	
Intersection Capacity Utilization	63.8%	ICU Level of Service	B	
Analysis Period (min)	15			

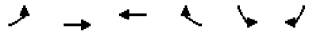
c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	981	750	0	0	84
Future Volume (Veh/h)	0	981	750	0	0	84
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.95	0.95	0.91	0.91
Hourly flow rate (vph)	0	1124	868	0	0	102
Pedestrians		30	30		30	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		3	3		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		233	383			
pX, platoon unblocked					0.88	
vC, conflicting volume	898				1490	494
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	898				1279	494
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	79
cM capacity (veh/h)	733				132	495

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	562	562	434	434	102
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	102
cSH	1700	1700	1700	1700	495
Volume to Capacity	0.33	0.33	0.26	0.26	0.21
Queue Length 95th (ft)	0	0	0	0	19
Control Delay (s)	0.0	0.0	0.0	0.0	14.1
Lane LOS					B
Approach Delay (s)	0.0		0.0		14.1
Approach LOS					B

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	41.0%	ICU Level of Service	A	
Analysis Period (min)	15			

San Ysidro CPU-Mobility Element
27: E San Ysidro Blvd/W San Ysidro Blvd & E Park Ave — Timing Plan: PM PEAK HOUR

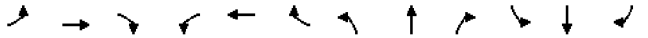


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	859	723	26	0	0
Future Volume (Veh/h)	65	859	723	26	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.95	0.95	0.69	0.69
Hourly flow rate (vph)	76	1005	837	30	0	0
Pedestrians		30	30		30	
Lane Width (ft)		12.0	12.0		0.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		3	3		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		382	234			
pX, platoon unblocked					0.90	
vC, conflicting volume	897				1566	494
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	897				1406	494
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				100	100
cM capacity (veh/h)	753				103	508

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2
Volume Total	76	502	502	558	309
Volume Left	76	0	0	0	0
Volume Right	0	0	0	0	30
cSH	753	1700	1700	1700	1700
Volume to Capacity	0.10	0.30	0.30	0.33	0.18
Queue Length 95th (ft)	8	0	0	0	0
Control Delay (s)	10.3	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	0.7			0.0	
Approach LOS					

Intersection Summary				
Average Delay		0.4		
Intersection Capacity Utilization		41.0%	ICU Level of Service	A
Analysis Period (min)		15		

San Ysidro CPU-Mobility Element
28: I-805 SB Ramps & E San Ysidro Blvd — Timing Plan: PM PEAK HOUR



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	655	412	173	478	0	0	0	0	406	13	490
Future Volume (vph)	0	655	412	173	478	0	0	0	0	406	13	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.2	4.6					4.6	4.6	4.6
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	0.96	1.00	1.00					1.00	0.98	0.96
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	0.90	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.98	1.00
Satd. Flow (prot)		3539	1514	3433	3539					1681	1472	1451
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.98	1.00
Satd. Flow (perm)		3539	1514	3433	3539					1681	1472	1451
Peak-hour factor, PHF	0.98	0.98	0.98	0.84	0.84	0.84	0.25	0.25	0.25	0.72	0.72	0.72
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	735	462	227	626	0	0	0	0	620	20	749
RTOR Reduction (vph)	0	0	199	0	0	0	0	0	0	0	87	120
Lane Group Flow (vph)	0	735	263	227	626	0	0	0	0	477	376	329
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		31.6	31.6	7.2	43.0					27.8	27.8	27.8
Effective Green, g (s)		31.6	31.6	7.2	43.0					27.8	27.8	27.8
Actuated g/C Ratio		0.40	0.40	0.09	0.54					0.35	0.35	0.35
Clearance Time (s)		4.6	4.6	4.2	4.6					4.6	4.6	4.6
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		1397	598	308	1902					584	511	504
v/s Ratio Prot		c0.21		c0.07	0.18					c0.28	0.26	
v/s Ratio Perm			0.17									0.23
v/c Ratio		0.53	0.44	0.74	0.33					0.82	0.73	0.65
Uniform Delay, d1		18.5	17.7	35.5	10.4					23.8	22.9	22.0
Progression Factor		1.00	1.00	1.11	1.00					1.00	1.00	1.00
Incremental Delay, d2		1.4	2.3	8.0	0.4					8.7	5.4	3.0
Delay (s)		19.9	20.1	47.3	10.9					32.4	28.3	25.1
Level of Service		B	C	D	B					C	C	C
Approach Delay (s)		20.0			20.5			0.0			28.7	
Approach LOS		B			C			A			C	

Intersection Summary					
HCM 2000 Control Delay		23.6	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio		0.67			
Actuated Cycle Length (s)		80.0	Sum of lost time (s)	13.4	
Intersection Capacity Utilization		70.2%	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												
Traffic Volume (vph)	250	776	0	0	517	403	120	0	229	0	0	0
Future Volume (vph)	250	776	0	0	517	403	120	0	229	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.6			4.6	4.6			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.98			1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00			0.98	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			3254			1727	1527			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3254			1727	1527			
Peak-hour factor, PHF	0.91	0.91	0.91	0.97	0.97	0.97	0.89	0.89	0.89	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	302	938	0	0	586	457	148	0	283	0	0	0
RTOR Reduction (vph)	0	0	0	0	151	0	0	0	64	0	0	0
Lane Group Flow (vph)	302	938	0	0	892	0	0	148	219	0	0	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases							4		4			
Actuated Green, G (s)	13.2	54.1			36.7			16.7	16.7			
Effective Green, g (s)	13.2	54.1			36.7			16.7	16.7			
Actuated g/C Ratio	0.16	0.68			0.46			0.21	0.21			
Clearance Time (s)	4.2	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	566	2393			1492			360	318			
v/s Ratio Prot	c0.09	0.27			c0.27							
v/s Ratio Perm								0.09	c0.14			
v/c Ratio	0.53	0.39			0.60			0.41	0.69			
Uniform Delay, d1	30.6	5.7			16.1			27.4	29.2			
Progression Factor	0.84	0.70			1.00			1.00	1.00			
Incremental Delay, d2	0.8	0.4			1.8			0.8	6.1			
Delay (s)	26.3	4.4			17.9			28.2	35.3			
Level of Service	C	A			B			C	D			
Approach Delay (s)		9.7			17.9			32.9			0.0	
Approach LOS		A			B			C			A	

Intersection Summary				
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	70.2%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	560	464	2	620	353	5
Future Volume (vph)	560	464	2	620	353	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.94		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	1.00	1.00		1.00	0.95	
Satd. Flow (prot)	1863	1483		1862	1770	
Flt Permitted	1.00	1.00		1.00	0.95	
Satd. Flow (perm)	1863	1483		1860	1770	
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	279	0	0	1	0
Lane Group Flow (vph)	648	258	0	735	468	0
Confl. Peds. (#/hr)		30	30		30	30
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases		2	6			
Actuated Green, G (s)	25.6	25.6		25.6	17.8	
Effective Green, g (s)	25.6	25.6		25.6	17.8	
Actuated g/C Ratio	0.48	0.48		0.48	0.33	
Clearance Time (s)	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.5	2.5		2.5	2.0	
Lane Grp Cap (vph)	896	713		895	592	
v/s Ratio Prot	0.35				c0.26	
v/s Ratio Perm		0.17		c0.40		
v/c Ratio	0.72	0.36		0.82	0.79	
Uniform Delay, d1	11.0	8.7		11.8	16.0	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.7	0.2		6.0	6.7	
Delay (s)	13.7	8.9		17.8	22.7	
Level of Service	B	A		B	C	
Approach Delay (s)	11.5			17.8	22.7	
Approach LOS	B			B	C	

Intersection Summary				
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	53.2	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	78.5%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

San Ysidro CPU-Mobility Element
31: Border Village Rd (E) & E San Ysidro Blvd — Timing Plan: PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	432	24	102	420	0	23	3	161	14	1	12
Future Volume (vph)	16	432	24	102	420	0	23	3	161	14	1	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9			4.9	4.9		4.9	
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	0.97		0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.98	1.00		0.99	
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)	1770	1842		1770	3539			1754	1537		1671	
Flt Permitted	0.95	1.00		0.95	1.00			0.78	1.00		0.86	
Satd. Flow (perm)	1770	1842		1770	3539			1426	1537		1482	
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	2	0	0	0	0	0	0	160	0	15	0
Lane Group Flow (vph)	20	562	0	125	513	0	0	33	44	0	29	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	1.3	27.3		6.5	32.5			13.3	13.3		13.3	
Effective Green, g (s)	1.3	27.3		6.5	32.5			13.3	13.3		13.3	
Actuated g/C Ratio	0.02	0.45		0.11	0.53			0.22	0.22		0.22	
Clearance Time (s)	4.4	4.9		4.4	4.9			4.9	4.9		4.9	
Vehicle Extension (s)	2.0	3.2		2.0	2.1			2.0	2.0		2.0	
Lane Grp Cap (vph)	37	820		187	1876			309	333		321	
v/s Ratio Prot	0.01	c0.31		c0.07	0.14							
v/s Ratio Perm								0.02	c0.03		0.02	
v/c Ratio	0.54	0.69		0.67	0.27			0.11	0.13		0.09	
Uniform Delay, d1	29.7	13.6		26.4	7.9			19.2	19.4		19.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	8.4	2.4		6.8	0.0			0.1	0.1		0.0	
Delay (s)	38.1	16.0		33.2	7.9			19.3	19.4		19.2	
Level of Service	D	B		C	A			B	B		B	
Approach Delay (s)		16.7			12.9			19.4			19.2	
Approach LOS		B			B			B			B	

Intersection Summary				
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.53			
Actuated Cycle Length (s)	61.3	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	75.8%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

San Ysidro CPU-Mobility Element
32: Camino de la Plaza/E Beyer Blvd & E San Ysidro Blvd — Timing Plan: PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	123	408	92	94	16	248	61	567	14	44	22
Future Volume (vph)	29	123	408	92	94	16	248	61	567	14	44	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	4.9		4.9	4.9	4.9		5.8	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	0.97	1.00	0.98		1.00	1.00	0.96		1.00	0.98
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	2691	1770	3408		1681	1718	1528		1841	1550
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	2691	1770	3408		1681	1718	1528		1841	1550
Peak-hour factor, PHF	0.86	0.86	0.86	0.79	0.79	0.79	0.96	0.96	0.96	0.94	0.94	0.94
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	37	157	522	128	131	22	284	70	650	16	51	26
RTOR Reduction (vph)	0	0	263	0	10	0	0	0	476	0	0	0
Lane Group Flow (vph)	37	157	259	128	143	0	176	178	174	0	67	26
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	Perm	Split	NA	Free
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases			2						3			Free
Actuated Green, G (s)	3.1	25.1	42.8	8.1	30.1		17.7	17.7	17.7		15.2	86.1
Effective Green, g (s)	3.1	25.1	42.8	8.1	30.1		17.7	17.7	17.7		15.2	86.1
Actuated g/C Ratio	0.04	0.29	0.50	0.09	0.35		0.21	0.21	0.21		0.18	1.00
Clearance Time (s)	4.4	4.9	4.9	4.4	4.9		4.9	4.9	4.9		5.8	
Vehicle Extension (s)	2.0	6.0	2.0	2.0	3.1		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	63	1031	1490	166	1191		345	353	314		325	1550
v/s Ratio Prot	0.02	0.04	c0.04	c0.07	0.04		0.10	0.10			c0.04	
v/s Ratio Perm			0.06						c0.11			0.02
v/c Ratio	0.59	0.15	0.17	0.77	0.12		0.51	0.50	0.55		0.21	0.02
Uniform Delay, d1	40.9	22.6	11.9	38.1	19.0		30.4	30.3	30.7		30.3	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	8.7	0.2	0.0	18.0	0.0		0.5	0.4	1.2		0.1	0.0
Delay (s)	49.6	22.8	11.9	56.1	19.1		30.9	30.7	31.9		30.4	0.0
Level of Service	D	C	B	E	B		C	C	C		C	A
Approach Delay (s)		16.3			35.9			31.5			21.9	
Approach LOS		B			D			C			C	

Intersection Summary				
HCM 2000 Control Delay	26.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.36			
Actuated Cycle Length (s)	86.1	Sum of lost time (s)	20.0	
Intersection Capacity Utilization	89.3%	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												
Traffic Volume (vph)	125	24	565	6	19	1	90	27	1	0	87	65
Future Volume (vph)	125	24	565	6	19	1	90	27	1	0	87	65
Ideal Flow (vphpl)	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	
Frpb, ped/bikes	1.00	0.95			1.00			1.00			0.98	
Flpb, ped/bikes	1.00	1.00			1.00			0.98			1.00	
Frt	1.00	0.86			1.00			1.00			0.94	
Flt Protected	0.95	1.00			0.99			0.96			1.00	
Satd. Flow (prot)	1770	1507			1831			1753			1712	
Flt Permitted	0.95	1.00			0.99			0.66			1.00	
Satd. Flow (perm)	1770	1507			1831			1198			1712	
Peak-hour factor, PHF	0.93	0.93	0.93	0.89	0.89	0.89	0.79	0.79	0.79	0.86	0.86	0.86
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	148	28	668	7	23	1	125	38	1	0	111	83
RTOR Reduction (vph)	0	442	0	0	1	0	0	1	0	0	43	0
Lane Group Flow (vph)	148	254	0	0	30	0	0	163	0	0	151	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Split	NA		Split	NA		Perm	NA			NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	12.2	12.2			4.2			11.8			11.8	
Effective Green, g (s)	12.2	12.2			4.2			11.8			11.8	
Actuated g/C Ratio	0.30	0.30			0.10			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)	537	457			191			351			502	
v/s Ratio Prot	0.08	c0.17			c0.02						0.09	
v/s Ratio Perm								c0.14				
v/c Ratio	0.28	0.56			0.16			0.47			0.30	
Uniform Delay, d1	10.6	11.7			16.4			11.6			11.0	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	0.3	1.5			0.4			1.0			0.3	
Delay (s)	10.9	13.2			16.8			12.6			11.3	
Level of Service	B	B			B			B			B	
Approach Delay (s)		12.8			16.8			12.6			11.3	
Approach LOS		B			B			B			B	

Intersection Summary				
HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.46			
Actuated Cycle Length (s)	40.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	75.8%	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												
Traffic Volume (veh/h)	0	0	0	54	0	66	307	642	0	0	341	203
Future Volume (Veh/h)	0	0	0	54	0	66	307	642	0	0	341	203
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.62	0.62	0.62	0.88	0.88	0.88	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	68	0	83	345	721	0	0	426	254
Pedestrians		30			30			30			30	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			3			3			3	
Right turn flare (veh)						2						
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								312			223	
pX, platoon unblocked	0.74	0.74		0.74	0.74	0.74				0.74		
vC, conflicting volume	2024	2024	400	1684	2151	781	710			751		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2211	2211	400	1750	2383	524	710			484		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	0	100	76	61			100		
cM capacity (veh/h)	9	19	585	26	15	349	885			773		

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	151	345	721	284	396
Volume Left	68	345	0	0	0
Volume Right	83	0	0	0	254
cSH	54	885	1700	1700	1700
Volume to Capacity	2.81	0.39	0.42	0.17	0.23
Queue Length 95th (ft)	394	47	0	0	0
Control Delay (s)	978.9	11.6	0.0	0.0	0.0
Lane LOS	F	B			
Approach Delay (s)	978.9	3.8		0.0	
Approach LOS	F				

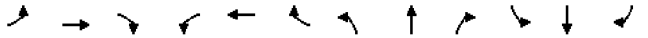
Intersection Summary				
Average Delay	80.0			
Intersection Capacity Utilization	110.0%	ICU Level of Service	H	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	279	301	0	626	454	0
Future Volume (vph)	279	301	0	626	454	0
Ideal Flow (vphpl)	1000	1000	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	4.6	
Lane Util. Factor	1.00	1.00		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	931	813		1863	3539	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	931	813		1863	3539	
Peak-hour factor, PHF	0.96	0.96	0.93	0.93	0.85	0.85
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	320	345	0	740	588	0
RTOR Reduction (vph)	0	174	0	0	0	0
Lane Group Flow (vph)	320	171	0	740	588	0
Confl. Peds. (#/hr)	30	30	30			30
Turn Type	Prot	custom		NA	NA	
Protected Phases	4	4			3	
Permitted Phases		3 4		7		
Actuated Green, G (s)	17.5	40.6		45.2	23.1	
Effective Green, g (s)	17.5	40.6		45.2	23.1	
Actuated g/C Ratio	0.21	0.50		0.55	0.28	
Clearance Time (s)	4.6	4.6		4.6	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	198	448		1026	996	
v/s Ratio Prot	c0.34	0.08			0.17	
v/s Ratio Perm		0.13		c0.40		
v/c Ratio	1.62	0.38		0.72	0.59	
Uniform Delay, d1	32.2	12.9		13.7	25.4	
Progression Factor	1.00	1.00		1.53	1.00	
Incremental Delay, d2	299.4	0.5		2.1	0.9	
Delay (s)	331.6	13.4		23.0	26.3	
Level of Service	F	B		C	C	
Approach Delay (s)	166.5			23.0	26.3	
Approach LOS	F			C	C	

Intersection Summary				
HCM 2000 Control Delay	71.9	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.72			
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	76.2%	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												
Traffic Volume (vph)	183	73	11	0	21	391	9	43	7	475	25	238
Future Volume (vph)	183	73	11	0	21	391	9	43	7	475	25	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1200	1200	1200
Total Lost time (s)	4.2	4.6			4.6	4.6	4.6	4.6		4.6	4.6	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99			1.00	0.93	1.00	0.99		1.00	0.93	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	0.97	1.00		0.96	1.00	
Frt	1.00	0.98			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	1811			1863	1469	1713	1809		1074	950	
Flt Permitted	0.95	1.00			1.00	1.00	0.53	1.00		0.71	1.00	
Satd. Flow (perm)	1770	1811			1863	1469	949	1809		808	950	
Peak-hour factor, PHF	0.80	0.80	0.80	0.88	0.88	0.88	0.85	0.85	0.85	0.91	0.91	0.91
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	252	100	15	0	26	489	12	56	9	574	30	288
RTOR Reduction (vph)	0	7	0	0	0	265	0	4	0	0	129	0
Lane Group Flow (vph)	252	108	0	0	26	224	12	61	0	574	189	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA			NA	custom	Perm	NA		Perm	NA	
Protected Phases	5	2			6			7			3 4	
Permitted Phases				6		3 6	7			3 4		
Actuated Green, G (s)	14.8	27.6			8.6	36.3	45.2	45.2		45.2	45.2	
Effective Green, g (s)	14.8	27.6			8.6	36.3	45.2	45.2		45.2	45.2	
Actuated g/C Ratio	0.18	0.34			0.10	0.44	0.55	0.55		0.55	0.55	
Clearance Time (s)	4.2	4.6			4.6		4.6	4.6				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	319	609			195	650	523	997		445	523	
v/s Ratio Prot	c0.14	0.06			0.01			0.03			0.20	
v/s Ratio Perm						c0.15	0.01			c0.71		
v/c Ratio	0.79	0.18			0.13	0.35	0.02	0.06		1.29	0.36	
Uniform Delay, d1	32.1	19.2			33.3	15.0	8.4	8.5		18.4	10.3	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		0.75	1.18	
Incremental Delay, d2	12.2	0.1			0.3	0.3	0.0	0.0		143.6	0.3	
Delay (s)	44.4	19.3			33.6	15.4	8.4	8.6		157.4	12.6	
Level of Service	D	B			C	B	A	A		F	B	
Approach Delay (s)		36.5			16.3			8.5			105.7	
Approach LOS		D			B			A			F	

Intersection Summary				
HCM 2000 Control Delay	63.1	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.15			
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	81.5%	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												
Traffic Volume (vph)	531	0	413	0	0	0	0	479	11	172	253	0
Future Volume (vph)	531	0	413	0	0	0	0	479	11	172	253	0
Ideal Flow (vphpl)	1200	1200	1200	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6					4.6	4.6	4.2	4.6	
Lane Util. Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00					1.00	0.90	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)		1118	1000					1863	1424	1770	1863	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1118	1000					1863	1424	1770	1863	
Peak-hour factor, PHF	0.93	0.93	0.93	0.50	0.50	0.50	0.91	0.91	0.91	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	571	0	444	0	0	0	0	526	12	187	275	0
RTOR Reduction (vph)	0	0	205	0	0	0	0	0	9	0	0	0
Lane Group Flow (vph)	0	571	239	0	0	0	0	526	3	187	275	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Split	NA	Prot					NA	Perm	Prot	NA	
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		53.4	53.4					31.4	31.4	11.8	47.4	
Effective Green, g (s)		53.4	53.4					31.4	31.4	11.8	47.4	
Actuated g/C Ratio		0.49	0.49					0.29	0.29	0.11	0.43	
Clearance Time (s)		4.6	4.6					4.6	4.6	4.2	4.6	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		542	485					531	406	189	802	
v/s Ratio Prot		c0.51	0.24					c0.28		c0.11	0.15	
v/s Ratio Perm									0.00			
v/c Ratio		1.05	0.49					0.99	0.01	0.99	0.34	
Uniform Delay, d1		28.3	19.1					39.2	28.1	49.0	20.9	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		53.5	0.8					36.5	0.0	61.7	0.3	
Delay (s)		81.8	19.9					75.7	28.2	110.8	21.2	
Level of Service		F	B					E	C	F	C	
Approach Delay (s)		54.7			0.0			74.6			57.4	
Approach LOS		D			A			E			E	

Intersection Summary				
HCM 2000 Control Delay	60.7	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.02			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	99.2%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	154	22	31	311	423	239
Future Volume (vph)	154	22	31	311	423	239
Peak Hour Factor	0.80	0.80	0.88	0.88	0.95	0.95
Hourly flow rate (vph)	193	28	35	353	445	252

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	221	388	697
Volume Left (vph)	193	35	0
Volume Right (vph)	28	0	252
Hadj (s)	0.13	0.05	-0.18
Departure Headway (s)	6.7	5.7	5.1
Degree Utilization, x	0.41	0.62	0.99
Capacity (veh/h)	523	623	697
Control Delay (s)	14.4	17.6	54.8
Approach Delay (s)	14.4	17.6	54.8
Approach LOS	B	C	F

Intersection Summary				
Delay	36.9			
Level of Service	E			
Intersection Capacity Utilization	61.0%	ICU Level of Service	B	
Analysis Period (min)	15			

San Ysidro CPU-Mobility Element
39: Dairy Mart Rd & Camino De La Plaza — Timing Plan: PM PEAK HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	287	72	12	415	22
Future Volume (Veh/h)	6	287	72	12	415	22
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.73	0.73	0.89	0.89
Hourly flow rate (vph)	7	339	108	18	513	27
Pedestrians	30		30			30
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	3		3			3
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1230	177			156	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1230	177			156	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	59			63	
cM capacity (veh/h)	118	823			1388	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	7	339	126	540
Volume Left	7	0	0	513
Volume Right	0	339	18	0
cSH	118	823	1700	1388
Volume to Capacity	0.06	0.41	0.07	0.37
Queue Length 95th (ft)	5	51	0	43
Control Delay (s)	37.6	12.4	0.0	8.8
Lane LOS	E	B		A
Approach Delay (s)	12.9		0.0	8.8
Approach LOS	B			

Intersection Summary				
Average Delay		9.1		
Intersection Capacity Utilization		49.5%	ICU Level of Service	A
Analysis Period (min)		15		

San Ysidro CPU-Mobility Element
40: Camino de la Plaza & Bibler Dr — Timing Plan: PM PEAK HOUR

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	133	168	5	203	237
Future Volume (vph)	8	133	168	5	203	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.3		4.0	5.3
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frpb, ped/bikes	1.00	0.97	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1539	3518		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1539	3518		1770	3539
Peak-hour factor, PHF	0.88	0.88	0.90	0.90	0.88	0.88
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	10	166	205	6	254	296
RTOR Reduction (vph)	0	131	3	0	0	0
Lane Group Flow (vph)	10	35	208	0	254	296
Confl. Peds. (#/hr)	30	30		30	30	
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	9.4	9.4	12.9		9.1	26.0
Effective Green, g (s)	9.4	9.4	12.9		9.1	26.0
Actuated g/C Ratio	0.21	0.21	0.29		0.20	0.58
Clearance Time (s)	4.0	4.0	5.3		4.0	5.3
Vehicle Extension (s)	2.0	2.0	3.6		2.0	3.6
Lane Grp Cap (vph)	372	323	1015		360	2058
v/s Ratio Prot	0.01		c0.06		c0.14	0.08
v/s Ratio Perm		c0.02				
v/c Ratio	0.03	0.11	0.21		0.71	0.14
Uniform Delay, d1	14.0	14.3	12.0		16.6	4.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	0.1	0.1		5.1	0.0
Delay (s)	14.0	14.3	12.1		21.6	4.3
Level of Service	B	B	B		C	A
Approach Delay (s)	14.3		12.1			12.3
Approach LOS	B		B			B

Intersection Summary				
HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.32			
Actuated Cycle Length (s)	44.7	Sum of lost time (s)	13.3	
Intersection Capacity Utilization	49.5%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

San Ysidro CPU-Mobility Element
41: Willow Rd & Camino de la Plaza — Timing Plan: PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	141	32	50	140	200	26	89	69	188	138	24
Future Volume (vph)	71	141	32	50	140	200	26	89	69	188	138	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.96		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.91		1.00	0.93		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3399		1770	3093		1770	1708		1770	1813	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3399		1770	3093		1770	1708		1770	1813	
Peak-hour factor, PHF	0.84	0.84	0.84	0.86	0.86	0.86	0.94	0.94	0.94	0.85	0.85	0.85
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	93	185	42	64	179	256	30	104	81	243	179	31
RTOR Reduction (vph)	0	27	0	0	204	0	0	39	0	0	8	0
Lane Group Flow (vph)	93	200	0	64	231	0	30	146	0	243	202	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	4.9	15.1		2.4	12.6		1.2	14.2		11.6	24.6	
Effective Green, g (s)	4.9	15.1		2.4	12.6		1.2	14.2		11.6	24.6	
Actuated g/C Ratio	0.08	0.24		0.04	0.20		0.02	0.23		0.19	0.40	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	3.3		2.0	3.3		2.0	2.0		2.0	2.7	
Lane Grp Cap (vph)	140	829		68	629		34	391		331	720	
v/s Ratio Prot	c0.05	0.06		0.04	c0.07		0.02	c0.09		c0.14	0.11	
v/s Ratio Perm												
v/c Ratio	0.66	0.24		0.94	0.37		0.88	0.37		0.73	0.28	
Uniform Delay, d1	27.7	18.8		29.7	21.2		30.3	20.1		23.7	12.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.8	0.2		87.6	0.4		104.6	0.2		7.1	0.2	
Delay (s)	36.5	19.0		117.3	21.6		134.9	20.3		30.8	12.8	
Level of Service	D	B		F	C		F	C		C	B	
Approach Delay (s)		24.1			33.9			36.3			22.5	
Approach LOS		C			C			D			C	

Intersection Summary				
HCM 2000 Control Delay	28.6	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.49			
Actuated Cycle Length (s)	61.9	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	59.0%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

San Ysidro CPU-Mobility Element
42: Camiones Way/I-5 SB Ramps & Camino de la Plaza — Timing Plan: PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	268	352	73	89	144	250	78	32	268	137	222	367
Future Volume (vph)	268	352	73	89	144	250	78	32	268	137	222	367
Ideal Flow (vphpl)	1400	1900	1900	1900	1900	1400	1900	1400	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6		4.2	4.6	4.6	4.2	4.6	4.2	4.6	4.6	4.2
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96
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
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1304	3414		1770	1863	1127	1770	1373	1547	1770	1863	1525
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1304	3414		1770	1863	1127	1770	1373	1547	1770	1863	1525
Peak-hour factor, PHF	0.84	0.84	0.84	0.91	0.91	0.91	0.93	0.93	0.93	0.94	0.94	0.94
Growth Factor (vph)	125%	100%	100%	100%	100%	125%	100%	125%	100%	100%	100%	100%
Adj. Flow (vph)	399	419	87	98	158	343	84	43	288	146	236	390
RTOR Reduction (vph)	0	18	0	0	0	174	0	0	120	0	0	228
Lane Group Flow (vph)	399	488	0	98	158	169	84	43	168	146	236	162
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8	1	7	4	5
Permitted Phases						6			8			4
Actuated Green, G (s)	11.9	23.5		10.3	21.9	34.0	5.5	13.1	23.4	12.1	20.1	32.0
Effective Green, g (s)	11.9	23.5		10.3	21.9	34.0	5.5	13.1	23.4	12.1	20.1	32.0
Actuated g/C Ratio	0.15	0.31		0.13	0.28	0.44	0.07	0.17	0.30	0.16	0.26	0.42
Clearance Time (s)	4.2	4.6		4.2	4.6	4.6	4.2	4.6	4.2	4.6	4.6	4.2
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)	201	1041		236	529	564	126	233	470	278	486	633
v/s Ratio Prot	c0.31	c0.14		0.06	0.08	0.05	0.05	0.03	0.05	c0.08	c0.13	0.04
v/s Ratio Perm						0.10			0.06			0.07
v/c Ratio	1.99	0.47		0.42	0.30	0.30	0.67	0.18	0.36	0.53	0.49	0.26
Uniform Delay, d1	32.5	21.7		30.6	21.5	13.8	34.9	27.4	20.9	29.8	24.1	14.7
Progression Factor	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	460.6	0.3		1.2	0.3	0.3	12.5	0.4	0.5	1.8	0.8	0.2
Delay (s)	493.2	22.0		31.8	21.9	14.1	47.4	27.8	21.4	31.6	24.8	14.9
Level of Service	F	C		C	C	B	D	C	C	C	C	B
Approach Delay (s)		229.8			19.1			27.3			21.1	
Approach LOS		F			B			C			C	

Intersection Summary				
HCM 2000 Control Delay	91.8	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	77.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	85.0%	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												
Traffic Volume (vph)	24	8	16	29	8	122	8	255	13	200	277	29
Future Volume (vph)	24	8	16	29	8	122	8	255	13	200	277	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.8		4.0	4.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.98		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		0.99			1.00		0.98	1.00		1.00	1.00	
Frt		0.96			0.90		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1710			1613		1734	3504		1770	3470	
Flt Permitted		0.85			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1490			1523		1734	3504		1770	3470	
Peak-hour factor, PHF	0.70	0.70	0.70	0.94	0.94	0.94	0.75	0.75	0.75	0.87	0.87	0.87
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	38	13	25	34	9	143	12	374	19	253	350	37
RTOR Reduction (vph)	0	19	0	0	111	0	0	5	0	0	9	0
Lane Group Flow (vph)	0	57	0	0	75	0	12	388	0	253	378	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		10.8			10.8		0.6	18.4		6.9	24.7	
Effective Green, g (s)		10.8			10.8		0.6	18.4		6.9	24.7	
Actuated g/C Ratio		0.22			0.22		0.01	0.38		0.14	0.51	
Clearance Time (s)		4.0			4.0		4.0	4.8		4.0	4.8	
Vehicle Extension (s)		2.0			2.0		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)		329			336		21	1318		249	1752	
v/s Ratio Prot							0.01	c0.11		c0.14	0.11	
v/s Ratio Perm		0.04			c0.05							
v/c Ratio		0.17			0.22		0.57	0.29		1.02	0.22	
Uniform Delay, d1		15.4			15.6		24.0	10.7		21.0	6.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.1		21.2	0.2		61.2	0.1	
Delay (s)		15.5			15.7		45.2	10.9		82.2	6.8	
Level of Service		B			B		D	B		F	A	
Approach Delay (s)		15.5			15.7			11.9			36.6	
Approach LOS		B			B			B			D	

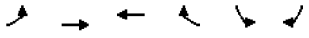
Intersection Summary				
HCM 2000 Control Delay	24.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.41			
Actuated Cycle Length (s)	48.9	Sum of lost time (s)	12.8	
Intersection Capacity Utilization	54.9%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Yield			Stop	Stop	
Traffic Volume (vph)	17	57	41	33	24	10
Future Volume (vph)	17	57	41	33	24	10
Peak Hour Factor	0.88	0.88	0.89	0.89	0.71	0.71
Hourly flow rate (vph)	21	71	51	41	37	15

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	92	92	52
Volume Left (vph)	21	51	0
Volume Right (vph)	71	0	15
Hadj (s)	-0.38	0.14	-0.14
Departure Headway (s)	3.8	4.3	4.0
Degree Utilization, x	0.10	0.11	0.06
Capacity (veh/h)	904	813	863
Control Delay (s)	7.2	7.8	7.3
Approach Delay (s)	7.2	7.8	7.3
Approach LOS	A	A	A

Intersection Summary			
Delay	7.5		
Level of Service	A		
Intersection Capacity Utilization	28.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	926	927	23	0	78
Future Volume (Veh/h)	70	926	927	23	0	78
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	103	1358	1360	34	0	114
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		138	292			
pX, platoon unblocked					0.89	
vC, conflicting volume	1394				2262	697
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1394				2167	697
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	79				100	70
cM capacity (veh/h)	487				28	383

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	103	679	679	907	487	114
Volume Left	103	0	0	0	0	0
Volume Right	0	0	0	0	34	114
cSH	487	1700	1700	1700	1700	383
Volume to Capacity	0.21	0.40	0.40	0.53	0.29	0.30
Queue Length 95th (ft)	20	0	0	0	0	31
Control Delay (s)	14.4	0.0	0.0	0.0	0.0	18.3
Lane LOS	B					C
Approach Delay (s)	1.0			0.0		18.3
Approach LOS						C

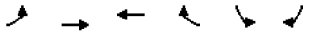
Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	41.0%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians	30		30			30
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	3		3			3
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			1080			
pX, platoon unblocked						
vC, conflicting volume	60	60			30	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60	60			30	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	900	956			1543	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

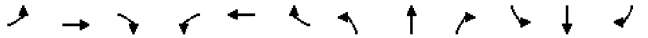
Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	26.0%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	33	30	39	111	210	81
Future Volume (Veh/h)	33	30	39	111	210	81
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	48	44	57	163	308	119
Pedestrians		30	30		30	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		3	3		3	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	927	736	795	60	30	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	927	736	795	60	30	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	64	83	77	83	80	
cM capacity (veh/h)	132	264	244	956	1543	

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	92	220	427
Volume Left	48	0	308
Volume Right	0	163	119
cSH	174	544	1543
Volume to Capacity	0.53	0.40	0.20
Queue Length 95th (ft)	67	49	19
Control Delay (s)	47.0	16.0	6.2
Lane LOS	E	C	A
Approach Delay (s)	47.0	16.0	6.2
Approach LOS	E	C	

Intersection Summary				
Average Delay		14.2		
Intersection Capacity Utilization		45.5%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	639	2	26	739	5	0	0	36	4	0	3
Future Volume (Veh/h)	3	639	2	26	739	5	0	0	36	4	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	4	937	3	38	1084	7	0	0	53	6	0	4
Pedestrians		30			30			30			30	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			3			3			3	
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)					570							
pX, platoon unblocked	0.96						0.96	0.96		0.96	0.96	0.96
vC, conflicting volume	1121			970			2170	2174	530	1753	2172	1148
vC1, stage 1 conf vol							976	976		1194	1194	
vC2, stage 2 conf vol							1194	1197		560	978	
vCu, unblocked vol	1104			970			2200	2203	530	1764	2201	1132
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			94			100	100	89	96	100	98
cM capacity (veh/h)	587			689			138	182	469	159	176	179

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total	472	472	38	1091	0	53	10
Volume Left	4	0	38	0	0	0	6
Volume Right	0	3	0	7	0	53	4
cSH	587	1700	689	1700	1700	469	167
Volume to Capacity	0.01	0.28	0.06	0.64	0.00	0.11	0.06
Queue Length 95th (ft)	1	0	4	0	0	9	5
Control Delay (s)	0.2	0.0	10.5	0.0	0.0	13.6	27.9
Lane LOS	A		B		A	B	D
Approach Delay (s)	0.1		0.4		13.6		27.9
Approach LOS					B		D

Intersection Summary				
Average Delay		0.7		
Intersection Capacity Utilization		60.3%	ICU Level of Service	B
Analysis Period (min)		15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	78	171	108	148	123	95	218	115	67	219	58
Future Volume (vph)	49	78	171	108	148	123	95	218	115	67	219	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			5.0	5.0	3.5	4.5		3.5	4.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.92			1.00	0.85	1.00	0.95		1.00	0.97	
Flt Protected		0.99			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1681			1824	1560	1770	3355		1770	3413	
Flt Permitted		0.99			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1681			1824	1560	1770	3355		1770	3413	
Peak-hour factor, PHF	0.88	0.88	0.88	0.86	0.86	0.86	0.90	0.90	0.90	0.87	0.87	0.87
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	61	98	214	138	189	157	116	266	141	85	277	73
RTOR Reduction (vph)	0	55	0	0	0	121	0	77	0	0	25	0
Lane Group Flow (vph)	0	318	0	0	327	36	116	330	0	85	325	0
Confl. Peds. (#/hr)	3		12	1		3	1					1
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases						4						
Actuated Green, G (s)		17.9			17.5	17.5	7.3	18.5		4.7	15.9	
Effective Green, g (s)		17.9			17.5	17.5	7.3	18.5		4.7	15.9	
Actuated g/C Ratio		0.24			0.23	0.23	0.10	0.24		0.06	0.21	
Clearance Time (s)		4.5			5.0	5.0	3.5	4.5		3.5	4.5	
Vehicle Extension (s)		2.0			2.0	2.0	2.0	4.3		2.0	4.3	
Lane Grp Cap (vph)		395			419	358	169	815		109	713	
v/s Ratio Prot		c0.19			c0.18		c0.07	c0.10		0.05	0.10	
v/s Ratio Perm						0.02						
v/c Ratio		0.80			0.78	0.10	0.69	0.40		0.78	0.46	
Uniform Delay, d1		27.5			27.5	23.1	33.3	24.2		35.2	26.3	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		10.7			8.4	0.0	8.9	0.5		26.7	0.7	
Delay (s)		38.2			35.9	23.1	42.2	24.7		61.9	27.0	
Level of Service		D			D	C	D	C		E	C	
Approach Delay (s)		38.2			31.8			28.6			33.9	
Approach LOS		D			C			C			C	

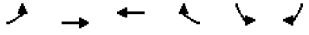
Intersection Summary				
HCM 2000 Control Delay	32.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	76.1	Sum of lost time (s)	17.5	
Intersection Capacity Utilization	65.0%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	205	78	108	6	52	65	268	112	164	196	169
Future Volume (vph)	107	205	78	108	6	52	65	268	112	164	196	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0		3.0	3.0	4.2	5.5		4.2	5.5	3.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1765	1583		1778	1583	1770	3383		1770	3539	1583
Flt Permitted	0.95	1.00	1.00		0.15	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1765	1583		272	1583	1770	3383		1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.82	0.82	0.82	0.81	0.81	0.81	0.88	0.88	0.88
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	128	245	93	145	8	70	88	364	152	205	245	211
RTOR Reduction (vph)	0	0	74	0	0	51	0	38	0	0	0	103
Lane Group Flow (vph)	115	258	19	0	153	19	88	478	0	205	245	108
Turn Type	Split	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4			3		5	2		1	6	4
Permitted Phases			4	3		3						6
Actuated Green, G (s)	19.9	19.9	19.9		26.7	26.7	6.0	21.7		15.5	31.2	51.1
Effective Green, g (s)	19.9	19.9	19.9		26.7	26.7	6.0	21.7		15.5	31.2	51.1
Actuated g/C Ratio	0.20	0.20	0.20		0.27	0.27	0.06	0.22		0.16	0.31	0.51
Clearance Time (s)	3.0	3.0	3.0		3.0	3.0	4.2	5.5		4.2	5.5	3.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0	2.0	4.3		2.0	4.3	2.0
Lane Grp Cap (vph)	336	353	316		72	424	106	737		275	1109	812
v/s Ratio Prot	0.07	c0.15					0.05	c0.14		c0.12	0.07	0.03
v/s Ratio Perm			0.01		c0.56	0.01						0.04
v/c Ratio	0.34	0.73	0.06		2.12	0.04	0.83	0.65		0.75	0.22	0.13
Uniform Delay, d1	34.2	37.3	32.2		36.4	27.0	46.2	35.4		40.1	25.2	12.6
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.2	6.6	0.0		549.7	0.0	38.4	2.3		9.2	0.2	0.0
Delay (s)	34.4	43.9	32.2		586.1	27.0	84.6	37.8		49.3	25.3	12.7
Level of Service	C	D	C		F	C	F	D		D	C	B
Approach Delay (s)		39.2			410.6			44.6			28.7	
Approach LOS		D			F			D			C	

Intersection Summary				
HCM 2000 Control Delay	79.7	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.15			
Actuated Cycle Length (s)	99.5	Sum of lost time (s)	15.7	
Intersection Capacity Utilization	55.6%	ICU Level of Service	B	
Analysis Period (min)	15			

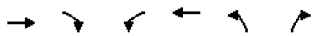
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	73	252	315	212	168	145
Future Volume (vph)	73	252	315	212	168	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.5	5.5		4.9	4.9
Lane Util. Factor	1.00	0.95	0.95		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)	1770	3539	3326		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3326		1770	1583
Peak-hour factor, PHF	0.97	0.97	0.90	0.90	0.88	0.88
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	83	286	385	259	210	181
RTOR Reduction (vph)	0	0	165	0	0	141
Lane Group Flow (vph)	83	286	479	0	210	40
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	4.2	25.1	16.5		10.0	10.0
Effective Green, g (s)	4.2	25.1	16.5		10.0	10.0
Actuated g/C Ratio	0.09	0.55	0.36		0.22	0.22
Clearance Time (s)	4.4	5.5	5.5		4.9	4.9
Vehicle Extension (s)	2.0	5.0	5.0		2.0	2.0
Lane Grp Cap (vph)	163	1952	1206		389	347
v/s Ratio Prot	c0.05	0.08	c0.14		c0.12	
v/s Ratio Perm						0.03
v/c Ratio	0.51	0.15	0.40		0.54	0.11
Uniform Delay, d1	19.7	5.0	10.8		15.7	14.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.9	0.1	0.5		0.7	0.1
Delay (s)	20.6	5.0	11.2		16.4	14.3
Level of Service	C	A	B		B	B
Approach Delay (s)		8.5	11.2		15.4	
Approach LOS		A	B		B	

Intersection Summary			
HCM 2000 Control Delay	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	45.5	Sum of lost time (s)	14.8
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		

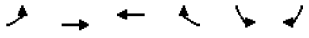
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	302	50	113	209	39	150
Future Volume (Veh/h)	302	50	113	209	39	150
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.86	0.86	0.76	0.76
Hourly flow rate (vph)	400	66	145	267	56	217
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				343		
pX, platoon unblocked						
vC, conflicting volume			466		856	233
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			466		856	233
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			87		78	72
cM capacity (veh/h)			1092		257	769

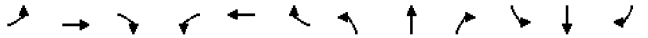
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	267	199	234	178	273
Volume Left	0	0	145	0	56
Volume Right	0	66	0	0	217
cSH	1700	1700	1092	1700	967
Volume to Capacity	0.16	0.12	0.13	0.10	0.28
Queue Length 95th (ft)	0	0	11	0	29
Control Delay (s)	0.0	0.0	5.9	0.0	13.8
Lane LOS			A		B
Approach Delay (s)	0.0		3.4		13.8
Approach LOS					B

Intersection Summary			
Average Delay	4.5		
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	161	869	786	544	834	189
Future Volume (vph)	161	869	786	544	834	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9		4.9	4.9
Lane Util. Factor	1.00	0.95	0.95		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)	1770	3539	3322		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3322		1770	1583
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	1241	982	680	1504	341
RTOR Reduction (vph)	0	0	96	0	0	69
Lane Group Flow (vph)	230	1241	1567	0	1504	272
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases						8
Actuated Green, G (s)	10.6	56.1	41.1		64.1	64.1
Effective Green, g (s)	10.6	56.1	41.1		64.1	64.1
Actuated g/C Ratio	0.08	0.43	0.32		0.49	0.49
Clearance Time (s)	4.4	4.9	4.9		4.9	4.9
Vehicle Extension (s)	2.0	3.6	4.0		2.0	2.0
Lane Grp Cap (vph)	144	1527	1050		872	780
v/s Ratio Prot	c0.13	0.35	c0.47		c0.85	
v/s Ratio Perm						0.17
v/c Ratio	1.60	0.81	1.49		1.72	0.35
Uniform Delay, d1	59.7	32.4	44.5		33.0	20.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	298.8	3.5	226.8		331.0	0.1
Delay (s)	358.5	35.9	271.2		363.9	20.3
Level of Service	F	D	F		F	C
Approach Delay (s)		86.3	271.2		300.4	
Approach LOS		F	F		F	

Intersection Summary				
HCM 2000 Control Delay	227.4	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.63			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	115.6%	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												
Traffic Volume (vph)	26	1139	57	258	1117	152	64	84	397	209	62	33
Future Volume (vph)	26	1139	57	258	1117	152	64	84	397	209	62	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.1			5.1			5.1	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	0.98			0.90			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.97	
Satd. Flow (prot)	1770	3514		1770	3476			1670			1774	
Flt Permitted	0.95	1.00		0.95	1.00			0.91			0.31	
Satd. Flow (perm)	1770	3514		1770	3476			1524			566	
Peak-hour factor, PHF	0.88	0.88	0.88	0.93	0.93	0.93	0.73	0.73	0.73	0.89	0.89	0.89
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	32	1424	71	305	1321	180	96	127	598	258	77	41
RTOR Reduction (vph)	0	2	0	0	7	0	0	65	0	0	3	0
Lane Group Flow (vph)	33	1493	0	305	1494	0	0	756	0	0	373	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Actuated Green, G (s)	3.2	46.0		18.6	61.2			71.9			71.9	
Effective Green, g (s)	3.2	46.0		18.6	61.2			71.9			71.9	
Actuated g/C Ratio	0.02	0.30		0.12	0.41			0.48			0.48	
Clearance Time (s)	4.4	4.9		4.4	5.1			5.1			5.1	
Vehicle Extension (s)	2.0	5.3		2.0	5.4			2.0			2.0	
Lane Grp Cap (vph)	37	1071		218	1409			726			269	
v/s Ratio Prot	0.02	c0.42		c0.17	0.43							
v/s Ratio Perm								0.50			c0.66	
v/c Ratio	0.89	1.39		1.40	1.06			1.04			1.39	
Uniform Delay, d1	73.7	52.5		66.2	44.9			39.5			39.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	103.2	183.0		205.0	41.7			44.7			195.1	
Delay (s)	176.8	235.5		271.1	86.6			84.2			234.6	
Level of Service	F	F		F	F			F			F	
Approach Delay (s)		234.2			117.7			84.2			234.6	
Approach LOS		F			F			F			F	

Intersection Summary				
HCM 2000 Control Delay	160.6	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.39			
Actuated Cycle Length (s)	150.9	Sum of lost time (s)	14.6	
Intersection Capacity Utilization	122.8%	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												
Traffic Volume (vph)	564	802	340	866	920	218	466	372	808	133	265	508
Future Volume (vph)	564	802	340	866	920	218	466	372	808	133	265	508
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9		4.9		4.9	4.9			5.2	
Lane Util. Factor	0.95	0.95	1.00		1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85		0.99		1.00	0.90			0.92	
Flt Protected	0.95	0.99	1.00		0.98		0.95	1.00			0.99	
Satd. Flow (prot)	1681	1751	1583		1797		1770	1671			1709	
Flt Permitted	0.21	0.13	1.00		0.16		0.17	1.00			0.08	
Satd. Flow (perm)	373	226	1583		292		308	1671			141	
Peak-hour factor, PHF	0.87	0.87	0.87	0.62	0.62	0.62	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)	713	1014	430	1536	1632	387	596	476	1033	174	347	665
RTOR Reduction (vph)	0	0	138	0	5	0	0	98	0	0	57	0
Lane Group Flow (vph)	435	1292	292	0	3550	0	596	1411	0	0	1129	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			1			8			4	
Permitted Phases	2		2	1			8			4		
Actuated Green, G (s)	19.0	19.0	19.0		18.0		28.3	28.3			28.0	
Effective Green, g (s)	19.0	19.0	19.0		18.0		28.3	28.3			28.0	
Actuated g/C Ratio	0.24	0.24	0.24		0.22		0.35	0.35			0.35	
Clearance Time (s)	4.9	4.9	4.9		4.9		4.9	4.9			5.2	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	88	53	375		65		108	591			49	
v/s Ratio Prot								0.84				
v/s Ratio Perm	1.17	c5.71	0.18		c12.15		1.93				c8.00	
v/c Ratio	4.94	24.38	0.78		54.61		5.52	2.39			23.04	
Uniform Delay, d1	30.5	30.5	28.5		31.0		25.9	25.9			26.0	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	
Incremental Delay, d2	1799.7	10555.1	9.8		24152.2		2053.5	629.9			9954.8	
Delay (s)	1830.2	10585.6	38.3		24183.2		2079.3	655.7			9980.8	
Level of Service	F	F	D		F		F	F			F	
Approach Delay (s)		6717.3			24183.2			1058.8			9980.8	
Approach LOS		F			F			F			F	

Intersection Summary				
HCM 2000 Control Delay	12720.9	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	31.85			
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	15.0	
Intersection Capacity Utilization	317.4%	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												
Traffic Volume (vph)	0	0	0	250	0	89	234	236	0	0	348	416
Future Volume (vph)	0	0	0	250	0	89	234	236	0	0	348	416
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.6	4.6	4.2	5.0			5.0	5.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.77	0.77	0.77	0.90	0.90	0.90	0.91	0.91	0.91
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	0	0	357	0	127	286	288	0	0	421	503
RTOR Reduction (vph)	0	0	0	0	0	88	0	0	0	0	0	369
Lane Group Flow (vph)	0	0	0	0	357	39	286	288	0	0	421	134
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Actuated Green, G (s)					17.2	17.2	10.1	29.2			14.9	14.9
Effective Green, g (s)					17.2	17.2	10.1	29.2			14.9	14.9
Actuated g/C Ratio					0.31	0.31	0.18	0.52			0.27	0.27
Clearance Time (s)					4.6	4.6	4.2	5.0			5.0	5.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					543	486	319	1845			941	421
v/s Ratio Prot							c0.16	0.08			c0.12	
v/s Ratio Perm					0.20	0.02						0.08
v/c Ratio					0.66	0.08	0.90	0.16			0.45	0.32
Uniform Delay, d1					16.8	13.8	22.4	7.0			17.1	16.5
Progression Factor					1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2					2.9	0.1	25.9	0.0			0.3	0.4
Delay (s)					19.7	13.9	48.3	7.0			17.5	16.9
Level of Service					B	B	D	A			B	B
Approach Delay (s)		0.0			18.2			27.6			17.2	
Approach LOS		A			B			C			B	

Intersection Summary				
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	56.0	Sum of lost time (s)	13.8	
Intersection Capacity Utilization	69.3%	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												
Traffic Volume (vph)	103	0	161	0	0	0	0	330	371	221	400	0
Future Volume (vph)	103	0	161	0	0	0	0	330	371	221	400	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6					5.0		4.2	5.0	
Lane Util. Factor		1.00	1.00					0.95		1.00	0.95	
Frt		1.00	0.85					0.92		1.00	1.00	
Flt Protected		0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1770	1583					3258		1770	3539	
Flt Permitted		0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1770	1583					3258		1770	3539	
Peak-hour factor, PHF	0.83	0.83	0.83	0.25	0.25	0.25	0.88	0.88	0.88	0.76	0.76	0.76
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	137	0	213	0	0	0	0	412	464	320	579	0
RTOR Reduction (vph)	0	0	175	0	0	0	0	235	0	0	0	0
Lane Group Flow (vph)	0	137	38	0	0	0	0	642	0	320	579	0
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		9.9	9.9					16.8		15.2	36.2	
Effective Green, g (s)		9.9	9.9					16.8		15.2	36.2	
Actuated g/C Ratio		0.18	0.18					0.30		0.27	0.65	
Clearance Time (s)		4.6	4.6					5.0		4.2	5.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		314	281					982		483	2300	
v/s Ratio Prot								c0.20		c0.18	0.16	
v/s Ratio Perm		0.08	0.02									
v/c Ratio		0.44	0.13					0.65		0.66	0.25	
Uniform Delay, d1		20.4	19.3					16.9		18.0	4.1	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		1.0	0.2					1.6		3.4	0.1	
Delay (s)		21.4	19.5					18.5		21.4	4.1	
Level of Service		C	B					B		C	A	
Approach Delay (s)		20.2			0.0			18.5			10.3	
Approach LOS		C			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	55.7	Sum of lost time (s)	13.8	
Intersection Capacity Utilization	69.3%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	146	161	370	118	98	242
Future Volume (Veh/h)	146	161	370	118	98	242
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.68	0.68	0.81	0.81	0.86	0.86
Hourly flow rate (vph)	236	260	502	160	125	310
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			877			406
pX, platoon unblocked						
vC, conflicting volume	987	331			662	
vC1, stage 1 conf vol	582					
vC2, stage 2 conf vol	405					
vCu, unblocked vol	987	331			662	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	44	61			86	
cM capacity (veh/h)	418	665			922	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	496	335	327	125	155	155
Volume Left	236	0	0	125	0	0
Volume Right	260	0	160	0	0	0
cSH	519	1700	1700	922	1700	1700
Volume to Capacity	0.96	0.20	0.19	0.14	0.09	0.09
Queue Length 95th (ft)	306	0	0	12	0	0
Control Delay (s)	57.4	0.0	0.0	9.5	0.0	0.0
Lane LOS	F			A		
Approach Delay (s)	57.4	0.0		2.7		
Approach LOS	F					

Intersection Summary				
Average Delay	18.6			
Intersection Capacity Utilization	51.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	102	45	6	199	100	15
Future Volume (vph)	102	45	6	199	100	15
Peak Hour Factor	0.80	0.80	0.60	0.60	0.68	0.68
Hourly flow rate (vph)	140	62	11	365	162	24

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	202	376	186
Volume Left (vph)	0	11	162
Volume Right (vph)	62	0	24
Hadj (s)	-0.15	0.04	0.13
Departure Headway (s)	4.8	4.7	5.4
Degree Utilization, x	0.27	0.49	0.28
Capacity (veh/h)	711	732	606
Control Delay (s)	9.5	12.3	10.5
Approach Delay (s)	9.5	12.3	10.5
Approach LOS	A	B	B

Intersection Summary				
Delay		11.1		
Level of Service		B		
Intersection Capacity Utilization		30.6%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	81	163	52	104	160	2
Future Volume (Veh/h)	81	163	52	104	160	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	89	195	62	124	191	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			284		434	186
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			284		434	186
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		65	100
cM capacity (veh/h)			1278		551	856

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	284	186	193
Volume Left	0	62	191
Volume Right	195	0	2
cSH	1700	1278	553
Volume to Capacity	0.17	0.05	0.35
Queue Length 95th (ft)	0	4	39
Control Delay (s)	0.0	2.9	15.0
Lane LOS		A	B
Approach Delay (s)	0.0	2.9	15.0
Approach LOS			B

Intersection Summary				
Average Delay		5.2		
Intersection Capacity Utilization		44.8%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	123	0	10	98	1	132
Future Volume (Veh/h)	123	0	10	98	1	132
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.70	0.70	0.80	0.80
Hourly flow rate (vph)	141	0	16	154	1	182
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			141		327	141
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			141		327	141
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	80
cM capacity (veh/h)			1442		660	907

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	141	170	183
Volume Left	0	16	1
Volume Right	0	0	182
cSH	1700	1442	905
Volume to Capacity	0.08	0.01	0.20
Queue Length 95th (ft)	0	1	19
Control Delay (s)	0.0	0.8	10.0
Lane LOS		A	A
Approach Delay (s)	0.0	0.8	10.0
Approach LOS			A

Intersection Summary				
Average Delay		4.0		
Intersection Capacity Utilization		30.5%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	49	205	29	37	146	68	10	43	42	128	99	97
Future Volume (vph)	49	205	29	37	146	68	10	43	42	128	99	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	245	35	44	175	81	12	51	50	153	118	116

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	339	300	113	387
Volume Left (vph)	59	44	12	153
Volume Right (vph)	35	81	50	116
Hadj (s)	0.01	-0.10	-0.21	-0.07
Departure Headway (s)	6.2	6.1	6.6	6.1
Degree Utilization, x	0.58	0.51	0.21	0.65
Capacity (veh/h)	538	533	436	559
Control Delay (s)	17.3	15.4	11.4	19.7
Approach Delay (s)	17.3	15.4	11.4	19.7
Approach LOS	C	C	B	C

Intersection Summary				
Delay		17.0		
Level of Service		C		
Intersection Capacity Utilization		57.1%	ICU Level of Service	B
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	149	71	222	34	44	19	106	84	89	16	122	80
Future Volume (vph)	149	71	222	34	44	19	106	84	89	16	122	80
Peak Hour Factor	0.59	0.59	0.59	0.55	0.55	0.55	0.69	0.69	0.69	0.85	0.85	0.85
Hourly flow rate (vph)	278	132	414	68	88	38	169	134	142	21	158	104

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	824	194	445	283
Volume Left (vph)	278	68	169	21
Volume Right (vph)	414	38	142	104
Hadj (s)	-0.20	-0.01	-0.08	-0.17
Departure Headway (s)	7.2	8.3	7.3	7.8
Degree Utilization, x	1.00	0.45	0.91	0.61
Capacity (veh/h)	824	403	479	436
Control Delay (s)	67.0	18.0	48.1	22.3
Approach Delay (s)	67.0	18.0	48.1	22.3
Approach LOS	F	C	E	C

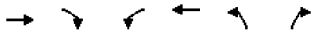
Intersection Summary				
Delay			49.5	
Level of Service			E	
Intersection Capacity Utilization			75.5%	ICU Level of Service
Analysis Period (min)			15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	95	0	13	10	7	367	0	0	0	15	223	45
Future Volume (vph)	95	0	13	10	7	367	0	0	0	15	223	45
Peak Hour Factor	0.97	0.97	0.97	0.64	0.64	0.64	0.38	0.38	0.38	0.72	0.72	0.72
Hourly flow rate (vph)	108	0	15	17	12	631	0	0	0	23	341	69

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	123	660	433
Volume Left (vph)	108	17	23
Volume Right (vph)	15	631	69
Hadj (s)	0.14	-0.53	-0.05
Departure Headway (s)	6.4	5.0	5.9
Degree Utilization, x	0.22	0.91	0.71
Capacity (veh/h)	527	660	591
Control Delay (s)	11.3	37.7	21.8
Approach Delay (s)	11.3	37.7	21.8
Approach LOS	B	E	C

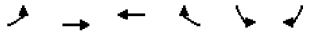
Intersection Summary				
Delay			29.3	
Level of Service			D	
Intersection Capacity Utilization			59.5%	ICU Level of Service
Analysis Period (min)			15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	13	0	0	60	343	17
Future Volume (vph)	13	0	0	60	343	17
Peak Hour Factor	0.70	0.70	0.53	0.53	0.60	0.60
Hourly flow rate (vph)	20	0	0	125	629	31

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	20	125	660
Volume Left (vph)	0	0	629
Volume Right (vph)	0	0	31
Hadj (s)	0.03	0.03	0.20
Departure Headway (s)	5.8	5.6	4.5
Degree Utilization, x	0.03	0.19	0.83
Capacity (veh/h)	581	612	785
Control Delay (s)	9.0	9.9	25.3
Approach Delay (s)	9.0	9.9	25.3
Approach LOS	A	A	D

Intersection Summary				
Delay		22.5		
Level of Service		C		
Intersection Capacity Utilization		32.2%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Traffic Volume (vph)	69	44	20	329	267	29
Future Volume (vph)	69	44	20	329	267	29
Peak Hour Factor	0.72	0.72	0.62	0.62	0.56	0.56
Hourly flow rate (vph)	105	67	35	584	524	57

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	172	619	524	57
Volume Left (vph)	105	0	524	0
Volume Right (vph)	0	584	0	57
Hadj (s)	0.16	-0.53	0.23	-0.57
Departure Headway (s)	7.1	5.6	6.4	3.2
Degree Utilization, x	0.34	0.96	0.93	0.05
Capacity (veh/h)	499	619	552	1121
Control Delay (s)	13.6	50.1	48.7	6.4
Approach Delay (s)	13.6	50.1	44.5	
Approach LOS	B	F	E	

Intersection Summary				
Delay		43.1		
Level of Service		E		
Intersection Capacity Utilization		56.6%	ICU Level of Service	B
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	227	62	64	140	213	158	245	585	241	145	73
Future Volume (vph)	49	227	62	64	140	213	158	245	585	241	145	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	4.9	4.9	4.4	5.5	4.4	4.4	5.4	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
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	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.64	1.00	1.00	0.28	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1198	1863	1583	527	1863	1583
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)	60	280	77	76	167	254	200	310	741	301	181	91
RTOR Reduction (vph)	0	0	58	0	0	178	0	0	211	0	0	0
Lane Group Flow (vph)	60	280	19	76	167	76	200	310	530	301	181	91
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Free
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6	8		8	4		Free
Actuated Green, G (s)	3.8	17.2	17.2	7.5	20.9	20.9	19.7	15.7	23.2	30.6	22.2	70.0
Effective Green, g (s)	3.8	17.2	17.2	7.5	20.9	20.9	19.7	15.7	23.2	30.6	22.2	70.0
Actuated g/C Ratio	0.05	0.25	0.25	0.11	0.30	0.30	0.28	0.22	0.33	0.44	0.32	1.00
Clearance Time (s)	4.4	4.9	4.9	4.4	4.9	4.9	4.4	5.5	4.4	4.4	5.4	
Vehicle Extension (s)	2.0	2.9	2.9	2.0	2.9	2.9	2.0	3.9	2.0	2.0	3.9	
Lane Grp Cap (vph)	96	457	388	189	556	472	369	417	524	415	590	1583
v/s Ratio Prot	0.03	c0.15		0.04	c0.09		0.03	0.17	c0.11	c0.11	0.10	
v/s Ratio Perm			0.01			0.05	0.12		0.23	0.21		0.06
v/c Ratio	0.62	0.61	0.05	0.40	0.30	0.16	0.54	0.74	1.01	0.73	0.31	0.06
Uniform Delay, d1	32.4	23.4	20.2	29.2	18.9	18.1	20.6	25.3	23.4	14.4	18.1	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	8.8	2.4	0.0	0.5	0.3	0.2	0.9	7.4	42.4	5.3	0.4	0.1
Delay (s)	41.2	25.8	20.2	29.7	19.2	18.2	21.4	32.7	65.8	19.7	18.5	0.1
Level of Service	D	C	C	C	B	B	C	C	E	B	B	A
Approach Delay (s)		27.0			20.3			50.5			16.2	
Approach LOS		C			C			D			B	

Intersection Summary				
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	19.2	
Intersection Capacity Utilization	72.9%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	320	693	469	253	139	134
Future Volume (vph)	320	693	469	253	139	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.2	4.6	4.6	4.6
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
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	829	537	290	189	182
RTOR Reduction (vph)	0	69	0	0	0	130
Lane Group Flow (vph)	383	760	537	290	189	52
Turn Type	NA	pm+ov	Prot	NA	Prot	Perm
Protected Phases	6	4	5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	8.0	23.8	17.8	30.0	15.8	15.8
Effective Green, g (s)	8.0	23.8	17.8	30.0	15.8	15.8
Actuated g/C Ratio	0.15	0.43	0.32	0.55	0.29	0.29
Clearance Time (s)	4.6	4.6	4.2	4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	514	817	572	1930	508	454
v/s Ratio Prot	0.11	c0.27	c0.30	0.08	0.11	
v/s Ratio Perm		0.21				0.03
v/c Ratio	0.75	0.93	0.94	0.15	0.37	0.12
Uniform Delay, d1	22.5	14.8	18.1	6.2	15.6	14.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.8	17.0	23.2	0.0	0.5	0.1
Delay (s)	28.3	31.8	41.3	6.2	16.1	14.6
Level of Service	C	C	D	A	B	B
Approach Delay (s)	30.7			29.0	15.3	
Approach LOS	C			C	B	

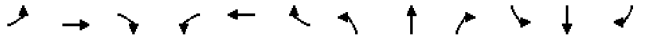
Intersection Summary			
HCM 2000 Control Delay	27.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	13.4
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	221	412	83	104	319
Future Volume (Veh/h)	73	221	412	83	104	319
Sign Control	Stop		Free			Free
Grade	0%		15%			0%
Peak Hour Factor	0.80	0.80	0.86	0.86	0.82	0.82
Hourly flow rate (vph)	91	276	479	97	127	389
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			None
Median storage veh)			2			
Upstream signal (ft)						525
pX, platoon unblocked	0.88					
vC, conflicting volume	1170	528			576	
vC1, stage 1 conf vol	528					
vC2, stage 2 conf vol	643					
vCu, unblocked vol	1125	528			576	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	76	50			87	
cM capacity (veh/h)	386	551			997	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	91	276	576	127	389
Volume Left	91	0	0	127	0
Volume Right	0	276	97	0	0
cSH	386	551	1700	997	1700
Volume to Capacity	0.24	0.50	0.34	0.13	0.23
Queue Length 95th (ft)	23	70	0	11	0
Control Delay (s)	17.2	17.9	0.0	9.1	0.0
Lane LOS	C	C		A	
Approach Delay (s)	17.7		0.0	2.2	
Approach LOS	C				

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	259	5	3	302	53	1	0	0	91	0	84
Future Volume (vph)	30	259	5	3	302	53	1	0	0	91	0	84
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.25	0.25	0.25	0.71	0.71	0.71
Hourly flow rate (vph)	37	320	6	4	369	65	4	0	0	141	0	130

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	37	326	373	65	4	271
Volume Left (vph)	37	0	4	0	4	141
Volume Right (vph)	0	6	0	65	0	130
Hadj (s)	0.53	0.02	0.04	-0.67	0.23	-0.15
Departure Headway (s)	6.5	6.0	5.9	5.2	6.9	5.8
Degree Utilization, x	0.07	0.54	0.61	0.09	0.01	0.43
Capacity (veh/h)	526	582	591	663	425	578
Control Delay (s)	8.7	14.5	16.5	7.5	9.9	13.1
Approach Delay (s)	14.0		15.2		9.9	13.1
Approach LOS	B		C		A	B

Intersection Summary			
Delay	14.2		
Level of Service	B		
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	199	5	4	345	38	2	10	6	59	9	158
Future Volume (Veh/h)	39	199	5	4	345	38	2	10	6	59	9	158
Sign Control		Free			Free			Stop			Stop	
Grade		0%			15%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.38	0.38	0.38	0.86	0.86	0.86
Hourly flow rate (vph)	45	231	6	5	401	44	5	26	16	69	10	184
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					579							
pX, platoon unblocked	0.92						0.92	0.92		0.92	0.92	0.92
vC, conflicting volume	445			237			924	779	234	783	760	423
vC1, stage 1 conf vol							324	324		433	433	
vC2, stage 2 conf vol							600	455		350	327	
vCu, unblocked vol	356			237			875	718	234	722	697	332
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			98	94	98	86	98	72
cM capacity (veh/h)	1109			1330			289	468	805	488	495	654

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	45	237	5	445	47	263
Volume Left	45	0	5	0	5	69
Volume Right	0	6	0	44	16	184
cSH	1109	1700	1330	1700	507	594
Volume to Capacity	0.04	0.14	0.00	0.26	0.09	0.44
Queue Length 95th (ft)	3	0	0	0	8	57
Control Delay (s)	8.4	0.0	7.7	0.0	12.8	15.8
Lane LOS	A		A		B	C
Approach Delay (s)	1.3		0.1		12.8	15.8
Approach LOS					B	C

Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	53.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	228	3	4	269	220	5	4	7	237	2	56
Future Volume (vph)	48	228	3	4	269	220	5	4	7	237	2	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9			4.9	4.9		4.9			4.9	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	1.00			1.00	0.85		0.94			0.97	
Flt Protected	0.95	1.00			1.00	1.00		0.99			0.96	
Satd. Flow (prot)	1770	1859			1861	1583		1725			1745	
Flt Permitted	0.52	1.00			0.99	1.00		0.88			0.75	
Satd. Flow (perm)	968	1859			1850	1583		1539			1361	
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)	64	302	4	5	325	266	8	7	12	357	3	84
RTOR Reduction (vph)	0	1	0	0	0	177	0	7	0	0	18	0
Lane Group Flow (vph)	64	305	0	0	330	89	0	20	0	0	426	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	13.2	13.2			13.2	13.2		16.4			16.4	
Effective Green, g (s)	13.2	13.2			13.2	13.2		16.4			16.4	
Actuated g/C Ratio	0.34	0.34			0.34	0.34		0.42			0.42	
Clearance Time (s)	4.9	4.9			4.9	4.9		4.9			4.9	
Vehicle Extension (s)	2.5	2.5			2.5	2.5		2.0			2.0	
Lane Grp Cap (vph)	324	622			619	530		640			566	
v/s Ratio Prot		0.16										
v/s Ratio Perm	0.07				c0.18	0.06		0.01			c0.31	
v/c Ratio	0.20	0.49			0.53	0.17		0.03			0.75	
Uniform Delay, d1	9.3	10.4			10.6	9.2		6.8			9.8	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.2	0.4			0.7	0.1		0.0			5.0	
Delay (s)	9.5	10.9			11.3	9.3		6.8			14.8	
Level of Service	A	B			B	A		A			B	
Approach Delay (s)		10.6			10.4			6.8			14.8	
Approach LOS		B			B			A			B	

Intersection Summary					
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service		B	
HCM 2000 Volume to Capacity ratio	0.65				
Actuated Cycle Length (s)	39.4	Sum of lost time (s)		9.8	
Intersection Capacity Utilization	66.4%	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												
Traffic Volume (vph)	0	270	149	344	232	0	254	0	488	0	0	0
Future Volume (vph)	0	270	149	344	232	0	254	0	488	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9	4.4	4.9			4.4	4.4			
Lane Util. Factor		0.95	1.00	0.97	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	1583			
Flt Permitted		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	3433	1863			1770	1583			
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	424	234	411	277	0	321	0	617	0	0	0
RTOR Reduction (vph)	0	0	167	0	0	0	0	0	86	0	0	0
Lane Group Flow (vph)	0	424	67	411	277	0	0	321	531	0	0	0
Turn Type		NA	Perm	Prot	NA		Split	NA	pm+ov			Perm
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2						8			8 2 6
Actuated Green, G (s)		14.8	14.8	9.3	28.5			13.9	23.2			
Effective Green, g (s)		14.8	14.8	9.3	28.5			13.9	23.2			
Actuated g/C Ratio		0.29	0.29	0.18	0.55			0.27	0.45			
Clearance Time (s)		4.9	4.9	4.4	4.9			4.4	4.4			
Vehicle Extension (s)		4.8	4.8	2.0	4.8			2.0	2.0			
Lane Grp Cap (vph)		1013	453	617	1026			475	845			
v/s Ratio Prot		c0.12		0.12	0.15			0.18	c0.11			
v/s Ratio Perm			0.04						0.22			
v/c Ratio		0.42	0.15	0.67	0.27			0.68	0.63			
Uniform Delay, d1		15.0	13.8	19.8	6.1			16.9	10.9			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.5	0.3	2.1	0.3			3.0	1.1			
Delay (s)		15.5	14.0	21.9	6.4			19.9	12.0			
Level of Service		B	B	C	A			B	B			
Approach Delay (s)		15.0			15.6			14.7			0.0	
Approach LOS		B			B			B			A	

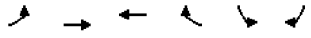
Intersection Summary				
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.62			
Actuated Cycle Length (s)	51.7	Sum of lost time (s)	13.7	
Intersection Capacity Utilization	49.3%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	848	588	0	0	146
Future Volume (Veh/h)	0	848	588	0	0	146
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.96	0.96	0.70	0.70
Hourly flow rate (vph)	0	1060	674	0	0	229
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		233	383			
pX, platoon unblocked					0.91	
vC, conflicting volume	674				1204	337
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	674				1025	337
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	65
cM capacity (veh/h)	913				210	659

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	530	530	337	337	229
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	229
cSH	1700	1700	1700	1700	659
Volume to Capacity	0.31	0.31	0.20	0.20	0.35
Queue Length 95th (ft)	0	0	0	0	39
Control Delay (s)	0.0	0.0	0.0	0.0	13.3
Lane LOS					B
Approach Delay (s)	0.0		0.0		13.3
Approach LOS					B

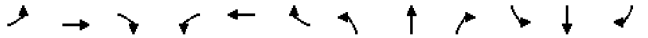
Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	36.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	191	658	552	46	0	0
Future Volume (Veh/h)	191	658	552	46	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.92	0.92	0.42	0.42
Hourly flow rate (vph)	233	804	660	55	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		382	234			
pX, platoon unblocked					0.96	
vC, conflicting volume	715				1556	358
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	715				1491	358
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	74				100	100
cM capacity (veh/h)	881				81	639

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2
Volume Total	233	402	402	440	275
Volume Left	233	0	0	0	0
Volume Right	0	0	0	0	55
cSH	881	1700	1700	1700	1700
Volume to Capacity	0.26	0.24	0.24	0.26	0.16
Queue Length 95th (ft)	27	0	0	0	0
Control Delay (s)	10.5	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	2.4			0.0	
Approach LOS					

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	36.7%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	709	153	56	333	0	0	0	0	320	2	294
Future Volume (vph)	0	709	153	56	333	0	0	0	0	320	2	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.2	4.6					4.6	4.6	4.6
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frt		1.00	0.85	1.00	1.00					1.00	0.93	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.98	1.00
Satd. Flow (prot)		3539	1583	3433	3539					1681	1534	1504
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.98	1.00
Satd. Flow (perm)		3539	1583	3433	3539					1681	1534	1504
Peak-hour factor, PHF	0.94	0.94	0.94	0.81	0.81	0.81	0.25	0.25	0.25	0.78	0.78	0.78
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	830	179	76	452	0	0	0	0	451	3	415
RTOR Reduction (vph)	0	0	51	0	0	0	0	0	0	0	47	203
Lane Group Flow (vph)	0	830	128	76	452	0	0	0	0	302	246	71
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		44.9	44.9	4.6	53.7					22.1	22.1	22.1
Effective Green, g (s)		44.9	44.9	4.6	53.7					22.1	22.1	22.1
Actuated g/C Ratio		0.53	0.53	0.05	0.63					0.26	0.26	0.26
Clearance Time (s)		4.6	4.6	4.2	4.6					4.6	4.6	4.6
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		1869	836	185	2235					437	398	391
v/s Ratio Prot		c0.23		c0.02	0.13					c0.18	0.16	
v/s Ratio Perm			0.08									0.05
v/c Ratio		0.44	0.15	0.41	0.20					0.69	0.62	0.18
Uniform Delay, d1		12.4	10.3	38.9	6.6					28.4	27.7	24.4
Progression Factor		1.00	1.00	1.00	0.68					1.00	1.00	1.00
Incremental Delay, d2		0.8	0.4	1.3	0.2					4.7	2.9	0.2
Delay (s)		13.1	10.7	40.2	4.7					33.0	30.6	24.7
Level of Service		B	B	D	A					C	C	C
Approach Delay (s)		12.7			9.8			0.0			29.6	
Approach LOS		B			A			A			C	

Intersection Summary				
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio	0.52			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)		13.4
Intersection Capacity Utilization	50.0%	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												
Traffic Volume (vph)	223	754	0	0	377	433	70	0	272	0	0	0
Future Volume (vph)	223	754	0	0	377	433	70	0	272	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.6			4.6	4.6			
Lane Util. Factor	0.97	0.95			0.95			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			3255			1770	1583			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3255			1770	1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.82	0.82	0.82	0.85	0.85	0.85	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	258	873	0	0	506	581	91	0	352	0	0	0
RTOR Reduction (vph)	0	0	0	0	190	0	0	0	100	0	0	0
Lane Group Flow (vph)	258	873	0	0	897	0	0	91	252	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases							4		4			
Actuated Green, G (s)	9.6	57.3			43.5			18.5	18.5			
Effective Green, g (s)	9.6	57.3			43.5			18.5	18.5			
Actuated g/C Ratio	0.11	0.67			0.51			0.22	0.22			
Clearance Time (s)	4.2	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	387	2385			1665			385	344			
v/s Ratio Prot	c0.08	0.25			c0.28							
v/s Ratio Perm								0.05	c0.16			
v/c Ratio	0.67	0.37			0.54			0.24	0.73			
Uniform Delay, d1	36.2	6.0			14.0			27.4	30.9			
Progression Factor	0.80	0.45			1.00			1.00	1.00			
Incremental Delay, d2	3.9	0.4			1.3			0.3	7.8			
Delay (s)	32.7	3.1			15.2			27.7	38.8			
Level of Service	C	A			B			C	D			
Approach Delay (s)		9.8			15.2			36.5			0.0	
Approach LOS		A			B			D			A	

Intersection Summary				
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	50.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	285	615	0	385	159	232
Future Volume (vph)	285	615	0	385	159	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.92	
Flt Protected	1.00	1.00		1.00	0.98	
Satd. Flow (prot)	1863	1583		1863	1679	
Flt Permitted	1.00	1.00		1.00	0.98	
Satd. Flow (perm)	1863	1583		1863	1679	
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)	352	760	0	523	261	381
RTOR Reduction (vph)	0	472	0	0	99	0
Lane Group Flow (vph)	352	288	0	523	543	0
Turn Type	NA	Perm		NA	Prot	
Protected Phases	2			6	8	
Permitted Phases		2				
Actuated Green, G (s)	16.8	16.8		16.8	17.8	
Effective Green, g (s)	16.8	16.8		16.8	17.8	
Actuated g/C Ratio	0.38	0.38		0.38	0.40	
Clearance Time (s)	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.5	2.5		2.5	2.0	
Lane Grp Cap (vph)	704	598		704	673	
v/s Ratio Prot	0.19			c0.28	c0.32	
v/s Ratio Perm		0.18				
v/c Ratio	0.50	0.48		0.74	0.81	
Uniform Delay, d1	10.6	10.5		11.9	11.8	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.4		4.0	6.6	
Delay (s)	11.0	10.9		16.0	18.4	
Level of Service	B	B		B	B	
Approach Delay (s)	10.9			16.0	18.4	
Approach LOS	B			B	B	

Intersection Summary				
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.77			
Actuated Cycle Length (s)	44.4	Sum of lost time (s)	9.8	
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												
Traffic Volume (vph)	4	429	12	104	360	3	9	0	93	2	2	4
Future Volume (vph)	4	429	12	104	360	3	9	0	93	2	2	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9			4.9	4.9		4.9	
Lane Util. Factor	1.00	1.00		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	1.00		1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1770	1855		1770	3535			1770	1583		1716	
Flt Permitted	0.95	1.00		0.95	1.00			0.87	1.00		0.91	
Satd. Flow (perm)	1770	1855		1770	3535			1620	1583		1581	
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	562	16	155	535	4	14	0	140	3	3	6
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	129	0	6	0
Lane Group Flow (vph)	5	577	0	155	539	0	0	14	11	0	6	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	0.7	31.2		9.5	40.0			4.6	4.6		4.6	
Effective Green, g (s)	0.7	31.2		9.5	40.0			4.6	4.6		4.6	
Actuated g/C Ratio	0.01	0.52		0.16	0.67			0.08	0.08		0.08	
Clearance Time (s)	4.4	4.9		4.4	4.9			4.9	4.9		4.9	
Vehicle Extension (s)	2.0	3.2		2.0	2.1			2.0	2.0		2.0	
Lane Grp Cap (vph)	20	972		282	2376			125	122		122	
v/s Ratio Prot	0.00	c0.31		c0.09	0.15							
v/s Ratio Perm								c0.01	0.01		0.00	
v/c Ratio	0.25	0.59		0.55	0.23			0.11	0.09		0.05	
Uniform Delay, d1	29.1	9.8		23.0	3.8			25.5	25.5		25.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	2.4	1.0		1.2	0.0			0.1	0.1		0.1	
Delay (s)	31.5	10.8		24.2	3.8			25.7	25.6		25.5	
Level of Service	C	B		C	A			C	C		C	
Approach Delay (s)		11.0			8.4			25.6			25.5	
Approach LOS		B			A			C			C	

Intersection Summary				
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.53			
Actuated Cycle Length (s)	59.5	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	47.6%	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												
Traffic Volume (vph)	115	248	137	48	71	16	242	132	277	57	83	70
Future Volume (vph)	115	248	137	48	71	16	242	132	277	57	83	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	4.9		4.9	4.9	4.9		5.8	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
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	0.99	1.00		0.98	1.00
Satd. Flow (prot)	1770	3539	2787	1770	3442		1681	1743	1583		1826	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00		0.98	1.00
Satd. Flow (perm)	1770	3539	2787	1770	3442		1681	1743	1583		1826	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.83	0.83	0.83	0.86	0.86	0.86	0.65	0.65	0.65
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	141	303	167	64	94	21	310	169	354	96	140	118
RTOR Reduction (vph)	0	0	90	0	16	0	0	0	275	0	0	0
Lane Group Flow (vph)	141	303	77	64	99	0	236	243	79	0	236	118
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	Perm	Split	NA	Free
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases			2						3			Free
Actuated Green, G (s)	10.7	17.4	33.9	5.2	11.9		16.5	16.5	16.5		14.6	73.7
Effective Green, g (s)	10.7	17.4	33.9	5.2	11.9		16.5	16.5	16.5		14.6	73.7
Actuated g/C Ratio	0.15	0.24	0.46	0.07	0.16		0.22	0.22	0.22		0.20	1.00
Clearance Time (s)	4.4	4.9	4.9	4.4	4.9		4.9	4.9	4.9		5.8	
Vehicle Extension (s)	2.0	6.0	2.0	2.0	3.1		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	256	835	1467	124	555		376	390	354		361	1583
v/s Ratio Prot	c0.08	c0.09	0.01	0.04	0.03		c0.14	0.14			c0.13	
v/s Ratio Perm			0.02						0.05			0.07
v/c Ratio	0.55	0.36	0.05	0.52	0.18		0.63	0.62	0.22		0.65	0.07
Uniform Delay, d1	29.3	23.5	11.0	33.0	26.7		25.8	25.8	23.4		27.2	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	1.5	0.8	0.0	1.5	0.2		2.4	2.2	0.1		3.2	0.1
Delay (s)	30.7	24.3	11.0	34.5	26.8		28.2	28.0	23.5		30.4	0.1
Level of Service	C	C	B	C	C		C	C	C		C	A
Approach Delay (s)		22.1			29.6			26.1			20.3	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.58			
Actuated Cycle Length (s)	73.7	Sum of lost time (s)	20.0	
Intersection Capacity Utilization	49.0%	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												
Traffic Volume (vph)	200	195	479	165	72	0	0	0	0	0	129	30
Future Volume (vph)	200	195	479	165	72	0	0	0	0	0	129	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0						4.0	
Lane Util. Factor	1.00	1.00			1.00						1.00	
Frt	1.00	0.89			1.00						0.97	
Flt Protected	0.95	1.00			0.97						1.00	
Satd. Flow (prot)	1770	1664			1800						1816	
Flt Permitted	0.95	1.00			0.97						1.00	
Satd. Flow (perm)	1770	1664			1800						1816	
Peak-hour factor, PHF	0.90	0.90	0.90	0.79	0.79	0.79	0.25	0.25	0.25	0.78	0.78	0.78
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	244	238	585	230	100	0	0	0	0	0	182	42
RTOR Reduction (vph)	0	99	0	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	244	724	0	0	330	0	0	0	0	0	215	0
Turn Type	Split	NA		Split	NA						NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	39.0	39.0			17.5						14.1	
Effective Green, g (s)	39.0	39.0			17.5						14.1	
Actuated g/C Ratio	0.47	0.47			0.21						0.17	
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)	835	785			381						309	
v/s Ratio Prot	0.14	c0.43			c0.18						c0.12	
v/s Ratio Perm												
v/c Ratio	0.29	0.92			0.87						0.70	
Uniform Delay, d1	13.3	20.4			31.4						32.2	
Progression Factor	1.00	1.00			1.00						1.00	
Incremental Delay, d2	0.2	16.2			18.2						6.6	
Delay (s)	13.5	36.6			49.6						38.9	
Level of Service	B	D			D						D	
Approach Delay (s)		31.3			49.6			0.0			38.9	
Approach LOS		C			D			A			D	

Intersection Summary				
HCM 2000 Control Delay	36.1	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.86			
Actuated Cycle Length (s)	82.6	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	77.4%	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												
Traffic Volume (veh/h)	0	0	0	77	0	220	306	523	0	0	276	281
Future Volume (Veh/h)	0	0	0	77	0	220	306	523	0	0	276	281
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.88	0.88	0.88	0.82	0.82	0.82	0.78	0.78	0.78
Hourly flow rate (vph)	0	0	0	96	0	275	410	702	0	0	389	396
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						2						
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								312			223	
pX, platoon unblocked	0.46	0.46		0.46	0.46	0.46				0.46		
vC, conflicting volume	2109	2109	392	1716	2307	702	785			702		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2825	2825	392	1971	3256	0	785			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	0	100	45	51			100		
cM capacity (veh/h)	1	4	606	10	2	498	829			745		

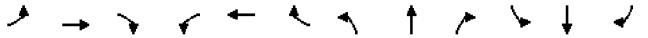
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	371	410	702	259	526
Volume Left	96	410	0	0	0
Volume Right	275	0	0	0	396
cSH	38	829	1700	1700	1700
Volume to Capacity	9.74	0.49	0.41	0.15	0.31
Queue Length 95th (ft)	Err	70	0	0	0
Control Delay (s)	Err	13.5	0.0	0.0	0.0
Lane LOS	F	B			
Approach Delay (s)	Err	5.0		0.0	
Approach LOS	F				

Intersection Summary				
Average Delay	1638.1			
Intersection Capacity Utilization	57.7%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	97	352	0	762	401	0
Future Volume (vph)	97	352	0	762	401	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	4.6	
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	
Peak-hour factor, PHF	0.79	0.79	0.70	0.70	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	135	490	0	1197	588	0
RTOR Reduction (vph)	0	217	0	0	0	0
Lane Group Flow (vph)	135	273	0	1197	588	0
Turn Type	Prot	custom		NA	NA	
Protected Phases	4	4			3	
Permitted Phases		3 4		7		
Actuated Green, G (s)	20.8	65.3		69.9	44.5	
Effective Green, g (s)	20.8	65.3		69.9	44.5	
Actuated g/C Ratio	0.18	0.56		0.60	0.38	
Clearance Time (s)	4.6	4.6		4.6	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	314	944		1111	1343	
v/s Ratio Prot	0.08	0.05			0.17	
v/s Ratio Perm		0.12		c0.64		
v/c Ratio	0.43	0.29		1.08	0.44	
Uniform Delay, d1	42.9	13.7		23.6	27.0	
Progression Factor	1.00	1.00		1.10	1.00	
Incremental Delay, d2	0.9	0.2		48.7	0.2	
Delay (s)	43.9	13.9		74.9	27.3	
Level of Service	D	B		E	C	
Approach Delay (s)	20.3			74.9	27.3	
Approach LOS	C			E	C	

Intersection Summary				
HCM 2000 Control Delay	49.1	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	117.2	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	57.7%	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												
Traffic Volume (vph)	157	288	17	14	255	575	13	25	20	324	13	111
Future Volume (vph)	157	288	17	14	255	575	13	25	20	324	13	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.6	4.6	4.6	4.6		4.6	4.6	
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	0.93		1.00	0.87	
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	1739		1770	1613	
Flt Permitted	0.95	1.00			0.25	1.00	0.65	1.00		0.72	1.00	
Satd. Flow (perm)	1770	1847			472	1583	1206	1739		1334	1613	
Peak-hour factor, PHF	0.81	0.81	0.81	0.85	0.85	0.85	0.79	0.79	0.79	0.81	0.81	0.81
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	213	391	23	18	330	744	18	35	28	440	18	151
RTOR Reduction (vph)	0	2	0	0	0	278	0	11	0	0	61	0
Lane Group Flow (vph)	213	412	0	0	348	466	18	52	0	440	108	0
Turn Type	Prot	NA		Perm	NA	custom	Perm	NA		Perm	NA	
Protected Phases	5	2			6			7			3 4	
Permitted Phases				6		3 6	7			3 4		
Actuated Green, G (s)	17.9	38.1			16.0	65.1	69.9	69.9		69.9	69.9	
Effective Green, g (s)	17.9	38.1			16.0	65.1	69.9	69.9		69.9	69.9	
Actuated g/C Ratio	0.15	0.33			0.14	0.56	0.60	0.60		0.60	0.60	
Clearance Time (s)	4.2	4.6			4.6		4.6	4.6				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	270	600			64	879	719	1037		795	962	
v/s Ratio Prot	c0.12	0.22						0.03			0.07	
v/s Ratio Perm					c0.74	0.29	0.01			c0.33		
v/c Ratio	0.79	0.69			5.44	0.53	0.03	0.05		0.55	0.11	
Uniform Delay, d1	47.8	34.4			50.6	16.4	9.7	9.8		14.2	10.2	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		0.43	0.01	
Incremental Delay, d2	14.1	3.3			2030.8	0.6	0.0	0.0		0.8	0.0	
Delay (s)	62.0	37.6			2081.4	17.0	9.7	9.9		6.9	0.1	
Level of Service	E	D			F	B	A	A		A	A	
Approach Delay (s)		45.9			674.9			9.8			5.0	
Approach LOS		D			F			A			A	

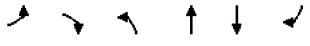
Intersection Summary				
HCM 2000 Control Delay	319.5	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.40			
Actuated Cycle Length (s)	117.2	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	71.8%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	443	0	288	0	0	0	0	469	149	140	124	0
Future Volume (vph)	443	0	288	0	0	0	0	469	149	140	124	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6					4.6	4.6	4.2	4.6	
Lane Util. Factor		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	1583	1770	1863	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					1863	1583	1770	1863	
Peak-hour factor, PHF	0.80	0.80	0.80	0.50	0.50	0.50	0.88	0.88	0.88	0.81	0.81	0.81
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	554	0	360	0	0	0	0	533	169	173	153	0
RTOR Reduction (vph)	0	0	231	0	0	0	0	0	64	0	0	0
Lane Group Flow (vph)	0	554	129	0	0	0	0	533	105	173	153	0
Turn Type	Split	NA	Prot					NA	Perm	Prot	NA	
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		29.1	29.1					27.2	27.2	11.2	42.6	
Effective Green, g (s)		29.1	29.1					27.2	27.2	11.2	42.6	
Actuated g/C Ratio		0.36	0.36					0.34	0.34	0.14	0.53	
Clearance Time (s)		4.6	4.6					4.6	4.6	4.2	4.6	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		636	569					626	532	245	981	
v/s Ratio Prot		c0.31	0.08					c0.29		c0.10	0.08	
v/s Ratio Perm									0.07			
v/c Ratio		0.87	0.23					0.85	0.20	0.71	0.16	
Uniform Delay, d1		24.2	18.1					25.0	19.1	33.3	9.9	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		12.5	0.2					10.8	0.2	8.9	0.1	
Delay (s)		36.6	18.3					35.8	19.3	42.2	10.0	
Level of Service		D	B					D	B	D	A	
Approach Delay (s)		29.4			0.0			31.8			27.1	
Approach LOS		C			A			C			C	

Intersection Summary				
HCM 2000 Control Delay	29.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	80.9	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	68.2%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	291	27	13	317	165	151
Future Volume (vph)	291	27	13	317	165	151
Peak Hour Factor	0.77	0.77	0.82	0.82	0.80	0.80
Hourly flow rate (vph)	378	35	16	387	206	189

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	413	403	395
Volume Left (vph)	378	16	0
Volume Right (vph)	35	0	189
Hadj (s)	0.17	0.04	-0.25
Departure Headway (s)	6.3	6.1	5.8
Degree Utilization, x	0.72	0.68	0.64
Capacity (veh/h)	542	568	582
Control Delay (s)	23.9	20.9	18.4
Approach Delay (s)	23.9	20.9	18.4
Approach LOS	C	C	C

Intersection Summary			
Delay	21.1		
Level of Service	C		
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	346	17	1	158	29
Future Volume (Veh/h)	6	346	17	1	158	29
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.75	0.75	0.79	0.79
Hourly flow rate (vph)	7	428	25	1	220	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	506	26			26	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	506	26			26	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	59			86	
cM capacity (veh/h)	454	1050			1588	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	7	428	26	260
Volume Left	7	0	0	220
Volume Right	0	428	1	0
cSH	454	1050	1700	1588
Volume to Capacity	0.02	0.41	0.02	0.14
Queue Length 95th (ft)	1	50	0	12
Control Delay (s)	13.1	10.8	0.0	6.6
Lane LOS	B	B		A
Approach Delay (s)	10.8		0.0	6.6
Approach LOS	B			

Intersection Summary				
Average Delay		8.9		
Intersection Capacity Utilization		33.6%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	210	109	3	77	132
Future Volume (vph)	4	210	109	3	77	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.3		4.0	5.3
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3525		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3525		1770	3539
Peak-hour factor, PHF	0.71	0.71	0.80	0.80	0.87	0.87
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	6	325	150	4	97	167
RTOR Reduction (vph)	0	265	3	0	0	0
Lane Group Flow (vph)	6	60	151	0	97	167
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	5.9	5.9	9.0		3.6	16.6
Effective Green, g (s)	5.9	5.9	9.0		3.6	16.6
Actuated g/C Ratio	0.19	0.19	0.28		0.11	0.52
Clearance Time (s)	4.0	4.0	5.3		4.0	5.3
Vehicle Extension (s)	2.0	2.0	3.6		2.0	3.6
Lane Grp Cap (vph)	328	293	997		200	1847
v/s Ratio Prot	0.00		c0.04		c0.05	0.05
v/s Ratio Perm		c0.04				
v/c Ratio	0.02	0.21	0.15		0.48	0.09
Uniform Delay, d1	10.6	11.0	8.5		13.2	3.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	0.1	0.1		0.7	0.0
Delay (s)	10.6	11.1	8.6		13.9	3.8
Level of Service	B	B	A		B	A
Approach Delay (s)	11.1		8.6			7.5
Approach LOS	B		A			A

Intersection Summary				
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.23			
Actuated Cycle Length (s)	31.8	Sum of lost time (s)	13.3	
Intersection Capacity Utilization	27.9%	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												
Traffic Volume (vph)	69	122	11	17	96	177	5	28	15	161	46	46
Future Volume (vph)	69	122	11	17	96	177	5	28	15	161	46	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.90		1.00	0.95		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3497		1770	3195		1770	1765		1770	1723	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3497		1770	3195		1770	1765		1770	1723	
Peak-hour factor, PHF	0.90	0.90	0.90	0.71	0.71	0.71	0.80	0.80	0.80	0.89	0.89	0.89
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	84	149	13	26	149	274	7	38	21	199	57	57
RTOR Reduction (vph)	0	9	0	0	219	0	0	17	0	0	36	0
Lane Group Flow (vph)	84	153	0	26	204	0	7	43	0	199	78	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	3.4	13.4		0.6	10.6		0.6	10.0		9.8	19.2	
Effective Green, g (s)	3.4	13.4		0.6	10.6		0.6	10.0		9.8	19.2	
Actuated g/C Ratio	0.06	0.26		0.01	0.20		0.01	0.19		0.19	0.37	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	3.3		2.0	3.3		2.0	2.0		2.0	2.7	
Lane Grp Cap (vph)	114	894		20	646		20	336		331	631	
v/s Ratio Prot	c0.05	c0.04		0.01	c0.06		0.00	0.02		c0.11	c0.05	
v/s Ratio Perm												
v/c Ratio	0.74	0.17		1.30	0.32		0.35	0.13		0.60	0.12	
Uniform Delay, d1	24.1	15.2		25.9	17.8		25.7	17.6		19.5	11.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	19.0	0.1		306.7	0.3		3.8	0.1		2.1	0.1	
Delay (s)	43.1	15.3		332.6	18.1		29.5	17.6		21.6	11.1	
Level of Service	D	B		F	B		C	B		C	B	
Approach Delay (s)		24.8			36.3			18.9			17.8	
Approach LOS		C			D			B			B	

Intersection Summary				
HCM 2000 Control Delay	27.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.37			
Actuated Cycle Length (s)	52.4	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	41.7%	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												
Traffic Volume (vph)	64	269	4	7	176	84	5	2	26	297	30	340
Future Volume (vph)	64	269	4	7	176	84	5	2	26	297	30	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6		4.2	4.6	4.6	4.2	4.6	4.2	4.6	4.6	4.2
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3531		1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3531		1770	1863	1583	1770	1863	1583	1770	1863	1583
Peak-hour factor, PHF	0.67	0.67	0.67	0.86	0.86	0.86	0.81	0.81	0.81	0.84	0.84	0.84
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	105	442	7	9	225	107	7	3	35	389	39	445
RTOR Reduction (vph)	0	1	0	0	0	56	0	0	29	0	0	214
Lane Group Flow (vph)	105	448	0	9	225	51	7	3	6	389	39	231
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8	1	7	4	5
Permitted Phases						6			8			4
Actuated Green, G (s)	8.8	20.1		3.5	14.8	33.3	0.9	9.2	12.7	18.5	27.2	36.0
Effective Green, g (s)	8.8	20.1		3.5	14.8	33.3	0.9	9.2	12.7	18.5	27.2	36.0
Actuated g/C Ratio	0.13	0.29		0.05	0.21	0.48	0.01	0.13	0.18	0.27	0.39	0.52
Clearance Time (s)	4.2	4.6		4.2	4.6	4.6	4.2	4.6	4.2	4.6	4.6	4.2
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)	224	1024		89	397	865	22	247	290	472	731	822
v/s Ratio Prot	c0.06	0.13		0.01	c0.12	0.02	0.00	0.00	0.00	c0.22	0.02	c0.04
v/s Ratio Perm						0.02			0.00			0.11
v/c Ratio	0.47	0.44		0.10	0.57	0.06	0.32	0.01	0.02	0.82	0.05	0.28
Uniform Delay, d1	28.1	20.0		31.4	24.4	9.6	33.9	26.1	23.2	23.9	13.1	9.4
Progression Factor	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	1.5	0.3		0.5	1.9	0.0	8.2	0.0	0.0	11.2	0.0	0.2
Delay (s)	29.6	20.3		31.9	26.2	9.7	42.1	26.1	23.2	35.0	13.1	9.6
Level of Service	C	C		C	C	A	D	C	C	D	B	A
Approach Delay (s)		22.1			21.2			26.4			21.1	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.60			
Actuated Cycle Length (s)	69.3	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	50.3%	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												
Traffic Volume (vph)	45	22	77	121	32	209	89	332	91	171	569	66
Future Volume (vph)	45	22	77	121	32	209	89	332	91	171	569	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.8		4.0	4.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			0.92		1.00	0.97		1.00	0.98	
Flt Protected		0.98			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1702			1689		1770	3425		1770	3484	
Flt Permitted		0.73			0.76		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1267			1313		1770	3425		1770	3484	
Peak-hour factor, PHF	0.54	0.54	0.54	0.68	0.68	0.68	0.89	0.89	0.89	0.94	0.94	0.94
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	92	45	157	196	52	338	110	410	112	200	666	77
RTOR Reduction (vph)	0	62	0	0	74	0	0	39	0	0	14	0
Lane Group Flow (vph)	0	232	0	0	512	0	110	483	0	200	729	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		26.0			26.0		5.0	18.3		6.0	19.3	
Effective Green, g (s)		26.0			26.0		5.0	18.3		6.0	19.3	
Actuated g/C Ratio		0.41			0.41		0.08	0.29		0.10	0.31	
Clearance Time (s)		4.0			4.0		4.0	4.8		4.0	4.8	
Vehicle Extension (s)		2.0			2.0		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)		522			541		140	993		168	1065	
v/s Ratio Prot							c0.06	0.14		c0.11	c0.21	
v/s Ratio Perm		0.18			c0.39							
v/c Ratio		0.44			0.95		0.79	0.49		1.19	0.68	
Uniform Delay, d1		13.3			17.9		28.5	18.5		28.6	19.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			25.5		22.9	0.5		129.9	2.0	
Delay (s)		13.6			43.3		51.4	19.1		158.5	21.3	
Level of Service		B			D		D	B		F	C	
Approach Delay (s)		13.6			43.3			24.7			50.4	
Approach LOS		B			D			C			D	

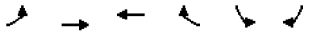
Intersection Summary				
HCM 2000 Control Delay	37.7	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.87			
Actuated Cycle Length (s)	63.1	Sum of lost time (s)	12.8	
Intersection Capacity Utilization	65.7%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Yield			Stop	Stop	
Traffic Volume (vph)	14	120	193	40	24	43
Future Volume (vph)	14	120	193	40	24	43
Peak Hour Factor	0.65	0.65	0.56	0.56	0.64	0.64
Hourly flow rate (vph)	24	203	379	79	41	74

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	227	458	115
Volume Left (vph)	24	379	0
Volume Right (vph)	203	0	74
Hadj (s)	-0.48	0.20	-0.35
Departure Headway (s)	4.8	4.8	4.7
Degree Utilization, x	0.30	0.61	0.15
Capacity (veh/h)	682	717	707
Control Delay (s)	9.9	15.2	8.5
Approach Delay (s)	9.9	15.2	8.5
Approach LOS	A	C	A

Intersection Summary			
Delay	12.8		
Level of Service	B		
Intersection Capacity Utilization	36.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	130	1084	709	16	0	199
Future Volume (Veh/h)	130	1084	709	16	0	199
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	191	1590	1040	23	0	292
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		119	310			
pX, platoon unblocked					0.90	
vC, conflicting volume	1063				2228	532
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1063				2141	532
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	71				100	41
cM capacity (veh/h)	651				27	492

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	191	795	795	693	370	292
Volume Left	191	0	0	0	0	0
Volume Right	0	0	0	0	23	292
cSH	651	1700	1700	1700	1700	492
Volume to Capacity	0.29	0.47	0.47	0.41	0.22	0.59
Queue Length 95th (ft)	30	0	0	0	0	95
Control Delay (s)	12.8	0.0	0.0	0.0	0.0	22.4
Lane LOS	B					C
Approach Delay (s)	1.4			0.0		22.4
Approach LOS						C

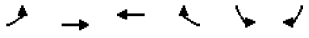
Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	42.3%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			1080			
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

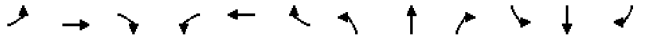
Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	0.0%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	59	56	108	87	114	96
Future Volume (Veh/h)	59	56	108	87	114	96
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	87	82	158	128	167	141
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	612	404	475	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	612	404	475	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	64	83	64	88	90	
cM capacity (veh/h)	239	480	438	1085	1623	

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	169	286	308
Volume Left	87	0	167
Volume Right	0	128	141
cSH	316	598	1623
Volume to Capacity	0.54	0.48	0.10
Queue Length 95th (ft)	74	65	9
Control Delay (s)	28.8	16.4	4.4
Lane LOS	D	C	A
Approach Delay (s)	28.8	16.4	4.4
Approach LOS	D	C	

Intersection Summary				
Average Delay		14.3		
Intersection Capacity Utilization		42.3%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	392	66	287	394	5	66	0	287	6	0	0
Future Volume (Veh/h)	0	392	66	287	394	5	66	0	287	6	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	575	97	421	578	7	97	0	421	9	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)					570							
pX, platoon unblocked												
vC, conflicting volume	585			672			1754	2050	336	2132	2096	292
vC1, stage 1 conf vol							624	624		1424	1424	
vC2, stage 2 conf vol							1131	1427		708	672	
vCu, unblocked vol	585			672			1754	2050	336	2132	2096	292
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			54			13	100	36	0	100	100
cM capacity (veh/h)	986			915			111	103	660	6	31	704

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1
Volume Total	0	383	289	210	210	385	200	97	421	9
Volume Left	0	0	0	210	210	0	0	97	0	9
Volume Right	0	0	97	0	0	0	7	0	421	0
cSH	1700	1700	1700	915	915	1700	1700	111	660	6
Volume to Capacity	0.00	0.23	0.17	0.46	0.46	0.23	0.12	0.87	0.64	1.39
Queue Length 95th (ft)	0	0	0	62	62	0	0	130	115	50
Control Delay (s)	0.0	0.0	0.0	12.2	12.2	0.0	0.0	124.3	19.6	1244.5
Lane LOS				B	B			F	C	F
Approach Delay (s)	0.0			5.1				39.2		1244.5
Approach LOS								E		F

Intersection Summary				
Average Delay		16.6		
Intersection Capacity Utilization		52.8%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	70	302	259	226	179	161	402	139	75	597	159
Future Volume (vph)	100	70	302	259	226	179	161	402	139	75	597	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			5.0	5.0	3.5	4.5		3.5	4.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.91			1.00	0.85	1.00	0.96		1.00	0.97	
Flt Protected		0.99			0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1684			1814	1583	1770	3403		1770	3428	
Flt Permitted		0.99			0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1684			1814	1583	1770	3403		1770	3428	
Peak-hour factor, PHF	0.85	0.85	0.85	0.93	0.93	0.93	0.94	0.94	0.94	0.90	0.90	0.90
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	129	91	391	306	267	212	188	470	163	92	730	194
RTOR Reduction (vph)	0	43	0	0	0	115	0	23	0	0	16	0
Lane Group Flow (vph)	0	568	0	0	573	97	188	610	0	92	908	0
Confl. Peds. (#/hr)												
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases						4						
Actuated Green, G (s)		42.5			40.0	40.0	12.5	39.2		10.8	37.5	
Effective Green, g (s)		42.5			40.0	40.0	12.5	39.2		10.8	37.5	
Actuated g/C Ratio		0.28			0.27	0.27	0.08	0.26		0.07	0.25	
Clearance Time (s)		4.5			5.0	5.0	3.5	4.5		3.5	4.5	
Vehicle Extension (s)		2.0			2.0	2.0	2.0	4.3		2.0	4.3	
Lane Grp Cap (vph)		477			483	422	147	889		127	857	
v/s Ratio Prot		c0.34			c0.32		c0.11	0.18		0.05	c0.26	
v/s Ratio Perm						0.06						
v/c Ratio		1.19			1.19	0.23	1.28	0.69		0.72	1.06	
Uniform Delay, d1		53.8			55.0	43.0	68.8	49.9		68.1	56.2	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		105.1			103.1	0.1	167.6	2.5		15.9	47.8	
Delay (s)		158.8			158.1	43.1	236.3	52.4		84.0	104.1	
Level of Service		F			F	D	F	D		F	F	
Approach Delay (s)		158.8			127.1			94.5			102.3	
Approach LOS		F			F			F			F	

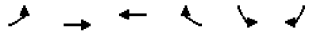
Intersection Summary				
HCM 2000 Control Delay	117.0	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.15			
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.5	
Intersection Capacity Utilization	107.9%	ICU Level of Service	G	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	240	116	154	127	100	116	351	128	263	332	568
Future Volume (vph)	194	240	116	154	127	100	116	351	128	263	332	568
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0		3.0	3.0	4.0	5.5		4.2	5.5	3.0
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.95		1.00	0.95	1.00	0.98		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1763	1502		1813	1498	1770	3321		1770	3539	1549
Flt Permitted	0.95	1.00	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1763	1502		1813	1498	1770	3321		1770	3539	1549
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.85	0.85	0.85	0.90	0.90	0.90
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	229	284	137	184	152	120	150	454	166	321	406	694
RTOR Reduction (vph)	0	0	86	0	0	88	0	27	0	0	0	87
Lane Group Flow (vph)	206	307	51	0	336	32	150	593	0	321	406	607
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		3	3		5	2		1	6	4
Permitted Phases			4			3						6
Actuated Green, G (s)	27.1	27.1	27.1		25.4	25.4	13.4	26.9		25.6	39.3	66.4
Effective Green, g (s)	27.1	27.1	27.1		25.4	25.4	13.4	26.9		25.6	39.3	66.4
Actuated g/C Ratio	0.22	0.22	0.22		0.21	0.21	0.11	0.22		0.21	0.33	0.55
Clearance Time (s)	3.0	3.0	3.0		3.0	3.0	4.0	5.5		4.2	5.5	3.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0	3.0	4.3		2.0	4.3	2.0
Lane Grp Cap (vph)	377	395	337		381	315	196	740		375	1152	852
v/s Ratio Prot	0.12	c0.17			c0.19		0.08	c0.18		c0.18	0.11	0.16
v/s Ratio Perm			0.03			0.02						0.23
v/c Ratio	0.55	0.78	0.15		0.88	0.10	0.77	0.80		0.86	0.35	0.71
Uniform Delay, d1	41.4	44.0	37.6		46.2	38.5	52.1	44.4		45.8	31.0	20.1
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.9	8.5	0.1		20.1	0.1	16.2	6.8		16.6	0.3	2.4
Delay (s)	42.2	52.5	37.6		66.3	38.5	68.3	51.1		62.4	31.3	22.4
Level of Service	D	D	D		E	D	E	D		E	C	C
Approach Delay (s)		46.1			59.0			54.5			34.0	
Approach LOS		D			E			D			C	

Intersection Summary				
HCM 2000 Control Delay	44.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	120.7	Sum of lost time (s)	15.7	
Intersection Capacity Utilization	82.0%	ICU Level of Service	D	
Analysis Period (min)	15			

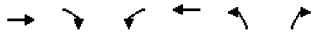
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	140	293	248	170	247	129
Future Volume (vph)	140	293	248	170	247	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.5	5.5		4.9	4.9
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98		1.00	0.95
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)	1770	3539	3245		1770	1508
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3245		1770	1508
Peak-hour factor, PHF	0.91	0.91	0.85	0.85	0.95	0.95
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	169	354	321	220	286	149
RTOR Reduction (vph)	0	0	114	0	0	118
Lane Group Flow (vph)	169	354	427	0	286	31
Confl. Peds. (#/hr)	30			30	30	30
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	12.0	57.2	40.8		17.4	17.4
Effective Green, g (s)	12.0	57.2	40.8		17.4	17.4
Actuated g/C Ratio	0.14	0.67	0.48		0.20	0.20
Clearance Time (s)	4.4	5.5	5.5		4.9	4.9
Vehicle Extension (s)	2.0	5.0	5.0		2.0	2.0
Lane Grp Cap (vph)	249	2381	1557		362	308
v/s Ratio Prot	c0.10	0.10	c0.13		c0.16	
v/s Ratio Perm						0.02
v/c Ratio	0.68	0.15	0.27		0.79	0.10
Uniform Delay, d1	34.7	5.1	13.2		32.1	27.4
Progression Factor	1.00	1.00	0.26		1.00	1.00
Incremental Delay, d2	5.7	0.1	0.3		10.4	0.1
Delay (s)	40.3	5.2	3.7		42.5	27.5
Level of Service	D	A	A		D	C
Approach Delay (s)		16.5	3.7		37.4	
Approach LOS		B	A		D	

Intersection Summary				
HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	14.8
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

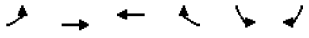
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	325	106	232	311	80	145
Future Volume (Veh/h)	325	106	232	311	80	145
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.80	0.80	0.89	0.89
Hourly flow rate (vph)	397	130	319	428	99	179
Pedestrians	30			30	30	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	3			3	3	
Right turn flare (veh)						1
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				343		
pX, platoon unblocked						
vC, conflicting volume			557		1374	324
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			557		1374	324
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			68		0	72
cM capacity (veh/h)			985		88	639

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	265	262	462	285	278
Volume Left	0	0	319	0	99
Volume Right	0	130	0	0	179
cSH	1700	1700	985	1700	204
Volume to Capacity	0.16	0.15	0.32	0.17	1.36
Queue Length 95th (ft)	0	0	35	0	395
Control Delay (s)	0.0	0.0	8.3	0.0	235.1
Lane LOS			A		F
Approach Delay (s)	0.0		5.1		235.1
Approach LOS					F

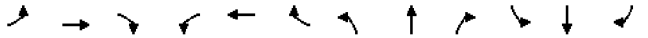
Intersection Summary			
Average Delay	44.6		
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	86	532	598	309	533	127
Future Volume (vph)	86	532	598	309	533	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9		4.9	4.9
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98		1.00	0.95
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	3307		1770	1510
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3307		1770	1510
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	732	783	405	698	166
RTOR Reduction (vph)	0	0	78	0	0	99
Lane Group Flow (vph)	118	732	1110	0	698	67
Confl. Peds. (#/hr)	30			30	30	30
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases						8
Actuated Green, G (s)	6.8	41.1	29.9		34.1	34.1
Effective Green, g (s)	6.8	41.1	29.9		34.1	34.1
Actuated g/C Ratio	0.08	0.48	0.35		0.40	0.40
Clearance Time (s)	4.4	4.9	4.9		4.9	4.9
Vehicle Extension (s)	2.0	3.6	4.0		2.0	2.0
Lane Grp Cap (vph)	141	1711	1163		710	605
v/s Ratio Prot	c0.07	0.21	c0.34		c0.39	
v/s Ratio Perm						0.04
v/c Ratio	0.84	0.43	0.95		0.98	0.11
Uniform Delay, d1	38.6	14.3	26.9		25.2	15.9
Progression Factor	1.01	0.90	1.00		1.00	1.00
Incremental Delay, d2	31.6	0.8	17.5		29.3	0.0
Delay (s)	70.3	13.6	44.4		54.5	16.0
Level of Service	E	B	D		D	B
Approach Delay (s)		21.5	44.4		47.1	
Approach LOS		C	D		D	

Intersection Summary				
HCM 2000 Control Delay	38.5	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.96			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	79.5%	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												
Traffic Volume (vph)	51	766	112	101	667	72	59	37	76	70	49	34
Future Volume (vph)	51	766	112	101	667	72	59	37	76	70	49	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.1			5.1			5.1	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			0.98			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Frt	1.00	0.98		1.00	0.99			0.94			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1770	3438		1770	3461			1688			1741	
Flt Permitted	0.95	1.00		0.95	1.00			0.82			0.74	
Satd. Flow (perm)	1770	3438		1770	3461			1407			1309	
Peak-hour factor, PHF	0.74	0.74	0.74	0.91	0.91	0.91	0.89	0.89	0.89	0.75	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	76	1139	166	122	806	87	73	46	94	103	72	50
RTOR Reduction (vph)	0	12	0	0	8	0	0	39	0	0	14	0
Lane Group Flow (vph)	76	1293	0	122	885	0	0	174	0	0	211	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Actuated Green, G (s)	5.3	38.0		7.5	40.0			25.1			25.1	
Effective Green, g (s)	5.3	38.0		7.5	40.0			25.1			25.1	
Actuated g/C Ratio	0.06	0.45		0.09	0.47			0.30			0.30	
Clearance Time (s)	4.4	4.9		4.4	5.1			5.1			5.1	
Vehicle Extension (s)	2.0	5.3		2.0	5.4			2.0			2.0	
Lane Grp Cap (vph)	110	1536		156	1628			415			386	
v/s Ratio Prot	0.04	c0.38		c0.07	0.26							
v/s Ratio Perm								0.12			c0.16	
v/c Ratio	0.69	0.84		0.78	0.54			0.42			0.55	
Uniform Delay, d1	39.0	20.8		37.9	16.0			24.1			25.2	
Progression Factor	1.00	1.00		0.63	0.39			1.00			1.00	
Incremental Delay, d2	14.0	5.8		2.2	0.1			0.2			0.9	
Delay (s)	53.1	26.6		25.9	6.4			24.3			26.0	
Level of Service	D	C		C	A			C			C	
Approach Delay (s)		28.1			8.8			24.3			26.0	
Approach LOS		C			A			C			C	

Intersection Summary				
HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	14.6	
Intersection Capacity Utilization	69.0%	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												
Traffic Volume (vph)	79	582	212	1030	657	78	130	121	591	222	130	116
Future Volume (vph)	79	582	212	1030	657	78	130	121	591	222	130	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9		4.9		4.9	4.9			5.2	
Lane Util. Factor	0.95	0.95	1.00		1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.91		1.00		1.00	0.92			0.99	
Flpb, ped/bikes	1.00	1.00	1.00		0.99		0.99	1.00			1.00	
Frt	1.00	1.00	0.85		0.99		1.00	0.88			0.97	
Flt Protected	0.95	1.00	1.00		0.97		0.95	1.00			0.98	
Satd. Flow (prot)	1681	1768	1448		1769		1755	1504			1742	
Flt Permitted	0.58	0.99	1.00		0.47		0.46	1.00			0.10	
Satd. Flow (perm)	1033	1760	1448		849		858	1504			176	
Peak-hour factor, PHF	0.90	0.90	0.90	0.45	0.45	0.45	0.84	0.84	0.84	0.90	0.90	0.90
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	97	711	259	2518	1606	191	170	158	774	271	159	142
RTOR Reduction (vph)	0	0	198	0	2	0	0	207	0	0	14	0
Lane Group Flow (vph)	87	721	61	0	4313	0	170	725	0	0	558	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			1			8			4	
Permitted Phases	2		2	1			8			4		
Actuated Green, G (s)	20.1	20.1	20.1		20.1		30.1	30.1			29.8	
Effective Green, g (s)	20.1	20.1	20.1		20.1		30.1	30.1			29.8	
Actuated g/C Ratio	0.24	0.24	0.24		0.24		0.35	0.35			0.35	
Clearance Time (s)	4.9	4.9	4.9		4.9		4.9	4.9			5.2	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	244	416	342		200		303	532			61	
v/s Ratio Prot								0.48				
v/s Ratio Perm	0.08	c0.41	0.04		c5.08		0.20				c3.16	
v/c Ratio	0.36	1.73	0.18		21.56		0.56	1.36			9.14	
Uniform Delay, d1	27.1	32.5	25.9		32.5		22.1	27.4			27.6	
Progression Factor	0.39	0.58	0.67		1.00		1.00	1.00			1.00	
Incremental Delay, d2	2.5	336.2	0.7		9263.0		2.4	174.8			3697.1	
Delay (s)	13.1	354.9	18.0		9295.5		24.5	202.3			3724.7	
Level of Service	B	F	B		F		C	F			F	
Approach Delay (s)		245.3			9295.5			174.9			3724.7	
Approach LOS		F			F			F			F	

Intersection Summary				
HCM 2000 Control Delay	6050.9	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	10.51			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	15.0	
Intersection Capacity Utilization	235.2%	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												
Traffic Volume (vph)	0	0	0	374	0	297	177	724	0	0	419	280
Future Volume (vph)	0	0	0	374	0	297	177	724	0	0	419	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.6	4.6	4.2	5.0			5.0	5.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frpb, ped/bikes					1.00	0.97	1.00	1.00			1.00	0.92
Flpb, ped/bikes					0.98	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					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1730	1529	1770	3539			3539	1462
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1730	1529	1770	3539			3539	1462
Peak-hour factor, PHF	0.25	0.25	0.25	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	0	0	442	0	351	209	856	0	0	501	335
RTOR Reduction (vph)	0	0	0	0	0	60	0	0	0	0	0	219
Lane Group Flow (vph)	0	0	0	0	442	291	209	856	0	0	501	116
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Actuated Green, G (s)					28.2	28.2	13.6	47.2			29.4	29.4
Effective Green, g (s)					28.2	28.2	13.6	47.2			29.4	29.4
Actuated g/C Ratio					0.33	0.33	0.16	0.56			0.35	0.35
Clearance Time (s)					4.6	4.6	4.2	5.0			5.0	5.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					573	507	283	1965			1224	505
v/s Ratio Prot							c0.12	c0.24			0.14	
v/s Ratio Perm					0.26	0.19						0.08
v/c Ratio					0.77	0.57	0.74	0.44			0.41	0.23
Uniform Delay, d1					25.5	23.4	34.0	11.1			21.2	19.8
Progression Factor					1.00	1.00	1.10	0.53			1.00	1.00
Incremental Delay, d2					6.4	1.6	6.8	0.5			1.0	1.1
Delay (s)					31.9	25.0	44.3	6.3			22.2	20.8
Level of Service					C	C	D	A			C	C
Approach Delay (s)		0.0			28.8			13.8			21.6	
Approach LOS		A			C			B			C	

Intersection Summary				
HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	13.8	
Intersection Capacity Utilization	74.2%	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												
Traffic Volume (vph)	427	0	399	0	0	0	0	411	373	160	606	0
Future Volume (vph)	427	0	399	0	0	0	0	411	373	160	606	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6					5.0		4.2	5.0	
Lane Util. Factor		1.00	1.00					0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.96					0.96		1.00	1.00	
Flpb, ped/bikes		0.98	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1726	1526					3140		1770	3539	
Flt Permitted		0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1726	1526					3140		1770	3539	
Peak-hour factor, PHF	0.91	0.91	0.91	0.33	0.33	0.33	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	516	0	482	0	0	0	0	491	446	189	717	0
RTOR Reduction (vph)	0	0	93	0	0	0	0	184	0	0	0	0
Lane Group Flow (vph)	0	516	389	0	0	0	0	753	0	189	717	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		30.0	30.0					29.6		11.6	45.4	
Effective Green, g (s)		30.0	30.0					29.6		11.6	45.4	
Actuated g/C Ratio		0.35	0.35					0.35		0.14	0.53	
Clearance Time (s)		4.6	4.6					5.0		4.2	5.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		609	538					1093		241	1890	
v/s Ratio Prot								c0.24		c0.11	0.20	
v/s Ratio Perm		0.30	0.25									
v/c Ratio		0.85	0.72					0.69		0.78	0.38	
Uniform Delay, d1		25.4	23.9					23.8		35.5	11.6	
Progression Factor		1.00	1.00					1.00		0.88	0.56	
Incremental Delay, d2		10.6	4.8					3.6		13.5	0.5	
Delay (s)		36.0	28.7					27.3		44.7	6.9	
Level of Service		D	C					C		D	A	
Approach Delay (s)		32.4			0.0			27.3			14.8	
Approach LOS		C			A			C			B	

Intersection Summary				
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.77			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	13.8	
Intersection Capacity Utilization	74.2%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	112	132	438	140	193	523
Future Volume (Veh/h)	112	132	438	140	193	523
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.77	0.77	0.78	0.78	0.92	0.92
Hourly flow rate (vph)	160	189	618	197	231	625
Pedestrians	30		30			30
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	3		3			3
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			877			406
pX, platoon unblocked						
vC, conflicting volume	1551	468			845	
vC1, stage 1 conf vol	746					
vC2, stage 2 conf vol	804					
vCu, unblocked vol	1551	468			845	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	31	63			70	
cM capacity (veh/h)	231	515			768	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	349	412	403	231	312	312
Volume Left	160	0	0	231	0	0
Volume Right	189	0	197	0	0	0
cSH	330	1700	1700	768	1700	1700
Volume to Capacity	1.06	0.24	0.24	0.30	0.18	0.18
Queue Length 95th (ft)	318	0	0	32	0	0
Control Delay (s)	102.3	0.0	0.0	11.7	0.0	0.0
Lane LOS	F			B		
Approach Delay (s)	102.3	0.0		3.2		
Approach LOS	F					

Intersection Summary				
Average Delay	19.0			
Intersection Capacity Utilization	57.9%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	83	82	16	197	130	16
Future Volume (vph)	83	82	16	197	130	16
Peak Hour Factor	0.93	0.93	0.74	0.74	0.86	0.86
Hourly flow rate (vph)	98	97	24	293	166	20

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	195	317	186
Volume Left (vph)	0	24	166
Volume Right (vph)	97	0	20
Hadj (s)	-0.26	0.05	0.15
Departure Headway (s)	4.5	4.7	5.2
Degree Utilization, x	0.25	0.41	0.27
Capacity (veh/h)	743	733	637
Control Delay (s)	9.0	11.0	10.2
Approach Delay (s)	9.0	11.0	10.2
Approach LOS	A	B	B

Intersection Summary			
Delay		10.2	
Level of Service		B	
Intersection Capacity Utilization		44.4%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	142	114	57	78	124	0
Future Volume (Veh/h)	142	114	57	78	124	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	170	136	68	93	148	0
Pedestrians	30			30	30	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	3			3	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			336		527	298
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			336		527	298
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		68	100
cM capacity (veh/h)			1193		459	705

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	306	161	148
Volume Left	0	68	148
Volume Right	136	0	0
cSH	1700	1193	459
Volume to Capacity	0.18	0.06	0.32
Queue Length 95th (ft)	0	5	35
Control Delay (s)	0.0	3.7	16.5
Lane LOS		A	C
Approach Delay (s)	0.0	3.7	16.5
Approach LOS			C

Intersection Summary			
Average Delay		5.0	
Intersection Capacity Utilization		46.3%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	247	5	29	91	0	57
Future Volume (Veh/h)	247	5	29	91	0	57
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.77	0.77	0.80	0.80
Hourly flow rate (vph)	340	7	41	130	0	78
Pedestrians	30			30	30	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	3			3	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			377		616	404
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			377		616	404
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		100	87
cM capacity (veh/h)			1152		417	615

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	347	171	78
Volume Left	0	41	0
Volume Right	7	0	78
cSH	1700	1152	615
Volume to Capacity	0.20	0.04	0.13
Queue Length 95th (ft)	0	3	11
Control Delay (s)	0.0	2.2	11.7
Lane LOS		A	B
Approach Delay (s)	0.0	2.2	11.7
Approach LOS			B

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	42.6%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	70	107	24	24	102	29	43	102	20	31	138	95
Future Volume (vph)	70	107	24	24	102	29	43	102	20	31	138	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	84	128	29	29	122	35	51	122	24	37	165	114

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	241	186	197	316
Volume Left (vph)	84	29	51	37
Volume Right (vph)	29	35	24	114
Hadj (s)	0.03	-0.05	0.01	-0.16
Departure Headway (s)	5.7	5.8	5.7	5.4
Degree Utilization, x	0.38	0.30	0.31	0.47
Capacity (veh/h)	573	558	563	626
Control Delay (s)	12.2	11.2	11.3	13.0
Approach Delay (s)	12.2	11.2	11.3	13.0
Approach LOS	B	B	B	B

Intersection Summary				
Delay	12.1			
Level of Service	B			
Intersection Capacity Utilization	49.5%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	44	31	58	0	19	0	44	39	13	6	73	107
Future Volume (vph)	44	31	58	0	19	0	44	39	13	6	73	107
Peak Hour Factor	0.89	0.89	0.89	0.83	0.83	0.83	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	54	38	72	0	25	0	58	51	17	8	96	140

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	164	25	126	244
Volume Left (vph)	54	0	58	8
Volume Right (vph)	72	0	17	140
Hadj (s)	-0.16	0.03	0.05	-0.30
Departure Headway (s)	4.6	5.0	4.7	4.2
Degree Utilization, x	0.21	0.03	0.16	0.29
Capacity (veh/h)	723	649	727	810
Control Delay (s)	8.8	8.2	8.6	8.9
Approach Delay (s)	8.8	8.2	8.6	8.9
Approach LOS	A	A	A	A

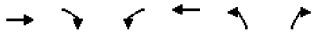
Intersection Summary				
Delay			8.8	
Level of Service			A	
Intersection Capacity Utilization			50.3%	ICU Level of Service
Analysis Period (min)			15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	16	5	26	24	26	179	0	0	0	20	193	40
Future Volume (vph)	16	5	26	24	26	179	0	0	0	20	193	40
Peak Hour Factor	0.49	0.49	0.49	0.85	0.85	0.85	0.25	0.25	0.25	0.87	0.87	0.87
Hourly flow rate (vph)	36	11	58	31	34	232	0	0	0	25	244	51

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	105	297	320
Volume Left (vph)	36	31	25
Volume Right (vph)	58	232	51
Hadj (s)	-0.23	-0.41	-0.05
Departure Headway (s)	4.9	4.5	4.8
Degree Utilization, x	0.14	0.37	0.43
Capacity (veh/h)	678	760	713
Control Delay (s)	8.7	10.0	11.3
Approach Delay (s)	8.7	10.0	11.3
Approach LOS	A	B	B

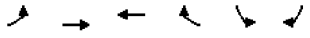
Intersection Summary				
Delay			10.4	
Level of Service			B	
Intersection Capacity Utilization			46.9%	ICU Level of Service
Analysis Period (min)			15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	24	0	0	50	172	49
Future Volume (vph)	24	0	0	50	172	49
Peak Hour Factor	0.62	0.62	0.75	0.75	0.86	0.86
Hourly flow rate (vph)	43	0	0	73	220	63

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	43	73	283
Volume Left (vph)	0	0	220
Volume Right (vph)	0	0	63
Hadj (s)	0.03	0.03	0.06
Departure Headway (s)	4.7	4.6	4.2
Degree Utilization, x	0.06	0.09	0.33
Capacity (veh/h)	712	722	827
Control Delay (s)	8.0	8.1	9.3
Approach Delay (s)	8.0	8.1	9.3
Approach LOS	A	A	A

Intersection Summary				
Delay		9.0		
Level of Service		A		
Intersection Capacity Utilization		30.7%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Traffic Volume (vph)	32	57	62	250	187	34
Future Volume (vph)	32	57	62	250	187	34
Peak Hour Factor	0.70	0.70	0.81	0.81	0.83	0.83
Hourly flow rate (vph)	50	90	84	340	248	45

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	140	424	248	45
Volume Left (vph)	50	0	248	0
Volume Right (vph)	0	340	0	45
Hadj (s)	0.11	-0.45	0.23	-0.57
Departure Headway (s)	5.2	4.4	5.4	3.2
Degree Utilization, x	0.20	0.51	0.37	0.04
Capacity (veh/h)	643	787	610	1121
Control Delay (s)	9.6	11.9	11.6	6.3
Approach Delay (s)	9.6	11.9	10.8	
Approach LOS	A	B	B	

Intersection Summary				
Delay		11.2		
Level of Service		B		
Intersection Capacity Utilization		50.6%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	211	132	190	167	259	144	289	735	354	238	23
Future Volume (vph)	63	211	132	190	167	259	144	289	735	354	238	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	4.9	4.9	4.4	5.5	4.4	4.4	5.4	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	0.95	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	0.98	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	1473	1770	1863	1505	1731	1863	1551	1765	1863	1528
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.60	1.00	1.00	0.21	1.00	1.00
Satd. Flow (perm)	1770	1863	1473	1770	1863	1505	1098	1863	1551	385	1863	1528
Peak-hour factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	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)	68	229	143	216	190	294	153	307	782	377	253	24
RTOR Reduction (vph)	0	0	101	0	0	184	0	0	157	0	0	0
Lane Group Flow (vph)	68	229	42	216	190	110	153	307	625	377	253	24
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Free
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6	8		8	4		Free
Actuated Green, G (s)	6.3	24.7	24.7	13.5	31.9	31.9	20.0	16.0	29.5	32.1	23.7	85.0
Effective Green, g (s)	6.3	24.7	24.7	13.5	31.9	31.9	20.0	16.0	29.5	32.1	23.7	85.0
Actuated g/C Ratio	0.07	0.29	0.29	0.16	0.38	0.38	0.24	0.19	0.35	0.38	0.28	1.00
Clearance Time (s)	4.4	4.9	4.9	4.4	4.9	4.9	4.4	5.5	4.4	4.4	5.4	
Vehicle Extension (s)	2.0	2.9	2.9	2.0	2.9	2.9	2.0	3.9	2.0	2.0	3.9	
Lane Grp Cap (vph)	131	541	428	281	699	564	288	350	538	333	519	1528
v/s Ratio Prot	0.04	c0.12		0.12	0.10		0.02	0.16	c0.18	c0.15	0.14	
v/s Ratio Perm			0.03			0.07	0.10		0.22	c0.27		0.02
v/c Ratio	0.52	0.42	0.10	0.77	0.27	0.20	0.53	0.88	1.16	1.13	0.49	0.02
Uniform Delay, d1	37.9	24.4	22.0	34.3	18.5	17.9	27.5	33.5	27.8	22.4	25.6	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.81	0.57	1.00	1.00	1.00
Incremental Delay, d2	1.4	2.4	0.5	10.8	1.0	0.8	0.1	2.6	74.6	90.0	1.0	0.0
Delay (s)	39.3	26.8	22.5	45.1	19.4	18.7	20.1	29.7	90.3	112.5	26.5	0.0
Level of Service	D	C	C	D	B	B	C	C	F	F	C	A
Approach Delay (s)		27.3			27.0			66.7			75.1	
Approach LOS		C			C			E			E	

Intersection Summary				
HCM 2000 Control Delay	53.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	19.2	
Intersection Capacity Utilization	100.1%	ICU Level of Service	G	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	650	507	428	398	87	114
Future Volume (vph)	650	507	428	398	87	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.2	4.6	4.6	4.6
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	0.95
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	1545	1770	3539	1770	1505
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1545	1770	3539	1770	1505
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	575	496	461	108	141
RTOR Reduction (vph)	0	53	0	0	0	108
Lane Group Flow (vph)	737	522	496	461	108	33
Confl. Peds. (#/hr)		30	30		30	30
Turn Type	NA	pm+ov	Prot	NA	Prot	Perm
Protected Phases	6	4	5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	8.7	20.0	14.8	27.7	11.3	11.3
Effective Green, g (s)	8.7	20.0	14.8	27.7	11.3	11.3
Actuated g/C Ratio	0.18	0.41	0.31	0.57	0.23	0.23
Clearance Time (s)	4.6	4.6	4.2	4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	638	788	543	2033	414	352
v/s Ratio Prot	c0.21	c0.16	c0.28	0.13	0.06	
v/s Ratio Perm		0.18				0.02
v/c Ratio	1.16	0.66	0.91	0.23	0.26	0.09
Uniform Delay, d1	19.8	11.4	16.1	5.0	15.0	14.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	86.7	2.1	19.8	0.1	0.3	0.1
Delay (s)	106.5	13.5	35.9	5.1	15.4	14.6
Level of Service	F	B	D	A	B	B
Approach Delay (s)	65.7			21.1	14.9	
Approach LOS	E			C	B	

Intersection Summary				
HCM 2000 Control Delay	43.7	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.94			
Actuated Cycle Length (s)	48.2	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	70.7%	ICU Level of Service	C	
Analysis Period (min)	15			

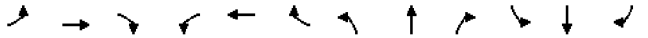
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	32	131	507	104	167	494
Future Volume (Veh/h)	32	131	507	104	167	494
Sign Control	Stop		Free			Free
Grade	0%		15%			0%
Peak Hour Factor	0.87	0.87	0.93	0.93	0.95	0.95
Hourly flow rate (vph)	37	151	545	112	176	520
Pedestrians	30		30			30
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	3		3			3
Right turn flare (veh)						
Median type			TWLTL			None
Median storage veh)			2			
Upstream signal (ft)						525
pX, platoon unblocked	0.80					
vC, conflicting volume	1533	661			687	
vC1, stage 1 conf vol	631					
vC2, stage 2 conf vol	902					
vCu, unblocked vol	1541	661			687	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	66			80	
cM capacity (veh/h)	255	440			884	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	37	151	657	176	520
Volume Left	37	0	0	176	0
Volume Right	0	151	112	0	0
cSH	255	440	1700	884	1700
Volume to Capacity	0.14	0.34	0.39	0.20	0.31
Queue Length 95th (ft)	12	38	0	18	0
Control Delay (s)	21.5	17.4	0.0	10.1	0.0
Lane LOS	C	C		B	
Approach Delay (s)	18.2		0.0	2.5	
Approach LOS	C				

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	62.4%	ICU Level of Service		B
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	47	431	6	3	419	93	4	0	3	133	5	60
Future Volume (vph)	47	431	6	3	419	93	4	0	3	133	5	60
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.77	0.77	0.77	0.75	0.75	0.75
Hourly flow rate (vph)	57	521	7	4	518	115	6	0	4	195	7	88

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	57	528	522	115	10	290
Volume Left (vph)	57	0	4	0	6	195
Volume Right (vph)	0	7	0	115	4	88
Hadj (s)	0.53	0.02	0.04	-0.67	-0.09	-0.01
Departure Headway (s)	7.2	6.7	6.7	6.0	8.3	7.0
Degree Utilization, x	0.11	0.98	0.97	0.19	0.02	0.56
Capacity (veh/h)	493	528	522	599	407	505
Control Delay (s)	9.9	58.8	55.4	9.1	11.5	18.4
Approach Delay (s)	54.1		47.1		11.5	18.4
Approach LOS	F		E		B	C

Intersection Summary				
Delay	44.1			
Level of Service	E			
Intersection Capacity Utilization	66.5%	ICU Level of Service		C
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	493	2	6	528	55	1	0	4	35	0	139
Future Volume (Veh/h)	96	493	2	6	528	55	1	0	4	35	0	139
Sign Control		Free			Free			Stop			Stop	
Grade		0%			15%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.67	0.67	0.67	0.96	0.96	0.96
Hourly flow rate (vph)	104	536	2	6	550	57	1	0	6	36	0	145
Pedestrians		30			30			30			30	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			3			3			3	
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					579							
pX, platoon unblocked	0.77						0.77	0.77		0.77	0.77	0.77
vC, conflicting volume	637			568			1512	1424	597	1400	1396	638
vC1, stage 1 conf vol							775	775		620	620	
vC2, stage 2 conf vol							737	649		780	776	
vCu, unblocked vol	374			568			1516	1401	597	1370	1365	376
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			99			99	100	99	87	100	70
cM capacity (veh/h)	885			979			161	256	478	273	285	489

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	104	538	6	607	7	181
Volume Left	104	0	6	0	1	36
Volume Right	0	2	0	57	6	145
cSH	885	1700	979	1700	373	422
Volume to Capacity	0.12	0.32	0.01	0.36	0.02	0.43
Queue Length 95th (ft)	10	0	0	0	1	53
Control Delay (s)	9.6	0.0	8.7	0.0	14.8	19.8
Lane LOS	A		A		B	C
Approach Delay (s)	1.6		0.1		14.8	19.8
Approach LOS					B	C

Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	63.0%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	587	8	14	525	217	2	2	5	298	3	45
Future Volume (vph)	62	587	8	14	525	217	2	2	5	298	3	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9			4.9	4.9		4.9			4.9	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.90		0.97			0.99	
Flpb, ped/bikes	1.00	1.00			1.00	1.00		0.99			0.97	
Frt	1.00	1.00			1.00	0.85		0.93			0.98	
Flt Protected	0.95	1.00			1.00	1.00		0.99			0.96	
Satd. Flow (prot)	1770	1856			1860	1420		1657			1682	
Flt Permitted	0.27	1.00			0.98	1.00		0.93			0.74	
Satd. Flow (perm)	505	1856			1822	1420		1556			1305	
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	717	10	16	614	254	4	4	9	368	4	56
RTOR Reduction (vph)	0	0	0	0	0	57	0	6	0	0	6	0
Lane Group Flow (vph)	76	727	0	0	630	197	0	11	0	0	422	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	45.3	45.3			45.3	45.3		29.9			29.9	
Effective Green, g (s)	45.3	45.3			45.3	45.3		29.9			29.9	
Actuated g/C Ratio	0.53	0.53			0.53	0.53		0.35			0.35	
Clearance Time (s)	4.9	4.9			4.9	4.9		4.9			4.9	
Vehicle Extension (s)	2.5	2.5			2.5	2.5		2.0			2.0	
Lane Grp Cap (vph)	269	989			971	756		547			459	
v/s Ratio Prot		c0.39										
v/s Ratio Perm	0.15				0.35	0.14		0.01			c0.32	
v/c Ratio	0.28	0.73			0.65	0.26		0.02			0.92	
Uniform Delay, d1	10.9	15.2			14.2	10.8		18.0			26.4	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	2.6	4.8			3.4	0.8		0.0			22.8	
Delay (s)	13.5	20.1			17.5	11.6		18.0			49.2	
Level of Service	B	C			B	B		B			D	
Approach Delay (s)		19.5			15.8			18.0			49.2	
Approach LOS		B			B			B			D	

Intersection Summary				
HCM 2000 Control Delay	23.9	HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)		9.8
Intersection Capacity Utilization	93.2%	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												
Traffic Volume (vph)	0	642	320	410	444	0	294	0	651	0	0	0
Future Volume (vph)	0	642	320	410	444	0	294	0	651	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9	4.4	4.9			4.4	4.4			
Lane Util. Factor		0.95	1.00	0.97	1.00			1.00	1.00			
Frpb, ped/bikes		1.00	0.96	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	1521	3433	1863			1770	1548			
Flt Permitted		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1521	3433	1863			1770	1548			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	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	768	383	490	531	0	352	0	778	0	0	0
RTOR Reduction (vph)	0	0	193	0	0	0	0	0	29	0	0	0
Lane Group Flow (vph)	0	768	190	490	531	0	0	352	749	0	0	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type		NA	Perm	Prot	NA		Split	NA	pm+ov			Perm
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2						8			8 2 6
Actuated Green, G (s)		22.7	22.7	7.8	34.9			17.9	25.7			
Effective Green, g (s)		22.7	22.7	7.8	34.9			17.9	25.7			
Actuated g/C Ratio		0.37	0.37	0.13	0.56			0.29	0.41			
Clearance Time (s)		4.9	4.9	4.4	4.9			4.4	4.4			
Vehicle Extension (s)		4.8	4.8	2.0	4.8			2.0	2.0			
Lane Grp Cap (vph)		1293	555	431	1047			510	750			
v/s Ratio Prot		c0.22		0.14	0.29			0.20	c0.13			
v/s Ratio Perm			0.13						0.36			
v/c Ratio		0.59	0.34	1.14	0.51			0.69	1.00			
Uniform Delay, d1		16.0	14.3	27.2	8.3			19.6	18.2			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		1.1	0.7	86.3	0.8			3.2	32.3			
Delay (s)		17.0	15.0	113.5	9.1			22.9	50.5			
Level of Service		B	B	F	A			C	D			
Approach Delay (s)		16.4			59.2			41.9			0.0	
Approach LOS		B			E			D			A	

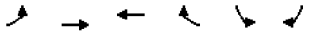
Intersection Summary				
HCM 2000 Control Delay	38.3	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.90			
Actuated Cycle Length (s)	62.1	Sum of lost time (s)	13.7	
Intersection Capacity Utilization	74.3%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1356	1057	0	0	108
Future Volume (Veh/h)	0	1356	1057	0	0	108
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.95	0.95	0.91	0.91
Hourly flow rate (vph)	0	1554	1224	0	0	131
Pedestrians		30	30		30	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		3	3		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		233	383			
pX, platoon unblocked					0.82	
vC, conflicting volume	1254				2061	672
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1254				1862	672
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	65
cM capacity (veh/h)	537				51	379

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	777	777	612	612	131
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	131
cSH	1700	1700	1700	1700	379
Volume to Capacity	0.46	0.46	0.36	0.36	0.35
Queue Length 95th (ft)	0	0	0	0	38
Control Delay (s)	0.0	0.0	0.0	0.0	19.5
Lane LOS					C
Approach Delay (s)	0.0		0.0		19.5
Approach LOS					C

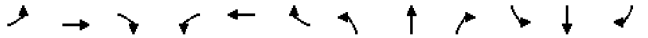
Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	50.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	98	1200	1000	41	0	0
Future Volume (Veh/h)	98	1200	1000	41	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.95	0.95	0.69	0.69
Hourly flow rate (vph)	115	1404	1158	47	0	0
Pedestrians		30	30		30	
Lane Width (ft)		12.0	12.0		0.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		3	3		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		382	234			
pX, platoon unblocked					0.84	
vC, conflicting volume	1235				2174	662
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1235				2013	662
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	79				100	100
cM capacity (veh/h)	560				33	394

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2
Volume Total	115	702	702	772	433
Volume Left	115	0	0	0	0
Volume Right	0	0	0	0	47
cSH	560	1700	1700	1700	1700
Volume to Capacity	0.21	0.41	0.41	0.45	0.25
Queue Length 95th (ft)	19	0	0	0	0
Control Delay (s)	13.1	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	1.0			0.0	
Approach LOS					

Intersection Summary				
Average Delay		0.6		
Intersection Capacity Utilization	50.9%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	969	539	247	714	0	0	0	0	534	15	599
Future Volume (vph)	0	969	539	247	714	0	0	0	0	534	15	599
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.2	4.6					4.6	4.6	4.6
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frpb, ped/bikes		1.00	0.95	1.00	1.00					1.00	0.98	0.96
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	0.91	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.98	1.00
Satd. Flow (prot)		3539	1507	3433	3539					1681	1478	1446
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.98	1.00
Satd. Flow (perm)		3539	1507	3433	3539					1681	1478	1446
Peak-hour factor, PHF	0.98	0.98	0.98	0.84	0.84	0.84	0.25	0.25	0.25	0.72	0.72	0.72
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	1088	605	323	935	0	0	0	0	816	23	915
RTOR Reduction (vph)	0	0	159	0	0	0	0	0	0	0	48	48
Lane Group Flow (vph)	0	1088	446	323	935	0	0	0	0	612	536	510
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		31.9	31.9	9.8	45.9					34.9	34.9	34.9
Effective Green, g (s)		31.9	31.9	9.8	45.9					34.9	34.9	34.9
Actuated g/C Ratio		0.35	0.35	0.11	0.51					0.39	0.39	0.39
Clearance Time (s)		4.6	4.6	4.2	4.6					4.6	4.6	4.6
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		1254	534	373	1804					651	573	560
v/s Ratio Prot		c0.31		c0.09	0.26					c0.36	0.36	
v/s Ratio Perm			0.30									0.35
v/c Ratio		0.87	0.84	0.87	0.52					0.94	0.93	0.91
Uniform Delay, d1		27.1	26.6	39.5	14.7					26.5	26.5	26.1
Progression Factor		1.00	1.00	0.72	0.53					1.00	1.00	1.00
Incremental Delay, d2		8.3	14.3	9.3	0.5					21.7	22.6	19.0
Delay (s)		35.3	41.0	37.7	8.2					48.3	49.1	45.0
Level of Service		D	D	D	A					D	D	D
Approach Delay (s)		37.4			15.8			0.0			47.5	
Approach LOS		D			B			A			D	

Intersection Summary					
HCM 2000 Control Delay	35.4	HCM 2000 Level of Service		D	
HCM 2000 Volume to Capacity ratio	0.90				
Actuated Cycle Length (s)	90.0	Sum of lost time (s)		13.4	
Intersection Capacity Utilization	91.8%	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												
Traffic Volume (vph)	250	1330	0	0	839	778	120	0	433	0	0	0
Future Volume (vph)	250	1330	0	0	839	778	120	0	433	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.6			4.6	4.6			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.98			1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00			0.97	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			3222			1722	1522			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3222			1722	1522			
Peak-hour factor, PHF	0.91	0.91	0.91	0.97	0.97	0.97	0.89	0.89	0.89	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	302	1608	0	0	951	882	148	0	535	0	0	0
RTOR Reduction (vph)	0	0	0	0	184	0	0	0	50	0	0	0
Lane Group Flow (vph)	302	1608	0	0	1649	0	0	148	485	0	0	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases							4		4			
Actuated Green, G (s)	6.8	51.2			40.2			29.6	29.6			
Effective Green, g (s)	6.8	51.2			40.2			29.6	29.6			
Actuated g/C Ratio	0.08	0.57			0.45			0.33	0.33			
Clearance Time (s)	4.2	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	259	2013			1439			566	500			
v/s Ratio Prot	c0.09	0.45			c0.51							
v/s Ratio Perm								0.09	c0.32			
v/c Ratio	1.17	0.80			1.15			0.26	0.97			
Uniform Delay, d1	41.6	15.3			24.9			22.2	29.8			
Progression Factor	0.73	0.36			1.00			1.00	1.00			
Incremental Delay, d2	91.8	1.5			74.3			0.2	32.1			
Delay (s)	122.1	7.1			99.2			22.4	61.8			
Level of Service	F	A			F			C	E			
Approach Delay (s)		25.3			99.2			53.3			0.0	
Approach LOS		C			F			D			A	

Intersection Summary				
HCM 2000 Control Delay	60.2	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.08			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	91.8%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	689	1193	0	963	725	417
Future Volume (vph)	689	1193	0	963	725	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.90		1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.95	
Flt Protected	1.00	1.00		1.00	0.97	
Satd. Flow (prot)	1863	1422		1863	1660	
Flt Permitted	1.00	1.00		1.00	0.97	
Satd. Flow (perm)	1863	1422		1863	1660	
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)	798	1381	0	1139	949	546
RTOR Reduction (vph)	0	685	0	0	16	0
Lane Group Flow (vph)	798	696	0	1139	1479	0
Confl. Peds. (#/hr)		30	30		30	30
Turn Type	NA	Perm		NA	Prot	
Protected Phases	2			6	8	
Permitted Phases		2				
Actuated Green, G (s)	34.1	34.1		34.1	56.1	
Effective Green, g (s)	34.1	34.1		34.1	56.1	
Actuated g/C Ratio	0.34	0.34		0.34	0.56	
Clearance Time (s)	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.5	2.5		2.5	2.0	
Lane Grp Cap (vph)	635	484		635	931	
v/s Ratio Prot	0.43			c0.61	c0.89	
v/s Ratio Perm		0.49				
v/c Ratio	1.26	1.44		1.79	1.59	
Uniform Delay, d1	33.0	33.0		33.0	21.9	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	128.0	208.3		363.5	269.9	
Delay (s)	161.0	241.3		396.4	291.8	
Level of Service	F	F		F	F	
Approach Delay (s)	211.9			396.4	291.8	
Approach LOS	F			F	F	

Intersection Summary				
HCM 2000 Control Delay	280.4	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.67			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	137.1%	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												
Traffic Volume (vph)	16	1022	24	226	887	0	23	3	377	26	1	12
Future Volume (vph)	16	1022	24	226	887	0	23	3	377	26	1	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9			4.9	4.9		4.9	
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	0.96		0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.98	1.00		0.98	
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			0.96	1.00		0.97	
Satd. Flow (prot)	1770	1853		1770	3539			1744	1526		1682	
Flt Permitted	0.95	1.00		0.95	1.00			0.79	1.00		0.82	
Satd. Flow (perm)	1770	1853		1770	3539			1441	1526		1433	
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	1263	30	276	1084	0	29	4	477	42	2	19
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	202	0	14	0
Lane Group Flow (vph)	20	1292	0	276	1084	0	0	33	275	0	49	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	1.9	31.3		17.1	46.5			22.4	22.4		22.4	
Effective Green, g (s)	1.9	31.3		17.1	46.5			22.4	22.4		22.4	
Actuated g/C Ratio	0.02	0.37		0.20	0.55			0.26	0.26		0.26	
Clearance Time (s)	4.4	4.9		4.4	4.9			4.9	4.9		4.9	
Vehicle Extension (s)	2.0	3.2		2.0	2.1			2.0	2.0		2.0	
Lane Grp Cap (vph)	39	682		356	1936			379	402		377	
v/s Ratio Prot	0.01	c0.70		c0.16	0.31							
v/s Ratio Perm								0.02	c0.18		0.03	
v/c Ratio	0.51	1.89		0.78	0.56			0.09	0.68		0.13	
Uniform Delay, d1	41.1	26.8		32.1	12.6			23.6	28.1		23.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	4.7	407.8		9.3	1.2			0.0	3.8		0.1	
Delay (s)	45.8	434.7		41.4	13.7			23.6	31.9		23.9	
Level of Service	D	F		D	B			C	C		C	
Approach Delay (s)		428.8			19.4			31.4			23.9	
Approach LOS		F			B			C			C	

Intersection Summary				
HCM 2000 Control Delay	186.9	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.24			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	116.9%	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												
Traffic Volume (vph)	210	319	737	92	153	31	600	154	567	37	82	153
Future Volume (vph)	210	319	737	92	153	31	600	154	567	37	82	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	4.9		4.9	4.9	4.9		5.8	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	0.97	1.00	0.98		1.00	1.00	0.96		1.00	0.98
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	0.97	1.00		0.98	1.00
Satd. Flow (prot)	1770	3539	2708	1770	3366		1681	1718	1514		1834	1550
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00		0.98	1.00
Satd. Flow (perm)	1770	3539	2708	1770	3366		1681	1718	1514		1834	1550
Peak-hour factor, PHF	0.86	0.86	0.86	0.79	0.79	0.79	0.96	0.96	0.96	0.94	0.94	0.94
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	269	408	943	128	213	43	688	176	650	43	96	179
RTOR Reduction (vph)	0	0	222	0	11	0	0	0	320	0	0	0
Lane Group Flow (vph)	269	408	721	128	245	0	427	437	330	0	139	179
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	Perm	Split	NA	Free
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases			2						3			Free
Actuated Green, G (s)	22.8	25.8	66.7	13.1	16.1		40.9	40.9	40.9		19.7	119.5
Effective Green, g (s)	22.8	25.8	66.7	13.1	16.1		40.9	40.9	40.9		19.7	119.5
Actuated g/C Ratio	0.19	0.22	0.56	0.11	0.13		0.34	0.34	0.34		0.16	1.00
Clearance Time (s)	4.4	4.9	4.9	4.4	4.9		4.9	4.9	4.9		5.8	
Vehicle Extension (s)	2.0	6.0	2.0	2.0	3.1		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	337	764	1622	194	453		575	588	518		302	1550
v/s Ratio Prot	c0.15	c0.12	0.15	0.07	0.07		0.25	c0.25			c0.08	
v/s Ratio Perm			0.11						0.22			0.12
v/c Ratio	0.80	0.53	0.44	0.66	0.54		0.74	0.74	0.64		0.46	0.12
Uniform Delay, d1	46.2	41.5	15.5	51.1	48.2		34.7	34.7	33.1		45.1	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	11.6	1.7	0.1	6.1	1.3		4.5	4.4	1.9		0.4	0.2
Delay (s)	57.8	43.2	15.6	57.1	49.6		39.2	39.1	35.0		45.5	0.2
Level of Service	E	D	B	E	D		D	D	C		D	A
Approach Delay (s)		29.6			52.1			37.3			20.0	
Approach LOS		C			D			D			B	

Intersection Summary				
HCM 2000 Control Delay	34.1	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	119.5	Sum of lost time (s)	20.0	
Intersection Capacity Utilization	92.1%	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												
Traffic Volume (vph)	125	83	670	124	37	7	183	136	40	0	248	65
Future Volume (vph)	125	83	670	124	37	7	183	136	40	0	248	65
Ideal Flow (vphpl)	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	
Frpb, ped/bikes	1.00	0.91			1.00			0.99			0.98	
Flpb, ped/bikes	1.00	1.00			1.00			0.98			1.00	
Frt	1.00	0.87			0.99			0.98			0.97	
Flt Protected	0.95	1.00			0.96			0.98			1.00	
Satd. Flow (prot)	1770	1476			1779			1742			1775	
Flt Permitted	0.95	1.00			0.96			0.47			1.00	
Satd. Flow (perm)	1770	1476			1779			835			1775	
Peak-hour factor, PHF	0.93	0.93	0.93	0.89	0.89	0.89	0.79	0.79	0.79	0.86	0.86	0.86
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	148	98	792	153	46	9	255	189	56	0	317	83
RTOR Reduction (vph)	0	225	0	0	2	0	0	5	0	0	11	0
Lane Group Flow (vph)	148	665	0	0	206	0	0	495	0	0	389	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Split	NA		Split	NA		Perm	NA			NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	22.0	22.0			13.6			35.0			35.0	
Effective Green, g (s)	22.0	22.0			13.6			35.0			35.0	
Actuated g/C Ratio	0.27	0.27			0.16			0.42			0.42	
Clearance Time (s)	4.0	4.0			4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	471	393			292			353			752	
v/s Ratio Prot	0.08	c0.45			c0.12						0.22	
v/s Ratio Perm								c0.59				
v/c Ratio	0.31	1.69			0.71			1.40			0.52	
Uniform Delay, d1	24.3	30.3			32.6			23.8			17.6	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	0.4	322.0			7.6			197.1			0.6	
Delay (s)	24.6	352.3			40.2			220.9			18.2	
Level of Service	C	F			D			F			B	
Approach Delay (s)		305.6			40.2			220.9			18.2	
Approach LOS		F			D			F			B	

Intersection Summary				
HCM 2000 Control Delay	206.6	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.36			
Actuated Cycle Length (s)	82.6	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	119.5%	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												
Traffic Volume (veh/h)	0	0	0	88	0	138	509	826	0	0	411	415
Future Volume (Veh/h)	0	0	0	88	0	138	509	826	0	0	411	415
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.62	0.62	0.62	0.88	0.88	0.88	0.98	0.98	0.98	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	110	0	173	571	927	0	0	514	519
Pedestrians		30			30			30			30	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			3			3			3	
Right turn flare (veh)						2						
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								312			223	
pX, platoon unblocked	0.48	0.48		0.48	0.48	0.48				0.48		
vC, conflicting volume	2902	2902	576	2386	3162	987	1063			957		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	4420	4420	576	3345	4960	432	1063			369		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	0	100	34	12			100		
cM capacity (veh/h)	0	0	449	0	0	261	651			555		

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	283	571	927	343	690
Volume Left	110	571	0	0	0
Volume Right	173	0	0	0	519
cSH	1	651	1700	1700	1700
Volume to Capacity	309.57	0.88	0.55	0.20	0.41
Queue Length 95th (ft)	Err	261	0	0	0
Control Delay (s)	Err	37.1	0.0	0.0	0.0
Lane LOS	F	E			
Approach Delay (s)	Err	14.2		0.0	
Approach LOS	F				

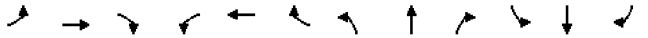
Intersection Summary				
Average Delay	1013.1			
Intersection Capacity Utilization	232.7%	ICU Level of Service	H	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	397	999	0	982	536	0
Future Volume (vph)	397	999	0	982	536	0
Ideal Flow (vphpl)	1000	1000	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	4.6	
Lane Util. Factor	1.00	1.00		1.00	0.95	
Frpb, ped/bikes	1.00	0.96		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	931	798		1863	3539	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	931	798		1863	3539	
Peak-hour factor, PHF	0.96	0.96	0.93	0.93	0.85	0.85
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	455	1145	0	1162	694	0
RTOR Reduction (vph)	0	307	0	0	0	0
Lane Group Flow (vph)	455	838	0	1162	694	0
Confl. Peds. (#/hr)	30	30	30			30
Turn Type	Prot	custom		NA	NA	
Protected Phases	4				3	
Permitted Phases		3 4		7		
Actuated Green, G (s)	37.4	94.8		99.4	57.4	
Effective Green, g (s)	37.4	94.8		99.4	57.4	
Actuated g/C Ratio	0.25	0.63		0.66	0.38	
Clearance Time (s)	4.6	4.6		4.6	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	232	528		1234	1354	
v/s Ratio Prot	c0.49	c0.40			0.20	
v/s Ratio Perm		0.66		0.62		
v/c Ratio	1.96	1.59		0.94	0.51	
Uniform Delay, d1	56.3	27.6		22.7	35.6	
Progression Factor	1.00	1.00		1.23	1.00	
Incremental Delay, d2	447.8	273.5		6.9	0.3	
Delay (s)	504.1	301.1		34.8	35.9	
Level of Service	F	F		C	D	
Approach Delay (s)	358.8			34.8	35.9	
Approach LOS	F			C	D	

Intersection Summary				
HCM 2000 Control Delay	185.0	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.27			
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	157.8%	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												
Traffic Volume (vph)	183	621	32	0	400	664	33	43	30	706	25	294
Future Volume (vph)	183	621	32	0	400	664	33	43	30	706	25	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1200	1200	1200
Total Lost time (s)	4.2	4.6			4.6	4.6	4.6	4.6		4.6	4.6	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.88	1.00	0.96		1.00	0.89	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	0.95	1.00		0.93	1.00	
Frt	1.00	0.99			1.00	0.85	1.00	0.94		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	1840			1863	1400	1688	1679		1042	905	
Flt Permitted	0.95	1.00			1.00	1.00	0.48	1.00		0.70	1.00	
Satd. Flow (perm)	1770	1840			1863	1400	861	1679		763	905	
Peak-hour factor, PHF	0.80	0.80	0.80	0.88	0.88	0.88	0.85	0.85	0.85	0.91	0.91	0.91
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	252	854	44	0	500	830	43	56	39	853	30	355
RTOR Reduction (vph)	0	1	0	0	0	199	0	4	0	0	120	0
Lane Group Flow (vph)	252	897	0	0	500	631	43	91	0	853	265	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA			NA	custom	Perm	NA		Perm	NA	
Protected Phases	5	2			6			7			3 4	
Permitted Phases				6		3 6	7			3 4		
Actuated Green, G (s)	18.8	41.4			18.4	75.8	99.4	99.4		99.4	99.4	
Effective Green, g (s)	18.8	41.4			18.4	75.8	99.4	99.4		99.4	99.4	
Actuated g/C Ratio	0.13	0.28			0.12	0.51	0.66	0.66		0.66	0.66	
Clearance Time (s)	4.2	4.6			4.6		4.6	4.6				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	221	507			228	707	570	1112		505	599	
v/s Ratio Prot	0.14	c0.49			c0.27			0.05			0.29	
v/s Ratio Perm						0.45	0.05			c1.12		
v/c Ratio	1.14	1.77			2.19	0.89	0.08	0.08		1.69	0.44	
Uniform Delay, d1	65.6	54.3			65.8	33.4	9.0	9.0		25.3	12.1	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		0.75	0.50	
Incremental Delay, d2	103.5	353.7			551.0	13.6	0.1	0.0		310.9	0.0	
Delay (s)	169.1	408.0			616.8	47.0	9.0	9.1		329.7	6.1	
Level of Service	F	F			F	D	A	A		F	A	
Approach Delay (s)		355.7			261.2			9.1			229.1	
Approach LOS		F			F			A			F	

Intersection Summary				
HCM 2000 Control Delay	270.0	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.85			
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	147.7%	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												
Traffic Volume (vph)	993	0	864	0	0	0	0	479	260	445	253	0
Future Volume (vph)	993	0	864	0	0	0	0	479	260	445	253	0
Ideal Flow (vphpl)	1200	1200	1200	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6					4.6	4.6	4.2	4.6	
Lane Util. Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00					1.00	0.92	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)		1118	1000					1863	1453	1770	1863	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1118	1000					1863	1453	1770	1863	
Peak-hour factor, PHF	0.93	0.93	0.93	0.50	0.50	0.50	0.91	0.91	0.91	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	1068	0	929	0	0	0	0	526	286	484	275	0
RTOR Reduction (vph)	0	0	192	0	0	0	0	0	115	0	0	0
Lane Group Flow (vph)	0	1068	737	0	0	0	0	526	171	484	275	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Split	NA	Prot					NA	Perm	Prot	NA	
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		41.4	41.4					21.4	21.4	8.8	34.4	
Effective Green, g (s)		41.4	41.4					21.4	21.4	8.8	34.4	
Actuated g/C Ratio		0.49	0.49					0.25	0.25	0.10	0.40	
Clearance Time (s)		4.6	4.6					4.6	4.6	4.2	4.6	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		544	487					469	365	183	753	
v/s Ratio Prot		c0.96	0.74					c0.28		c0.27	0.15	
v/s Ratio Perm									0.12			
v/c Ratio		1.96	1.51					1.12	0.47	2.64	0.37	
Uniform Delay, d1		21.8	21.8					31.8	27.0	38.1	17.7	
Progression Factor		1.00	1.00					1.00	1.00	0.74	0.56	
Incremental Delay, d2		440.1	241.6					79.2	4.3	754.3	1.3	
Delay (s)		461.9	263.4					111.0	31.2	782.6	11.1	
Level of Service		F	F					F	C	F	B	
Approach Delay (s)		369.5			0.0			82.9			503.1	
Approach LOS		F			A			F			F	

Intersection Summary				
HCM 2000 Control Delay	332.7	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.79			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	154.8%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	175	49	68	385	537	271
Future Volume (vph)	175	49	68	385	537	271
Peak Hour Factor	0.80	0.80	0.88	0.88	0.95	0.95
Hourly flow rate (vph)	219	61	77	438	565	285

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	280	515	850
Volume Left (vph)	219	77	0
Volume Right (vph)	61	0	285
Hadj (s)	0.06	0.06	-0.17
Departure Headway (s)	6.9	6.0	5.7
Degree Utilization, x	0.53	0.86	1.00
Capacity (veh/h)	499	594	850
Control Delay (s)	17.5	34.7	59.3
Approach Delay (s)	17.5	34.7	59.3
Approach LOS	C	D	F

Intersection Summary			
Delay	44.5		
Level of Service	E		
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	395	76	12	558	23
Future Volume (Veh/h)	6	395	76	12	558	23
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.73	0.73	0.89	0.89
Hourly flow rate (vph)	7	467	115	18	690	28
Pedestrians	30		30			30
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	3		3			3
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1592	184			163	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1592	184			163	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	43			50	
cM capacity (veh/h)	56	816			1380	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	7	467	133	718
Volume Left	7	0	0	690
Volume Right	0	467	18	0
cSH	56	816	1700	1380
Volume to Capacity	0.12	0.57	0.08	0.50
Queue Length 95th (ft)	10	93	0	73
Control Delay (s)	78.1	15.1	0.0	10.0
Lane LOS	F	C		A
Approach Delay (s)	16.1		0.0	10.0
Approach LOS	C			

Intersection Summary				
Average Delay		11.2		
Intersection Capacity Utilization		58.3%	ICU Level of Service	B
Analysis Period (min)		15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	133	273	8	203	389
Future Volume (vph)	10	133	273	8	203	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.3		4.0	5.3
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frpb, ped/bikes	1.00	0.97	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1537	3518		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1537	3518		1770	3539
Peak-hour factor, PHF	0.88	0.88	0.90	0.90	0.88	0.88
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	12	166	334	10	254	486
RTOR Reduction (vph)	0	135	2	0	0	0
Lane Group Flow (vph)	13	31	342	0	254	486
Confl. Peds. (#/hr)	30	30		30	30	
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	9.1	9.1	13.9		12.8	30.7
Effective Green, g (s)	9.1	9.1	13.9		12.8	30.7
Actuated g/C Ratio	0.19	0.19	0.28		0.26	0.63
Clearance Time (s)	4.0	4.0	5.3		4.0	5.3
Vehicle Extension (s)	2.0	2.0	3.6		2.0	3.6
Lane Grp Cap (vph)	328	284	995		461	2212
v/s Ratio Prot	0.01		c0.10		c0.14	0.14
v/s Ratio Perm		c0.02				
v/c Ratio	0.04	0.11	0.34		0.55	0.22
Uniform Delay, d1	16.4	16.6	14.0		15.7	4.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	0.1	0.3		0.8	0.1
Delay (s)	16.4	16.7	14.2		16.5	4.1
Level of Service	B	B	B		B	A
Approach Delay (s)	16.7		14.2			8.3
Approach LOS	B		B			A

Intersection Summary				
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.36			
Actuated Cycle Length (s)	49.1	Sum of lost time (s)	13.3	
Intersection Capacity Utilization	50.5%	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												
Traffic Volume (vph)	135	223	39	73	223	454	34	159	105	434	243	51
Future Volume (vph)	135	223	39	73	223	454	34	159	105	434	243	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.94		1.00	0.98		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.90		1.00	0.94		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	3420		1770	3002		1770	1716		1770	1802	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3420		1770	3002		1770	1716		1770	1802	
Peak-hour factor, PHF	0.84	0.84	0.84	0.86	0.86	0.86	0.94	0.94	0.94	0.85	0.85	0.85
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	177	292	51	93	285	581	40	186	123	562	314	66
RTOR Reduction (vph)	0	18	0	0	462	0	0	29	0	0	8	0
Lane Group Flow (vph)	177	325	0	93	404	0	40	280	0	562	372	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	7.7	18.5		4.7	15.5		3.4	15.4		21.9	33.9	
Effective Green, g (s)	7.7	18.5		4.7	15.5		3.4	15.4		21.9	33.9	
Actuated g/C Ratio	0.10	0.23		0.06	0.20		0.04	0.19		0.28	0.43	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	3.3		2.0	3.3		2.0	2.0		2.0	2.7	
Lane Grp Cap (vph)	172	799		105	588		76	334		490	772	
v/s Ratio Prot	c0.10	c0.10		0.05	c0.13		0.02	c0.16		c0.32	0.21	
v/s Ratio Perm												
v/c Ratio	1.03	0.41		0.89	0.69		0.53	0.84		1.15	0.48	
Uniform Delay, d1	35.7	25.7		36.9	29.5		37.1	30.7		28.6	16.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	76.5	0.4		51.9	3.4		3.0	15.9		87.7	0.4	
Delay (s)	112.2	26.0		88.8	32.9		40.1	46.6		116.3	16.7	
Level of Service	F	C		F	C		D	D		F	B	
Approach Delay (s)		55.4			38.4			45.8			76.1	
Approach LOS		E			D			D			E	

Intersection Summary				
HCM 2000 Control Delay	55.3	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	79.1	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	92.2%	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												
Traffic Volume (vph)	474	625	25	43	432	448	59	23	107	291	170	830
Future Volume (vph)	474	625	25	43	432	448	59	23	107	291	170	830
Ideal Flow (vphpl)	1400	1900	1900	1900	1900	1400	1900	1400	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6		4.2	4.6	4.6	4.2	4.6	4.2	4.6	4.6	4.2
Lane Util. Factor	1.00	0.95		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		1.00	1.00	0.95	1.00	1.00	0.96	1.00	1.00	0.98
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
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1304	3507		1770	1863	1108	1770	1373	1519	1770	1863	1553
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1304	3507		1770	1863	1108	1770	1373	1519	1770	1863	1553
Peak-hour factor, PHF	0.84	0.84	0.84	0.91	0.91	0.91	0.93	0.93	0.93	0.94	0.94	0.94
Growth Factor (vph)	125%	100%	100%	100%	100%	125%	100%	125%	100%	100%	100%	100%
Adj. Flow (vph)	705	744	30	47	475	615	63	31	115	310	181	883
RTOR Reduction (vph)	0	1	0	0	0	111	0	0	90	0	0	25
Lane Group Flow (vph)	705	773	0	47	475	504	63	31	25	310	181	858
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8	1	7	4	5
Permitted Phases						6			8			4
Actuated Green, G (s)	52.9	80.2		9.1	36.4	57.8	7.0	12.9	22.0	21.4	27.7	80.6
Effective Green, g (s)	52.9	80.2		9.1	36.4	57.8	7.0	12.9	22.0	21.4	27.7	80.6
Actuated g/C Ratio	0.37	0.57		0.06	0.26	0.41	0.05	0.09	0.16	0.15	0.20	0.57
Clearance Time (s)	4.2	4.6		4.2	4.6	4.6	4.2	4.6	4.2	4.6	4.6	4.2
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)	487	1986		113	478	488	87	125	236	267	364	883
v/s Ratio Prot	c0.54	0.22		0.03	0.26	c0.16	0.04	0.02	0.01	c0.18	0.10	c0.36
v/s Ratio Perm						0.30			0.01			0.19
v/c Ratio	1.45	0.39		0.42	0.99	1.03	0.72	0.25	0.11	1.16	0.50	0.97
Uniform Delay, d1	44.3	17.1		63.7	52.5	41.9	66.3	59.8	51.4	60.1	50.7	29.4
Progression Factor	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	212.8	0.1		2.5	39.3	49.3	25.6	1.0	0.2	105.8	1.1	23.4
Delay (s)	257.1	17.2		66.2	91.8	91.2	91.9	60.9	51.6	165.9	51.8	52.7
Level of Service	F	B		E	F	F	F	E	D	F	D	D
Approach Delay (s)		131.6			90.4			65.1			78.1	
Approach LOS		F			F			E			E	

Intersection Summary				
HCM 2000 Control Delay	99.6	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.27			
Actuated Cycle Length (s)	141.6	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	109.6%	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												
Traffic Volume (vph)	24	9	27	77	11	122	17	369	46	200	396	29
Future Volume (vph)	24	9	27	77	11	122	17	369	46	200	396	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.8		4.0	4.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Frt		0.94			0.92		1.00	0.98		1.00	0.99	
Flt Protected		0.98			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1685			1646		1770	3458		1770	3488	
Flt Permitted		0.86			0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1470			1426		1770	3458		1770	3488	
Peak-hour factor, PHF	0.70	0.70	0.70	0.94	0.94	0.94	0.75	0.75	0.75	0.87	0.87	0.87
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	38	14	42	90	13	143	25	541	67	253	501	37
RTOR Reduction (vph)	0	31	0	0	85	0	0	13	0	0	7	0
Lane Group Flow (vph)	0	63	0	0	161	0	25	595	0	253	531	0
Confl. Peds. (#/hr)	30		30	30		30	30		30	30		30
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		13.7			13.7		1.2	19.6		7.5	25.9	
Effective Green, g (s)		13.7			13.7		1.2	19.6		7.5	25.9	
Actuated g/C Ratio		0.26			0.26		0.02	0.37		0.14	0.48	
Clearance Time (s)		4.0			4.0		4.0	4.8		4.0	4.8	
Vehicle Extension (s)		2.0			2.0		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)		375			364		39	1264		247	1685	
v/s Ratio Prot							0.01	c0.17		c0.14	0.15	
v/s Ratio Perm		0.04			c0.11							
v/c Ratio		0.17			0.44		0.64	0.47		1.02	0.32	
Uniform Delay, d1		15.5			16.7		26.0	13.0		23.1	8.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.3		23.8	0.4		63.7	0.2	
Delay (s)		15.6			17.1		49.8	13.4		86.7	8.6	
Level of Service		B			B		D	B		F	A	
Approach Delay (s)		15.6			17.1			14.9			33.6	
Approach LOS		B			B			B			C	

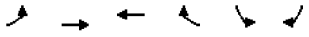
Intersection Summary				
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	53.6	Sum of lost time (s)	12.8	
Intersection Capacity Utilization	58.7%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Yield			Stop	Stop	
Traffic Volume (vph)	43	57	41	54	44	25
Future Volume (vph)	43	57	41	54	44	25
Peak Hour Factor	0.88	0.88	0.89	0.89	0.71	0.71
Hourly flow rate (vph)	54	71	51	67	68	39

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	125	118	107
Volume Left (vph)	54	51	0
Volume Right (vph)	71	0	39
Hadj (s)	-0.22	0.12	-0.18
Departure Headway (s)	4.2	4.4	4.1
Degree Utilization, x	0.15	0.14	0.12
Capacity (veh/h)	819	785	842
Control Delay (s)	7.9	8.2	7.7
Approach Delay (s)	7.9	8.2	7.7
Approach LOS	A	A	A

Intersection Summary				
Delay	7.9			
Level of Service	A			
Intersection Capacity Utilization	30.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	210	1623	1726	26	0	208
Future Volume (Veh/h)	210	1623	1726	26	0	208
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	308	2380	2531	38	0	305
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		169	260			
pX, platoon unblocked					0.64	
vC, conflicting volume	2569				4356	1284
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2569				5120	1284
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	0				0	0
cM capacity (veh/h)	168				0	156

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	308	1190	1190	1687	882	305
Volume Left	308	0	0	0	0	0
Volume Right	0	0	0	0	38	305
cSH	168	1700	1700	1700	1700	156
Volume to Capacity	1.83	0.70	0.70	0.99	0.52	1.96
Queue Length 95th (ft)	564	0	0	0	0	588
Control Delay (s)	441.7	0.0	0.0	0.0	0.0	503.4
Lane LOS	F					F
Approach Delay (s)	50.6			0.0		503.4
Approach LOS						F

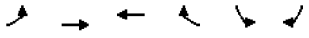
Intersection Summary				
Average Delay	52.1			
Intersection Capacity Utilization	74.2%	ICU Level of Service	D	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians	30		30			30
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	3		3			3
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			1080			
pX, platoon unblocked						
vC, conflicting volume	60	60			30	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60	60			30	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	900	956			1543	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

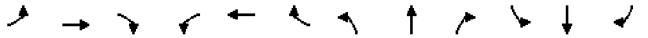
Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	26.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	48	92	132	250	181
Future Volume (Veh/h)	49	48	92	132	250	181
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	72	70	135	194	367	265
Pedestrians		30	30		30	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		3	3		3	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1188	926	1059	60	30	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1188	926	1059	60	30	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	64	17	80	76	
cM capacity (veh/h)	31	195	163	956	1543	

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	142	329	632
Volume Left	72	0	367
Volume Right	0	194	265
cSH	53	318	1543
Volume to Capacity	2.65	1.03	0.24
Queue Length 95th (ft)	367	295	23
Control Delay (s)	912.7	96.7	5.6
Lane LOS	F	F	A
Approach Delay (s)	912.7	96.7	5.6
Approach LOS	F	F	

Intersection Summary				
Average Delay		149.6		
Intersection Capacity Utilization		60.1%	ICU Level of Service	B
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1118	66	273	358	5	66	0	273	8	0	2
Future Volume (Veh/h)	2	1118	66	273	358	5	66	0	273	8	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	3	1640	97	400	525	7	97	0	400	12	0	3
Pedestrians		30			30			30			30	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			3			3			3	
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)					570							
pX, platoon unblocked												
vC, conflicting volume	562			1767			2820	3086	928	2614	3132	326
vC1, stage 1 conf vol							1724	1724		1358	1358	
vC2, stage 2 conf vol							1096	1362		1256	1773	
vCu, unblocked vol	562			1767			2820	3086	928	2614	3132	326
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			0			0	0	0	0	0	100
cM capacity (veh/h)	980			340			0	0	256	0	0	637

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1
Volume Total	3	1093	644	200	200	350	182	97	400	15
Volume Left	3	0	0	200	200	0	0	97	0	12
Volume Right	0	0	97	0	0	0	7	0	400	3
cSH	980	1700	1700	340	340	1700	1700	0	256	0
Volume to Capacity	0.00	0.64	0.38	1.18	1.18	0.21	0.11	Err	1.56	Err
Queue Length 95th (ft)	0	0	0	413	413	0	0	Err	604	Err
Control Delay (s)	8.7	0.0	0.0	139.7	139.7	0.0	0.0	Err	306.1	Err
Lane LOS	A			F	F			F	F	F
Approach Delay (s)	0.0			60.0				Err		Err
Approach LOS								F		F

Intersection Summary				
Average Delay		Err		
Intersection Capacity Utilization		76.3%	ICU Level of Service	D
Analysis Period (min)		15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	80	162	101	148	131	89	213	109	71	215	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0		4.0	5.0		3.5	4.5		3.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	0.93		1.00	0.95		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	1647		1770	1720		1770	3360		1770	3406	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1647		1770	1720		1770	3360		1770	3406	
Peak-hour factor, PHF	0.88	0.88	0.88	0.86	0.86	0.86	0.90	0.90	0.90	0.87	0.87	0.87
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	64	100	202	129	189	168	109	260	133	90	272	77
RTOR Reduction (vph)	0	98	0	0	34	0	0	68	0	0	26	0
Lane Group Flow (vph)	64	204	0	129	323	0	109	325	0	90	323	0
Confl. Peds. (#/hr)	3		12	1		3	1					1
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	3			7			1	6		5	2	
Permitted Phases		8			4							
Actuated Green, G (s)	4.2	15.6		7.9	17.8		6.7	17.6		4.9	15.8	
Effective Green, g (s)	4.2	15.6		7.9	17.8		6.7	17.6		4.9	15.8	
Actuated g/C Ratio	0.07	0.25		0.13	0.29		0.11	0.28		0.08	0.25	
Clearance Time (s)	4.5	4.0		4.0	5.0		3.5	4.5		3.5	4.5	
Vehicle Extension (s)	2.0	3.0		3.0	2.0		2.0	4.3		2.0	4.3	
Lane Grp Cap (vph)	119	414		225	493		191	953		139	867	
v/s Ratio Prot	0.04			c0.07			c0.06	c0.10		0.05	0.09	
v/s Ratio Perm		0.12			c0.19							
v/c Ratio	0.54	0.49		0.57	0.65		0.57	0.34		0.65	0.37	
Uniform Delay, d1	28.0	19.8		25.5	19.4		26.3	17.6		27.7	19.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.3	0.9		3.5	2.4		2.5	0.3		7.5	0.4	
Delay (s)	30.3	20.7		29.0	21.8		28.8	17.9		35.3	19.4	
Level of Service	C	C		C	C		C	B		D	B	
Approach Delay (s)		22.4			23.7			20.3			22.7	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM 2000 Control Delay	22.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.55			
Actuated Cycle Length (s)	62.0	Sum of lost time (s)	17.5	
Intersection Capacity Utilization	50.9%	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												
Volume (vph)	113	192	60	91	5	52	49	238	86	168	169	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0		3.0		4.2	5.5		4.2	5.5	3.0
Lane Util. Factor	0.95	0.95	1.00		0.95		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.95		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1765	1583		3253		1770	3398		1770	3539	1583
Flt Permitted	0.95	1.00	1.00		0.77		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1765	1583		2573		1770	3398		1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.82	0.82	0.82	0.81	0.81	0.81	0.88	0.88	0.88
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	135	230	72	122	7	70	67	323	117	210	211	211
RTOR Reduction (vph)	0	0	56	0	61	0	0	30	0	0	0	91
Lane Group Flow (vph)	121	244	16	0	138	0	67	410	0	210	211	120
Turn Type	Split	NA	Perm	Perm	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4			3		5	2		1	6	4
Permitted Phases			4	3								6
Actuated Green, G (s)	16.3	16.3	16.3		9.6		6.2	17.0		14.4	25.2	41.5
Effective Green, g (s)	16.3	16.3	16.3		9.6		6.2	17.0		14.4	25.2	41.5
Actuated g/C Ratio	0.22	0.22	0.22		0.13		0.08	0.23		0.20	0.35	0.57
Clearance Time (s)	3.0	3.0	3.0		3.0		4.2	5.5		4.2	5.5	3.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0		2.0	4.3		2.0	4.3	2.0
Lane Grp Cap (vph)	375	394	353		338		150	791		349	1221	899
v/s Ratio Prot	0.07	c0.14					0.04	c0.12		c0.12	0.06	0.03
v/s Ratio Perm			0.01		c0.05							0.05
v/c Ratio	0.32	0.62	0.05		0.41		0.45	0.52		0.60	0.17	0.13
Uniform Delay, d1	23.7	25.6	22.2		29.1		31.8	24.4		26.7	16.6	7.4
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.2	2.0	0.0		0.3		0.8	0.9		2.0	0.1	0.0
Delay (s)	23.9	27.6	22.3		29.4		32.5	25.3		28.7	16.7	7.4
Level of Service	C	C	C		C		C	C		C	B	A
Approach Delay (s)		25.7			29.4			26.3			17.6	
Approach LOS		C			C			C			B	

Intersection Summary				
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.55			
Actuated Cycle Length (s)	73.0	Sum of lost time (s)	15.7	
Intersection Capacity Utilization	51.9%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	125	271	332	180	126	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.5	5.5		4.9	4.9
Lane Util. Factor	1.00	0.95	0.95		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	3353		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3353		1770	1583
Peak-hour factor, PHF	0.97	0.97	0.90	0.90	0.88	0.88
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	142	307	406	220	158	271
RTOR Reduction (vph)	0	0	113	0	0	220
Lane Group Flow (vph)	142	307	513	0	158	51
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	5.7	26.4	16.3		8.6	8.6
Effective Green, g (s)	5.7	26.4	16.3		8.6	8.6
Actuated g/C Ratio	0.13	0.58	0.36		0.19	0.19
Clearance Time (s)	4.4	5.5	5.5		4.9	4.9
Vehicle Extension (s)	2.0	5.0	5.0		2.0	2.0
Lane Grp Cap (vph)	222	2057	1203		335	299
v/s Ratio Prot	c0.08	0.09	c0.15		c0.09	
v/s Ratio Perm						0.03
v/c Ratio	0.64	0.15	0.43		0.47	0.17
Uniform Delay, d1	18.9	4.4	11.0		16.4	15.4
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	4.4	0.1	0.5		0.4	0.1
Delay (s)	23.3	4.4	11.5		16.8	15.5
Level of Service	C	A	B		B	B
Approach Delay (s)		10.4	11.5		16.0	
Approach LOS		B	B		B	

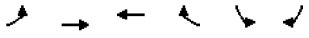
Intersection Summary				
HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.48			
Actuated Cycle Length (s)	45.4	Sum of lost time (s)	14.8	
Intersection Capacity Utilization	44.1%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	261	74	136	180	58	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	0.97			1.00	1.00	0.85
Flt Protected	1.00			0.98	0.95	1.00
Satd. Flow (prot)	3422			3465	1770	1583
Flt Permitted	1.00			0.68	0.95	1.00
Satd. Flow (perm)	3422			2406	1770	1583
Peak-hour factor, PHF	0.83	0.83	0.86	0.86	0.76	0.76
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	346	98	174	230	84	268
RTOR Reduction (vph)	69	0	0	0	0	134
Lane Group Flow (vph)	375	0	0	404	84	134
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Actuated Green, G (s)	12.0			12.0	20.0	20.0
Effective Green, g (s)	12.0			12.0	20.0	20.0
Actuated g/C Ratio	0.30			0.30	0.50	0.50
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)	1026			721	885	791
v/s Ratio Prot	0.11				0.05	
v/s Ratio Perm				c0.17		c0.08
v/c Ratio	0.37			0.56	0.09	0.17
Uniform Delay, d1	11.0			11.8	5.2	5.5
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.2			1.0	0.2	0.5
Delay (s)	11.2			12.8	5.5	5.9
Level of Service	B			B	A	A
Approach Delay (s)	11.2			12.8	5.8	
Approach LOS	B			B	A	

Intersection Summary				
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.32			
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	33.9%	ICU Level of Service	A	
Analysis Period (min)	15			

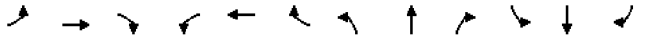
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	161	893	764	485	791	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.9	4.9	4.9
Lane Util. Factor	1.00	0.95	0.91	0.91	0.97	1.00
Frt	1.00	1.00	0.98	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3328	1441	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3328	1441	3433	1583
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	1276	955	606	1426	341
RTOR Reduction (vph)	0	0	9	30	0	167
Lane Group Flow (vph)	230	1276	1079	443	1426	174
Turn Type	Prot	NA	NA	pm+ov	Prot	Perm
Protected Phases	1	6	2	8	8	
Permitted Phases				2		8
Actuated Green, G (s)	14.9	55.1	35.8	80.9	45.1	45.1
Effective Green, g (s)	14.9	55.1	35.8	80.9	45.1	45.1
Actuated g/C Ratio	0.14	0.50	0.33	0.74	0.41	0.41
Clearance Time (s)	4.4	4.9	4.9	4.9	4.9	4.9
Vehicle Extension (s)	2.0	3.6	4.0	2.0	2.0	2.0
Lane Grp Cap (vph)	239	1772	1083	1123	1407	649
v/s Ratio Prot	c0.13	0.36	c0.32	0.16	c0.42	
v/s Ratio Perm				0.15		0.11
v/c Ratio	0.96	0.72	1.00	0.39	1.01	0.27
Uniform Delay, d1	47.3	21.4	37.0	5.4	32.5	21.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	47.2	2.6	26.4	0.1	27.4	0.1
Delay (s)	94.5	24.0	63.4	5.5	59.8	21.6
Level of Service	F	C	E	A	E	C
Approach Delay (s)		34.8	45.9		52.5	
Approach LOS		C	D		D	

Intersection Summary				
HCM 2000 Control Delay	44.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	1.00			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	75.4%	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												
Volume (vph)	26	1083	57	296	1108	156	64	84	436	209	62	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.1			5.1	5.1	5.1	5.1	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.98			1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3513		1770	3474			1823	1583	1770	1766	
Flt Permitted	0.95	1.00		0.95	1.00			0.80	1.00	0.49	1.00	
Satd. Flow (perm)	1770	3513		1770	3474			1483	1583	906	1766	
Peak-hour factor, PHF	0.88	0.88	0.88	0.93	0.93	0.93	0.73	0.73	0.73	0.89	0.89	0.89
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	32	1354	71	350	1311	185	96	127	657	258	77	41
RTOR Reduction (vph)	0	3	0	0	9	0	0	0	238	0	16	0
Lane Group Flow (vph)	32	1422	0	350	1487	0	0	223	419	258	102	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4		4	4		
Actuated Green, G (s)	3.0	49.1		24.2	70.1			34.1	34.1	34.1	34.1	
Effective Green, g (s)	3.0	49.1		24.2	70.1			34.1	34.1	34.1	34.1	
Actuated g/C Ratio	0.02	0.40		0.20	0.58			0.28	0.28	0.28	0.28	
Clearance Time (s)	4.4	4.9		4.4	5.1			5.1	5.1	5.1	5.1	
Vehicle Extension (s)	2.0	5.3		2.0	5.4			2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	43	1416		351	1999			415	443	253	494	
v/s Ratio Prot	0.02	c0.40		c0.20	0.43						0.06	
v/s Ratio Perm								0.15	0.26	c0.28		
v/c Ratio	0.74	1.00		1.00	0.74			0.54	0.95	1.02	0.21	
Uniform Delay, d1	59.0	36.3		48.8	19.2			37.2	43.0	43.8	33.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	45.4	24.9		46.9	1.9			0.7	29.1	61.8	0.1	
Delay (s)	104.4	61.3		95.7	21.1			37.8	72.1	105.6	33.6	
Level of Service	F	E		F	C			D	E	F	C	
Approach Delay (s)		62.2			35.3			63.4			83.0	
Approach LOS		E			D			E			F	

Intersection Summary				
HCM 2000 Control Delay	53.2	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	1.01			
Actuated Cycle Length (s)	121.8	Sum of lost time (s)	14.6	
Intersection Capacity Utilization	89.9%	ICU Level of Service	E	
Analysis Period (min)	15			

c Critical Lane Group

7: East Beyer Blvd/Otay Mesa Rd & Beyer Blvd

11/21/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	557	803	329	856	918	219	452	369	796	135	260	504
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.0	4.9	4.9	4.9	4.0	4.9	4.0		5.2	4.9
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	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	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	1863	1583		1832	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.72	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	1770	1863	1583		1332	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	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)	666	960	393	1023	1098	262	540	441	952	161	311	603
RTOR Reduction (vph)	0	0	70	0	0	55	0	0	0	0	0	45
Lane Group Flow (vph)	666	960	323	1023	1098	207	540	441	952	0	472	558
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Free	Perm	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8			4	5
Permitted Phases			2			6			Free	4		4
Actuated Green, G (s)	26.9	30.1	50.1	44.1	47.3	47.3	20.0	61.1	150.0		36.8	63.7
Effective Green, g (s)	26.9	30.1	50.1	44.1	47.3	47.3	20.0	61.1	150.0		36.8	63.7
Actuated g/C Ratio	0.18	0.20	0.33	0.29	0.32	0.32	0.13	0.41	1.00		0.25	0.42
Clearance Time (s)	4.9	4.9	4.0	4.9	4.9	4.9	4.0	4.9			5.2	4.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	615	710	528	520	1115	499	236	758	1583		326	672
v/s Ratio Prot	0.19	c0.27	0.08	c0.58	0.31		c0.31	0.24				0.15
v/s Ratio Perm			0.12			0.13			0.60		c0.35	0.20
v/c Ratio	1.08	1.35	0.61	1.97	0.98	0.41	2.29	0.58	0.60		1.45	0.83
Uniform Delay, d1	61.5	59.9	41.8	53.0	51.0	40.4	65.0	34.5	0.0		56.6	38.3
Progression Factor	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	60.8	167.7	2.1	442.2	23.1	0.6	592.9	1.1	1.7		218.0	8.4
Delay (s)	122.3	227.6	43.9	495.2	74.1	41.0	657.9	35.7	1.7		274.6	46.7
Level of Service	F	F	D	F	E	D	F	D	A		F	D
Approach Delay (s)		157.1			251.2			192.8			146.8	
Approach LOS		F			F			F			F	

Intersection Summary				
HCM 2000 Control Delay	195.2	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.73			
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	144.0%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

8: Picador Blvd & SR-905 WB On Ramp/SR-905 WB Off Ramp

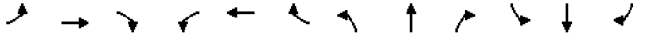
11/21/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	252	0	89	235	237	0	0	349	418
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.6	4.6	4.2	5.0			5.0	5.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.77	0.77	0.77	0.90	0.90	0.90	0.91	0.91	0.91
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	0	0	360	0	127	287	290	0	0	422	505
RTOR Reduction (vph)	0	0	0	0	0	88	0	0	0	0	0	371
Lane Group Flow (vph)	0	0	0	0	360	39	287	290	0	0	422	134
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Actuated Green, G (s)					17.4	17.4	10.1	29.2			14.9	14.9
Effective Green, g (s)					17.4	17.4	10.1	29.2			14.9	14.9
Actuated g/C Ratio					0.31	0.31	0.18	0.52			0.27	0.27
Clearance Time (s)					4.6	4.6	4.2	5.0			5.0	5.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					548	490	318	1838			938	419
v/s Ratio Prot							c0.16	0.08			c0.12	
v/s Ratio Perm					0.20	0.02						0.08
v/c Ratio					0.66	0.08	0.90	0.16			0.45	0.32
Uniform Delay, d1					16.8	13.7	22.6	7.1			17.2	16.6
Progression Factor					1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2					2.8	0.1	27.2	0.0			0.3	0.4
Delay (s)					19.7	13.8	49.7	7.1			17.6	17.0
Level of Service					B	B	D	A			B	B
Approach Delay (s)		0.0			18.1			28.3			17.3	
Approach LOS		A			B			C			B	

Intersection Summary				
HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	56.2	Sum of lost time (s)	13.8	
Intersection Capacity Utilization	69.6%	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												
Volume (vph)	104	0	160	0	0	0	0	331	367	225	399	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6					5.0		4.2	5.0	
Lane Util. Factor		1.00	1.00					0.95		1.00	0.95	
Frt		1.00	0.85					0.92		1.00	1.00	
Flt Protected		0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1770	1583					3260		1770	3539	
Flt Permitted		0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1770	1583					3260		1770	3539	
Peak-hour factor, PHF	0.83	0.83	0.83	0.25	0.25	0.25	0.88	0.88	0.88	0.76	0.76	0.76
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	138	0	212	0	0	0	0	414	459	326	578	0
RTOR Reduction (vph)	0	0	151	0	0	0	0	198	0	0	0	0
Lane Group Flow (vph)	0	138	61	0	0	0	0	675	0	326	578	0
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		11.0	11.0					34.6		10.6	49.4	
Effective Green, g (s)		11.0	11.0					34.6		10.6	49.4	
Actuated g/C Ratio		0.16	0.16					0.49		0.15	0.71	
Clearance Time (s)		4.6	4.6					5.0		4.2	5.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		278	248					1611		268	2497	
v/s Ratio Prot								c0.21		c0.18	0.16	
v/s Ratio Perm		0.08	0.04									
v/c Ratio		0.50	0.25					0.42		1.22	0.23	
Uniform Delay, d1		27.0	25.9					11.3		29.7	3.6	
Progression Factor		1.00	1.00					0.80		1.00	1.00	
Incremental Delay, d2		1.4	0.5					0.6		126.5	0.2	
Delay (s)		28.4	26.4					9.6		156.2	3.8	
Level of Service		C	C					A		F	A	
Approach Delay (s)		27.2			0.0			9.6			58.8	
Approach LOS		C			A			A			E	

Intersection Summary				
HCM 2000 Control Delay	33.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.58			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	13.8	
Intersection Capacity Utilization	69.6%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	176	194	306	151	117	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.93		0.95		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1691		3364		1770	3539
Flt Permitted	0.98		1.00		0.39	1.00
Satd. Flow (perm)	1691		3364		732	3539
Peak-hour factor, PHF	0.68	0.68	0.81	0.81	0.86	0.86
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	285	314	416	205	150	257
RTOR Reduction (vph)	105	0	115	0	0	0
Lane Group Flow (vph)	494	0	506	0	150	257
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	14.5		17.5		17.5	17.5
Effective Green, g (s)	14.5		17.5		17.5	17.5
Actuated g/C Ratio	0.36		0.44		0.44	0.44
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)	612		1471		320	1548
v/s Ratio Prot	c0.29		0.15			0.07
v/s Ratio Perm					c0.20	
v/c Ratio	0.81		0.34		0.47	0.17
Uniform Delay, d1	11.5		7.4		8.0	6.8
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	7.7		0.6		4.9	0.2
Delay (s)	19.2		8.1		12.8	7.1
Level of Service	B		A		B	A
Approach Delay (s)	19.2		8.1			9.2
Approach LOS	B		A			A

Intersection Summary				
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.62			
Actuated Cycle Length (s)	40.0	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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	100	44	6	191	97	15
Peak Hour Factor	0.80	0.80	0.60	0.60	0.68	0.68
Hourly flow rate (vph)	138	60	11	350	157	24

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	198	361	181
Volume Left (vph)	0	11	157
Volume Right (vph)	61	0	24
Hadj (s)	-0.15	0.04	0.13
Departure Headway (s)	4.7	4.7	5.3
Degree Utilization, x	0.26	0.47	0.27
Capacity (veh/h)	718	736	612
Control Delay (s)	9.4	11.8	10.3
Approach Delay (s)	9.4	11.8	10.3
Approach LOS	A	B	B

Intersection Summary				
Delay		10.8		
Level of Service		B		
Intersection Capacity Utilization		30.0%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	98	135	85	137	122	159
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	117	161	102	164	146	190
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	451					
pX, platoon unblocked						
vC, conflicting volume			279		565	198
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			279		565	198
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			92		67	77
cM capacity (veh/h)			1284		448	843

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	279	265	336
Volume Left	0	102	146
Volume Right	161	0	190
cSH	1700	1284	609
Volume to Capacity	0.16	0.08	0.55
Queue Length 95th (ft)	0	6	84
Control Delay (s)	0.0	3.5	17.9
Lane LOS		A	C
Approach Delay (s)	0.0	3.5	17.9
Approach LOS			C

Intersection Summary				
Average Delay		7.9		
Intersection Capacity Utilization		56.0%	ICU Level of Service	B
Analysis Period (min)		15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	843					
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085

Direction, Lane #	EB 1	WB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary				
Average Delay		0.0		
Intersection Capacity Utilization		0.0%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	54	216	30	32	153	61	10	42	39	112	97	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	258	36	38	183	73	12	50	47	134	116	128

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	359	294	109	378
Volume Left (vph)	65	38	12	134
Volume Right (vph)	36	73	47	128
Hadj (s)	0.01	-0.09	-0.20	-0.10
Departure Headway (s)	6.1	6.1	6.6	6.1
Degree Utilization, x	0.61	0.50	0.20	0.64
Capacity (veh/h)	546	533	434	559
Control Delay (s)	18.1	15.1	11.3	19.0
Approach Delay (s)	18.1	15.1	11.3	19.0
Approach LOS	C	C	B	C

Intersection Summary				
Delay		17.0		
Level of Service		C		
Intersection Capacity Utilization		59.5%	ICU Level of Service	B
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	240	0	180	0	0	0	83	155	0	0	161	156
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	287	0	215	0	0	0	99	185	0	0	192	187

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	502	285	379
Volume Left (vph)	287	99	0
Volume Right (vph)	215	0	187
Hadj (s)	-0.11	0.10	-0.26
Departure Headway (s)	5.7	6.2	5.7
Degree Utilization, x	0.79	0.49	0.61
Capacity (veh/h)	605	535	594
Control Delay (s)	27.0	15.2	17.2
Approach Delay (s)	27.0	15.2	17.2
Approach LOS	D	C	C

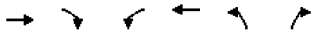
Intersection Summary					
Delay	20.9				
Level of Service	C				
Intersection Capacity Utilization	70.6%	ICU Level of Service	C		
Analysis Period (min)	15				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	95	0	13	10	7	367	0	0	0	15	223	45
Peak Hour Factor	0.97	0.97	0.97	0.64	0.64	0.64	0.38	0.38	0.38	0.72	0.72	0.72
Hourly flow rate (vph)	108	0	15	17	12	631	0	0	0	23	341	69

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	122	660	432
Volume Left (vph)	108	17	23
Volume Right (vph)	15	631	69
Hadj (s)	0.14	-0.53	-0.05
Departure Headway (s)	6.4	5.0	5.9
Degree Utilization, x	0.22	0.91	0.71
Capacity (veh/h)	527	714	591
Control Delay (s)	11.2	37.6	21.7
Approach Delay (s)	11.2	37.6	21.7
Approach LOS	B	E	C

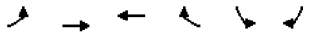
Intersection Summary					
Delay	29.3				
Level of Service	D				
Intersection Capacity Utilization	59.5%	ICU Level of Service	B		
Analysis Period (min)	15				



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	13	0	0	105	308	42
Peak Hour Factor	0.70	0.70	0.53	0.53	0.60	0.60
Hourly flow rate (vph)	20	0	0	218	565	77

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	20	218	642
Volume Left (vph)	0	0	565
Volume Right (vph)	0	0	77
Hadj (s)	0.03	0.03	0.14
Departure Headway (s)	6.0	5.6	4.7
Degree Utilization, x	0.03	0.34	0.85
Capacity (veh/h)	561	604	747
Control Delay (s)	9.2	11.5	28.0
Approach Delay (s)	9.2	11.5	28.0
Approach LOS	A	B	D

Intersection Summary				
Delay	23.5			
Level of Service	C			
Intersection Capacity Utilization	34.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	67	44	21	332	269	27
Peak Hour Factor	0.72	0.72	0.62	0.62	0.56	0.56
Hourly flow rate (vph)	102	67	37	589	528	53

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	170	626	528	53
Volume Left (vph)	102	0	528	0
Volume Right (vph)	0	589	0	53
Hadj (s)	0.15	-0.53	0.23	-0.57
Departure Headway (s)	7.1	5.6	6.4	3.2
Degree Utilization, x	0.34	0.98	0.95	0.05
Capacity (veh/h)	499	629	551	1121
Control Delay (s)	13.7	53.5	50.9	6.4
Approach Delay (s)	13.7	53.5	46.8	
Approach LOS	B	F	E	

Intersection Summary				
Delay	45.8			
Level of Service	E			
Intersection Capacity Utilization	56.8%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	47	228	67	65	140	198	166	237	577	221	139	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	4.9	4.9	4.4	5.5	4.4	4.4	5.4	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
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	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.65	1.00	1.00	0.30	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1206	1863	1583	552	1863	1583
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)	58	281	83	77	167	236	210	300	730	276	174	89
RTOR Reduction (vph)	0	0	62	0	0	165	0	0	216	0	0	0
Lane Group Flow (vph)	58	281	21	77	167	71	210	300	514	276	174	89
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Free
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6	8		8	4		Free
Actuated Green, G (s)	3.8	17.3	17.3	7.5	21.0	21.0	19.6	15.5	23.0	30.1	21.6	69.6
Effective Green, g (s)	3.8	17.3	17.3	7.5	21.0	21.0	19.6	15.5	23.0	30.1	21.6	69.6
Actuated g/C Ratio	0.05	0.25	0.25	0.11	0.30	0.30	0.28	0.22	0.33	0.43	0.31	1.00
Clearance Time (s)	4.4	4.9	4.9	4.4	4.9	4.9	4.4	5.5	4.4	4.4	5.4	
Vehicle Extension (s)	2.0	2.9	2.9	2.0	2.9	2.9	2.0	3.9	2.0	2.0	3.9	
Lane Grp Cap (vph)	96	463	393	190	562	477	372	414	523	415	578	1583
v/s Ratio Prot	0.03	c0.15		0.04	c0.09		0.03	0.16	c0.11	c0.10	0.09	
v/s Ratio Perm			0.01			0.04	0.13		0.22	0.19		0.06
v/c Ratio	0.60	0.61	0.05	0.41	0.30	0.15	0.56	0.72	0.98	0.67	0.30	0.06
Uniform Delay, d1	32.2	23.1	19.9	29.0	18.6	17.8	20.6	25.1	23.1	14.2	18.3	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.2	2.2	0.1	0.5	0.3	0.1	1.2	6.6	34.8	3.1	0.4	0.1
Delay (s)	39.3	25.3	20.0	29.5	18.9	17.9	21.8	31.6	57.9	17.3	18.6	0.1
Level of Service	D	C	B	C	B	B	C	C	E	B	B	A
Approach Delay (s)		26.2			20.1			45.4			14.9	
Approach LOS		C			C			D			B	

Intersection Summary				
HCM 2000 Control Delay	31.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.77			
Actuated Cycle Length (s)	69.6	Sum of lost time (s)	19.2	
Intersection Capacity Utilization	71.4%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	320	707	475	253	139	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.2	4.6	4.6	4.6
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
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	845	544	290	189	185
RTOR Reduction (vph)	0	69	0	0	0	126
Lane Group Flow (vph)	383	776	544	290	189	59
Turn Type	NA	pm+ov	Prot	NA	Prot	Perm
Protected Phases	6	4	5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	11.0	33.4	23.2	38.4	22.4	22.4
Effective Green, g (s)	11.0	33.4	23.2	38.4	22.4	22.4
Actuated g/C Ratio	0.16	0.48	0.33	0.55	0.32	0.32
Clearance Time (s)	4.6	4.6	4.2	4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	556	859	586	1941	566	506
v/s Ratio Prot	0.11	c0.29	c0.31	0.08	0.11	
v/s Ratio Perm		0.20				0.04
v/c Ratio	0.69	0.90	0.93	0.15	0.33	0.12
Uniform Delay, d1	27.9	16.8	22.6	7.8	18.1	16.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6	12.7	21.0	0.2	0.4	0.1
Delay (s)	31.4	29.5	43.6	7.9	18.5	16.9
Level of Service	C	C	D	A	B	B
Approach Delay (s)	30.1			31.2	17.7	
Approach LOS	C			C	B	

Intersection Summary				
HCM 2000 Control Delay	28.6	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.99			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	84.4%	ICU Level of Service	E	
Analysis Period (min)	15			

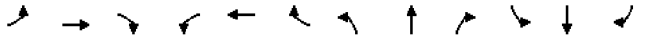
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	77	237	412	90	109	319
Sign Control	Stop		Free			Free
Grade	0%		15%			0%
Peak Hour Factor	0.80	0.80	0.86	0.86	0.82	0.82
Hourly flow rate (vph)	96	296	479	105	133	389
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			None
Median storage veh)			2			
Upstream signal (ft)						525
pX, platoon unblocked	0.88					
vC, conflicting volume	1186	531			584	
vC1, stage 1 conf vol	531					
vC2, stage 2 conf vol	655					
vCu, unblocked vol	1143	531			584	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	75	46			87	
cM capacity (veh/h)	379	548			991	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	96	296	584	133	389
Volume Left	96	0	0	133	0
Volume Right	0	296	105	0	0
cSH	379	548	1700	991	1700
Volume to Capacity	0.25	0.54	0.34	0.13	0.23
Queue Length 95th (ft)	25	80	0	12	0
Control Delay (s)	17.7	19.0	0.0	9.2	0.0
Lane LOS	C	C		A	
Approach Delay (s)	18.7		0.0	2.3	
Approach LOS	C				

Intersection Summary				
Average Delay		5.7		
Intersection Capacity Utilization		48.5%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	265	5	5	315	55	1	0	0	101	0	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			15%			0%			0%	
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	
Frt	1.00	1.00			1.00	0.85		1.00			0.95	
Flt Protected	0.95	1.00			1.00	1.00		0.95			0.97	
Satd. Flow (prot)	1770	1858			1722	1465		1770			1711	
Flt Permitted	0.34	1.00			0.99	1.00		0.60			0.97	
Satd. Flow (perm)	625	1858			1713	1465		1118			1711	
Peak-hour factor, PHF	0.89	0.89	0.89	0.90	0.90	0.90	0.25	0.25	0.25	0.71	0.71	0.71
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	30	328	6	6	385	67	4	0	0	156	0	104
RTOR Reduction (vph)	0	1	0	0	0	45	0	0	0	0	74	0
Lane Group Flow (vph)	30	333	0	0	391	22	0	4	0	0	186	0
Parking (#/hr)												0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Split	NA	
Protected Phases		4			8			2		6	6	
Permitted Phases	4			8		8	2					
Actuated Green, G (s)	19.6	19.6			19.6	19.6		17.0			11.4	
Effective Green, g (s)	19.6	19.6			19.6	19.6		17.0			11.4	
Actuated g/C Ratio	0.33	0.33			0.33	0.33		0.28			0.19	
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)	204	606			559	478		316			325	
v/s Ratio Prot		0.18									c0.11	
v/s Ratio Perm	0.05				c0.23	0.01		c0.00				
v/c Ratio	0.15	0.55			0.70	0.05		0.01			0.57	
Uniform Delay, d1	14.3	16.6			17.6	13.8		15.5			22.1	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.3	1.1			3.8	0.0		0.1			2.4	
Delay (s)	14.6	17.7			21.4	13.8		15.5			24.5	
Level of Service	B	B			C	B		B			C	
Approach Delay (s)		17.4			20.3			15.5			24.5	
Approach LOS		B			C			B			C	

Intersection Summary					
HCM 2000 Control Delay		20.3	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio		0.43			
Actuated Cycle Length (s)		60.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization		38.9%	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												
Volume (veh/h)	47	199	8	4	345	32	2	14	6	50	12	186
Sign Control		Free			Free			Stop			Stop	
Grade		0%			15%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.38	0.38	0.38	0.86	0.86	0.86
Hourly flow rate (vph)	55	231	9	5	401	37	5	37	16	58	14	216
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					579							
pX, platoon unblocked	0.91						0.91	0.91		0.91	0.91	0.91
vC, conflicting volume	438			241			979	793	236	804	779	420
vC1, stage 1 conf vol							345	345		429	429	
vC2, stage 2 conf vol							634	448		375	350	
vCu, unblocked vol	334			241			928	723	236	735	708	313
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			98	92	98	88	97	67
cM capacity (veh/h)	1116			1326			245	460	803	471	487	662

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	55	241	5	438	58	288
Volume Left	55	0	5	0	5	58
Volume Right	0	9	0	37	16	216
cSH	1116	1700	1326	1700	478	602
Volume to Capacity	0.05	0.14	0.00	0.26	0.12	0.48
Queue Length 95th (ft)	4	0	0	0	10	65
Control Delay (s)	8.4	0.0	7.7	0.0	13.6	16.4
Lane LOS	A		A		B	C
Approach Delay (s)	1.6		0.1		13.6	16.4
Approach LOS					B	C

Intersection Summary				
Average Delay	5.5			
Intersection Capacity Utilization	55.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	232	3	5	279	198	5	5	9	215	3	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9			4.9	4.9		4.9			4.9	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	1.00			1.00	0.85		0.93			0.98	
Flt Protected	0.95	1.00			1.00	1.00		0.99			0.96	
Satd. Flow (prot)	1770	1859			1861	1583		1719			1748	
Flt Permitted	0.50	1.00			0.99	1.00		0.91			0.74	
Satd. Flow (perm)	939	1859			1853	1583		1578			1354	
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	307	4	6	337	239	8	8	15	324	5	68
RTOR Reduction (vph)	0	0	0	0	0	96	0	10	0	0	14	0
Lane Group Flow (vph)	52	311	0	0	343	143	0	21	0	0	383	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	35.4	35.4			35.4	35.4		24.8			24.8	
Effective Green, g (s)	35.4	35.4			35.4	35.4		24.8			24.8	
Actuated g/C Ratio	0.51	0.51			0.51	0.51		0.35			0.35	
Clearance Time (s)	4.9	4.9			4.9	4.9		4.9			4.9	
Vehicle Extension (s)	2.5	2.5			2.5	2.5		2.0			2.0	
Lane Grp Cap (vph)	474	940			937	800		559			479	
v/s Ratio Prot		0.17										
v/s Ratio Perm	0.06				c0.19	0.09		0.01			c0.28	
v/c Ratio	0.11	0.33			0.37	0.18		0.04			0.80	
Uniform Delay, d1	9.1	10.3			10.5	9.4		14.8			20.4	
Progression Factor	1.00	1.00			0.51	0.31		1.00			1.00	
Incremental Delay, d2	0.5	0.9			1.0	0.5		0.0			8.8	
Delay (s)	9.5	11.2			6.4	3.4		14.8			29.2	
Level of Service	A	B			A	A		B			C	
Approach Delay (s)		11.0			5.2			14.8			29.2	
Approach LOS		B			A			B			C	

Intersection Summary				
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.54			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	65.3%	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												
Volume (vph)	0	244	167	362	206	0	275	0	510	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9	4.4	4.9			4.4	4.4			
Lane Util. Factor		0.95	1.00	0.97	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	1583			
Flt Permitted		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	3433	1863			1770	1583			
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	383	262	433	246	0	348	0	645	0	0	0
RTOR Reduction (vph)	0	0	169	0	0	0	0	0	105	0	0	0
Lane Group Flow (vph)	0	383	93	433	246	0	0	348	540	0	0	0
Turn Type		NA	Perm	Prot	NA		Split	NA	pm+ov			Perm
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2						8			8 2 6
Actuated Green, G (s)		24.9	24.9	13.1	42.4			18.3	31.4			
Effective Green, g (s)		24.9	24.9	13.1	42.4			18.3	31.4			
Actuated g/C Ratio		0.36	0.36	0.19	0.61			0.26	0.45			
Clearance Time (s)		4.9	4.9	4.4	4.9			4.4	4.4			
Vehicle Extension (s)		4.8	4.8	2.0	4.8			2.0	2.0			
Lane Grp Cap (vph)		1258	563	642	1128			462	809			
v/s Ratio Prot		c0.11		0.13	0.13			0.20	c0.12			
v/s Ratio Perm			0.06						0.22			
v/c Ratio		0.30	0.17	0.67	0.22			0.75	0.67			
Uniform Delay, d1		16.3	15.4	26.5	6.3			23.8	15.2			
Progression Factor		0.92	1.75	1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.6	0.6	2.2	0.2			6.1	1.6			
Delay (s)		15.5	27.5	28.7	6.5			29.9	16.8			
Level of Service		B	C	C	A			C	B			
Approach Delay (s)		20.4			20.6			21.4			0.0	
Approach LOS		C			C			C			A	

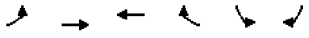
Intersection Summary				
HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	13.7	
Intersection Capacity Utilization	50.8%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	776	576	0	0	158
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.96	0.96	0.70	0.70
Hourly flow rate (vph)	0	970	660	0	0	248
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		233	383			
pX, platoon unblocked					0.93	
vC, conflicting volume	660				1145	330
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	660				1005	330
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	63
cM capacity (veh/h)	924				221	666

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	485	485	330	330	248
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	248
cSH	1700	1700	1700	1700	666
Volume to Capacity	0.29	0.29	0.19	0.19	0.37
Queue Length 95th (ft)	0	0	0	0	43
Control Delay (s)	0.0	0.0	0.0	0.0	13.6
Lane LOS					B
Approach Delay (s)	0.0		0.0		13.6
Approach LOS					B

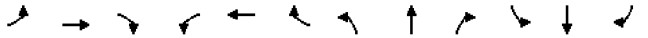
Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	36.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	191	651	554	46	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.92	0.92	0.42	0.42
Hourly flow rate (vph)	233	796	662	55	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		382	234			
pX, platoon unblocked					0.97	
vC, conflicting volume	717				1555	359
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	717				1505	359
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	73				100	100
cM capacity (veh/h)	879				80	638

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2
Volume Total	233	398	398	442	276
Volume Left	233	0	0	0	0
Volume Right	0	0	0	0	55
cSH	879	1700	1700	1700	1700
Volume to Capacity	0.27	0.23	0.23	0.26	0.16
Queue Length 95th (ft)	27	0	0	0	0
Control Delay (s)	10.6	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	2.4			0.0	
Approach LOS					

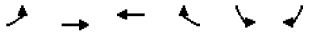
Intersection Summary				
Average Delay		1.4		
Intersection Capacity Utilization		36.8%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	709	157	57	331	0	0	0	0	317	1	297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.2	4.6					4.6	4.6	4.6
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frt		1.00	0.85	1.00	1.00					1.00	0.93	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.98	1.00
Satd. Flow (prot)		3539	1583	3433	3539					1681	1532	1504
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.98	1.00
Satd. Flow (perm)		3539	1583	3433	3539					1681	1532	1504
Peak-hour factor, PHF	0.94	0.94	0.94	0.81	0.81	0.81	0.25	0.25	0.25	0.78	0.78	0.78
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	830	184	77	450	0	0	0	0	447	1	419
RTOR Reduction (vph)	0	0	74	0	0	0	0	0	0	0	52	187
Lane Group Flow (vph)	0	830	110	77	450	0	0	0	0	299	239	90
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		19.4	19.4	2.5	26.1					17.1	17.1	17.1
Effective Green, g (s)		19.4	19.4	2.5	26.1					17.1	17.1	17.1
Actuated g/C Ratio		0.37	0.37	0.05	0.50					0.33	0.33	0.33
Clearance Time (s)		4.6	4.6	4.2	4.6					4.6	4.6	4.6
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		1310	586	163	1762					548	499	490
v/s Ratio Prot		c0.23		c0.02	0.13					c0.18	0.16	
v/s Ratio Perm			0.07									0.06
v/c Ratio		0.63	0.19	0.47	0.26					0.55	0.48	0.18
Uniform Delay, d1		13.6	11.2	24.3	7.6					14.5	14.1	12.7
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		1.0	0.2	2.2	0.1					1.1	0.7	0.2
Delay (s)		14.6	11.3	26.5	7.6					15.6	14.8	12.8
Level of Service		B	B	C	A					B	B	B
Approach Delay (s)		14.0			10.4			0.0			14.4	
Approach LOS		B			B			A			B	

Intersection Summary					
HCM 2000 Control Delay		13.4	HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio		0.58			
Actuated Cycle Length (s)		52.4	Sum of lost time (s)		13.4
Intersection Capacity Utilization		49.9%	ICU Level of Service		A
Analysis Period (min)		15			

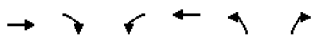
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	223	753	378	424	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.6	4.6	4.0		
Lane Util. Factor	0.97	0.95	0.95	1.00		
Frt	1.00	1.00	1.00	0.85		
Flt Protected	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	3433	3539	3539	1583		
Flt Permitted	0.95	1.00	1.00	1.00		
Satd. Flow (perm)	3433	3539	3539	1583		
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	327	1104	554	622	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	327	1104	554	622	0	0
Turn Type	Prot	NA	NA	Free		
Protected Phases	5	2 4	6 8			
Permitted Phases				Free		
Actuated Green, G (s)	8.0	80.0	64.0	80.0		
Effective Green, g (s)	8.0	76.0	64.0	80.0		
Actuated g/C Ratio	0.10	0.95	0.80	1.00		
Clearance Time (s)	4.0					
Vehicle Extension (s)	3.0					
Lane Grp Cap (vph)	343	3362	2831	1583		
v/s Ratio Prot	c0.10	0.31	0.16			
v/s Ratio Perm				c0.39		
v/c Ratio	0.95	0.33	0.20	0.39		
Uniform Delay, d1	35.8	0.1	1.9	0.0		
Progression Factor	1.00	1.00	1.12	1.00		
Incremental Delay, d2	36.2	0.1	0.0	0.5		
Delay (s)	72.0	0.2	2.1	0.5		
Level of Service	E	A	A	A		
Approach Delay (s)		16.6	1.3		0.0	
Approach LOS		B	A		A	

Intersection Summary				
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.51			
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.6	
Intersection Capacity Utilization	26.7%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	894	0	539	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9		4.9		
Lane Util. Factor		0.88		0.95		
Frt		0.85		1.00		
Flt Protected		1.00		1.00		
Satd. Flow (prot)		2787		3539		
Flt Permitted		1.00		1.00		
Satd. Flow (perm)		2787		3539		
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)	0	1105	0	732	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1105	0	732	0	0
Turn Type		Prot	Prot	NA		
Protected Phases		2	1	6		
Permitted Phases						
Actuated Green, G (s)		40.0		40.0		
Effective Green, g (s)		40.0		40.0		
Actuated g/C Ratio		1.00		1.00		
Clearance Time (s)		4.9		4.9		
Vehicle Extension (s)		2.5		2.5		
Lane Grp Cap (vph)		2787		3539		
v/s Ratio Prot		c0.40		0.21		
v/s Ratio Perm						
v/c Ratio		0.40		0.21		
Uniform Delay, d1		0.0		0.0		
Progression Factor		1.00		1.00		
Incremental Delay, d2		0.4		0.0		
Delay (s)		0.4		0.0		
Level of Service		A		A		
Approach Delay (s)	0.4			0.0	0.0	
Approach LOS	A			A	A	

Intersection Summary				
HCM 2000 Control Delay	0.3	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.51			
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.9	
Intersection Capacity Utilization	38.5%	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												
Volume (vph)	0	0	0	0	509	3	16	4	520	2	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9			4.9	4.0		4.9	
Lane Util. Factor					0.95			1.00	0.88		1.00	
Frt					1.00			1.00	0.85		0.89	
Flt Protected					1.00			0.96	1.00		0.99	
Satd. Flow (prot)					3536			1791	2787		1645	
Flt Permitted					1.00			1.00	1.00		0.92	
Satd. Flow (perm)					3536			1863	2787		1533	
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)	0	0	0	0	757	4	24	6	784	3	0	12
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	0	0	0	761	0	0	30	784	0	1	0
Turn Type					NA		Perm	NA	Free	Perm	NA	
Protected Phases					6			8			4	
Permitted Phases							8		Free	4		
Actuated Green, G (s)					47.4			2.8	60.0		2.8	
Effective Green, g (s)					47.4			2.8	60.0		2.8	
Actuated g/C Ratio					0.79			0.05	1.00		0.05	
Clearance Time (s)					4.9			4.9			4.9	
Vehicle Extension (s)					2.1			2.0			2.0	
Lane Grp Cap (vph)					2793			86	2787		71	
v/s Ratio Prot					0.22							
v/s Ratio Perm								0.02	c0.28		0.00	
v/c Ratio					0.27			0.35	0.28		0.01	
Uniform Delay, d1					1.7			27.7	0.0		27.3	
Progression Factor					1.00			1.00	1.00		1.00	
Incremental Delay, d2					0.2			0.9	0.3		0.0	
Delay (s)					1.9			28.6	0.3		27.3	
Level of Service					A			C	A		C	
Approach Delay (s)		0.0			1.9			1.3			27.3	
Approach LOS		A			A			A			C	

Intersection Summary				
HCM 2000 Control Delay	1.8	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.34			
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	27.5%	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												
Volume (vph)	104	128	265	212	67	16	263	141	139	29	89	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	4.9		4.9	4.9			5.8	4.0
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95		0.97	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (prot)	1770	3539	2787	1770	3437		3433	1724			1840	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.81	1.00
Satd. Flow (perm)	1770	3539	2787	1770	3437		3433	1724			1507	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	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)	124	153	317	253	80	19	314	169	166	35	106	73
RTOR Reduction (vph)	0	0	214	0	14	0	0	34	0	0	0	0
Lane Group Flow (vph)	124	153	103	253	85	0	314	301	0	0	141	73
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Perm	NA	Free
Protected Phases	5	2	3	1	6		3	8			4	
Permitted Phases			2							4		Free
Actuated Green, G (s)	9.8	11.7	23.1	16.8	18.7		11.4	28.5			11.3	71.2
Effective Green, g (s)	9.8	11.7	23.1	16.8	18.7		11.4	28.5			11.3	71.2
Actuated g/C Ratio	0.14	0.16	0.32	0.24	0.26		0.16	0.40			0.16	1.00
Clearance Time (s)	4.4	4.9	4.9	4.4	4.9		4.9	4.9			5.8	
Vehicle Extension (s)	2.0	6.0	2.0	2.0	3.1		2.0	2.0			2.0	
Lane Grp Cap (vph)	243	581	1096	417	902		549	690			239	1583
v/s Ratio Prot	0.07	c0.04	0.02	c0.14	0.02		c0.09	0.17				
v/s Ratio Perm			0.02								c0.09	0.05
v/c Ratio	0.51	0.26	0.09	0.61	0.09		0.57	0.44			0.59	0.05
Uniform Delay, d1	28.5	26.0	16.8	24.3	19.8		27.6	15.5			27.8	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.8	0.7	0.0	1.7	0.0		0.9	0.2			2.4	0.1
Delay (s)	29.2	26.7	16.8	26.0	19.9		28.5	15.7			30.2	0.1
Level of Service	C	C	B	C	B		C	B			C	A
Approach Delay (s)		21.9			24.3			21.9			19.9	
Approach LOS		C			C			C			B	

Intersection Summary				
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.52			
Actuated Cycle Length (s)	71.2	Sum of lost time (s)	20.0	
Intersection Capacity Utilization	59.9%	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												
Volume (vph)	200	197	218	75	165	0	0	0	0	0	59	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0						4.0	
Lane Util. Factor	1.00	1.00			1.00						1.00	
Frt	1.00	0.92			1.00						0.91	
Flt Protected	0.95	1.00			0.98						1.00	
Satd. Flow (prot)	1770	1716			1834						1704	
Flt Permitted	0.95	1.00			0.98						1.00	
Satd. Flow (perm)	1770	1716			1834						1704	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	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)	239	236	261	90	197	0	0	0	0	0	71	122
RTOR Reduction (vph)	0	60	0	0	0	0	0	0	0	0	102	0
Lane Group Flow (vph)	239	437	0	0	287	0	0	0	0	0	91	0
Turn Type	Split	NA		Split	NA						NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	15.8	15.8			12.2						8.0	
Effective Green, g (s)	15.8	15.8			12.2						8.0	
Actuated g/C Ratio	0.33	0.33			0.25						0.17	
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)	582	564			466						284	
v/s Ratio Prot	0.14	c0.25			c0.16						c0.05	
v/s Ratio Perm												
v/c Ratio	0.41	0.77			0.62						0.32	
Uniform Delay, d1	12.5	14.5			15.8						17.6	
Progression Factor	1.00	1.00			1.00						1.00	
Incremental Delay, d2	0.5	6.6			2.4						0.7	
Delay (s)	13.0	21.1			18.2						18.3	
Level of Service	B	C			B						B	
Approach Delay (s)		18.4			18.2			0.0			18.3	
Approach LOS		B			B			A			B	

Intersection Summary					
HCM 2000 Control Delay	18.4	HCM 2000 Level of Service		B	
HCM 2000 Volume to Capacity ratio	0.62				
Actuated Cycle Length (s)	48.0	Sum of lost time (s)		12.0	
Intersection Capacity Utilization	60.5%	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												
Volume (vph)	0	0	0	80	0	215	308	519	0	0	275	272
Ideal Flow (vphpl)	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			0.95	
Frt				1.00		0.85	1.00	1.00			0.93	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1770		1583	1770	1863			3275	
Flt Permitted				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1770		1583	1770	1863			3275	
Peak-hour factor, PHF	0.80	0.80	0.80	0.88	0.88	0.88	0.82	0.82	0.82	0.78	0.78	0.78
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	0	0	100	0	269	413	696	0	0	388	384
RTOR Reduction (vph)	0	0	0	0	0	197	0	0	0	0	286	0
Lane Group Flow (vph)	0	0	0	100	0	72	413	696	0	0	486	0
Turn Type				Perm		Perm	Prot	NA			NA	
Protected Phases							5	2			6	
Permitted Phases				8		8						
Actuated Green, G (s)				8.6		8.6	15.0	31.2			12.2	
Effective Green, g (s)				8.6		8.6	15.0	31.2			12.2	
Actuated g/C Ratio				0.18		0.18	0.31	0.65			0.26	
Clearance Time (s)				4.0		4.0	4.0	4.0			4.0	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				318		284	555	1216			835	
v/s Ratio Prot							c0.23	c0.37			0.15	
v/s Ratio Perm				c0.06		0.05						
v/c Ratio				0.31		0.25	0.74	0.57			0.58	
Uniform Delay, d1				17.0		16.8	14.7	4.6			15.6	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				0.6		0.5	5.4	0.7			1.0	
Delay (s)				17.6		17.3	20.1	5.3			16.6	
Level of Service				B		B	C	A			B	
Approach Delay (s)		0.0			17.4			10.8			16.6	
Approach LOS		A			B			B			B	

Intersection Summary					
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service		B	
HCM 2000 Volume to Capacity ratio	0.62				
Actuated Cycle Length (s)	47.8	Sum of lost time (s)		12.0	
Intersection Capacity Utilization	57.5%	ICU Level of Service		B	
Analysis Period (min)	15				

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	97	349	0	759	401	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	4.6	
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	
Peak-hour factor, PHF	0.79	0.79	0.70	0.70	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	135	486	0	1193	588	0
RTOR Reduction (vph)	0	223	0	0	0	0
Lane Group Flow (vph)	135	263	0	1193	588	0
Turn Type	Prot	custom		NA	NA	
Protected Phases	4	4			3	
Permitted Phases		3 4		7		
Actuated Green, G (s)	24.6	75.8		80.4	51.2	
Effective Green, g (s)	24.6	75.8		80.4	51.2	
Actuated g/C Ratio	0.18	0.54		0.57	0.37	
Clearance Time (s)	4.6	4.6		4.6	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	311	909		1069	1294	
v/s Ratio Prot	0.08	0.05			0.17	
v/s Ratio Perm		0.12		c0.64		
v/c Ratio	0.43	0.29		1.12	0.45	
Uniform Delay, d1	51.5	17.5		29.8	33.8	
Progression Factor	1.00	1.00		1.07	1.00	
Incremental Delay, d2	1.0	0.2		58.9	0.3	
Delay (s)	52.5	17.6		90.7	34.0	
Level of Service	D	B		F	C	
Approach Delay (s)	25.2			90.7	34.0	
Approach LOS	C			F	C	

Intersection Summary				
HCM 2000 Control Delay	59.9	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	57.5%	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												
Volume (vph)	250	183	31	13	163	686	20	25	27	406	13	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.6	4.6	4.6	4.6		4.6	4.6	
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	0.92		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	1822			1856	1583	1770	1717		1770	1603	
Flt Permitted	0.95	1.00			0.75	1.00	0.56	1.00		0.71	1.00	
Satd. Flow (perm)	1770	1822			1396	1583	1052	1717		1322	1603	
Peak-hour factor, PHF	0.81	0.81	0.81	0.85	0.85	0.85	0.79	0.79	0.79	0.81	0.81	0.81
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	340	249	42	17	211	888	28	35	38	551	18	234
RTOR Reduction (vph)	0	4	0	0	0	243	0	16	0	0	100	0
Lane Group Flow (vph)	340	287	0	0	228	645	28	57	0	551	152	0
Turn Type	Prot	NA		Perm	NA	custom	Perm	NA		Perm	NA	
Protected Phases	5	2			6			7			3 4	
Permitted Phases				6		3 6	7			3 4		
Actuated Green, G (s)	22.8	50.4			23.4	79.2	80.4	80.4		80.4	80.4	
Effective Green, g (s)	22.8	50.4			23.4	79.2	80.4	80.4		80.4	80.4	
Actuated g/C Ratio	0.16	0.36			0.17	0.57	0.57	0.57		0.57	0.57	
Clearance Time (s)	4.2	4.6			4.6		4.6	4.6				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	288	655			233	895	604	986		759	920	
v/s Ratio Prot	c0.19	0.16						0.03			0.10	
v/s Ratio Perm					c0.16	0.41	0.03			c0.42		
v/c Ratio	1.18	0.44			0.98	0.72	0.05	0.06		0.73	0.17	
Uniform Delay, d1	58.6	34.0			58.1	22.3	13.0	13.1		21.8	14.0	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		0.51	0.00	
Incremental Delay, d2	111.1	0.5			52.3	2.9	0.0	0.0		3.2	0.1	
Delay (s)	169.7	34.5			110.3	25.2	13.1	13.1		14.4	0.1	
Level of Service	F	C			F	C	B	B		B	A	
Approach Delay (s)		107.4			42.6			13.1			9.9	
Approach LOS		F			D			B			A	

Intersection Summary				
HCM 2000 Control Delay	47.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	76.8%	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												
Volume (vph)	443	0	287	0	0	0	0	469	149	140	124	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.6					4.6	4.6	4.2	4.6	
Lane Util. Factor	0.95	0.95	1.00					0.95	1.00	0.97	1.00	
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1681	1583					3539	1583	3433	1863	
Flt Permitted	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1681	1583					3539	1583	3433	1863	
Peak-hour factor, PHF	0.80	0.80	0.80	0.50	0.50	0.50	0.88	0.88	0.88	0.81	0.81	0.81
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	554	0	359	0	0	0	0	533	169	173	153	0
RTOR Reduction (vph)	0	0	263	0	0	0	0	0	97	0	0	0
Lane Group Flow (vph)	277	277	96	0	0	0	0	533	72	173	153	0
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	18.7	18.7	18.7					30.0	30.0	7.9	42.1	
Effective Green, g (s)	18.7	18.7	18.7					30.0	30.0	7.9	42.1	
Actuated g/C Ratio	0.27	0.27	0.27					0.43	0.43	0.11	0.60	
Clearance Time (s)	4.6	4.6	4.6					4.6	4.6	4.2	4.6	
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	449	449	422					1516	678	387	1120	
v/s Ratio Prot	c0.16	0.16						c0.15		c0.05	0.08	
v/s Ratio Perm			0.06						0.05			
v/c Ratio	0.62	0.62	0.23					0.35	0.11	0.45	0.14	
Uniform Delay, d1	22.5	22.5	20.0					13.5	12.0	29.0	6.1	
Progression Factor	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.5	2.5	0.3					0.6	0.3	0.8	0.3	
Delay (s)	25.0	25.0	20.3					14.1	12.3	29.8	6.3	
Level of Service	C	C	C					B	B	C	A	
Approach Delay (s)		23.2			0.0			13.7			18.8	
Approach LOS		C			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.45			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	40.6%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	290	27	13	316	165	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.99			1.00	0.94	
Flt Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1761			1859	1743	
Flt Permitted	0.96			0.98	1.00	
Satd. Flow (perm)	1761			1827	1743	
Peak-hour factor, PHF	0.77	0.77	0.82	0.82	0.80	0.80
Adj. Flow (vph)	377	35	16	385	206	188
RTOR Reduction (vph)	9	0	0	0	73	0
Lane Group Flow (vph)	403	0	0	401	321	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	13.3			18.7	18.7	
Effective Green, g (s)	13.3			18.7	18.7	
Actuated g/C Ratio	0.33			0.47	0.47	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	585			854	814	
v/s Ratio Prot	c0.23				0.18	
v/s Ratio Perm				c0.22		
v/c Ratio	0.69			0.47	0.39	
Uniform Delay, d1	11.6			7.3	7.0	
Progression Factor	1.00			0.98	1.00	
Incremental Delay, d2	3.4			1.7	1.4	
Delay (s)	14.9			8.8	8.4	
Level of Service	B			A	A	
Approach Delay (s)	14.9			8.8	8.4	
Approach LOS	B			A	A	

Intersection Summary				
HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	51.6%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	6	346	17	1	158	29
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
Frt	1.00	0.85	0.99			1.00
Flt Protected	0.95	1.00	1.00			0.96
Satd. Flow (prot)	1770	1583	1853			1787
Flt Permitted	0.95	1.00	1.00			0.75
Satd. Flow (perm)	1770	1583	1853			1406
Peak-hour factor, PHF	0.89	0.89	0.75	0.75	0.79	0.79
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	7	428	25	1	220	40
RTOR Reduction (vph)	0	342	0	0	0	0
Lane Group Flow (vph)	7	86	26	0	0	260
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	8.0	8.0	24.0			24.0
Effective Green, g (s)	8.0	8.0	24.0			24.0
Actuated g/C Ratio	0.20	0.20	0.60			0.60
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)	354	316	1111			843
v/s Ratio Prot	0.00		0.01			
v/s Ratio Perm		c0.05				c0.18
v/c Ratio	0.02	0.27	0.02			0.31
Uniform Delay, d1	12.9	13.5	3.2			3.9
Progression Factor	1.00	1.00	1.00			1.56
Incremental Delay, d2	0.0	0.5	0.0			0.9
Delay (s)	12.9	14.0	3.3			7.0
Level of Service	B	B	A			A
Approach Delay (s)	14.0		3.3			7.0
Approach LOS	B		A			A

Intersection Summary				
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.30			
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	33.6%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	4	210	109	3	77	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.3		4.0	5.3
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3525		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3525		1770	3539
Peak-hour factor, PHF	0.71	0.71	0.80	0.80	0.87	0.87
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	6	325	150	4	97	167
RTOR Reduction (vph)	0	292	2	0	0	0
Lane Group Flow (vph)	6	33	152	0	97	167
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	7.1	7.1	42.4		7.2	53.6
Effective Green, g (s)	7.1	7.1	42.4		7.2	53.6
Actuated g/C Ratio	0.10	0.10	0.61		0.10	0.77
Clearance Time (s)	4.0	4.0	5.3		4.0	5.3
Vehicle Extension (s)	2.0	2.0	3.6		2.0	3.6
Lane Grp Cap (vph)	179	160	2135		182	2709
v/s Ratio Prot	0.00		c0.04		c0.05	0.05
v/s Ratio Perm		c0.02				
v/c Ratio	0.03	0.21	0.07		0.53	0.06
Uniform Delay, d1	28.4	28.9	5.7		29.8	2.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	0.2	0.1		1.5	0.0
Delay (s)	28.4	29.1	5.8		31.3	2.1
Level of Service	C	C	A		C	A
Approach Delay (s)	29.1		5.8			12.8
Approach LOS	C		A			B

Intersection Summary				
HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.15			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	13.3	
Intersection Capacity Utilization	27.9%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

41: Willow Rd & Camino de la Plaza

11/21/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	122	11	17	96	177	5	28	15	161	46	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9	4.4	4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.95		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3497		1770	1863	1583	1770	1763		1770	1723	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3497		1770	1863	1583	1770	1763		1770	1723	
Peak-hour factor, PHF	0.90	0.90	0.90	0.71	0.71	0.71	0.80	0.80	0.80	0.89	0.89	0.89
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	84	149	13	26	149	274	7	38	21	199	57	57
RTOR Reduction (vph)	0	9	0	0	0	164	0	17	0	0	36	0
Lane Group Flow (vph)	84	153	0	26	149	110	7	42	0	199	78	0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	3.4	14.3		0.6	11.5	21.5	0.6	9.9		10.0	19.3	
Effective Green, g (s)	3.4	14.3		0.6	11.5	21.5	0.6	9.9		10.0	19.3	
Actuated g/C Ratio	0.06	0.27		0.01	0.22	0.40	0.01	0.19		0.19	0.36	
Clearance Time (s)	4.4	4.9		4.4	4.9	4.4	4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	3.3		2.0	3.3	2.0	2.0	2.0		2.0	2.7	
Lane Grp Cap (vph)	112	936		19	401	637	19	326		331	622	
v/s Ratio Prot	c0.05	c0.04		0.01	c0.08	0.03	0.00	0.02		c0.11	c0.05	
v/s Ratio Perm						0.04						
v/c Ratio	0.75	0.16		1.37	0.37	0.17	0.37	0.13		0.60	0.12	
Uniform Delay, d1	24.6	15.0		26.4	17.9	10.2	26.2	18.2		19.9	11.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	21.8	0.1		338.3	0.6	0.0	4.4	0.1		2.1	0.1	
Delay (s)	46.4	15.1		364.7	18.5	10.3	30.6	18.2		22.0	11.5	
Level of Service	D	B		F	B	B	C	B		C	B	
Approach Delay (s)		25.8			33.5			19.5			18.2	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.39			
Actuated Cycle Length (s)	53.4	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	38.3%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

42: Camiones Way/I-5 SB Ramps & Camino de la Plaza

11/21/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	269	4	7	176	84	5	2	26	297	30	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6		4.2	4.6	4.6	4.2	4.6	4.2	4.6	4.6	4.2
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3531		1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3531		1770	1863	1583	1770	1863	1583	1770	1863	1583
Peak-hour factor, PHF	0.67	0.67	0.67	0.86	0.86	0.86	0.81	0.81	0.81	0.84	0.84	0.84
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	105	442	7	9	225	107	7	3	35	389	39	445
RTOR Reduction (vph)	0	1	0	0	0	55	0	0	29	0	0	215
Lane Group Flow (vph)	105	448	0	9	225	52	7	3	6	389	39	230
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8	1	7	4	5
Permitted Phases						6			8			4
Actuated Green, G (s)	8.3	19.3		3.6	14.6	33.1	0.9	9.0	12.6	18.5	27.0	35.3
Effective Green, g (s)	8.3	19.3		3.6	14.6	33.1	0.9	9.0	12.6	18.5	27.0	35.3
Actuated g/C Ratio	0.12	0.28		0.05	0.21	0.48	0.01	0.13	0.18	0.27	0.39	0.52
Clearance Time (s)	4.2	4.6		4.2	4.6	4.6	4.2	4.6	4.2	4.6	4.6	4.2
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)	214	996		93	397	872	23	245	291	478	735	816
v/s Ratio Prot	c0.06	0.13		0.01	c0.12	0.02	0.00	0.00	0.00	c0.22	0.02	c0.03
v/s Ratio Perm						0.02			0.00			0.11
v/c Ratio	0.49	0.45		0.10	0.57	0.06	0.30	0.01	0.02	0.81	0.05	0.28
Uniform Delay, d1	28.1	20.2		30.9	24.1	9.4	33.4	25.8	22.9	23.3	12.8	9.4
Progression Factor	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	1.8	0.3		0.5	1.9	0.0	7.4	0.0	0.0	10.2	0.0	0.2
Delay (s)	29.8	20.5		31.3	25.9	9.4	40.8	25.9	22.9	33.5	12.8	9.6
Level of Service	C	C		C	C	A	D	C	C	C	B	A
Approach Delay (s)		22.3			20.9			25.9			20.4	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	68.4	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	50.3%	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												
Volume (vph)	52	22	56	61	32	258	63	413	46	203	680	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.8		4.0	4.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.94			0.90		1.00	0.98		1.00	0.99	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1720			1664		1770	3486		1770	3486	
Flt Permitted		0.51			0.88		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		897			1481		1770	3486		1770	3486	
Peak-hour factor, PHF	0.54	0.54	0.54	0.68	0.68	0.68	0.89	0.89	0.89	0.94	0.94	0.94
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	106	45	114	99	52	417	78	510	57	238	796	88
RTOR Reduction (vph)	0	43	0	0	156	0	0	11	0	0	11	0
Lane Group Flow (vph)	0	222	0	0	412	0	78	556	0	238	873	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		21.6			21.6		4.4	24.1		11.5	31.2	
Effective Green, g (s)		21.6			21.6		4.4	24.1		11.5	31.2	
Actuated g/C Ratio		0.31			0.31		0.06	0.34		0.16	0.45	
Clearance Time (s)		4.0			4.0		4.0	4.8		4.0	4.8	
Vehicle Extension (s)		2.0			2.0		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)		276			456		111	1200		290	1553	
v/s Ratio Prot							c0.04	0.16		c0.13	c0.25	
v/s Ratio Perm		0.25			c0.28							
v/c Ratio		0.80			0.90		0.70	0.46		0.82	0.56	
Uniform Delay, d1		22.3			23.2		32.2	17.9		28.3	14.4	
Progression Factor		1.00			1.00		1.00	1.00		0.94	0.93	
Incremental Delay, d2		14.7			20.5		15.1	1.3		15.9	1.5	
Delay (s)		37.0			43.7		47.3	19.2		42.5	14.8	
Level of Service		D			D		D	B		D	B	
Approach Delay (s)		37.0			43.7			22.6			20.7	
Approach LOS		D			D			C			C	

Intersection Summary				
HCM 2000 Control Delay	27.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.8	
Intersection Capacity Utilization	62.6%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Yield			Stop	Stop	
Volume (vph)	14	120	193	40	24	43
Peak Hour Factor	0.65	0.65	0.56	0.56	0.64	0.64
Hourly flow rate (vph)	24	203	379	79	41	74

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	227	458	115
Volume Left (vph)	24	379	0
Volume Right (vph)	203	0	74
Hadj (s)	-0.48	0.20	-0.35
Departure Headway (s)	4.8	4.8	4.7
Degree Utilization, x	0.30	0.61	0.15
Capacity (veh/h)	682	717	708
Control Delay (s)	9.9	15.2	8.6
Approach Delay (s)	9.9	15.2	8.6
Approach LOS	A	C	A

Intersection Summary			
Delay	12.7		
Level of Service	B		
Intersection Capacity Utilization	36.4%	ICU Level of Service	A
Analysis Period (min)	15		

45: I-805 NB Ramps/Center Street & E. San Ysidro Blvd

11/21/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	1059	0	0	560	90	70	26	242	0	0	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6			4.6			4.0	4.0			4.0
Lane Util. Factor	1.00	0.95			0.95			1.00	1.00			1.00
Frt	1.00	1.00			0.98			1.00	0.85			0.86
Flt Protected	0.95	1.00			1.00			0.96	1.00			1.00
Satd. Flow (prot)	1770	3539			3466			1797	1583			1611
Flt Permitted	0.25	1.00			1.00			0.96	1.00			1.00
Satd. Flow (perm)	468	3539			3466			1797	1583			1611
Peak-hour factor, PHF	0.95	0.95	0.95	0.82	0.82	0.82	0.85	0.85	0.85	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	30	1226	0	0	751	121	91	34	313	0	0	774
RTOR Reduction (vph)	0	0	0	0	18	0	0	0	48	0	0	108
Lane Group Flow (vph)	30	1226	0	0	854	0	0	125	265	0	0	666
Turn Type	Perm	NA			NA		Perm	NA	Perm			Perm
Protected Phases		2			6 5			8				
Permitted Phases	2						8		8			4
Actuated Green, G (s)	42.4	42.4			42.4			29.0	29.0			29.0
Effective Green, g (s)	42.4	42.4			38.4			29.0	29.0			29.0
Actuated g/C Ratio	0.53	0.53			0.48			0.36	0.36			0.36
Clearance Time (s)	4.6	4.6						4.0	4.0			4.0
Vehicle Extension (s)	3.0	3.0						3.0	3.0			3.0
Lane Grp Cap (vph)	248	1875			1663			651	573			583
v/s Ratio Prot		c0.35			0.25							
v/s Ratio Perm	0.06							0.07	0.17			c0.41
v/c Ratio	0.12	0.65			0.51			0.19	0.46			1.14
Uniform Delay, d1	9.4	13.5			14.4			17.5	19.5			25.5
Progression Factor	1.00	1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2	0.2	0.8			0.3			0.1	0.6			82.9
Delay (s)	9.7	14.3			14.6			17.6	20.1			108.4
Level of Service	A	B			B			B	C			F
Approach Delay (s)		14.2			14.6			19.4			108.4	
Approach LOS		B			B			B			F	

Intersection Summary				
HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.90			
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.6	
Intersection Capacity Utilization	55.9%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

46: Camino de la Plaza & I-805 NB Ramp

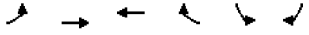
11/21/2014



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	138	454	158	293	0	0
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		
Frt	1.00	1.00	1.00	0.85		
Flt Protected	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	1770	1863	1863	1583		
Flt Permitted	0.95	1.00	1.00	1.00		
Satd. Flow (perm)	1770	1863	1863	1583		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	165	543	189	350	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	165	543	189	350	0	0
Turn Type	Prot	NA	NA	Free		
Protected Phases	7	4	8			
Permitted Phases				Free		
Actuated Green, G (s)	4.0	18.7	6.7	18.7		
Effective Green, g (s)	4.0	18.7	6.7	18.7		
Actuated g/C Ratio	0.21	1.00	0.36	1.00		
Clearance Time (s)	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	378	1863	667	1583		
v/s Ratio Prot	0.09	c0.29	0.10			
v/s Ratio Perm				0.22		
v/c Ratio	0.44	0.29	0.28	0.22		
Uniform Delay, d1	6.4	0.0	4.3	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.8	0.1	0.2	0.3		
Delay (s)	7.2	0.1	4.5	0.3		
Level of Service	A	A	A	A		
Approach Delay (s)		1.7	1.8		0.0	
Approach LOS		A	A		A	

Intersection Summary				
HCM 2000 Control Delay	1.8	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.51			
Actuated Cycle Length (s)	18.7	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	29.6%	ICU Level of Service	A	
Analysis Period (min)	15			

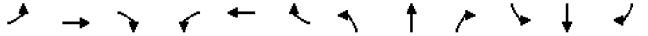
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	59	56	108	87	114	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.94		0.94	
Flt Protected		0.97	1.00		0.97	
Satd. Flow (prot)		1816	1750		1701	
Flt Permitted		0.69	1.00		0.97	
Satd. Flow (perm)		1293	1750		1701	
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	87	82	158	128	167	141
RTOR Reduction (vph)	0	0	89	0	72	0
Lane Group Flow (vph)	0	169	197	0	236	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Actuated Green, G (s)		7.4	7.4		11.8	
Effective Green, g (s)		7.4	7.4		11.8	
Actuated g/C Ratio		0.27	0.27		0.43	
Clearance Time (s)		4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0		3.0	
Lane Grp Cap (vph)		351	476		737	
v/s Ratio Prot			0.11		c0.14	
v/s Ratio Perm		c0.13				
v/c Ratio		0.48	0.41		0.32	
Uniform Delay, d1		8.3	8.1		5.1	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.0	0.6		0.3	
Delay (s)		9.3	8.7		5.3	
Level of Service		A	A		A	
Approach Delay (s)		9.3	8.7		5.3	
Approach LOS		A	A		A	

Intersection Summary				
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.38			
Actuated Cycle Length (s)	27.2	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	42.3%	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												
Volume (vph)	0	392	66	287	394	5	66	0	287	6	0	0
Ideal Flow (vphpl)	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	1.00		1.00	1.00			1.00	
Frt		0.98		1.00	1.00		1.00	0.85			1.00	
Flt Protected		1.00		0.95	1.00		0.95	1.00			0.95	
Satd. Flow (prot)		3463		1770	1859		1770	1583			1770	
Flt Permitted		1.00		0.95	1.00		0.75	1.00			0.40	
Satd. Flow (perm)		3463		1770	1859		1400	1583			745	
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	575	97	421	578	7	97	0	421	9	0	0
RTOR Reduction (vph)	0	22	0	0	0	0	0	340	0	0	0	0
Lane Group Flow (vph)	0	650	0	421	585	0	97	81	0	0	9	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)		14.3		15.4	33.7		10.0	10.0			10.0	
Effective Green, g (s)		14.3		15.4	33.7		10.0	10.0			10.0	
Actuated g/C Ratio		0.28		0.30	0.65		0.19	0.19			0.19	
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)		957		527	1211		270	306			144	
v/s Ratio Prot		c0.19		c0.24	0.31			0.05				
v/s Ratio Perm							c0.07				0.01	
v/c Ratio		0.68		0.80	0.48		0.36	0.27			0.06	
Uniform Delay, d1		16.7		16.7	4.6		18.1	17.7			17.0	
Progression Factor		1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2		1.9		8.3	0.3		0.8	0.5			0.2	
Delay (s)		18.6		25.0	4.9		18.9	18.2			17.2	
Level of Service		B		C	A		B	B			B	
Approach Delay (s)		18.6			13.3			18.3			17.2	
Approach LOS		B			B			B			B	

Intersection Summary				
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	51.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	61.3%	ICU Level of Service	B	
Analysis Period (min)	15			

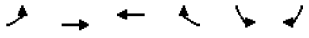
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	72	283	242	227	192	145	393	131	82	588	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0		4.0	5.0		3.5	4.5		3.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.93		1.00	0.96		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	1591		1770	1721		1770	3406		1770	3405	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1591		1770	1721		1770	3406		1770	3405	
Peak-hour factor, PHF	0.88	0.88	0.88	0.86	0.86	0.86	0.90	0.90	0.90	0.87	0.87	0.87
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	134	90	354	310	290	246	177	480	160	104	743	212
RTOR Reduction (vph)	0	121	0	0	24	0	0	25	0	0	21	0
Lane Group Flow (vph)	134	323	0	310	512	0	177	615	0	104	934	0
Confl. Peds. (#/hr)	3		12	1		3	1					1
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	3			7			1	6		5	2	
Permitted Phases		8			4							
Actuated Green, G (s)	13.0	28.1		23.2	36.8		12.8	36.0		10.6	33.8	
Effective Green, g (s)	13.0	28.1		23.2	36.8		12.8	36.0		10.6	33.8	
Actuated g/C Ratio	0.11	0.25		0.20	0.32		0.11	0.32		0.09	0.30	
Clearance Time (s)	4.5	4.0		4.0	5.0		3.5	4.5		3.5	4.5	
Vehicle Extension (s)	2.0	3.0		3.0	2.0		2.0	4.3		2.0	4.3	
Lane Grp Cap (vph)	202	392		360	556		198	1076		164	1010	
v/s Ratio Prot	0.08			c0.18			c0.10	0.18		0.06	c0.27	
v/s Ratio Perm		0.20			c0.30							
v/c Ratio	0.66	0.83		0.86	0.92		0.89	0.57		0.63	0.92	
Uniform Delay, d1	48.4	40.6		43.8	37.2		49.9	32.5		49.8	38.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.2	13.2		18.6	20.6		35.3	1.0		5.8	13.9	
Delay (s)	54.6	53.8		62.3	57.7		85.2	33.5		55.6	52.7	
Level of Service	D	D		E	E		F	C		E	D	
Approach Delay (s)		54.0			59.4			44.7			53.0	
Approach LOS		D			E			D			D	

Intersection Summary				
HCM 2000 Control Delay	52.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	113.9	Sum of lost time (s)	17.5	
Intersection Capacity Utilization	85.5%	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												
Volume (vph)	202	217	90	128	117	100	86	309	102	269	288	554
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0		3.0		4.2	5.5		4.2	5.5	3.0
Lane Util. Factor	0.95	0.95	1.00		0.95		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.96		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1762	1583		3324		1770	3407		1770	3539	1583
Flt Permitted	0.95	1.00	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1762	1583		3324		1770	3407		1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.82	0.82	0.82	0.81	0.81	0.81	0.88	0.88	0.88
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	242	259	108	172	157	134	117	420	139	336	360	692
RTOR Reduction (vph)	0	0	83	0	33	0	0	24	0	0	0	140
Lane Group Flow (vph)	218	283	25	0	430	0	117	535	0	336	360	552
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		3	3		5	2		1	6	4
Permitted Phases			4									6
Actuated Green, G (s)	25.0	25.0	25.0		19.2		11.3	24.5		25.3	38.5	63.5
Effective Green, g (s)	25.0	25.0	25.0		19.2		11.3	24.5		25.3	38.5	63.5
Actuated g/C Ratio	0.23	0.23	0.23		0.18		0.10	0.22		0.23	0.35	0.58
Clearance Time (s)	3.0	3.0	3.0		3.0		4.2	5.5		4.2	5.5	3.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0		2.0	4.3		2.0	4.3	2.0
Lane Grp Cap (vph)	383	401	360		581		182	760		408	1242	916
v/s Ratio Prot	0.13	c0.16			c0.13		0.07	c0.16		c0.19	0.10	0.14
v/s Ratio Perm			0.02									0.21
v/c Ratio	0.57	0.71	0.07		0.74		0.64	0.70		0.82	0.29	0.60
Uniform Delay, d1	37.6	39.0	33.2		42.9		47.3	39.3		40.1	25.7	14.9
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.2	4.6	0.0		4.4		5.7	3.3		12.1	0.2	0.8
Delay (s)	38.7	43.5	33.2		47.3		53.0	42.6		52.2	25.9	15.7
Level of Service	D	D	C		D		D	D		D	C	B
Approach Delay (s)		40.0			47.3			44.4			27.2	
Approach LOS		D			D			D			C	

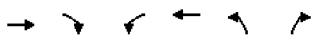
Intersection Summary				
HCM 2000 Control Delay	36.3	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	109.7	Sum of lost time (s)	15.7	
Intersection Capacity Utilization	67.9%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	203	313	263	136	208	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.5	5.5		4.9	4.9
Lane Util. Factor	1.00	0.95	0.95		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	3358		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3358		1770	1583
Peak-hour factor, PHF	0.97	0.97	0.90	0.90	0.88	0.88
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	230	355	321	166	260	245
RTOR Reduction (vph)	0	0	111	0	0	185
Lane Group Flow (vph)	230	355	376	0	260	60
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	5.7	24.1	14.0		11.1	11.1
Effective Green, g (s)	5.7	24.1	14.0		11.1	11.1
Actuated g/C Ratio	0.12	0.53	0.31		0.24	0.24
Clearance Time (s)	4.4	5.5	5.5		4.9	4.9
Vehicle Extension (s)	2.0	5.0	5.0		2.0	2.0
Lane Grp Cap (vph)	221	1870	1030		430	385
v/s Ratio Prot	c0.13	0.10	c0.11		c0.15	
v/s Ratio Perm						0.04
v/c Ratio	1.04	0.19	0.37		0.60	0.15
Uniform Delay, d1	19.9	5.6	12.3		15.3	13.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	71.6	0.1	0.5		1.6	0.1
Delay (s)	91.5	5.7	12.8		17.0	13.6
Level of Service	F	A	B		B	B
Approach Delay (s)		39.5	12.8		15.3	
Approach LOS		D	B		B	

Intersection Summary				
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.58			
Actuated Cycle Length (s)	45.6	Sum of lost time (s)	14.8	
Intersection Capacity Utilization	50.2%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

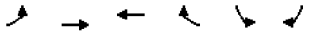


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	271	145	286	258	111	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	0.95			1.00	1.00	0.85
Flt Protected	1.00			0.97	0.95	1.00
Satd. Flow (prot)	3354			3449	1770	1583
Flt Permitted	1.00			0.62	0.95	1.00
Satd. Flow (perm)	3354			2211	1770	1583
Peak-hour factor, PHF	0.83	0.83	0.86	0.86	0.76	0.76
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	359	192	366	330	161	266
RTOR Reduction (vph)	99	0	0	0	0	194
Lane Group Flow (vph)	452	0	0	696	161	72
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Actuated Green, G (s)	15.6			15.6	8.7	8.7
Effective Green, g (s)	15.6			15.6	8.7	8.7
Actuated g/C Ratio	0.48			0.48	0.27	0.27
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)	1619			1067	476	426
v/s Ratio Prot	0.13				c0.09	
v/s Ratio Perm				c0.31		0.05
v/c Ratio	0.28			0.92dl	0.34	0.17
Uniform Delay, d1	5.0			6.3	9.5	9.0
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.1			1.4	0.4	0.2
Delay (s)	5.1			7.7	9.9	9.2
Level of Service	A			A	A	A
Approach Delay (s)	5.1			7.7	9.5	
Approach LOS	A			A	A	

Intersection Summary				
HCM 2000 Control Delay	7.3	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.54			
Actuated Cycle Length (s)	32.3	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	47.5%	ICU Level of Service	A	
Analysis Period (min)	15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

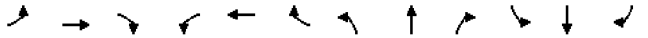
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	86	547	575	275	506	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.9	4.9	4.9
Lane Util. Factor	1.00	0.95	0.91	0.91	0.97	1.00
Frt	1.00	1.00	0.99	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3367	1441	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3367	1441	3433	1583
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)	123	781	719	344	912	229
RTOR Reduction (vph)	0	0	5	56	0	153
Lane Group Flow (vph)	123	781	748	254	912	76
Turn Type	Prot	NA	NA	pm+ov	Prot	Perm
Protected Phases	1	6	2	8	8	
Permitted Phases				2		8
Actuated Green, G (s)	5.7	29.5	19.4	39.0	19.6	19.6
Effective Green, g (s)	5.7	29.5	19.4	39.0	19.6	19.6
Actuated g/C Ratio	0.10	0.50	0.33	0.66	0.33	0.33
Clearance Time (s)	4.4	4.9	4.9	4.9	4.9	4.9
Vehicle Extension (s)	2.0	3.6	4.0	2.0	2.0	2.0
Lane Grp Cap (vph)	171	1772	1108	1074	1142	526
v/s Ratio Prot	c0.07	0.22	c0.22	0.08	c0.27	
v/s Ratio Perm				0.10		0.05
v/c Ratio	0.72	0.44	0.67	0.24	0.80	0.14
Uniform Delay, d1	25.8	9.4	17.0	4.0	17.9	13.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.4	0.2	1.8	0.0	3.7	0.0
Delay (s)	37.2	9.6	18.8	4.0	21.6	13.8
Level of Service	D	A	B	A	C	B
Approach Delay (s)		13.4	14.5		20.0	
Approach LOS		B	B		C	

Intersection Summary				
HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	58.9	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	53.7%	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												
Volume (vph)	51	740	131	115	648	73	68	37	88	71	49	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.1			5.1	5.1	5.1	5.1	
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	0.98			1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3459		1770	3486			1804	1583	1770	1749	
Flt Permitted	0.95	1.00		0.95	1.00			0.74	1.00	0.64	1.00	
Satd. Flow (perm)	1770	3459		1770	3486			1385	1583	1199	1749	
Peak-hour factor, PHF	0.88	0.88	0.88	0.93	0.93	0.93	0.73	0.73	0.73	0.89	0.89	0.89
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	64	925	164	136	766	86	102	56	133	88	61	42
RTOR Reduction (vph)	0	13	0	0	7	0	0	0	109	0	34	0
Lane Group Flow (vph)	64	1076	0	136	845	0	0	158	24	88	69	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4		4	4		
Actuated Green, G (s)	4.3	32.4		8.7	36.6			12.2	12.2	12.2	12.2	
Effective Green, g (s)	4.3	32.4		8.7	36.6			12.2	12.2	12.2	12.2	
Actuated g/C Ratio	0.06	0.48		0.13	0.54			0.18	0.18	0.18	0.18	
Clearance Time (s)	4.4	4.9		4.4	5.1			5.1	5.1	5.1	5.1	
Vehicle Extension (s)	2.0	5.3		2.0	5.4			2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	112	1655		227	1884			249	285	216	315	
v/s Ratio Prot	0.04	c0.31		c0.08	c0.24						0.04	
v/s Ratio Perm								c0.11	0.02	0.07		
v/c Ratio	0.57	0.65		0.60	0.45			0.63	0.08	0.41	0.22	
Uniform Delay, d1	30.8	13.4		27.9	9.4			25.7	23.1	24.6	23.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.3	1.3		2.8	0.4			3.9	0.0	0.5	0.1	
Delay (s)	35.1	14.7		30.7	9.8			29.5	23.1	25.0	23.8	
Level of Service	D	B		C	A			C	C	C	C	
Approach Delay (s)		15.8			12.7			26.6			24.4	
Approach LOS		B			B			C			C	

Intersection Summary				
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.63			
Actuated Cycle Length (s)	67.7	Sum of lost time (s)	14.6	
Intersection Capacity Utilization	59.1%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

7: East Beyer Blvd/Otay Mesa Rd & Beyer Blvd

11/21/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	79	580	205	1018	657	79	123	118	586	223	126	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.0	4.9	4.9	4.9	4.0	4.9	4.0		5.2	4.9
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	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	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.97	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	1863	1583		1805	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.72	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	1770	1863	1583		1348	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	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)	94	693	245	1217	786	94	147	141	701	267	151	139
RTOR Reduction (vph)	0	0	134	0	0	39	0	0	0	0	0	55
Lane Group Flow (vph)	94	693	111	1217	786	55	147	141	701	0	418	84
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Free	Perm	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8			4	5
Permitted Phases			2			6			Free	4		4
Actuated Green, G (s)	9.5	26.1	34.1	61.1	77.7	77.7	8.0	48.1	150.0		35.8	45.3
Effective Green, g (s)	9.5	26.1	34.1	61.1	77.7	77.7	8.0	48.1	150.0		35.8	45.3
Actuated g/C Ratio	0.06	0.17	0.23	0.41	0.52	0.52	0.05	0.32	1.00		0.24	0.30
Clearance Time (s)	4.9	4.9	4.0	4.9	4.9	4.9	4.0	4.9			5.2	4.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	217	615	359	720	1833	819	94	597	1583		321	478
v/s Ratio Prot	0.03	c0.20	0.02	c0.69	0.22		c0.08	0.08				0.01
v/s Ratio Perm			0.05			0.03			0.44		c0.31	0.04
v/c Ratio	0.43	1.13	0.31	1.69	0.43	0.07	1.56	0.24	0.44		1.30	0.18
Uniform Delay, d1	67.7	62.0	48.1	44.5	22.4	18.1	71.0	37.4	0.0		57.1	38.6
Progression Factor	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	1.4	76.5	0.5	316.6	0.2	0.0	298.8	0.2	0.9		156.9	0.2
Delay (s)	69.0	138.4	48.6	361.1	22.6	18.1	369.8	37.7	0.9		214.0	38.8
Level of Service	E	F	D	F	C	B	F	D	A		F	D
Approach Delay (s)		110.8			218.8			61.0			170.3	
Approach LOS		F			F			E			F	

Intersection Summary				
HCM 2000 Control Delay	155.8	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.46			
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	124.6%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

8: Picador Blvd & SR-905 WB On Ramp/SR-905 WB Off Ramp

11/21/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	375	0	299	177	728	0	0	420	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.6	4.6	4.2	5.0			5.0	5.0
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	1.00
Frt					1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1770	1583	1770	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1770	1583	1770	3539			3539	1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.77	0.77	0.77	0.90	0.90	0.90	0.91	0.91	0.91
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	0	0	536	0	427	216	890	0	0	508	341
RTOR Reduction (vph)	0	0	0	0	0	52	0	0	0	0	0	255
Lane Group Flow (vph)	0	0	0	0	536	375	216	890	0	0	508	86
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Actuated Green, G (s)					26.6	26.6	10.5	31.8			17.1	17.1
Effective Green, g (s)					26.6	26.6	10.5	31.8			17.1	17.1
Actuated g/C Ratio					0.39	0.39	0.15	0.47			0.25	0.25
Clearance Time (s)					4.6	4.6	4.2	5.0			5.0	5.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					692	619	273	1655			889	398
v/s Ratio Prot							c0.12	c0.25			0.14	
v/s Ratio Perm					0.30	0.24						0.05
v/c Ratio					0.77	0.61	0.79	0.54			0.57	0.22
Uniform Delay, d1					18.1	16.5	27.7	12.9			22.2	20.1
Progression Factor					1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2					5.4	1.7	14.4	0.3			0.9	0.3
Delay (s)					23.5	18.2	42.1	13.2			23.1	20.4
Level of Service					C	B	D	B			C	C
Approach Delay (s)		0.0			21.1			18.9			22.0	
Approach LOS		A			C			B			C	

Intersection Summary				
HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	13.8	
Intersection Capacity Utilization	73.1%	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												
Volume (vph)	431	0	396	0	0	0	0	410	370	160	605	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6					5.0		4.2	5.0	
Lane Util. Factor		1.00	1.00					0.95		1.00	0.95	
Frt		1.00	0.85					0.93		1.00	1.00	
Flt Protected		0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1770	1583					3287		1770	3539	
Flt Permitted		0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1770	1583					3287		1770	3539	
Peak-hour factor, PHF	0.83	0.83	0.83	0.25	0.25	0.25	0.88	0.88	0.88	0.76	0.76	0.76
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	571	0	525	0	0	0	0	512	462	232	876	0
RTOR Reduction (vph)	0	0	63	0	0	0	0	204	0	0	0	0
Lane Group Flow (vph)	0	571	462	0	0	0	0	770	0	232	876	0
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									
Actuated Green, G (s)		28.7	28.7					21.1		12.3	37.6	
Effective Green, g (s)		28.7	28.7					21.1		12.3	37.6	
Actuated g/C Ratio		0.38	0.38					0.28		0.16	0.50	
Clearance Time (s)		4.6	4.6					5.0		4.2	5.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		669	598					913		286	1753	
v/s Ratio Prot								c0.23		c0.13	0.25	
v/s Ratio Perm		0.32	0.29									
v/c Ratio		0.85	0.77					0.84		0.81	0.50	
Uniform Delay, d1		21.7	20.7					25.8		30.7	12.8	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		10.3	6.1					7.2		15.9	0.2	
Delay (s)		32.0	26.9					33.0		46.5	13.1	
Level of Service		C	C					C		D	B	
Approach Delay (s)		29.5			0.0			33.0			20.1	
Approach LOS		C			A			C			C	

Intersection Summary				
HCM 2000 Control Delay	27.3	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	75.9	Sum of lost time (s)	13.8	
Intersection Capacity Utilization	73.1%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	146	154	371	181	223	448
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.93		0.95		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1692		3365		1770	3539
Flt Permitted	0.98		1.00		0.33	1.00
Satd. Flow (perm)	1692		3365		620	3539
Peak-hour factor, PHF	0.68	0.68	0.81	0.81	0.86	0.86
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	236	249	504	246	285	573
RTOR Reduction (vph)	68	0	115	0	0	0
Lane Group Flow (vph)	417	0	635	0	285	573
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	15.0		26.4		26.4	26.4
Effective Green, g (s)	15.0		26.4		26.4	26.4
Actuated g/C Ratio	0.30		0.53		0.53	0.53
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)	513		1798		331	1891
v/s Ratio Prot	c0.25		0.19			0.16
v/s Ratio Perm					c0.46	
v/c Ratio	0.81		0.35		0.86	0.30
Uniform Delay, d1	15.9		6.6		9.9	6.4
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	9.6		0.1		19.8	0.1
Delay (s)	25.5		6.7		29.8	6.5
Level of Service	C		A		C	A
Approach Delay (s)	25.5		6.7			14.2
Approach LOS	C		A			B

Intersection Summary				
HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	49.4	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	60.5%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	81	82	16	190	125	16
Peak Hour Factor	0.80	0.80	0.60	0.60	0.68	0.68
Hourly flow rate (vph)	111	113	29	348	202	26

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	224	378	228
Volume Left (vph)	0	29	202
Volume Right (vph)	113	0	26
Hadj (s)	-0.27	0.05	0.14
Departure Headway (s)	4.8	4.9	5.5
Degree Utilization, x	0.30	0.51	0.35
Capacity (veh/h)	702	703	598
Control Delay (s)	9.8	13.0	11.4
Approach Delay (s)	9.8	13.0	11.4
Approach LOS	A	B	B

Intersection Summary			
Delay		11.7	
Level of Service		B	
Intersection Capacity Utilization		40.9%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	191	97	133	78	121	45
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	228	116	159	93	145	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	451					
pX, platoon unblocked						
vC, conflicting volume			344		698	286
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			344		698	286
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			87		59	93
cM capacity (veh/h)			1215		354	753

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	344	252	198
Volume Left	0	159	145
Volume Right	116	0	54
cSH	1700	1215	413
Volume to Capacity	0.20	0.13	0.48
Queue Length 95th (ft)	0	11	63
Control Delay (s)	0.0	5.7	21.5
Lane LOS		A	C
Approach Delay (s)	0.0	5.7	21.5
Approach LOS			C

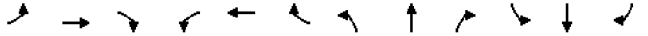
Intersection Summary			
Average Delay		7.2	
Intersection Capacity Utilization		50.6%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	843					
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085

Direction, Lane #	EB 1	WB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	0.0%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	76	111	27	21	106	25	48	95	17	26	129	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	91	133	32	25	127	30	57	114	20	31	154	121

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	256	182	191	306
Volume Left (vph)	91	25	57	31
Volume Right (vph)	32	30	20	121
Hadj (s)	0.03	-0.04	0.03	-0.18
Departure Headway (s)	5.7	5.7	5.7	5.3
Degree Utilization, x	0.40	0.29	0.31	0.45
Capacity (veh/h)	584	559	560	625
Control Delay (s)	12.4	11.1	11.3	12.7
Approach Delay (s)	12.4	11.1	11.3	12.7
Approach LOS	B	B	B	B

Intersection Summary				
Delay	12.0			
Level of Service	B			
Intersection Capacity Utilization	52.7%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	81	0	46	0	0	0	32	50	0	0	73	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	97	0	55	0	0	0	38	60	0	0	87	161

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	152	98	249
Volume Left (vph)	97	38	0
Volume Right (vph)	55	0	161
Hadj (s)	-0.06	0.11	-0.36
Departure Headway (s)	4.6	4.6	4.0
Degree Utilization, x	0.19	0.13	0.28
Capacity (veh/h)	728	737	851
Control Delay (s)	8.7	8.3	8.6
Approach Delay (s)	8.7	8.3	8.6
Approach LOS	A	A	A

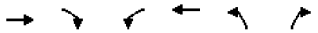
Intersection Summary					
Delay	8.6				
Level of Service	A				
Intersection Capacity Utilization	36.2%	ICU Level of Service		A	
Analysis Period (min)	15				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	16	5	26	24	26	179	0	0	0	20	193	40
Peak Hour Factor	0.97	0.97	0.97	0.64	0.64	0.64	0.38	0.38	0.38	0.72	0.72	0.72
Hourly flow rate (vph)	18	6	29	41	45	308	0	0	0	31	295	61

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	53	394	387
Volume Left (vph)	18	41	31
Volume Right (vph)	29	308	61
Hadj (s)	-0.23	-0.41	-0.05
Departure Headway (s)	5.2	4.6	4.9
Degree Utilization, x	0.08	0.50	0.53
Capacity (veh/h)	617	742	689
Control Delay (s)	8.7	12.1	13.3
Approach Delay (s)	8.7	12.1	13.3
Approach LOS	A	B	B

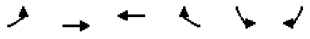
Intersection Summary					
Delay	12.4				
Level of Service	B				
Intersection Capacity Utilization	37.7%	ICU Level of Service		A	
Analysis Period (min)	15				



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	25	0	0	91	126	102
Peak Hour Factor	0.70	0.70	0.53	0.53	0.60	0.60
Hourly flow rate (vph)	39	0	0	189	231	187

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	39	189	418
Volume Left (vph)	0	0	231
Volume Right (vph)	0	0	187
Hadj (s)	0.03	0.03	-0.12
Departure Headway (s)	5.2	5.0	4.4
Degree Utilization, x	0.06	0.26	0.51
Capacity (veh/h)	627	670	798
Control Delay (s)	8.5	9.7	11.8
Approach Delay (s)	8.5	9.7	11.8
Approach LOS	A	A	B

Intersection Summary				
Delay	11.0			
Level of Service	B			
Intersection Capacity Utilization	26.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	30	59	64	252	189	33
Peak Hour Factor	0.72	0.72	0.62	0.62	0.56	0.56
Hourly flow rate (vph)	46	90	114	447	371	65

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	136	561	371	65
Volume Left (vph)	46	0	371	0
Volume Right (vph)	0	447	0	65
Hadj (s)	0.10	-0.44	0.23	-0.57
Departure Headway (s)	6.0	4.9	5.9	3.2
Degree Utilization, x	0.23	0.76	0.61	0.06
Capacity (veh/h)	539	717	575	1121
Control Delay (s)	10.8	21.7	17.7	6.4
Approach Delay (s)	10.8	21.7	16.0	
Approach LOS	B	C	C	

Intersection Summary				
Delay	18.2			
Level of Service	C			
Intersection Capacity Utilization	47.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	210	138	190	166	240	149	278	731	327	232	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	4.9	4.9	4.4	5.5	4.4	4.4	5.4	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
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	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.61	1.00	1.00	0.22	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1128	1863	1583	418	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	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)	66	228	150	216	189	273	159	296	778	348	247	24
RTOR Reduction (vph)	0	0	106	0	0	170	0	0	215	0	0	0
Lane Group Flow (vph)	66	228	44	216	189	103	159	296	563	348	247	24
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Free
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6	8		8	4		Free
Actuated Green, G (s)	6.2	24.8	24.8	13.5	32.1	32.1	19.9	15.9	29.4	32.0	23.6	85.0
Effective Green, g (s)	6.2	24.8	24.8	13.5	32.1	32.1	19.9	15.9	29.4	32.0	23.6	85.0
Actuated g/C Ratio	0.07	0.29	0.29	0.16	0.38	0.38	0.23	0.19	0.35	0.38	0.28	1.00
Clearance Time (s)	4.4	4.9	4.9	4.4	4.9	4.9	4.4	5.5	4.4	4.4	5.4	
Vehicle Extension (s)	2.0	2.9	2.9	2.0	2.9	2.9	2.0	3.9	2.0	2.0	3.9	
Lane Grp Cap (vph)	129	543	461	281	703	597	294	348	547	341	517	1583
v/s Ratio Prot	0.04	c0.12		0.12	0.10		0.03	0.16	c0.16	c0.14	0.13	
v/s Ratio Perm			0.03			0.07	0.10		0.19	c0.24		0.02
v/c Ratio	0.51	0.42	0.09	0.77	0.27	0.17	0.54	0.85	1.03	1.02	0.48	0.02
Uniform Delay, d1	37.9	24.3	21.9	34.3	18.3	17.6	27.6	33.4	27.8	22.8	25.6	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	1.4	2.4	0.4	10.8	0.9	0.6	1.1	18.2	46.4	54.1	0.9	0.0
Delay (s)	39.4	26.7	22.3	45.1	19.3	18.2	28.7	51.7	74.2	76.9	26.5	0.0
Level of Service	D	C	C	D	B	B	C	D	E	E	C	A
Approach Delay (s)		27.1			27.1			62.9			53.8	
Approach LOS		C			C			E			D	

Intersection Summary				
HCM 2000 Control Delay	47.5	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	19.2	
Intersection Capacity Utilization	85.8%	ICU Level of Service	E	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	650	516	435	398	88	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.2	4.6	4.6	4.6
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
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)	777	617	498	456	120	155
RTOR Reduction (vph)	0	82	0	0	0	134
Lane Group Flow (vph)	777	535	498	456	120	21
Turn Type	NA	pm+ov	Prot	NA	Prot	Perm
Protected Phases	6	4	5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	15.2	22.5	16.9	36.3	7.3	7.3
Effective Green, g (s)	15.2	22.5	16.9	36.3	7.3	7.3
Actuated g/C Ratio	0.29	0.43	0.32	0.69	0.14	0.14
Clearance Time (s)	4.6	4.6	4.2	4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1018	812	566	2433	244	218
v/s Ratio Prot	c0.22	c0.09	c0.28	0.13	0.07	
v/s Ratio Perm		0.25				0.01
v/c Ratio	0.76	0.66	0.88	0.19	0.49	0.10
Uniform Delay, d1	17.2	12.1	17.0	3.0	21.0	19.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.4	1.9	14.5	0.0	1.6	0.2
Delay (s)	20.6	14.0	31.5	3.0	22.6	20.1
Level of Service	C	B	C	A	C	C
Approach Delay (s)	17.7			17.9	21.2	
Approach LOS	B			B	C	

Intersection Summary				
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	52.8	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	69.0%	ICU Level of Service	C	
Analysis Period (min)	15			

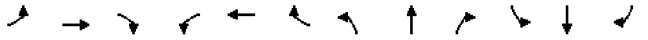
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	32	142	507	111	177	494
Sign Control	Stop		Free			Free
Grade	0%		15%			0%
Peak Hour Factor	0.80	0.80	0.86	0.86	0.82	0.82
Hourly flow rate (vph)	40	178	590	129	216	602
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			None
Median storage veh)			2			
Upstream signal (ft)						525
pX, platoon unblocked	0.76					
vC, conflicting volume	1688	654			719	
vC1, stage 1 conf vol	654					
vC2, stage 2 conf vol	1034					
vCu, unblocked vol	1748	654			719	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	62			76	
cM capacity (veh/h)	209	467			883	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	40	178	719	216	602
Volume Left	40	0	0	216	0
Volume Right	0	178	129	0	0
cSH	209	467	1700	883	1700
Volume to Capacity	0.19	0.38	0.42	0.24	0.35
Queue Length 95th (ft)	17	44	0	24	0
Control Delay (s)	26.3	17.4	0.0	10.4	0.0
Lane LOS	D	C		B	
Approach Delay (s)	19.0		0.0	2.7	
Approach LOS	C				

Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	56.6%	ICU Level of Service		B
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	448	5	8	438	101	5	0	5	145	5	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			15%			0%			0%	
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	
Frt	1.00	1.00			1.00	0.85		0.93			0.97	
Flt Protected	0.95	1.00			1.00	1.00		0.98			0.96	
Satd. Flow (prot)	1770	1860			1721	1465		1695			1743	
Flt Permitted	0.27	1.00			0.99	1.00		0.87			0.96	
Satd. Flow (perm)	502	1860			1705	1465		1512			1743	
Peak-hour factor, PHF	0.89	0.89	0.89	0.90	0.90	0.90	0.25	0.25	0.25	0.71	0.71	0.71
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	41	554	6	10	535	123	22	0	22	225	8	64
RTOR Reduction (vph)	0	1	0	0	0	45	0	39	0	0	14	0
Lane Group Flow (vph)	41	559	0	0	545	78	0	5	0	0	283	0
Parking (#/hr)												0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Split	NA	
Protected Phases		4			8			2		6	6	
Permitted Phases	4			8		8	2					
Actuated Green, G (s)	23.1	23.1			23.1	23.1		5.8			13.5	
Effective Green, g (s)	23.1	23.1			23.1	23.1		5.8			13.5	
Actuated g/C Ratio	0.42	0.42			0.42	0.42		0.11			0.25	
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)	213	789			723	622		161			432	
v/s Ratio Prot		0.30									c0.16	
v/s Ratio Perm	0.08				c0.32	0.05		c0.00				
v/c Ratio	0.19	0.71			0.75	0.13		0.03			0.66	
Uniform Delay, d1	9.8	12.9			13.2	9.5		21.8			18.4	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.4	2.9			4.5	0.1		0.1			3.6	
Delay (s)	10.2	15.8			17.7	9.6		21.9			21.9	
Level of Service	B	B			B	A		C			C	
Approach Delay (s)		15.4			16.2			21.9			21.9	
Approach LOS		B			B			C			C	

Intersection Summary					
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service		B	
HCM 2000 Volume to Capacity ratio	0.62				
Actuated Cycle Length (s)	54.4	Sum of lost time (s)		12.0	
Intersection Capacity Utilization	57.0%	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												
Volume (veh/h)	124	493	5	6	528	40	2	0	6	26	0	168
Sign Control		Free			Free			Stop			Stop	
Grade		0%			15%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.38	0.38	0.38	0.86	0.86	0.86
Hourly flow rate (vph)	144	573	6	7	614	47	5	0	16	30	0	195
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					579							
pX, platoon unblocked	0.72						0.72	0.72		0.72	0.72	0.72
vC, conflicting volume	660			579			1688	1539	576	1529	1519	637
vC1, stage 1 conf vol							865	865		651	651	
vC2, stage 2 conf vol							823	674		877	867	
vCu, unblocked vol	338			579			1760	1554	576	1540	1526	306
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	84			99			94	100	97	87	100	63
cM capacity (veh/h)	882			995			83	223	517	236	255	530

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	144	579	7	660	21	226
Volume Left	144	0	7	0	5	30
Volume Right	0	6	0	47	16	195
cSH	882	1700	995	1700	224	454
Volume to Capacity	0.16	0.34	0.01	0.39	0.09	0.50
Queue Length 95th (ft)	15	0	1	0	8	68
Control Delay (s)	9.9	0.0	8.6	0.0	22.8	20.5
Lane LOS	A		A		C	C
Approach Delay (s)	2.0		0.1		22.8	20.5
Approach LOS					C	C

Intersection Summary				
Average Delay	4.0			
Intersection Capacity Utilization	60.6%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	602	8	20	524	193	2	2	6	267	3	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9			4.9	4.9		4.9			4.9	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	1.00			1.00	0.85		0.92			0.98	
Flt Protected	0.95	1.00			1.00	1.00		0.99			0.96	
Satd. Flow (prot)	1770	1859			1859	1583		1690			1753	
Flt Permitted	0.23	1.00			0.74	1.00		0.94			0.75	
Satd. Flow (perm)	433	1859			1379	1583		1601			1366	
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)	82	798	11	24	633	233	3	3	10	402	5	68
RTOR Reduction (vph)	0	1	0	0	0	59	0	6	0	0	8	0
Lane Group Flow (vph)	82	808	0	0	657	174	0	10	0	0	467	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	35.5	35.5			35.5	35.5		25.9			25.9	
Effective Green, g (s)	35.5	35.5			35.5	35.5		25.9			25.9	
Actuated g/C Ratio	0.50	0.50			0.50	0.50		0.36			0.36	
Clearance Time (s)	4.9	4.9			4.9	4.9		4.9			4.9	
Vehicle Extension (s)	2.5	2.5			2.5	2.5		2.0			2.0	
Lane Grp Cap (vph)	215	926			687	789		582			496	
v/s Ratio Prot		0.43										
v/s Ratio Perm	0.19				c0.48	0.11		0.01			c0.34	
v/c Ratio	0.38	0.87			0.96	0.22		0.02			0.94	
Uniform Delay, d1	11.1	15.9			17.1	10.1		14.5			21.9	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.8	9.1			23.8	0.1		0.0			26.1	
Delay (s)	11.9	24.9			41.0	10.2		14.5			48.0	
Level of Service	B	C			D	B		B			D	
Approach Delay (s)		23.7			32.9			14.5			48.0	
Approach LOS		C			C			B			D	

Intersection Summary				
HCM 2000 Control Delay	32.3	HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio	0.95			
Actuated Cycle Length (s)	71.2	Sum of lost time (s)		9.8
Intersection Capacity Utilization	91.0%	ICU Level of Service		E
Analysis Period (min)	15			

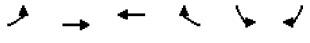
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	599	348	433	412	0	316	0	687	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9	4.4	4.9			4.4	4.4			
Lane Util. Factor		0.95	1.00	0.97	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	1583			
Flt Permitted		1.00	1.00	0.95	1.00			0.95	1.00			
Satd. Flow (perm)		3539	1583	3433	1863			1770	1583			
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	941	547	518	493	0	400	0	869	0	0	0
RTOR Reduction (vph)	0	0	213	0	0	0	0	0	17	0	0	0
Lane Group Flow (vph)	0	941	334	518	493	0	0	400	852	0	0	0
Turn Type		NA	Perm	Prot	NA		Split	NA	pm+ov			Perm
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2						8			8 2 6
Actuated Green, G (s)		20.9	20.9	8.7	34.0			17.9	26.6			
Effective Green, g (s)		20.9	20.9	8.7	34.0			17.9	26.6			
Actuated g/C Ratio		0.34	0.34	0.14	0.56			0.29	0.43			
Clearance Time (s)		4.9	4.9	4.4	4.9			4.4	4.4			
Vehicle Extension (s)		4.8	4.8	2.0	4.8			2.0	2.0			
Lane Grp Cap (vph)		1208	540	488	1035			517	801			
v/s Ratio Prot		c0.27		0.15	0.26			0.23	c0.15			
v/s Ratio Perm			0.21						0.39			
v/c Ratio		0.78	0.62	1.06	0.48			0.77	1.06			
Uniform Delay, d1		18.1	16.8	26.2	8.2			19.8	17.3			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		3.7	2.9	58.0	0.7			6.5	50.1			
Delay (s)		21.8	19.7	84.3	8.9			26.3	67.4			
Level of Service		C	B	F	A			C	E			
Approach Delay (s)		21.1			47.5			54.5			0.0	
Approach LOS		C			D			D			A	

Intersection Summary				
HCM 2000 Control Delay	39.4	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	1.04			
Actuated Cycle Length (s)	61.2	Sum of lost time (s)	13.7	
Intersection Capacity Utilization	72.8%	ICU Level of Service	C	
Analysis Period (min)	15			

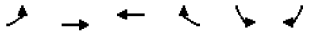
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	1239	1045	0	0	117
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.96	0.96	0.70	0.70
Hourly flow rate (vph)	0	1549	1197	0	0	184
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		233	383			
pX, platoon unblocked					0.77	
vC, conflicting volume	1197				1972	599
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1197				1671	599
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	59
cM capacity (veh/h)	579				67	445

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	774	774	599	599	184
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	184
cSH	1700	1700	1700	1700	445
Volume to Capacity	0.46	0.46	0.35	0.35	0.41
Queue Length 95th (ft)	0	0	0	0	50
Control Delay (s)	0.0	0.0	0.0	0.0	18.7
Lane LOS					C
Approach Delay (s)	0.0		0.0		18.7
Approach LOS					C

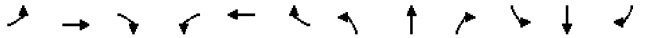
Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	46.4%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	97	1192	1002	41	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.92	0.92	0.42	0.42
Hourly flow rate (vph)	119	1457	1198	49	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		382	234			
pX, platoon unblocked					0.79	
vC, conflicting volume	1247				2188	624
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1247				1974	624
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	79				100	100
cM capacity (veh/h)	554				34	429

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2
Volume Total	119	728	728	799	448
Volume Left	119	0	0	0	0
Volume Right	0	0	0	0	49
cSH	554	1700	1700	1700	1700
Volume to Capacity	0.21	0.43	0.43	0.47	0.26
Queue Length 95th (ft)	20	0	0	0	0
Control Delay (s)	13.3	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	1.0			0.0	
Approach LOS					

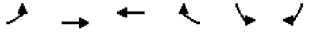
Intersection Summary				
Average Delay		0.6		
Intersection Capacity Utilization		46.4%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	964	552	250	710	0	0	0	0	531	15	604
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.2	4.6					4.6	4.6	4.6
Lane Util. Factor		0.95	1.00	0.97	0.95					0.95	0.91	0.95
Frt		1.00	0.85	1.00	1.00					1.00	0.91	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.98	1.00
Satd. Flow (prot)		3539	1583	3433	3539					1681	1513	1504
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.98	1.00
Satd. Flow (perm)		3539	1583	3433	3539					1681	1513	1504
Peak-hour factor, PHF	0.94	0.94	0.94	0.81	0.81	0.81	0.25	0.25	0.25	0.78	0.78	0.78
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	1128	646	340	964	0	0	0	0	749	21	852
RTOR Reduction (vph)	0	0	184	0	0	0	0	0	0	0	56	56
Lane Group Flow (vph)	0	1128	462	340	964	0	0	0	0	562	484	464
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases			2									4
Actuated Green, G (s)		28.3	28.3	8.9	41.4					29.4	29.4	29.4
Effective Green, g (s)		28.3	28.3	8.9	41.4					29.4	29.4	29.4
Actuated g/C Ratio		0.35	0.35	0.11	0.52					0.37	0.37	0.37
Clearance Time (s)		4.6	4.6	4.2	4.6					4.6	4.6	4.6
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		1251	559	381	1831					617	556	552
v/s Ratio Prot		c0.32		c0.10	0.27					c0.33	0.32	
v/s Ratio Perm			0.29									0.31
v/c Ratio		0.90	0.83	0.89	0.53					0.91	0.87	0.84
Uniform Delay, d1		24.5	23.6	35.1	12.8					24.1	23.5	23.2
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		10.6	13.2	22.2	1.1					17.7	14.0	11.1
Delay (s)		35.2	36.8	57.2	13.9					41.8	37.5	34.3
Level of Service		D	D	E	B					D	D	C
Approach Delay (s)		35.8			25.2			0.0			37.9	
Approach LOS		D			C			A			D	

Intersection Summary					
HCM 2000 Control Delay		33.6	HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio		0.90			
Actuated Cycle Length (s)		80.0	Sum of lost time (s)		13.4
Intersection Capacity Utilization		80.0%	ICU Level of Service		D
Analysis Period (min)		15			

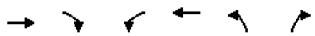
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	250	1326	839	762	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6	4.6	4.0		
Lane Util. Factor	0.97	0.95	0.95	1.00		
Frt	1.00	1.00	1.00	0.85		
Flt Protected	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	3433	3539	3539	1583		
Flt Permitted	0.95	1.00	1.00	1.00		
Satd. Flow (perm)	3433	3539	3539	1583		
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	367	1945	1231	1118	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	367	1945	1231	1118	0	0
Turn Type	Prot	NA	NA	Free		
Protected Phases	5	2 4	6 8			
Permitted Phases				Free		
Actuated Green, G (s)	9.8	110.0	91.4	110.0		
Effective Green, g (s)	9.8	110.0	91.4	110.0		
Actuated g/C Ratio	0.09	1.00	0.83	1.00		
Clearance Time (s)	4.2					
Vehicle Extension (s)	3.0					
Lane Grp Cap (vph)	305	3539	2940	1583		
v/s Ratio Prot	c0.11	0.55	0.35			
v/s Ratio Perm				c0.71		
v/c Ratio	1.20	0.55	0.42	0.71		
Uniform Delay, d1	50.1	0.0	2.4	0.0		
Progression Factor	1.00	1.00	1.20	1.00		
Incremental Delay, d2	118.5	0.2	0.0	0.2		
Delay (s)	168.6	0.2	2.9	0.2		
Level of Service	F	A	A	A		
Approach Delay (s)		26.9	1.6		0.0	
Approach LOS		C	A		A	

Intersection Summary				
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	44.2%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	1863	290	1675	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.0	4.9		
Lane Util. Factor		0.88	1.00	0.95		
Frt		0.85	1.00	1.00		
Flt Protected		1.00	0.95	1.00		
Satd. Flow (prot)		2787	1770	3539		
Flt Permitted		1.00	0.95	1.00		
Satd. Flow (perm)		2787	1770	3539		
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)	0	2303	394	2275	0	0
RTOR Reduction (vph)	0	32	13	0	0	0
Lane Group Flow (vph)	0	2271	381	2275	0	0
Turn Type		Prot	Prot	NA		
Protected Phases		2	1	6		
Permitted Phases						
Actuated Green, G (s)		104.1	27.0	140.0		
Effective Green, g (s)		104.1	27.0	140.0		
Actuated g/C Ratio		0.74	0.19	1.00		
Clearance Time (s)		4.9	4.0	4.9		
Vehicle Extension (s)		2.5	3.0	2.5		
Lane Grp Cap (vph)		2072	341	3539		
v/s Ratio Prot		c0.81	c0.22	0.64		
v/s Ratio Perm						
v/c Ratio		1.10	1.12	0.64		
Uniform Delay, d1		18.0	56.5	0.0		
Progression Factor		1.00	1.00	1.00		
Incremental Delay, d2		51.5	84.4	0.4		
Delay (s)		69.4	140.9	0.4		
Level of Service		E	F	A		
Approach Delay (s)	69.4			21.1	0.0	
Approach LOS	E			C	A	

Intersection Summary				
HCM 2000 Control Delay	43.5	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	1.10			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.9	
Intersection Capacity Utilization	96.8%	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												
Volume (vph)	0	0	0	0	1214	0	44	25	1434	21	0	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9			4.9	4.0		4.9	
Lane Util. Factor					0.95			1.00	0.88		1.00	
Frt					1.00			1.00	0.85		0.95	
Flt Protected					1.00			0.97	1.00		0.97	
Satd. Flow (prot)					3539			1805	2787		1710	
Flt Permitted					1.00			0.82	1.00		0.75	
Satd. Flow (perm)					3539			1536	2787		1329	
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)	0	0	0	0	1805	0	66	38	2161	31	0	21
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	0	0	0	1805	0	0	104	2161	0	31	0
Turn Type					NA		Perm	NA	Free	Perm	NA	
Protected Phases					6			8			4	
Permitted Phases							8		Free	4		
Actuated Green, G (s)					70.7			9.5	90.0		9.5	
Effective Green, g (s)					70.7			9.5	90.0		9.5	
Actuated g/C Ratio					0.79			0.11	1.00		0.11	
Clearance Time (s)					4.9			4.9			4.9	
Vehicle Extension (s)					2.1			2.0			2.0	
Lane Grp Cap (vph)					2780			162	2787		140	
v/s Ratio Prot					0.51							
v/s Ratio Perm								0.07	c0.78		0.02	
v/c Ratio					0.65			0.64	0.78		0.22	
Uniform Delay, d1					4.2			38.6	0.0		36.9	
Progression Factor					1.00			1.00	1.00		1.00	
Incremental Delay, d2					1.2			6.4	2.2		0.3	
Delay (s)					5.4			45.0	2.2		37.2	
Level of Service					A			D	A		D	
Approach Delay (s)		0.0			5.4			4.1			37.2	
Approach LOS		A			A			A			D	

Intersection Summary				
HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.87			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	54.0%	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												
Volume (vph)	181	153	931	297	143	31	642	177	336	22	99	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.0		4.9	4.9			5.8	4.0
Lane Util. Factor	1.00	1.00	0.88	1.00	0.95		0.97	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.90			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (prot)	1770	1863	2787	1770	3445		3433	1680			1846	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.80	1.00
Satd. Flow (perm)	1770	1863	2787	1770	3445		3433	1680			1486	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	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)	216	183	1113	355	171	37	768	212	402	26	118	158
RTOR Reduction (vph)	0	0	307	0	12	0	0	51	0	0	0	0
Lane Group Flow (vph)	216	183	806	355	196	0	768	563	0	0	144	158
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		custom	NA	Free
Protected Phases	5	2	3	1			3	8				
Permitted Phases			2		6					4	4	Free
Actuated Green, G (s)	21.8	19.3	50.8	26.6	25.0		31.5	52.4			15.1	113.0
Effective Green, g (s)	21.8	19.3	50.8	26.6	25.0		31.5	52.4			15.1	113.0
Actuated g/C Ratio	0.19	0.17	0.45	0.24	0.22		0.28	0.46			0.13	1.00
Clearance Time (s)	4.9	4.9	4.9	4.9	4.0		4.9	4.9			5.8	
Vehicle Extension (s)	6.0	6.0	2.0	3.1	3.0		2.0	2.0			2.0	
Lane Grp Cap (vph)	341	318	1373	416	762		956	779			198	1583
v/s Ratio Prot	0.12	0.10	c0.16	c0.20			c0.22	c0.34				
v/s Ratio Perm			0.13		c0.06						0.10	0.10
v/c Ratio	0.63	0.58	0.59	0.85	0.26		0.80	0.72			0.73	0.10
Uniform Delay, d1	41.9	43.1	23.3	41.3	36.3		37.9	24.4			47.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	6.3	5.0	0.4	15.6	0.2		4.7	2.8			10.7	0.1
Delay (s)	48.2	48.0	23.7	56.9	36.5		42.5	27.3			57.7	0.1
Level of Service	D	D	C	E	D		D	C			E	A
Approach Delay (s)		30.1			49.4			35.8			27.6	
Approach LOS		C			D			D			C	

Intersection Summary				
HCM 2000 Control Delay	34.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.78			
Actuated Cycle Length (s)	113.0	Sum of lost time (s)	20.5	
Intersection Capacity Utilization	73.2%	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												
Volume (vph)	125	85	532	40	131	8	185	138	40	0	38	65
Ideal Flow (vphpl)	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	0.87			0.99			0.99			0.91	
Flt Protected	0.95	1.00			0.99			0.98			1.00	
Satd. Flow (prot)	1770	1622			1831			1789			1703	
Flt Permitted	0.95	1.00			0.69			0.78			1.00	
Satd. Flow (perm)	1770	1622			1276			1424			1703	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	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)	149	102	636	48	157	10	221	165	48	0	45	78
RTOR Reduction (vph)	0	339	0	0	3	0	0	6	0	0	48	0
Lane Group Flow (vph)	149	399	0	0	212	0	0	428	0	0	75	0
Turn Type	Prot	NA		Perm	NA		Perm	NA			NA	
Protected Phases	7				8			2			6	
Permitted Phases		4		8	8		2			6		
Actuated Green, G (s)	8.0	24.7			12.7			20.2			20.2	
Effective Green, g (s)	8.0	24.7			12.7			20.2			20.2	
Actuated g/C Ratio	0.15	0.47			0.24			0.38			0.38	
Clearance Time (s)	4.0	4.0			4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	267	757			306			543			650	
v/s Ratio Prot	0.08										0.04	
v/s Ratio Perm		c0.25			c0.17			c0.30				
v/c Ratio	0.56	0.53			0.69			0.79			0.12	
Uniform Delay, d1	20.8	10.0			18.3			14.5			10.6	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	2.5	0.7			6.6			7.4			0.1	
Delay (s)	23.3	10.6			25.0			21.9			10.7	
Level of Service	C	B			C			C			B	
Approach Delay (s)		12.8			25.0			21.9			10.7	
Approach LOS		B			C			C			B	

Intersection Summary				
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	52.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	81.8%	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												
Volume (vph)	0	0	0	90	0	135	513	817	0	0	410	399
Ideal Flow (vphpl)	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			0.95	
Frt				1.00		0.85	1.00	1.00			0.93	
Flt Protected				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1770		1583	1770	1863			3277	
Flt Permitted				0.95		1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1770		1583	1770	1863			3277	
Peak-hour factor, PHF	0.80	0.80	0.80	0.88	0.88	0.88	0.82	0.82	0.82	0.78	0.78	0.78
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	0	0	112	0	169	688	1096	0	0	578	563
RTOR Reduction (vph)	0	0	0	0	0	134	0	0	0	0	189	0
Lane Group Flow (vph)	0	0	0	112	0	35	688	1096	0	0	952	0
Turn Type				Perm		Perm	Prot	NA			NA	
Protected Phases							5	2			6	
Permitted Phases				8		8						
Actuated Green, G (s)				10.6		10.6	35.2	65.3			26.1	
Effective Green, g (s)				10.6		10.6	35.2	65.3			26.1	
Actuated g/C Ratio				0.13		0.13	0.42	0.78			0.31	
Clearance Time (s)				4.0		4.0	4.0	4.0			4.0	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				223		199	742	1449			1019	
v/s Ratio Prot							c0.39	0.59			c0.29	
v/s Ratio Perm				c0.06		0.02						
v/c Ratio				0.50		0.18	0.93	0.76			0.93	
Uniform Delay, d1				34.2		32.8	23.1	5.0			28.1	
Progression Factor				1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2				1.8		0.4	17.5	2.3			14.8	
Delay (s)				36.0		33.2	40.7	7.3			42.8	
Level of Service				D		C	D	A			D	
Approach Delay (s)		0.0			34.3			20.2			42.8	
Approach LOS		A			C			C			D	

Intersection Summary				
HCM 2000 Control Delay	29.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.87			
Actuated Cycle Length (s)	83.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	162.6%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	401	994	0	979	537	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	4.6	
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	
Peak-hour factor, PHF	0.79	0.79	0.70	0.70	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	558	1384	0	1538	788	0
RTOR Reduction (vph)	0	461	0	0	0	0
Lane Group Flow (vph)	558	923	0	1538	788	0
Turn Type	Prot	custom		NA	NA	
Protected Phases	4	4			3	
Permitted Phases		3 4		7		
Actuated Green, G (s)	31.4	80.8		85.4	49.4	
Effective Green, g (s)	31.4	80.8		85.4	49.4	
Actuated g/C Ratio	0.22	0.58		0.61	0.35	
Clearance Time (s)	4.6	4.6		4.6	4.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	396	965		1136	1248	
v/s Ratio Prot	0.32	0.21			0.22	
v/s Ratio Perm		0.37		c0.83		
v/c Ratio	1.41	0.96		1.35	0.63	
Uniform Delay, d1	54.3	27.9		27.3	37.7	
Progression Factor	1.00	1.00		1.22	1.00	
Incremental Delay, d2	198.6	19.0		161.8	1.1	
Delay (s)	252.9	47.0		195.2	38.8	
Level of Service	F	D		F	D	
Approach Delay (s)	106.1			195.2	38.8	
Approach LOS	F			F	D	

Intersection Summary				
HCM 2000 Control Delay	125.8	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	0.95			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	91.7%	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												
Volume (vph)	221	473	46	0	240	811	49	44	37	866	29	431
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.6	4.6	4.6	4.6		4.6	4.6	
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	0.93		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	1838			1863	1583	1770	1734		1770	1601	
Flt Permitted	0.95	1.00			1.00	1.00	0.31	1.00		0.68	1.00	
Satd. Flow (perm)	1770	1838			1863	1583	570	1734		1275	1601	
Peak-hour factor, PHF	0.81	0.81	0.81	0.85	0.85	0.85	0.79	0.79	0.79	0.81	0.81	0.81
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	300	642	62	0	311	1050	68	61	52	1176	39	585
RTOR Reduction (vph)	0	3	0	0	0	303	0	20	0	0	211	0
Lane Group Flow (vph)	300	701	0	0	311	747	68	93	0	1176	413	0
Turn Type	Prot	NA			NA	custom	Perm	NA		Perm	NA	
Protected Phases	5	2			6			7			3 4	
Permitted Phases				6		3 6	7			3 4		
Actuated Green, G (s)	18.8	45.4			22.4	71.8	85.4	85.4		85.4	85.4	
Effective Green, g (s)	18.8	45.4			22.4	71.8	85.4	85.4		85.4	85.4	
Actuated g/C Ratio	0.13	0.32			0.16	0.51	0.61	0.61		0.61	0.61	
Clearance Time (s)	4.2	4.6			4.6		4.6	4.6				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	237	596			298	811	347	1057		777	976	
v/s Ratio Prot	0.17	c0.38			0.17			0.05			0.26	
v/s Ratio Perm						0.47	0.12			c0.92		
v/c Ratio	1.27	1.18			1.04	0.92	0.20	0.09		1.51	0.42	
Uniform Delay, d1	60.6	47.3			58.8	31.5	12.1	11.2		27.3	14.3	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		0.60	0.01	
Incremental Delay, d2	148.7	96.1			64.0	15.7	0.3	0.0		234.3	0.1	
Delay (s)	209.3	143.4			122.8	47.2	12.4	11.3		250.7	0.3	
Level of Service	F	F			F	D	B	B		F	A	
Approach Delay (s)		163.1			64.5			11.7			163.9	
Approach LOS		F			E			B			F	

Intersection Summary				
HCM 2000 Control Delay	126.3	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.50			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	115.3%	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												
Volume (vph)	995	0	861	0	0	0	0	479	264	442	253	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.6					4.6	4.6	4.2	4.6	
Lane Util. Factor	0.95	0.95	1.00					0.95	1.00	0.97	1.00	
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1681	1583					3539	1583	3433	1863	
Flt Permitted	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1681	1583					3539	1583	3433	1863	
Peak-hour factor, PHF	0.80	0.80	0.80	0.50	0.50	0.50	0.88	0.88	0.88	0.81	0.81	0.81
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	1244	0	1076	0	0	0	0	544	300	546	312	0
RTOR Reduction (vph)	0	0	181	0	0	0	0	0	173	0	0	0
Lane Group Flow (vph)	622	622	895	0	0	0	0	544	127	546	312	0
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	58.1	58.1	58.1					19.7	19.7	18.0	41.9	
Effective Green, g (s)	58.1	58.1	58.1					19.7	19.7	18.0	41.9	
Actuated g/C Ratio	0.53	0.53	0.53					0.18	0.18	0.16	0.38	
Clearance Time (s)	4.6	4.6	4.6					4.6	4.6	4.2	4.6	
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	894	894	842					638	285	565	714	
v/s Ratio Prot	0.37	0.37						c0.15		c0.16	0.17	
v/s Ratio Perm			c0.57						0.08			
v/c Ratio	0.70	0.70	1.06					0.85	0.45	0.97	0.44	
Uniform Delay, d1	19.0	19.0	25.6					43.3	39.9	45.3	24.9	
Progression Factor	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.4	2.4	49.3					10.7	1.1	29.2	0.4	
Delay (s)	21.4	21.4	74.8					54.0	41.0	74.5	25.3	
Level of Service	C	C	E					D	D	E	C	
Approach Delay (s)		46.2			0.0			49.4			56.6	
Approach LOS		D			A			D			E	

Intersection Summary				
HCM 2000 Control Delay	49.1	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	1.00			
Actuated Cycle Length (s)	109.2	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	74.3%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	173	50	69	384	536	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.97			1.00	0.95	
Flt Protected	0.96			0.99	1.00	
Satd. Flow (prot)	1739			1849	1779	
Flt Permitted	0.96			0.57	1.00	
Satd. Flow (perm)	1739			1061	1779	
Peak-hour factor, PHF	0.77	0.77	0.82	0.82	0.80	0.80
Adj. Flow (vph)	225	65	84	468	670	336
RTOR Reduction (vph)	15	0	0	0	24	0
Lane Group Flow (vph)	275	0	0	552	982	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	14.4			47.6	47.6	
Effective Green, g (s)	14.4			47.6	47.6	
Actuated g/C Ratio	0.21			0.68	0.68	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	357			721	1209	
v/s Ratio Prot	c0.16				c0.55	
v/s Ratio Perm				0.52		
v/c Ratio	0.77			0.77	0.81	
Uniform Delay, d1	26.2			7.5	8.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	9.8			7.6	6.0	
Delay (s)	36.1			15.1	14.0	
Level of Service	D			B	B	
Approach Delay (s)	36.1			15.1	14.0	
Approach LOS	D			B	B	

Intersection Summary				
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	91.3%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	6	395	76	12	558	23
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
Frt	1.00	0.85	0.98			1.00
Flt Protected	0.95	1.00	1.00			0.95
Satd. Flow (prot)	1770	1583	1828			1777
Flt Permitted	0.95	1.00	1.00			0.64
Satd. Flow (perm)	1770	1583	1828			1198
Peak-hour factor, PHF	0.89	0.89	0.75	0.75	0.79	0.79
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	7	488	111	18	777	32
RTOR Reduction (vph)	0	440	3	0	0	0
Lane Group Flow (vph)	7	48	126	0	0	809
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	8.8	8.8	73.2			73.2
Effective Green, g (s)	8.8	8.8	73.2			73.2
Actuated g/C Ratio	0.10	0.10	0.81			0.81
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)	173	154	1486			974
v/s Ratio Prot	0.00		0.07			
v/s Ratio Perm		c0.03				c0.68
v/c Ratio	0.04	0.31	0.08			0.83
Uniform Delay, d1	36.8	37.8	1.7			4.8
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	1.2	0.1			8.2
Delay (s)	36.9	38.9	1.8			13.0
Level of Service	D	D	A			B
Approach Delay (s)	38.9		1.8			13.0
Approach LOS	D		A			B

Intersection Summary				
HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.77			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	52.0%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	10	133	273	8	203	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.3		4.0	5.3
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3524		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3524		1770	3539
Peak-hour factor, PHF	0.71	0.71	0.80	0.80	0.87	0.87
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	15	206	375	11	257	492
RTOR Reduction (vph)	0	187	2	0	0	0
Lane Group Flow (vph)	15	19	384	0	257	492
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	6.4	6.4	35.5		14.8	54.3
Effective Green, g (s)	6.4	6.4	35.5		14.8	54.3
Actuated g/C Ratio	0.09	0.09	0.51		0.21	0.78
Clearance Time (s)	4.0	4.0	5.3		4.0	5.3
Vehicle Extension (s)	2.0	2.0	3.6		2.0	3.6
Lane Grp Cap (vph)	161	144	1787		374	2745
v/s Ratio Prot	0.01		c0.11		c0.15	0.14
v/s Ratio Perm		c0.01				
v/c Ratio	0.09	0.13	0.21		0.69	0.18
Uniform Delay, d1	29.1	29.2	9.5		25.5	2.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.1	0.2	0.3		4.1	0.1
Delay (s)	29.2	29.4	9.8		29.6	2.2
Level of Service	C	C	A		C	A
Approach Delay (s)	29.4		9.8			11.6
Approach LOS	C		A			B

Intersection Summary				
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.33			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	13.3	
Intersection Capacity Utilization	35.4%	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												
Volume (vph)	135	223	39	73	223	454	34	159	105	434	243	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9	4.4	4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.94		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3460		1770	1863	1583	1770	1752		1770	1814	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3460		1770	1863	1583	1770	1752		1770	1814	
Peak-hour factor, PHF	0.90	0.90	0.90	0.71	0.71	0.71	0.80	0.80	0.80	0.89	0.89	0.89
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	165	273	48	113	345	703	47	219	144	536	300	63
RTOR Reduction (vph)	0	15	0	0	0	104	0	23	0	0	7	0
Lane Group Flow (vph)	165	306	0	113	345	599	47	340	0	536	356	0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6	7	3			7	4	
Permitted Phases						6		8			4	
Actuated Green, G (s)	10.0	23.1		7.6	20.7	51.3	4.1	21.1		30.6	47.6	
Effective Green, g (s)	10.0	23.1		7.6	20.7	51.3	4.1	21.1		30.6	47.6	
Actuated g/C Ratio	0.10	0.23		0.08	0.20	0.51	0.04	0.21		0.30	0.47	
Clearance Time (s)	4.4	4.9		4.4	4.9	4.4	4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	3.3		2.0	3.3	2.0	2.0	2.0		2.0	2.7	
Lane Grp Cap (vph)	175	791		133	381	804	71	366		536	854	
v/s Ratio Prot	c0.09	0.09		0.06	c0.19	0.23	0.03			c0.30	0.20	
v/s Ratio Perm						0.15		c0.19				
v/c Ratio	0.94	0.39		0.85	0.91	0.74	0.66	0.93		1.00	0.42	
Uniform Delay, d1	45.2	33.0		46.1	39.2	19.7	47.8	39.2		35.2	17.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	50.8	0.4		35.7	24.5	3.3	16.5	28.9		38.9	0.3	
Delay (s)	96.1	33.3		81.8	63.7	23.0	64.3	68.2		74.1	17.8	
Level of Service	F	C		F	E	C	E	E		E	B	
Approach Delay (s)		54.6			40.8			67.7			51.4	
Approach LOS		D			D			E			D	

Intersection Summary				
HCM 2000 Control Delay	50.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.94			
Actuated Cycle Length (s)	101.0	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	79.3%	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												
Volume (vph)	474	625	25	43	432	448	59	23	107	291	170	830
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6		4.2	4.6	4.6	4.2	4.6	4.2	4.6	4.6	4.2
Lane Util. Factor	0.97	1.00		1.00	0.95	0.88	1.00	1.00	1.00	1.00	1.00	0.88
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1852		1770	3539	2787	1770	1863	1583	1770	1863	2787
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1852		1770	3539	2787	1770	1863	1583	1770	1863	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	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)	567	747	30	51	517	536	71	28	128	348	203	992
RTOR Reduction (vph)	0	1	0	0	0	256	0	0	108	0	0	133
Lane Group Flow (vph)	567	776	0	51	517	280	71	28	20	348	203	859
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8	1	7	4	5
Permitted Phases						6			8			4
Actuated Green, G (s)	24.2	49.5		8.4	33.7	55.1	5.7	8.0	16.4	21.4	24.1	48.3
Effective Green, g (s)	24.2	49.5		8.4	33.7	55.1	5.7	8.0	16.4	21.4	24.1	48.3
Actuated g/C Ratio	0.23	0.47		0.08	0.32	0.52	0.05	0.08	0.16	0.20	0.23	0.46
Clearance Time (s)	4.2	4.6		4.2	4.6	4.6	4.2	4.6	4.2	4.6	4.6	4.2
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)	788	870		141	1132	1580	95	141	246	359	426	1278
v/s Ratio Prot	c0.17	c0.42		0.03	0.15	0.04	0.04	0.02	0.01	c0.20	0.11	c0.15
v/s Ratio Perm						0.06			0.01			0.15
v/c Ratio	0.72	0.89		0.36	0.46	0.18	0.75	0.20	0.08	0.97	0.48	0.67
Uniform Delay, d1	37.4	25.5		45.9	28.5	13.2	49.1	45.6	38.0	41.6	35.1	22.3
Progression Factor	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	3.2	11.4		1.6	0.3	0.1	27.0	0.7	0.1	38.9	0.8	1.4
Delay (s)	40.6	36.9		47.5	28.8	13.2	76.1	46.3	38.1	80.5	36.0	23.7
Level of Service	D	D		D	C	B	E	D	D	F	D	C
Approach Delay (s)		38.4			22.1			51.0			38.1	
Approach LOS		D			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	34.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.91			
Actuated Cycle Length (s)	105.3	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	78.9%	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												
Volume (vph)	29	8	16	29	8	158	8	431	13	237	483	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.8		4.0	4.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.96			0.89		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1738			1647		1770	3524		1770	3507	
Flt Permitted		0.45			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		796			1569		1770	3524		1770	3507	
Peak-hour factor, PHF	0.54	0.54	0.54	0.68	0.68	0.68	0.89	0.89	0.89	0.94	0.94	0.94
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	59	16	33	47	13	256	10	533	16	277	565	37
RTOR Reduction (vph)	0	27	0	0	212	0	0	3	0	0	5	0
Lane Group Flow (vph)	0	81	0	0	104	0	10	546	0	277	597	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		8.7			8.7		0.7	14.4		14.6	28.3	
Effective Green, g (s)		8.7			8.7		0.7	14.4		14.6	28.3	
Actuated g/C Ratio		0.17			0.17		0.01	0.29		0.29	0.56	
Clearance Time (s)		4.0			4.0		4.0	4.8		4.0	4.8	
Vehicle Extension (s)		2.0			2.0		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)		137			270		24	1004		511	1965	
v/s Ratio Prot							0.01	c0.15		c0.16	0.17	
v/s Ratio Perm		c0.10			0.07							
v/c Ratio		0.59			0.39		0.42	0.54		0.54	0.30	
Uniform Delay, d1		19.3			18.5		24.7	15.3		15.1	5.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.1			0.3		4.2	0.8		0.6	0.1	
Delay (s)		23.4			18.9		28.9	16.1		15.8	6.0	
Level of Service		C			B		C	B		B	A	
Approach Delay (s)		23.4			18.9			16.3			9.1	
Approach LOS		C			B			B			A	

Intersection Summary				
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.55			
Actuated Cycle Length (s)	50.5	Sum of lost time (s)	12.8	
Intersection Capacity Utilization	51.7%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Yield			Stop	Stop	
Volume (vph)	43	57	41	54	44	25
Peak Hour Factor	0.65	0.65	0.56	0.56	0.64	0.64
Hourly flow rate (vph)	73	96	81	106	76	43

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	169	187	119
Volume Left (vph)	73	81	0
Volume Right (vph)	96	0	43
Hadj (s)	-0.22	0.12	-0.18
Departure Headway (s)	4.4	4.6	4.3
Degree Utilization, x	0.21	0.24	0.14
Capacity (veh/h)	766	758	784
Control Delay (s)	8.5	9.0	8.1
Approach Delay (s)	8.5	9.0	8.1
Approach LOS	A	A	A

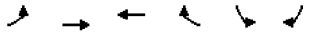
Intersection Summary			
Delay	8.6		
Level of Service	A		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	1613	0	0	1405	153	120	40	387	0	0	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6			4.6			4.6	4.6			4.6
Lane Util. Factor	1.00	0.95			0.95			1.00	1.00			1.00
Frt	1.00	1.00			0.99			1.00	0.85			0.86
Flt Protected	0.95	1.00			1.00			0.96	1.00			1.00
Satd. Flow (prot)	1770	3539			3487			1796	1583			1611
Flt Permitted	0.07	1.00			1.00			0.96	1.00			1.00
Satd. Flow (perm)	128	3539			3487			1796	1583			1611
Peak-hour factor, PHF	0.95	0.95	0.95	0.82	0.82	0.82	0.85	0.85	0.85	0.25	0.25	0.25
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	46	1868	0	0	1885	205	155	52	501	0	0	814
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	37	0	0	37
Lane Group Flow (vph)	46	1868	0	0	2083	0	0	207	464	0	0	777
Turn Type	Perm	NA			NA		Perm	NA	Perm			Perm
Protected Phases		2			6 5			8				
Permitted Phases	2						8		8			4
Actuated Green, G (s)	58.4	58.4			58.8			42.4	42.4			42.4
Effective Green, g (s)	58.4	58.4			58.8			42.4	42.4			42.4
Actuated g/C Ratio	0.53	0.53			0.53			0.39	0.39			0.39
Clearance Time (s)	4.6	4.6						4.6	4.6			4.6
Vehicle Extension (s)	3.0	3.0						3.0	3.0			3.0
Lane Grp Cap (vph)	67	1878			1863			692	610			620
v/s Ratio Prot		0.53			c0.60							
v/s Ratio Perm	0.36							0.12	0.29			c0.48
v/c Ratio	0.69	0.99			1.12			0.30	0.76			1.25
Uniform Delay, d1	19.0	25.6			25.6			23.5	29.4			33.8
Progression Factor	1.00	1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2	38.9	17.9			61.0			0.2	5.4			126.5
Delay (s)	58.0	43.5			86.6			23.7	34.8			160.3
Level of Service	E	D			F			C	C			F
Approach Delay (s)		43.9			86.6			31.6			160.3	
Approach LOS		D			F			C			F	

Intersection Summary				
HCM 2000 Control Delay	75.6	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.23			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	83.1%	ICU Level of Service	E	
Analysis Period (min)	15			

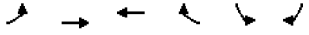
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	242	781	815	332	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	0.95	1.00		
Frt	1.00	1.00	1.00	0.85		
Flt Protected	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	1770	1863	3539	1583		
Flt Permitted	0.95	1.00	1.00	1.00		
Satd. Flow (perm)	1770	1863	3539	1583		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	289	934	974	397	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	289	934	974	397	0	0
Turn Type	Prot	NA	NA	Free		
Protected Phases	7	4	8			
Permitted Phases				Free		
Actuated Green, G (s)	8.0	32.8	16.8	32.8		
Effective Green, g (s)	8.0	32.8	16.8	32.8		
Actuated g/C Ratio	0.24	1.00	0.51	1.00		
Clearance Time (s)	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	431	1863	1812	1583		
v/s Ratio Prot	0.16	c0.50	0.28			
v/s Ratio Perm				0.25		
v/c Ratio	0.67	0.50	0.54	0.25		
Uniform Delay, d1	11.2	0.0	5.4	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	4.1	0.2	0.3	0.4		
Delay (s)	15.3	0.2	5.7	0.4		
Level of Service	B	A	A	A		
Approach Delay (s)		3.8	4.2		0.0	
Approach LOS		A	A		A	

Intersection Summary				
HCM 2000 Control Delay	4.0	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	32.8	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	48.5%	ICU Level of Service	A	
Analysis Period (min)	15			

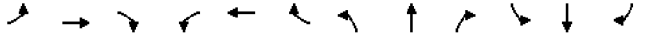
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	49	48	92	132	250	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.92		0.94	
Flt Protected		0.98	1.00		0.97	
Satd. Flow (prot)		1817	1714		1708	
Flt Permitted		0.64	1.00		0.97	
Satd. Flow (perm)		1196	1714		1708	
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	72	70	135	194	367	265
RTOR Reduction (vph)	0	0	110	0	54	0
Lane Group Flow (vph)	0	142	219	0	578	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Actuated Green, G (s)		9.8	9.8		18.0	
Effective Green, g (s)		9.8	9.8		18.0	
Actuated g/C Ratio		0.27	0.27		0.50	
Clearance Time (s)		4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0		3.0	
Lane Grp Cap (vph)		327	469		858	
v/s Ratio Prot			c0.13		c0.34	
v/s Ratio Perm		0.12				
v/c Ratio		0.43	0.47		0.67	
Uniform Delay, d1		10.7	10.8		6.7	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.9	0.7		2.1	
Delay (s)		11.6	11.6		8.8	
Level of Service		B	B		A	
Approach Delay (s)		11.6	11.6		8.8	
Approach LOS		B	B		A	

Intersection Summary				
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.60			
Actuated Cycle Length (s)	35.8	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	57.4%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group



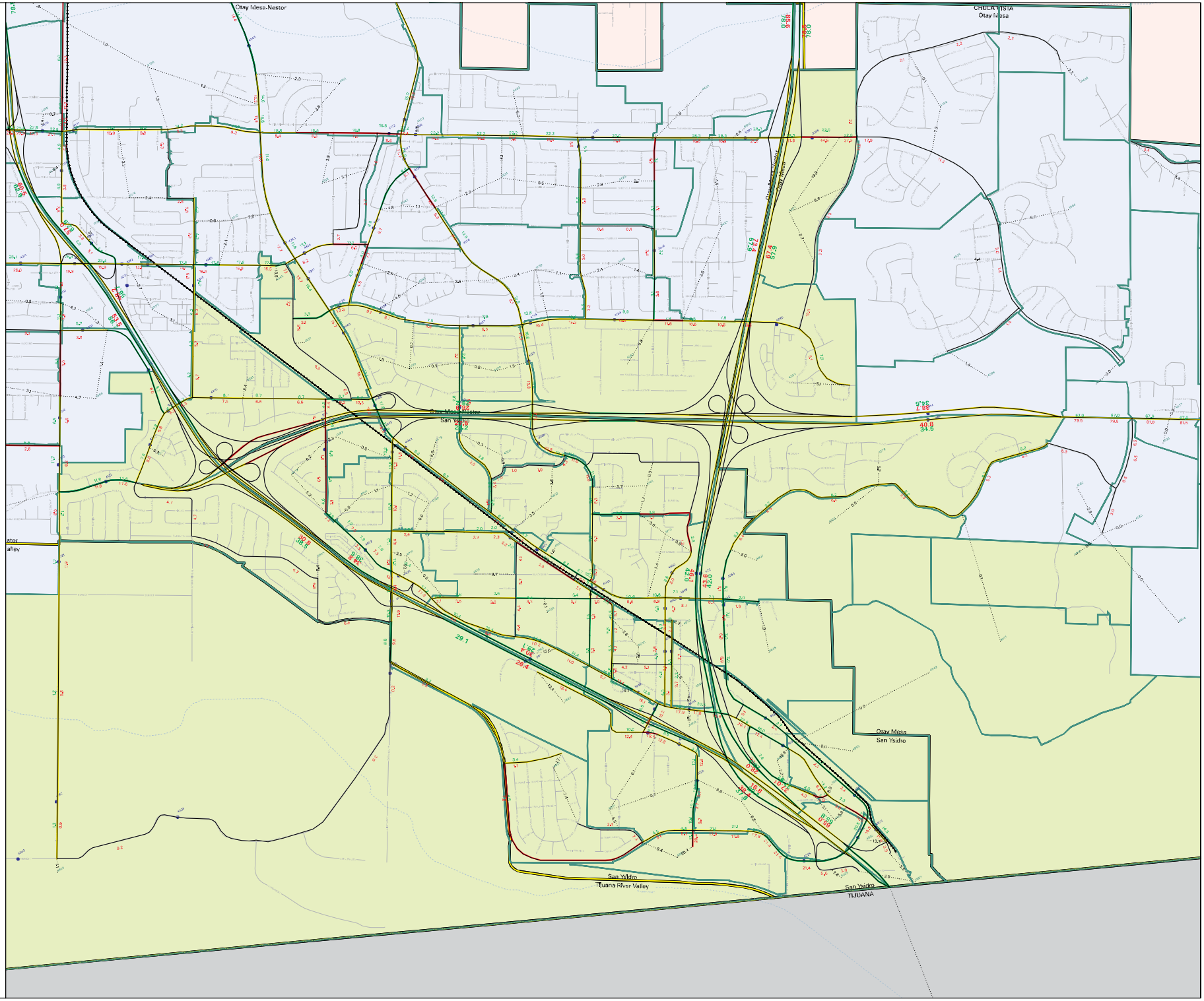
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1118	66	273	358	5	66	0	273	8	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85			0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.96	
Satd. Flow (prot)	1770	3510		1770	1859		1770	1583			1743	
Flt Permitted	0.95	1.00		0.95	1.00		0.75	1.00			0.34	
Satd. Flow (perm)	1770	3510		1770	1859		1393	1583			609	
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	3	1640	97	400	525	7	97	0	400	12	0	3
RTOR Reduction (vph)	0	4	0	0	1	0	0	266	0	0	13	0
Lane Group Flow (vph)	3	1733	0	400	531	0	97	134	0	0	2	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	0.8	45.4		20.0	64.6		12.0	12.0			12.0	
Effective Green, g (s)	0.8	45.4		20.0	64.6		12.0	12.0			12.0	
Actuated g/C Ratio	0.01	0.51		0.22	0.72		0.13	0.13			0.13	
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)	15	1782		395	1343		186	212			81	
v/s Ratio Prot	0.00	c0.49		c0.23	0.29			c0.08				
v/s Ratio Perm							0.07				0.00	
v/c Ratio	0.20	0.97		1.01	0.40		0.52	0.63			0.02	
Uniform Delay, d1	44.0	21.4		34.7	4.8		36.0	36.6			33.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	6.5	15.2		48.5	0.2		2.6	6.0			0.1	
Delay (s)	50.5	36.6		83.2	5.0		38.7	42.7			33.7	
Level of Service	D	D		F	A		D	D			C	
Approach Delay (s)		36.6			38.6			41.9			33.7	
Approach LOS		D			D			D			C	

Intersection Summary				
HCM 2000 Control Delay	38.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.93			
Actuated Cycle Length (s)	89.4	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	81.5%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

APPENDIX D

MODEL RUN ADT PLOTS



SANDAG Series 12
City of San Diego
Community Plan Update
Daily Traffic Volumes
and Calibration Status

SAN YSIDRO

Model Run 02.06.13
San Ysidro CPU
Base Year 2008 - Calibration Run 4
2008 - Base Year

Link Calibration Status:

- Within + - 10.0%
- -50.0% to -10.0% - 10.0% to 50.0%
- More Than +- 50.0%
- Links without a Calibration Count
- Zone Connector
- Zone Boundary
- Community Plan Areas

Forecasted Volumes:

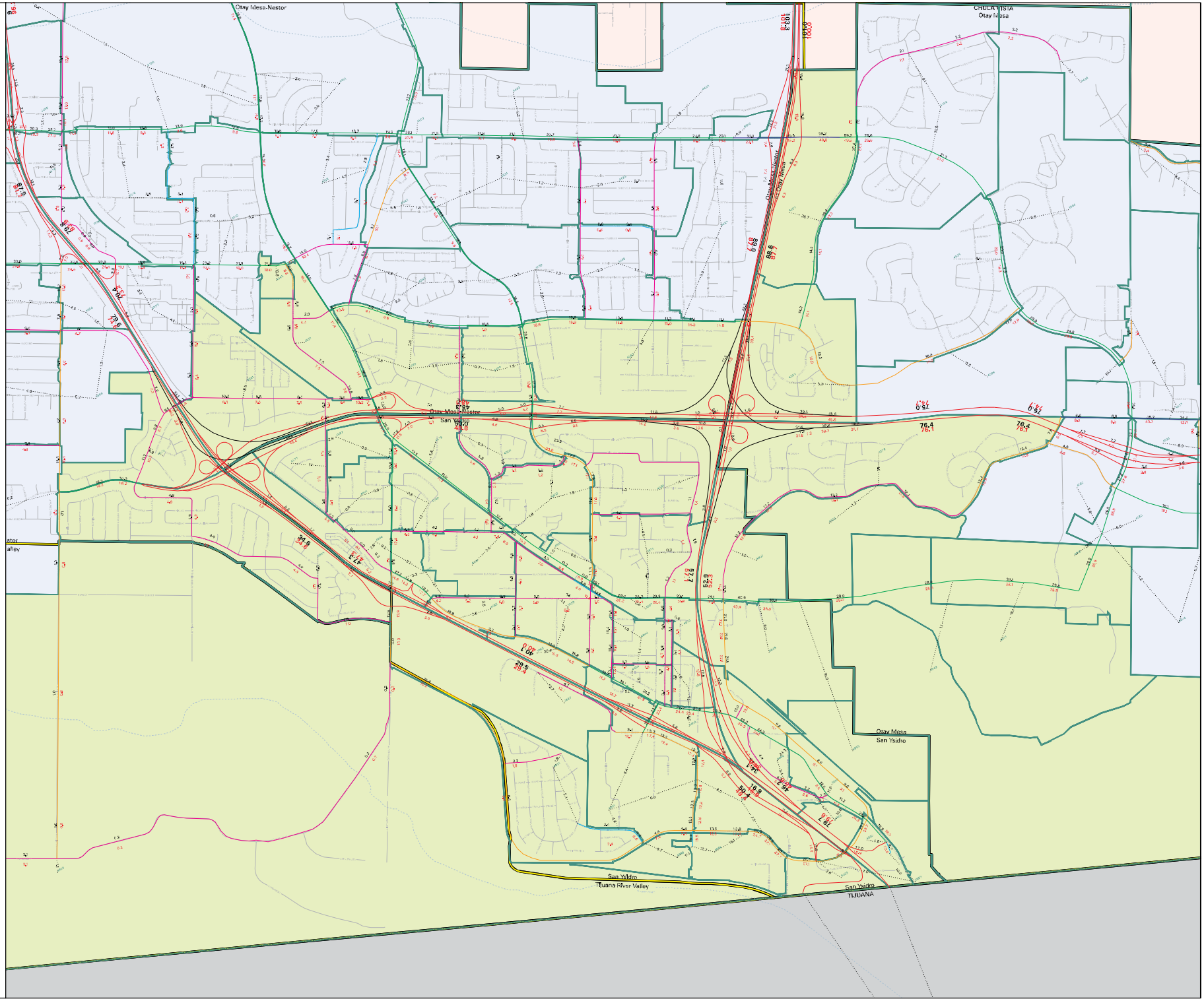
- Adjusted Volume
- Unadjusted Volume
- Observed Ground Count
- Count Station
- Traffic Analysis Zone

Proposed Study Area

Feet 0 500 1,000
Meters 0 150 300

SANDAG
San Diego's Regional Planning Agency

February 7, 2013



SANDAG Series 12
2035 Unconstrained
Highway Network
Forecasted Daily Volumes

SAN YSIDRO

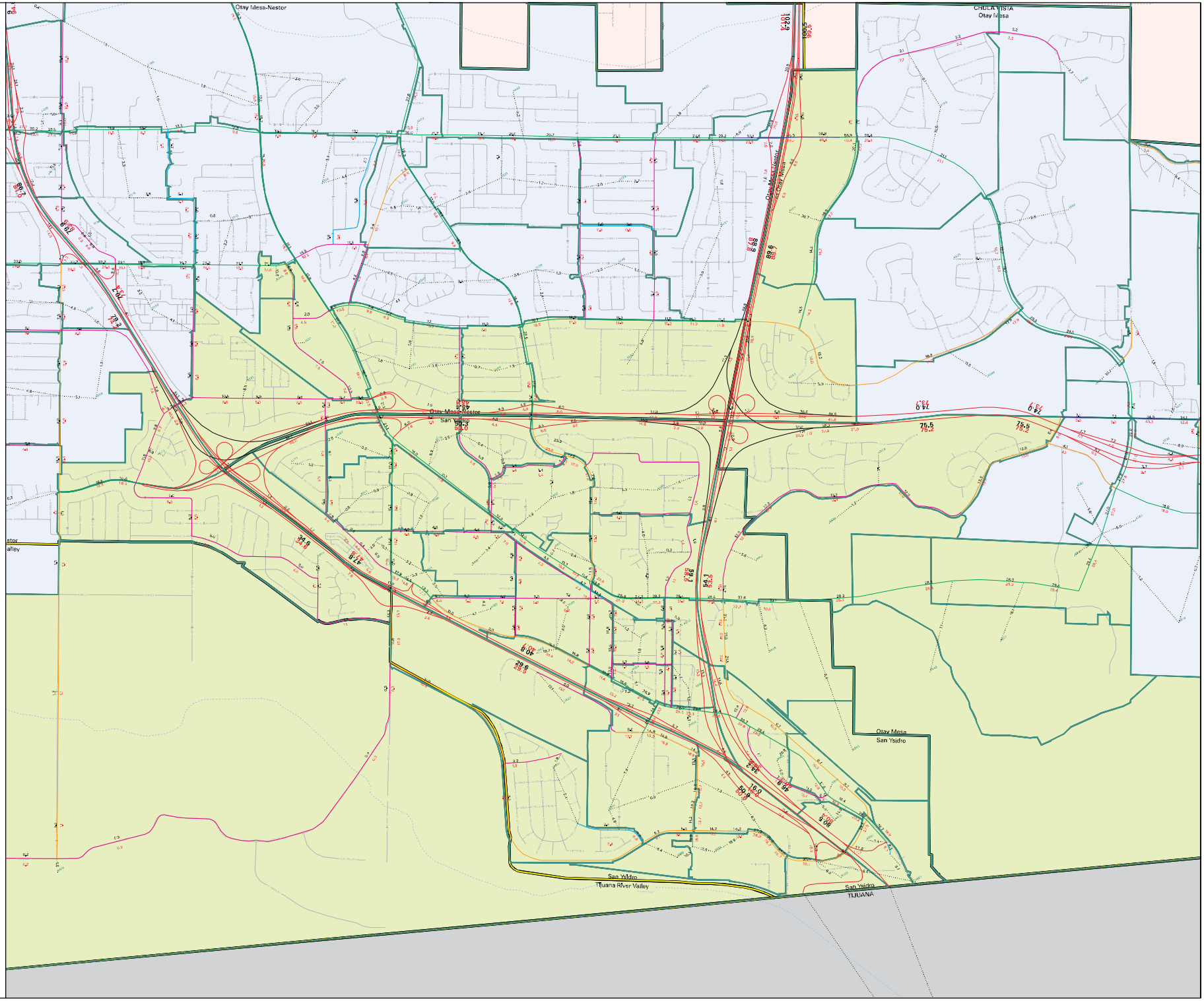
Model Run 05/21/13
San Ysidro CPU
2035 Scenario 8

Forecasted Volumes:
- Adjusted Volume
- Unadjusted Volume
- Traffic Analysis Zone

Feet 0 500 1,000
Meters 0 150 300

SANDAG
San Diego's Regional Planning Agency

May 23, 2013



SANDAG Series 12 2035
Revenue Constrained
2011 RTP Highway Network
Forecasted Daily Volumes

SAN YSIDRO

Model Rerun 03.11.15
San Ysidro CPU
2035 Scenario D - Proposed LU 2, Hybrid Network

Forecasted Volumes:
- Adjusted Volume
- Unadjusted Volume
- Traffic Analysis Zone

Feet 0 500 1,000
Meters 0 150 300

SANDAG
San Diego's Regional Planning Agency

March 12, 2015