

Morena Blvd Station Area Planning Study

Appendix C:

Existing Conditions Traffic Analysis

Contents:

- Peak Hour Turning Movements - Vehicles
- Peak Hour Intersection Counts - Pedestrians and Bicycles
- Daily Traffic Volume Count Data
- LOS Reports - Existing Conditions
- Intersection Geometry Diagrams
- Signal Timing Reports - Coordinated
- Signal Timing Reports - Stand Alone

Morena Blvd Station Area Planning Study

Appendix C:

Peak Hour Turning Movements - Vehicles

True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 01.MORENA BLVD.GESNER ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Vehicles

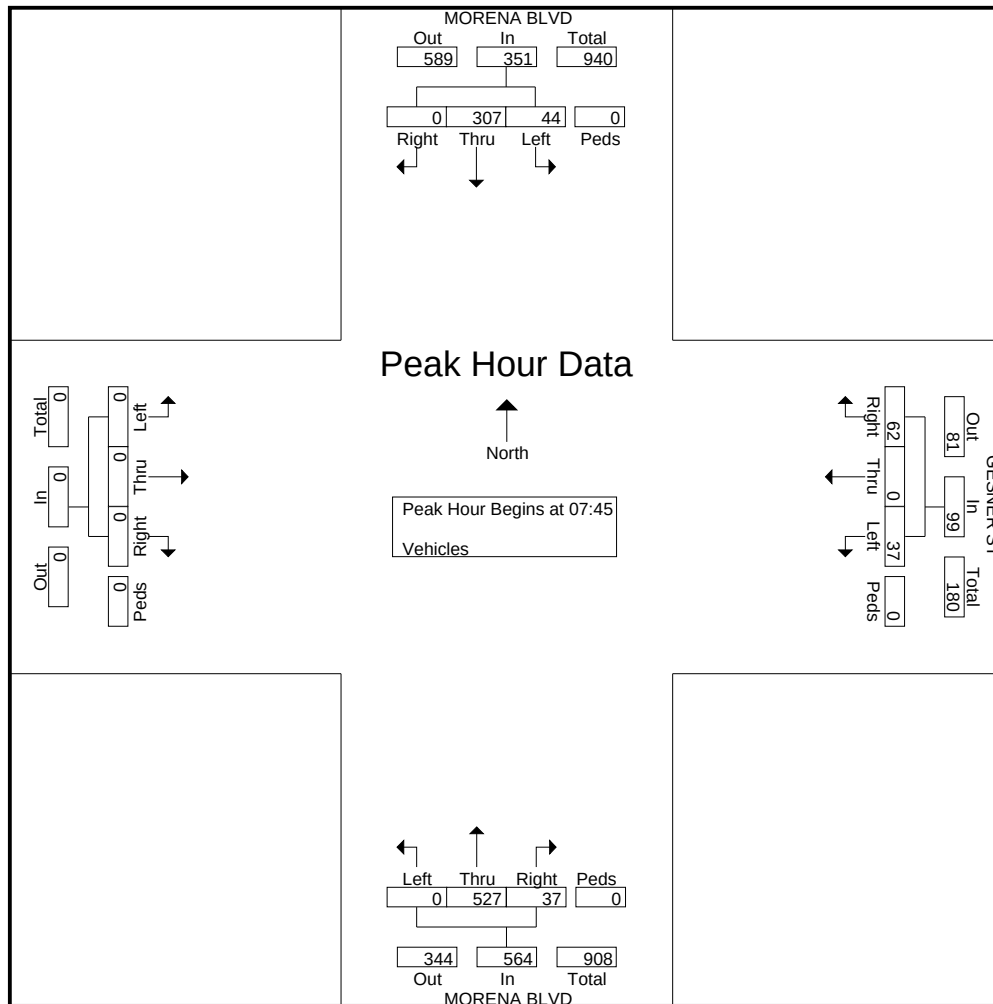
	MORENA BLVD Southbound				GESNER ST Westbound				MORENA BLVD Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	11	48	0	0	6	0	9	0	0	61	3	0	0	0	0	0	138
07:15	16	58	0	0	6	0	9	0	0	66	5	0	0	0	0	0	160
07:30	12	81	0	0	7	0	15	0	0	92	6	0	0	0	0	0	213
07:45	7	87	0	0	11	0	20	0	0	123	8	0	0	0	0	0	256
Total	46	274	0	0	30	0	53	0	0	342	22	0	0	0	0	0	767
08:00	11	65	0	0	6	0	12	0	0	177	6	0	0	0	0	0	277
08:15	14	77	0	0	7	0	10	0	0	109	16	0	0	0	0	0	233
08:30	12	78	0	0	13	0	20	0	0	118	7	0	0	0	0	0	248
08:45	17	96	0	0	9	0	15	0	0	99	7	0	0	0	0	0	243
Total	54	316	0	0	35	0	57	0	0	503	36	0	0	0	0	0	1001
*** BREAK ***																	
16:00	13	93	0	0	3	0	24	0	0	89	7	0	0	0	0	0	229
16:15	21	85	0	0	4	0	14	0	0	101	12	0	0	0	0	0	237
16:30	12	95	0	0	4	0	16	0	0	83	6	0	0	0	0	0	216
16:45	19	107	0	0	5	0	9	0	0	100	13	0	0	0	0	0	253
Total	65	380	0	0	16	0	63	0	0	373	38	0	0	0	0	0	935
17:00	25	115	0	0	7	0	18	0	0	102	16	0	0	0	0	0	283
17:15	28	135	0	0	6	0	17	0	0	99	8	0	0	0	0	0	293
17:30	39	153	0	0	8	0	10	0	0	100	9	0	0	0	0	0	319
17:45	31	137	0	0	7	0	13	0	0	83	8	0	0	0	0	0	279
Total	123	540	0	0	28	0	58	0	0	384	41	0	0	0	0	0	1174
Grand Total	288	1510	0	0	109	0	231	0	0	1602	137	0	0	0	0	0	3877
Apprch %	16	84	0	0	32.1	0	67.9	0	0	92.1	7.9	0	0	0	0	0	
Total %	7.4	38.9	0	0	2.8	0	6	0	0	41.3	3.5	0	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 01.MORENA BLVD.GESNER ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	MORENA BLVD Southbound					GESNER ST Westbound					MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	7	87	0	0	94	11	0	20	0	31	0	123	8	0	131	0	0	0	0	0	256
08:00	11	65	0	0	76	6	0	12	0	18	0	177	6	0	183	0	0	0	0	0	277
08:15	14	77	0	0	91	7	0	10	0	17	0	109	16	0	125	0	0	0	0	0	233
08:30	12	78	0	0	90	13	0	20	0	33	0	118	7	0	125	0	0	0	0	0	248
Total Volume	44	307	0	0	351	37	0	62	0	99	0	527	37	0	564	0	0	0	0	0	1014
% App. Total	12.5	87.5	0	0		37.4	0	62.6	0		0	93.4	6.6	0		0	0	0	0	0	
PHF	.786	.882	.000	.000	.934	.712	.000	.775	.000	.750	.000	.744	.578	.000	.770	.000	.000	.000	.000	.000	.915

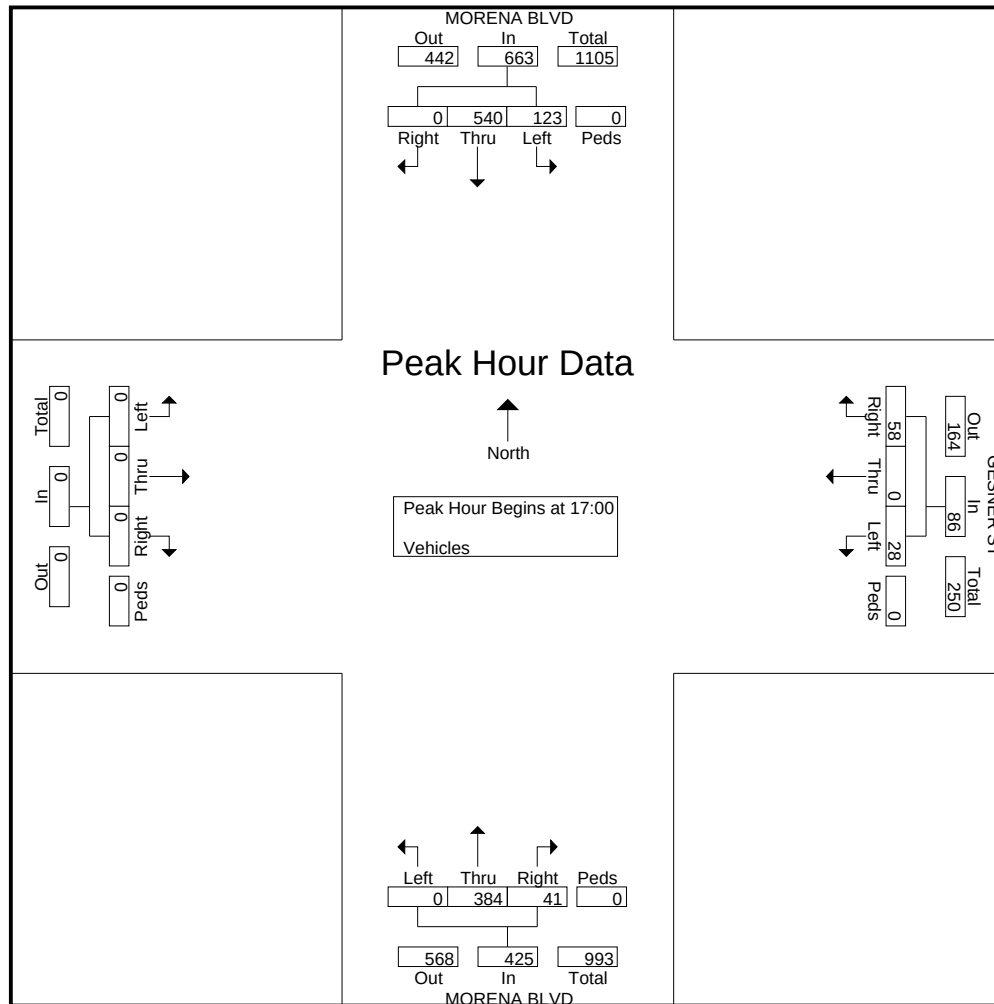


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 01.MORENA BLVD.GESNER ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					GESNER ST Westbound					MORENA BLVD 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 17:00																					
17:00	25	115	0	0	140	7	0	18	0	25	0	102	16	0	118	0	0	0	0	0	283
17:15	28	135	0	0	163	6	0	17	0	23	0	99	8	0	107	0	0	0	0	0	293
17:30	39	153	0	0	192	8	0	10	0	18	0	100	9	0	109	0	0	0	0	0	319
17:45	31	137	0	0	168	7	0	13	0	20	0	83	8	0	91	0	0	0	0	0	279
Total Volume	123	540	0	0	663	28	0	58	0	86	0	384	41	0	425	0	0	0	0	0	1174
% App. Total	18.6	81.4	0	0		32.6	0	67.4	0		0	90.4	9.6	0		0	0	0	0		
PHF	.788	.882	.000	.000	.863	.875	.000	.806	.000	.860	.000	.941	.641	.000	.900	.000	.000	.000	.000	.000	.920



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 02.I-5 NB RAMPS.CLAIREMONT DR
Site Code : 00000000
Start Date : 2/13/2013
Page No : 1

Groups Printed- Vehicles

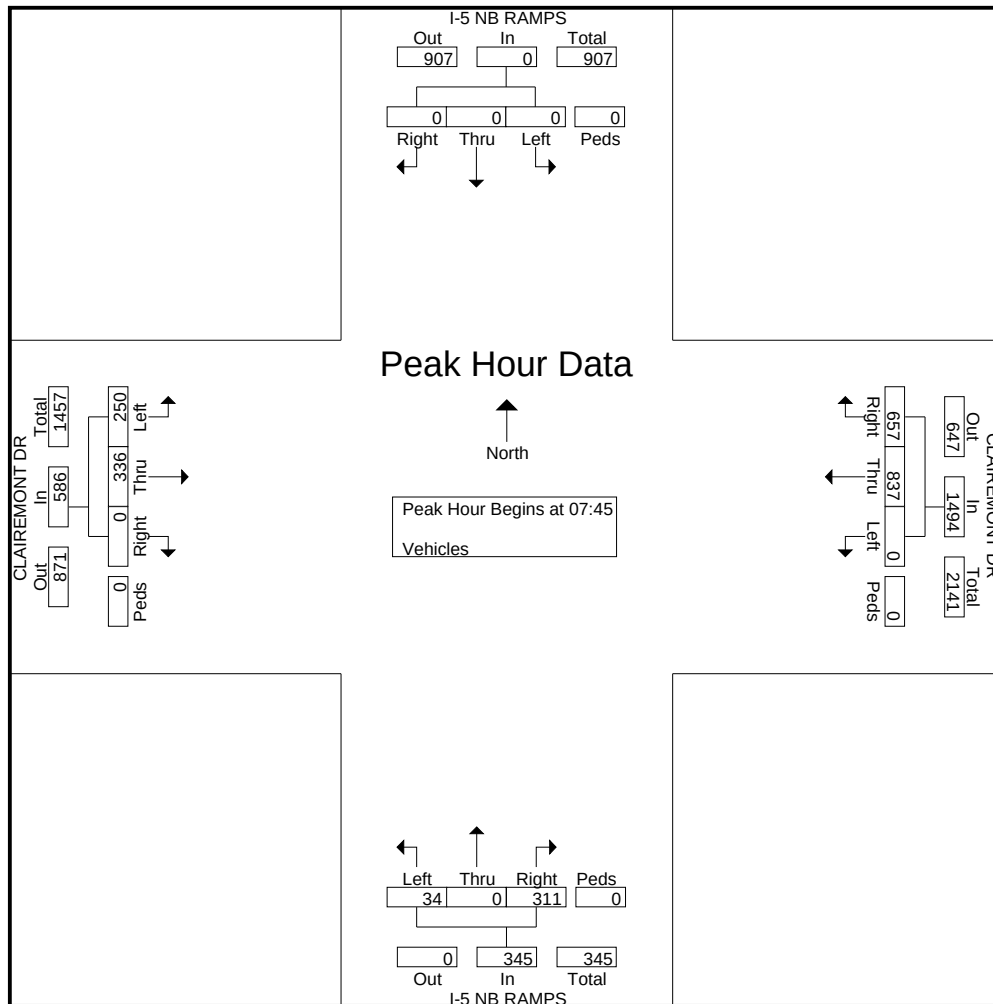
	I-5 NB RAMPS Southbound				CLAIREMONT DR Westbound				I-5 NB RAMPS Northbound				CLAIREMONT DR Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	0	0	173	144	0	9	0	66	0	15	48	0	0	455
07:15	0	0	0	0	0	219	187	0	10	0	52	0	56	54	0	0	578
07:30	0	0	0	0	0	226	165	0	9	0	46	0	69	64	0	0	579
07:45	0	0	0	0	0	224	160	0	8	0	61	0	68	83	0	0	604
Total	0	0	0	0	0	842	656	0	36	0	225	0	208	249	0	0	2216
08:00	0	0	0	0	0	210	169	0	7	0	78	0	64	92	0	0	620
08:15	0	0	0	0	0	192	151	0	12	0	77	0	72	74	0	0	578
08:30	0	0	0	0	0	211	177	0	7	0	95	0	46	87	0	0	623
08:45	0	0	0	0	0	159	141	0	8	0	99	0	35	85	0	0	527
Total	0	0	0	0	0	772	638	0	34	0	349	0	217	338	0	0	2348
*** BREAK ***																	
16:00	0	0	0	0	0	151	103	0	24	0	179	0	12	142	0	0	611
16:15	0	0	0	0	0	152	95	0	22	0	165	0	19	168	0	0	621
16:30	0	0	0	0	0	147	73	0	31	0	187	0	27	173	0	0	638
16:45	0	0	0	0	0	163	77	0	28	0	181	0	22	181	0	0	652
Total	0	0	0	0	0	613	348	0	105	0	712	0	80	664	0	0	2522
17:00	0	0	0	0	0	167	91	0	22	0	201	0	25	203	0	0	709
17:15	0	0	0	0	0	170	87	0	46	0	211	0	29	173	0	0	716
17:30	0	0	0	0	0	163	97	0	21	0	194	0	21	164	0	0	660
17:45	0	0	0	0	0	177	82	0	24	0	176	0	31	150	0	0	640
Total	0	0	0	0	0	677	357	0	113	0	782	0	106	690	0	0	2725
Grand Total	0	0	0	0	0	2904	1999	0	288	0	2068	0	611	1941	0	0	9811
Apprch %	0	0	0	0	0	59.2	40.8	0	12.2	0	87.8	0	23.9	76.1	0	0	
Total %	0	0	0	0	0	29.6	20.4	0	2.9	0	21.1	0	6.2	19.8	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 02.I-5 NB RAMPS.CLAIREMONT DR
Site Code : 00000000
Start Date : 2/13/2013
Page No : 2

	I-5 NB RAMPS Southbound					CLAIREMONT DR Westbound					I-5 NB RAMPS Northbound					CLAIREMONT DR 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																					
07:45	0	0	0	0	0	0	224	160	0	384	8	0	61	0	69	68	83	0	0	151	604
08:00	0	0	0	0	0	0	210	169	0	379	7	0	78	0	85	64	92	0	0	156	620
08:15	0	0	0	0	0	0	192	151	0	343	12	0	77	0	89	72	74	0	0	146	578
08:30	0	0	0	0	0	0	211	177	0	388	7	0	95	0	102	46	87	0	0	133	623
Total Volume	0	0	0	0	0	0	837	657	0	1494	34	0	311	0	345	250	336	0	0	586	2425
% App. Total	0	0	0	0	0	0	56	44	0		9.9	0	90.1	0		42.7	57.3	0	0		
PHF	.000	.000	.000	.000	.000	.000	.934	.928	.000	.963	.708	.000	.818	.000	.846	.868	.913	.000	.000	.939	.973

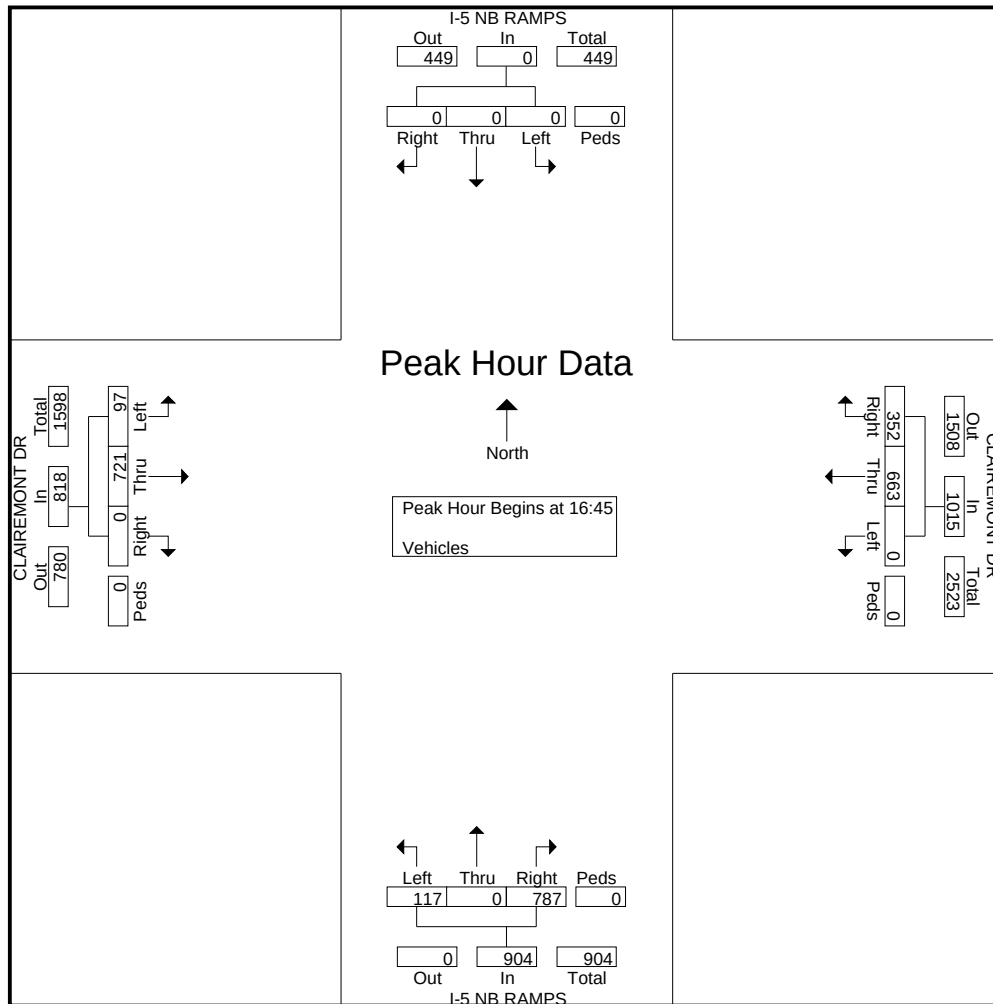


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 02.I-5 NB RAMPS.CLAIREMONT DR
Site Code : 00000000
Start Date : 2/13/2013
Page No : 3

	I-5 NB RAMPS Southbound					CLAIREMONT DR Westbound					I-5 NB RAMPS Northbound					CLAIREMONT DR 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	0	0	0	0	0	163	77	0	240	28	0	181	0	209	22	181	0	0	203	652
17:00	0	0	0	0	0	0	167	91	0	258	22	0	201	0	223	25	203	0	0	228	709
17:15	0	0	0	0	0	0	170	87	0	257	46	0	211	0	257	29	173	0	0	202	716
17:30	0	0	0	0	0	0	163	97	0	260	21	0	194	0	215	21	164	0	0	185	660
Total Volume	0	0	0	0	0	0	663	352	0	1015	117	0	787	0	904	97	721	0	0	818	2737
% App. Total	0	0	0	0	0	0	65.3	34.7	0		12.9	0	87.1	0		11.9	88.1	0	0		
PHF	.000	.000	.000	.000	.000	.000	.975	.907	.000	.976	.636	.000	.932	.000	.879	.836	.888	.000	.000	.897	.956



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 03.MORENA BLVD.INGULF ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Vehicles

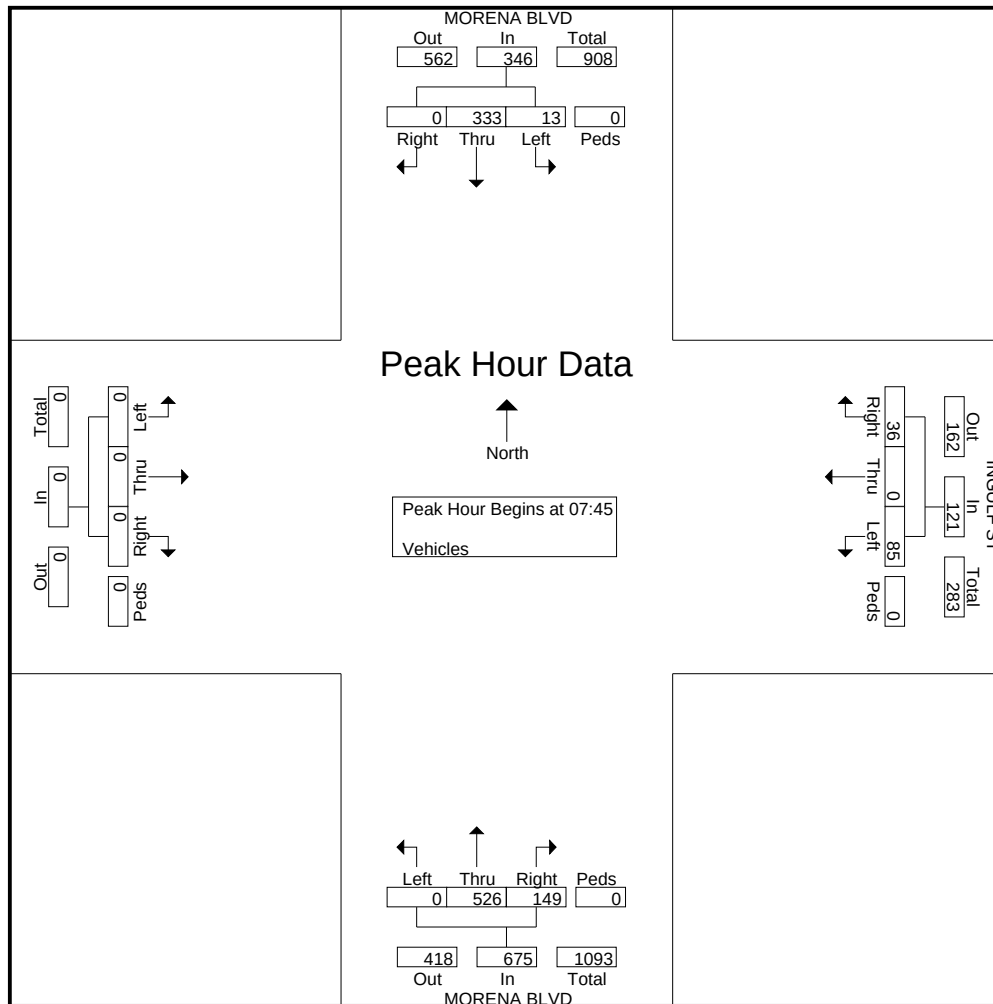
	MORENA BLVD Southbound				INGULF ST Westbound				MORENA BLVD Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	2	49	0	0	17	0	3	0	0	66	14	0	0	0	0	0	151
07:15	4	66	0	0	11	0	3	0	0	61	31	0	0	0	0	0	176
07:30	2	71	0	0	19	0	1	0	0	92	31	0	0	0	0	0	216
07:45	0	104	0	0	27	0	6	0	0	114	29	0	0	0	0	0	280
Total	8	290	0	0	74	0	13	0	0	333	105	0	0	0	0	0	823
08:00	4	65	0	0	17	0	13	0	0	180	37	0	0	0	0	0	316
08:15	2	85	0	0	25	0	8	0	0	120	47	0	0	0	0	0	287
08:30	7	79	0	0	16	0	9	0	0	112	36	0	0	0	0	0	259
08:45	6	102	0	0	27	0	7	0	0	101	37	0	0	0	0	0	280
Total	19	331	0	0	85	0	37	0	0	513	157	0	0	0	0	0	1142
*** BREAK ***																	
16:00	4	94	0	0	32	0	7	0	0	87	43	0	0	0	0	0	267
16:15	2	84	0	0	31	0	9	0	0	102	43	0	0	0	0	0	271
16:30	2	83	0	0	39	0	8	0	0	89	60	0	0	0	0	0	281
16:45	5	101	0	0	46	0	9	0	0	95	49	0	0	0	0	0	305
Total	13	362	0	0	148	0	33	0	0	373	195	0	0	0	0	0	1124
17:00	10	116	0	0	54	0	4	0	0	105	44	0	0	0	0	0	333
17:15	5	139	0	0	45	0	4	0	0	97	50	0	0	0	0	0	340
17:30	7	142	0	0	42	0	7	0	0	106	39	0	0	0	0	0	343
17:45	7	138	0	0	34	0	8	0	0	90	42	0	0	0	0	0	319
Total	29	535	0	0	175	0	23	0	0	398	175	0	0	0	0	0	1335
Grand Total	69	1518	0	0	482	0	106	0	0	1617	632	0	0	0	0	0	4424
Apprch %	4.3	95.7	0	0	82	0	18	0	0	71.9	28.1	0	0	0	0	0	
Total %	1.6	34.3	0	0	10.9	0	2.4	0	0	36.6	14.3	0	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 03.MORENA BLVD.INGULF ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	MORENA BLVD Southbound					INGULF ST Westbound					MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	104	0	0	104	27	0	6	0	33	0	114	29	0	143	0	0	0	0	0	280
08:00	4	65	0	0	69	17	0	13	0	30	0	180	37	0	217	0	0	0	0	0	316
08:15	2	85	0	0	87	25	0	8	0	33	0	120	47	0	167	0	0	0	0	0	287
08:30	7	79	0	0	86	16	0	9	0	25	0	112	36	0	148	0	0	0	0	0	259
Total Volume	13	333	0	0	346	85	0	36	0	121	0	526	149	0	675	0	0	0	0	0	1142
% App. Total	3.8	96.2	0	0		70.2	0	29.8	0		0	77.9	22.1	0		0	0	0	0	0	
PHF	.464	.800	.000	.000	.832	.787	.000	.692	.000	.917	.000	.731	.793	.000	.778	.000	.000	.000	.000	.000	.903

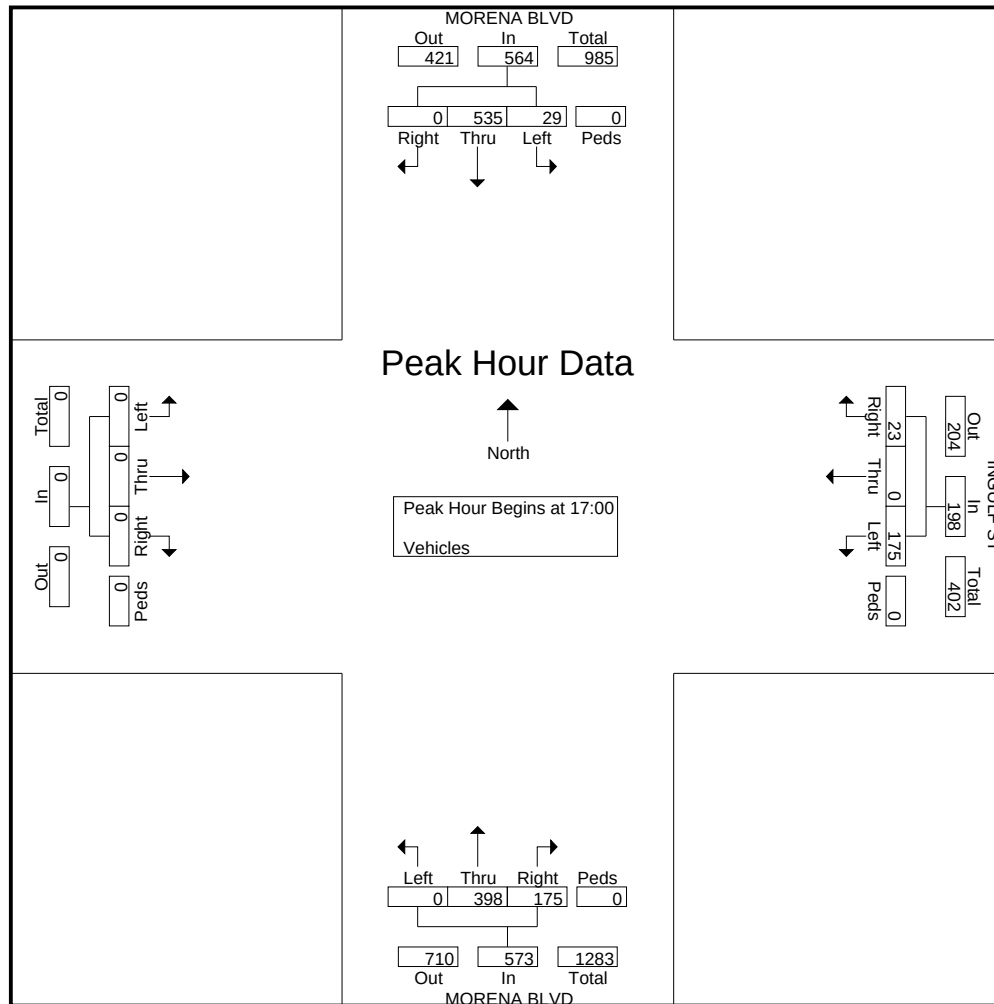


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 03.MORENA BLVD.INGULF ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					INGULF ST Westbound					MORENA BLVD 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 17:00																					
17:00	10	116	0	0	126	54	0	4	0	58	0	105	44	0	149	0	0	0	0	0	333
17:15	5	139	0	0	144	45	0	4	0	49	0	97	50	0	147	0	0	0	0	0	340
17:30	7	142	0	0	149	42	0	7	0	49	0	106	39	0	145	0	0	0	0	0	343
17:45	7	138	0	0	145	34	0	8	0	42	0	90	42	0	132	0	0	0	0	0	319
Total Volume	29	535	0	0	564	175	0	23	0	198	0	398	175	0	573	0	0	0	0	0	1335
% App. Total	5.1	94.9	0	0		88.4	0	11.6	0		0	69.5	30.5	0		0	0	0	0		
PHF	.725	.942	.000	.000	.946	.810	.000	.719	.000	.853	.000	.939	.875	.000	.961	.000	.000	.000	.000	.000	.973



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 04.CLAIREMONT DR.DENVER ST
Site Code : 00000000
Start Date : 2/12/2013
Page No : 1

Groups Printed- Vehicles

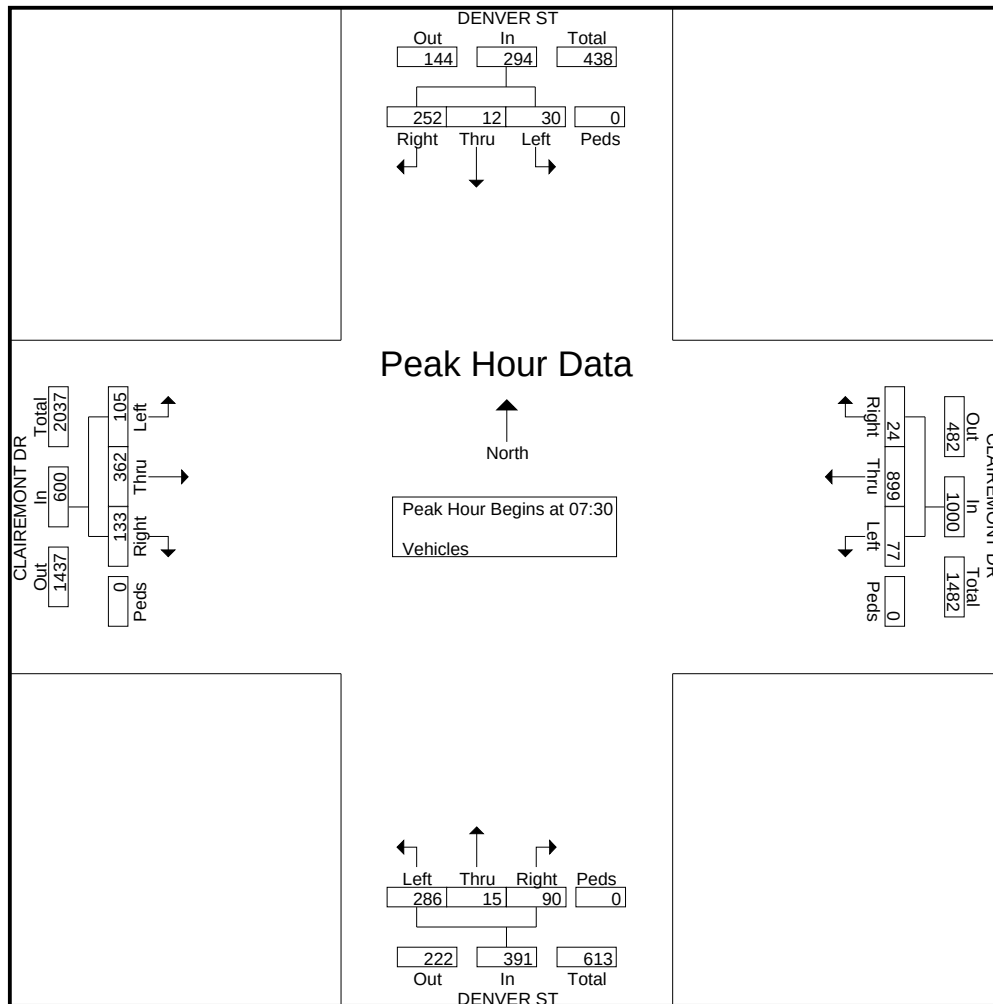
	DENVER ST Southbound				CLAIREMONT DR Westbound				DENVER ST Northbound				CLAIREMONT DR Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	2	5	43	0	8	206	4	0	63	3	15	0	13	77	23	0	462
07:15	9	4	70	0	15	252	2	0	83	5	15	0	9	68	31	0	563
07:30	11	4	66	0	10	269	4	0	70	2	22	0	17	74	29	0	578
07:45	4	3	63	0	26	207	12	0	68	5	20	0	39	92	44	0	583
Total	26	16	242	0	59	934	22	0	284	15	72	0	78	311	127	0	2186
08:00	5	3	62	0	16	201	4	0	70	3	20	0	30	107	33	0	554
08:15	10	2	61	0	25	222	4	0	78	5	28	0	19	89	27	0	570
08:30	13	2	42	0	20	219	6	0	50	9	28	0	21	121	32	0	563
08:45	14	8	34	0	33	206	11	0	63	1	26	0	26	131	36	0	589
Total	42	15	199	0	94	848	25	0	261	18	102	0	96	448	128	0	2276
*** BREAK ***																	
16:00	19	3	32	0	24	195	10	0	75	3	40	0	35	220	56	0	712
16:15	12	4	30	0	30	153	12	0	37	3	33	0	45	200	65	0	624
16:30	17	6	35	0	21	158	11	0	76	6	39	0	42	211	78	0	700
16:45	16	4	41	0	30	163	13	0	51	4	31	0	56	234	59	0	702
Total	64	17	138	0	105	669	46	0	239	16	143	0	178	865	258	0	2738
17:00	21	2	37	0	29	140	9	0	49	2	36	0	39	263	65	0	692
17:15	23	2	35	0	32	177	11	0	54	3	46	0	36	255	80	0	754
17:30	23	6	31	0	26	163	14	0	55	5	39	0	55	232	78	0	727
17:45	19	1	31	0	20	169	11	0	46	4	30	0	39	239	74	0	683
Total	86	11	134	0	107	649	45	0	204	14	151	0	169	989	297	0	2856
Grand Total	218	59	713	0	365	3100	138	0	988	63	468	0	521	2613	810	0	10056
Apprch %	22	6	72	0	10.1	86	3.8	0	65	4.1	30.8	0	13.2	66.3	20.5	0	
Total %	2.2	0.6	7.1	0	3.6	30.8	1.4	0	9.8	0.6	4.7	0	5.2	26	8.1	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 04.CLAIREMONT DR.DENVER ST
Site Code : 00000000
Start Date : 2/12/2013
Page No : 2

	DENVER ST Southbound					CLAIREMONT DR Westbound					DENVER ST Northbound					CLAIREMONT DR 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	11	4	66	0	81	10	269	4	0	283	70	2	22	0	94	17	74	29	0	120	578
07:45	4	3	63	0	70	26	207	12	0	245	68	5	20	0	93	39	92	44	0	175	583
08:00	5	3	62	0	70	16	201	4	0	221	70	3	20	0	93	30	107	33	0	170	554
08:15	10	2	61	0	73	25	222	4	0	251	78	5	28	0	111	19	89	27	0	135	570
Total Volume	30	12	252	0	294	77	899	24	0	1000	286	15	90	0	391	105	362	133	0	600	2285
% App. Total	10.2	4.1	85.7	0		7.7	89.9	2.4	0		73.1	3.8	23	0		17.5	60.3	22.2	0		
PHF	.682	.750	.955	.000	.907	.740	.836	.500	.000	.883	.917	.750	.804	.000	.881	.673	.846	.756	.000	.857	.980

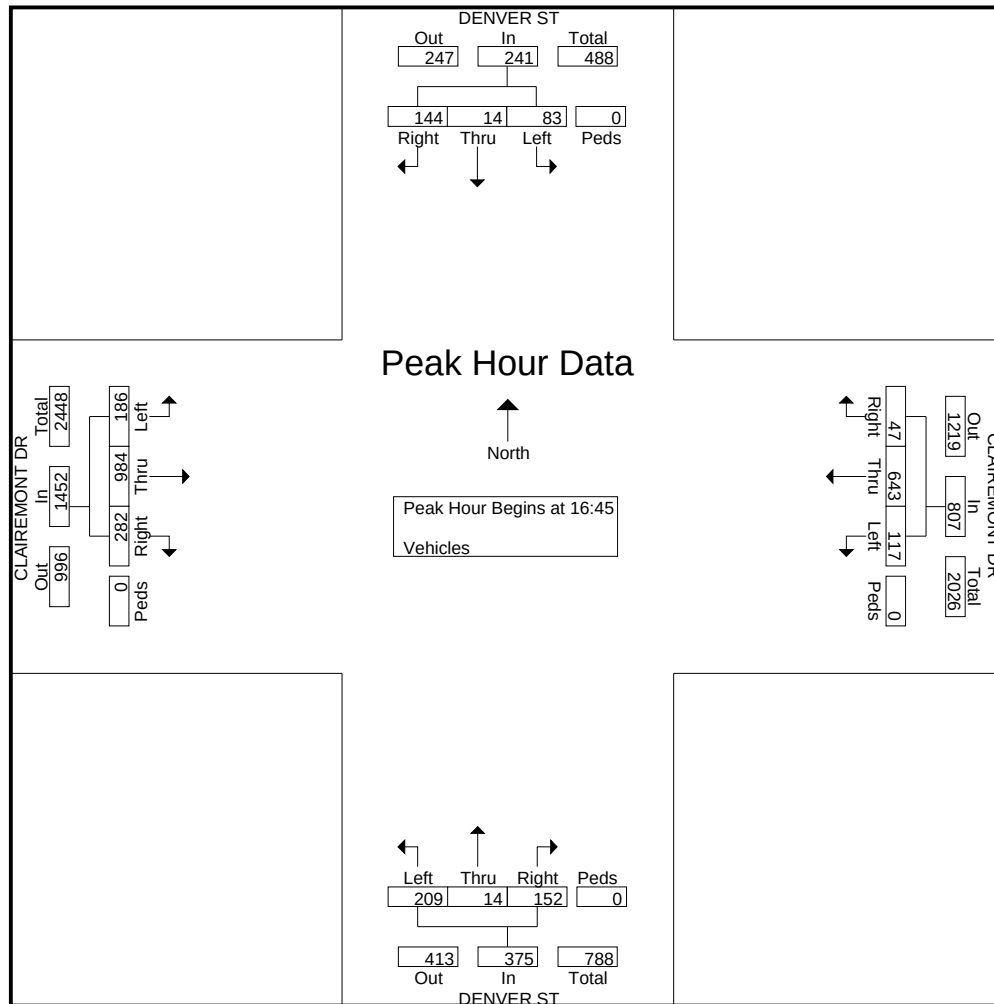


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 04.CLAIREMONT DR.DENVER ST
Site Code : 00000000
Start Date : 2/12/2013
Page No : 3

	DENVER ST Southbound					CLAIREMONT DR Westbound					DENVER ST Northbound					CLAIREMONT DR 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	16	4	41	0	61	30	163	13	0	206	51	4	31	0	86	56	234	59	0	349	702
17:00	21	2	37	0	60	29	140	9	0	178	49	2	36	0	87	39	263	65	0	367	692
17:15	23	2	35	0	60	32	177	11	0	220	54	3	46	0	103	36	255	80	0	371	754
17:30	23	6	31	0	60	26	163	14	0	203	55	5	39	0	99	55	232	78	0	365	727
Total Volume	83	14	144	0	241	117	643	47	0	807	209	14	152	0	375	186	984	282	0	1452	2875
% App. Total	34.4	5.8	59.8	0		14.5	79.7	5.8	0		55.7	3.7	40.5	0		12.8	67.8	19.4	0		
PHF	.902	.583	.878	.000	.988	.914	.908	.839	.000	.917	.950	.700	.826	.000	.910	.830	.935	.881	.000	.978	.953



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 05.MORENA BLVD.JELLET ST
Site Code : 00000000
Start Date : 2/12/2013
Page No : 1

Groups Printed- Vehicles

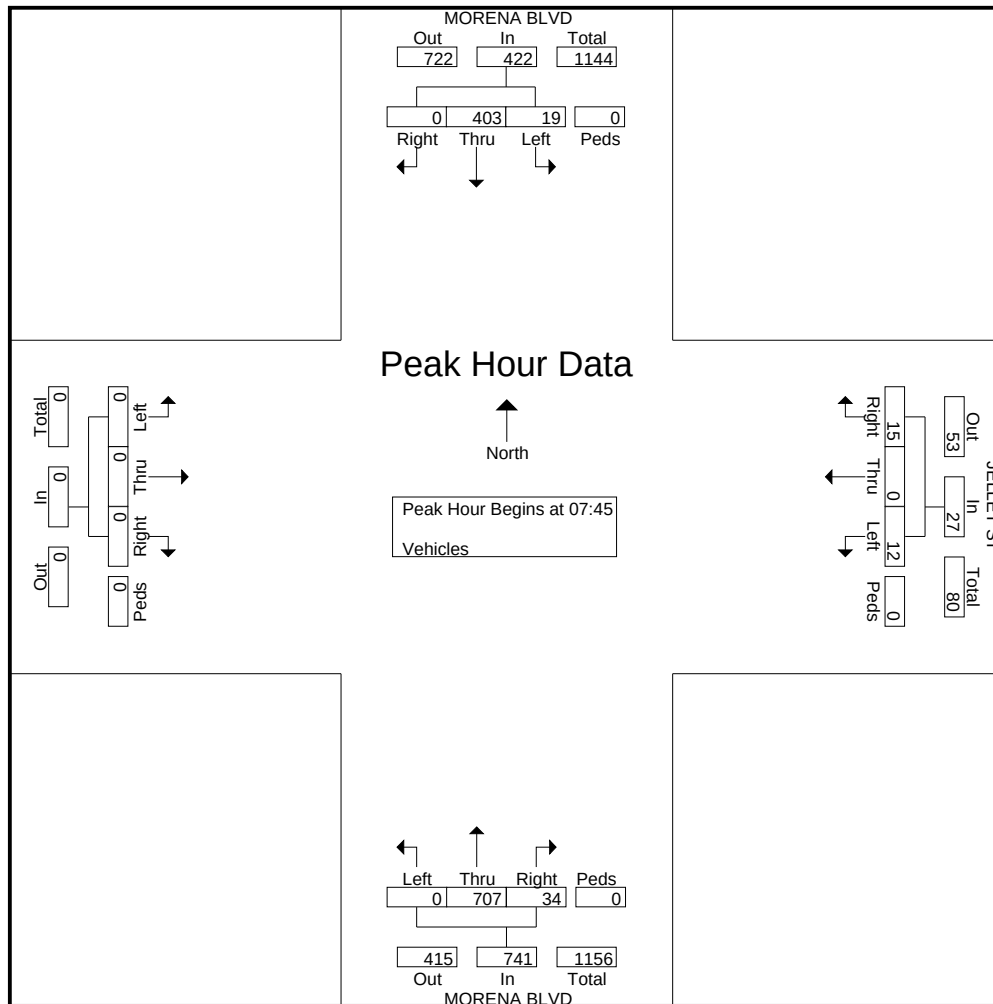
	MORENA BLVD Southbound				JELLET ST Westbound				MORENA BLVD Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	4	60	0	0	0	0	5	0	0	100	4	0	0	0	0	0	173
07:15	5	83	0	0	3	0	3	0	0	91	3	0	0	0	0	0	188
07:30	4	84	0	0	6	0	2	0	0	120	5	0	0	0	0	0	221
07:45	7	129	0	0	4	0	2	0	0	174	6	0	0	0	0	0	322
Total	20	356	0	0	13	0	12	0	0	485	18	0	0	0	0	0	904
08:00	4	77	0	0	1	0	3	0	0	191	10	0	0	0	0	0	286
08:15	3	103	0	0	3	0	5	0	0	189	9	0	0	0	0	0	312
08:30	5	94	0	0	4	0	5	0	0	153	9	0	0	0	0	0	270
08:45	13	90	0	0	3	0	3	0	0	149	12	0	0	0	0	0	270
Total	25	364	0	0	11	0	16	0	0	682	40	0	0	0	0	0	1138
*** BREAK ***																	
16:00	2	138	0	0	3	0	5	0	0	152	4	0	0	0	0	0	304
16:15	11	127	0	0	3	0	8	0	0	129	10	0	0	0	0	0	288
16:30	11	123	0	0	9	0	7	0	0	131	7	0	0	0	0	0	288
16:45	13	143	0	0	5	0	7	0	0	140	6	0	0	0	0	0	314
Total	37	531	0	0	20	0	27	0	0	552	27	0	0	0	0	0	1194
17:00	8	175	0	0	5	0	8	0	0	171	9	0	0	0	0	0	376
17:15	7	149	0	0	8	0	5	0	0	133	8	0	0	0	0	0	310
17:30	16	153	0	0	2	0	6	0	0	133	8	0	0	0	0	0	318
17:45	7	161	0	0	7	0	5	0	0	103	7	0	0	0	0	0	290
Total	38	638	0	0	22	0	24	0	0	540	32	0	0	0	0	0	1294
Grand Total	120	1889	0	0	66	0	79	0	0	2259	117	0	0	0	0	0	4530
Apprch %	6	94	0	0	45.5	0	54.5	0	0	95.1	4.9	0	0	0	0	0	
Total %	2.6	41.7	0	0	1.5	0	1.7	0	0	49.9	2.6	0	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 05.MORENA BLVD.JELLET ST
Site Code : 00000000
Start Date : 2/12/2013
Page No : 2

	MORENA BLVD Southbound					JELLET ST Westbound					MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	7	129	0	0	136	4	0	2	0	6	0	174	6	0	180	0	0	0	0	0	322
08:00	4	77	0	0	81	1	0	3	0	4	0	191	10	0	201	0	0	0	0	0	286
08:15	3	103	0	0	106	3	0	5	0	8	0	189	9	0	198	0	0	0	0	0	312
08:30	5	94	0	0	99	4	0	5	0	9	0	153	9	0	162	0	0	0	0	0	270
Total Volume	19	403	0	0	422	12	0	15	0	27	0	707	34	0	741	0	0	0	0	0	1190
% App. Total	4.5	95.5	0	0		44.4	0	55.6	0		0	95.4	4.6	0		0	0	0	0	0	
PHF	.679	.781	.000	.000	.776	.750	.000	.750	.000	.750	.000	.925	.850	.000	.922	.000	.000	.000	.000	.000	.924

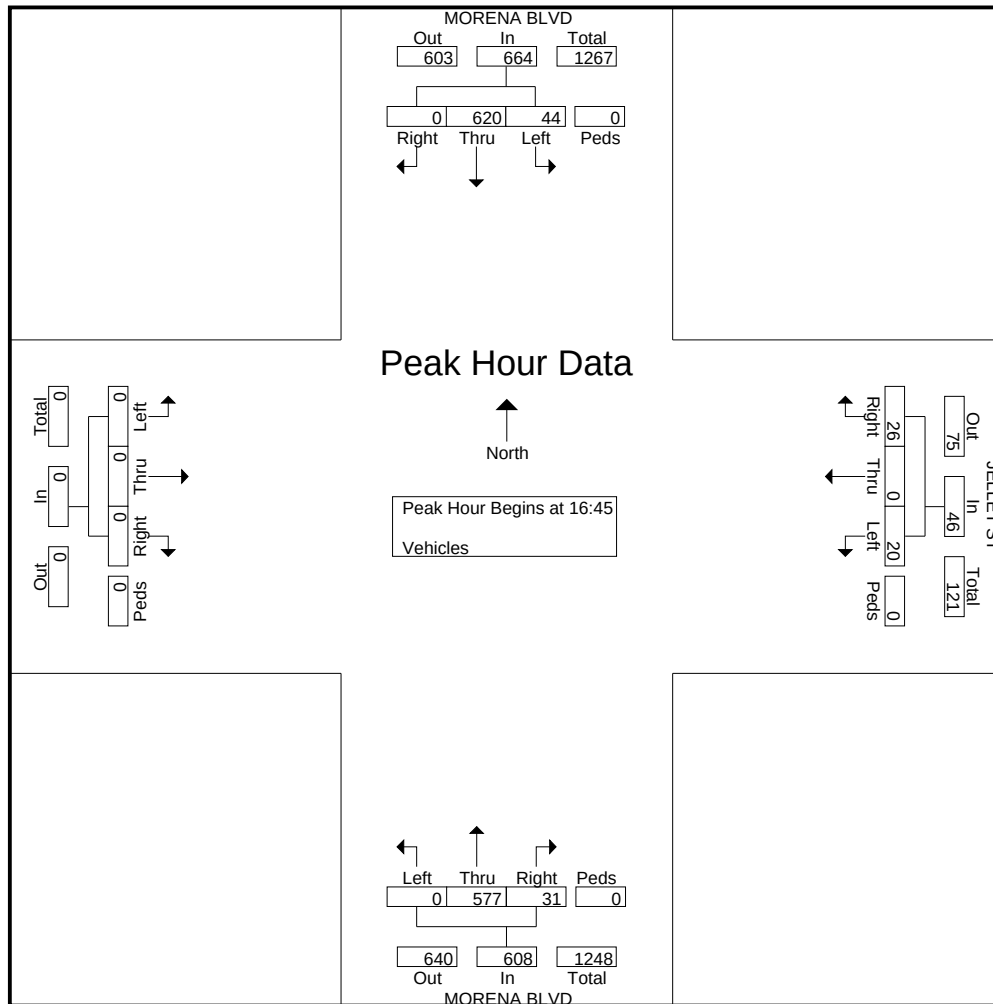


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 05.MORENA BLVD.JELLET ST
Site Code : 00000000
Start Date : 2/12/2013
Page No : 3

	MORENA BLVD Southbound					JELLET ST Westbound					MORENA BLVD 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 16:45																					
16:45	13	143	0	0	156	5	0	7	0	12	0	140	6	0	146	0	0	0	0	0	314
17:00	8	175	0	0	183	5	0	8	0	13	0	171	9	0	180	0	0	0	0	0	376
17:15	7	149	0	0	156	8	0	5	0	13	0	133	8	0	141	0	0	0	0	0	310
17:30	16	153	0	0	169	2	0	6	0	8	0	133	8	0	141	0	0	0	0	0	318
Total Volume	44	620	0	0	664	20	0	26	0	46	0	577	31	0	608	0	0	0	0	0	1318
% App. Total	6.6	93.4	0	0		43.5	0	56.5	0		0	94.9	5.1	0		0	0	0	0		
PHF	.688	.886	.000	.000	.907	.625	.000	.813	.000	.885	.000	.844	.861	.000	.844	.000	.000	.000	.000	.000	.876



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 06.DENVER ST.INGULF ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Vehicles

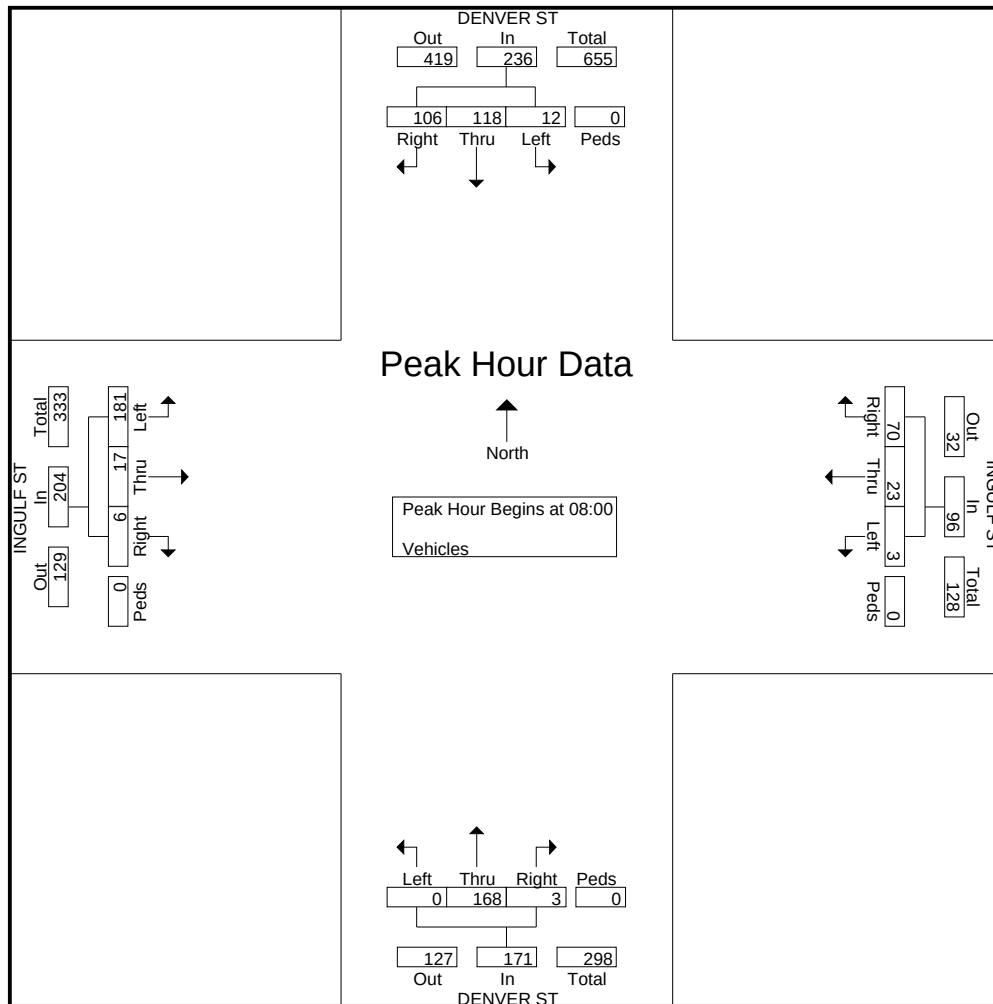
	DENVER ST Southbound				INGULF ST Westbound				DENVER ST Northbound				INGULF ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	16	18	0	1	3	14	0	0	33	0	0	23	5	0	0	113
07:15	1	19	14	0	0	1	10	0	0	34	0	0	40	2	1	0	122
07:30	0	19	27	0	1	4	14	0	0	38	0	0	40	4	2	0	149
07:45	4	37	28	0	0	3	17	0	0	38	0	0	38	4	1	0	170
Total	5	91	87	0	2	11	55	0	0	143	0	0	141	15	4	0	554
08:00	4	21	30	0	0	6	19	0	0	54	2	0	43	5	1	0	185
08:15	3	22	28	0	0	5	16	0	0	32	0	0	48	4	1	0	159
08:30	2	33	20	0	0	7	20	0	0	33	0	0	43	4	3	0	165
08:45	3	42	28	0	3	5	15	0	0	49	1	0	47	4	1	0	198
Total	12	118	106	0	3	23	70	0	0	168	3	0	181	17	6	0	707
*** BREAK ***																	
16:00	4	34	47	0	0	1	5	0	1	30	0	0	52	4	0	0	178
16:15	13	39	42	0	0	2	4	0	0	15	0	0	50	1	1	0	167
16:30	3	27	58	0	0	0	10	0	0	32	0	0	64	4	0	0	198
16:45	6	39	59	0	1	2	10	0	2	26	0	0	49	3	1	0	198
Total	26	139	206	0	1	5	29	0	3	103	0	0	215	12	2	0	741
17:00	12	37	70	0	0	8	12	0	1	34	2	0	53	10	4	0	243
17:15	11	48	54	0	0	5	7	0	1	15	1	0	52	5	0	0	199
17:30	8	41	50	0	1	4	8	0	0	30	0	0	48	5	1	0	196
17:45	9	47	46	0	0	2	5	0	0	25	0	0	50	2	1	0	187
Total	40	173	220	0	1	19	32	0	2	104	3	0	203	22	6	0	825
Grand Total	83	521	619	0	7	58	186	0	5	518	6	0	740	66	18	0	2827
Apprch %	6.8	42.6	50.6	0	2.8	23.1	74.1	0	0.9	97.9	1.1	0	89.8	8	2.2	0	
Total %	2.9	18.4	21.9	0	0.2	2.1	6.6	0	0.2	18.3	0.2	0	26.2	2.3	0.6	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 06.DENVER ST.INGULF ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	DENVER ST Southbound					INGULF ST Westbound					DENVER ST Northbound					INGULF ST 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	4	21	30	0	55	0	6	19	0	25	0	54	2	0	56	43	5	1	0	49	185
08:15	3	22	28	0	53	0	5	16	0	21	0	32	0	0	32	48	4	1	0	53	159
08:30	2	33	20	0	55	0	7	20	0	27	0	33	0	0	33	43	4	3	0	50	165
08:45	3	42	28	0	73	3	5	15	0	23	0	49	1	0	50	47	4	1	0	52	198
Total Volume	12	118	106	0	236	3	23	70	0	96	0	168	3	0	171	181	17	6	0	204	707
% App. Total	5.1	50	44.9	0		3.1	24	72.9	0		0	98.2	1.8	0		88.7	8.3	2.9	0		
PHF	.750	.702	.883	.000	.808	.250	.821	.875	.000	.889	.000	.778	.375	.000	.763	.943	.850	.500	.000	.962	.893

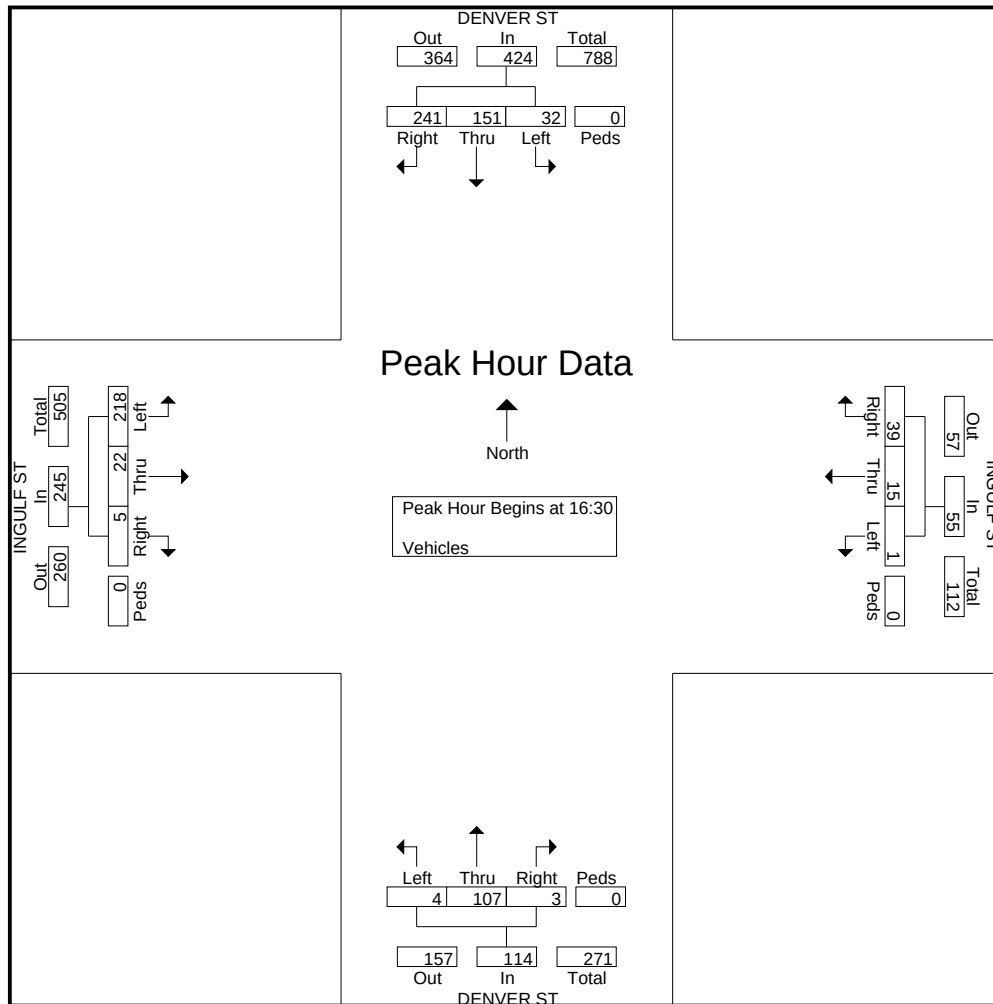


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 06.DENVER ST.INGULF ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	DENVER ST Southbound					INGULF ST Westbound					DENVER ST Northbound					INGULF ST 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	3	27	58	0	88	0	0	10	0	10	0	32	0	0	32	64	4	0	0	68	198
16:45	6	39	59	0	104	1	2	10	0	13	2	26	0	0	28	49	3	1	0	53	198
17:00	12	37	70	0	119	0	8	12	0	20	1	34	2	0	37	53	10	4	0	67	243
17:15	11	48	54	0	113	0	5	7	0	12	1	15	1	0	17	52	5	0	0	57	199
Total Volume	32	151	241	0	424	1	15	39	0	55	4	107	3	0	114	218	22	5	0	245	838
% App. Total	7.5	35.6	56.8	0		1.8	27.3	70.9	0		3.5	93.9	2.6	0		89	9	2	0		
PHF	.667	.786	.861	.000	.891	.250	.469	.813	.000	.688	.500	.787	.375	.000	.770	.852	.550	.313	.000	.901	.862



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 07.MORENA BLVD.MILTON ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Vehicles

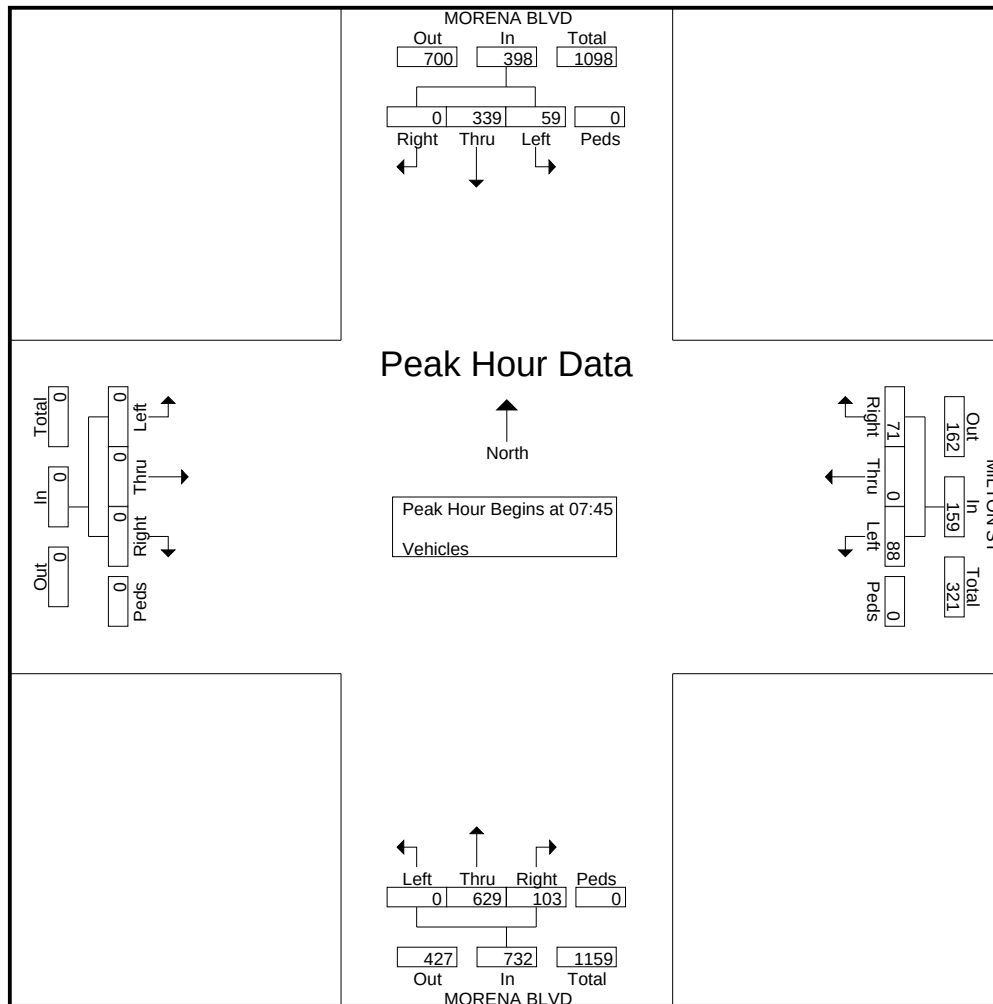
	MORENA BLVD Southbound				MILTON ST Westbound				MORENA BLVD Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	5	49	0	0	22	0	5	0	0	88	11	0	0	0	0	0	180
07:15	8	60	0	0	25	0	7	0	0	92	16	0	0	0	0	0	208
07:30	13	88	0	0	16	0	6	0	0	123	15	0	0	0	0	0	261
07:45	30	96	0	0	23	0	14	0	0	149	24	0	0	0	0	0	336
Total	56	293	0	0	86	0	32	0	0	452	66	0	0	0	0	0	985
08:00	11	69	0	0	24	0	23	0	0	196	17	0	0	0	0	0	340
08:15	7	96	0	0	21	0	19	0	0	140	28	0	0	0	0	0	311
08:30	11	78	0	0	20	0	15	0	0	144	34	0	0	0	0	0	302
08:45	14	94	0	0	38	0	17	0	0	125	39	0	0	0	0	0	327
Total	43	337	0	0	103	0	74	0	0	605	118	0	0	0	0	0	1280
*** BREAK ***																	
16:00	6	114	0	0	16	0	5	0	0	138	9	0	0	0	0	0	288
16:15	7	99	0	0	26	0	9	0	0	130	18	0	0	0	0	0	289
16:30	7	121	0	0	18	0	14	0	0	130	22	0	0	0	0	0	312
16:45	9	147	0	0	28	0	17	0	0	134	19	0	0	0	0	0	354
Total	29	481	0	0	88	0	45	0	0	532	68	0	0	0	0	0	1243
17:00	9	152	0	0	19	0	18	0	0	132	17	0	0	0	0	0	347
17:15	10	167	0	0	19	0	9	0	0	142	17	0	0	0	0	0	364
17:30	9	174	0	0	22	0	10	0	0	136	20	0	0	0	0	0	371
17:45	4	163	0	0	20	0	8	0	0	134	11	0	0	0	0	0	340
Total	32	656	0	0	80	0	45	0	0	544	65	0	0	0	0	0	1422
Grand Total	160	1767	0	0	357	0	196	0	0	2133	317	0	0	0	0	0	4930
Apprch %	8.3	91.7	0	0	64.6	0	35.4	0	0	87.1	12.9	0	0	0	0	0	
Total %	3.2	35.8	0	0	7.2	0	4	0	0	43.3	6.4	0	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 07.MORENA BLVD.MILTON ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	MORENA BLVD Southbound					MILTON ST Westbound					MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	30	96	0	0	126	23	0	14	0	37	0	149	24	0	173	0	0	0	0	0	336
08:00	11	69	0	0	80	24	0	23	0	47	0	196	17	0	213	0	0	0	0	0	340
08:15	7	96	0	0	103	21	0	19	0	40	0	140	28	0	168	0	0	0	0	0	311
08:30	11	78	0	0	89	20	0	15	0	35	0	144	34	0	178	0	0	0	0	0	302
Total Volume	59	339	0	0	398	88	0	71	0	159	0	629	103	0	732	0	0	0	0	0	1289
% App. Total	14.8	85.2	0	0		55.3	0	44.7	0		0	85.9	14.1	0		0	0	0	0	0	
PHF	.492	.883	.000	.000	.790	.917	.000	.772	.000	.846	.000	.802	.757	.000	.859	.000	.000	.000	.000	.000	.948

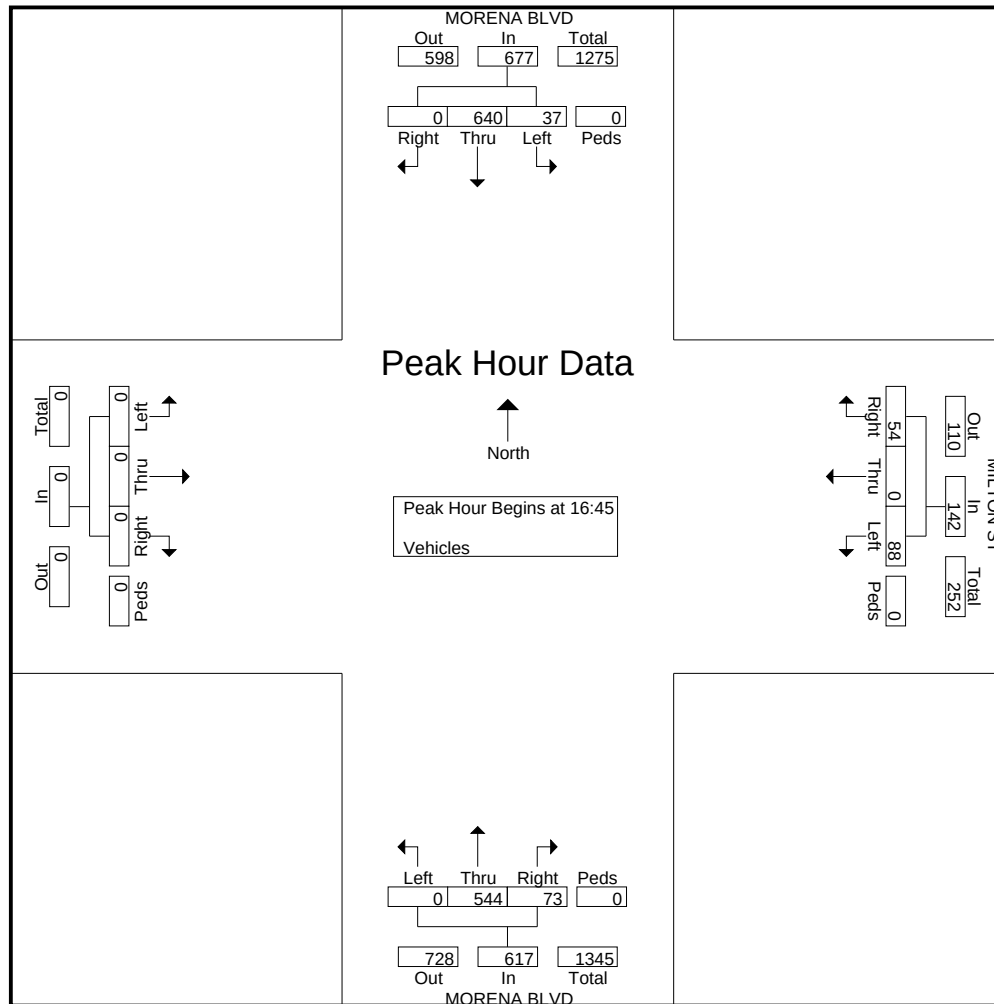


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 07.MORENA BLVD.MILTON ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					MILTON ST Westbound					MORENA BLVD 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 16:45																					
16:45	9	147	0	0	156	28	0	17	0	45	0	134	19	0	153	0	0	0	0	0	354
17:00	9	152	0	0	161	19	0	18	0	37	0	132	17	0	149	0	0	0	0	0	347
17:15	10	167	0	0	177	19	0	9	0	28	0	142	17	0	159	0	0	0	0	0	364
17:30	9	174	0	0	183	22	0	10	0	32	0	136	20	0	156	0	0	0	0	0	371
Total Volume	37	640	0	0	677	88	0	54	0	142	0	544	73	0	617	0	0	0	0	0	1436
% App. Total	5.5	94.5	0	0		62	0	38	0		0	88.2	11.8	0		0	0	0	0		
PHF	.925	.920	.000	.000	.925	.786	.000	.750	.000	.789	.000	.958	.913	.000	.970	.000	.000	.000	.000	.000	.968



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 08.MORENA BLVD.ASHTON ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Vehicles

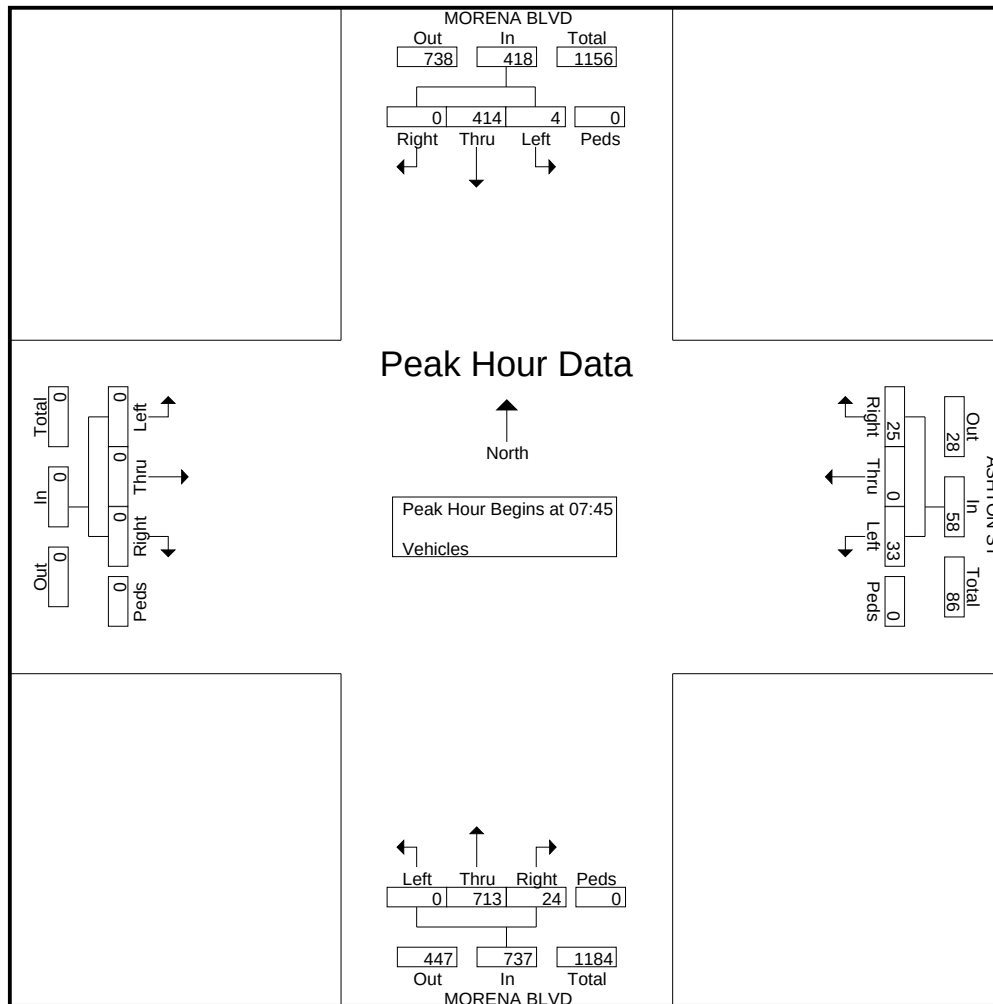
	MORENA BLVD Southbound				ASHTON ST Westbound				MORENA BLVD Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	2	70	0	0	4	0	6	0	0	85	6	0	0	0	0	0	173
07:15	1	78	0	0	9	0	4	0	0	104	1	0	0	0	0	0	197
07:30	1	113	0	0	4	0	2	0	0	136	3	0	0	0	0	0	259
07:45	2	115	0	0	7	0	7	0	0	160	4	0	0	0	0	0	295
Total	6	376	0	0	24	0	19	0	0	485	14	0	0	0	0	0	924
08:00	0	94	0	0	10	0	6	0	0	214	12	0	0	0	0	0	336
08:15	1	113	0	0	8	0	7	0	0	164	3	0	0	0	0	0	296
08:30	1	92	0	0	8	0	5	0	0	175	5	0	0	0	0	0	286
08:45	4	130	0	0	6	0	7	0	0	136	9	0	0	0	0	0	292
Total	6	429	0	0	32	0	25	0	0	689	29	0	0	0	0	0	1210
*** BREAK ***																	
16:00	7	123	0	0	7	0	3	0	0	146	11	0	0	0	0	0	297
16:15	5	121	0	0	7	0	6	0	0	144	15	0	0	0	0	0	298
16:30	10	125	0	0	13	0	3	0	0	116	17	0	0	0	0	0	284
16:45	4	162	0	0	15	0	7	0	0	142	18	0	0	0	0	0	348
Total	26	531	0	0	42	0	19	0	0	548	61	0	0	0	0	0	1227
17:00	9	165	0	0	16	0	6	0	0	133	23	0	0	0	0	0	352
17:15	12	171	0	0	12	0	7	0	0	151	20	0	0	0	0	0	373
17:30	11	172	0	0	8	0	9	0	0	150	20	0	0	0	0	0	370
17:45	12	164	0	0	10	0	6	0	0	132	15	0	0	0	0	0	339
Total	44	672	0	0	46	0	28	0	0	566	78	0	0	0	0	0	1434
Grand Total	82	2008	0	0	144	0	91	0	0	2288	182	0	0	0	0	0	4795
Apprch %	3.9	96.1	0	0	61.3	0	38.7	0	0	92.6	7.4	0	0	0	0	0	
Total %	1.7	41.9	0	0	3	0	1.9	0	0	47.7	3.8	0	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 08.MORENA BLVD.ASHTON ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

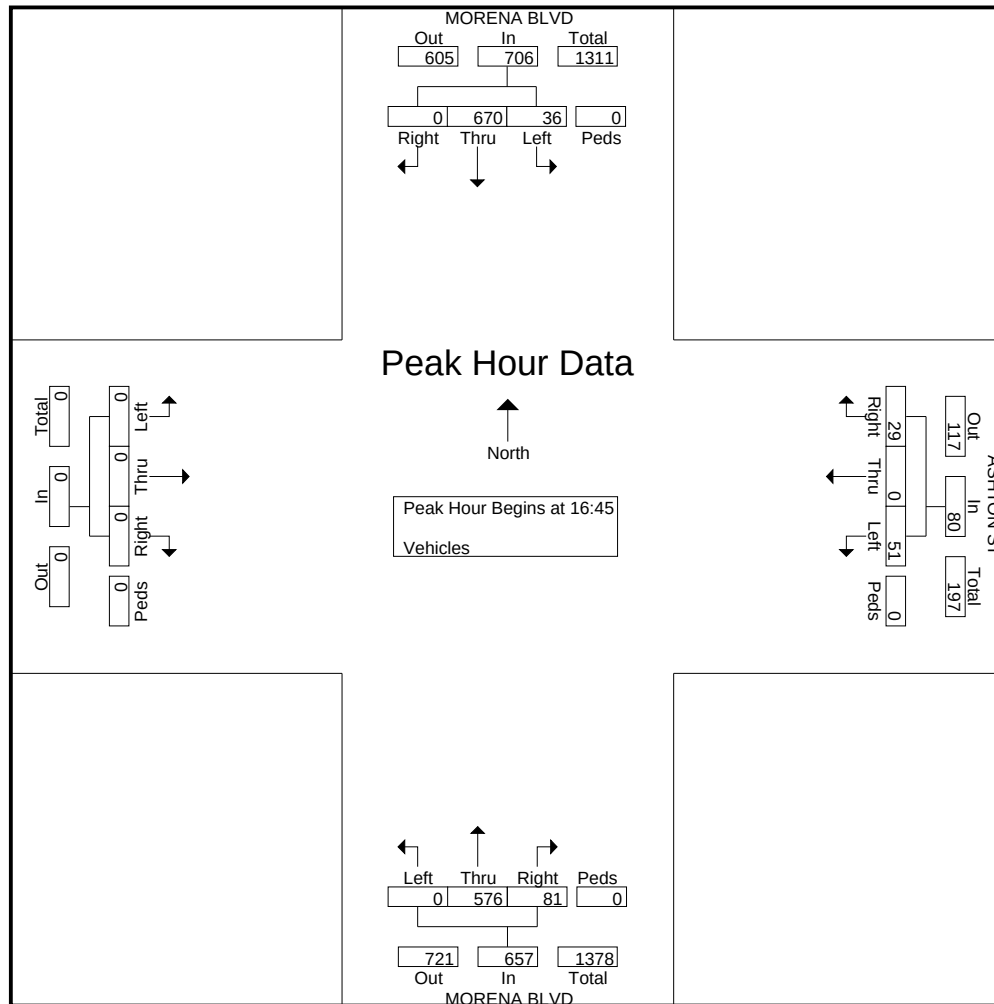
	MORENA BLVD Southbound					ASHTON ST Westbound					MORENA BLVD Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	2	115	0	0	117	7	0	7	0	14	0	160	4	0	164	0	0	0	0	0	295
08:00	0	94	0	0	94	10	0	6	0	16	0	214	12	0	226	0	0	0	0	0	336
08:15	1	113	0	0	114	8	0	7	0	15	0	164	3	0	167	0	0	0	0	0	296
08:30	1	92	0	0	93	8	0	5	0	13	0	175	5	0	180	0	0	0	0	0	286
Total Volume	4	414	0	0	418	33	0	25	0	58	0	713	24	0	737	0	0	0	0	0	1213
% App. Total	1	99	0	0		56.9	0	43.1	0		0	96.7	3.3	0		0	0	0	0		
PHF	.500	.900	.000	.000	.893	.825	.000	.893	.000	.906	.000	.833	.500	.000	.815	.000	.000	.000	.000	.000	.903



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 08.MORENA BLVD.ASHTON ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					ASHTON ST Westbound					MORENA BLVD 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 16:45																					
16:45	4	162	0	0	166	15	0	7	0	22	0	142	18	0	160	0	0	0	0	0	348
17:00	9	165	0	0	174	16	0	6	0	22	0	133	23	0	156	0	0	0	0	0	352
17:15	12	171	0	0	183	12	0	7	0	19	0	151	20	0	171	0	0	0	0	0	373
17:30	11	172	0	0	183	8	0	9	0	17	0	150	20	0	170	0	0	0	0	0	370
Total Volume	36	670	0	0	706	51	0	29	0	80	0	576	81	0	657	0	0	0	0	0	1443
% App. Total	5.1	94.9	0	0		63.8	0	36.2	0		0	87.7	12.3	0		0	0	0	0		
PHF	.750	.974	.000	.000	.964	.797	.000	.806	.000	.909	.000	.954	.880	.000	.961	.000	.000	.000	.000	.000	.967



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 09.MORENA BLVD.WEST MORENA BLVD (NORTH)
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Vehicles

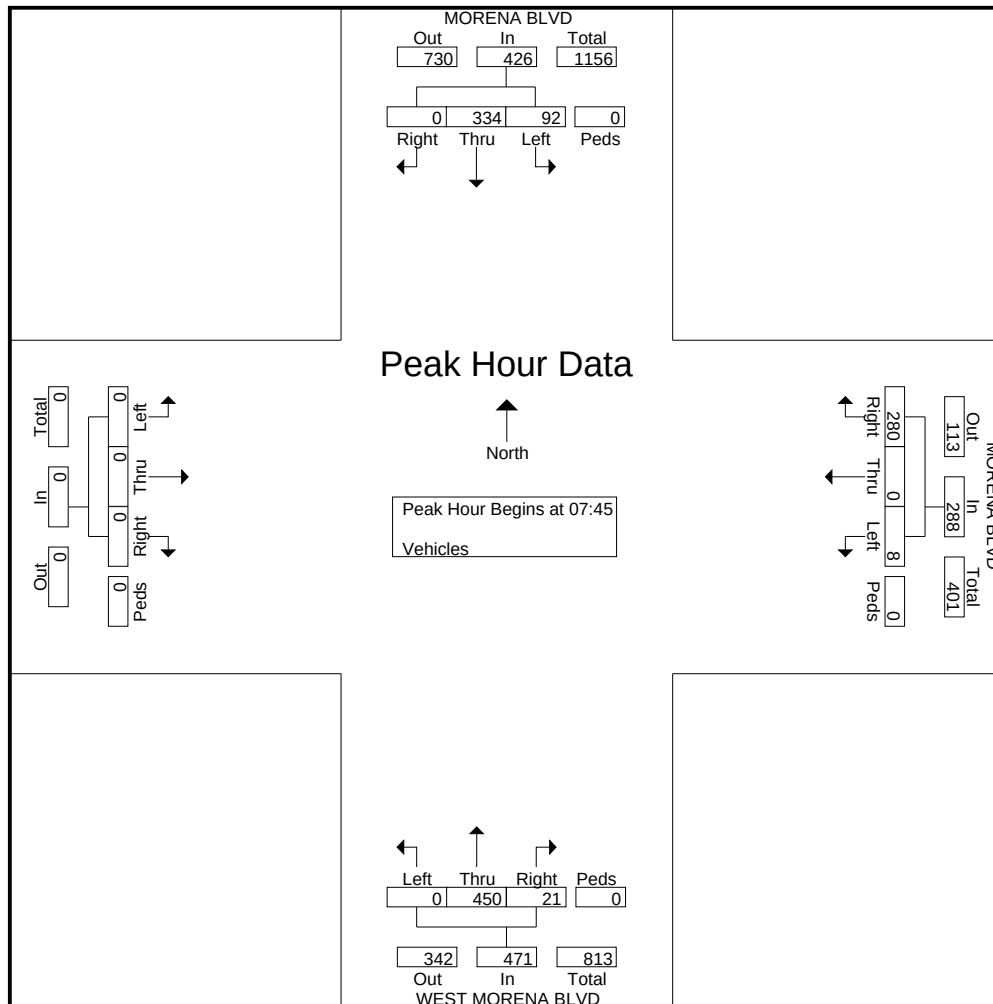
	MORENA BLVD Southbound				MORENA BLVD Westbound				WEST MORENA BLVD Northbound				Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	15	58	0	0	3	0	30	0	0	47	2	0	0	0	0	0	155
07:15	21	69	0	0	2	0	29	0	0	74	4	0	0	0	0	0	199
07:30	38	96	0	0	1	0	43	0	0	95	4	0	0	0	0	0	277
07:45	20	90	0	0	1	0	47	0	0	119	5	0	0	0	0	0	282
Total	94	313	0	0	7	0	149	0	0	335	15	0	0	0	0	0	913
08:00	24	79	0	0	4	0	95	0	0	129	4	0	0	0	0	0	335
08:15	26	92	0	0	1	0	62	0	0	92	3	0	0	0	0	0	276
08:30	22	73	0	0	2	0	76	0	0	110	9	0	0	0	0	0	292
08:45	33	100	0	0	4	0	54	0	0	84	1	0	0	0	0	0	276
Total	105	344	0	0	11	0	287	0	0	415	17	0	0	0	0	0	1179
*** BREAK ***																	
16:00	42	91	0	0	5	0	66	0	0	81	7	0	0	0	0	0	292
16:15	34	95	0	0	2	0	78	0	0	96	7	0	0	0	0	0	312
16:30	38	98	0	0	2	0	54	0	0	75	3	0	0	0	0	0	270
16:45	53	118	0	0	6	0	77	0	0	104	3	0	0	0	0	0	361
Total	167	402	0	0	15	0	275	0	0	356	20	0	0	0	0	0	1235
17:00	49	127	0	0	5	0	68	0	0	87	15	0	0	0	0	0	351
17:15	42	134	0	0	2	0	89	0	0	89	4	0	0	0	0	0	360
17:30	47	122	0	0	2	0	79	0	0	107	4	0	0	0	0	0	361
17:45	42	126	0	0	1	0	65	0	0	77	6	0	0	0	0	0	317
Total	180	509	0	0	10	0	301	0	0	360	29	0	0	0	0	0	1389
Grand Total	546	1568	0	0	43	0	1012	0	0	1466	81	0	0	0	0	0	4716
Apprch %	25.8	74.2	0	0	4.1	0	95.9	0	0	94.8	5.2	0	0	0	0	0	
Total %	11.6	33.2	0	0	0.9	0	21.5	0	0	31.1	1.7	0	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 09.MORENA BLVD.WEST MORENA BLVD (NORTH)
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

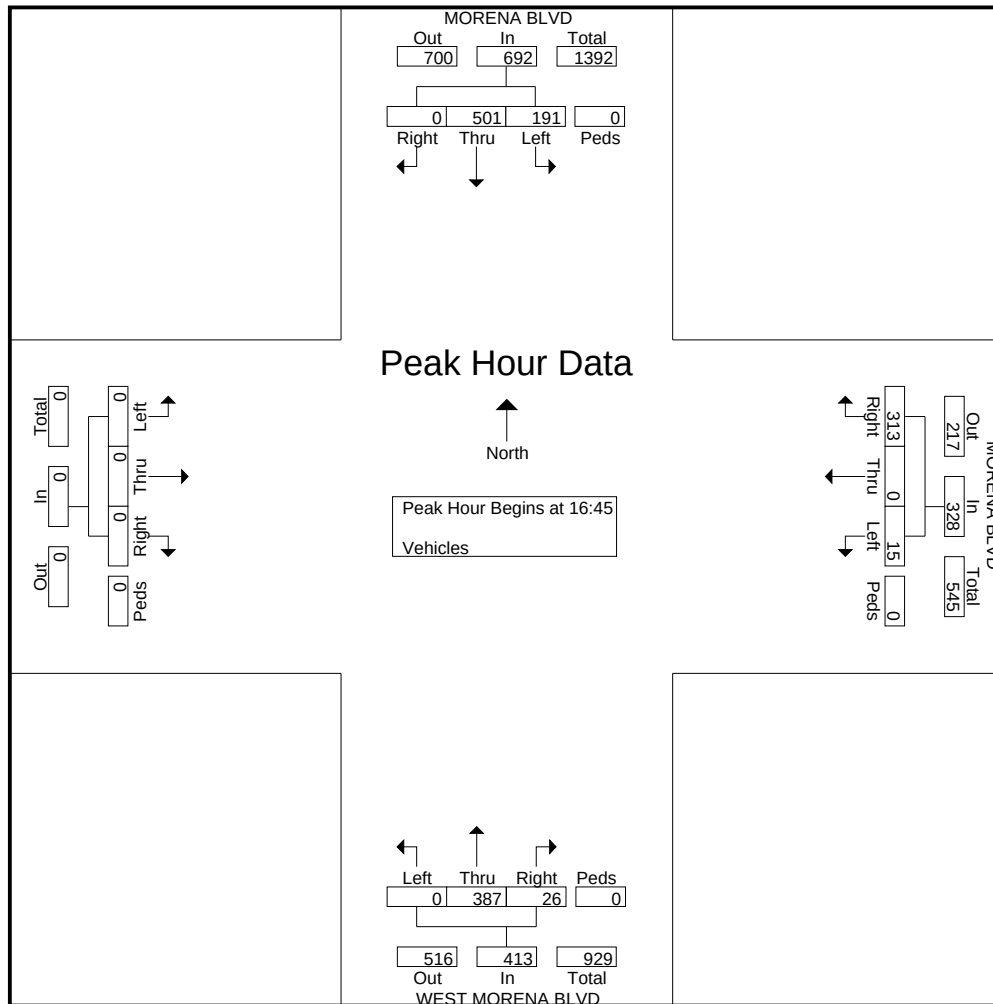
	MORENA BLVD Southbound					MORENA BLVD Westbound					WEST MORENA BLVD Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	20	90	0	0	110	1	0	47	0	48	0	119	5	0	124	0	0	0	0	0	282
08:00	24	79	0	0	103	4	0	95	0	99	0	129	4	0	133	0	0	0	0	0	335
08:15	26	92	0	0	118	1	0	62	0	63	0	92	3	0	95	0	0	0	0	0	276
08:30	22	73	0	0	95	2	0	76	0	78	0	110	9	0	119	0	0	0	0	0	292
Total Volume	92	334	0	0	426	8	0	280	0	288	0	450	21	0	471	0	0	0	0	0	1185
% App. Total	21.6	78.4	0	0		2.8	0	97.2	0		0	95.5	4.5	0		0	0	0	0	0	
PHF	.885	.908	.000	.000	.903	.500	.000	.737	.000	.727	.000	.872	.583	.000	.885	.000	.000	.000	.000	.000	.884



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 09.MORENA BLVD.WEST MORENA BLVD (NORTH)
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					MORENA BLVD Westbound					WEST MORENA BLVD 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 16:45																					
16:45	53	118	0	0	171	6	0	77	0	83	0	104	3	0	107	0	0	0	0	0	361
17:00	49	127	0	0	176	5	0	68	0	73	0	87	15	0	102	0	0	0	0	0	351
17:15	42	134	0	0	176	2	0	89	0	91	0	89	4	0	93	0	0	0	0	0	360
17:30	47	122	0	0	169	2	0	79	0	81	0	107	4	0	111	0	0	0	0	0	361
Total Volume	191	501	0	0	692	15	0	313	0	328	0	387	26	0	413	0	0	0	0	0	1433
% App. Total	27.6	72.4	0	0		4.6	0	95.4	0		0	93.7	6.3	0		0	0	0	0		
PHF	.901	.935	.000	.000	.983	.625	.000	.879	.000	.901	.000	.904	.433	.000	.930	.000	.000	.000	.000	.000	.992



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 10.MORENA BLVD.KNOXVILLE ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Vehicles

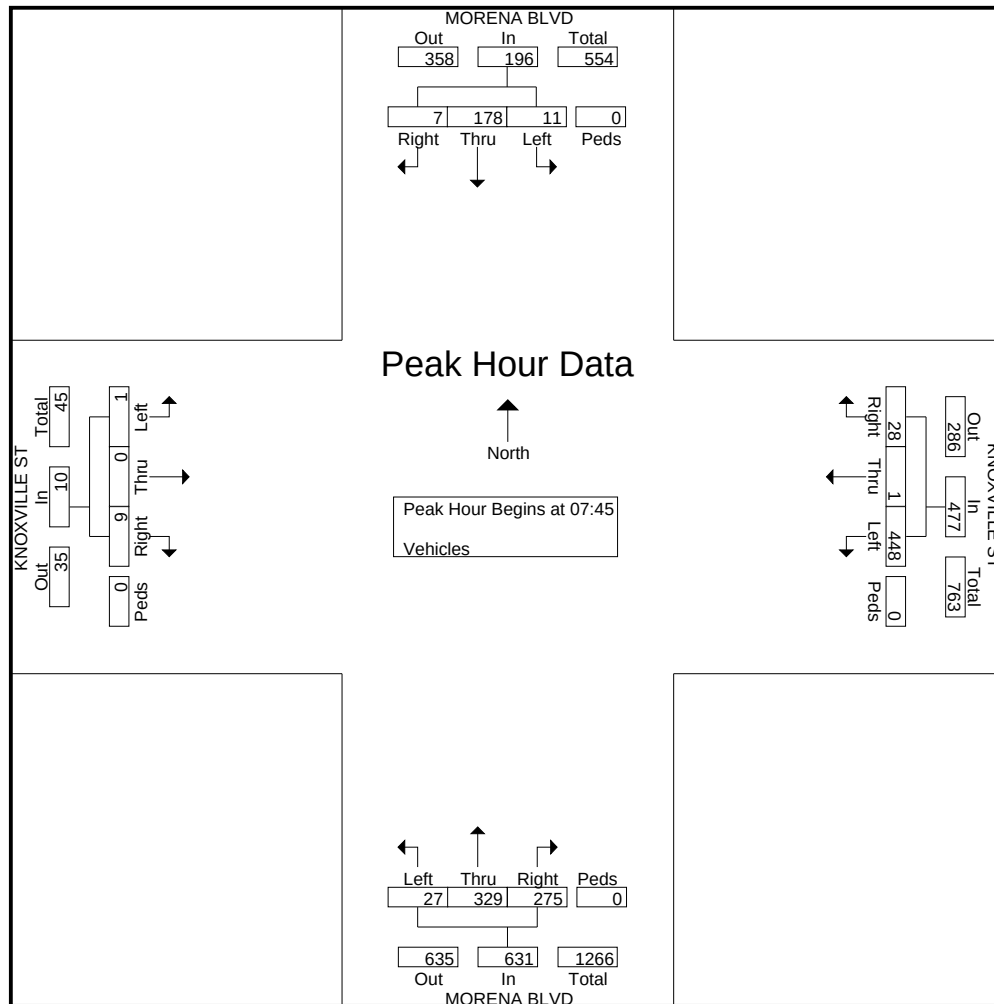
	MORENA BLVD Southbound				KNOXVILLE ST Westbound				MORENA BLVD Northbound				KNOXVILLE ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	35	2	0	57	4	5	0	6	33	15	0	0	2	0	0	159
07:15	3	46	1	0	70	0	5	0	2	48	28	0	0	2	1	0	206
07:30	3	41	0	0	70	2	3	0	6	70	55	0	0	1	0	0	251
07:45	2	36	1	0	119	0	5	0	4	71	124	0	0	0	2	0	364
Total	8	158	4	0	316	6	18	0	18	222	222	0	0	5	3	0	980
08:00	3	54	2	0	149	0	10	0	10	106	48	0	0	0	2	0	384
08:15	4	43	0	0	99	0	3	0	4	66	42	0	1	0	5	0	267
08:30	2	45	4	0	81	1	10	0	9	86	61	0	0	0	0	0	299
08:45	2	44	4	0	88	2	8	0	16	76	56	0	0	0	6	0	302
Total	11	186	10	0	417	3	31	0	39	334	207	0	1	0	13	0	1252
*** BREAK ***																	
16:00	4	59	7	0	49	1	7	0	9	98	80	0	4	3	13	0	334
16:15	0	58	3	0	31	0	6	0	19	92	78	0	3	5	10	0	305
16:30	2	75	5	0	51	1	4	0	9	95	67	0	2	5	10	0	326
16:45	4	66	1	0	49	0	2	0	6	101	61	0	2	1	9	0	302
Total	10	258	16	0	180	2	19	0	43	386	286	0	11	14	42	0	1267
17:00	1	95	1	0	44	0	11	0	3	93	75	0	1	0	9	0	333
17:15	4	57	0	0	62	0	7	0	5	102	81	0	2	0	5	0	325
17:30	4	64	0	0	33	0	4	0	3	100	76	0	1	0	2	0	287
17:45	2	62	1	0	48	2	8	0	3	77	86	0	2	0	6	0	297
Total	11	278	2	0	187	2	30	0	14	372	318	0	6	0	22	0	1242
Grand Total	40	880	32	0	1100	13	98	0	114	1314	1033	0	18	19	80	0	4741
Apprch %	4.2	92.4	3.4	0	90.8	1.1	8.1	0	4.6	53.4	42	0	15.4	16.2	68.4	0	
Total %	0.8	18.6	0.7	0	23.2	0.3	2.1	0	2.4	27.7	21.8	0	0.4	0.4	1.7	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 10.MORENA BLVD.KNOXVILLE ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	MORENA BLVD Southbound					KNOXVILLE ST Westbound					MORENA BLVD Northbound					KNOXVILLE ST 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																					
07:45	2	36	1	0	39	119	0	5	0	124	4	71	124	0	199	0	0	2	0	2	364
08:00	3	54	2	0	59	149	0	10	0	159	10	106	48	0	164	0	0	2	0	2	384
08:15	4	43	0	0	47	99	0	3	0	102	4	66	42	0	112	1	0	5	0	6	267
08:30	2	45	4	0	51	81	1	10	0	92	9	86	61	0	156	0	0	0	0	0	299
Total Volume	11	178	7	0	196	448	1	28	0	477	27	329	275	0	631	1	0	9	0	10	1314
% App. Total	5.6	90.8	3.6	0		93.9	0.2	5.9	0		4.3	52.1	43.6	0		10	0	90	0		
PHF	.688	.824	.438	.000	.831	.752	.250	.700	.000	.750	.675	.776	.554	.000	.793	.250	.000	.450	.000	.417	.855

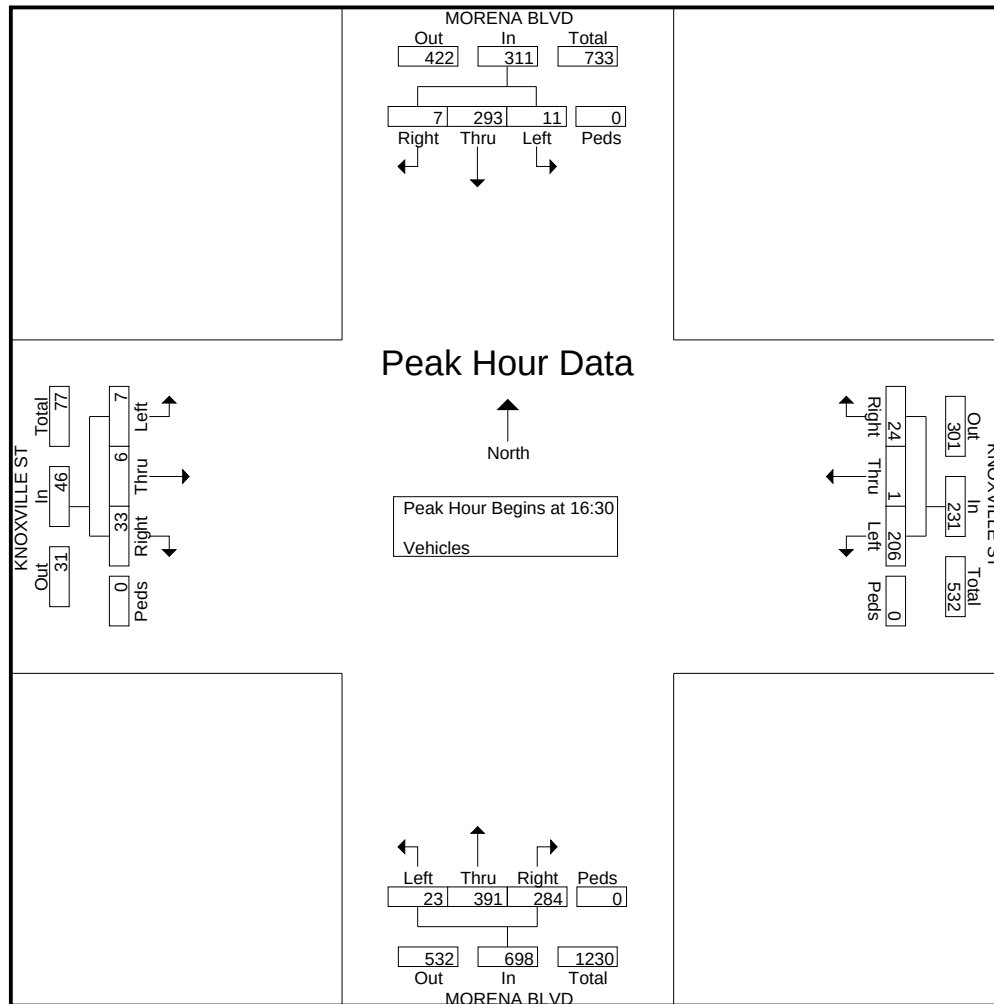


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 10.MORENA BLVD.KNOXVILLE ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					KNOXVILLE ST Westbound					MORENA BLVD Northbound					KNOXVILLE ST 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	2	75	5	0	82	51	1	4	0	56	9	95	67	0	171	2	5	10	0	17	326
16:45	4	66	1	0	71	49	0	2	0	51	6	101	61	0	168	2	1	9	0	12	302
17:00	1	95	1	0	97	44	0	11	0	55	3	93	75	0	171	1	0	9	0	10	333
17:15	4	57	0	0	61	62	0	7	0	69	5	102	81	0	188	2	0	5	0	7	325
Total Volume	11	293	7	0	311	206	1	24	0	231	23	391	284	0	698	7	6	33	0	46	1286
% App. Total	3.5	94.2	2.3	0		89.2	0.4	10.4	0		3.3	56	40.7	0		15.2	13	71.7	0		
PHF	.688	.771	.350	.000	.802	.831	.250	.545	.000	.837	.639	.958	.877	.000	.928	.875	.300	.825	.000	.676	.965



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 11.MORENA BLVD.TECOLOTE RD
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Vehicles

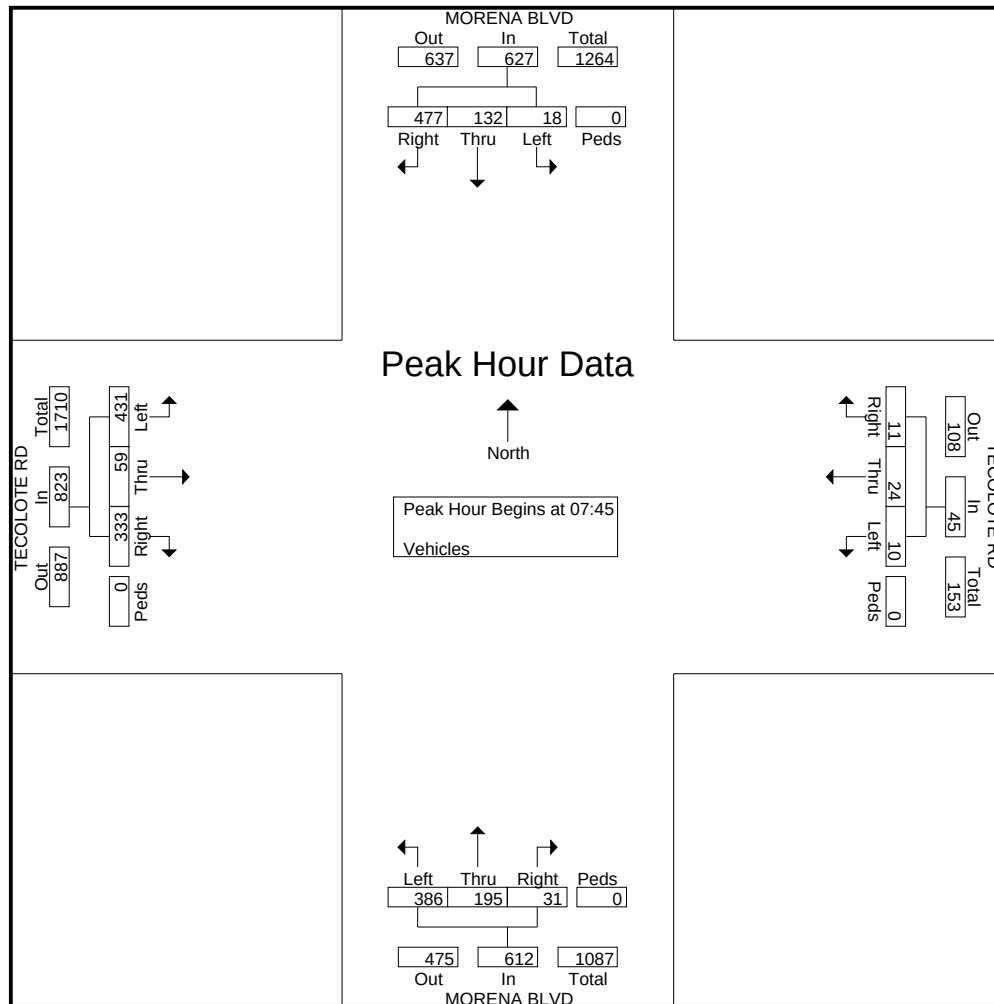
	MORENA BLVD Southbound				TECOLOTE RD Westbound				MORENA BLVD Northbound				TECOLOTE RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	2	12	77	0	1	2	1	0	80	18	5	0	38	7	38	0	281
07:15	0	23	91	0	0	4	2	0	103	23	1	0	57	1	58	0	363
07:30	4	20	83	0	1	4	0	0	116	32	8	0	108	6	87	0	469
07:45	8	36	104	0	0	4	0	0	102	65	15	0	139	9	87	0	569
Total	14	91	355	0	2	14	3	0	401	138	29	0	342	23	270	0	1682
08:00	2	41	165	0	6	7	6	0	98	51	6	0	102	21	62	0	567
08:15	6	30	115	0	1	8	2	0	96	37	5	0	82	16	90	0	488
08:30	2	25	93	0	3	5	3	0	90	42	5	0	108	13	94	0	483
08:45	5	29	100	0	3	7	3	0	73	58	8	0	93	12	96	0	487
Total	15	125	473	0	13	27	14	0	357	188	24	0	385	62	342	0	2025
*** BREAK ***																	
16:00	3	30	93	0	8	12	6	0	115	56	5	0	116	12	86	0	542
16:15	3	30	62	0	6	9	2	0	100	63	5	0	124	11	93	0	508
16:30	3	35	89	0	4	5	3	0	94	50	3	0	117	10	92	0	505
16:45	3	48	86	0	3	9	8	0	107	55	2	0	105	10	137	0	573
Total	12	143	330	0	21	35	19	0	416	224	15	0	462	43	408	0	2128
17:00	6	39	91	0	8	19	11	0	122	33	2	0	127	23	137	0	618
17:15	7	50	83	0	8	18	5	0	124	53	6	0	123	14	159	0	650
17:30	1	39	59	0	6	20	6	0	90	52	7	0	117	8	112	0	517
17:45	7	37	72	0	2	16	5	0	85	59	4	0	98	5	115	0	505
Total	21	165	305	0	24	73	27	0	421	197	19	0	465	50	523	0	2290
Grand Total	62	524	1463	0	60	149	63	0	1595	747	87	0	1654	178	1543	0	8125
Apprch %	3	25.6	71.4	0	22.1	54.8	23.2	0	65.7	30.8	3.6	0	49	5.3	45.7	0	
Total %	0.8	6.4	18	0	0.7	1.8	0.8	0	19.6	9.2	1.1	0	20.4	2.2	19	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 11.MORENA BLVD.TECOLOTE RD
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	MORENA BLVD Southbound					TECOLOTE RD Westbound					MORENA BLVD Northbound					TECOLOTE 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 07:45																					
07:45	8	36	104	0	148	0	4	0	0	4	102	65	15	0	182	139	9	87	0	235	569
08:00	2	41	165	0	208	6	7	6	0	19	98	51	6	0	155	102	21	62	0	185	567
08:15	6	30	115	0	151	1	8	2	0	11	96	37	5	0	138	82	16	90	0	188	488
08:30	2	25	93	0	120	3	5	3	0	11	90	42	5	0	137	108	13	94	0	215	483
Total Volume	18	132	477	0	627	10	24	11	0	45	386	195	31	0	612	431	59	333	0	823	2107
% App. Total	2.9	21.1	76.1	0		22.2	53.3	24.4	0		63.1	31.9	5.1	0		52.4	7.2	40.5	0		
PHF	.563	.805	.723	.000	.754	.417	.750	.458	.000	.592	.946	.750	.517	.000	.841	.775	.702	.886	.000	.876	.926

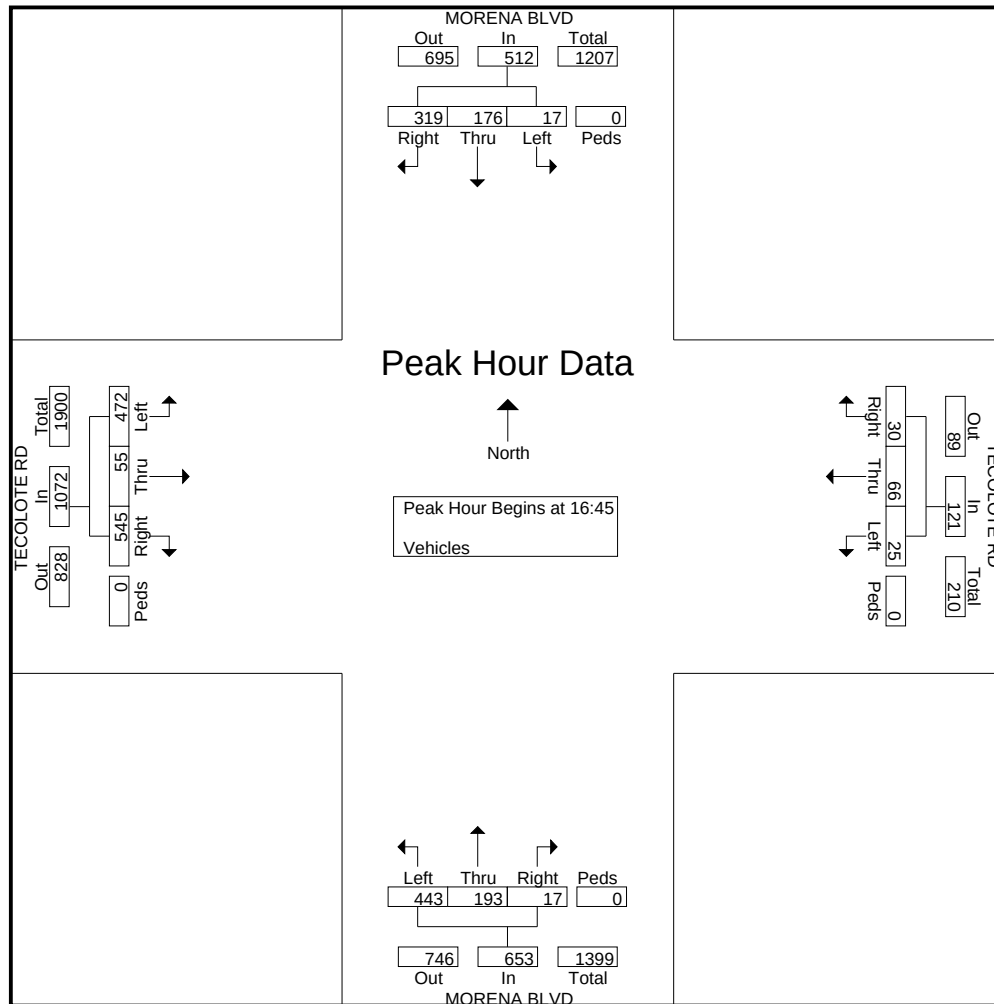


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 11.MORENA BLVD.TECOLOTE RD
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					TECOLOTE RD Westbound					MORENA BLVD Northbound					TECOLOTE 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 16:45																					
16:45	3	48	86	0	137	3	9	8	0	20	107	55	2	0	164	105	10	137	0	252	573
17:00	6	39	91	0	136	8	19	11	0	38	122	33	2	0	157	127	23	137	0	287	618
17:15	7	50	83	0	140	8	18	5	0	31	124	53	6	0	183	123	14	159	0	296	650
17:30	1	39	59	0	99	6	20	6	0	32	90	52	7	0	149	117	8	112	0	237	517
Total Volume	17	176	319	0	512	25	66	30	0	121	443	193	17	0	653	472	55	545	0	1072	2358
% App. Total	3.3	34.4	62.3	0		20.7	54.5	24.8	0		67.8	29.6	2.6	0		44	5.1	50.8	0		
PHF	.607	.880	.876	.000	.914	.781	.825	.682	.000	.796	.893	.877	.607	.000	.892	.929	.598	.857	.000	.905	.907



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 12.MORENA BLVD.SAVANNAH ST
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Vehicles

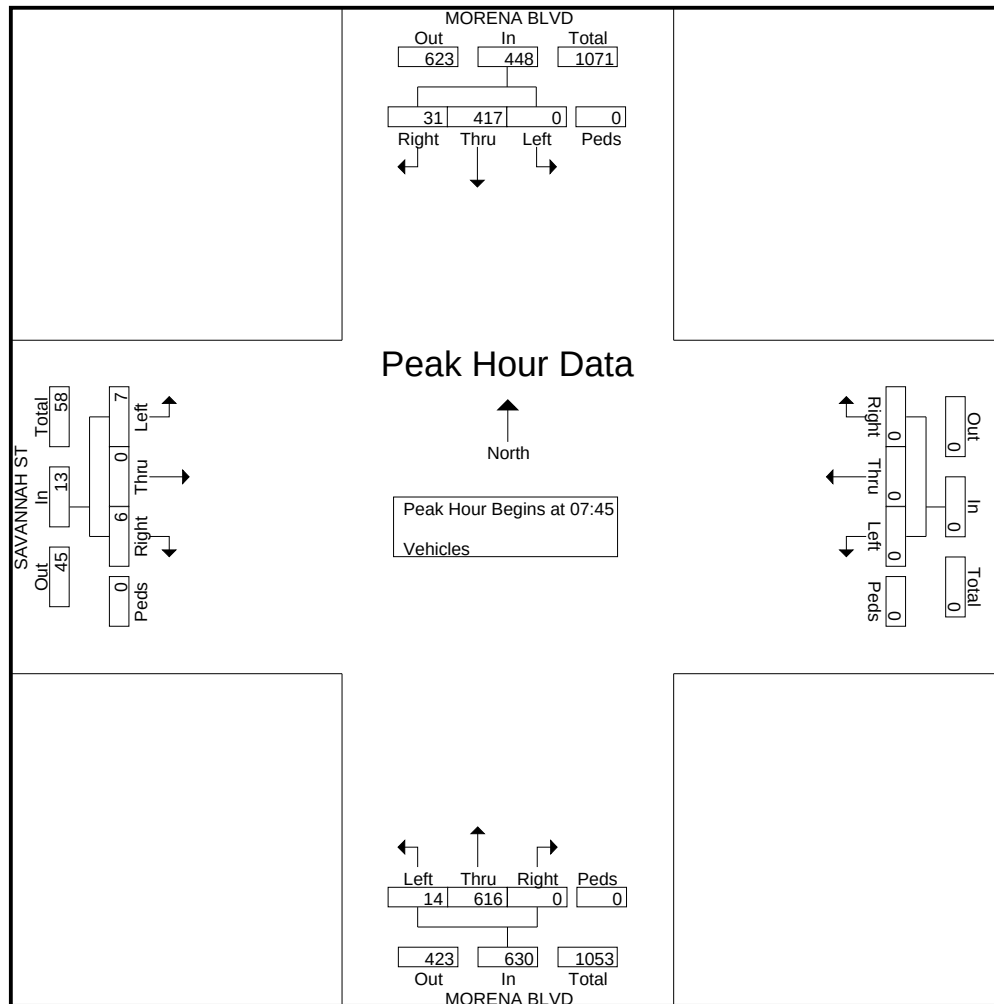
	MORENA BLVD Southbound				Westbound				MORENA BLVD Northbound				SAVANNAH ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	51	1	0	0	0	0	0	2	98	0	0	0	0	0	0	152
07:15	0	81	1	0	0	0	0	0	1	121	0	0	1	0	0	0	205
07:30	0	101	1	0	0	0	0	0	8	141	0	0	2	0	2	0	255
07:45	0	114	5	0	0	0	0	0	4	190	0	0	1	0	1	0	315
Total	0	347	8	0	0	0	0	0	15	550	0	0	4	0	3	0	927
08:00	0	107	10	0	0	0	0	0	3	152	0	0	2	0	3	0	277
08:15	0	86	9	0	0	0	0	0	6	132	0	0	3	0	1	0	237
08:30	0	110	7	0	0	0	0	0	1	142	0	0	1	0	1	0	262
08:45	0	118	9	0	0	0	0	0	6	125	0	0	3	0	2	0	263
Total	0	421	35	0	0	0	0	0	16	551	0	0	9	0	7	0	1039
*** BREAK ***																	
16:00	0	116	8	0	0	0	0	0	3	161	0	0	9	0	8	0	305
16:15	0	123	3	0	0	0	0	0	2	168	0	0	6	0	6	0	308
16:30	0	118	7	0	0	0	0	0	1	132	0	0	7	0	6	0	271
16:45	0	163	9	0	0	0	0	0	2	130	0	0	9	0	7	0	320
Total	0	520	27	0	0	0	0	0	8	591	0	0	31	0	27	0	1204
17:00	0	178	6	0	0	0	0	0	1	150	0	0	12	0	4	0	351
17:15	0	193	7	0	0	0	0	0	0	162	0	0	8	0	7	0	377
17:30	0	165	4	0	0	0	0	0	1	156	0	0	3	0	6	0	335
17:45	0	142	4	0	0	0	0	0	1	143	0	0	2	0	1	0	293
Total	0	678	21	0	0	0	0	0	3	611	0	0	25	0	18	0	1356
Grand Total	0	1966	91	0	0	0	0	0	42	2303	0	0	69	0	55	0	4526
Apprch %	0	95.6	4.4	0	0	0	0	0	1.8	98.2	0	0	55.6	0	44.4	0	
Total %	0	43.4	2	0	0	0	0	0	0.9	50.9	0	0	1.5	0	1.2	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 12.MORENA BLVD.SAVANNAH ST
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	MORENA BLVD Southbound					Westbound					MORENA BLVD Northbound					SAVANNAH ST 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																					
07:45	0	114	5	0	119	0	0	0	0	0	4	190	0	0	194	1	0	1	0	2	315
08:00	0	107	10	0	117	0	0	0	0	0	3	152	0	0	155	2	0	3	0	5	277
08:15	0	86	9	0	95	0	0	0	0	0	6	132	0	0	138	3	0	1	0	4	237
08:30	0	110	7	0	117	0	0	0	0	0	1	142	0	0	143	1	0	1	0	2	262
Total Volume	0	417	31	0	448	0	0	0	0	0	14	616	0	0	630	7	0	6	0	13	1091
% App. Total	0	93.1	6.9	0		0	0	0	0		2.2	97.8	0	0		53.8	0	46.2	0		
PHF	.000	.914	.775	.000	.941	.000	.000	.000	.000	.000	.583	.811	.000	.000	.812	.583	.000	.500	.000	.650	.866

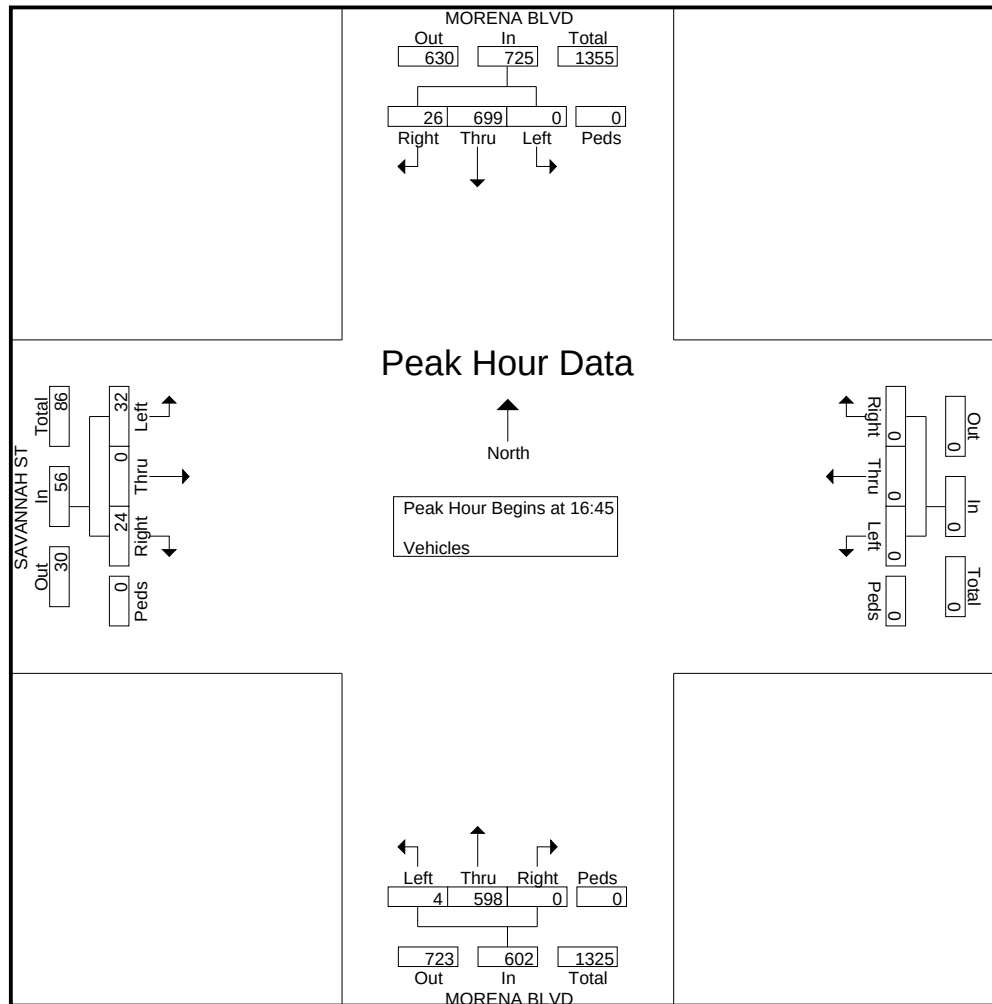


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 12.MORENA BLVD.SAVANNAH ST
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	MORENA BLVD Southbound					Westbound					MORENA BLVD Northbound					SAVANNAH ST 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	163	9	0	172	0	0	0	0	0	2	130	0	0	132	9	0	7	0	16	320
17:00	0	178	6	0	184	0	0	0	0	0	1	150	0	0	151	12	0	4	0	16	351
17:15	0	193	7	0	200	0	0	0	0	0	0	162	0	0	162	8	0	7	0	15	377
17:30	0	165	4	0	169	0	0	0	0	0	1	156	0	0	157	3	0	6	0	9	335
Total Volume	0	699	26	0	725	0	0	0	0	0	4	598	0	0	602	32	0	24	0	56	1383
% App. Total	0	96.4	3.6	0		0	0	0	0		0.7	99.3	0	0		57.1	0	42.9	0		
PHF	.000	.905	.722	.000	.906	.000	.000	.000	.000	.000	.500	.923	.000	.000	.929	.667	.000	.857	.000	.875	.917



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 13.MORENA BLVD.BUENOS AVE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Vehicles

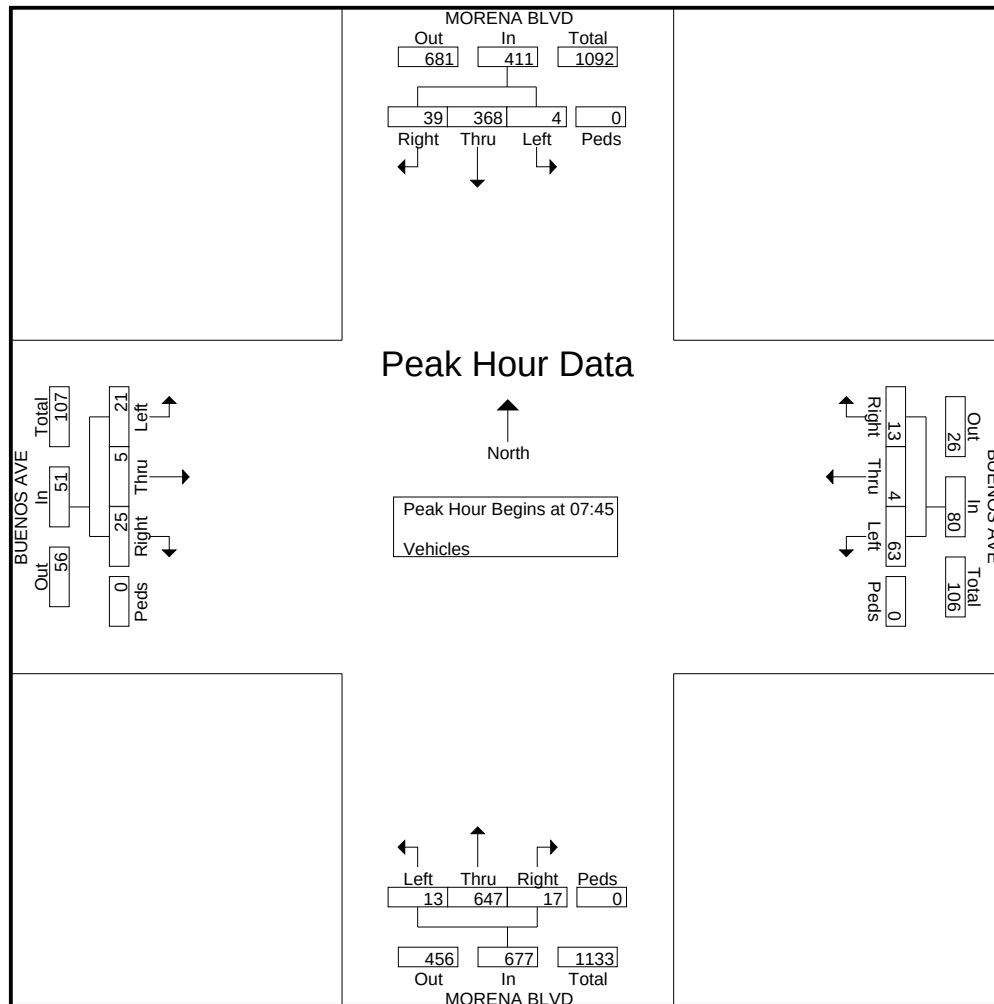
	MORENA BLVD Southbound				BUENOS AVE Westbound				MORENA BLVD Northbound				BUENOS AVE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	2	49	5	0	8	2	1	0	1	93	2	0	6	0	4	0	173
07:15	1	42	7	0	12	5	5	0	3	109	2	0	4	1	2	0	193
07:30	3	91	8	0	12	1	1	0	8	137	4	0	3	2	6	0	276
07:45	0	102	7	0	17	3	2	0	2	181	6	0	7	2	6	0	335
Total	6	284	27	0	49	11	9	0	14	520	14	0	20	5	18	0	977
08:00	1	94	13	0	13	0	2	0	3	172	3	0	5	1	7	0	314
08:15	2	96	8	0	18	1	5	0	3	139	4	0	4	1	6	0	287
08:30	1	76	11	0	15	0	4	0	5	155	4	0	5	1	6	0	283
08:45	0	102	7	0	16	1	1	0	2	145	4	0	11	1	4	0	294
Total	4	368	39	0	62	2	12	0	13	611	15	0	25	4	23	0	1178
*** BREAK ***																	
16:00	3	97	7	0	15	1	3	0	6	150	4	0	18	1	6	0	311
16:15	2	116	13	0	18	2	7	0	11	162	7	0	18	2	9	0	367
16:30	1	129	11	0	12	0	1	0	5	123	11	0	14	2	11	0	320
16:45	5	138	17	0	10	2	3	0	6	114	12	0	16	2	10	0	335
Total	11	480	48	0	55	5	14	0	28	549	34	0	66	7	36	0	1333
17:00	2	166	7	0	23	2	6	0	5	142	5	0	13	1	8	0	380
17:15	2	158	12	0	13	0	3	0	12	123	7	0	15	0	7	0	352
17:30	2	134	7	0	11	2	9	0	3	142	8	0	13	1	5	0	337
17:45	3	104	7	0	10	1	5	0	4	143	7	0	10	3	8	0	305
Total	9	562	33	0	57	5	23	0	24	550	27	0	51	5	28	0	1374
Grand Total	30	1694	147	0	223	23	58	0	79	2230	90	0	162	21	105	0	4862
Apprch %	1.6	90.5	7.9	0	73.4	7.6	19.1	0	3.3	93	3.8	0	56.2	7.3	36.5	0	
Total %	0.6	34.8	3	0	4.6	0.5	1.2	0	1.6	45.9	1.9	0	3.3	0.4	2.2	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 13.MORENA BLVD.BUENOS AVE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	MORENA BLVD Southbound					BUENOS AVE Westbound					MORENA BLVD Northbound					BUENOS 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																					
07:45	0	102	7	0	109	17	3	2	0	22	2	181	6	0	189	7	2	6	0	15	335
08:00	1	94	13	0	108	13	0	2	0	15	3	172	3	0	178	5	1	7	0	13	314
08:15	2	96	8	0	106	18	1	5	0	24	3	139	4	0	146	4	1	6	0	11	287
08:30	1	76	11	0	88	15	0	4	0	19	5	155	4	0	164	5	1	6	0	12	283
Total Volume	4	368	39	0	411	63	4	13	0	80	13	647	17	0	677	21	5	25	0	51	1219
% App. Total	1	89.5	9.5	0		78.8	5	16.2	0		1.9	95.6	2.5	0		41.2	9.8	49	0		
PHF	.500	.902	.750	.000	.943	.875	.333	.650	.000	.833	.650	.894	.708	.000	.896	.750	.625	.893	.000	.850	.910

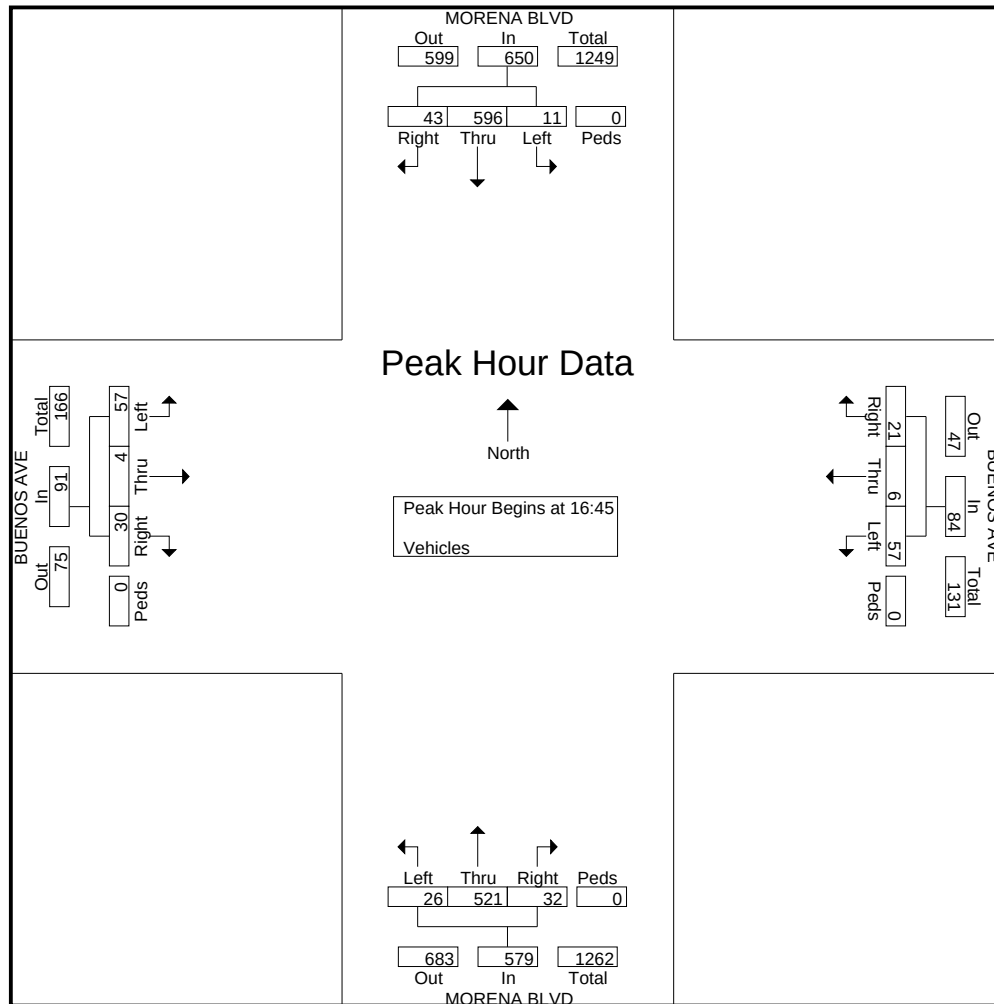


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 13.MORENA BLVD.BUENOS AVE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	MORENA BLVD Southbound					BUENOS AVE Westbound					MORENA BLVD Northbound					BUENOS 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	5	138	17	0	160	10	2	3	0	15	6	114	12	0	132	16	2	10	0	28	335
17:00	2	166	7	0	175	23	2	6	0	31	5	142	5	0	152	13	1	8	0	22	380
17:15	2	158	12	0	172	13	0	3	0	16	12	123	7	0	142	15	0	7	0	22	352
17:30	2	134	7	0	143	11	2	9	0	22	3	142	8	0	153	13	1	5	0	19	337
Total Volume	11	596	43	0	650	57	6	21	0	84	26	521	32	0	579	57	4	30	0	91	1404
% App. Total	1.7	91.7	6.6	0		67.9	7.1	25	0		4.5	90	5.5	0		62.6	4.4	33	0		
PHF	.550	.898	.632	.000	.929	.620	.750	.583	.000	.677	.542	.917	.667	.000	.946	.891	.500	.750	.000	.813	.924



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 14.MORENA BLVD.WEST MORENA BLVD (SOUTH)
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Vehicles

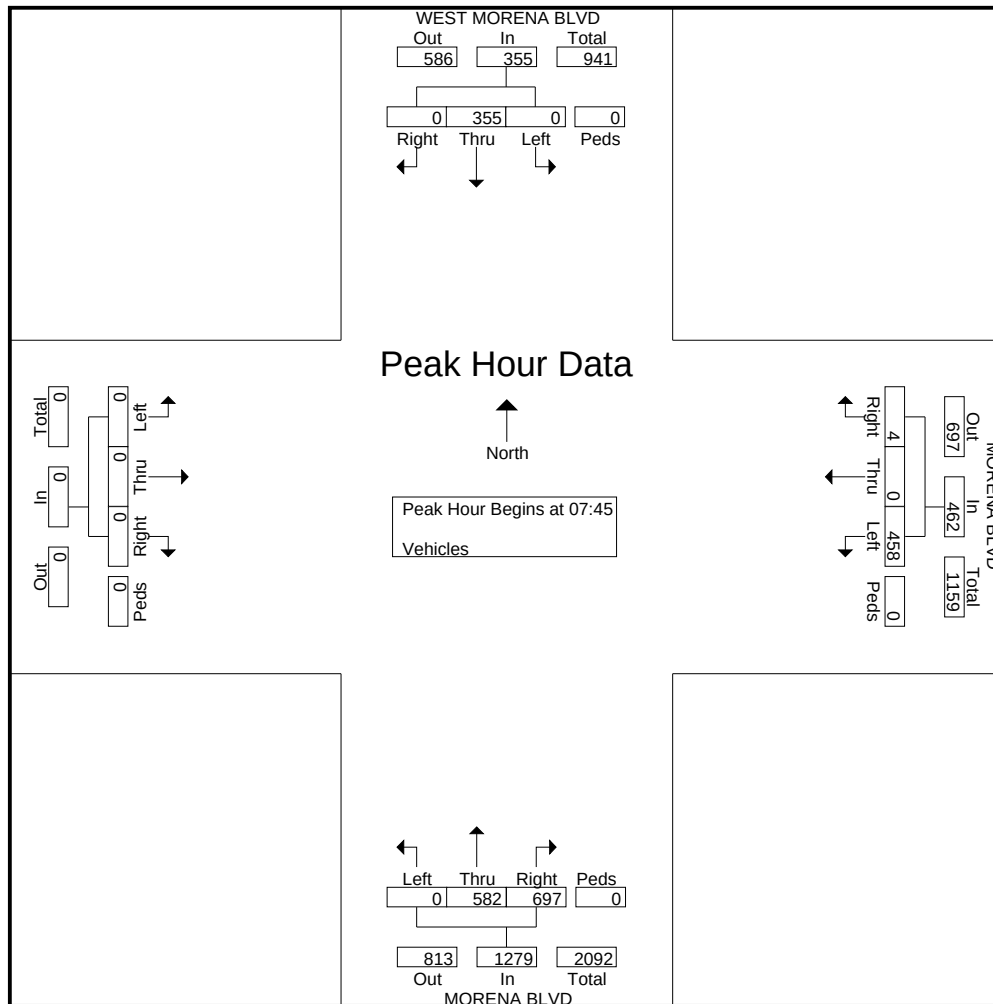
	WEST MORENA BLVD Southbound				MORENA BLVD Westbound				MORENA BLVD Northbound				Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	63	0	0	57	0	1	0	0	69	102	0	0	0	0	0	292
07:15	0	91	0	0	107	0	0	0	0	71	144	0	0	0	0	0	413
07:30	0	74	0	0	114	0	1	0	0	111	181	0	0	0	0	0	481
07:45	0	94	0	0	120	0	0	0	0	162	215	0	0	0	0	0	591
Total	0	322	0	0	398	0	2	0	0	413	642	0	0	0	0	0	1777
08:00	0	101	0	0	119	0	0	0	0	150	168	0	0	0	0	0	538
08:15	0	82	0	0	96	0	2	0	0	130	156	0	0	0	0	0	466
08:30	0	78	0	0	123	0	2	0	0	140	158	0	0	0	0	0	501
08:45	0	119	0	0	128	0	2	0	0	117	154	0	0	0	0	0	520
Total	0	380	0	0	466	0	6	0	0	537	636	0	0	0	0	0	2025
*** BREAK ***																	
16:00	0	154	0	0	120	0	7	0	0	115	179	0	0	0	0	0	575
16:15	0	139	0	0	145	0	4	0	0	121	188	0	0	0	0	0	597
16:30	0	136	0	0	162	0	7	0	0	109	145	0	0	0	0	0	559
16:45	0	179	0	0	173	0	4	0	0	105	141	0	0	0	0	0	602
Total	0	608	0	0	600	0	22	0	0	450	653	0	0	0	0	0	2333
17:00	0	164	0	0	202	0	2	0	0	112	146	0	0	0	0	0	626
17:15	0	160	0	0	175	0	0	0	0	103	156	0	0	0	0	0	594
17:30	0	157	0	0	145	0	1	0	0	86	152	0	0	0	0	0	541
17:45	0	141	0	0	125	0	1	0	0	94	144	0	0	0	0	0	505
Total	0	622	0	0	647	0	4	0	0	395	598	0	0	0	0	0	2266
Grand Total	0	1932	0	0	2111	0	34	0	0	1795	2529	0	0	0	0	0	8401
Apprch %	0	100	0	0	98.4	0	1.6	0	0	41.5	58.5	0	0	0	0	0	
Total %	0	23	0	0	25.1	0	0.4	0	0	21.4	30.1	0	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 14.MORENA BLVD.WEST MORENA BLVD (SOUTH)
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	WEST MORENA BLVD Southbound					MORENA BLVD Westbound					MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	94	0	0	94	120	0	0	0	120	0	162	215	0	377	0	0	0	0	0	591
08:00	0	101	0	0	101	119	0	0	0	119	0	150	168	0	318	0	0	0	0	0	538
08:15	0	82	0	0	82	96	0	2	0	98	0	130	156	0	286	0	0	0	0	0	466
08:30	0	78	0	0	78	123	0	2	0	125	0	140	158	0	298	0	0	0	0	0	501
Total Volume	0	355	0	0	355	458	0	4	0	462	0	582	697	0	1279	0	0	0	0	0	2096
% App. Total	0	100	0	0		99.1	0	0.9	0		0	45.5	54.5	0		0	0	0	0	0	
PHF	.000	.879	.000	.000	.879	.931	.000	.500	.000	.924	.000	.898	.810	.000	.848	.000	.000	.000	.000	.000	.887

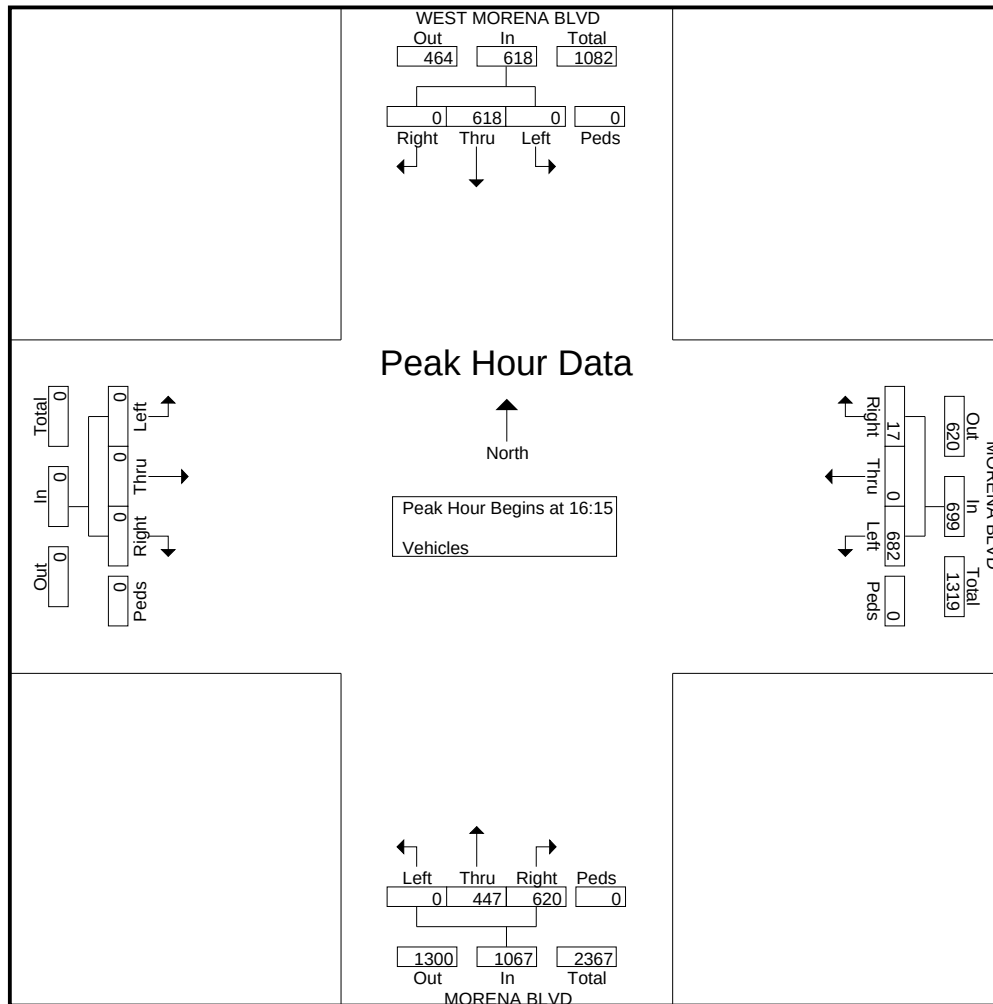


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 14.MORENA BLVD.WEST MORENA BLVD (SOUTH)
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	WEST MORENA BLVD Southbound					MORENA BLVD Westbound					MORENA BLVD 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	139	0	0	139	145	0	4	0	149	0	121	188	0	309	0	0	0	0	0	597
16:30	0	136	0	0	136	162	0	7	0	169	0	109	145	0	254	0	0	0	0	0	559
16:45	0	179	0	0	179	173	0	4	0	177	0	105	141	0	246	0	0	0	0	0	602
17:00	0	164	0	0	164	202	0	2	0	204	0	112	146	0	258	0	0	0	0	0	626
Total Volume	0	618	0	0	618	682	0	17	0	699	0	447	620	0	1067	0	0	0	0	0	2384
% App. Total	0	100	0	0		97.6	0	2.4	0		0	41.9	58.1	0		0	0	0	0		
PHF	.000	.863	.000	.000	.863	.844	.000	.607	.000	.857	.000	.924	.824	.000	.863	.000	.000	.000	.000	.000	.952



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 16.WEST MORENA BLVD.VEGA ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Vehicles

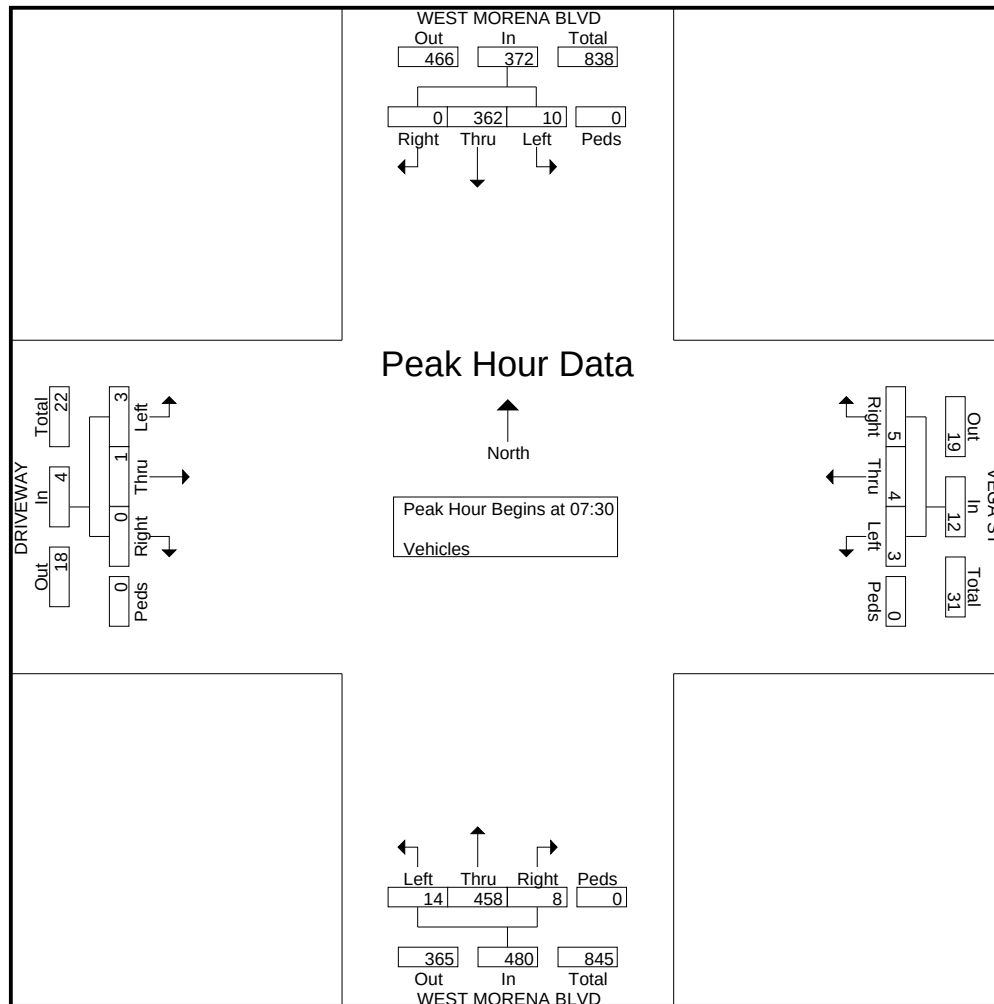
	WEST MORENA BLVD Southbound				VEGA ST Westbound				WEST MORENA BLVD Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	2	52	3	0	0	0	4	0	0	42	2	0	2	0	0	0	107
07:15	2	68	2	0	1	0	1	0	4	68	1	0	0	0	0	0	147
07:30	0	89	0	0	0	0	0	0	2	102	0	0	1	0	0	0	194
07:45	1	97	0	0	2	1	0	0	4	116	3	0	0	0	0	0	224
Total	5	306	5	0	3	1	5	0	10	328	6	0	3	0	0	0	672
08:00	3	87	0	0	0	1	2	0	4	131	4	0	2	1	0	0	235
08:15	6	89	0	0	1	2	3	0	4	109	1	0	0	0	0	0	215
08:30	5	63	0	0	0	1	5	0	8	100	2	0	2	0	0	0	186
08:45	5	104	2	0	1	2	1	0	3	98	1	0	2	1	3	0	223
Total	19	343	2	0	2	6	11	0	19	438	8	0	6	2	3	0	859
*** BREAK ***																	
16:00	2	89	2	0	6	3	6	0	18	66	5	0	10	2	8	0	217
16:15	3	85	6	0	8	7	5	0	7	91	7	0	8	2	4	0	233
16:30	4	95	4	0	4	1	4	0	8	66	0	0	6	4	10	0	206
16:45	1	118	4	0	7	3	1	0	14	99	3	0	2	0	1	0	253
Total	10	387	16	0	25	14	16	0	47	322	15	0	26	8	23	0	909
17:00	5	115	6	0	10	4	3	0	19	84	3	0	8	1	9	0	267
17:15	2	143	2	0	8	3	0	0	16	78	6	0	7	2	3	0	270
17:30	1	117	3	0	11	1	1	0	18	62	5	0	9	1	7	0	236
17:45	2	104	2	0	6	2	1	0	14	58	4	0	7	1	6	0	207
Total	10	479	13	0	35	10	5	0	67	282	18	0	31	5	25	0	980
Grand Total	44	1515	36	0	65	31	37	0	143	1370	47	0	66	15	51	0	3420
Apprch %	2.8	95	2.3	0	48.9	23.3	27.8	0	9.2	87.8	3	0	50	11.4	38.6	0	
Total %	1.3	44.3	1.1	0	1.9	0.9	1.1	0	4.2	40.1	1.4	0	1.9	0.4	1.5	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 16.WEST MORENA BLVD.VEGA ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	WEST MORENA BLVD Southbound					VEGA ST Westbound					WEST MORENA BLVD 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 07:30																					
07:30	0	89	0	0	89	0	0	0	0	0	2	102	0	0	104	1	0	0	0	1	194
07:45	1	97	0	0	98	2	1	0	0	3	4	116	3	0	123	0	0	0	0	0	224
08:00	3	87	0	0	90	0	1	2	0	3	4	131	4	0	139	2	1	0	0	3	235
08:15	6	89	0	0	95	1	2	3	0	6	4	109	1	0	114	0	0	0	0	0	215
Total Volume	10	362	0	0	372	3	4	5	0	12	14	458	8	0	480	3	1	0	0	4	868
% App. Total	2.7	97.3	0	0		25	33.3	41.7	0		2.9	95.4	1.7	0		75	25	0	0		
PHF	.417	.933	.000	.000	.949	.375	.500	.417	.000	.500	.875	.874	.500	.000	.863	.375	.250	.000	.000	.333	.923

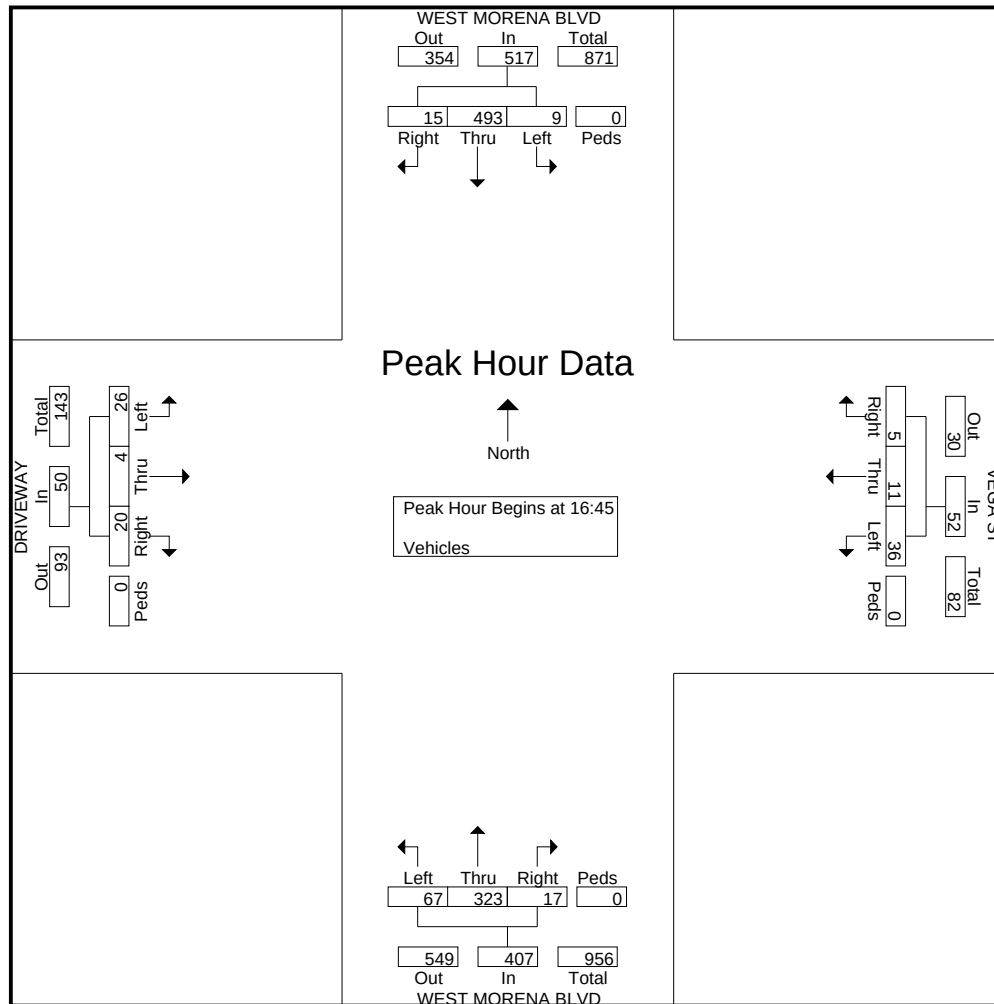


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 16.WEST MORENA BLVD.VEGA ST
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	WEST MORENA BLVD Southbound					VEGA ST Westbound					WEST MORENA BLVD 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 16:45																					
16:45	1	118	4	0	123	7	3	1	0	11	14	99	3	0	116	2	0	1	0	3	253
17:00	5	115	6	0	126	10	4	3	0	17	19	84	3	0	106	8	1	9	0	18	267
17:15	2	143	2	0	147	8	3	0	0	11	16	78	6	0	100	7	2	3	0	12	270
17:30	1	117	3	0	121	11	1	1	0	13	18	62	5	0	85	9	1	7	0	17	236
Total Volume	9	493	15	0	517	36	11	5	0	52	67	323	17	0	407	26	4	20	0	50	1026
% App. Total	1.7	95.4	2.9	0		69.2	21.2	9.6	0		16.5	79.4	4.2	0		52	8	40	0		
PHF	.450	.862	.625	.000	.879	.818	.688	.417	.000	.765	.882	.816	.708	.000	.877	.722	.500	.556	.000	.694	.950



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 17.WEST MORENA BLVD.BUENOS AVE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Vehicles

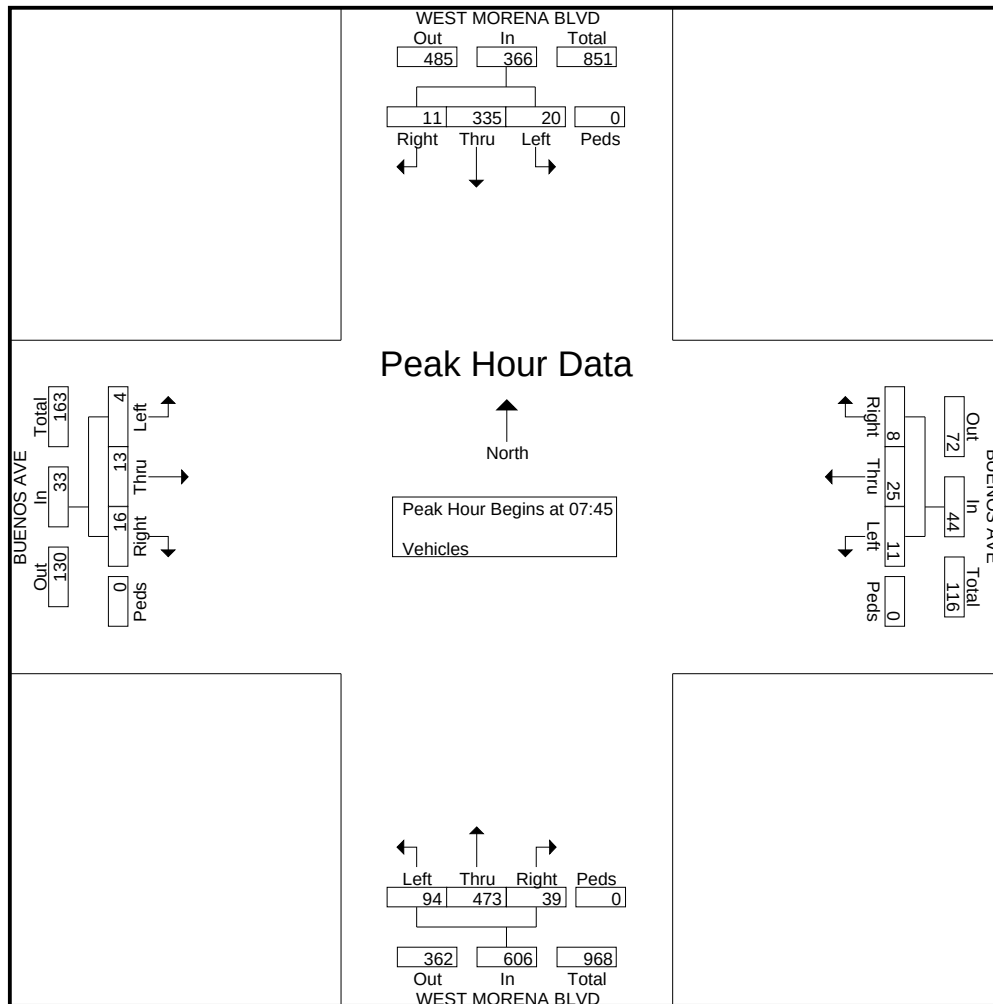
	WEST MORENA BLVD Southbound				BUENOS AVE Westbound				WEST MORENA BLVD Northbound				BUENOS AVE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	3	50	3	0	3	6	3	0	14	52	6	0	0	1	1	0	142
07:15	5	78	1	0	2	5	4	0	14	53	4	0	0	4	5	0	175
07:30	2	70	1	0	0	4	3	0	21	82	7	0	1	2	5	0	198
07:45	8	95	1	0	4	6	4	0	26	136	12	0	0	4	2	0	298
Total	18	293	6	0	9	21	14	0	75	323	29	0	1	11	13	0	813
08:00	5	91	3	0	4	5	1	0	16	137	9	0	0	1	4	0	276
08:15	2	80	4	0	3	7	0	0	25	97	11	0	3	1	6	0	239
08:30	5	69	3	0	0	7	3	0	27	103	7	0	1	7	4	0	236
08:45	1	110	6	0	3	10	3	0	23	98	7	0	1	3	8	0	273
Total	13	350	16	0	10	29	7	0	91	435	34	0	5	12	22	0	1024
*** BREAK ***																	
16:00	8	121	3	0	5	2	6	0	12	91	10	0	5	6	21	0	290
16:15	13	114	2	0	8	8	10	0	10	100	18	0	3	7	12	0	305
16:30	10	102	3	0	4	4	9	0	14	79	15	0	2	10	26	0	278
16:45	10	147	0	0	8	8	7	0	10	93	8	0	3	7	23	0	324
Total	41	484	8	0	25	22	32	0	46	363	51	0	13	30	82	0	1197
17:00	5	116	1	0	10	2	10	0	10	104	7	0	5	5	20	0	295
17:15	14	142	0	0	10	5	8	0	11	96	4	0	1	6	13	0	310
17:30	3	137	0	0	9	9	2	0	5	76	7	0	3	11	8	0	270
17:45	8	123	2	0	3	1	2	0	6	81	5	0	0	1	9	0	241
Total	30	518	3	0	32	17	22	0	32	357	23	0	9	23	50	0	1116
Grand Total	102	1645	33	0	76	89	75	0	244	1478	137	0	28	76	167	0	4150
Apprch %	5.7	92.4	1.9	0	31.7	37.1	31.2	0	13.1	79.5	7.4	0	10.3	28	61.6	0	
Total %	2.5	39.6	0.8	0	1.8	2.1	1.8	0	5.9	35.6	3.3	0	0.7	1.8	4	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 17.WEST MORENA BLVD.BUENOS AVE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	WEST MORENA BLVD Southbound					BUENOS AVE Westbound					WEST MORENA BLVD Northbound					BUENOS 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																					
07:45	8	95	1	0	104	4	6	4	0	14	26	136	12	0	174	0	4	2	0	6	298
08:00	5	91	3	0	99	4	5	1	0	10	16	137	9	0	162	0	1	4	0	5	276
08:15	2	80	4	0	86	3	7	0	0	10	25	97	11	0	133	3	1	6	0	10	239
08:30	5	69	3	0	77	0	7	3	0	10	27	103	7	0	137	1	7	4	0	12	236
Total Volume	20	335	11	0	366	11	25	8	0	44	94	473	39	0	606	4	13	16	0	33	1049
% App. Total	5.5	91.5	3	0		25	56.8	18.2	0		15.5	78.1	6.4	0		12.1	39.4	48.5	0		
PHF	.625	.882	.688	.000	.880	.688	.893	.500	.000	.786	.870	.863	.813	.000	.871	.333	.464	.667	.000	.688	.880

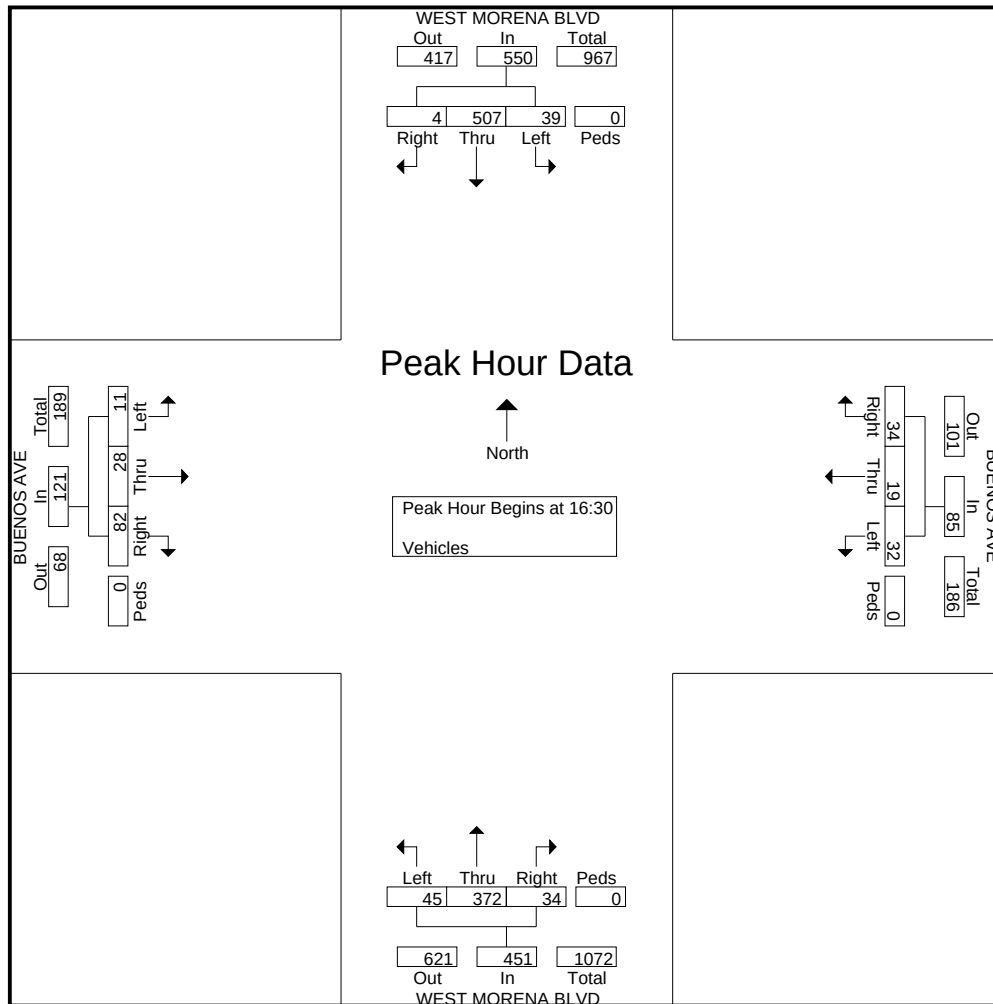


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 17.WEST MORENA BLVD.BUENOS AVE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	WEST MORENA BLVD Southbound					BUENOS AVE Westbound					WEST MORENA BLVD Northbound					BUENOS 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	10	102	3	0	115	4	4	9	0	17	14	79	15	0	108	2	10	26	0	38	278
16:45	10	147	0	0	157	8	8	7	0	23	10	93	8	0	111	3	7	23	0	33	324
17:00	5	116	1	0	122	10	2	10	0	22	10	104	7	0	121	5	5	20	0	30	295
17:15	14	142	0	0	156	10	5	8	0	23	11	96	4	0	111	1	6	13	0	20	310
Total Volume	39	507	4	0	550	32	19	34	0	85	45	372	34	0	451	11	28	82	0	121	1207
% App. Total	7.1	92.2	0.7	0		37.6	22.4	40	0		10	82.5	7.5	0		9.1	23.1	67.8	0		
PHF	.696	.862	.333	.000	.876	.800	.594	.850	.000	.924	.804	.894	.567	.000	.932	.550	.700	.788	.000	.796	.931



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 18.MORENA BLVD.SHERMAN ST
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Vehicles

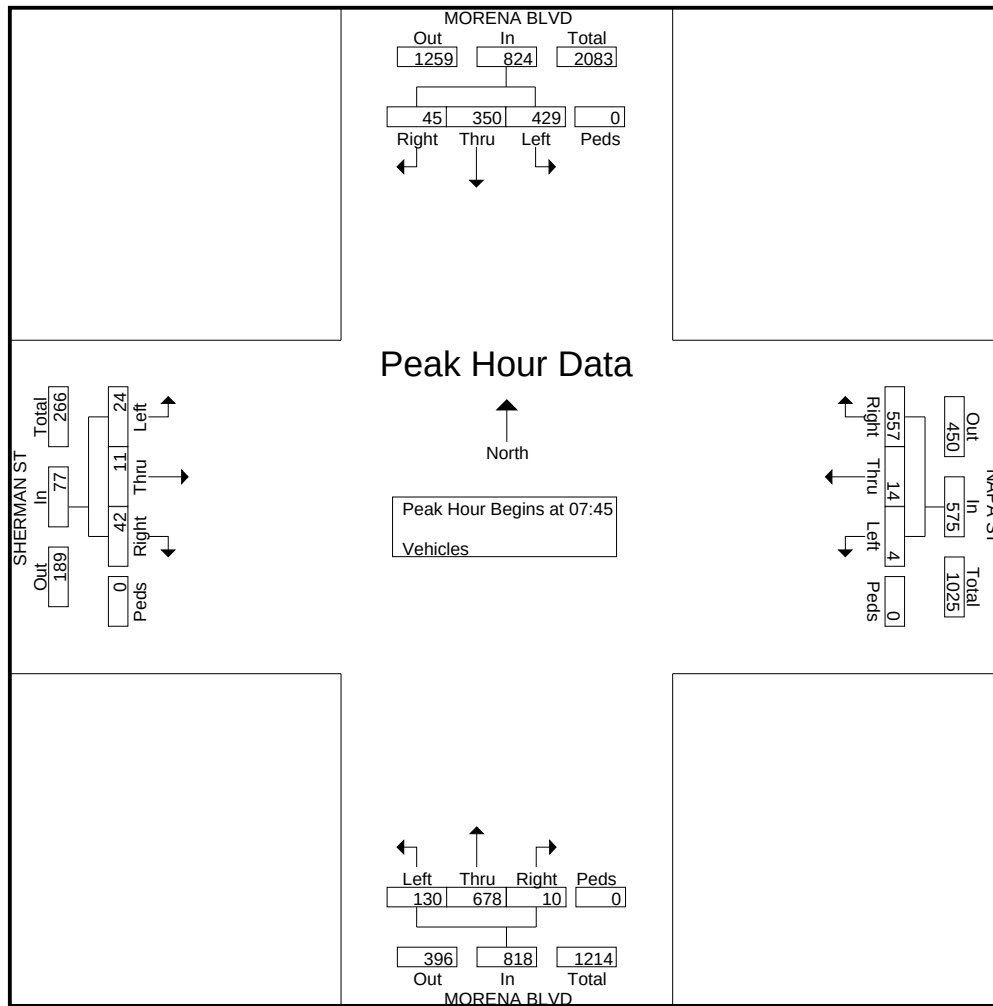
	MORENA BLVD Southbound				NAPA ST Westbound				MORENA BLVD Northbound				SHERMAN ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	54	58	6	0	1	3	75	0	33	75	4	0	4	2	7	0	322
07:15	90	86	11	0	1	4	92	0	37	115	1	0	7	2	4	0	450
07:30	125	64	9	0	0	5	109	0	22	151	3	0	3	6	8	0	505
07:45	107	90	19	0	0	4	163	0	34	183	3	0	7	2	11	0	623
Total	376	298	45	0	2	16	439	0	126	524	11	0	21	12	30	0	1900
08:00	111	101	16	0	1	2	136	0	28	161	2	0	6	4	16	0	584
08:15	95	80	5	0	2	6	118	0	38	182	2	0	4	2	7	0	541
08:30	116	79	5	0	1	2	140	0	30	152	3	0	7	3	8	0	546
08:45	127	99	11	0	0	14	111	0	36	132	2	0	7	5	18	0	562
Total	449	359	37	0	4	24	505	0	132	627	9	0	24	14	49	0	2233
*** BREAK ***																	
16:00	128	161	5	0	5	4	180	0	17	94	2	0	16	6	44	0	662
16:15	110	151	7	0	3	7	148	0	26	139	4	0	12	7	44	0	658
16:30	158	147	8	0	6	4	134	0	21	83	4	0	8	8	64	0	645
16:45	180	163	8	0	3	3	132	0	20	109	3	0	9	13	28	0	671
Total	576	622	28	0	17	18	594	0	84	425	13	0	45	34	180	0	2636
17:00	159	180	9	0	2	0	146	0	15	101	6	0	13	9	42	0	682
17:15	188	166	8	0	4	5	156	0	14	82	3	0	7	3	26	0	662
17:30	166	133	11	0	6	3	145	0	11	98	4	0	9	6	12	0	604
17:45	149	104	5	0	3	2	146	0	15	89	4	0	9	7	19	0	552
Total	662	583	33	0	15	10	593	0	55	370	17	0	38	25	99	0	2500
Grand Total	2063	1862	143	0	38	68	2131	0	397	1946	50	0	128	85	358	0	9269
Apprch %	50.7	45.8	3.5	0	1.7	3	95.3	0	16.6	81.3	2.1	0	22.4	14.9	62.7	0	
Total %	22.3	20.1	1.5	0	0.4	0.7	23	0	4.3	21	0.5	0	1.4	0.9	3.9	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 18.MORENA BLVD.SHERMAN ST
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	MORENA BLVD Southbound					NAPA ST Westbound					MORENA BLVD Northbound					SHERMAN ST 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																					
07:45	107	90	19	0	216	0	4	163	0	167	34	183	3	0	220	7	2	11	0	20	623
08:00	111	101	16	0	228	1	2	136	0	139	28	161	2	0	191	6	4	16	0	26	584
08:15	95	80	5	0	180	2	6	118	0	126	38	182	2	0	222	4	2	7	0	13	541
08:30	116	79	5	0	200	1	2	140	0	143	30	152	3	0	185	7	3	8	0	18	546
Total Volume	429	350	45	0	824	4	14	557	0	575	130	678	10	0	818	24	11	42	0	77	2294
% App. Total	52.1	42.5	5.5	0		0.7	2.4	96.9	0		15.9	82.9	1.2	0		31.2	14.3	54.5	0		
PHF	.925	.866	.592	.000	.904	.500	.583	.854	.000	.861	.855	.926	.833	.000	.921	.857	.688	.656	.000	.740	.921

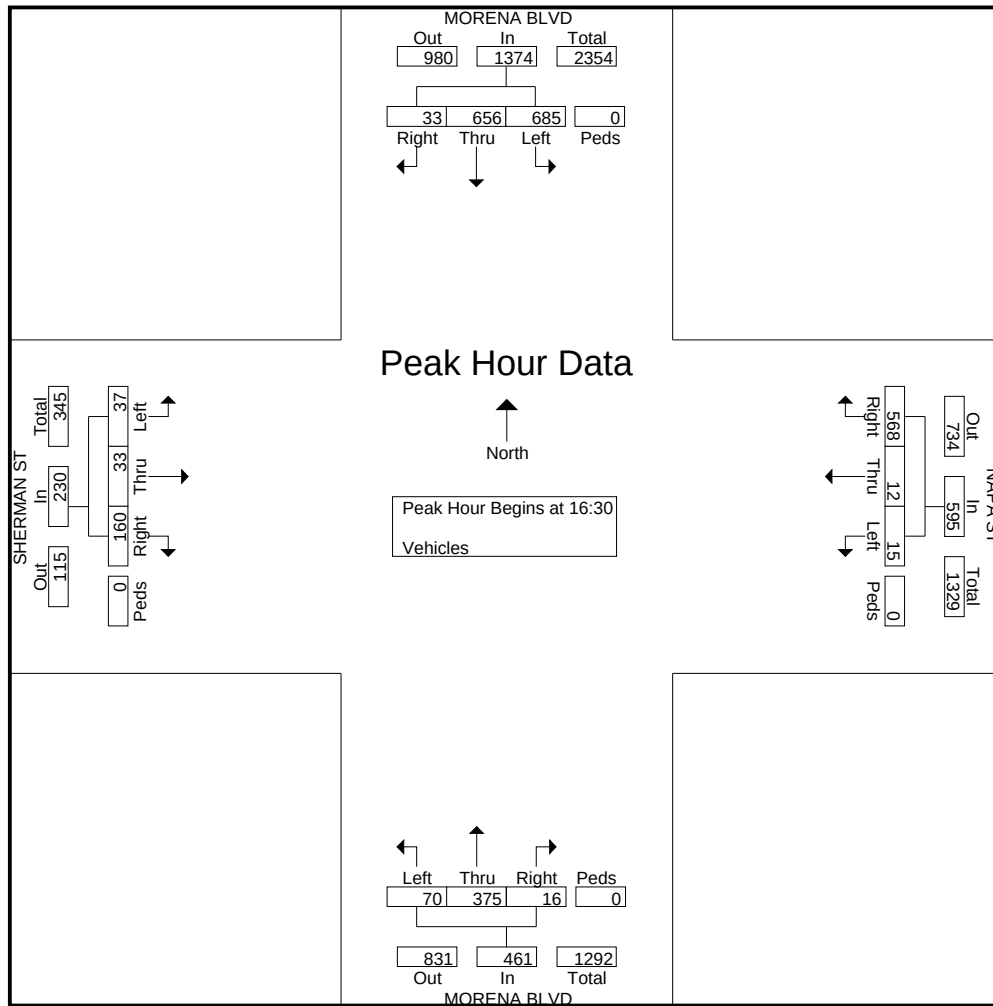


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 18.MORENA BLVD.SHERMAN ST
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	MORENA BLVD Southbound					NAPA ST Westbound					MORENA BLVD Northbound					SHERMAN ST 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	158	147	8	0	313	6	4	134	0	144	21	83	4	0	108	8	8	64	0	80	645
16:45	180	163	8	0	351	3	3	132	0	138	20	109	3	0	132	9	13	28	0	50	671
17:00	159	180	9	0	348	2	0	146	0	148	15	101	6	0	122	13	9	42	0	64	682
17:15	188	166	8	0	362	4	5	156	0	165	14	82	3	0	99	7	3	26	0	36	662
Total Volume	685	656	33	0	1374	15	12	568	0	595	70	375	16	0	461	37	33	160	0	230	2660
% App. Total	49.9	47.7	2.4	0		2.5	2	95.5	0		15.2	81.3	3.5	0		16.1	14.3	69.6	0		
PHF	.911	.911	.917	.000	.949	.625	.600	.910	.000	.902	.833	.860	.667	.000	.873	.712	.635	.625	.000	.719	.975



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 19.MORENA BLVD.LINDA VISTA RD
Site Code : 00000000
Start Date : 2/12/2013
Page No : 1

Groups Printed- Vehicles

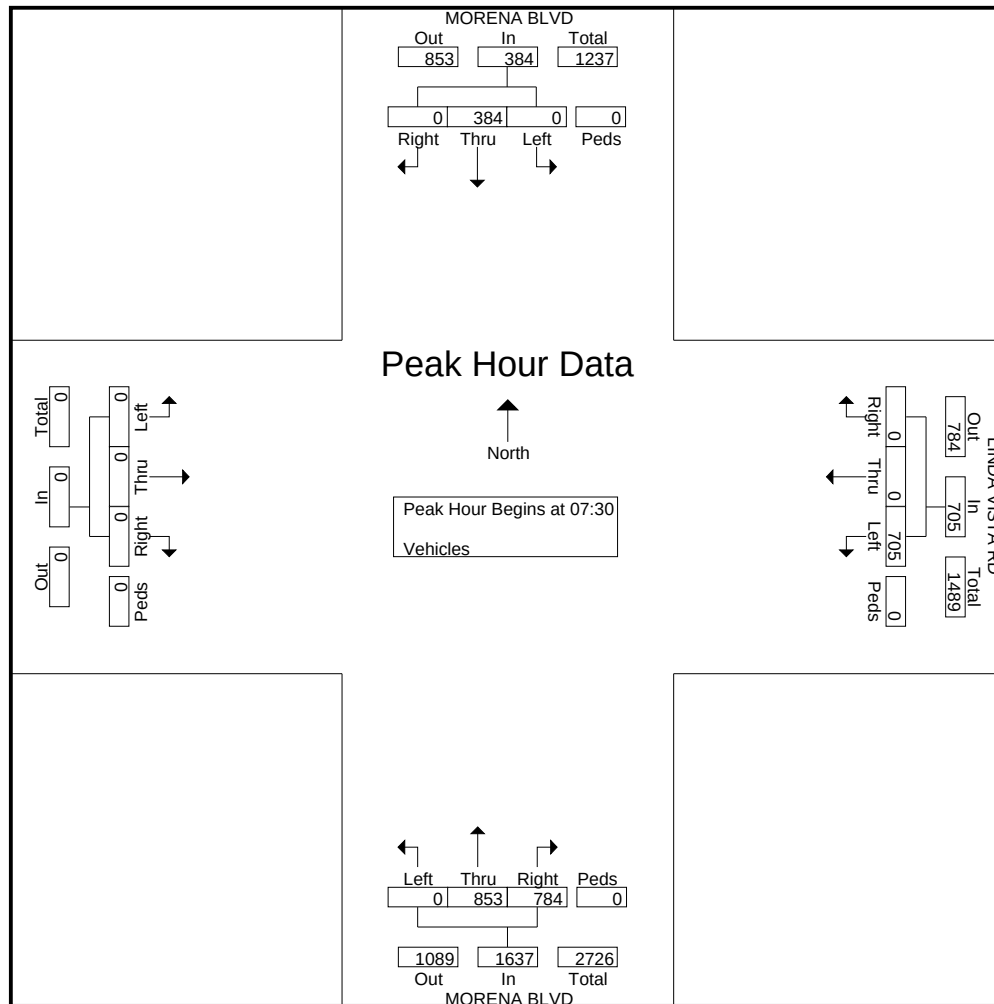
	MORENA BLVD Southbound				LINDA VISTA RD Westbound				MORENA BLVD Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	60	0	0	136	0	0	0	0	126	132	0	0	0	0	0	454
07:15	0	95	0	0	136	0	0	0	0	155	189	0	0	0	0	0	575
07:30	0	70	0	0	180	0	0	0	0	197	213	0	0	0	0	0	660
07:45	0	103	0	0	212	0	0	0	0	247	203	0	0	0	0	0	765
Total	0	328	0	0	664	0	0	0	0	725	737	0	0	0	0	0	2454
08:00	0	116	0	0	168	0	0	0	0	200	172	0	0	0	0	0	656
08:15	0	95	0	0	145	0	0	0	0	209	196	0	0	0	0	0	645
08:30	0	91	0	0	147	0	0	0	0	193	226	0	0	0	0	0	657
08:45	0	102	0	0	122	0	0	0	0	180	208	0	0	0	0	0	612
Total	0	404	0	0	582	0	0	0	0	782	802	0	0	0	0	0	2570
*** BREAK ***																	
16:00	0	211	0	0	238	0	0	0	0	113	196	0	0	0	0	0	758
16:15	0	193	0	0	233	0	0	0	0	140	201	0	0	0	0	0	767
16:30	0	217	0	0	187	0	0	0	0	128	191	0	0	0	0	0	723
16:45	0	190	0	0	215	0	0	0	0	127	229	0	0	0	0	0	761
Total	0	811	0	0	873	0	0	0	0	508	817	0	0	0	0	0	3009
17:00	0	221	0	0	238	0	0	0	0	109	227	0	0	0	0	0	795
17:15	0	201	0	0	228	0	0	0	0	96	227	0	0	0	0	0	752
17:30	0	149	0	0	243	0	0	0	0	105	189	0	0	0	0	0	686
17:45	0	133	0	0	191	0	0	0	0	110	219	0	0	0	0	0	653
Total	0	704	0	0	900	0	0	0	0	420	862	0	0	0	0	0	2886
Grand Total	0	2247	0	0	3019	0	0	0	0	2435	3218	0	0	0	0	0	10919
Apprch %	0	100	0	0	100	0	0	0	0	43.1	56.9	0	0	0	0	0	
Total %	0	20.6	0	0	27.6	0	0	0	0	22.3	29.5	0	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 19.MORENA BLVD.LINDA VISTA RD
Site Code : 00000000
Start Date : 2/12/2013
Page No : 2

	MORENA BLVD Southbound					LINDA VISTA RD Westbound					MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	70	0	0	70	180	0	0	0	180	0	197	213	0	410	0	0	0	0	0	660
07:45	0	103	0	0	103	212	0	0	0	212	0	247	203	0	450	0	0	0	0	0	765
08:00	0	116	0	0	116	168	0	0	0	168	0	200	172	0	372	0	0	0	0	0	656
08:15	0	95	0	0	95	145	0	0	0	145	0	209	196	0	405	0	0	0	0	0	645
Total Volume	0	384	0	0	384	705	0	0	0	705	0	853	784	0	1637	0	0	0	0	0	2726
% App. Total	0	100	0	0		100	0	0	0		0	52.1	47.9	0		0	0	0	0	0	
PHF	.000	.828	.000	.000	.828	.831	.000	.000	.000	.831	.000	.863	.920	.000	.909	.000	.000	.000	.000	.000	.891

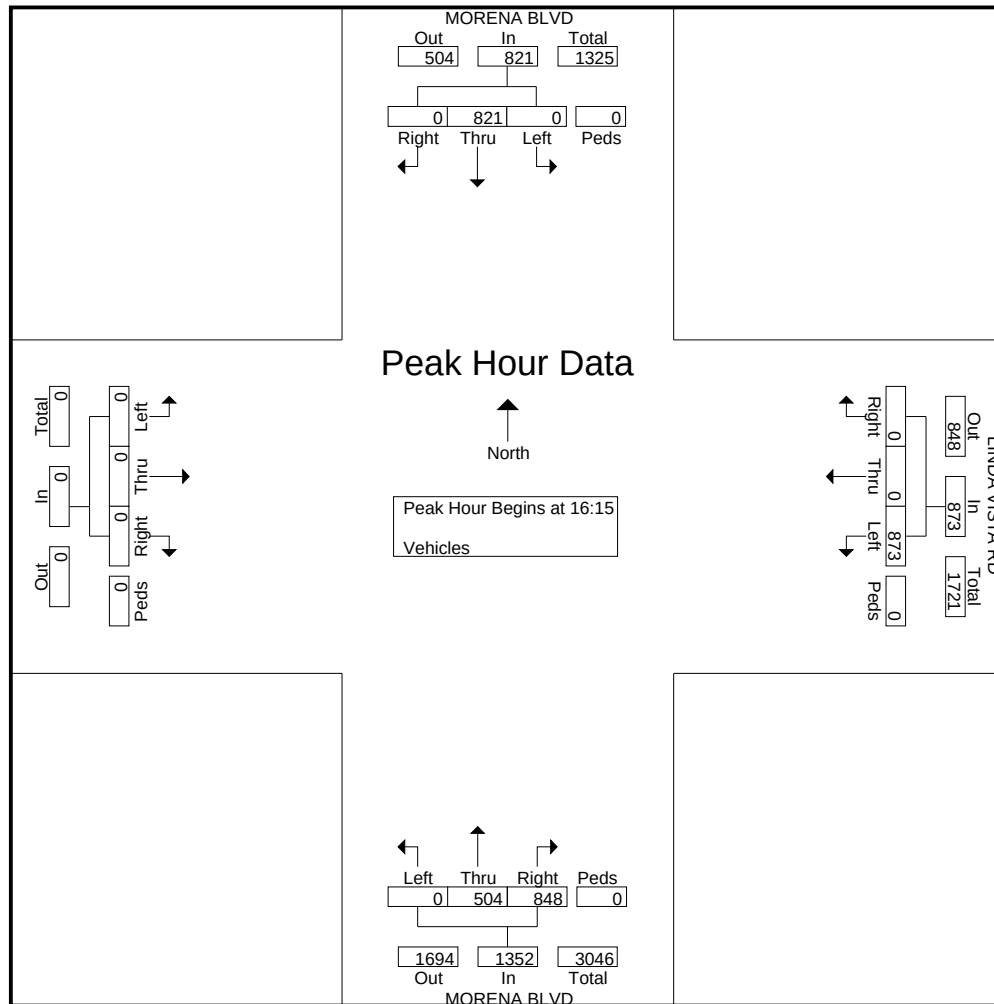


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 19.MORENA BLVD.LINDA VISTA RD
Site Code : 00000000
Start Date : 2/12/2013
Page No : 3

	MORENA BLVD Southbound					LINDA VISTA RD Westbound					MORENA BLVD 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	193	0	0	193	233	0	0	0	233	0	140	201	0	341	0	0	0	0	0	767
16:30	0	217	0	0	217	187	0	0	0	187	0	128	191	0	319	0	0	0	0	0	723
16:45	0	190	0	0	190	215	0	0	0	215	0	127	229	0	356	0	0	0	0	0	761
17:00	0	221	0	0	221	238	0	0	0	238	0	109	227	0	336	0	0	0	0	0	795
Total Volume	0	821	0	0	821	873	0	0	0	873	0	504	848	0	1352	0	0	0	0	0	3046
% App. Total	0	100	0	0		100	0	0	0		0	37.3	62.7	0		0	0	0	0		
PHF	.000	.929	.000	.000	.929	.917	.000	.000	.000	.917	.000	.900	.926	.000	.949	.000	.000	.000	.000	.000	.958



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 20.NAPA ST.LINDA VISTA RD
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Vehicles

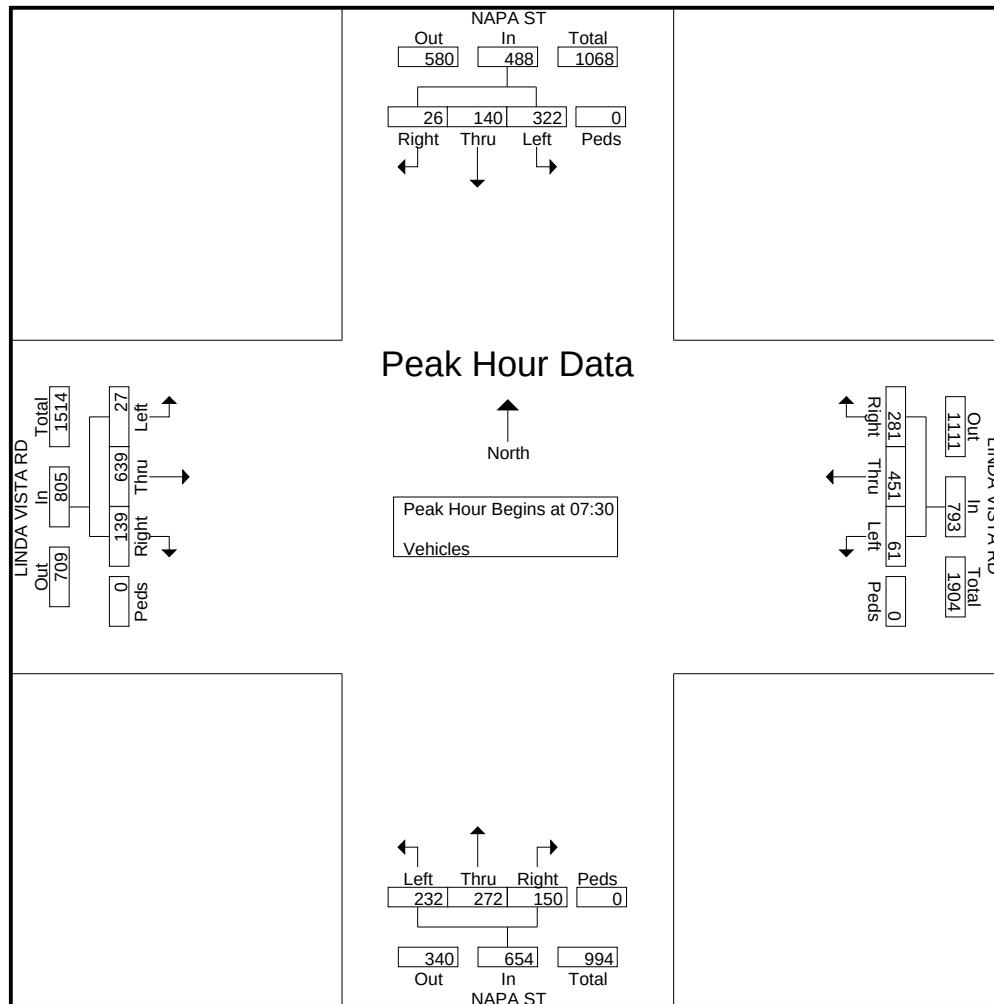
	NAPA ST Southbound				LINDA VISTA RD Westbound				NAPA ST Northbound				LINDA VISTA RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	45	22	6	0	10	77	50	0	49	29	9	0	3	107	20	0	427
07:15	65	41	4	0	14	97	60	0	47	46	38	0	8	142	26	0	588
07:30	89	30	6	0	16	112	55	0	56	63	68	0	6	180	17	0	698
07:45	86	37	6	0	23	153	93	0	65	86	30	0	7	186	41	0	813
Total	285	130	22	0	63	439	258	0	217	224	145	0	24	615	104	0	2526
08:00	74	34	8	0	13	101	78	0	59	63	23	0	8	127	39	0	627
08:15	73	39	6	0	9	85	55	0	52	60	29	0	6	146	42	0	602
08:30	83	36	8	0	9	96	80	0	51	71	47	0	6	145	46	0	678
08:45	89	31	4	0	16	90	67	0	41	56	107	0	6	181	34	0	722
Total	319	140	26	0	47	372	280	0	203	250	206	0	26	599	161	0	2629
*** BREAK ***																	
16:00	83	59	3	0	43	184	105	0	39	40	23	0	9	144	44	0	776
16:15	72	44	9	0	37	127	64	0	48	61	16	0	9	153	49	0	689
16:30	95	73	4	0	61	156	79	0	67	51	23	0	5	110	48	0	772
16:45	108	65	5	0	35	169	96	0	70	42	36	0	7	168	63	0	864
Total	358	241	21	0	176	636	344	0	224	194	98	0	30	575	204	0	3101
17:00	111	70	7	0	56	161	89	0	59	58	28	0	9	159	51	0	858
17:15	118	68	5	0	75	196	94	0	38	40	32	0	9	166	62	0	903
17:30	115	63	7	0	38	131	79	0	63	53	31	0	12	145	43	0	780
17:45	102	74	5	0	40	171	82	0	58	42	27	0	8	150	61	0	820
Total	446	275	24	0	209	659	344	0	218	193	118	0	38	620	217	0	3361
Grand Total	1408	786	93	0	495	2106	1226	0	862	861	567	0	118	2409	686	0	11617
Apprch %	61.6	34.4	4.1	0	12.9	55	32	0	37.6	37.6	24.8	0	3.7	75	21.4	0	
Total %	12.1	6.8	0.8	0	4.3	18.1	10.6	0	7.4	7.4	4.9	0	1	20.7	5.9	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 20.NAPA ST.LINDA VISTA RD
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	NAPA ST Southbound					LINDA VISTA RD Westbound					NAPA ST Northbound					LINDA VISTA 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 07:30																					
07:30	89	30	6	0	125	16	112	55	0	183	56	63	68	0	187	6	180	17	0	203	698
07:45	86	37	6	0	129	23	153	93	0	269	65	86	30	0	181	7	186	41	0	234	813
08:00	74	34	8	0	116	13	101	78	0	192	59	63	23	0	145	8	127	39	0	174	627
08:15	73	39	6	0	118	9	85	55	0	149	52	60	29	0	141	6	146	42	0	194	602
Total Volume	322	140	26	0	488	61	451	281	0	793	232	272	150	0	654	27	639	139	0	805	2740
% App. Total	66	28.7	5.3	0		7.7	56.9	35.4	0		35.5	41.6	22.9	0		3.4	79.4	17.3	0		
PHF	.904	.897	.813	.000	.946	.663	.737	.755	.000	.737	.892	.791	.551	.000	.874	.844	.859	.827	.000	.860	.843

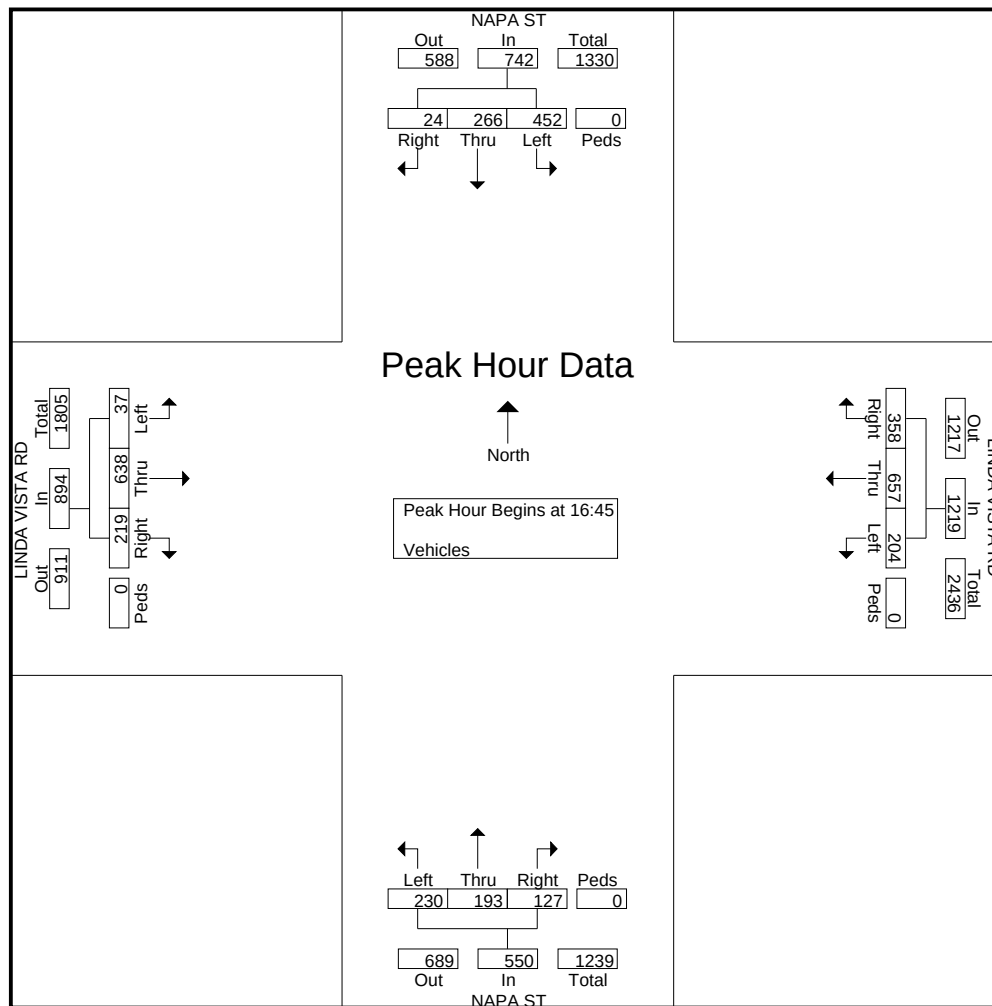


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 20.NAPA ST.LINDA VISTA RD
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	NAPA ST Southbound					LINDA VISTA RD Westbound					NAPA ST Northbound					LINDA VISTA 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 16:45																					
16:45	108	65	5	0	178	35	169	96	0	300	70	42	36	0	148	7	168	63	0	238	864
17:00	111	70	7	0	188	56	161	89	0	306	59	58	28	0	145	9	159	51	0	219	858
17:15	118	68	5	0	191	75	196	94	0	365	38	40	32	0	110	9	166	62	0	237	903
17:30	115	63	7	0	185	38	131	79	0	248	63	53	31	0	147	12	145	43	0	200	780
Total Volume	452	266	24	0	742	204	657	358	0	1219	230	193	127	0	550	37	638	219	0	894	3405
% App. Total	60.9	35.8	3.2	0		16.7	53.9	29.4	0		41.8	35.1	23.1	0		4.1	71.4	24.5	0		
PHF	.958	.950	.857	.000	.971	.680	.838	.932	.000	.835	.821	.832	.882	.000	.929	.771	.949	.869	.000	.939	.943



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 21.MARIAN WAY.LINDA VISTA RD
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Vehicles

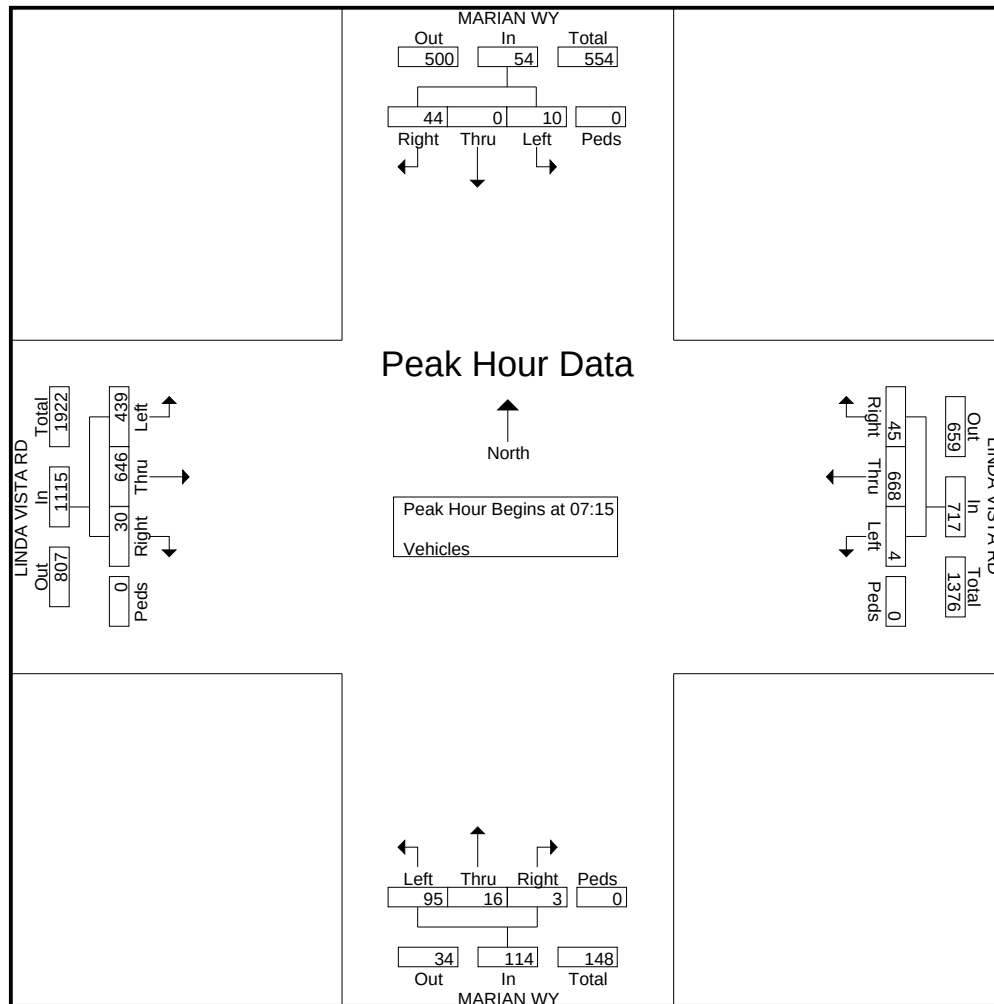
	MARIAN WY Southbound				LINDA VISTA RD Westbound				MARIAN WY Northbound				LINDA VISTA RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	1	1	18	0	0	137	8	0	13	1	1	0	43	105	11	0	339
07:15	2	0	12	0	0	117	12	0	21	3	2	0	114	137	5	0	425
07:30	3	0	13	0	2	168	17	0	25	9	1	0	154	199	8	0	599
07:45	1	0	10	0	1	241	9	0	31	2	0	0	107	174	7	0	583
Total	7	1	53	0	3	663	46	0	90	15	4	0	418	615	31	0	1946
08:00	4	0	9	0	1	142	7	0	18	2	0	0	64	136	10	0	393
08:15	1	0	10	0	0	133	8	0	27	7	0	0	71	143	13	0	413
08:30	3	1	16	0	0	149	19	0	23	3	0	0	107	148	10	0	479
08:45	6	3	17	0	3	111	67	0	18	27	1	0	160	179	16	0	608
Total	14	4	52	0	4	535	101	0	86	39	1	0	402	606	49	0	1893
*** BREAK ***																	
16:00	47	5	153	0	0	204	6	0	22	0	4	0	19	162	34	0	656
16:15	9	2	59	0	3	214	3	0	21	1	6	0	31	181	29	0	559
16:30	13	3	62	0	1	157	3	0	16	1	5	0	30	159	20	0	470
16:45	18	3	94	0	1	179	7	0	18	1	3	0	38	205	24	0	591
Total	87	13	368	0	5	754	19	0	77	3	18	0	118	707	107	0	2276
17:00	24	5	67	0	2	183	6	0	14	1	2	0	82	211	30	0	627
17:15	36	7	117	0	0	217	20	0	19	2	3	0	69	221	21	0	732
17:30	44	6	168	0	2	194	9	0	17	3	2	0	67	187	19	0	718
17:45	16	1	39	0	3	179	12	0	8	0	1	0	69	186	7	0	521
Total	120	19	391	0	7	773	47	0	58	6	8	0	287	805	77	0	2598
Grand Total	228	37	864	0	19	2725	213	0	311	63	31	0	1225	2733	264	0	8713
Apprch %	20.2	3.3	76.5	0	0.6	92.2	7.2	0	76.8	15.6	7.7	0	29	64.7	6.3	0	
Total %	2.6	0.4	9.9	0	0.2	31.3	2.4	0	3.6	0.7	0.4	0	14.1	31.4	3	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 21.MARIAN WAY.LINDA VISTA RD
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

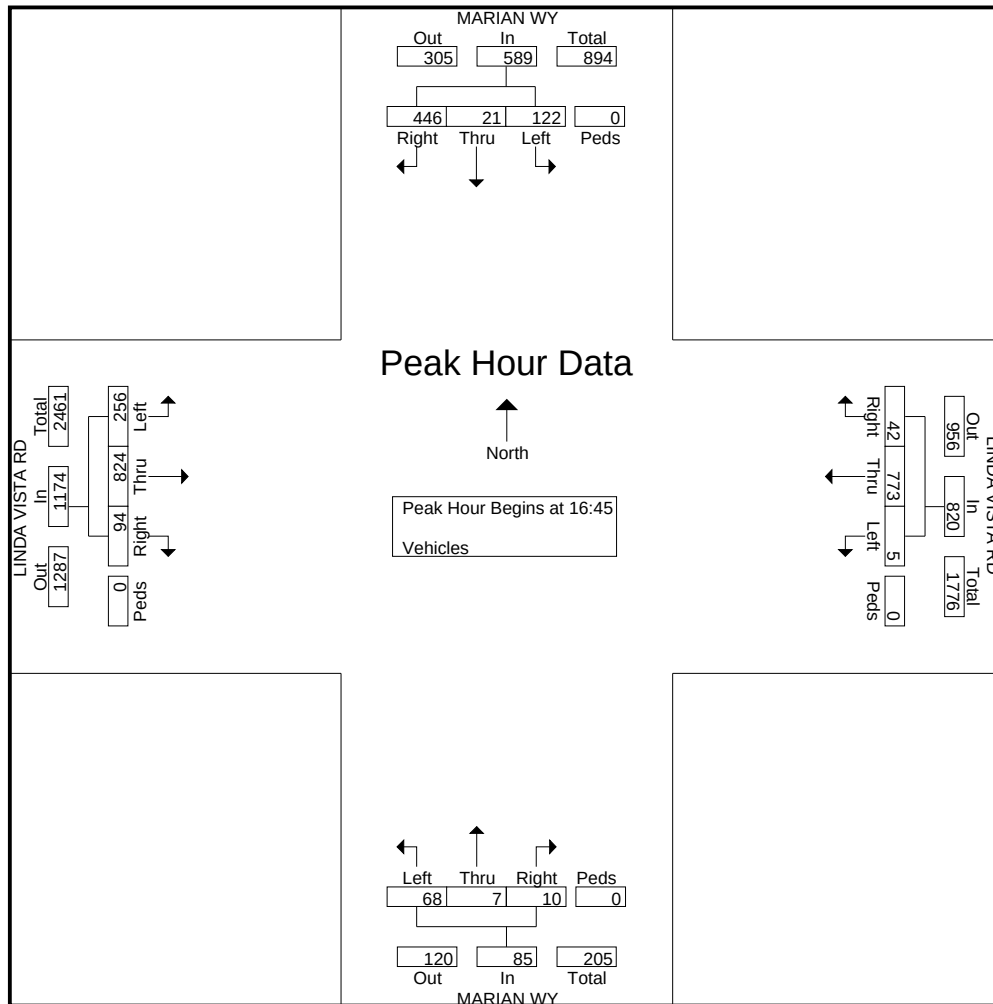
	MARIAN WY Southbound					LINDA VISTA RD Westbound					MARIAN WY Northbound					LINDA VISTA RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	2	0	12	0	14	0	117	12	0	129	21	3	2	0	26	114	137	5	0	256	425
07:30	3	0	13	0	16	2	168	17	0	187	25	9	1	0	35	154	199	8	0	361	599
07:45	1	0	10	0	11	1	241	9	0	251	31	2	0	0	33	107	174	7	0	288	583
08:00	4	0	9	0	13	1	142	7	0	150	18	2	0	0	20	64	136	10	0	210	393
Total Volume	10	0	44	0	54	4	668	45	0	717	95	16	3	0	114	439	646	30	0	1115	2000
% App. Total	18.5	0	81.5	0		0.6	93.2	6.3	0		83.3	14	2.6	0		39.4	57.9	2.7	0		
PHF	.625	.000	.846	.000	.844	.500	.693	.662	.000	.714	.766	.444	.375	.000	.814	.713	.812	.750	.000	.772	.835



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 21.MARIAN WAY.LINDA VISTA RD
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	MARIAN WY Southbound					LINDA VISTA RD Westbound					MARIAN WY Northbound					LINDA VISTA 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 16:45																					
16:45	18	3	94	0	115	1	179	7	0	187	18	1	3	0	22	38	205	24	0	267	591
17:00	24	5	67	0	96	2	183	6	0	191	14	1	2	0	17	82	211	30	0	323	627
17:15	36	7	117	0	160	0	217	20	0	237	19	2	3	0	24	69	221	21	0	311	732
17:30	44	6	168	0	218	2	194	9	0	205	17	3	2	0	22	67	187	19	0	273	718
Total Volume	122	21	446	0	589	5	773	42	0	820	68	7	10	0	85	256	824	94	0	1174	2668
% App. Total	20.7	3.6	75.7	0		0.6	94.3	5.1	0		80	8.2	11.8	0		21.8	70.2	8	0		
PHF	.693	.750	.664	.000	.675	.625	.891	.525	.000	.865	.895	.583	.833	.000	.885	.780	.932	.783	.000	.909	.911



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 22.NAPA ST.RILEY ST
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Vehicles

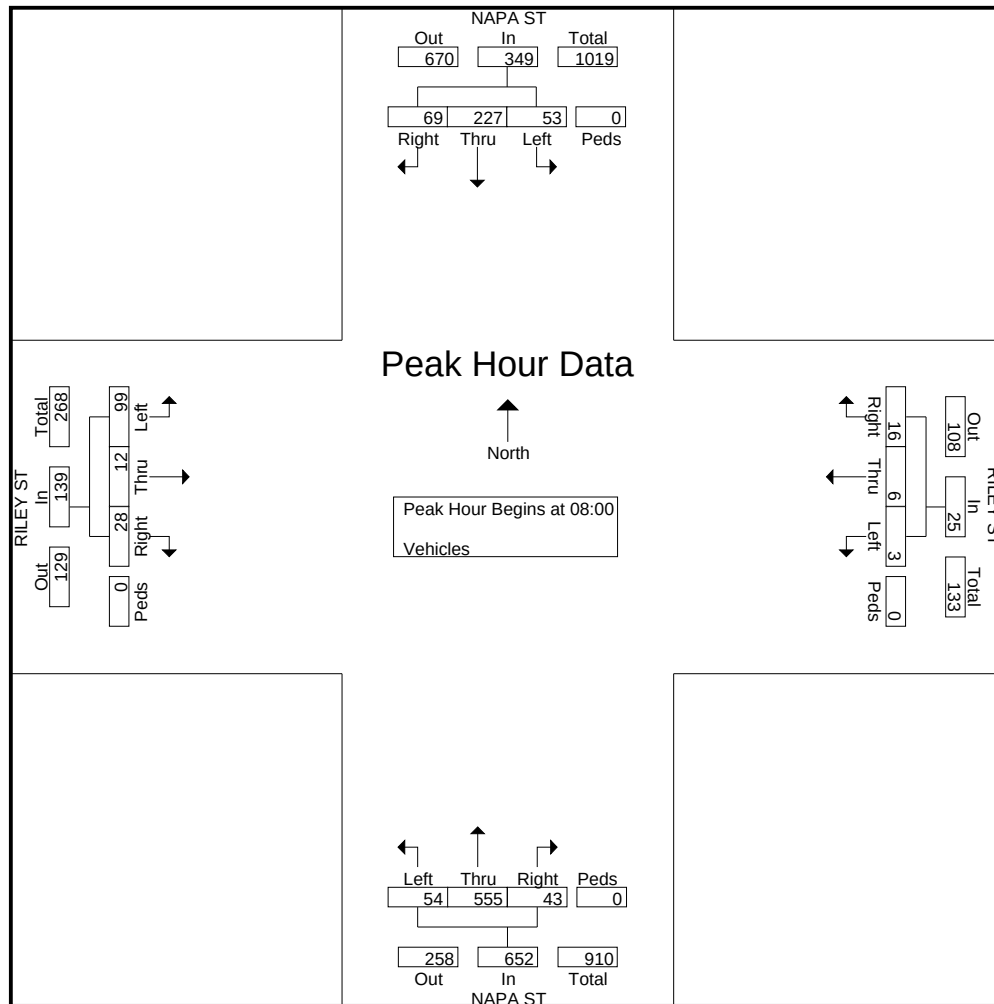
	NAPA ST Southbound				RILEY ST Westbound				NAPA ST Northbound				RILEY ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	6	27	16	0	1	3	12	0	8	72	3	0	14	1	9	0	172
07:15	11	50	21	0	0	2	4	0	14	103	7	0	19	1	7	0	239
07:30	8	35	17	0	2	0	5	0	7	163	15	0	26	5	6	0	289
07:45	13	62	29	0	1	2	8	0	10	159	14	0	21	2	11	0	332
Total	38	174	83	0	4	7	29	0	39	497	39	0	80	9	33	0	1032
08:00	10	59	15	0	2	3	2	0	9	113	9	0	26	1	7	0	256
08:15	8	58	21	0	0	1	5	0	12	119	7	0	30	1	5	0	267
08:30	17	59	13	0	1	1	3	0	19	156	5	0	14	4	9	0	301
08:45	18	51	20	0	0	1	6	0	14	167	22	0	29	6	7	0	341
Total	53	227	69	0	3	6	16	0	54	555	43	0	99	12	28	0	1165
*** BREAK ***																	
16:00	10	128	30	0	20	2	8	0	10	94	3	0	34	5	16	0	360
16:15	14	79	29	0	6	4	10	0	6	67	3	0	18	4	9	0	249
16:30	12	132	28	0	6	2	11	0	8	96	4	0	26	2	9	0	336
16:45	9	138	36	0	5	2	13	0	15	100	4	0	22	1	18	0	363
Total	45	477	123	0	37	10	42	0	39	357	14	0	100	12	52	0	1308
17:00	9	128	22	0	3	3	15	0	16	122	6	0	24	5	13	0	366
17:15	13	145	33	0	8	5	7	0	8	95	11	0	31	3	21	0	380
17:30	13	141	28	0	38	5	18	0	8	90	7	0	17	3	12	0	380
17:45	21	129	16	0	6	3	10	0	15	96	7	0	24	8	24	0	359
Total	56	543	99	0	55	16	50	0	47	403	31	0	96	19	70	0	1485
Grand Total	192	1421	374	0	99	39	137	0	179	1812	127	0	375	52	183	0	4990
Apprch %	9.7	71.5	18.8	0	36	14.2	49.8	0	8.5	85.6	6	0	61.5	8.5	30	0	
Total %	3.8	28.5	7.5	0	2	0.8	2.7	0	3.6	36.3	2.5	0	7.5	1	3.7	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 22.NAPA ST.RILEY ST
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	NAPA ST Southbound					RILEY ST Westbound					NAPA ST Northbound					RILEY ST 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	10	59	15	0	84	2	3	2	0	7	9	113	9	0	131	26	1	7	0	34	256
08:15	8	58	21	0	87	0	1	5	0	6	12	119	7	0	138	30	1	5	0	36	267
08:30	17	59	13	0	89	1	1	3	0	5	19	156	5	0	180	14	4	9	0	27	301
08:45	18	51	20	0	89	0	1	6	0	7	14	167	22	0	203	29	6	7	0	42	341
Total Volume	53	227	69	0	349	3	6	16	0	25	54	555	43	0	652	99	12	28	0	139	1165
% App. Total	15.2	65	19.8	0		12	24	64	0		8.3	85.1	6.6	0		71.2	8.6	20.1	0		
PHF	.736	.962	.821	.000	.980	.375	.500	.667	.000	.893	.711	.831	.489	.000	.803	.825	.500	.778	.000	.827	.854

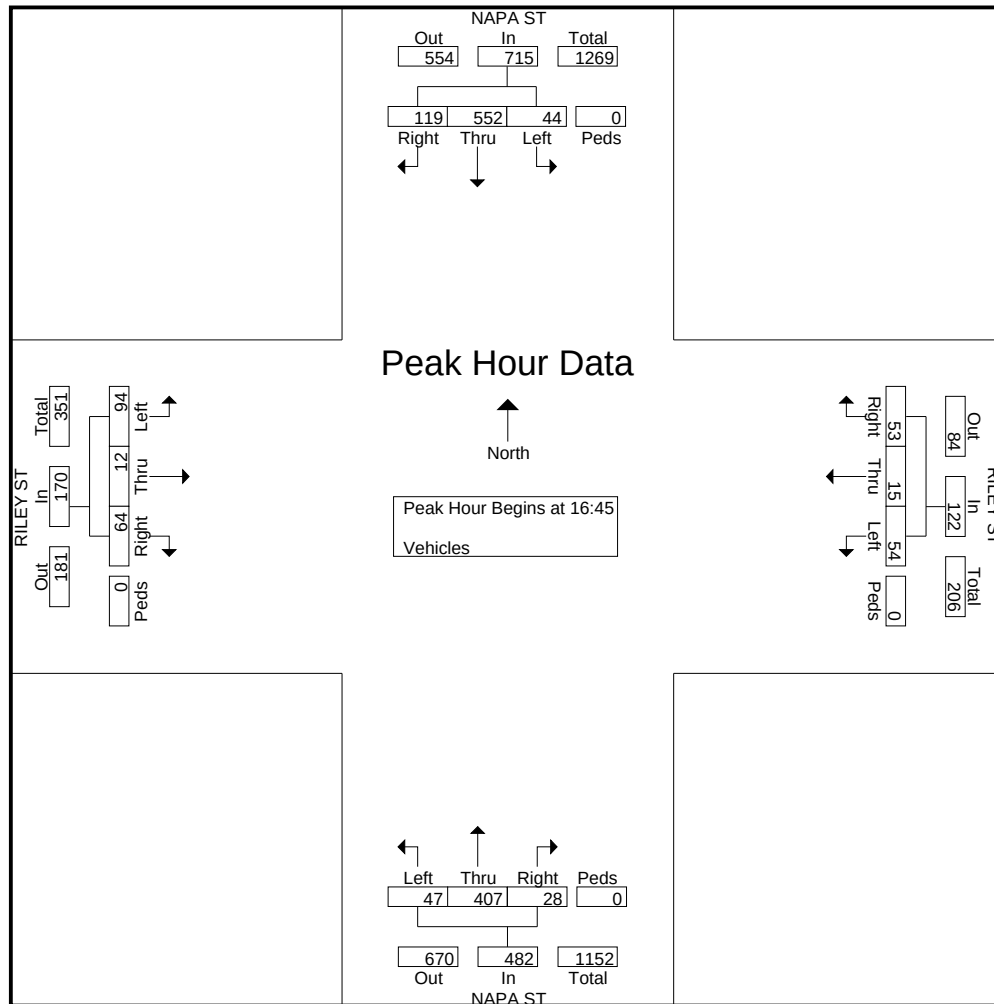


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 22.NAPA ST.RILEY ST
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	NAPA ST Southbound					RILEY ST Westbound					NAPA ST Northbound					RILEY ST 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	9	138	36	0	183	5	2	13	0	20	15	100	4	0	119	22	1	18	0	41	363
17:00	9	128	22	0	159	3	3	15	0	21	16	122	6	0	144	24	5	13	0	42	366
17:15	13	145	33	0	191	8	5	7	0	20	8	95	11	0	114	31	3	21	0	55	380
17:30	13	141	28	0	182	38	5	18	0	61	8	90	7	0	105	17	3	12	0	32	380
Total Volume	44	552	119	0	715	54	15	53	0	122	47	407	28	0	482	94	12	64	0	170	1489
% App. Total	6.2	77.2	16.6	0		44.3	12.3	43.4	0		9.8	84.4	5.8	0		55.3	7.1	37.6	0		
PHF	.846	.952	.826	.000	.936	.355	.750	.736	.000	.500	.734	.834	.636	.000	.837	.758	.600	.762	.000	.773	.980



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 23.NAPA ST.FRIARS RD
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Vehicles

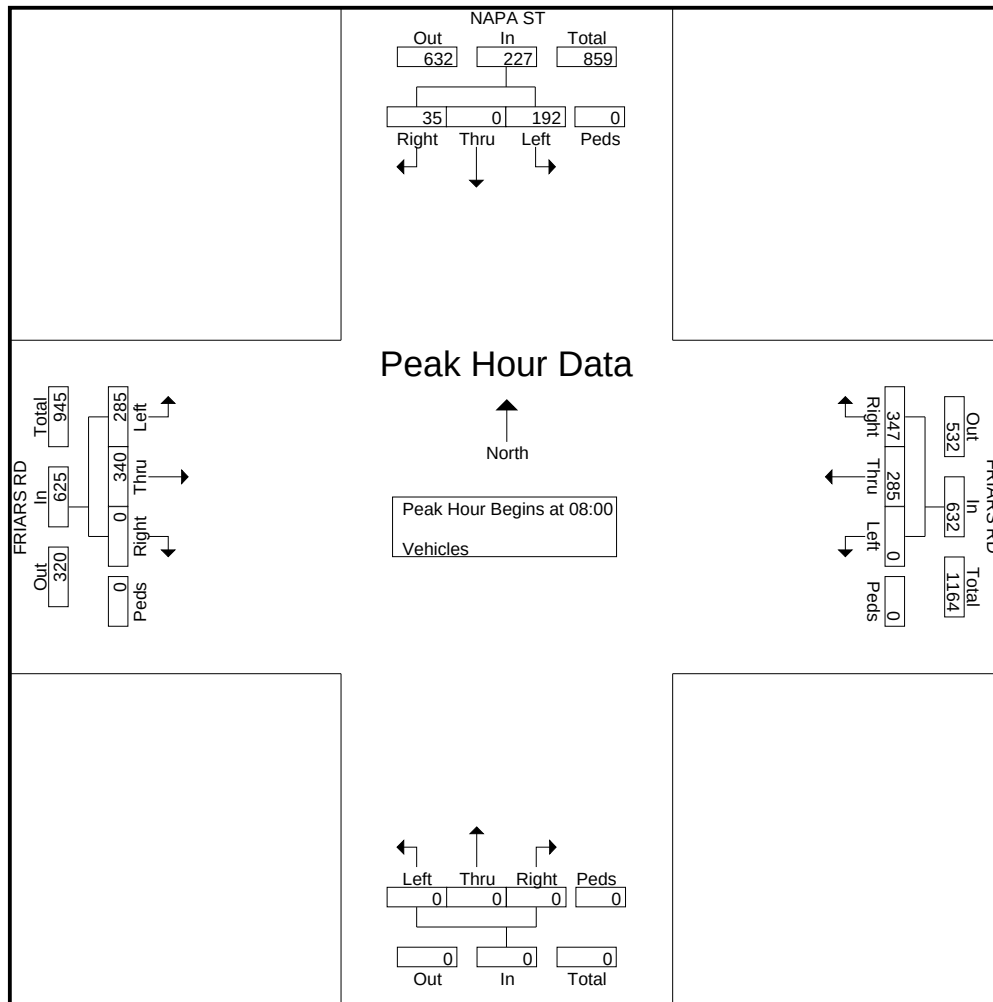
	NAPA ST Southbound				FRIARS RD Westbound				Northbound				FRIARS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	25	0	4	0	0	54	60	0	0	0	0	0	21	38	0	0	202
07:15	42	0	12	0	0	72	69	0	0	0	0	0	69	62	0	0	326
07:30	34	0	13	0	0	93	99	0	0	0	0	0	78	90	0	0	407
07:45	39	0	11	0	0	75	140	0	0	0	0	0	44	113	0	0	422
Total	140	0	40	0	0	294	368	0	0	0	0	0	212	303	0	0	1357
08:00	52	0	13	0	0	80	88	0	0	0	0	0	33	60	0	0	326
08:15	54	0	4	0	0	72	88	0	0	0	0	0	39	57	0	0	314
08:30	50	0	5	0	0	56	99	0	0	0	0	0	81	80	0	0	371
08:45	36	0	13	0	0	77	72	0	0	0	0	0	132	143	0	0	473
Total	192	0	35	0	0	285	347	0	0	0	0	0	285	340	0	0	1484
*** BREAK ***																	
16:00	102	0	52	0	0	77	62	0	0	0	0	0	20	121	0	0	434
16:15	68	0	30	0	0	74	50	0	0	0	0	0	19	117	0	0	358
16:30	82	0	37	0	0	80	72	0	0	0	0	0	38	127	0	0	436
16:45	123	0	36	0	0	61	72	0	0	0	0	0	40	171	0	0	503
Total	375	0	155	0	0	292	256	0	0	0	0	0	117	536	0	0	1731
17:00	108	0	31	0	0	95	82	0	0	0	0	0	42	156	0	0	514
17:15	130	0	54	0	0	91	69	0	0	0	0	0	34	182	0	0	560
17:30	99	0	100	0	0	95	68	0	0	0	0	0	33	154	0	0	549
17:45	114	0	45	0	0	78	67	0	0	0	0	0	38	151	0	0	493
Total	451	0	230	0	0	359	286	0	0	0	0	0	147	643	0	0	2116
Grand Total	1158	0	460	0	0	1230	1257	0	0	0	0	0	761	1822	0	0	6688
Apprch %	71.6	0	28.4	0	0	49.5	50.5	0	0	0	0	0	29.5	70.5	0	0	
Total %	17.3	0	6.9	0	0	18.4	18.8	0	0	0	0	0	11.4	27.2	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 23.NAPA ST.FRIARS RD
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	NAPA ST Southbound					FRIARS RD Westbound					Northbound					FRIARS 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																					
08:00	52	0	13	0	65	0	80	88	0	168	0	0	0	0	0	33	60	0	0	93	326
08:15	54	0	4	0	58	0	72	88	0	160	0	0	0	0	0	39	57	0	0	96	314
08:30	50	0	5	0	55	0	56	99	0	155	0	0	0	0	0	81	80	0	0	161	371
08:45	36	0	13	0	49	0	77	72	0	149	0	0	0	0	0	132	143	0	0	275	473
Total Volume	192	0	35	0	227	0	285	347	0	632	0	0	0	0	0	285	340	0	0	625	1484
% App. Total	84.6	0	15.4	0		0	45.1	54.9	0		0	0	0	0	0	45.6	54.4	0	0		
PHF	.889	.000	.673	.000	.873	.000	.891	.876	.000	.940	.000	.000	.000	.000	.000	.540	.594	.000	.000	.568	.784

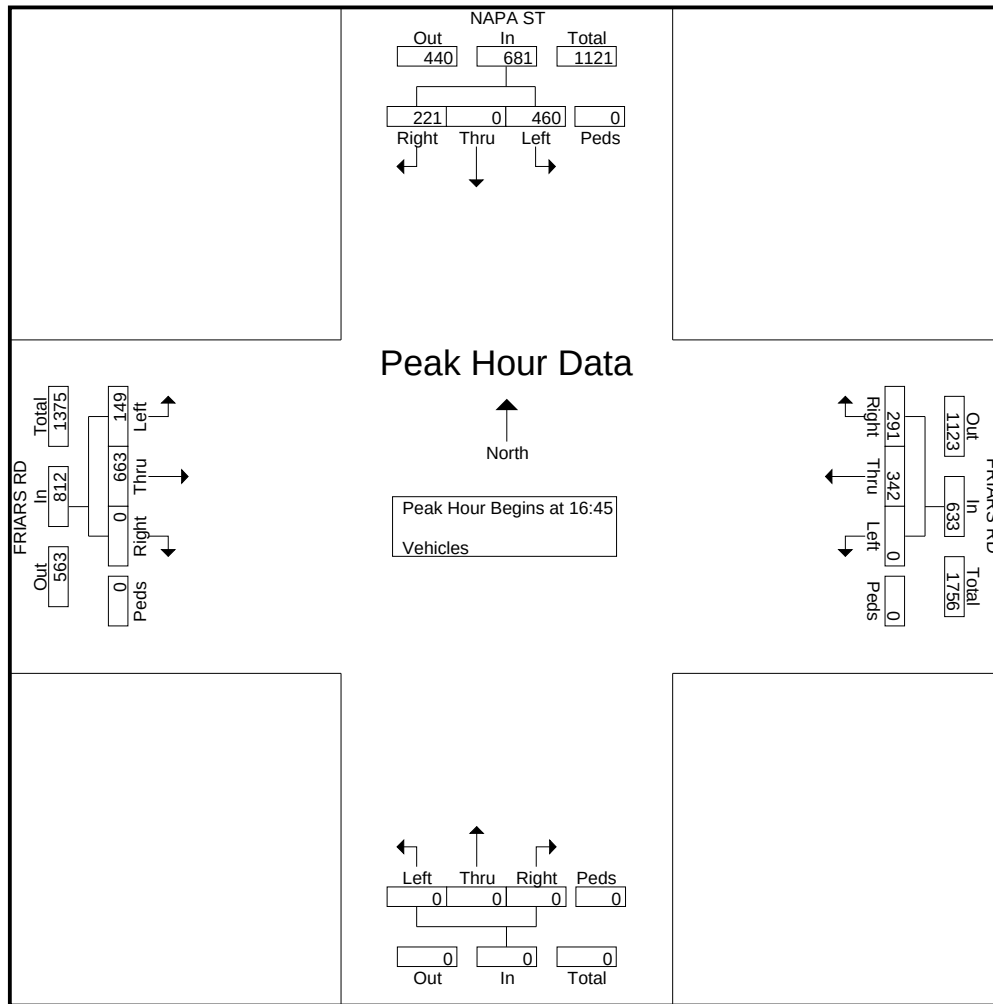


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 23.NAPA ST.FRIARS RD
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	NAPA ST Southbound					FRIARS RD Westbound					Northbound					FRIARS 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 16:45																					
16:45	123	0	36	0	159	0	61	72	0	133	0	0	0	0	0	40	171	0	0	211	503
17:00	108	0	31	0	139	0	95	82	0	177	0	0	0	0	0	42	156	0	0	198	514
17:15	130	0	54	0	184	0	91	69	0	160	0	0	0	0	0	34	182	0	0	216	560
17:30	99	0	100	0	199	0	95	68	0	163	0	0	0	0	0	33	154	0	0	187	549
Total Volume	460	0	221	0	681	0	342	291	0	633	0	0	0	0	0	149	663	0	0	812	2126
% App. Total	67.5	0	32.5	0		0	54	46	0		0	0	0	0		18.3	81.7	0	0		
PHF	.885	.000	.553	.000	.856	.000	.900	.887	.000	.894	.000	.000	.000	.000	.000	.887	.911	.000	.000	.940	.949



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 24.COLUSA ST.FRIARS RD
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Vehicles

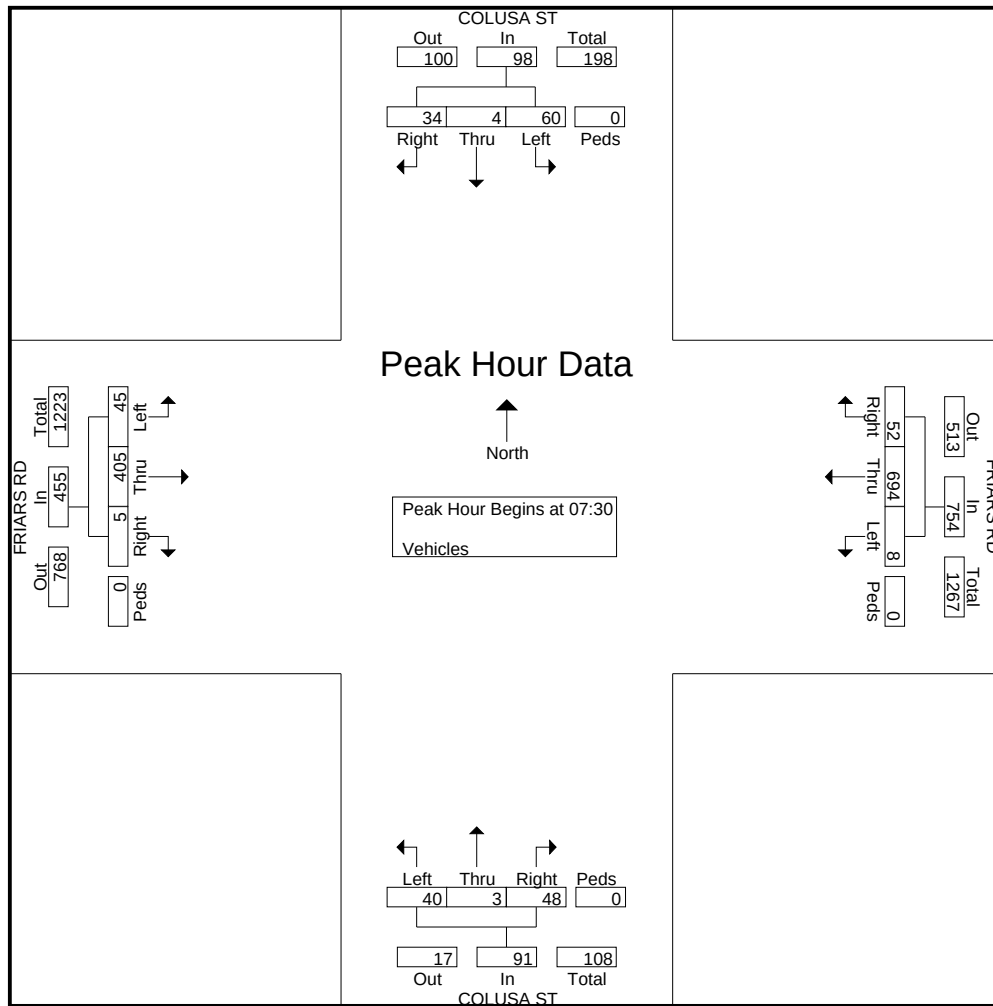
	COLUSA ST Southbound				FRIARS RD Westbound				COLUSA ST Northbound				FRIARS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	5	0	8	0	1	89	5	0	10	1	9	0	1	54	2	0	185
07:15	16	0	10	0	3	110	7	0	10	0	10	0	3	70	3	0	242
07:30	18	1	11	0	1	169	10	0	10	0	11	0	6	109	1	0	347
07:45	20	0	7	0	1	198	11	0	12	1	19	0	11	131	0	0	411
Total	59	1	36	0	6	566	33	0	42	2	49	0	21	364	6	0	1185
08:00	7	2	7	0	5	159	14	0	10	0	6	0	15	91	1	0	317
08:15	15	1	9	0	1	168	17	0	8	2	12	0	13	74	3	0	323
08:30	21	0	15	0	4	124	19	0	17	2	9	0	7	88	2	0	308
08:45	12	1	11	0	1	123	14	0	6	2	15	0	21	120	3	0	329
Total	55	4	42	0	11	574	64	0	41	6	42	0	56	373	9	0	1277
*** BREAK ***																	
16:00	26	4	12	0	9	116	11	0	5	0	6	0	6	161	4	0	360
16:15	21	0	8	0	4	119	9	0	2	1	7	0	10	194	5	0	380
16:30	21	4	5	0	2	138	9	0	3	0	8	0	5	161	7	0	363
16:45	22	1	15	0	11	114	9	0	1	0	3	0	14	245	11	0	446
Total	90	9	40	0	26	487	38	0	11	1	24	0	35	761	27	0	1549
17:00	24	1	10	0	12	139	13	0	11	2	7	0	14	205	8	0	446
17:15	28	3	10	0	6	133	18	0	6	1	8	0	16	254	7	0	490
17:30	28	2	15	0	9	137	9	0	6	1	6	0	12	227	9	0	461
17:45	12	2	7	0	13	132	13	0	1	0	8	0	17	215	14	0	434
Total	92	8	42	0	40	541	53	0	24	4	29	0	59	901	38	0	1831
Grand Total	296	22	160	0	83	2168	188	0	118	13	144	0	171	2399	80	0	5842
Apprch %	61.9	4.6	33.5	0	3.4	88.9	7.7	0	42.9	4.7	52.4	0	6.5	90.5	3	0	
Total %	5.1	0.4	2.7	0	1.4	37.1	3.2	0	2	0.2	2.5	0	2.9	41.1	1.4	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 24.COLUSA ST.FRIARS RD
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	COLUSA ST Southbound					FRIARS RD Westbound					COLUSA ST Northbound					FRIARS 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 07:30																					
07:30	18	1	11	0	30	1	169	10	0	180	10	0	11	0	21	6	109	1	0	116	347
07:45	20	0	7	0	27	1	198	11	0	210	12	1	19	0	32	11	131	0	0	142	411
08:00	7	2	7	0	16	5	159	14	0	178	10	0	6	0	16	15	91	1	0	107	317
08:15	15	1	9	0	25	1	168	17	0	186	8	2	12	0	22	13	74	3	0	90	323
Total Volume	60	4	34	0	98	8	694	52	0	754	40	3	48	0	91	45	405	5	0	455	1398
% App. Total	61.2	4.1	34.7	0		1.1	92	6.9	0		44	3.3	52.7	0		9.9	89	1.1	0		
PHF	.750	.500	.773	.000	.817	.400	.876	.765	.000	.898	.833	.375	.632	.000	.711	.750	.773	.417	.000	.801	.850

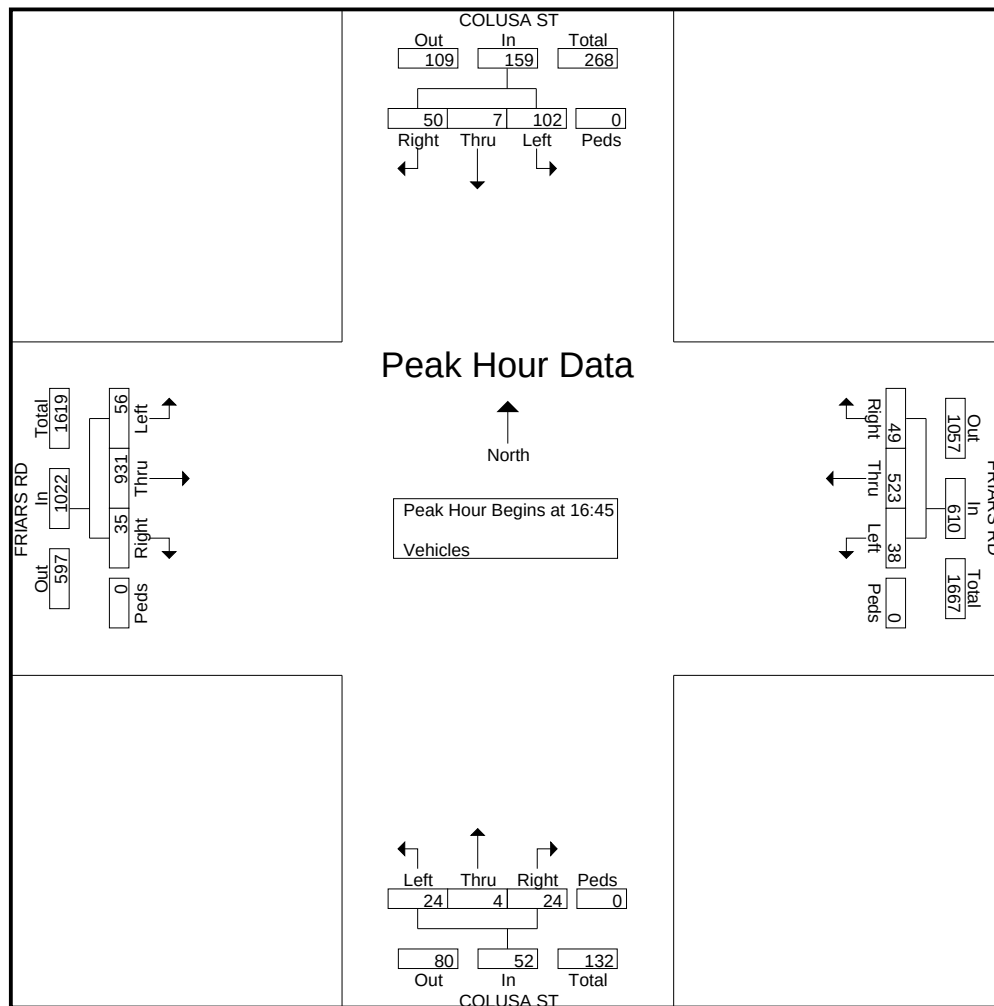


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 24.COLUSA ST.FRIARS RD
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	COLUSA ST Southbound					FRIARS RD Westbound					COLUSA ST Northbound					FRIARS 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 16:45																					
16:45	22	1	15	0	38	11	114	9	0	134	1	0	3	0	4	14	245	11	0	270	446
17:00	24	1	10	0	35	12	139	13	0	164	11	2	7	0	20	14	205	8	0	227	446
17:15	28	3	10	0	41	6	133	18	0	157	6	1	8	0	15	16	254	7	0	277	490
17:30	28	2	15	0	45	9	137	9	0	155	6	1	6	0	13	12	227	9	0	248	461
Total Volume	102	7	50	0	159	38	523	49	0	610	24	4	24	0	52	56	931	35	0	1022	1843
% App. Total	64.2	4.4	31.4	0		6.2	85.7	8	0		46.2	7.7	46.2	0		5.5	91.1	3.4	0		
PHF	.911	.583	.833	.000	.883	.792	.941	.681	.000	.930	.545	.500	.750	.000	.650	.875	.916	.795	.000	.922	.940



Morena Blvd Station Area Planning Study

Appendix C: Peak Hour Intersection Counts - Pedestrians and Bicycles

True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 01.MORENA BLVD.GESNER ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Bicycles

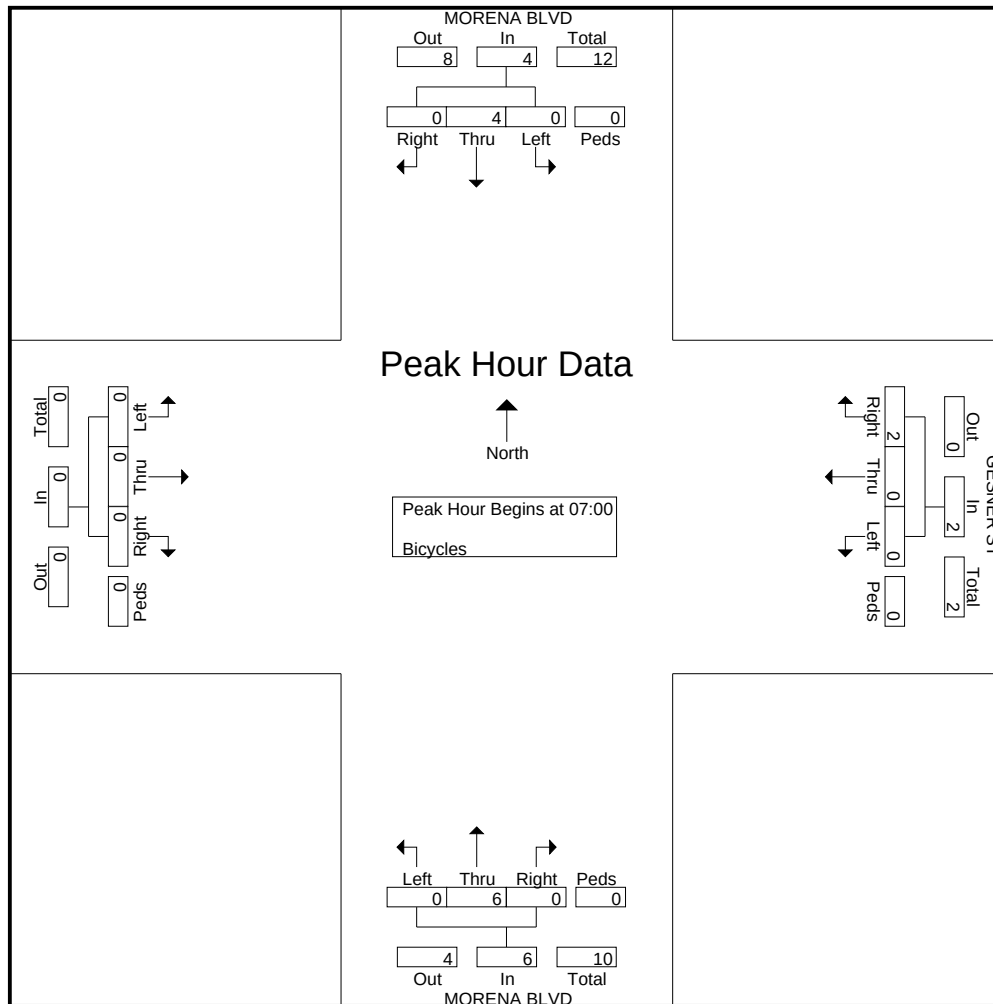
	MORENA BLVD Southbound				GESNER ST Westbound				MORENA BLVD Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	3	0	0	0	0	1	0	0	2	0	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	4	0	0	0	0	2	0	0	6	0	0	0	0	0	0	12
08:00	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4
*** BREAK ***																	
08:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	4
Total	0	1	0	0	0	0	0	3	0	6	0	0	0	0	0	0	10
*** BREAK ***																	
16:00	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4
16:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
*** BREAK ***																	
16:45	2	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	5
Total	2	1	0	0	0	0	0	1	0	6	0	0	0	0	0	0	10
17:00	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
17:15	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
17:45	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
Total	1	3	0	0	0	0	0	2	0	6	0	0	0	0	0	0	12
Grand Total	3	9	0	0	0	0	2	6	0	24	0	0	0	0	0	0	44
Apprch %	25	75	0	0	0	0	25	75	0	100	0	0	0	0	0	0	
Total %	6.8	20.5	0	0	0	0	4.5	13.6	0	54.5	0	0	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 01.MORENA BLVD.GESNER ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	MORENA BLVD Southbound					GESNER ST Westbound					MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	4	0	0	4	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	12
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.333	.000	.000	.333	.000	.000	.500	.000	.500	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.500

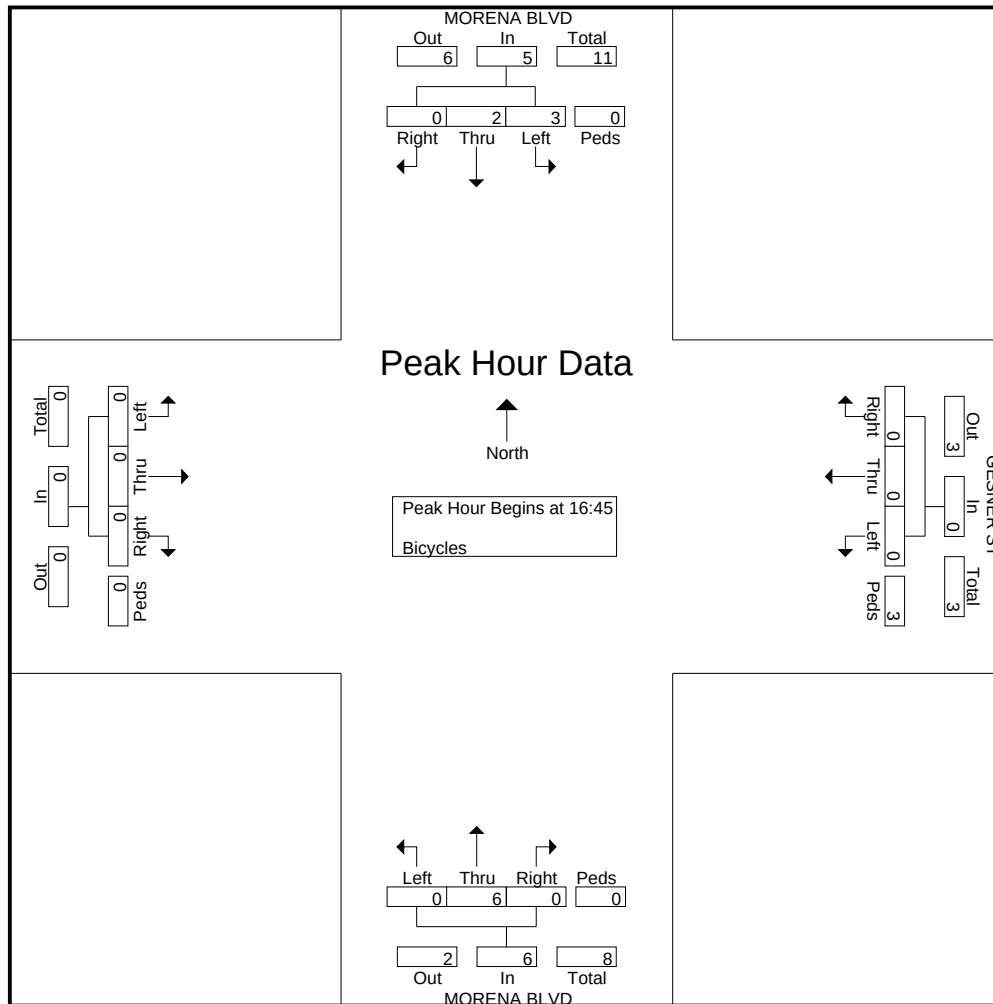


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 01.MORENA BLVD.GESNER ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					GESNER ST Westbound					MORENA BLVD 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 16:45																					
16:45	2	0	0	0	2	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	5
17:00	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
17:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	3
Total Volume	3	2	0	0	5	0	0	0	3	3	0	6	0	0	6	0	0	0	0	0	14
% App. Total	60	40	0	0		0	0	0	100		0	100	0	0		0	0	0	0		
PHF	.375	.500	.000	.000	.625	.000	.000	.000	.375	.375	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.700



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 02.I-5 NB RAMPS.CLAIREMONT DR.PED-BIKE
Site Code : 00000000
Start Date : 2/13/2013
Page No : 1

Groups Printed- Bicycles

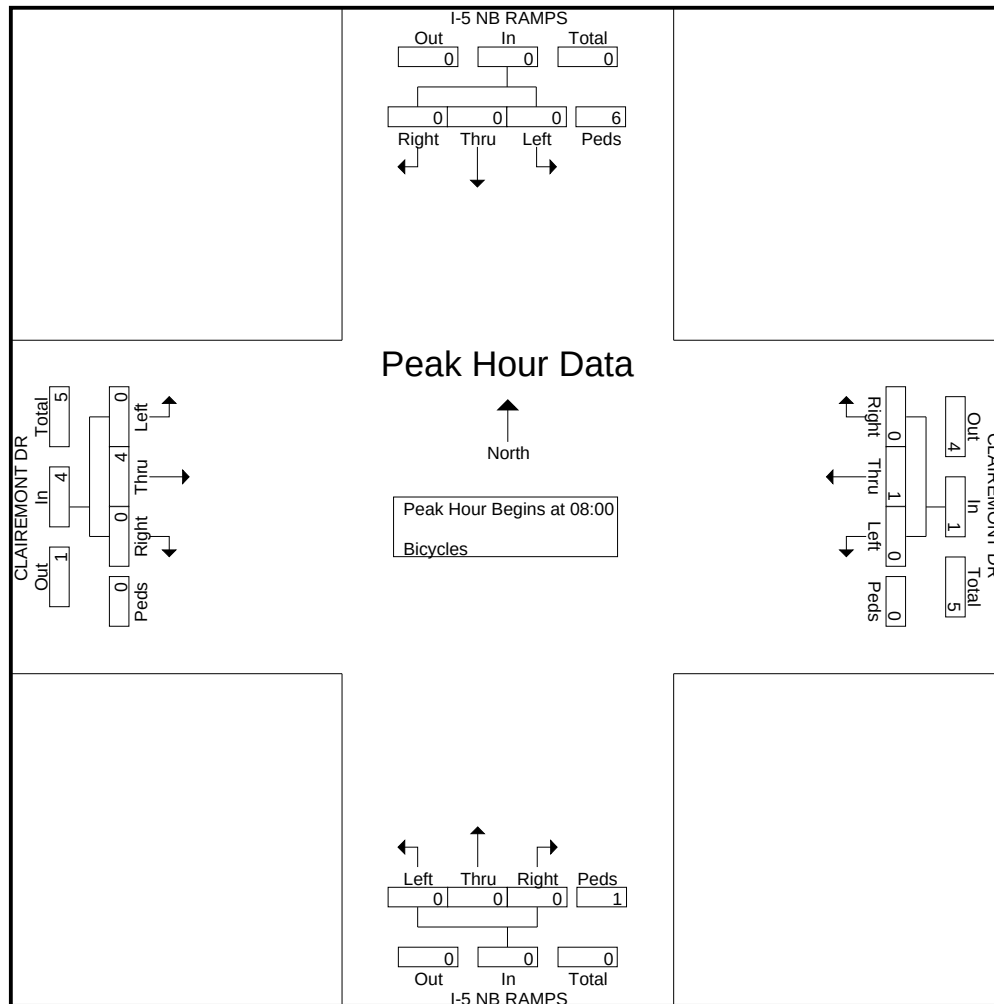
	I-5 NB RAMPS Southbound				CLAIREMONT DR Westbound				I-5 NB RAMPS Northbound				CLAIREMONT DR Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
07:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	4	0	0	0	0	0	0	0	0	0	2	0	0	6
08:00	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	4
08:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
08:45	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	4
Total	0	0	0	6	0	1	0	0	0	0	0	1	0	4	0	0	12
*** BREAK ***																	
16:00	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0	0	7
16:15	0	0	0	4	0	2	0	0	0	0	0	1	0	1	0	0	8
16:30	0	0	0	6	0	2	0	0	0	0	0	1	0	1	0	0	10
16:45	0	0	0	2	0	1	0	0	0	0	0	1	0	5	0	0	9
Total	0	0	0	15	0	5	0	0	0	0	0	3	0	11	0	0	34
17:00	0	0	0	1	0	3	0	0	0	0	0	3	0	1	0	0	8
17:15	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	3
17:30	0	0	0	4	0	5	0	0	0	0	0	1	0	0	0	0	10
17:45	0	0	0	1	0	2	0	0	0	0	0	1	0	0	0	0	4
Total	0	0	0	7	0	11	0	0	0	0	0	5	0	2	0	0	25
Grand Total	0	0	0	32	0	17	0	0	0	0	0	9	0	19	0	0	77
Apprch %	0	0	0	100	0	100	0	0	0	0	0	100	0	100	0	0	
Total %	0	0	0	41.6	0	22.1	0	0	0	0	0	11.7	0	24.7	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 02.I-5 NB RAMPS.CLAIREMONT DR.PED-BIKE
Site Code : 00000000
Start Date : 2/13/2013
Page No : 2

	I-5 NB RAMPS Southbound					CLAIREMONT DR Westbound					I-5 NB RAMPS Northbound					CLAIREMONT DR 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	1	1	0	1	0	0	1	0	0	0	1	1	0	1	0	0	1	4
08:15	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
Total Volume	0	0	0	6	6	0	1	0	0	1	0	0	0	1	1	0	4	0	0	4	12
% App. Total	0	0	0	100		0	100	0	0		0	0	0	100		0	100	0	0		
PHF	.000	.000	.000	.500	.500	.000	.250	.000	.000	.250	.000	.000	.000	.250	.250	.000	.500	.000	.000	.500	.750

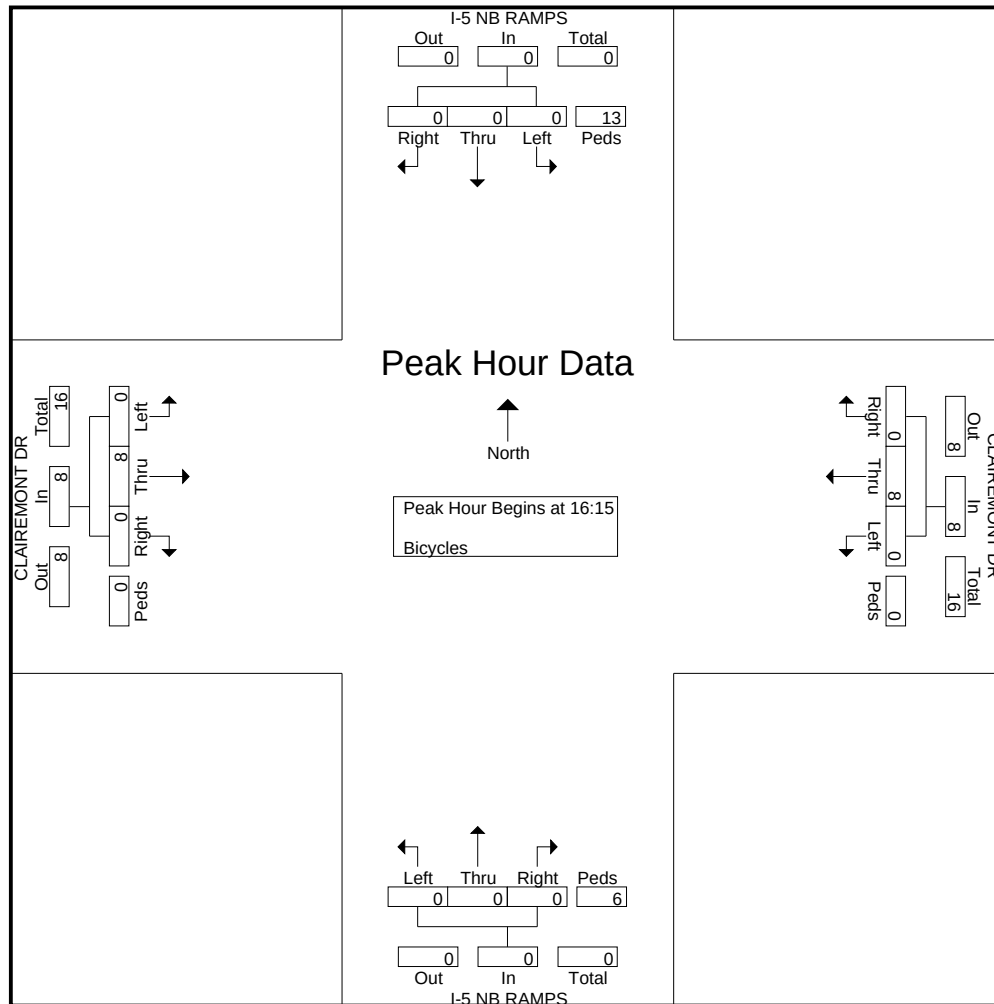


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 02.I-5 NB RAMPS.CLAIREMONT DR.PED-BIKE
Site Code : 00000000
Start Date : 2/13/2013
Page No : 3

	I-5 NB RAMPS Southbound					CLAIREMONT DR Westbound					I-5 NB RAMPS Northbound					CLAIREMONT DR 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	4	4	0	2	0	0	2	0	0	0	1	1	0	1	0	0	1	8
16:30	0	0	0	6	6	0	2	0	0	2	0	0	0	1	1	0	1	0	0	1	10
16:45	0	0	0	2	2	0	1	0	0	1	0	0	0	1	1	0	5	0	0	5	9
17:00	0	0	0	1	1	0	3	0	0	3	0	0	0	3	3	0	1	0	0	1	8
Total Volume	0	0	0	13	13	0	8	0	0	8	0	0	0	6	6	0	8	0	0	8	35
% App. Total	0	0	0	100		0	100	0	0		0	0	0	100		0	100	0	0		
PHF	.000	.000	.000	.542	.542	.000	.667	.000	.000	.667	.000	.000	.000	.500	.500	.000	.400	.000	.000	.400	.875



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 03.MORENA BLVD.INGULF ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Bicycles

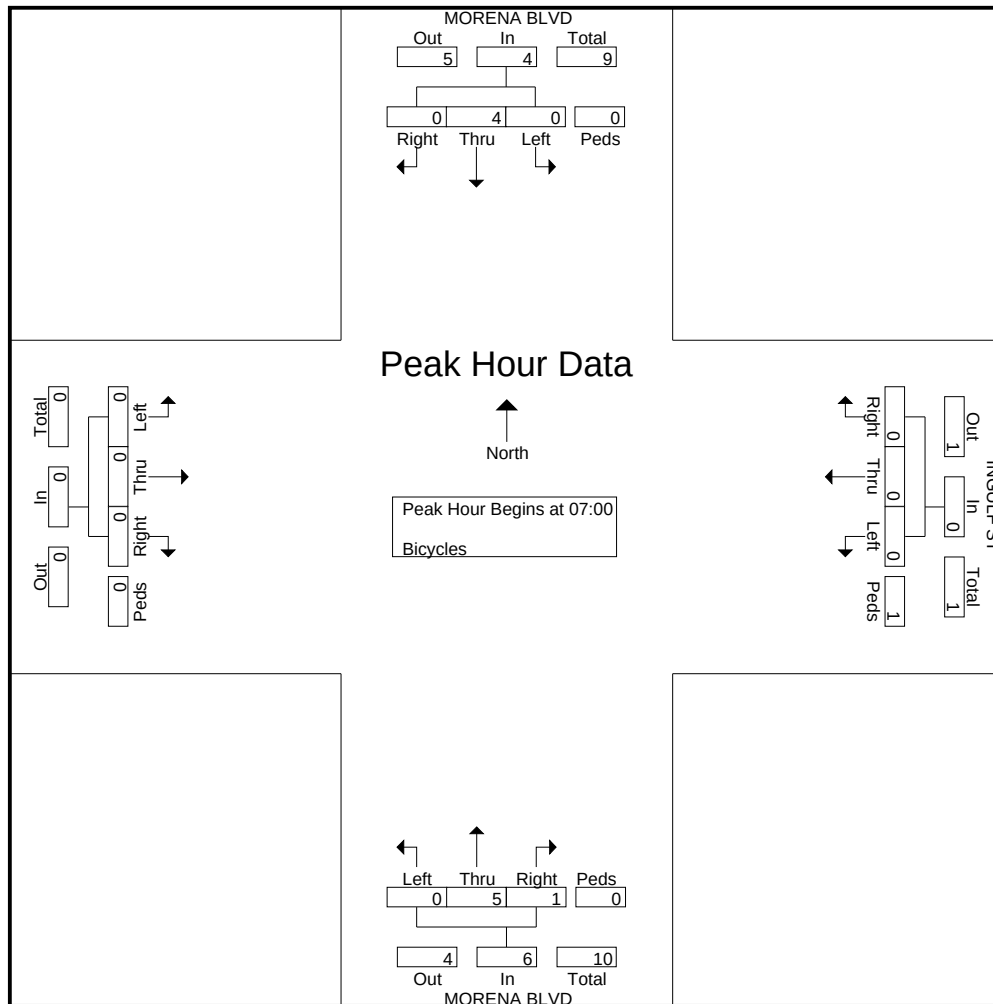
	MORENA BLVD Southbound				INGULF ST Westbound				MORENA BLVD Northbound				Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	3	0	0	0	0	0	1	0	1	1	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	4	0	0	0	0	0	1	0	5	1	0	0	0	0	0	11
08:00	0	1	0	0	0	0	0	0	0	4	1	0	0	0	0	0	6
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
08:45	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
Total	0	1	0	0	0	0	1	1	0	6	1	0	0	0	0	0	10
*** BREAK ***																	
16:00	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0	4
16:15	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	0	1	3	4	0	3	0	0	0	0	0	0	12
17:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
17:15	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
17:30	0	1	0	1	0	0	2	4	0	1	0	0	0	0	0	0	9
17:45	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
Total	0	4	0	1	0	0	2	6	0	4	1	0	0	0	0	0	18
Grand Total	0	10	0	1	0	1	6	12	0	18	3	0	0	0	0	0	51
Apprch %	0	90.9	0	9.1	0	5.3	31.6	63.2	0	85.7	14.3	0	0	0	0	0	
Total %	0	19.6	0	2	0	2	11.8	23.5	0	35.3	5.9	0	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 03.MORENA BLVD.INGULF ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	MORENA BLVD Southbound					INGULF ST Westbound					MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	3	0	0	3	0	0	0	1	1	0	1	1	0	2	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	4	0	0	4	0	0	0	1	1	0	5	1	0	6	0	0	0	0	0	11
% App. Total	0	100	0	0		0	0	0	100		0	83.3	16.7	0		0	0	0	0	0	
PHF	.000	.333	.000	.000	.333	.000	.000	.000	.250	.250	.000	.625	.250	.000	.750	.000	.000	.000	.000	.000	.458

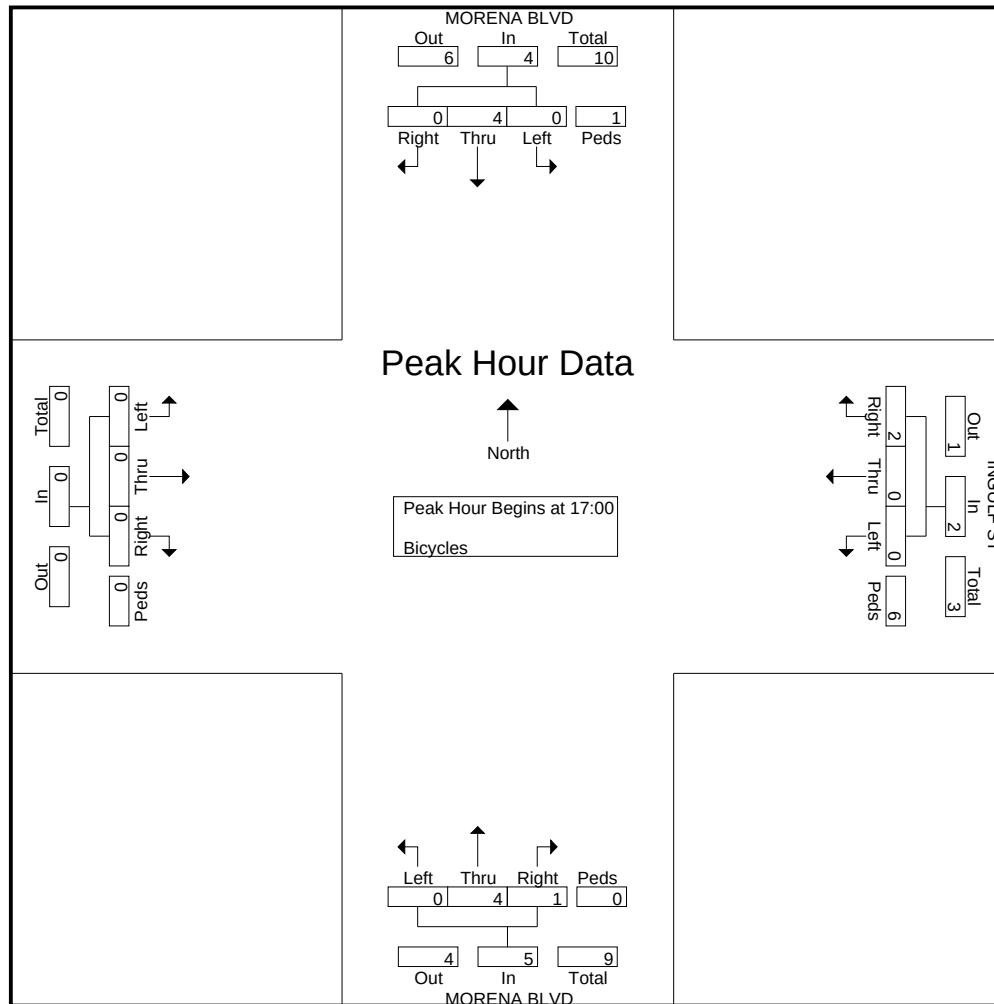


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 03.MORENA BLVD.INGULF ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					INGULF ST Westbound					MORENA BLVD 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 17:00																					
17:00	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2
17:15	0	1	0	0	1	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	3
17:30	0	1	0	1	2	0	0	2	4	6	0	1	0	0	1	0	0	0	0	0	9
17:45	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total Volume	0	4	0	1	5	0	0	2	6	8	0	4	1	0	5	0	0	0	0	0	18
% App. Total	0	80	0	20		0	0	25	75		0	80	20	0		0	0	0	0		
PHF	.000	.500	.000	.250	.625	.000	.000	.250	.375	.333	.000	.500	.250	.000	.625	.000	.000	.000	.000	.000	.500



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 04.CLAIREMONT DR.DENVER ST.PED-BIKE
Site Code : 00000000
Start Date : 2/12/2013
Page No : 1

Groups Printed- Bicycles

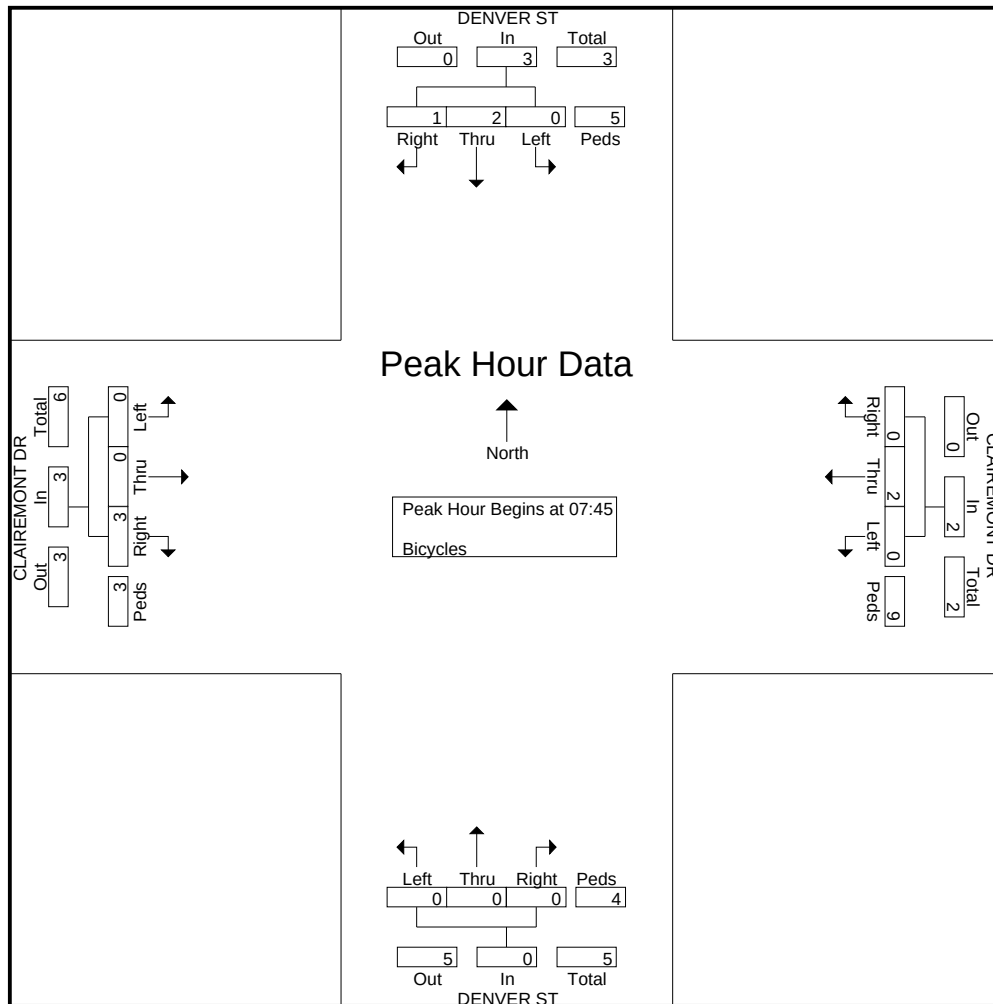
	DENVER ST Southbound				CLAIREMONT DR Westbound				DENVER ST Northbound				CLAIREMONT DR Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
07:15	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
Total	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	6	11
08:00	0	1	1	3	0	2	0	2	0	0	0	1	0	0	2	0	12
08:15	0	0	0	0	0	0	0	4	0	0	0	1	0	0	1	2	8
08:30	0	1	0	2	0	0	0	2	0	0	0	2	0	0	0	0	7
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	2	1	5	0	2	0	8	1	0	0	4	0	0	3	2	28
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	1	5
16:15	0	0	1	0	0	0	0	1	0	0	0	2	0	1	0	2	7
16:30	0	0	0	1	0	1	0	1	0	1	0	1	0	1	0	0	6
16:45	1	1	1	0	0	0	0	2	0	0	0	0	0	0	1	1	7
Total	1	1	2	1	0	1	0	5	1	1	0	3	0	4	1	4	25
17:00	0	0	0	3	0	1	0	3	0	0	0	2	0	0	0	2	11
17:15	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2	5
17:30	0	0	0	1	0	0	0	3	0	0	0	1	1	0	0	0	6
17:45	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	3
Total	0	0	0	4	0	1	0	7	0	1	0	6	1	1	0	4	25
Grand Total	1	3	3	11	0	4	0	24	2	2	0	13	1	5	4	16	89
Apprch %	5.6	16.7	16.7	61.1	0	14.3	0	85.7	11.8	11.8	0	76.5	3.8	19.2	15.4	61.5	
Total %	1.1	3.4	3.4	12.4	0	4.5	0	27	2.2	2.2	0	14.6	1.1	5.6	4.5	18	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 04.CLAIREMONT DR.DENVER ST.PED-BIKE
Site Code : 00000000
Start Date : 2/12/2013
Page No : 2

	DENVER ST Southbound					CLAIREMONT DR Westbound					DENVER ST Northbound					CLAIREMONT DR 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																					
07:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
08:00	0	1	1	3	5	0	2	0	2	4	0	0	0	1	1	0	0	2	0	2	12
08:15	0	0	0	0	0	0	0	0	4	4	0	0	0	1	1	0	0	1	2	3	8
08:30	0	1	0	2	3	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	7
Total Volume	0	2	1	5	8	0	2	0	9	11	0	0	0	4	4	0	0	3	3	6	29
% App. Total	0	25	12.5	62.5		0	18.2	0	81.8		0	0	0	100		0	0	50	50		
PHF	.000	.500	.250	.417	.400	.000	.250	.000	.563	.688	.000	.000	.000	.500	.500	.000	.000	.375	.375	.500	.604

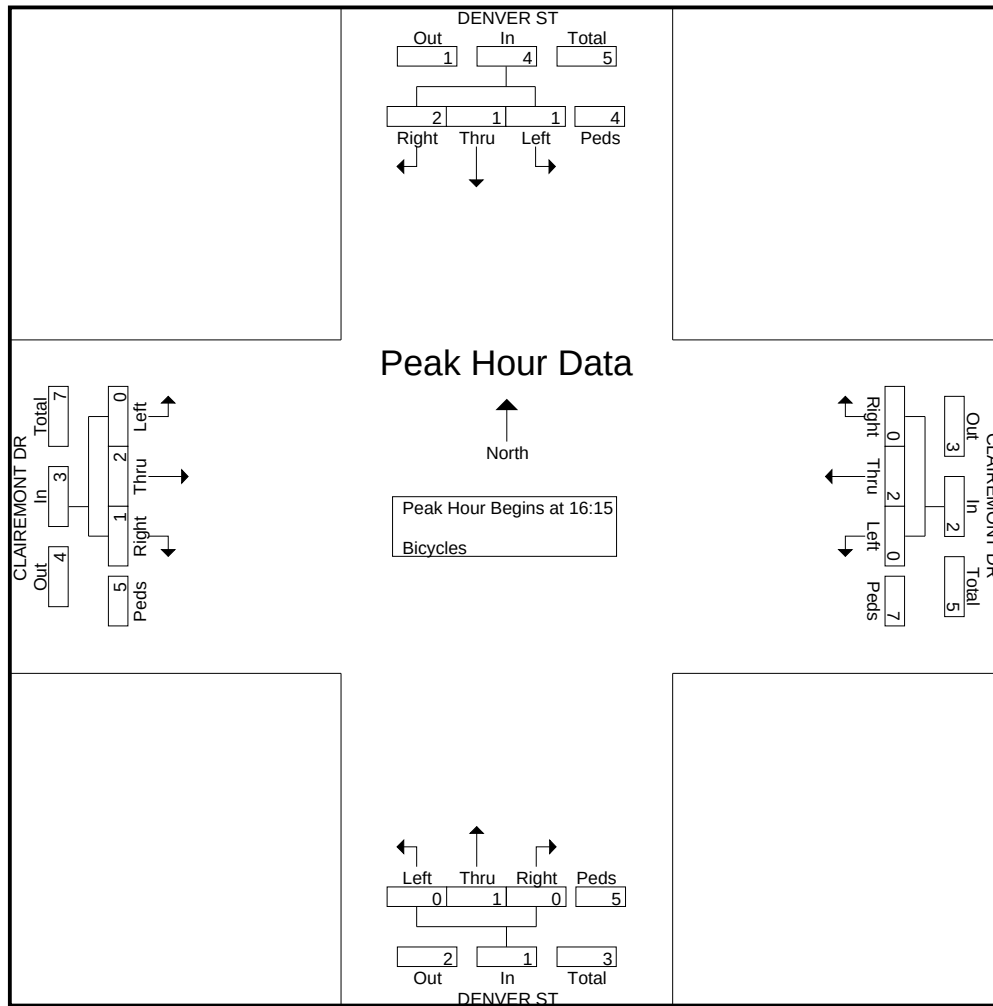


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 04.CLAIREMONT DR.DENVER ST.PED-BIKE
Site Code : 00000000
Start Date : 2/12/2013
Page No : 3

	DENVER ST Southbound					CLAIREMONT DR Westbound					DENVER ST Northbound					CLAIREMONT DR 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	1	0	1	0	0	0	1	1	0	0	0	2	2	0	1	0	2	3	7
16:30	0	0	0	1	1	0	1	0	1	2	0	1	0	1	2	0	1	0	0	1	6
16:45	1	1	1	0	3	0	0	0	2	2	0	0	0	0	0	0	0	1	1	2	7
17:00	0	0	0	3	3	0	1	0	3	4	0	0	0	2	2	0	0	0	2	2	11
Total Volume	1	1	2	4	8	0	2	0	7	9	0	1	0	5	6	0	2	1	5	8	31
% App. Total	12.5	12.5	25	50		0	22.2	0	77.8		0	16.7	0	83.3		0	25	12.5	62.5		
PHF	.250	.250	.500	.333	.667	.000	.500	.000	.583	.563	.000	.250	.000	.625	.750	.000	.500	.250	.625	.667	.705



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 05.MORENA BLVD.JELLET ST.PED-BIKE
Site Code : 00000000
Start Date : 2/12/2013
Page No : 1

Groups Printed- Bicycles

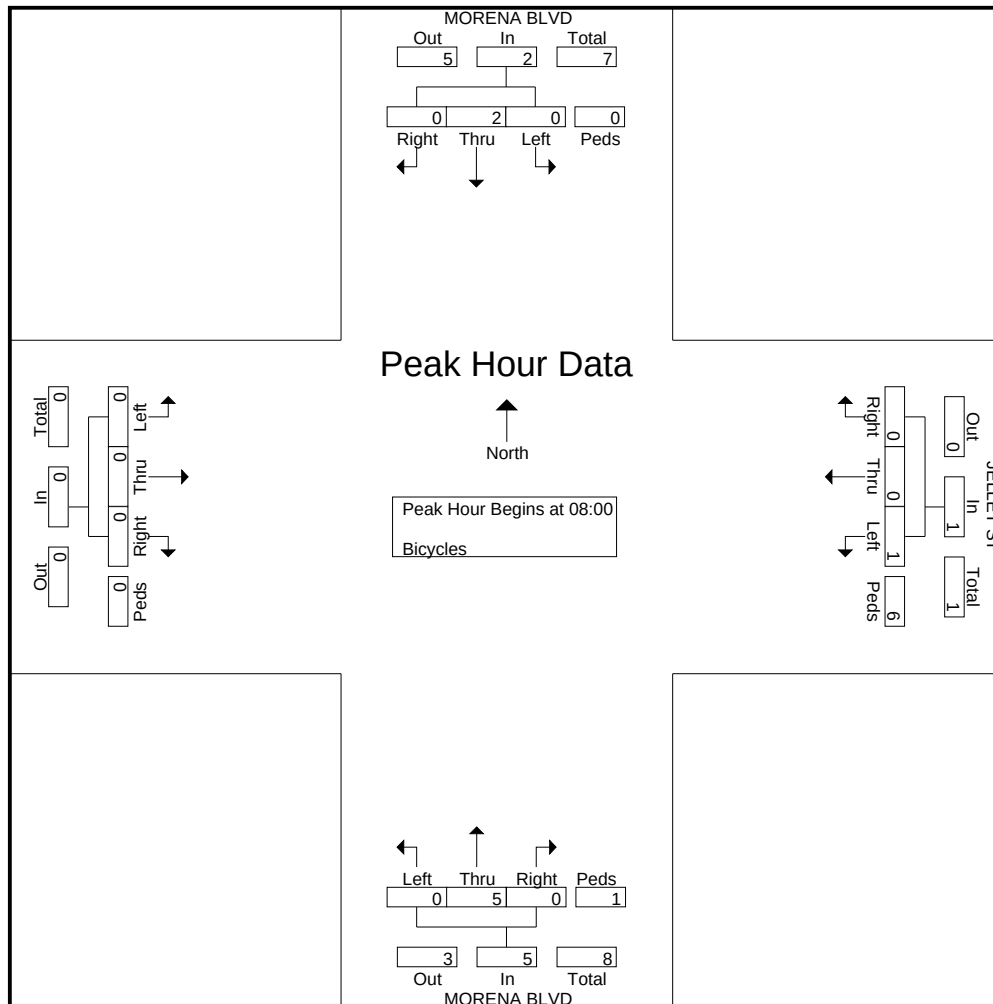
	MORENA BLVD Southbound				JELLET ST Westbound				MORENA BLVD Northbound				Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	1	0	0	0	0	1	1	0	1	0	0	0	0	0	0	4
07:15	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
07:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
Total	0	2	0	0	0	0	1	3	0	3	0	0	0	0	0	0	9
08:00	0	1	0	0	1	0	0	6	0	1	0	0	0	0	0	0	9
08:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
Total	0	2	0	0	1	0	0	6	0	5	0	1	0	0	0	0	15
*** BREAK ***																	
16:00	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	4
16:15	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	0	5
16:30	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	4
16:45	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4
Total	0	3	0	0	0	0	0	7	0	5	2	0	0	0	0	0	17
17:00	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
17:45	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
Total	0	2	0	0	0	0	0	7	0	0	1	0	0	0	0	0	10
Grand Total	0	9	0	0	1	0	1	23	0	13	3	1	0	0	0	0	51
Apprch %	0	100	0	0	4	0	4	92	0	76.5	17.6	5.9	0	0	0	0	
Total %	0	17.6	0	0	2	0	2	45.1	0	25.5	5.9	2	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 05.MORENA BLVD.JELLET ST.PED-BIKE
Site Code : 00000000
Start Date : 2/12/2013
Page No : 2

	MORENA BLVD Southbound					JELLET ST Westbound					MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	1	0	0	1	1	0	0	6	7	0	1	0	0	1	0	0	0	0	0	9
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	2
08:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total Volume	0	2	0	0	2	1	0	0	6	7	0	5	0	1	6	0	0	0	0	0	15
% App. Total	0	100	0	0		14.3	0	0	85.7		0	83.3	0	16.7		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.250	.000	.000	.250	.250	.000	.417	.000	.250	.500	.000	.000	.000	.000	.000	.417

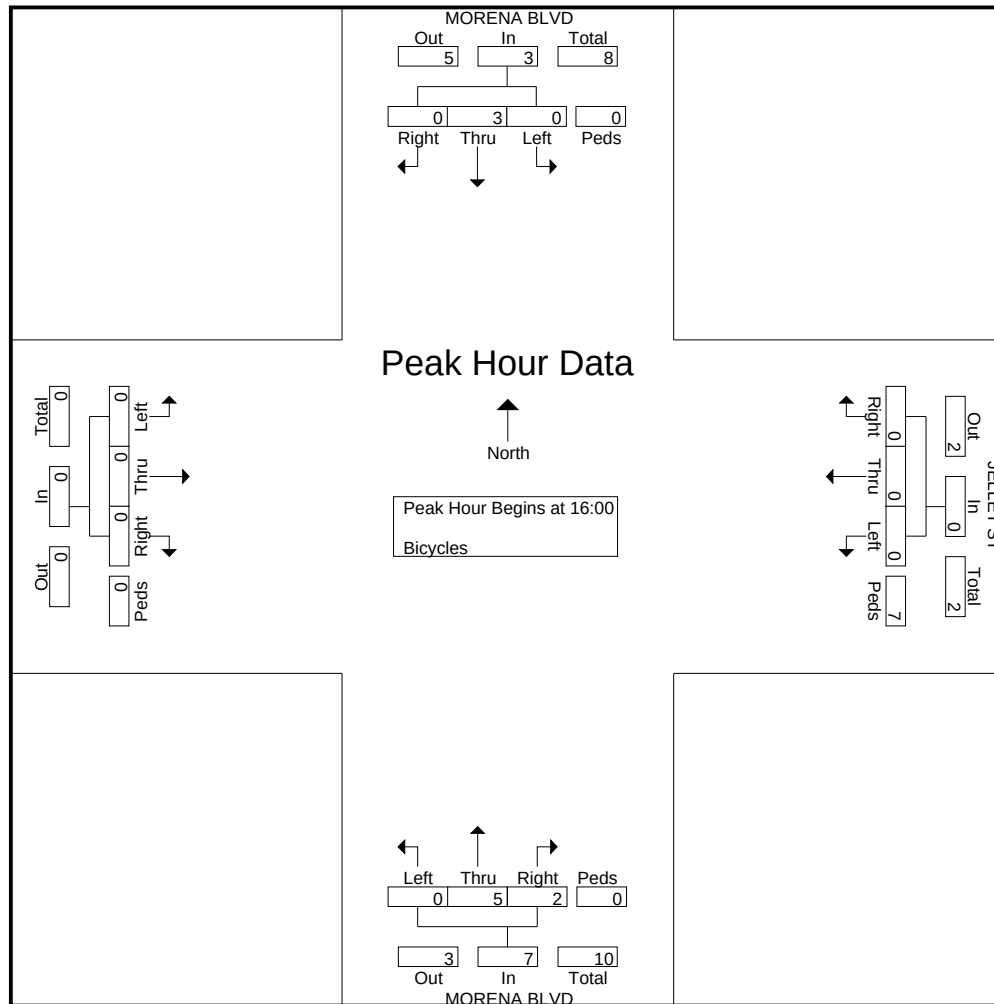


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 05.MORENA BLVD.JELLET ST.PED-BIKE
Site Code : 00000000
Start Date : 2/12/2013
Page No : 3

	MORENA BLVD Southbound					JELLET ST Westbound					MORENA BLVD 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 16:00																					
16:00	0	1	0	0	1	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	4
16:15	0	0	0	0	0	0	0	0	3	3	0	1	1	0	2	0	0	0	0	0	5
16:30	0	0	0	0	0	0	0	0	2	2	0	1	1	0	2	0	0	0	0	0	4
16:45	0	2	0	0	2	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	3	0	0	3	0	0	0	7	7	0	5	2	0	7	0	0	0	0	0	17
% App. Total	0	100	0	0		0	0	0	100		0	71.4	28.6	0		0	0	0	0		
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.583	.583	.000	.625	.500	.000	.875	.000	.000	.000	.000	.000	.850



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 06.DENVER ST.INGULF ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Bicycles

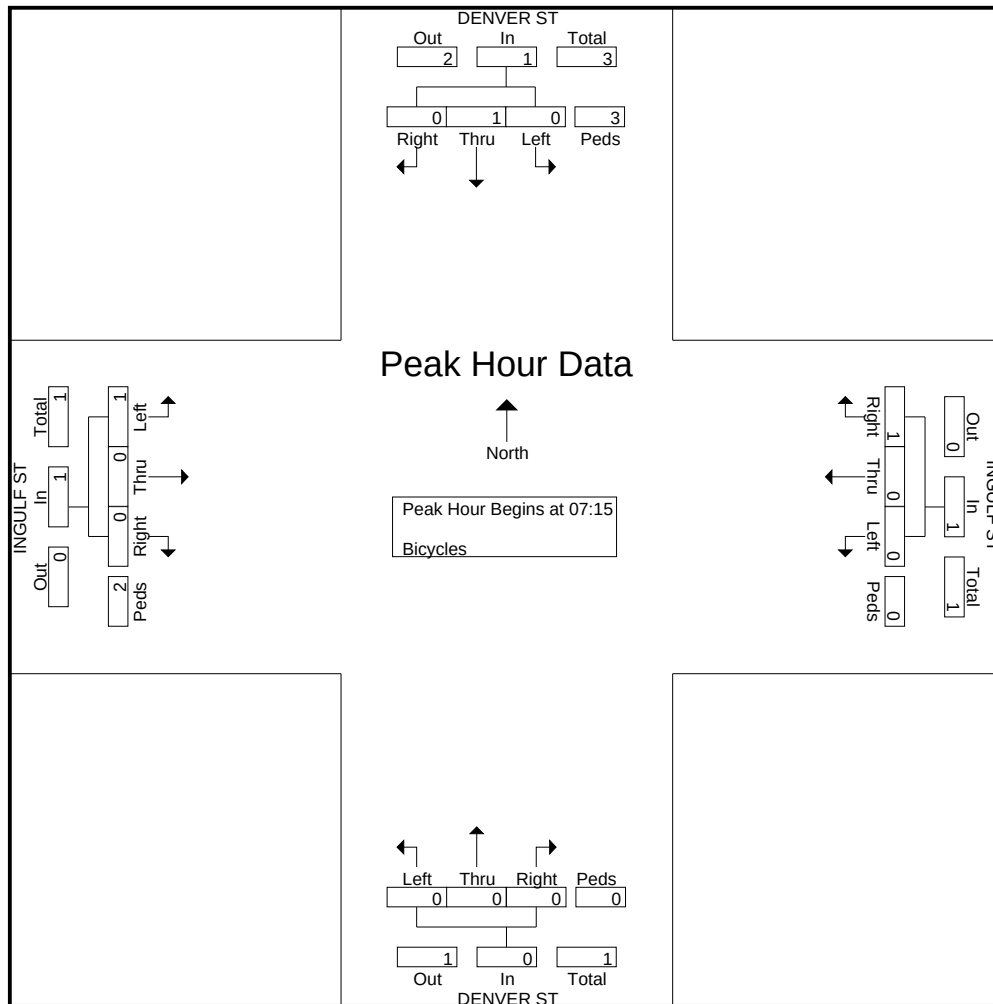
	DENVER ST Southbound				INGULF ST Westbound				DENVER ST Northbound				INGULF ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
07:45	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	2	7
08:00	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	3
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	3	0	0	0	1	0	0	0	0	1	0	0	0	5
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3
16:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
16:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3
Total	0	0	1	3	0	1	0	3	0	1	0	0	0	0	0	1	10
17:00	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	1	6
17:15	0	1	3	1	0	1	1	0	0	0	0	1	1	0	0	3	12
17:30	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	3	1	3	2	0	1	2	3	0	0	0	2	1	0	0	5	23
Grand Total	3	2	4	9	0	2	3	9	0	1	0	2	2	0	0	8	45
Apprch %	16.7	11.1	22.2	50	0	14.3	21.4	64.3	0	33.3	0	66.7	20	0	0	80	
Total %	6.7	4.4	8.9	20	0	4.4	6.7	20	0	2.2	0	4.4	4.4	0	0	17.8	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 06.DENVER ST.INGULF ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

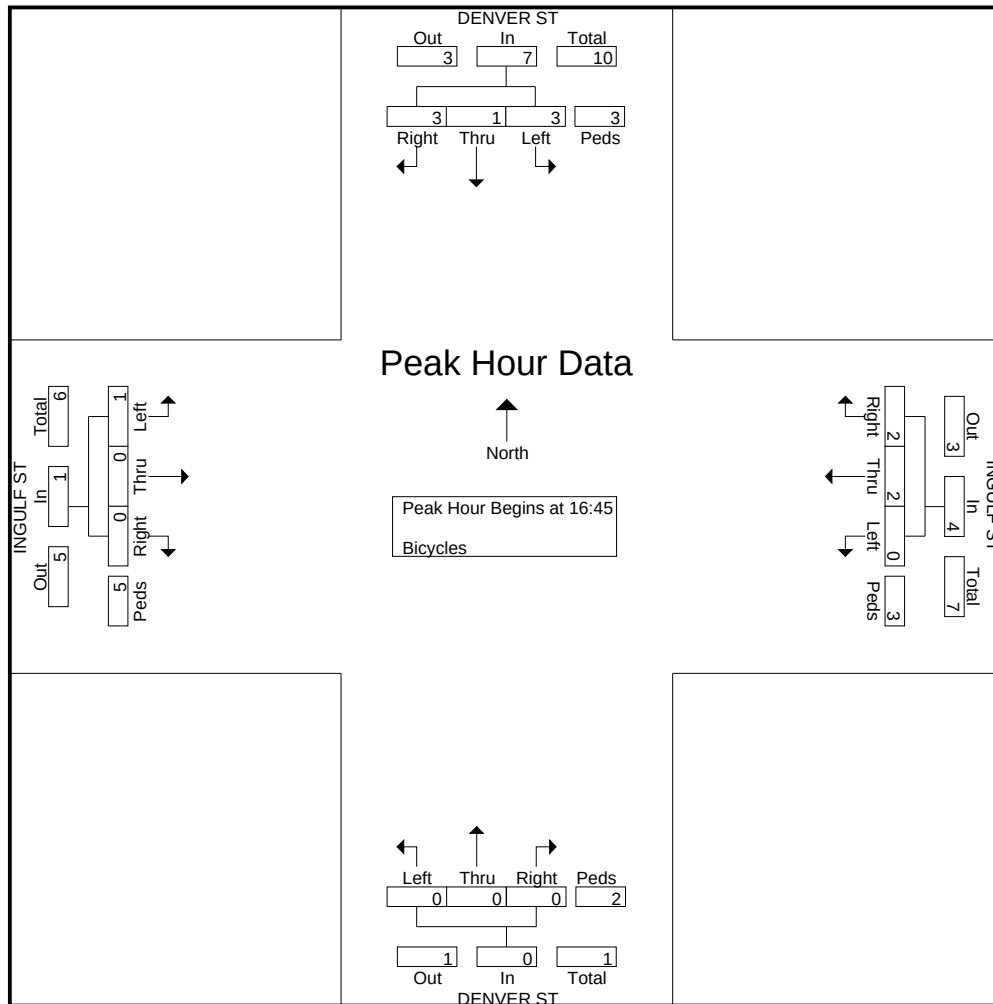
	DENVER ST Southbound					INGULF ST Westbound					DENVER ST Northbound					INGULF ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
07:45	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
08:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Total Volume	0	1	0	3	4	0	0	1	0	1	0	0	0	0	0	1	0	0	2	3	8
% App. Total	0	25	0	75		0	0	100	0		0	0	0	0		33.3	0	0	66.7		
PHF	.000	.250	.000	.375	.500	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.500	.750	.667



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 06.DENVER ST.INGULF ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	DENVER ST Southbound					INGULF ST Westbound					DENVER ST Northbound					INGULF ST 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	0	0	1	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	3
17:00	1	0	0	1	2	0	0	1	2	3	0	0	0	0	0	0	0	0	1	1	6
17:15	0	1	3	1	5	0	1	1	0	2	0	0	0	1	1	1	0	0	3	4	12
17:30	2	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	4
Total Volume	3	1	3	3	10	0	2	2	3	7	0	0	0	2	2	1	0	0	5	6	25
% App. Total	30	10	30	30		0	28.6	28.6	42.9		0	0	0	100		16.7	0	0	83.3		
PHF	.375	.250	.250	.750	.500	.000	.500	.500	.375	.583	.000	.000	.000	.500	.500	.250	.000	.000	.417	.375	.521



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 07.MORENA BLVD.MILTON ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Bicycles

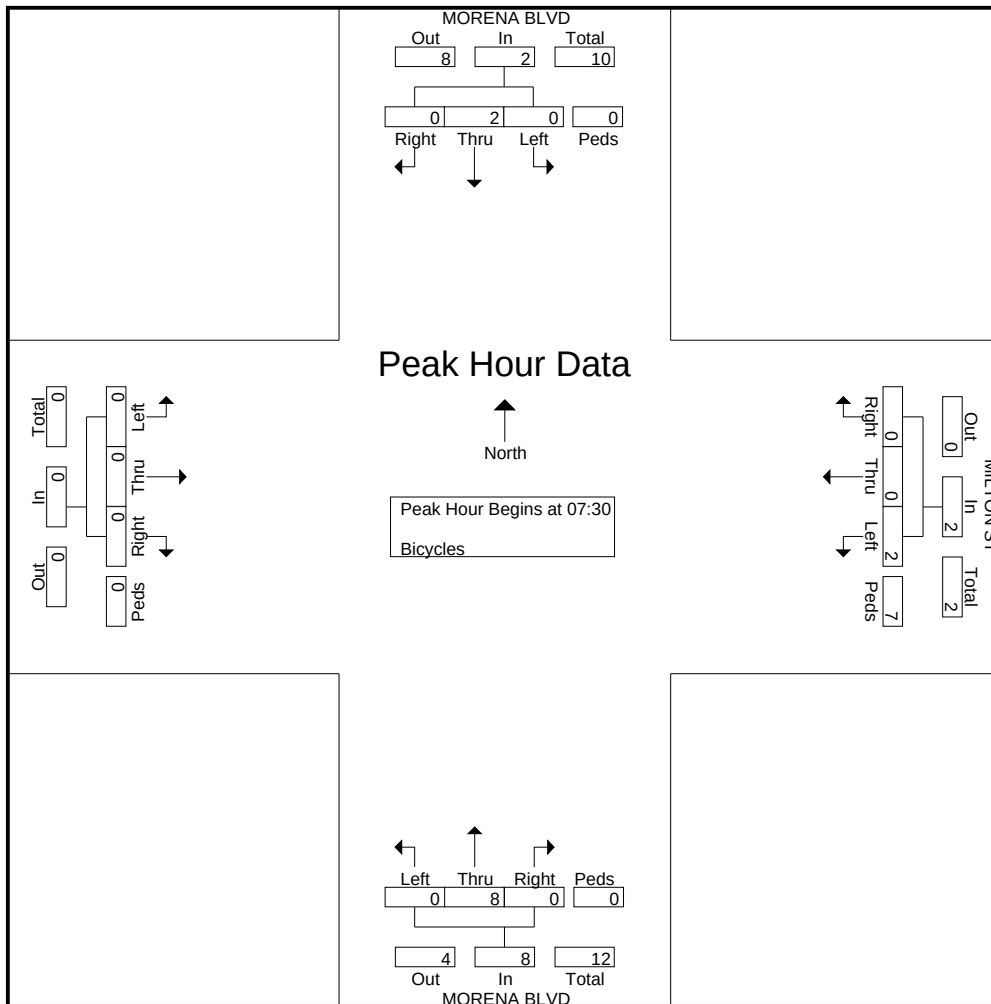
	MORENA BLVD Southbound				MILTON ST Westbound				MORENA BLVD Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	6
07:45	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3
Total	0	4	0	0	2	0	1	4	0	5	0	0	0	0	0	0	16
08:00	0	1	0	0	0	0	0	1	0	4	0	0	0	0	0	0	6
08:15	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
*** BREAK ***																	
08:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	0	1	0	0	0	0	0	5	0	6	0	0	0	0	0	0	12
*** BREAK ***																	
16:00	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
16:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	2	0	1	0	0	1	0	0	3	0	0	0	0	0	0	7
17:00	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
17:15	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3
17:30	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3
17:45	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
Total	0	4	0	0	0	0	0	4	0	5	0	0	0	0	0	0	13
Grand Total	0	11	0	1	2	0	2	13	0	19	0	0	0	0	0	0	48
Apprch %	0	91.7	0	8.3	11.8	0	11.8	76.5	0	100	0	0	0	0	0	0	
Total %	0	22.9	0	2.1	4.2	0	4.2	27.1	0	39.6	0	0	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 07.MORENA BLVD.MILTON ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	MORENA BLVD Southbound					MILTON ST Westbound					MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	1	0	0	1	1	0	0	2	3	0	2	0	0	2	0	0	0	0	0	6
07:45	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
08:00	0	1	0	0	1	0	0	0	1	1	0	4	0	0	4	0	0	0	0	0	6
08:15	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	2	0	0	2	2	0	0	7	9	0	8	0	0	8	0	0	0	0	0	19
% App. Total	0	100	0	0		22.2	0	0	77.8		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.500	.000	.000	.438	.563	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.792

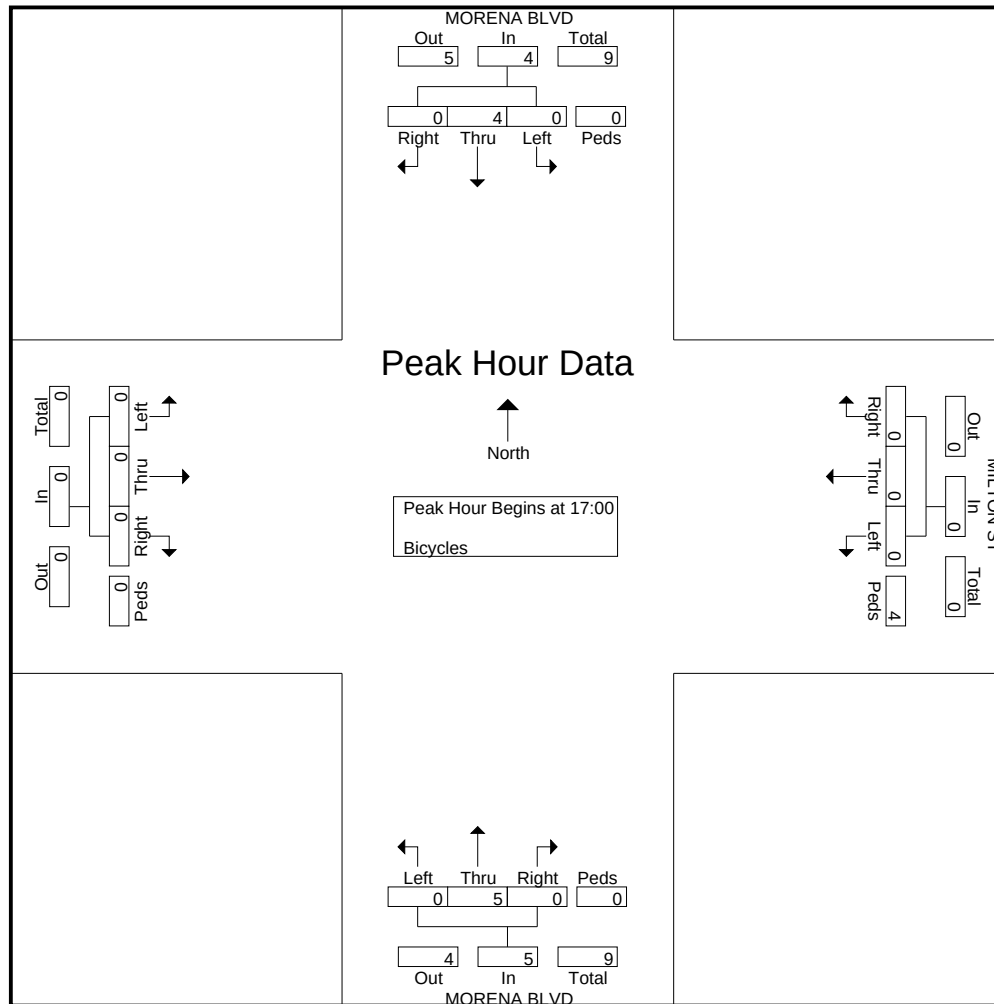


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 07.MORENA BLVD.MILTON ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					MILTON ST Westbound					MORENA BLVD 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 17:00																					
17:00	0	0	0	0	0	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	3
17:15	0	1	0	0	1	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	3
17:30	0	1	0	0	1	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	3
17:45	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total Volume	0	4	0	0	4	0	0	0	4	4	0	5	0	0	5	0	0	0	0	0	13
% App. Total	0	100	0	0		0	0	0	100		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.500	.500	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.813



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 08.MORENA BLVD.ASHTON ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Bicycles

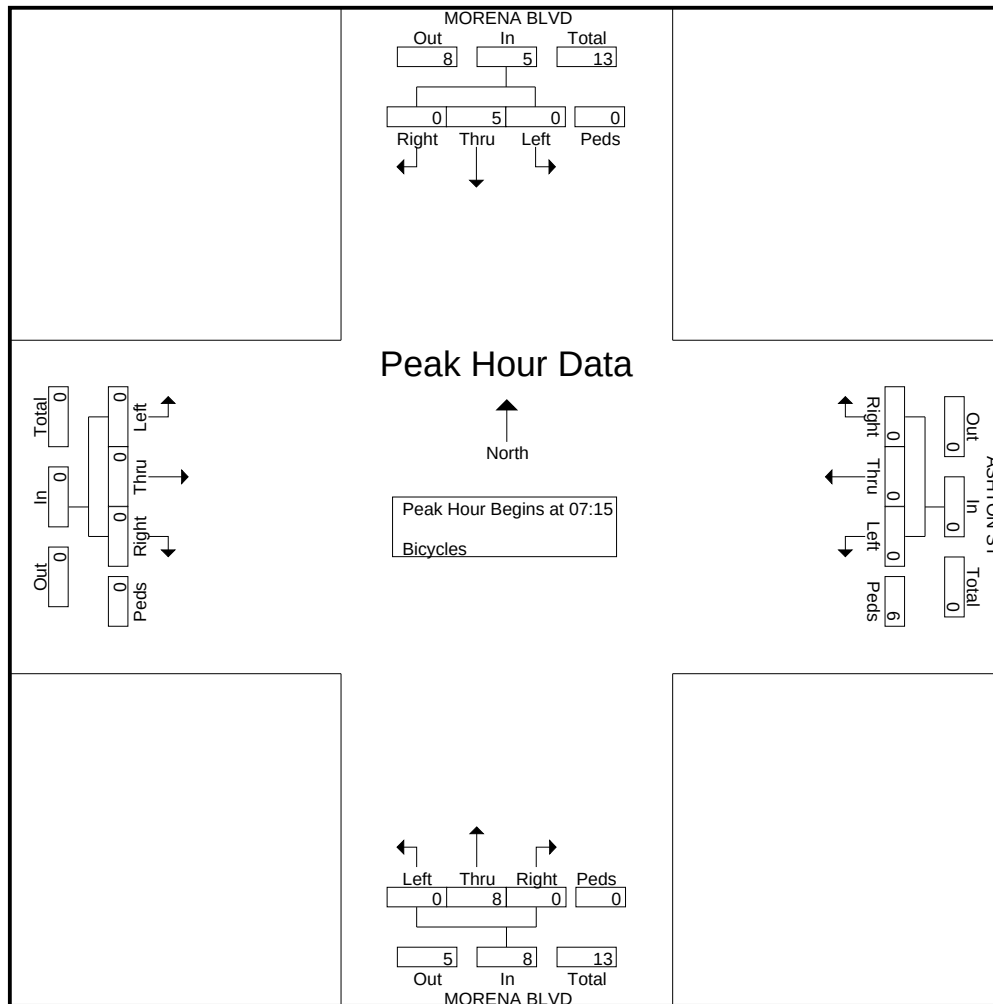
	MORENA BLVD Southbound				ASHTON ST Westbound				MORENA BLVD Northbound				Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:15	0	2	0	0	0	0	0	3	0	1	0	0	0	0	0	0	6
07:30	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	0	8	0	0	0	0	0	5	0	5	0	0	0	0	0	0	18
08:00	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
Total	0	1	0	0	0	0	0	3	0	5	0	5	0	0	0	0	14
*** BREAK ***																	
16:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
16:15	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
*** BREAK ***																	
16:45	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
Total	0	4	0	0	0	0	0	3	0	3	0	0	0	0	0	0	10
17:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:15	0	1	0	1	0	0	0	2	0	1	0	1	0	0	0	0	6
17:30	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	4
17:45	0	2	0	0	0	0	0	5	0	2	0	2	0	0	0	0	11
Total	0	4	0	1	0	0	0	9	0	5	0	3	0	0	0	0	22
Grand Total	0	17	0	1	0	0	0	20	0	18	0	8	0	0	0	0	64
Apprch %	0	94.4	0	5.6	0	0	0	100	0	69.2	0	30.8	0	0	0	0	
Total %	0	26.6	0	1.6	0	0	0	31.2	0	28.1	0	12.5	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 08.MORENA BLVD.ASHTON ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	MORENA BLVD Southbound					ASHTON ST Westbound					MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	2	0	0	2	0	0	0	3	3	0	1	0	0	1	0	0	0	0	0	6
07:30	0	2	0	0	2	0	0	0	2	2	0	2	0	0	2	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:00	0	1	0	0	1	0	0	0	1	1	0	3	0	0	3	0	0	0	0	0	5
Total Volume	0	5	0	0	5	0	0	0	6	6	0	8	0	0	8	0	0	0	0	0	19
% App. Total	0	100	0	0		0	0	0	100		0	100	0	0		0	0	0	0		
PHF	.000	.625	.000	.000	.625	.000	.000	.000	.500	.500	.000	.667	.000	.000	.667	.000	.000	.000	.000	.000	.792

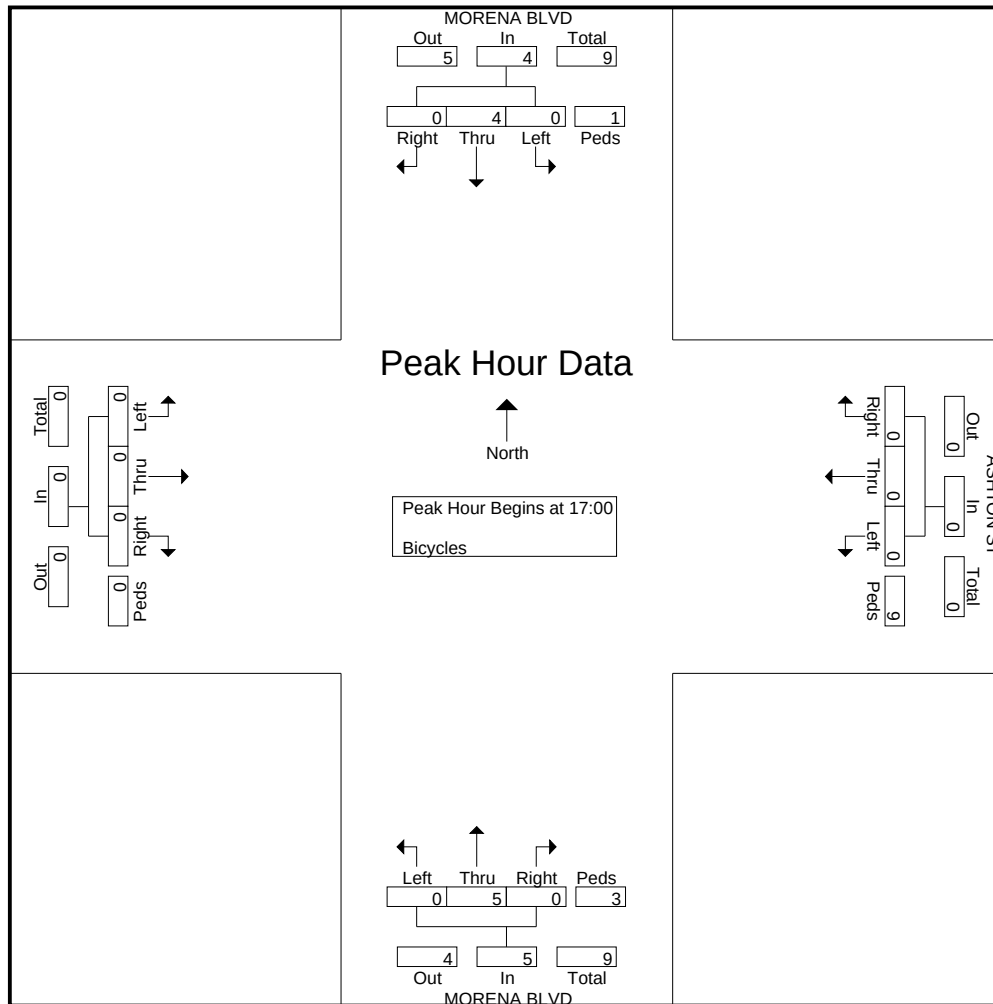


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 08.MORENA BLVD.ASHTON ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					ASHTON ST Westbound					MORENA BLVD 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 17:00																					
17:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
17:15	0	1	0	1	2	0	0	0	2	2	0	1	0	1	2	0	0	0	0	0	6
17:30	0	1	0	0	1	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	4
17:45	0	2	0	0	2	0	0	0	5	5	0	2	0	2	4	0	0	0	0	0	11
Total Volume	0	4	0	1	5	0	0	0	9	9	0	5	0	3	8	0	0	0	0	0	22
% App. Total	0	80	0	20		0	0	0	100		0	62.5	0	37.5		0	0	0	0		
PHF	.000	.500	.000	.250	.625	.000	.000	.000	.450	.450	.000	.625	.000	.375	.500	.000	.000	.000	.000	.000	.500



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 09.MORENA BLVD.WEST MORENA BLVD (NORTH).PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Bicycles

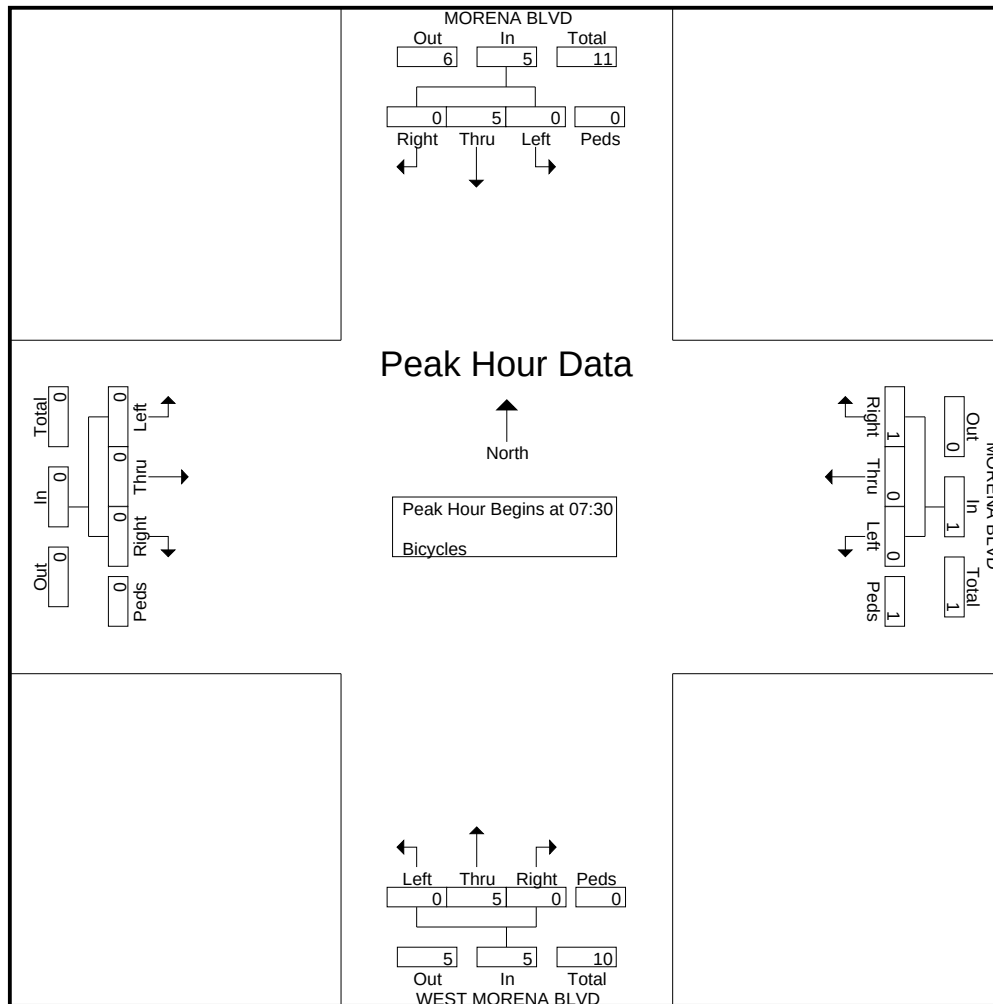
	MORENA BLVD Southbound				MORENA BLVD Westbound				WEST MORENA BLVD Northbound				Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
07:30	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	0	0	0	0	0	3	0	0	0	0	0	0	10
08:00	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
08:15	0	2	0	0	0	0	0	1	0	2	0	0	0	0	0	0	5
08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	3	0	0	0	0	1	1	0	4	0	0	0	0	0	0	9
*** BREAK ***																	
16:00	2	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	5
16:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	2	3	0	0	0	0	1	1	0	2	0	0	0	0	0	0	9
17:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
17:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	1	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
17:45	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
Total	1	5	0	0	0	0	2	0	0	2	0	0	0	0	0	0	10
Grand Total	3	18	0	0	0	0	4	2	0	11	0	0	0	0	0	0	38
Apprch %	14.3	85.7	0	0	0	0	66.7	33.3	0	100	0	0	0	0	0	0	
Total %	7.9	47.4	0	0	0	0	10.5	5.3	0	28.9	0	0	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 09.MORENA BLVD.WEST MORENA BLVD (NORTH).PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	MORENA BLVD Southbound					MORENA BLVD Westbound					WEST MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
08:15	0	2	0	0	2	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	5
Total Volume	0	5	0	0	5	0	0	1	1	2	0	5	0	0	5	0	0	0	0	0	12
% App. Total	0	100	0	0		0	0	50	50		0	100	0	0		0	0	0	0		
PHF	.000	.625	.000	.000	.625	.000	.000	.250	.250	.500	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.600

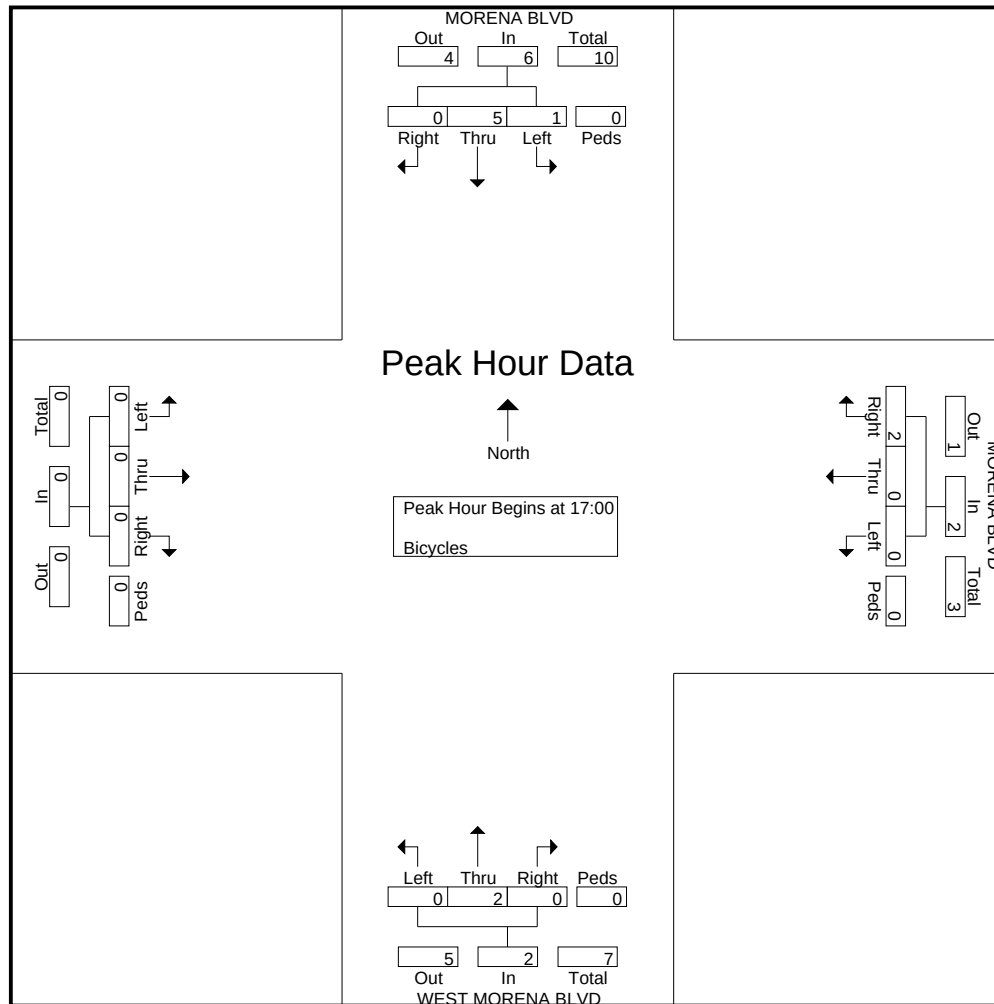


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 09.MORENA BLVD.WEST MORENA BLVD (NORTH).PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					MORENA BLVD Westbound					WEST MORENA BLVD 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 17:00																					
17:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
17:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	1	1	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
17:45	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	1	5	0	0	6	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	10
% App. Total	16.7	83.3	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.250	.417	.000	.000	.500	.000	.000	.500	.000	.500	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.625



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 10.MORENA BLVD.KNOXVILLE ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Bicycles

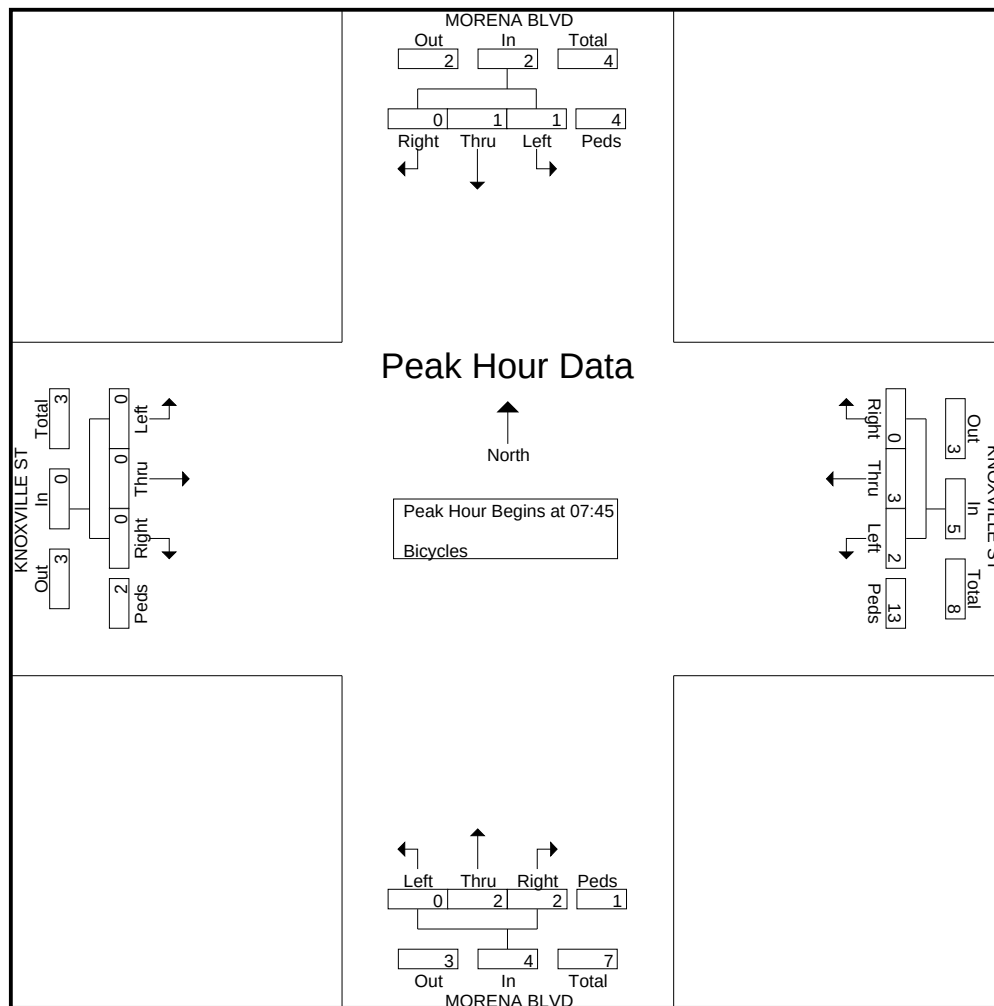
	MORENA BLVD Southbound				KNOXVILLE ST Westbound				MORENA BLVD Northbound				KNOXVILLE ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	1	0	2	0	0	0	2	0	2	0	0	0	0	0	0	7
07:15	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4
07:30	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	5
07:45	1	1	0	3	0	2	0	2	0	2	0	1	0	0	0	1	13
Total	1	2	0	6	0	3	0	11	0	4	0	1	0	0	0	1	29
08:00	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	4
08:15	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7
08:30	0	0	0	0	2	1	0	2	0	0	2	0	0	0	0	0	7
08:45	0	0	0	4	0	0	0	2	0	2	1	0	0	0	1	1	11
Total	0	0	0	5	2	1	0	13	0	2	3	0	0	0	1	2	29
*** BREAK ***																	
16:00	0	2	0	3	0	0	1	2	0	0	0	1	0	0	0	0	9
16:15	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	5
16:30	0	1	0	4	0	0	0	0	0	0	0	5	0	0	0	0	10
16:45	0	0	0	0	0	0	0	3	0	1	1	3	0	0	0	1	9
Total	0	3	0	8	0	0	1	5	0	2	1	12	0	0	0	1	33
17:00	0	0	0	3	2	1	0	3	0	3	0	0	0	1	0	0	13
17:15	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	4
17:30	0	0	0	1	0	0	0	1	2	2	0	0	0	0	0	0	6
17:45	0	0	0	1	1	0	0	5	0	0	0	2	0	0	0	0	9
Total	0	1	0	6	3	1	0	9	2	5	1	2	0	2	0	0	32
Grand Total	1	6	0	25	5	5	1	38	2	13	5	15	0	2	1	4	123
Apprch %	3.1	18.8	0	78.1	10.2	10.2	2	77.6	5.7	37.1	14.3	42.9	0	28.6	14.3	57.1	
Total %	0.8	4.9	0	20.3	4.1	4.1	0.8	30.9	1.6	10.6	4.1	12.2	0	1.6	0.8	3.3	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 10.MORENA BLVD.KNOXVILLE ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

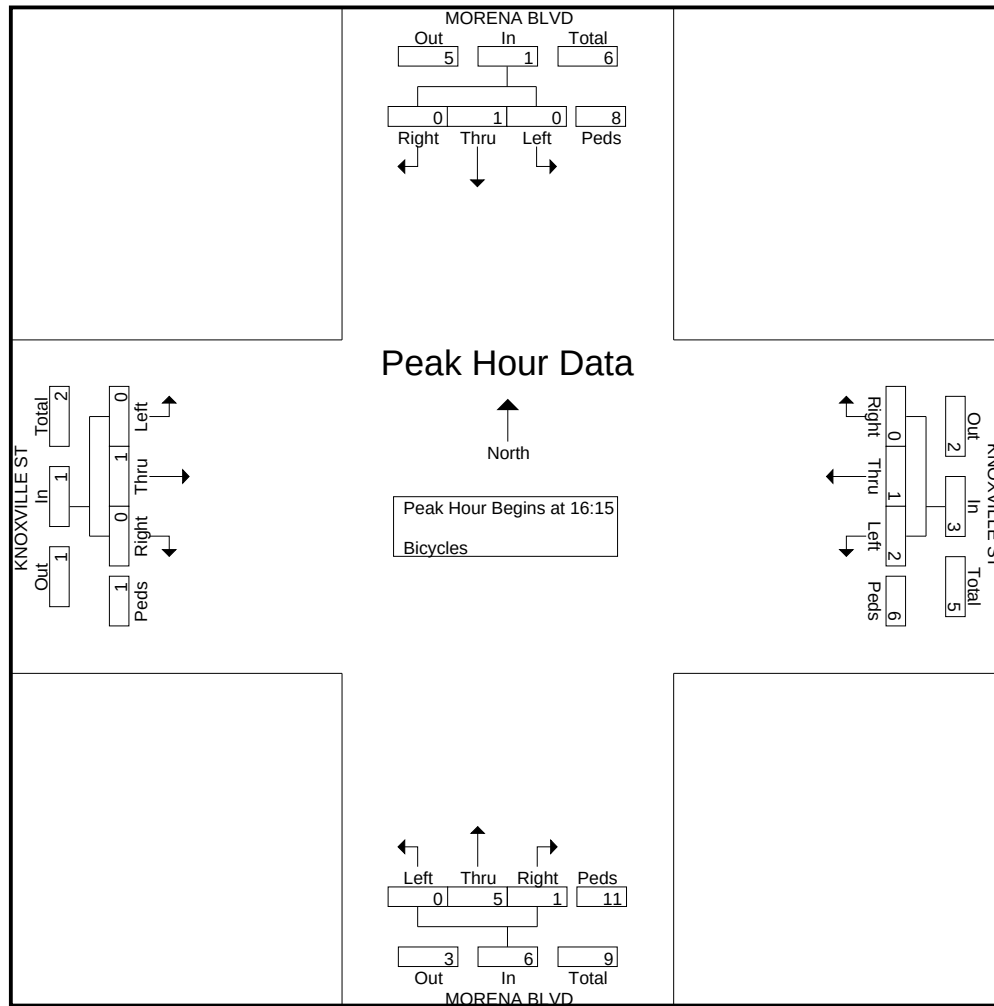
	MORENA BLVD Southbound					KNOXVILLE ST Westbound					MORENA BLVD Northbound					KNOXVILLE ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	1	1	0	3	5	0	2	0	2	4	0	2	0	1	3	0	0	0	1	1	13
08:00	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	4
08:15	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	7
08:30	0	0	0	0	0	2	1	0	2	5	0	0	2	0	2	0	0	0	0	0	7
Total Volume	1	1	0	4	6	2	3	0	13	18	0	2	2	1	5	0	0	0	2	2	31
% App. Total	16.7	16.7	0	66.7		11.1	16.7	0	72.2		0	40	40	20		0	0	0	100		
PHF	.250	.250	.000	.333	.300	.250	.375	.000	.464	.643	.000	.250	.250	.250	.417	.000	.000	.000	.500	.500	.596



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 10.MORENA BLVD.KNOXVILLE ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					KNOXVILLE ST Westbound					MORENA BLVD Northbound					KNOXVILLE ST 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	1	1	0	0	0	0	0	0	1	0	3	4	0	0	0	0	0	5
16:30	0	1	0	4	5	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	10
16:45	0	0	0	0	0	0	0	0	3	3	0	1	1	3	5	0	0	0	1	1	9
17:00	0	0	0	3	3	2	1	0	3	6	0	3	0	0	3	0	1	0	0	1	13
Total Volume	0	1	0	8	9	2	1	0	6	9	0	5	1	11	17	0	1	0	1	2	37
% App. Total	0	11.1	0	88.9		22.2	11.1	0	66.7		0	29.4	5.9	64.7		0	50	0	50		
PHF	.000	.250	.000	.500	.450	.250	.250	.000	.500	.375	.000	.417	.250	.550	.850	.000	.250	.000	.250	.500	.712



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 11.MORENA BLVD.TECOLOTE RD.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Bicycles

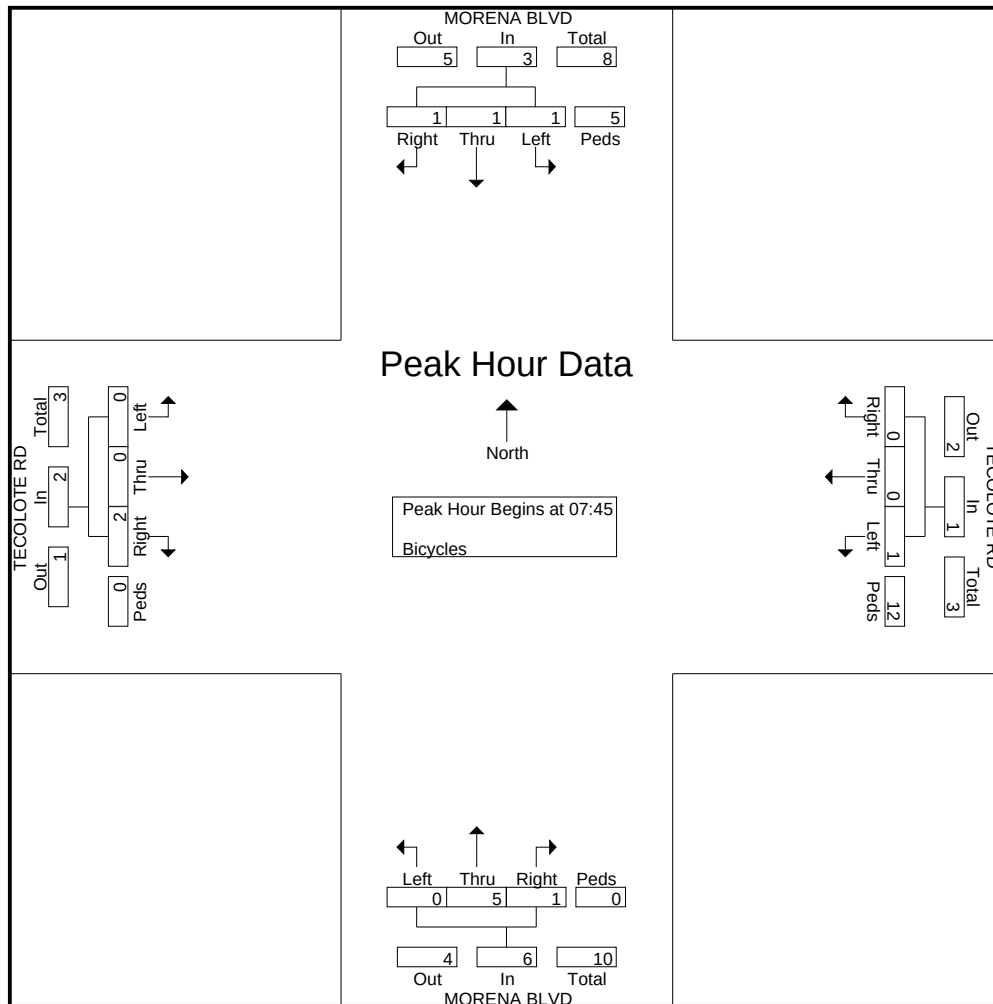
	MORENA BLVD Southbound				TECOLOTE RD Westbound				MORENA BLVD Northbound				TECOLOTE RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	2	0	0	0	2	0	1	0	1	0	0	1	0	7
07:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
07:30	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	5
07:45	0	0	1	1	0	0	0	3	0	3	0	0	0	0	0	0	8
Total	0	1	1	5	0	0	0	10	0	4	0	1	0	0	1	0	23
08:00	0	0	0	1	0	0	0	3	0	0	1	0	0	0	0	0	5
08:15	0	1	0	0	0	0	0	4	0	0	0	0	0	0	1	0	6
08:30	1	0	0	3	1	0	0	2	0	2	0	0	0	0	1	0	10
08:45	0	0	0	2	0	0	0	0	1	2	0	0	0	0	0	0	5
Total	1	1	0	6	1	0	0	9	1	4	1	0	0	0	2	0	26
*** BREAK ***																	
16:00	0	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	6
16:15	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
16:30	0	1	0	2	0	0	0	3	0	0	0	0	0	0	0	0	6
16:45	0	0	0	3	0	0	0	6	1	3	1	1	0	0	0	0	15
Total	0	3	0	6	0	0	0	12	1	4	1	1	1	0	0	0	29
17:00	0	1	0	2	0	0	0	4	0	2	0	2	0	1	0	0	12
17:15	0	0	0	3	0	0	0	1	0	0	0	0	0	0	1	0	5
17:30	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
17:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	2	0	5	0	0	0	6	0	3	0	2	2	1	1	0	22
Grand Total	1	7	1	22	1	0	0	37	2	15	2	4	3	1	4	0	100
Apprch %	3.2	22.6	3.2	71	2.6	0	0	97.4	8.7	65.2	8.7	17.4	37.5	12.5	50	0	
Total %	1	7	1	22	1	0	0	37	2	15	2	4	3	1	4	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 11.MORENA BLVD.TECOLOTE RD.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	MORENA BLVD Southbound					TECOLOTE RD Westbound					MORENA BLVD Northbound					TECOLOTE 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 07:45																					
07:45	0	0	1	1	2	0	0	0	3	3	0	3	0	0	3	0	0	0	0	0	8
08:00	0	0	0	1	1	0	0	0	3	3	0	0	1	0	1	0	0	0	0	0	5
08:15	0	1	0	0	1	0	0	0	4	4	0	0	0	0	0	0	0	1	0	1	6
08:30	1	0	0	3	4	1	0	0	2	3	0	2	0	0	2	0	0	1	0	1	10
Total Volume	1	1	1	5	8	1	0	0	12	13	0	5	1	0	6	0	0	2	0	2	29
% App. Total	12.5	12.5	12.5	62.5		7.7	0	0	92.3		0	83.3	16.7	0		0	0	100	0		
PHF	.250	.250	.250	.417	.500	.250	.000	.000	.750	.813	.000	.417	.250	.000	.500	.000	.000	.500	.000	.500	.725

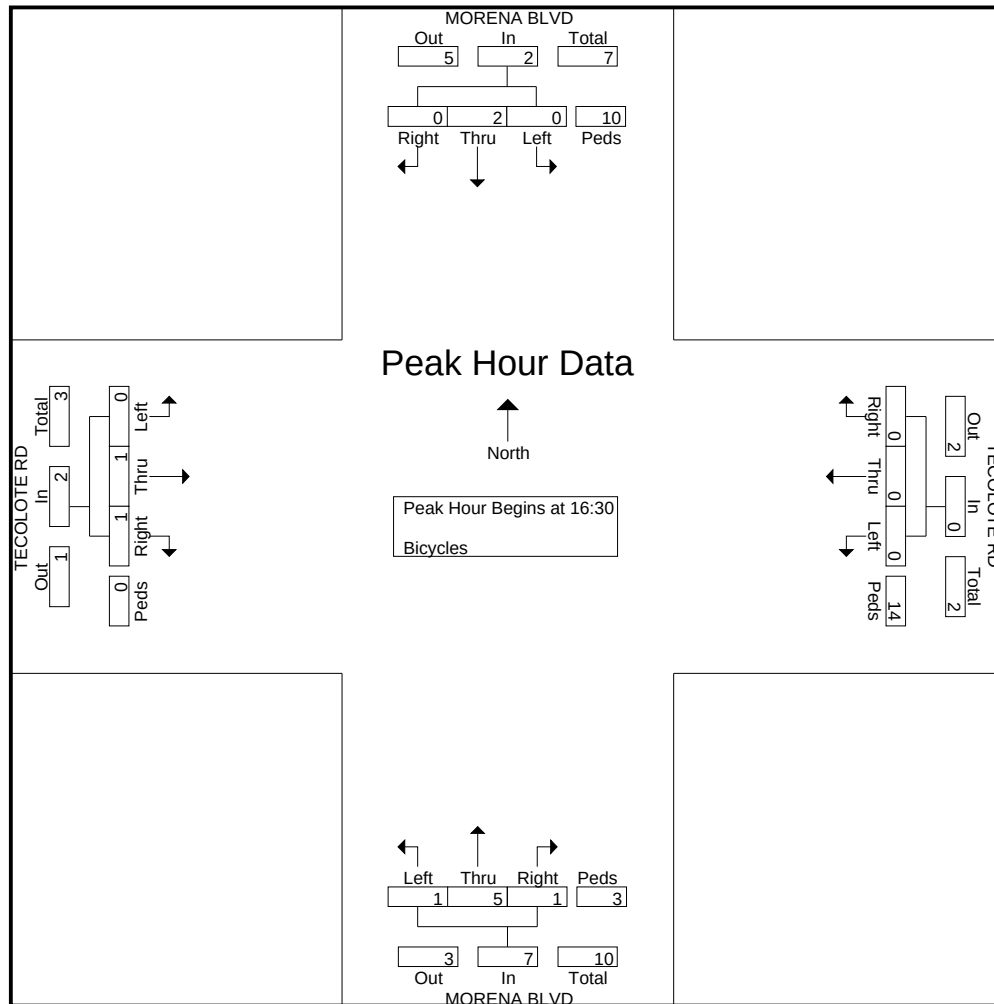


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 11.MORENA BLVD.TECOLOTE RD.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	MORENA BLVD Southbound					TECOLOTE RD Westbound					MORENA BLVD Northbound					TECOLOTE 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	0	1	0	2	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6
16:45	0	0	0	3	3	0	0	0	6	6	1	3	1	1	6	0	0	0	0	0	15
17:00	0	1	0	2	3	0	0	0	4	4	0	2	0	2	4	0	1	0	0	1	12
17:15	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	5
Total Volume	0	2	0	10	12	0	0	0	14	14	1	5	1	3	10	0	1	1	0	2	38
% App. Total	0	16.7	0	83.3		0	0	0	100		10	50	10	30		0	50	50	0		
PHF	.000	.500	.000	.833	1.00	.000	.000	.000	.583	.583	.250	.417	.250	.375	.417	.000	.250	.250	.000	.500	.633



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 12.MORENA BLVD.SAVANNAH ST.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Bicycles

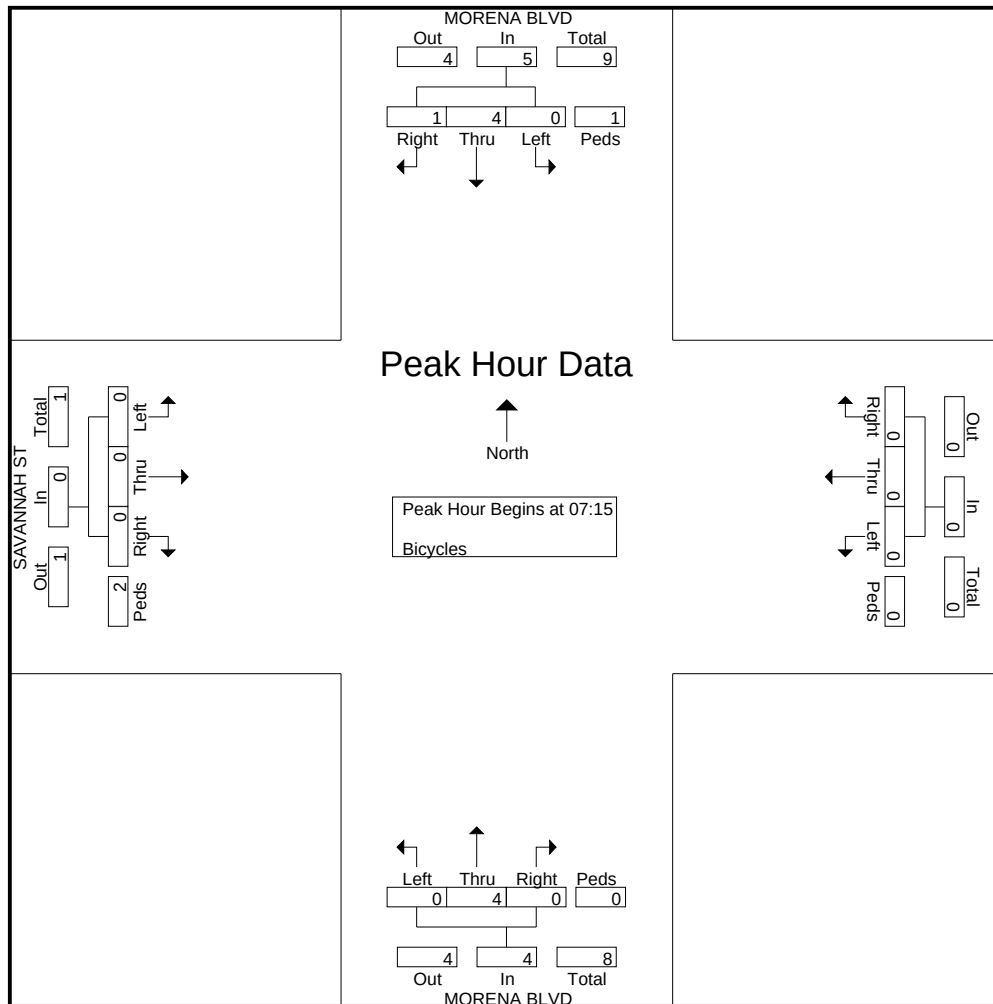
	MORENA BLVD Southbound				Westbound				MORENA BLVD Northbound				SAVANNAH ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	4
07:30	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
07:45	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	3
Total	0	3	1	1	0	0	0	0	0	4	0	0	0	0	0	2	11
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
08:45	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	3	1	0	0	0	0	0	0	1	0	1	0	0	0	4	10
*** BREAK ***																	
16:00	0	0	0	1	0	0	0	0	0	3	0	1	0	0	0	1	6
16:15	0	3	0	0	0	0	0	7	0	0	0	0	0	0	0	2	12
16:30	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	1	8
16:45	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
Total	0	4	0	1	0	0	0	12	0	7	0	1	0	0	0	4	29
17:00	0	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	8
17:15	0	0	0	0	0	0	0	8	0	2	0	0	0	0	0	2	12
17:30	0	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	0	3	0	0	0	0	0	15	0	7	0	0	0	0	0	2	27
Grand Total	0	13	2	2	0	0	0	27	0	19	0	2	0	0	0	12	77
Apprch %	0	76.5	11.8	11.8	0	0	0	100	0	90.5	0	9.5	0	0	0	100	
Total %	0	16.9	2.6	2.6	0	0	0	35.1	0	24.7	0	2.6	0	0	0	15.6	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 12.MORENA BLVD.SAVANNAH ST.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	MORENA BLVD Southbound					Westbound					MORENA BLVD Northbound					SAVANNAH ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	1	0	1	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
07:30	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	3
08:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	0	4	1	1	6	0	0	0	0	0	0	4	0	0	4	0	0	0	2	2	12
% App. Total	0	66.7	16.7	16.7		0	0	0	0		0	100	0	0		0	0	0	100		
PHF	.000	.500	.250	.250	.750	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.500	.500	.750

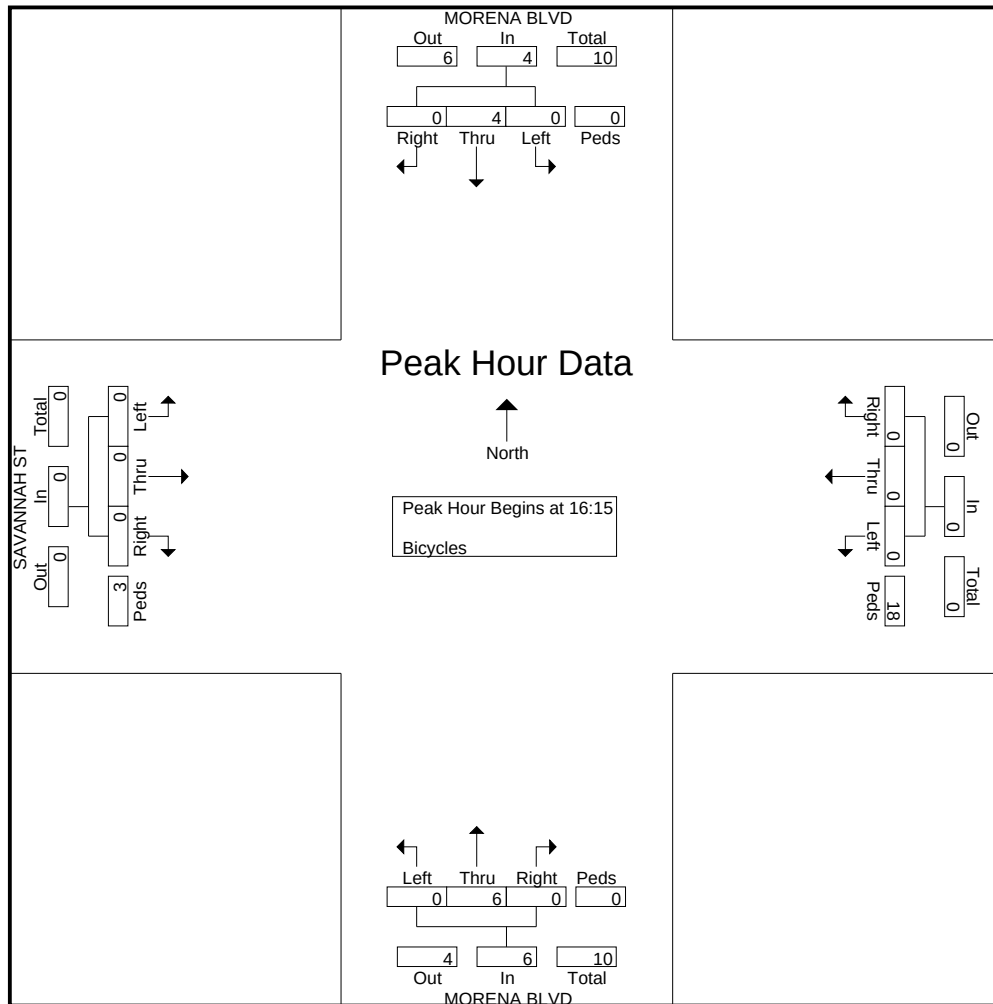


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 12.MORENA BLVD.SAVANNAH ST.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	MORENA BLVD Southbound					Westbound					MORENA BLVD Northbound					SAVANNAH ST 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	3	0	0	3	0	0	0	7	7	0	0	0	0	0	0	0	0	2	2	12
16:30	0	0	0	0	0	0	0	0	5	5	0	2	0	0	2	0	0	0	1	1	8
16:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	6	6	0	2	0	0	2	0	0	0	0	0	8
Total Volume	0	4	0	0	4	0	0	0	18	18	0	6	0	0	6	0	0	0	3	3	31
% App. Total	0	100	0	0		0	0	0	100		0	100	0	0		0	0	0	100		
PHF	.000	.333	.000	.000	.333	.000	.000	.000	.643	.643	.000	.750	.000	.000	.750	.000	.000	.000	.375	.375	.646



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 13.MORENA BLVD.BUENOS AVE.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Bicycles

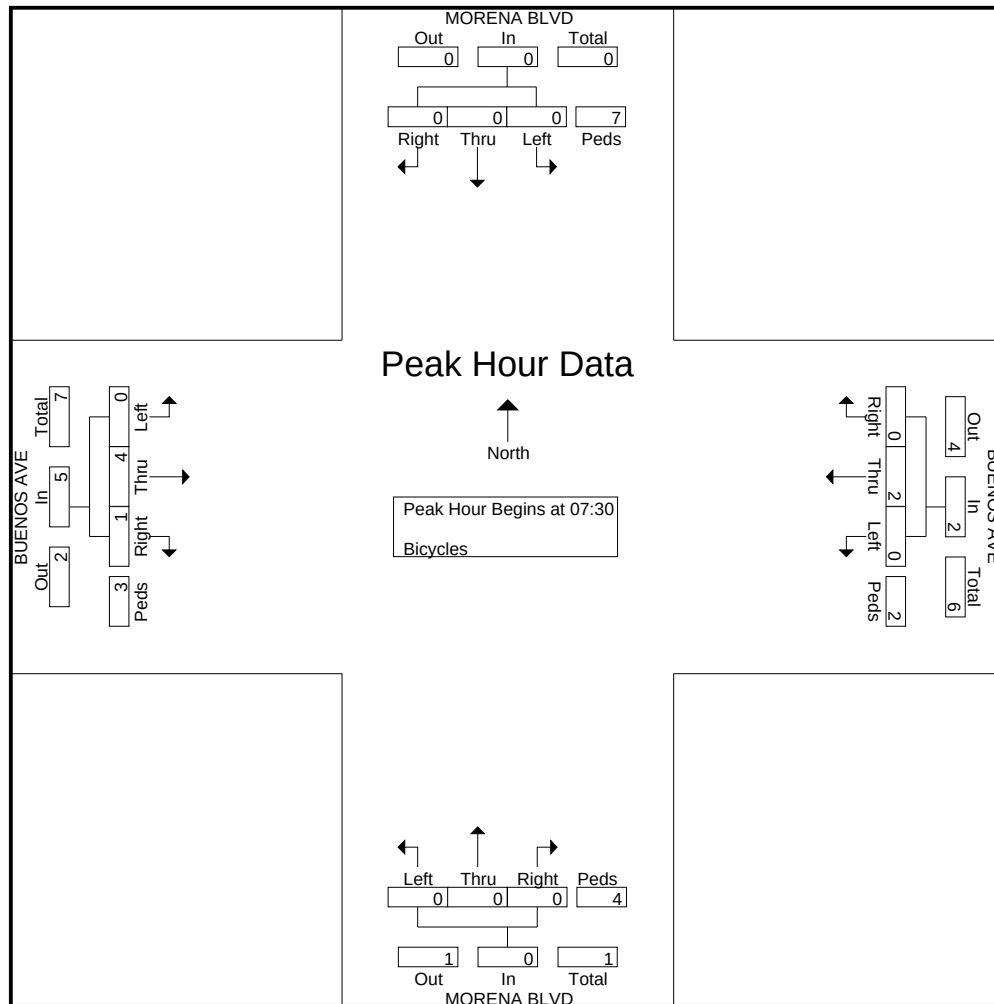
	MORENA BLVD Southbound				BUENOS AVE Westbound				MORENA BLVD Northbound				BUENOS AVE Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	4
07:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:30	0	0	0	1	0	1	0	0	0	0	0	2	0	1	0	2	7
07:45	0	0	0	2	0	1	0	1	0	0	0	1	0	1	1	0	7
Total	0	0	0	4	0	4	0	3	0	0	0	3	0	3	1	2	20
08:00	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	1	5
08:15	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	4
08:30	0	0	0	2	0	0	0	0	0	0	0	2	0	1	0	0	5
08:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	6	0	1	0	1	0	0	0	3	0	3	0	1	15
*** BREAK ***																	
16:00	0	0	0	2	0	3	0	1	0	0	0	1	0	1	0	0	8
16:15	0	0	0	6	0	0	0	0	0	0	0	1	0	3	0	0	10
16:30	0	0	0	4	0	2	0	1	0	0	0	2	0	0	0	0	9
16:45	0	0	0	1	0	2	0	1	0	0	0	1	0	1	0	1	7
Total	0	0	0	13	0	7	0	3	0	0	0	5	0	5	0	1	34
17:00	0	1	0	5	0	2	0	1	1	0	0	2	0	1	0	0	13
17:15	0	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	6
17:30	0	0	0	2	0	1	0	0	0	0	0	0	0	2	0	0	5
17:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	9	0	6	0	1	1	0	0	4	0	3	0	0	25
Grand Total	0	1	0	32	0	18	0	8	1	0	0	15	0	14	1	4	94
Apprch %	0	3	0	97	0	69.2	0	30.8	6.2	0	0	93.8	0	73.7	5.3	21.1	
Total %	0	1.1	0	34	0	19.1	0	8.5	1.1	0	0	16	0	14.9	1.1	4.3	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 13.MORENA BLVD.BUENOS AVE.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	MORENA BLVD Southbound					BUENOS AVE Westbound					MORENA BLVD Northbound					BUENOS 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																					
07:30	0	0	0	1	1	0	1	0	0	1	0	0	0	2	2	0	1	0	2	3	7
07:45	0	0	0	2	2	0	1	0	1	2	0	0	0	1	1	0	1	1	0	2	7
08:00	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	1	0	1	2	5
08:15	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
Total Volume	0	0	0	7	7	0	2	0	2	4	0	0	0	4	4	0	4	1	3	8	23
% App. Total	0	0	0	100		0	50	0	50		0	0	0	100		0	50	12.5	37.5		
PHF	.000	.000	.000	.583	.583	.000	.500	.000	.500	.500	.000	.000	.000	.500	.500	.000	1.00	.250	.375	.667	.821

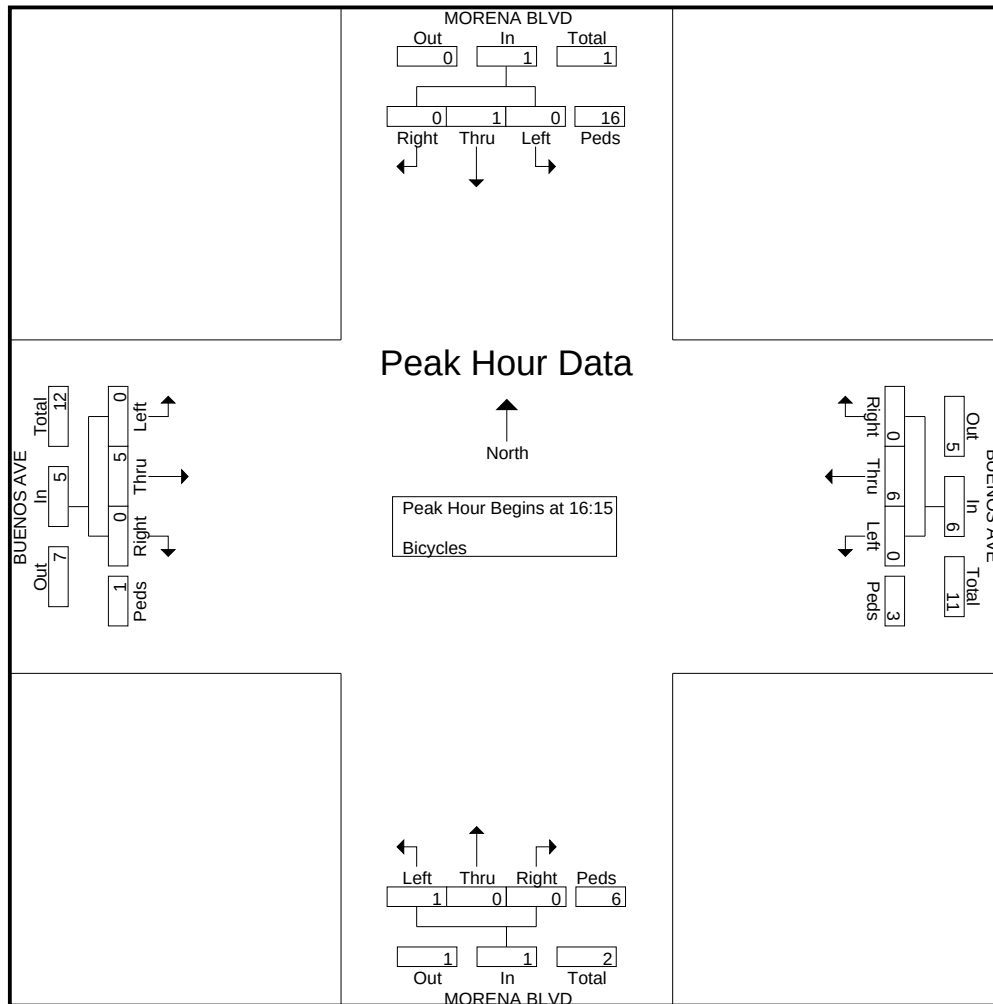


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 13.MORENA BLVD.BUENOS AVE.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	MORENA BLVD Southbound					BUENOS AVE Westbound					MORENA BLVD Northbound					BUENOS 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 16:15																					
16:15	0	0	0	6	6	0	0	0	0	0	0	0	0	1	1	0	3	0	0	3	10
16:30	0	0	0	4	4	0	2	0	1	3	0	0	0	2	2	0	0	0	0	0	9
16:45	0	0	0	1	1	0	2	0	1	3	0	0	0	1	1	0	1	0	1	2	7
17:00	0	1	0	5	6	0	2	0	1	3	1	0	0	2	3	0	1	0	0	1	13
Total Volume	0	1	0	16	17	0	6	0	3	9	1	0	0	6	7	0	5	0	1	6	39
% App. Total	0	5.9	0	94.1		0	66.7	0	33.3		14.3	0	0	85.7		0	83.3	0	16.7		
PHF	.000	.250	.000	.667	.708	.000	.750	.000	.750	.750	.250	.000	.000	.750	.583	.000	.417	.000	.250	.500	.750



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 14.MORENA BLVD.WEST MORENA BLVD (SOUTH).PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Bicycles

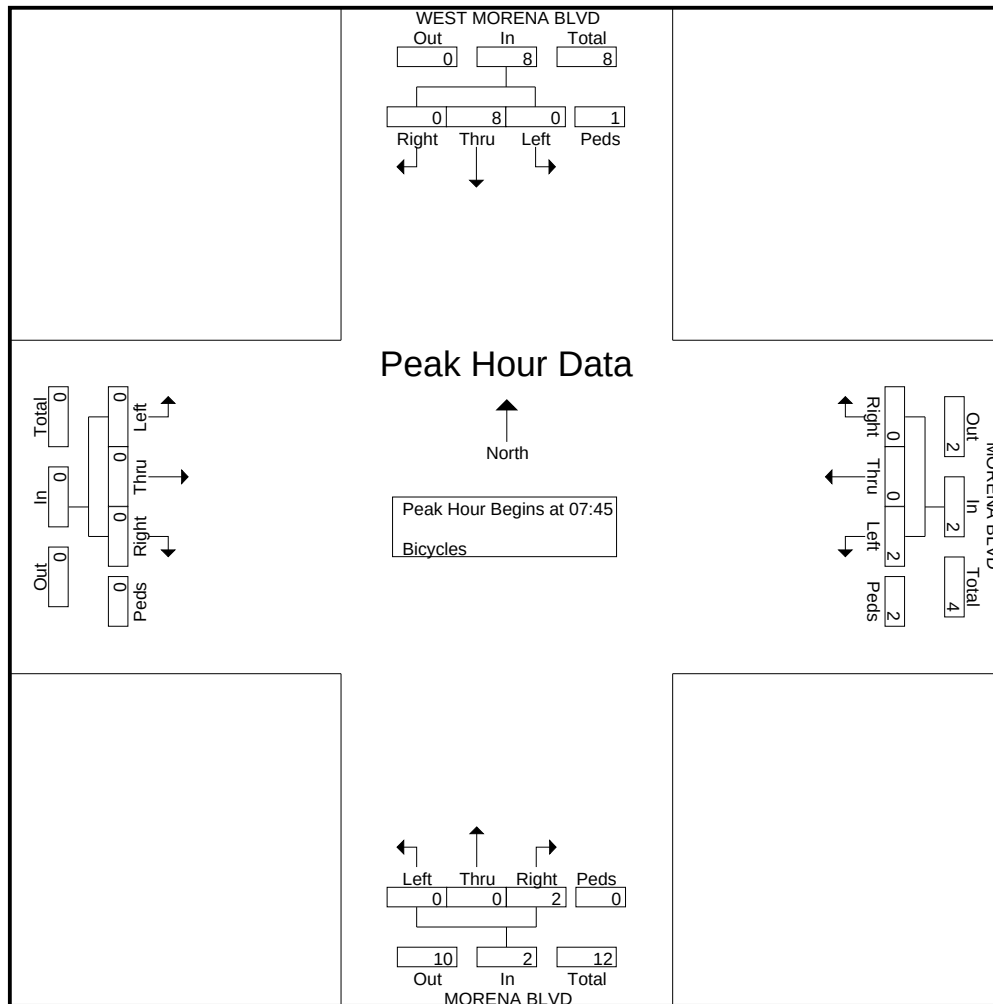
	WEST MORENA BLVD Southbound				MORENA BLVD Westbound				MORENA BLVD Northbound				Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	4
07:45	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	0	4
Total	0	5	0	0	1	0	0	1	0	1	4	0	0	0	0	0	12
08:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	8	0	1	2	0	0	1	0	0	0	0	0	0	0	0	12
*** BREAK ***																	
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	0	3	0	0	2	0	0	0	0	2	0	0	0	0	0	0	7
17:00	0	1	0	1	0	0	0	1	0	2	0	0	0	0	0	0	5
17:15	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
17:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	3	0	1	2	0	0	1	0	5	0	0	0	0	0	0	12
Grand Total	0	19	0	2	7	0	0	3	0	8	4	0	0	0	0	0	43
Apprch %	0	90.5	0	9.5	70	0	0	30	0	66.7	33.3	0	0	0	0	0	
Total %	0	44.2	0	4.7	16.3	0	0	7	0	18.6	9.3	0	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 14.MORENA BLVD.WEST MORENA BLVD (SOUTH).PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	WEST MORENA BLVD Southbound					MORENA BLVD Westbound					MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	1	0	0	1	0	0	0	1	1	0	0	2	0	2	0	0	0	0	0	4
08:00	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:30	0	3	0	1	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	8	0	1	9	2	0	0	2	4	0	0	2	0	2	0	0	0	0	0	15
% App. Total	0	88.9	0	11.1		50	0	0	50		0	0	100	0		0	0	0	0		
PHF	.000	.500	.000	.250	.563	.500	.000	.000	.500	1.00	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750

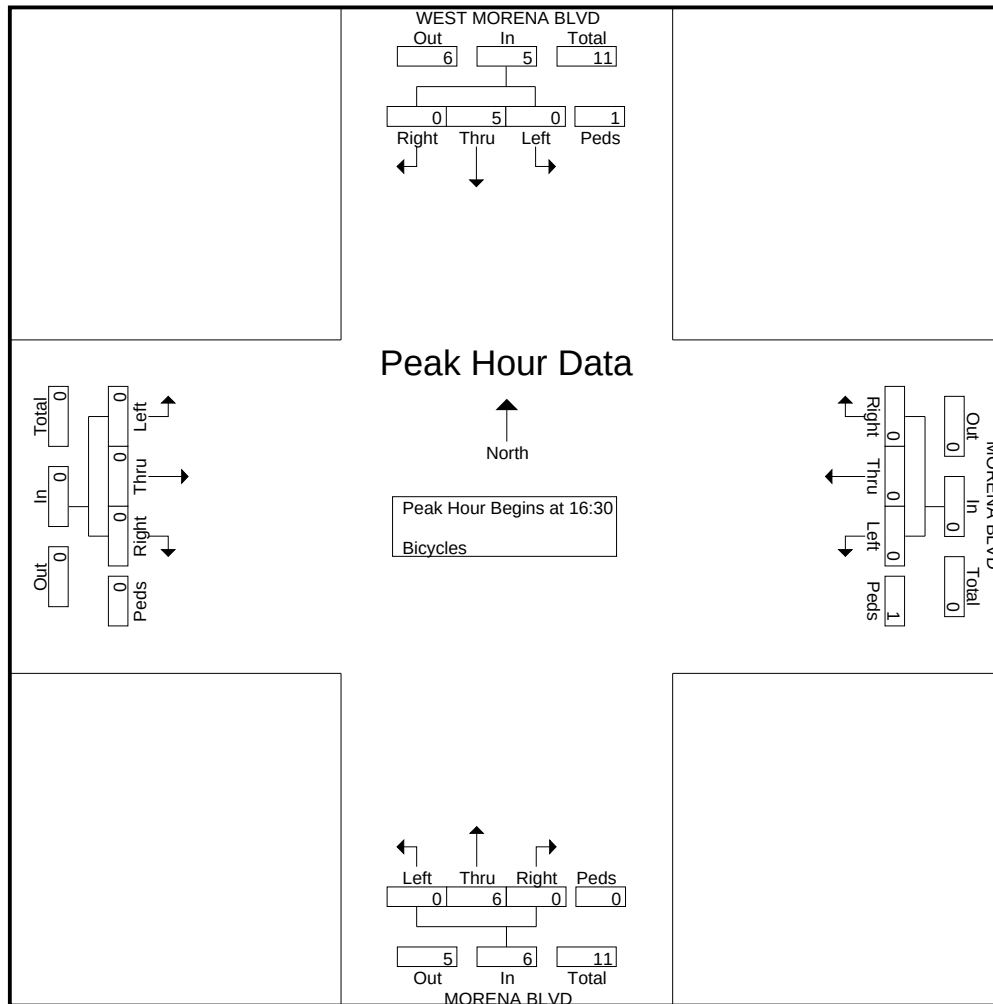


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 14.MORENA BLVD.WEST MORENA BLVD (SOUTH).PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	WEST MORENA BLVD Southbound					MORENA BLVD Westbound					MORENA BLVD 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 16:30																					
16:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
17:00	0	1	0	1	2	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	5
17:15	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total Volume	0	5	0	1	6	0	0	0	1	1	0	6	0	0	6	0	0	0	0	0	13
% App. Total	0	83.3	0	16.7		0	0	0	100		0	100	0	0		0	0	0	0		
PHF	.000	.625	.000	.250	.750	.000	.000	.000	.250	.250	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.650



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 16.WEST MORENA BLVD.VEGA ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 1

Groups Printed- Bicycles

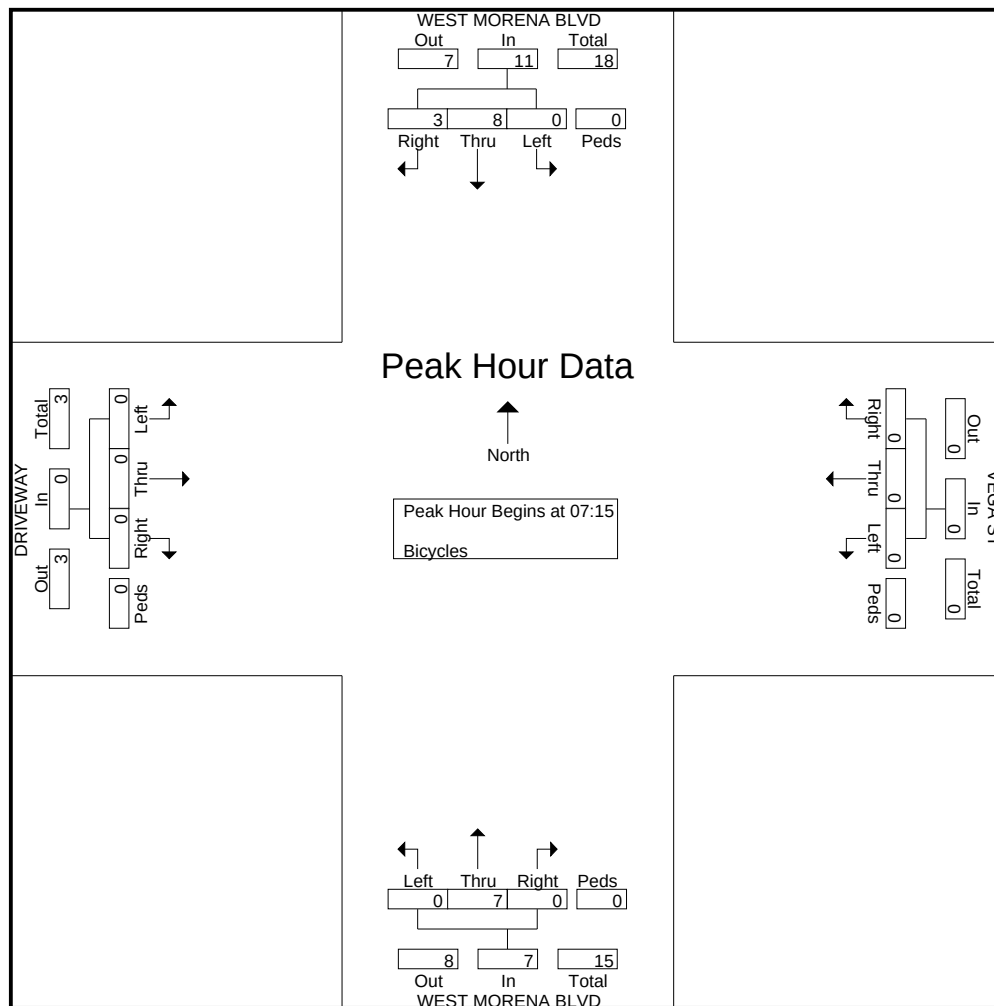
	WEST MORENA BLVD Southbound				VEGA ST Westbound				WEST MORENA BLVD Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
07:30	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
07:45	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	4
Total	0	7	2	0	0	0	0	0	0	5	0	0	0	0	0	0	14
08:00	0	3	1	0	0	0	0	0	0	2	0	0	0	0	0	0	6
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
08:30	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	4
08:45	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
Total	0	3	2	0	0	0	0	1	0	4	0	0	2	0	0	2	14
*** BREAK ***																	
16:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	2	1	0	0	0	0	0	0	2	0	0	0	0	0	0	5
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	5
17:45	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
Total	0	1	1	1	0	0	0	1	0	2	0	0	2	0	0	1	9
Grand Total	0	13	6	1	0	0	0	2	0	13	0	0	4	0	0	3	42
Apprch %	0	65	30	5	0	0	0	100	0	100	0	0	57.1	0	0	42.9	
Total %	0	31	14.3	2.4	0	0	0	4.8	0	31	0	0	9.5	0	0	7.1	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 16.WEST MORENA BLVD.VEGA ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 2

	WEST MORENA BLVD Southbound					VEGA ST Westbound					WEST MORENA BLVD 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 07:15																					
07:15	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
07:30	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
07:45	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:00	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total Volume	0	8	3	0	11	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	18
% App. Total	0	72.7	27.3	0		0	0	0	0	0	0	100	0	0		0	0	0	0	0	
PHF	.000	.667	.375	.000	.688	.000	.000	.000	.000	.000	.000	.875	.000	.000	.875	.000	.000	.000	.000	.000	.750

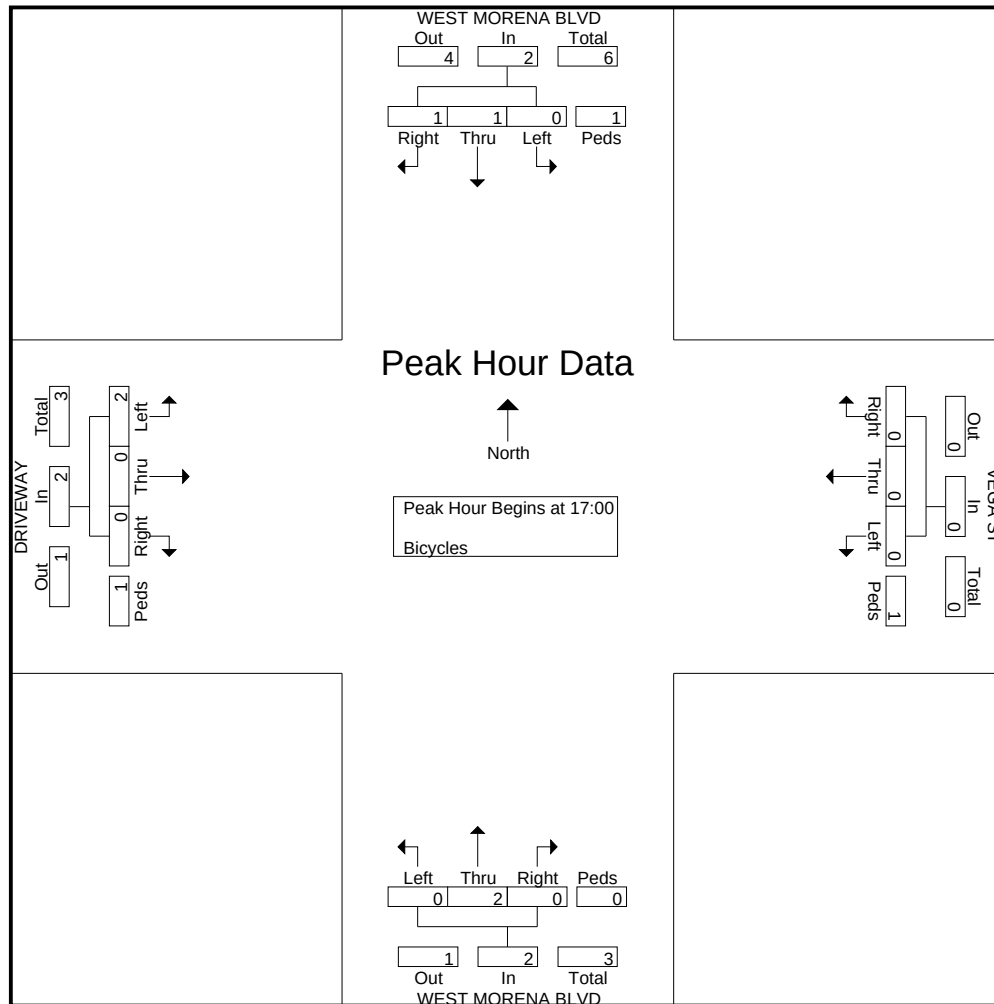


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 16.WEST MORENA BLVD.VEGA ST.PED-BIKE
Site Code : 00000000
Start Date : 2/6/2013
Page No : 3

	WEST MORENA BLVD Southbound					VEGA ST Westbound					WEST MORENA BLVD 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	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	1	0	1	0	0	0	1	1	0	1	0	0	1	1	0	0	1	2	5
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total Volume	0	1	1	1	3	0	0	0	1	1	0	2	0	0	2	2	0	0	1	3	9
% App. Total	0	33.3	33.3	33.3		0	0	0	100		0	100	0	0		66.7	0	0	33.3		
PHF	.000	.250	.250	.250	.750	.000	.000	.000	.250	.250	.000	.500	.000	.000	.500	.500	.000	.000	.250	.375	.450



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 17.WEST MORENA BLVD.BUENOS AVE.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Bicycles

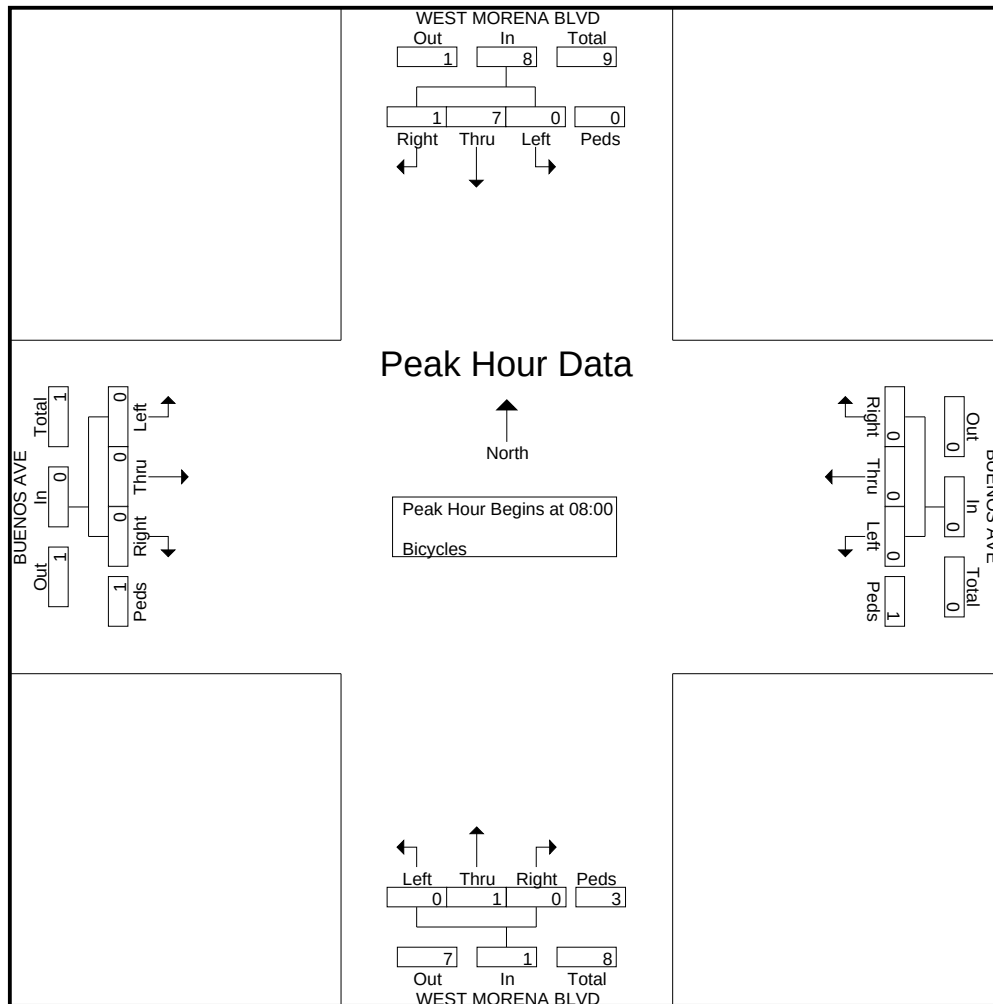
	WEST MORENA BLVD Southbound				BUENOS AVE Westbound				WEST MORENA BLVD Northbound				BUENOS AVE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
07:30	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	4
07:45	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3
Total	0	5	0	0	0	0	0	1	0	1	0	2	0	0	0	1	10
08:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
08:30	0	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	4
08:45	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1	4
Total	0	7	1	0	0	0	0	1	0	1	0	3	0	0	0	1	14
*** BREAK ***																	
16:00	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	5
*** BREAK ***																	
16:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
*** BREAK ***																	
Total	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4	8
17:00	0	1	0	0	0	0	0	1	0	1	1	1	0	0	0	0	5
17:15	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
17:30	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
17:45	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	1	6
Total	0	4	0	1	0	0	0	1	0	4	1	5	0	0	0	1	17
Grand Total	0	19	1	1	0	0	0	3	0	6	1	11	0	0	0	7	49
Apprch %	0	90.5	4.8	4.8	0	0	0	100	0	33.3	5.6	61.1	0	0	0	100	
Total %	0	38.8	2	2	0	0	0	6.1	0	12.2	2	22.4	0	0	0	14.3	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 17.WEST MORENA BLVD.BUENOS AVE.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	WEST MORENA BLVD Southbound					BUENOS AVE Westbound					WEST MORENA BLVD Northbound					BUENOS 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																					
08:00	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
08:30	0	2	1	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4
08:45	0	1	0	0	1	0	0	0	0	0	0	1	0	1	2	0	0	0	1	1	4
Total Volume	0	7	1	0	8	0	0	0	1	1	0	1	0	3	4	0	0	0	1	1	14
% App. Total	0	87.5	12.5	0		0	0	0	100		0	25	0	75		0	0	0	100		
PHF	.000	.438	.250	.000	.500	.000	.000	.000	.250	.250	.000	.250	.000	.750	.500	.000	.000	.000	.250	.250	.875

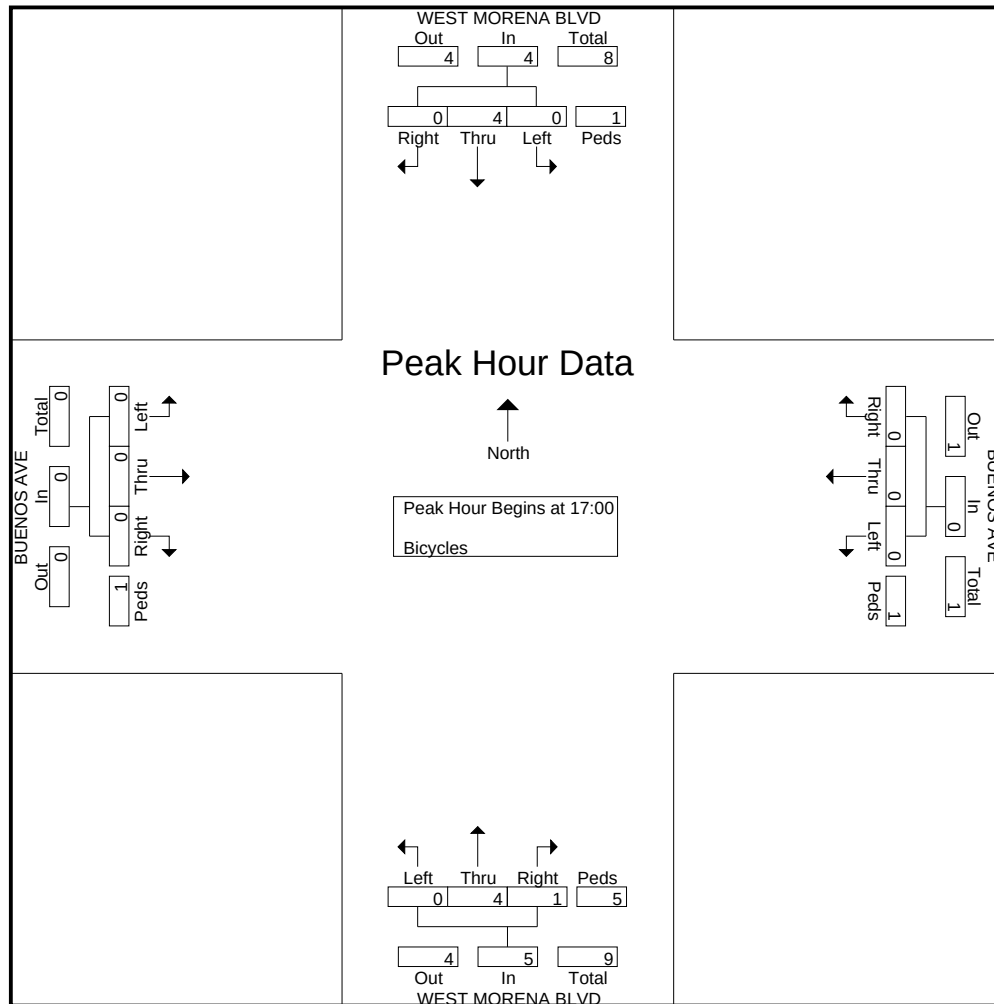


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 17.WEST MORENA BLVD.BUENOS AVE.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	WEST MORENA BLVD Southbound					BUENOS AVE Westbound					WEST MORENA BLVD Northbound					BUENOS 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 17:00																					
17:00	0	1	0	0	1	0	0	0	1	1	0	1	1	1	3	0	0	0	0	0	5
17:15	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
17:30	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
17:45	0	1	0	0	1	0	0	0	0	0	0	2	0	2	4	0	0	0	1	1	6
Total Volume	0	4	0	1	5	0	0	0	1	1	0	4	1	5	10	0	0	0	1	1	17
% App. Total	0	80	0	20		0	0	0	100		0	40	10	50		0	0	0	100		
PHF	.000	.500	.000	.250	.625	.000	.000	.000	.250	.250	.000	.500	.250	.625	.625	.000	.000	.000	.250	.250	.708



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 18.MORENA BLVD.SHERMAN ST.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Bicycles

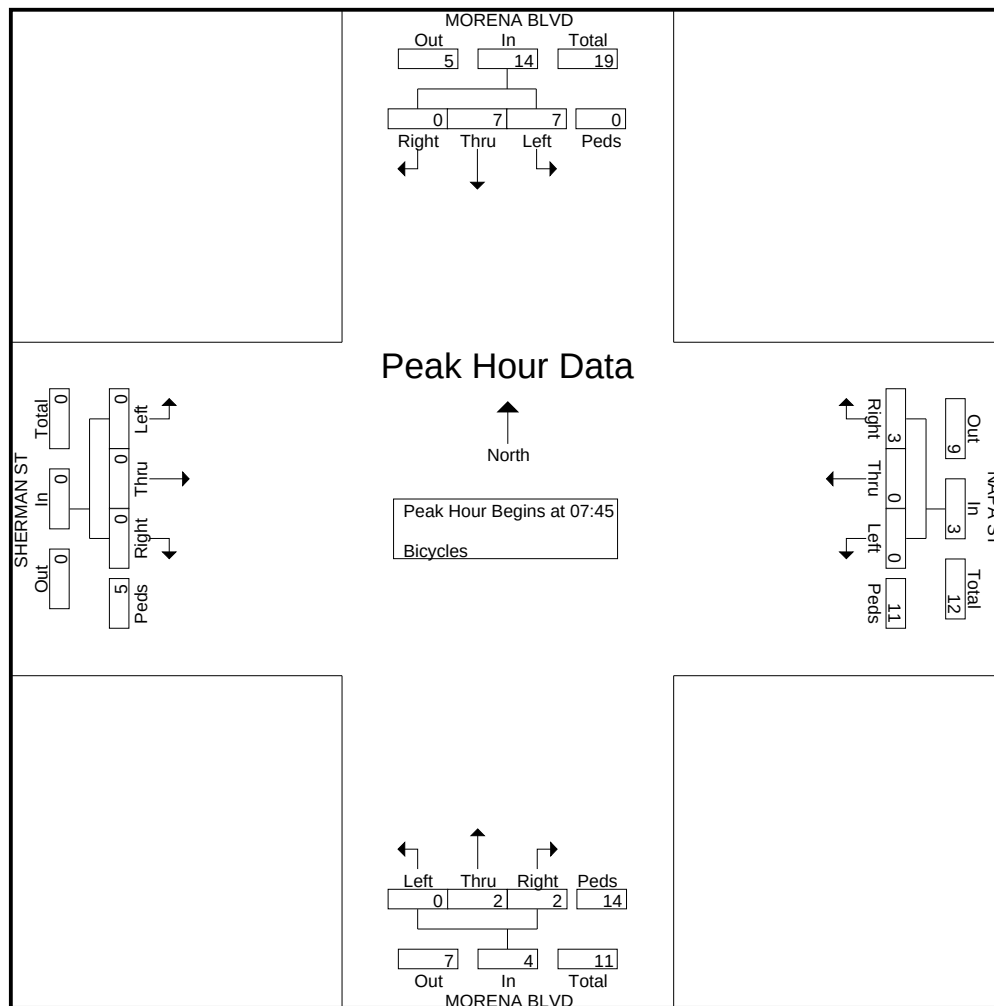
	MORENA BLVD Southbound				NAPA ST Westbound				MORENA BLVD Northbound				SHERMAN ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	1	0	0	0	1	1	1	0	0	0	7	0	0	0	2	13
07:15	1	0	0	0	0	0	1	0	0	1	0	3	0	0	0	1	7
07:30	0	3	0	0	0	0	0	0	0	2	0	2	0	0	0	0	7
07:45	2	2	0	0	0	0	0	4	0	1	0	1	0	0	0	1	11
Total	3	6	0	0	0	1	2	5	0	4	0	13	0	0	0	4	38
08:00	2	3	0	0	0	0	2	4	0	0	0	2	0	0	0	0	13
08:15	1	0	0	0	0	0	1	2	0	1	2	4	0	0	0	3	14
08:30	2	2	0	0	0	0	0	1	0	0	0	7	0	0	0	1	13
08:45	1	0	0	0	0	0	0	1	0	3	0	2	0	0	0	3	10
Total	6	5	0	0	0	0	3	8	0	4	2	15	0	0	0	7	50
*** BREAK ***																	
16:00	0	1	0	0	0	1	1	1	0	0	0	2	0	1	1	2	10
16:15	2	2	1	0	0	0	0	4	0	1	0	4	0	0	1	0	15
16:30	2	2	0	0	0	0	1	3	0	2	0	8	0	0	0	1	19
16:45	1	0	0	0	0	0	1	7	0	2	0	2	0	0	0	2	15
Total	5	5	1	0	0	1	3	15	0	5	0	16	0	1	2	5	59
17:00	1	1	0	0	0	0	1	2	0	2	0	0	0	1	0	1	9
17:15	3	2	0	0	0	0	3	3	0	1	0	3	0	0	0	1	16
17:30	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	4
17:45	0	1	0	0	0	0	0	3	0	1	0	3	0	0	0	2	10
Total	4	4	0	0	0	0	5	8	0	4	0	8	0	1	0	5	39
Grand Total	18	20	1	0	0	2	13	36	0	17	2	52	0	2	2	21	186
Apprch %	46.2	51.3	2.6	0	0	3.9	25.5	70.6	0	23.9	2.8	73.2	0	8	8	84	
Total %	9.7	10.8	0.5	0	0	1.1	7	19.4	0	9.1	1.1	28	0	1.1	1.1	11.3	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 18.MORENA BLVD.SHERMAN ST.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	MORENA BLVD Southbound					NAPA ST Westbound					MORENA BLVD Northbound					SHERMAN ST 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																					
07:45	2	2	0	0	4	0	0	0	4	4	0	1	0	1	2	0	0	0	1	1	11
08:00	2	3	0	0	5	0	0	2	4	6	0	0	0	2	2	0	0	0	0	0	13
08:15	1	0	0	0	1	0	0	1	2	3	0	1	2	4	7	0	0	0	3	3	14
08:30	2	2	0	0	4	0	0	0	1	1	0	0	0	7	7	0	0	0	1	1	13
Total Volume	7	7	0	0	14	0	0	3	11	14	0	2	2	14	18	0	0	0	5	5	51
% App. Total	50	50	0	0		0	0	21.4	78.6		0	11.1	11.1	77.8		0	0	0	100		
PHF	.875	.583	.000	.000	.700	.000	.000	.375	.688	.583	.000	.500	.250	.500	.643	.000	.000	.000	.417	.417	.911

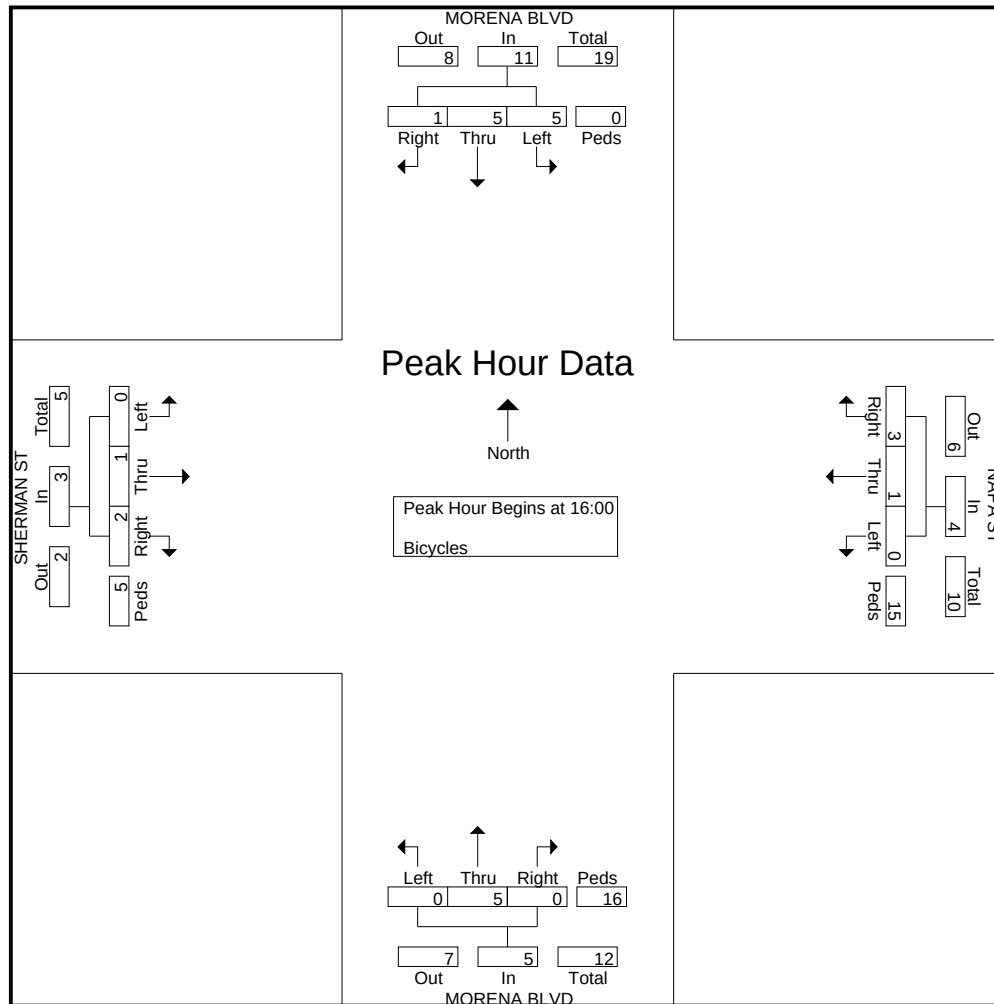


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 18.MORENA BLVD.SHERMAN ST.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	MORENA BLVD Southbound					NAPA ST Westbound					MORENA BLVD Northbound					SHERMAN ST 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	1	0	0	1	0	1	1	1	3	0	0	0	2	2	0	1	1	2	4	10
16:15	2	2	1	0	5	0	0	0	4	4	0	1	0	4	5	0	0	1	0	1	15
16:30	2	2	0	0	4	0	0	1	3	4	0	2	0	8	10	0	0	0	1	1	19
16:45	1	0	0	0	1	0	0	1	7	8	0	2	0	2	4	0	0	0	2	2	15
Total Volume	5	5	1	0	11	0	1	3	15	19	0	5	0	16	21	0	1	2	5	8	59
% App. Total	45.5	45.5	9.1	0		0	5.3	15.8	78.9		0	23.8	0	76.2		0	12.5	25	62.5		
PHF	.625	.625	.250	.000	.550	.000	.250	.750	.536	.594	.000	.625	.000	.500	.525	.000	.250	.500	.625	.500	.776



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 19.MORENA BLVD.LINDA VISTA RD.PED-BIKE
Site Code : 00000000
Start Date : 2/12/2013
Page No : 1

Groups Printed- Bicycles

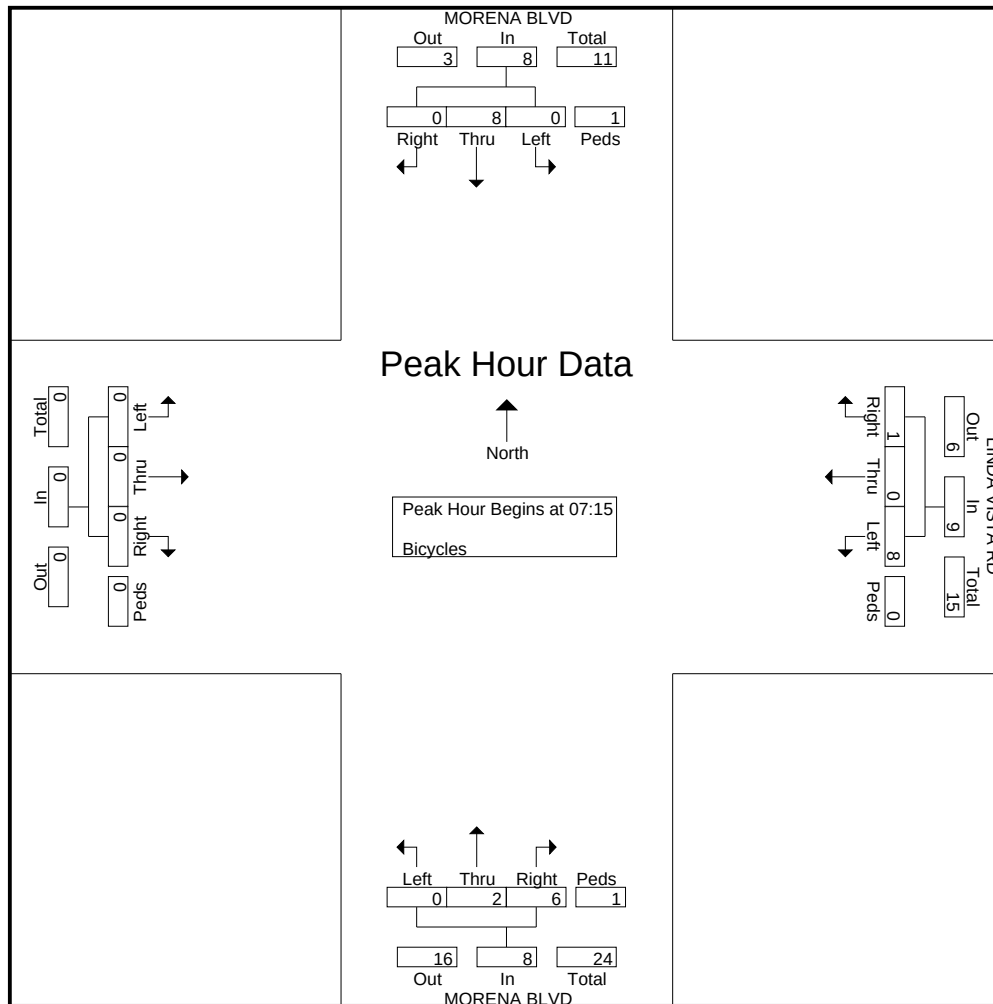
	MORENA BLVD Southbound				LINDA VISTA RD Westbound				MORENA BLVD Northbound				Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	4
07:15	0	1	0	1	4	0	0	0	0	1	1	1	0	0	0	0	9
07:30	0	2	0	0	0	0	0	0	0	1	3	0	0	0	0	0	6
07:45	0	2	0	0	2	0	1	0	0	0	2	0	0	0	0	0	7
Total	0	6	0	1	6	0	1	0	0	4	6	2	0	0	0	0	26
08:00	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5
08:15	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
08:30	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0	6
08:45	0	0	0	0	1	0	0	0	0	3	2	0	0	0	0	0	6
Total	0	6	0	2	4	0	1	1	0	3	3	0	0	0	0	0	20
*** BREAK ***																	
16:00	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	4
16:15	1	3	0	0	2	0	0	0	0	1	2	0	0	0	0	0	9
16:30	0	2	0	1	1	0	0	1	0	1	0	0	0	0	0	0	6
16:45	0	0	0	0	2	0	1	0	0	2	3	0	0	0	0	0	8
Total	1	5	0	1	6	0	1	1	0	5	7	0	0	0	0	0	27
17:00	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	6
17:15	0	2	0	0	1	0	0	0	0	1	4	0	0	0	0	0	8
17:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
17:45	0	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	4
Total	0	3	0	0	2	0	0	1	0	4	10	0	0	0	0	0	20
Grand Total	1	20	0	4	18	0	3	3	0	16	26	2	0	0	0	0	93
Apprch %	4	80	0	16	75	0	12.5	12.5	0	36.4	59.1	4.5	0	0	0	0	
Total %	1.1	21.5	0	4.3	19.4	0	3.2	3.2	0	17.2	28	2.2	0	0	0	0	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 19.MORENA BLVD.LINDA VISTA RD.PED-BIKE
Site Code : 00000000
Start Date : 2/12/2013
Page No : 2

	MORENA BLVD Southbound					LINDA VISTA RD Westbound					MORENA BLVD 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 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	1	0	1	2	4	0	0	0	4	0	1	1	1	3	0	0	0	0	0	9
07:30	0	2	0	0	2	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	6
07:45	0	2	0	0	2	2	0	1	0	3	0	0	2	0	2	0	0	0	0	0	7
08:00	0	3	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	8	0	1	9	8	0	1	0	9	0	2	6	1	9	0	0	0	0	0	27
% App. Total	0	88.9	0	11.1		88.9	0	11.1	0		0	22.2	66.7	11.1		0	0	0	0	0	
PHF	.000	.667	.000	.250	.750	.500	.000	.250	.000	.563	.000	.500	.500	.250	.563	.000	.000	.000	.000	.000	.750

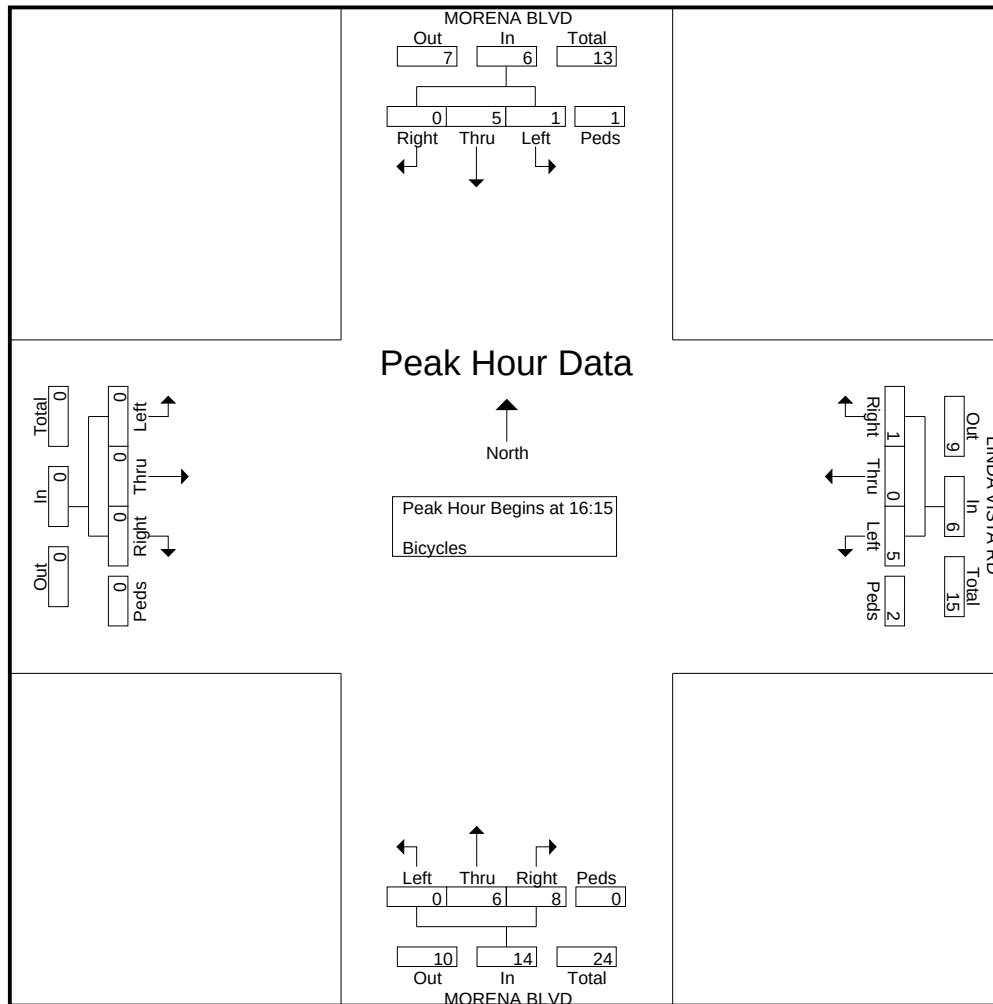


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 19.MORENA BLVD.LINDA VISTA RD.PED-BIKE
Site Code : 00000000
Start Date : 2/12/2013
Page No : 3

	MORENA BLVD Southbound					LINDA VISTA RD Westbound					MORENA BLVD 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	1	3	0	0	4	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	9
16:30	0	2	0	1	3	1	0	0	1	2	0	1	0	0	1	0	0	0	0	0	6
16:45	0	0	0	0	0	2	0	1	0	3	0	2	3	0	5	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	1	1	0	2	3	0	5	0	0	0	0	0	6
Total Volume	1	5	0	1	7	5	0	1	2	8	0	6	8	0	14	0	0	0	0	0	29
% App. Total	14.3	71.4	0	14.3		62.5	0	12.5	25		0	42.9	57.1	0		0	0	0	0		
PHF	.250	.417	.000	.250	.438	.625	.000	.250	.500	.667	.000	.750	.667	.000	.700	.000	.000	.000	.000	.000	.806



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 20.NAPA ST.LINDA VISTA RD.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Bicycles

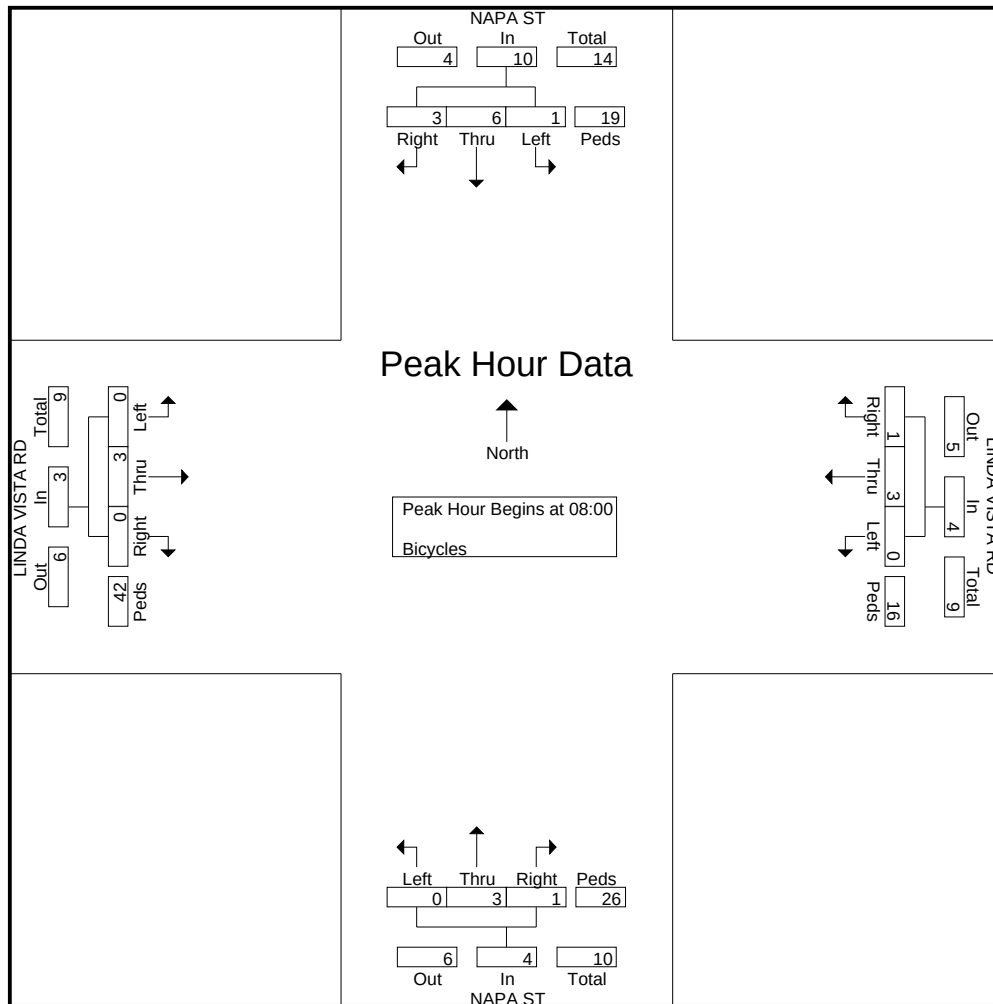
	NAPA ST Southbound				LINDA VISTA RD Westbound				NAPA ST Northbound				LINDA VISTA RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	1	1	0	0	0	2	0	3	0	4	0	0	0	29	40
07:15	0	1	0	1	1	2	0	1	0	1	0	4	0	2	1	10	24
07:30	0	0	0	3	0	1	0	1	1	0	1	5	0	2	0	10	24
07:45	2	1	0	5	0	1	0	4	1	0	0	6	0	2	1	11	34
Total	2	2	1	10	1	4	0	8	2	4	1	19	0	6	2	60	122
08:00	1	3	0	1	0	1	1	2	0	1	0	8	0	1	0	6	25
08:15	0	2	3	1	0	0	0	1	0	2	1	2	0	1	0	12	25
08:30	0	0	0	8	0	0	0	7	0	0	0	7	0	0	0	13	35
08:45	0	1	0	9	0	2	0	6	0	0	0	9	0	1	0	11	39
Total	1	6	3	19	0	3	1	16	0	3	1	26	0	3	0	42	124
*** BREAK ***																	
16:00	0	1	0	5	0	1	0	4	0	0	0	15	1	0	0	10	37
16:15	0	1	0	2	0	1	0	0	1	0	0	7	0	2	0	13	27
16:30	1	2	0	5	1	0	1	1	0	0	0	8	0	0	0	23	42
16:45	0	0	0	4	0	2	0	9	0	2	0	9	0	0	0	12	38
Total	1	4	0	16	1	4	1	14	1	2	0	39	1	2	0	58	144
17:00	0	0	0	1	1	0	0	6	1	0	1	5	0	3	2	7	27
17:15	0	2	0	4	0	1	0	8	2	0	0	8	1	2	1	19	48
17:30	1	1	0	4	0	0	0	3	0	1	0	4	0	1	0	12	27
17:45	0	1	0	4	0	1	1	2	0	1	0	2	0	1	0	7	20
Total	1	4	0	13	1	2	1	19	3	2	1	19	1	7	3	45	122
Grand Total	5	16	4	58	3	13	3	57	6	11	3	103	2	18	5	205	512
Apprch %	6	19.3	4.8	69.9	3.9	17.1	3.9	75	4.9	8.9	2.4	83.7	0.9	7.8	2.2	89.1	
Total %	1	3.1	0.8	11.3	0.6	2.5	0.6	11.1	1.2	2.1	0.6	20.1	0.4	3.5	1	40	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 20.NAPA ST.LINDA VISTA RD.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	NAPA ST Southbound					LINDA VISTA RD Westbound					NAPA ST Northbound					LINDA VISTA 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																					
08:00	1	3	0	1	5	0	1	1	2	4	0	1	0	8	9	0	1	0	6	7	25
08:15	0	2	3	1	6	0	0	0	1	1	0	2	1	2	5	0	1	0	12	13	25
08:30	0	0	0	8	8	0	0	0	7	7	0	0	0	7	7	0	0	0	13	13	35
08:45	0	1	0	9	10	0	2	0	6	8	0	0	0	9	9	0	1	0	11	12	39
Total Volume	1	6	3	19	29	0	3	1	16	20	0	3	1	26	30	0	3	0	42	45	124
% App. Total	3.4	20.7	10.3	65.5		0	15	5	80		0	10	3.3	86.7		0	6.7	0	93.3		
PHF	.250	.500	.250	.528	.725	.000	.375	.250	.571	.625	.000	.375	.250	.722	.833	.000	.750	.000	.808	.865	.795

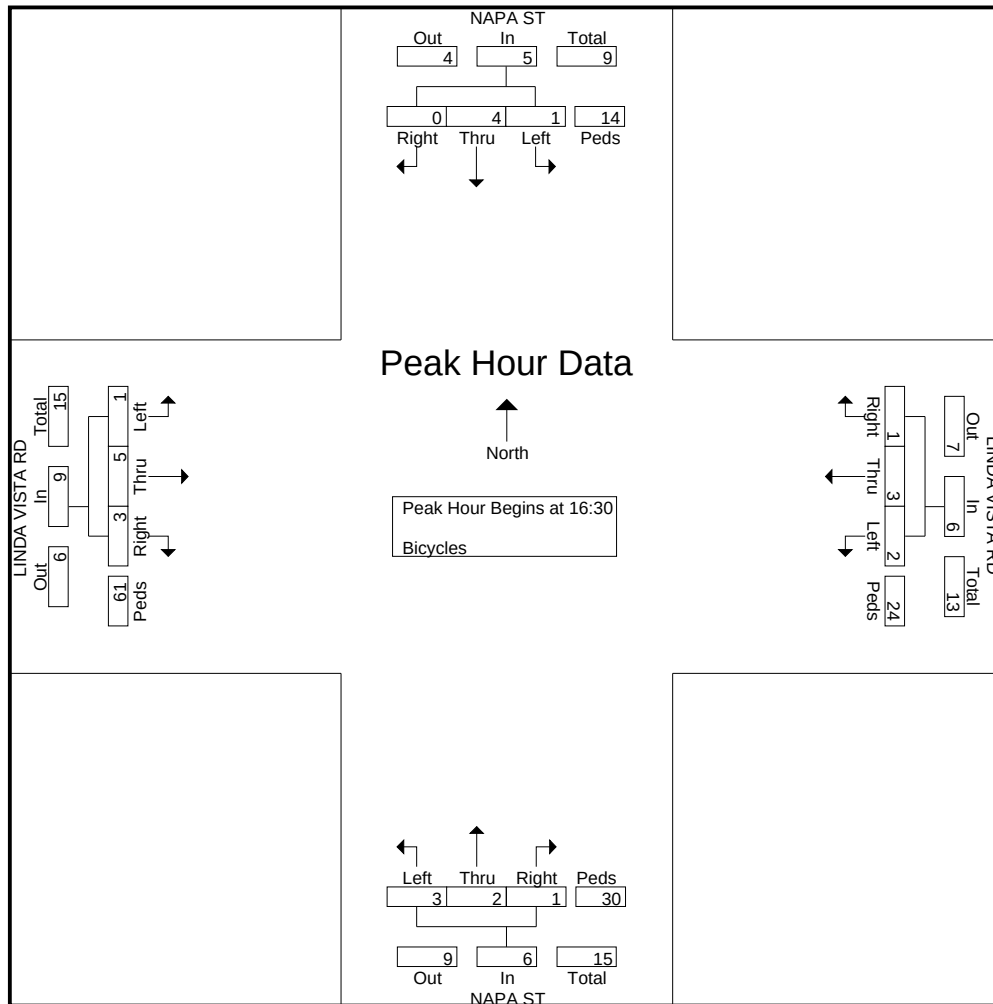


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 20.NAPA ST.LINDA VISTA RD.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	NAPA ST Southbound					LINDA VISTA RD Westbound					NAPA ST Northbound					LINDA VISTA 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	1	2	0	5	8	1	0	1	1	3	0	0	0	8	8	0	0	0	23	23	42
16:45	0	0	0	4	4	0	2	0	9	11	0	2	0	9	11	0	0	0	12	12	38
17:00	0	0	0	1	1	1	0	0	6	7	1	0	1	5	7	0	3	2	7	12	27
17:15	0	2	0	4	6	0	1	0	8	9	2	0	0	8	10	1	2	1	19	23	48
Total Volume	1	4	0	14	19	2	3	1	24	30	3	2	1	30	36	1	5	3	61	70	155
% App. Total	5.3	21.1	0	73.7		6.7	10	3.3	80		8.3	5.6	2.8	83.3		1.4	7.1	4.3	87.1		
PHF	.250	.500	.000	.700	.594	.500	.375	.250	.667	.682	.375	.250	.250	.833	.818	.250	.417	.375	.663	.761	.807



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 21.MARIAN WAY.LINDA VISTA RD.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Bicycles

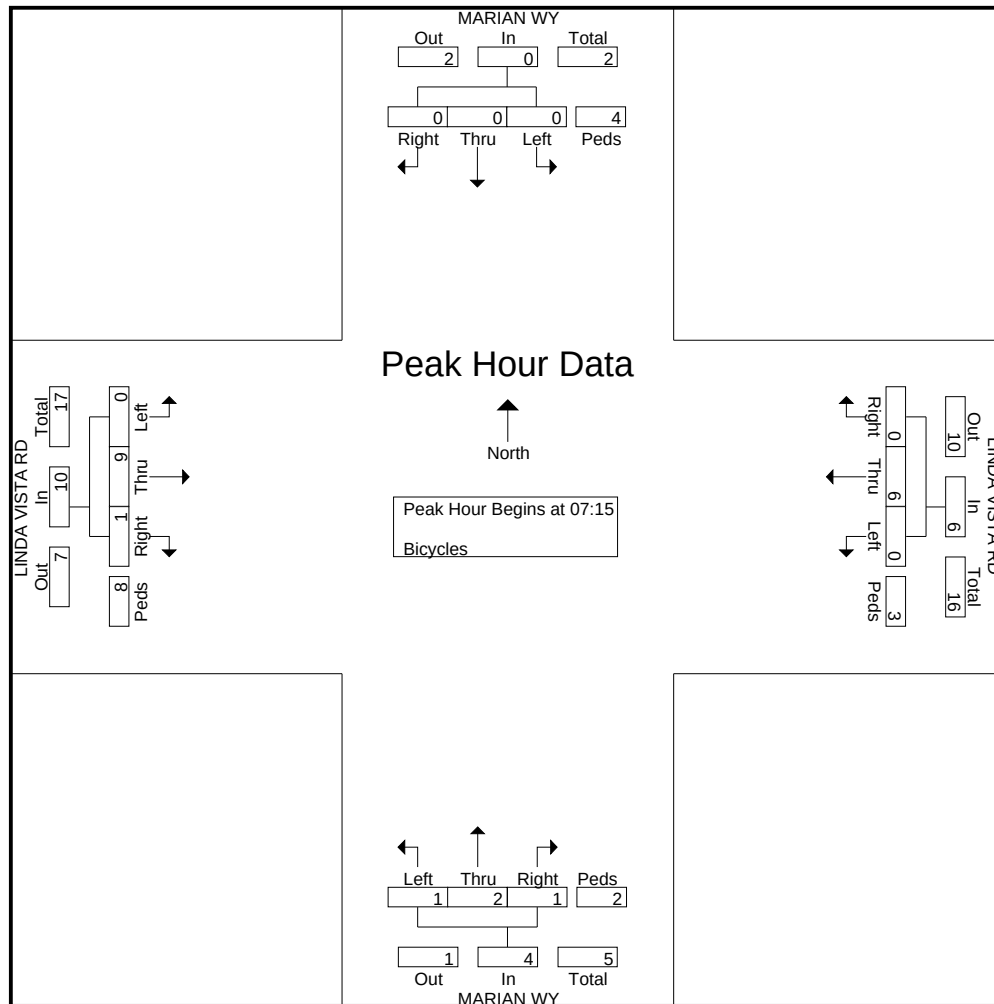
	MARIAN WY Southbound				LINDA VISTA RD Westbound				MARIAN WY Northbound				LINDA VISTA RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
07:15	0	0	0	2	0	4	0	1	0	0	1	1	0	1	0	4	14
07:30	0	0	0	1	0	0	0	1	0	1	0	0	0	2	1	0	6
07:45	0	0	0	1	0	1	0	1	0	0	0	0	0	4	0	4	11
Total	0	0	0	5	0	5	0	3	0	1	1	1	0	7	1	9	33
08:00	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	6
08:15	0	0	0	1	0	2	0	1	0	0	0	2	0	2	0	1	9
08:30	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	4	7
08:45	0	0	0	1	0	2	0	2	0	0	0	0	1	1	0	8	15
Total	0	0	0	3	0	5	0	3	1	1	0	3	1	7	0	13	37
*** BREAK ***																	
16:00	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	3	7
16:15	0	0	2	1	0	0	0	0	0	0	0	0	0	1	0	2	6
16:30	0	0	0	0	0	3	0	1	1	1	0	3	0	1	0	3	13
16:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	5
Total	0	0	2	4	0	4	0	3	1	1	0	3	0	2	0	11	31
17:00	0	0	0	4	0	1	0	2	0	0	0	2	0	4	0	1	14
17:15	0	0	0	2	0	0	0	2	0	0	0	0	1	2	0	1	8
17:30	0	0	0	1	0	0	0	2	0	0	0	2	0	1	0	7	13
17:45	0	0	0	2	0	0	0	1	0	0	0	1	0	1	0	1	6
Total	0	0	0	9	0	1	0	7	0	0	0	5	1	8	0	10	41
Grand Total	0	0	2	21	0	15	0	16	2	3	1	12	2	24	1	43	142
Apprch %	0	0	8.7	91.3	0	48.4	0	51.6	11.1	16.7	5.6	66.7	2.9	34.3	1.4	61.4	
Total %	0	0	1.4	14.8	0	10.6	0	11.3	1.4	2.1	0.7	8.5	1.4	16.9	0.7	30.3	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 21.MARIAN WAY.LINDA VISTA RD.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	MARIAN WY Southbound					LINDA VISTA RD Westbound					MARIAN WY Northbound					LINDA VISTA 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 07:15																					
07:15	0	0	0	2	2	0	4	0	1	5	0	0	1	1	2	0	1	0	4	5	14
07:30	0	0	0	1	1	0	0	0	1	1	0	1	0	0	1	0	2	1	0	3	6
07:45	0	0	0	1	1	0	1	0	1	2	0	0	0	0	0	0	4	0	4	8	11
08:00	0	0	0	0	0	0	1	0	0	1	1	1	0	1	3	0	2	0	0	2	6
Total Volume	0	0	0	4	4	0	6	0	3	9	1	2	1	2	6	0	9	1	8	18	37
% App. Total	0	0	0	100		0	66.7	0	33.3		16.7	33.3	16.7	33.3		0	50	5.6	44.4		
PHF	.000	.000	.000	.500	.500	.000	.375	.000	.750	.450	.250	.500	.250	.500	.500	.000	.563	.250	.500	.563	.661

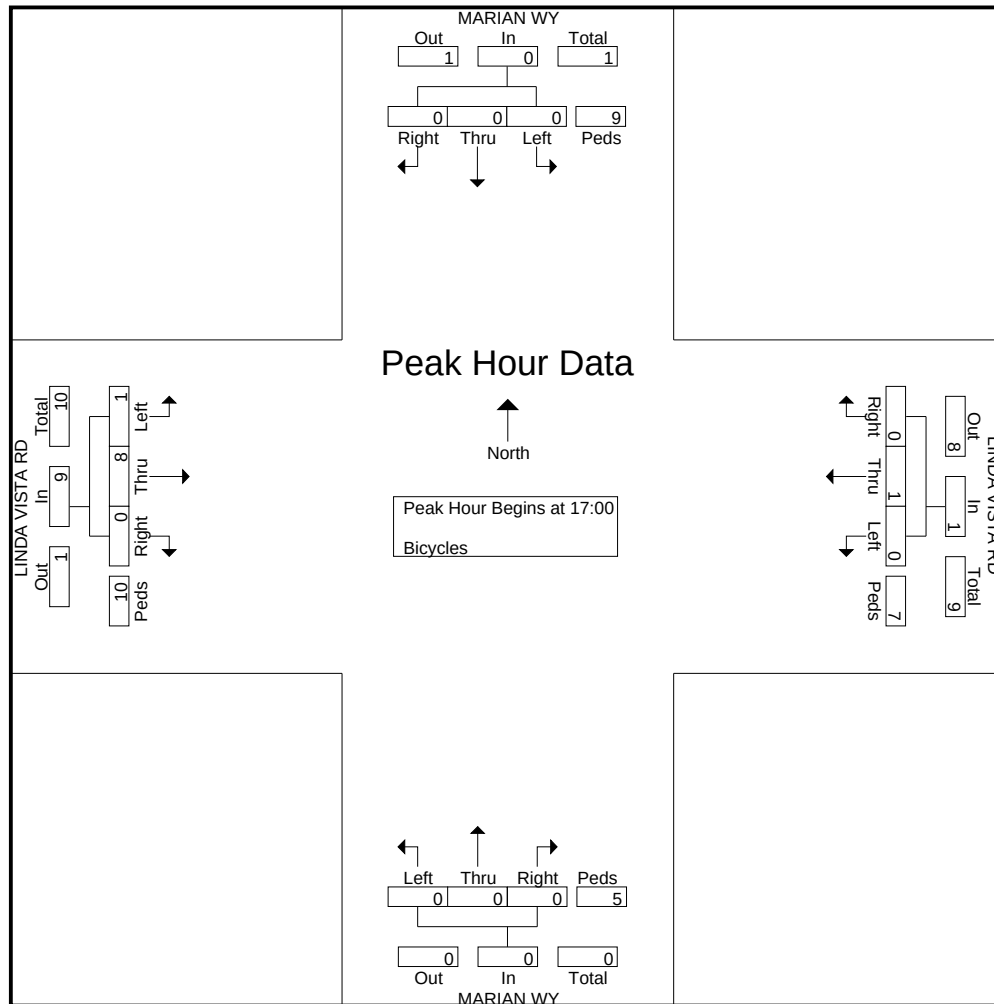


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 21.MARIAN WY.LINDA VISTA RD.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	MARIAN WY Southbound					LINDA VISTA RD Westbound					MARIAN WY Northbound					LINDA VISTA 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 17:00																					
17:00	0	0	0	4	4	0	1	0	2	3	0	0	0	2	2	0	4	0	1	5	14
17:15	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	1	2	0	1	4	8
17:30	0	0	0	1	1	0	0	0	2	2	0	0	0	2	2	0	1	0	7	8	13
17:45	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	0	1	0	1	2	6
Total Volume	0	0	0	9	9	0	1	0	7	8	0	0	0	5	5	1	8	0	10	19	41
% App. Total	0	0	0	100		0	12.5	0	87.5		0	0	0	100		5.3	42.1	0	52.6		
PHF	.000	.000	.000	.563	.563	.000	.250	.000	.875	.667	.000	.000	.000	.625	.625	.250	.500	.000	.357	.594	.732



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 22.NAPA ST.RILEY ST.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Bicycles

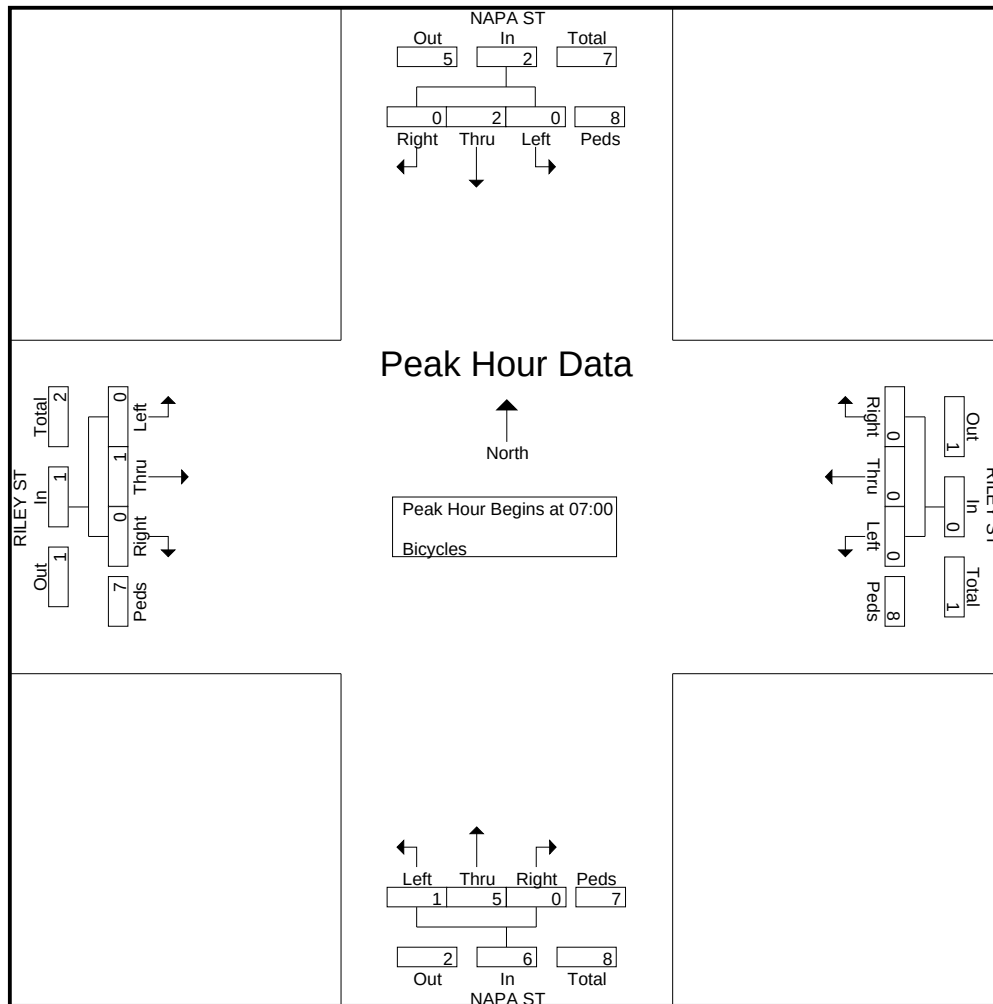
	NAPA ST Southbound				RILEY ST Westbound				NAPA ST Northbound				RILEY ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	2	0	0	0	2	0	3	0	2	0	0	0	7	16
07:15	0	2	0	1	0	0	0	4	0	0	0	4	0	0	0	0	11
07:30	0	0	0	1	0	0	0	2	0	0	0	1	0	1	0	0	5
07:45	0	0	0	4	0	0	0	0	1	2	0	0	0	0	0	0	7
Total	0	2	0	8	0	0	0	8	1	5	0	7	0	1	0	7	39
08:00	0	2	0	3	0	1	0	2	0	0	0	0	0	0	0	0	8
08:15	0	3	0	1	0	0	0	1	0	2	0	4	0	1	0	1	13
08:30	0	0	0	2	0	0	0	3	0	0	0	3	0	0	0	1	9
08:45	0	1	1	0	0	1	0	2	0	0	0	4	0	0	0	0	9
Total	0	6	1	6	0	2	0	8	0	2	0	11	0	1	0	2	39
*** BREAK ***																	
16:00	0	1	0	4	0	0	0	0	0	0	0	4	0	0	0	6	15
16:15	0	1	0	4	1	0	0	2	0	1	0	0	0	0	0	5	14
16:30	0	4	0	1	0	0	0	3	1	0	0	4	0	1	0	3	17
16:45	0	1	1	6	0	0	0	3	0	1	0	3	0	0	2	3	20
Total	0	7	1	15	1	0	0	8	1	2	0	11	0	1	2	17	66
17:00	0	2	0	0	0	0	0	5	0	3	0	2	0	0	0	0	12
17:15	0	0	0	3	1	0	0	4	0	1	1	1	0	0	0	4	15
17:30	0	0	1	2	0	0	0	3	0	1	0	0	0	1	0	1	9
17:45	0	0	0	1	0	1	0	4	0	1	0	1	0	0	0	1	9
Total	0	2	1	6	1	1	0	16	0	6	1	4	0	1	0	6	45
Grand Total	0	17	3	35	2	3	0	40	2	15	1	33	0	4	2	32	189
Apprch %	0	30.9	5.5	63.6	4.4	6.7	0	88.9	3.9	29.4	2	64.7	0	10.5	5.3	84.2	
Total %	0	9	1.6	18.5	1.1	1.6	0	21.2	1.1	7.9	0.5	17.5	0	2.1	1.1	16.9	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 22.NAPA ST.RILEY ST.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	NAPA ST Southbound					RILEY ST Westbound					NAPA ST Northbound					RILEY ST 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 07:00																					
07:00	0	0	0	2	2	0	0	0	2	2	0	3	0	2	5	0	0	0	7	7	16
07:15	0	2	0	1	3	0	0	0	4	4	0	0	0	4	4	0	0	0	0	0	11
07:30	0	0	0	1	1	0	0	0	2	2	0	0	0	1	1	0	1	0	0	1	5
07:45	0	0	0	4	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7
Total Volume	0	2	0	8	10	0	0	0	8	8	1	5	0	7	13	0	1	0	7	8	39
% App. Total	0	20	0	80		0	0	0	100		7.7	38.5	0	53.8		0	12.5	0	87.5		
PHF	.000	.250	.000	.500	.625	.000	.000	.000	.500	.500	.250	.417	.000	.438	.650	.000	.250	.000	.250	.286	.609

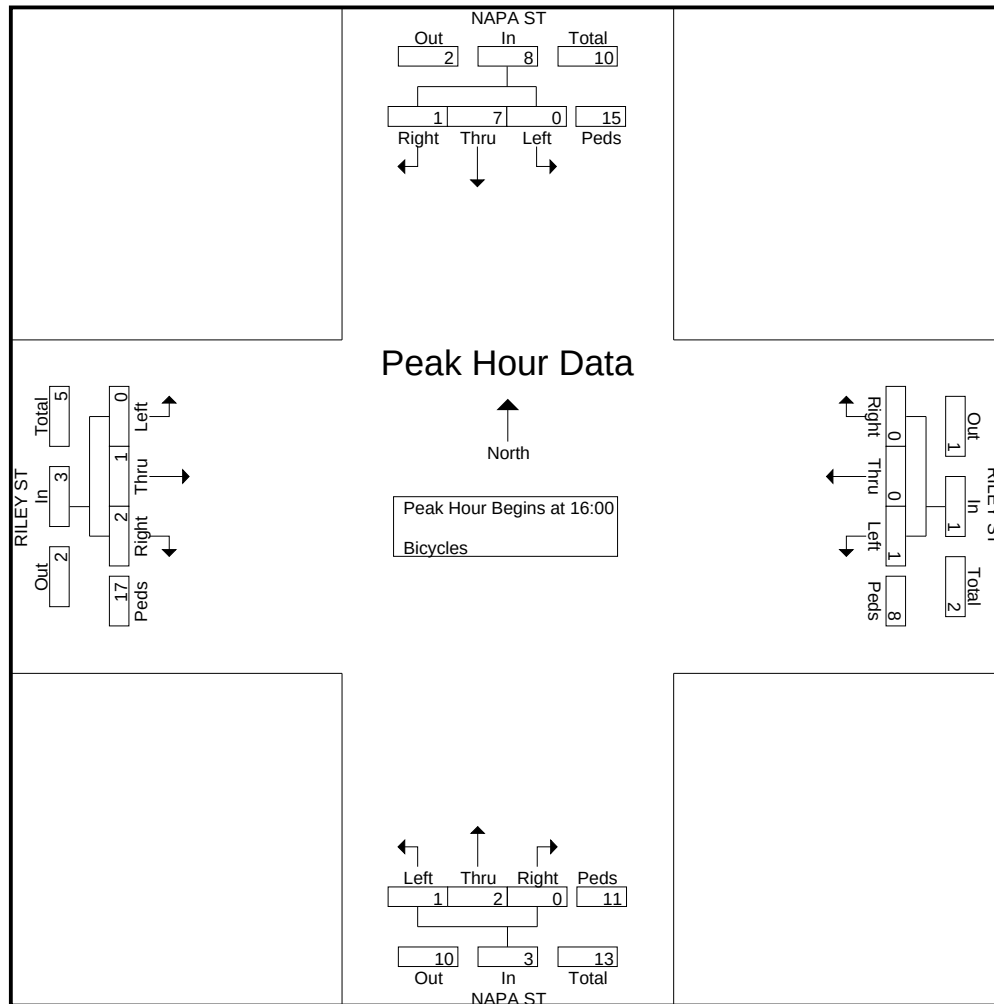


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 22.NAPA ST.RILEY ST.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	NAPA ST Southbound					RILEY ST Westbound					NAPA ST Northbound					RILEY ST 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	1	0	4	5	0	0	0	0	0	0	0	0	4	4	0	0	0	6	6	15
16:15	0	1	0	4	5	1	0	0	2	3	0	1	0	0	1	0	0	0	5	5	14
16:30	0	4	0	1	5	0	0	0	3	3	1	0	0	4	5	0	1	0	3	4	17
16:45	0	1	1	6	8	0	0	0	3	3	0	1	0	3	4	0	0	2	3	5	20
Total Volume	0	7	1	15	23	1	0	0	8	9	1	2	0	11	14	0	1	2	17	20	66
% App. Total	0	30.4	4.3	65.2		11.1	0	0	88.9		7.1	14.3	0	78.6		0	5	10	85		
PHF	.000	.438	.250	.625	.719	.250	.000	.000	.667	.750	.250	.500	.000	.688	.700	.000	.250	.250	.708	.833	.825



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 23.NAPA ST.FRIARS RD.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Bicycles

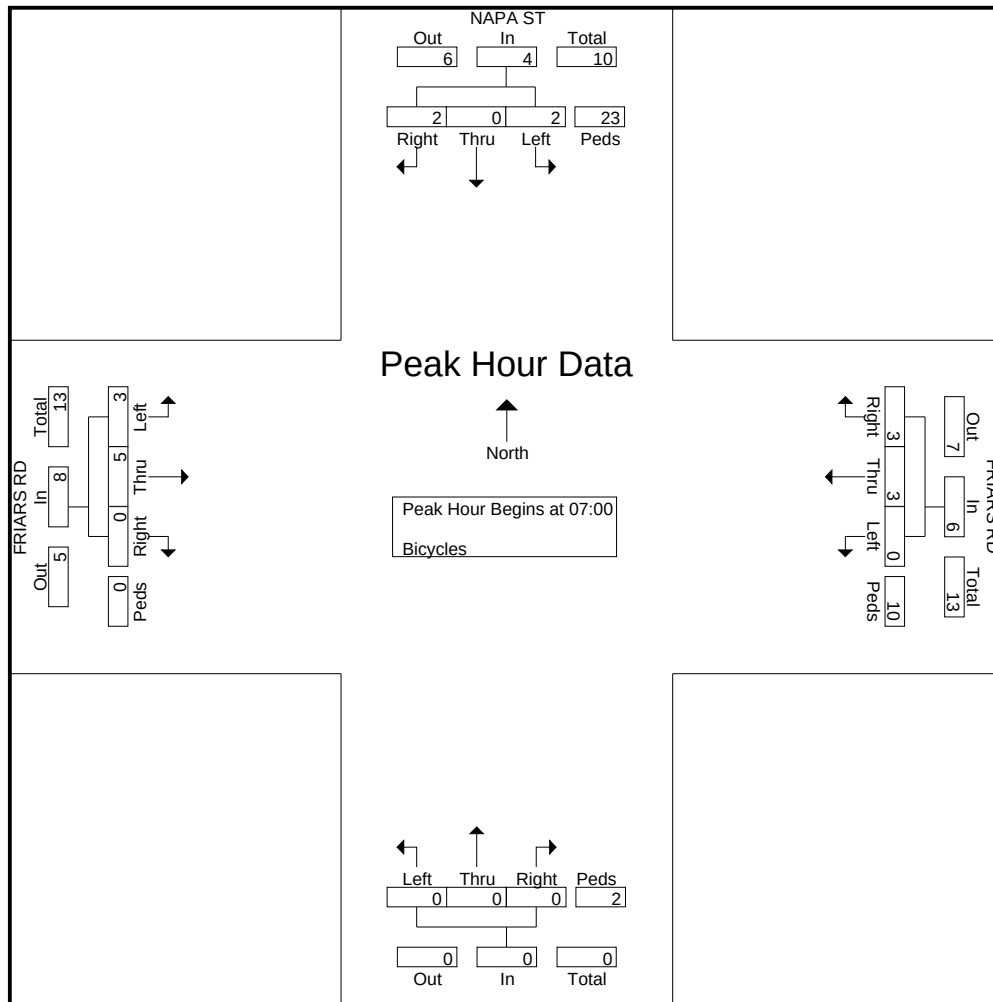
	NAPA ST Southbound				FRIARS RD Westbound				Northbound				FRIARS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	6	0	2	2	2	0	0	0	2	1	1	0	0	16
07:15	1	0	1	6	0	1	1	1	0	0	0	0	0	0	0	0	11
07:30	0	0	1	4	0	0	0	5	0	0	0	0	0	2	0	0	12
07:45	1	0	0	7	0	0	0	2	0	0	0	0	2	2	0	0	14
Total	2	0	2	23	0	3	3	10	0	0	0	2	3	5	0	0	53
08:00	1	0	1	3	0	0	0	1	0	0	0	0	0	1	0	0	7
08:15	3	0	0	9	0	0	0	0	0	0	0	0	3	1	0	1	17
08:30	0	0	0	5	0	2	1	1	0	0	0	0	0	2	0	0	11
08:45	1	0	0	7	0	1	0	4	0	0	0	0	0	1	0	0	14
Total	5	0	1	24	0	3	1	6	0	0	0	0	3	5	0	1	49
*** BREAK ***																	
16:00	1	0	0	6	0	1	0	3	0	0	0	0	0	3	0	0	14
16:15	1	0	1	10	0	2	0	3	0	0	0	0	0	0	0	0	17
16:30	1	0	3	13	0	4	0	7	0	0	0	0	0	2	0	0	30
16:45	2	0	0	3	0	2	1	5	0	0	0	0	0	2	0	0	15
Total	5	0	4	32	0	9	1	18	0	0	0	0	0	7	0	0	76
17:00	1	0	1	14	0	2	1	2	0	0	0	0	2	1	0	0	24
17:15	2	0	1	14	0	0	0	2	0	0	0	0	1	2	0	0	22
17:30	0	0	0	11	0	1	1	3	0	0	0	0	1	0	0	0	17
17:45	0	0	0	4	0	1	0	3	0	0	0	0	0	1	0	0	9
Total	3	0	2	43	0	4	2	10	0	0	0	0	4	4	0	0	72
Grand Total	15	0	9	122	0	19	7	44	0	0	0	2	10	21	0	1	250
Apprch %	10.3	0	6.2	83.6	0	27.1	10	62.9	0	0	0	100	31.2	65.6	0	3.1	
Total %	6	0	3.6	48.8	0	7.6	2.8	17.6	0	0	0	0.8	4	8.4	0	0.4	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 23.NAPA ST.FRIARS RD.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	NAPA ST Southbound					FRIARS RD Westbound					Northbound					FRIARS 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 07:00																					
07:00	0	0	0	6	6	0	2	2	2	6	0	0	0	2	2	1	1	0	0	2	16
07:15	1	0	1	6	8	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	11
07:30	0	0	1	4	5	0	0	0	5	5	0	0	0	0	0	0	2	0	0	2	12
07:45	1	0	0	7	8	0	0	0	2	2	0	0	0	0	0	2	2	0	0	4	14
Total Volume	2	0	2	23	27	0	3	3	10	16	0	0	0	2	2	3	5	0	0	8	53
% App. Total	7.4	0	7.4	85.2		0	18.8	18.8	62.5		0	0	0	100		37.5	62.5	0	0		
PHF	.500	.000	.500	.821	.844	.000	.375	.375	.500	.667	.000	.000	.000	.250	.250	.375	.625	.000	.000	.500	.828

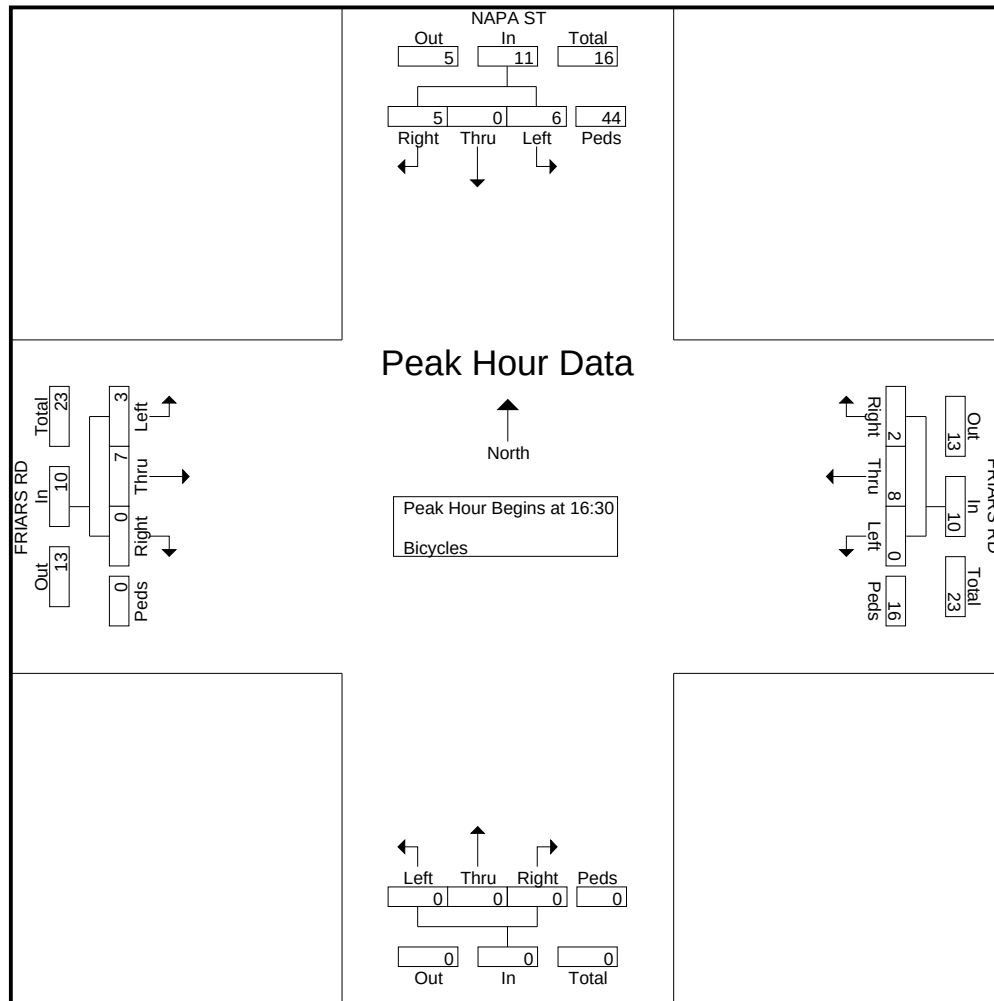


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 23.NAPA ST.FRIARS RD.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	NAPA ST Southbound					FRIARS RD Westbound					Northbound					FRIARS 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	1	0	3	13	17	0	4	0	7	11	0	0	0	0	0	0	2	0	0	2	30
16:45	2	0	0	3	5	0	2	1	5	8	0	0	0	0	0	0	2	0	0	2	15
17:00	1	0	1	14	16	0	2	1	2	5	0	0	0	0	0	2	1	0	0	3	24
17:15	2	0	1	14	17	0	0	0	2	2	0	0	0	0	0	1	2	0	0	3	22
Total Volume	6	0	5	44	55	0	8	2	16	26	0	0	0	0	0	3	7	0	0	10	91
% App. Total	10.9	0	9.1	80		0	30.8	7.7	61.5		0	0	0	0		30	70	0	0		
PHF	.750	.000	.417	.786	.809	.000	.500	.500	.571	.591	.000	.000	.000	.000	.000	.375	.875	.000	.000	.833	.758



True Count
6520 Lemarand Ave
San Diego, CA 92115

File Name : 24.COLUSA ST.FRIARS RD.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 1

Groups Printed- Bicycles

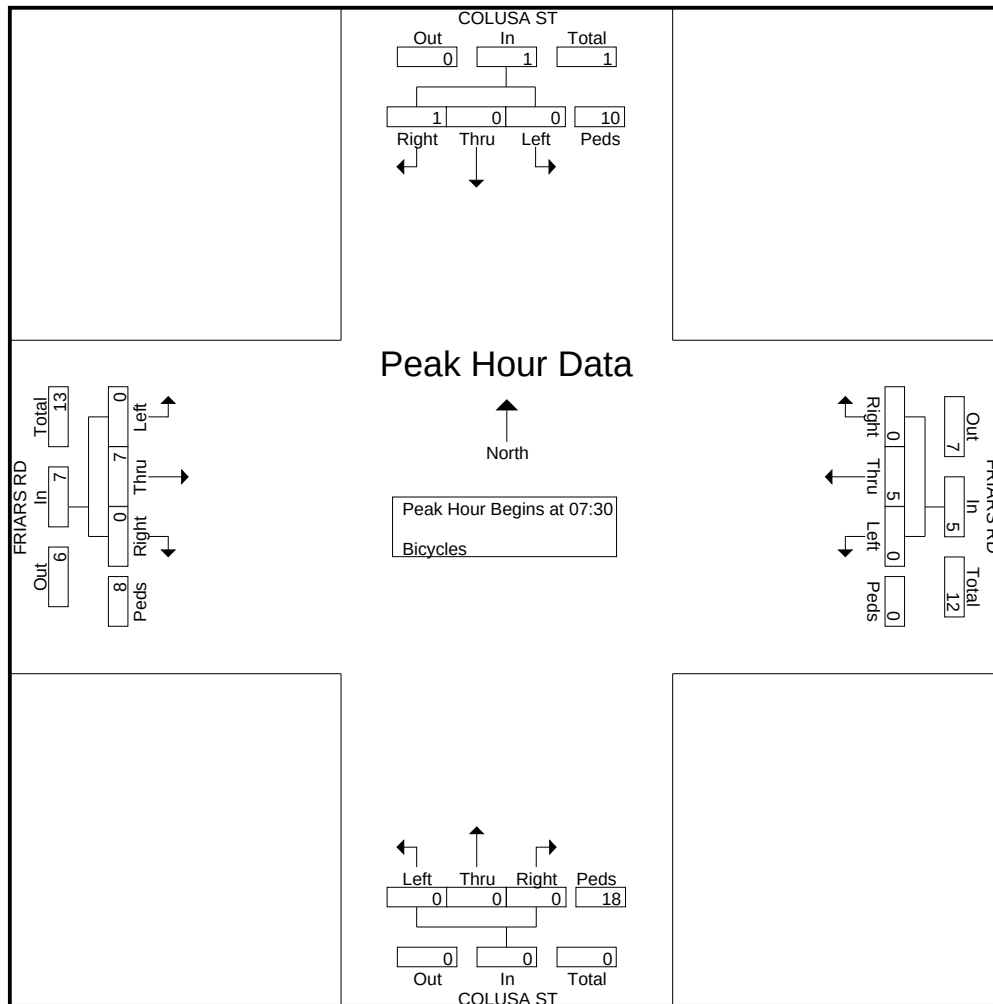
	COLUSA ST Southbound				FRIARS RD Westbound				COLUSA ST Northbound				FRIARS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	1	3	0	2	0	0	0	0	0	8	0	1	0	0	15
07:15	0	0	0	0	0	2	0	0	0	0	0	2	0	1	0	3	8
07:30	0	0	0	1	0	1	0	0	0	0	0	5	0	2	0	0	9
07:45	0	0	0	1	0	1	0	0	0	0	0	3	0	0	0	2	7
Total	0	0	1	5	0	6	0	0	0	0	0	18	0	4	0	5	39
08:00	0	0	0	2	0	3	0	0	0	0	0	4	0	2	0	3	14
08:15	0	0	1	6	0	0	0	0	0	0	0	6	0	3	0	3	19
08:30	0	0	0	2	0	0	0	0	0	0	0	5	0	1	0	0	8
08:45	0	0	0	3	0	1	0	0	0	0	0	1	0	0	0	1	6
Total	0	0	1	13	0	4	0	0	0	0	0	16	0	6	0	7	47
*** BREAK ***																	
16:00	0	0	1	1	0	0	0	0	0	0	0	3	0	2	0	1	8
16:15	0	0	0	6	0	3	0	0	0	0	0	1	0	3	0	2	15
16:30	0	0	0	7	0	3	0	0	0	0	0	3	0	3	0	2	18
16:45	0	0	0	3	0	4	0	0	0	0	0	3	0	4	1	3	18
Total	0	0	1	17	0	10	0	0	0	0	0	10	0	12	1	8	59
17:00	0	0	0	2	0	0	0	0	0	0	0	1	0	3	0	1	7
17:15	0	0	0	9	0	0	0	0	0	0	0	3	0	3	0	1	16
17:30	0	0	0	1	0	2	0	0	0	0	0	4	0	1	0	1	9
17:45	0	0	0	4	0	1	0	0	0	0	0	3	0	2	0	2	12
Total	0	0	0	16	0	3	0	0	0	0	0	11	0	9	0	5	44
Grand Total	0	0	3	51	0	23	0	0	0	0	0	55	0	31	1	25	189
Apprch %	0	0	5.6	94.4	0	100	0	0	0	0	0	100	0	54.4	1.8	43.9	
Total %	0	0	1.6	27	0	12.2	0	0	0	0	0	29.1	0	16.4	0.5	13.2	

True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 24.COLUSA ST.FRIARS RD.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 2

	COLUSA ST Southbound					FRIARS RD Westbound					COLUSA ST Northbound					FRIARS 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 07:30																					
07:30	0	0	0	1	1	0	1	0	0	1	0	0	0	5	5	0	2	0	0	2	9
07:45	0	0	0	1	1	0	1	0	0	1	0	0	0	3	3	0	0	0	2	2	7
08:00	0	0	0	2	2	0	3	0	0	3	0	0	0	4	4	0	2	0	3	5	14
08:15	0	0	1	6	7	0	0	0	0	0	0	0	0	6	6	0	3	0	3	6	19
Total Volume	0	0	1	10	11	0	5	0	0	5	0	0	0	18	18	0	7	0	8	15	49
% App. Total	0	0	9.1	90.9		0	100	0	0		0	0	0	100		0	46.7	0	53.3		
PHF	.000	.000	.250	.417	.393	.000	.417	.000	.000	.417	.000	.000	.000	.750	.750	.000	.583	.000	.667	.625	.645

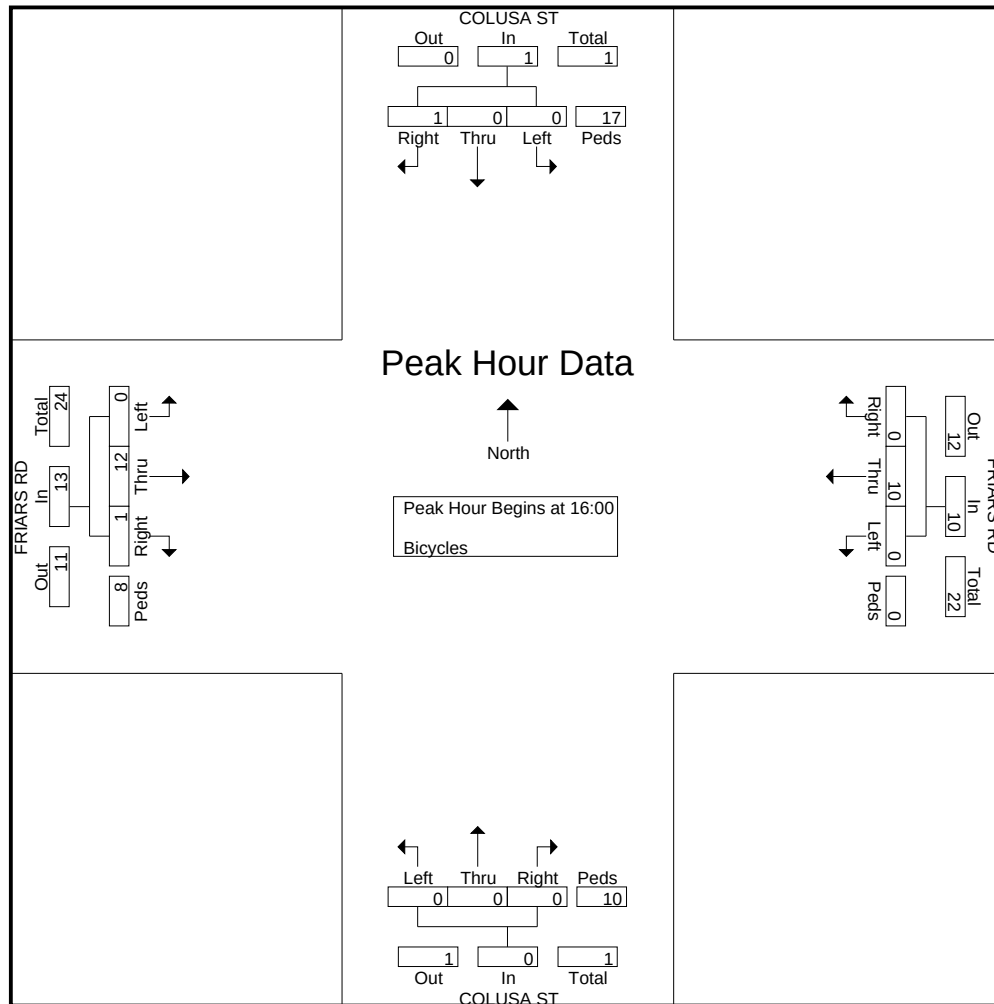


True Count

6520 Lemarand Ave
San Diego, CA 92115

File Name : 24.COLUSA ST.FRIARS RD.PED-BIKE
Site Code : 00000000
Start Date : 2/5/2013
Page No : 3

	COLUSA ST Southbound					FRIARS RD Westbound					COLUSA ST Northbound					FRIARS 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 16:00																					
16:00	0	0	1	1	2	0	0	0	0	0	0	0	0	3	3	0	2	0	1	3	8
16:15	0	0	0	6	6	0	3	0	0	3	0	0	0	1	1	0	3	0	2	5	15
16:30	0	0	0	7	7	0	3	0	0	3	0	0	0	3	3	0	3	0	2	5	18
16:45	0	0	0	3	3	0	4	0	0	4	0	0	0	3	3	0	4	1	3	8	18
Total Volume	0	0	1	17	18	0	10	0	0	10	0	0	0	10	10	0	12	1	8	21	59
% App. Total	0	0	5.6	94.4		0	100	0	0		0	0	0	100		0	57.1	4.8	38.1		
PHF	.000	.000	.250	.607	.643	.000	.625	.000	.000	.625	.000	.000	.000	.833	.833	.000	.750	.250	.667	.656	.819



Morena Blvd Station Area Planning Study

Appendix C:

Daily Traffic Volume Count Data

MetroCount Traffic Executive Vehicle Counts

2009 -- English (ENU)

Datasets:

Site: 01.GESNER ST (MORENA BLVD - DENVER ST) EASTBOUND
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 15:39 Monday, February 11, 2013 => 5:33 Monday, February 18, 2013
File: 0090118Feb2013.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, February 12, 2013 => 0:00 Sunday, February 17, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: East (bound)

*** Tuesday, February 12, 2013 - Total=1701, 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	2	1	4	16	62	124	103	128	90	99	109	102	123	143	141	143	115	60	59	35	23	15	
0	0	1	1	0	2	9	28	27	32	27	24	23	22	20	39	26	42	35	16	18	9	8	7	3
2	1	0	0	1	3	9	31	29	39	19	32	25	31	36	30	39	40	35	12	18	12	6	3	1
0	1	1	0	1	5	24	33	20	30	19	24	27	29	33	29	38	37	21	21	13	8	4	2	2
0	0	0	0	2	6	20	32	27	27	25	19	34	20	34	45	38	24	24	11	10	6	5	3	1

AM Peak 0845 - 0945 (128), AM PHF=0.82 PM Peak 1630 - 1730 (158), PM PHF=0.94

*** Wednesday, February 13, 2013 - Total=1723, 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	3	1	2	9	18	57	118	127	109	81	129	117	108	100	136	131	153	109	68	69	39	23	9	
3	1	1	1	1	3	8	24	27	32	19	30	24	40	23	33	31	27	40	16	10	11	3	3	1
1	0	0	0	1	3	10	32	28	33	13	36	36	24	23	38	28	45	29	14	22	10	8	3	2
2	1	0	0	3	4	24	29	46	24	29	24	29	20	23	36	37	39	22	18	20	12	6	1	2
1	1	0	1	4	8	15	33	26	20	20	39	28	24	31	29	35	42	18	20	17	6	6	2	1

AM Peak 0830 - 0930 (137), AM PHF=0.74 PM Peak 1715 - 1815 (166), PM PHF=0.92

*** Thursday, February 14, 2013 - Total=1811, 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	4	3	1	3	22	51	110	128	101	95	100	127	139	116	142	144	188	101	84	54	43	30	19	
1	0	2	1	0	6	4	24	30	41	27	25	32	31	23	37	32	48	34	26	17	7	14	6	2
2	2	1	0	0	7	14	25	27	20	21	21	31	33	25	32	33	50	27	17	11	16	8	9	3
2	2	0	0	2	3	20	27	36	22	25	30	30	32	30	32	35	53	18	26	10	11	6	1	2
1	0	0	0	1	6	13	34	35	18	22	24	34	43	38	41	44	37	22	15	16	9	2	3	0

AM Peak 0815 - 0915 (139), AM PHF=0.85 PM Peak 1645 - 1745 (195), PM PHF=0.92

*** Friday, February 15, 2013 - Total=1780, 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	12	3	4	4	14	33	89	116	109	97	121	128	111	124	146	145	158	130	88	43	47	35	16	
2	2	1	1	1	3	15	25	26	13	21	32	27	29	29	44	30	48	43	22	12	12	11	6	3
3	2	0	3	1	3	9	23	25	23	34	30	35	29	20	34	38	39	35	29	11	13	10	3	3
2	5	2	0	0	6	10	32	36	24	23	29	34	34	42	42	41	39	20	19	6	14	8	5	7
0	3	0	0	2	4	11	19	30	36	27	41	27	21	33	26	36	32	32	18	14	8	6	2	4

AM Peak 1145 - 1245 (142), AM PHF=0.87 PM Peak 1630 - 1730 (164), PM PHF=0.85

*** Saturday, February 16, 2013 - Total=1876, 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	10	3	2	7	21	32	52	88	190	235	218	186	166	118	121	111	86	69	42	44	34	17	
3	1	2	0	0	1	3	4	8	14	51	76	58	36	45	41	26	24	28	20	12	13	13	3	-
3	1	2	2	1	4	3	5	17	22	64	50	61	56	43	37	26	25	22	16	11	8	5	7	-
7	3	3	1	1	1	7	11	12	26	42	63	51	45	47	18	37	32	16	16	8	18	7	4	-
4	2	3	0	0	1	8	12	15	26	33	46	48	49	31	22	32	30	20	17	11	5	9	3	-

AM Peak 1100 - 1200 (235), AM PHF=0.77

MetroCount Traffic Executive Vehicle Counts

2010 -- English (ENU)

Datasets:

Site: 01.GESNER ST (MORENA BLVD - DENVER ST) WESTBOUND
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 15:39 Monday, February 11, 2013 => 5:33 Monday, February 18, 2013
File: 0090118Feb2013.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, February 12, 2013 => 0:00 Sunday, February 17, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: West (bound)

* Tuesday, February 12, 2013 - Total=1418, 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	0	2	2	8	20	81	104	85	102	90	93	103	95	101	109	139	104	57	55	30	26	8	
2	0	0	1	0	1	5	13	22	21	25	23	27	28	19	22	27	37	29	11	13	10	8	4	4
2	0	0	0	0	1	3	14	26	20	31	23	23	28	22	22	22	28	28	20	14	7	8	2	0
0	0	0	0	1	4	5	25	32	19	23	26	20	21	27	23	31	40	25	12	17	5	3	1	0
0	0	0	1	1	2	7	29	24	25	23	18	23	26	27	34	29	34	22	14	11	8	7	1	1

AM Peak 0745 - 0845 (109), AM PHF=0.85 PM Peak 1700 - 1800 (139), PM PHF=0.87

* Wednesday, February 13, 2013 - Total=1485, 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	2	5	1	4	10	22	81	87	80	82	91	101	97	111	133	122	138	99	75	65	33	26	15	
4	0	2	0	0	2	2	16	16	22	19	20	23	23	24	37	27	39	28	20	19	12	8	7	3
0	0	1	1	1	1	4	14	17	24	17	19	33	22	33	32	30	39	21	25	16	10	8	5	1
0	1	1	0	1	3	6	27	23	12	14	21	18	21	25	26	25	31	31	16	20	7	5	1	0
1	1	1	0	2	4	10	24	31	22	32	31	27	31	29	38	40	29	19	14	10	4	5	2	2

AM Peak 1130 - 1230 (108), AM PHF=0.82 PM Peak 1645 - 1745 (149), PM PHF=0.93

* Thursday, February 14, 2013 - Total=1500, 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	6	3	3	5	17	24	78	96	84	71	86	124	110	107	95	118	154	102	79	44	39	30	19	
3	2	1	0	1	7	3	13	21	16	13	14	28	26	25	22	28	40	25	24	11	11	6	5	2
1	2	2	1	1	4	2	19	22	15	22	27	43	26	21	21	25	39	27	23	10	6	14	6	2
0	1	0	2	0	3	7	19	25	27	16	17	26	27	36	21	30	45	26	22	9	13	5	4	2
2	1	0	0	3	3	12	27	28	26	20	28	27	31	25	31	35	30	24	10	14	9	5	4	0

AM Peak 1145 - 1245 (125), AM PHF=0.73 PM Peak 1645 - 1745 (159), PM PHF=0.88

* Friday, February 15, 2013 - Total=1423, 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	8	5	1	7	10	16	47	75	76	93	91	105	81	103	118	136	139	122	74	33	38	24	15	
2	1	2	1	2	1	3	8	16	19	19	23	27	20	33	38	43	41	34	16	9	8	5	7	3
2	0	3	0	2	2	5	11	16	11	21	29	23	21	20	33	42	36	29	20	4	9	6	3	1
2	4	0	0	1	1	5	14	13	23	27	20	31	19	25	16	31	35	26	19	12	10	6	2	4
0	3	0	0	2	6	3	14	30	23	26	19	24	21	25	31	20	27	33	19	8	11	7	3	2

AM Peak 1030 - 1130 (105), AM PHF=0.91 PM Peak 1545 - 1645 (147), PM PHF=0.85

* Saturday, February 16, 2013 - Total=1680, 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	
10	9	11	6	4	6	10	25	53	79	147	174	203	206	168	115	124	89	67	63	36	34	20	21	
3	3	4	0	2	2	3	6	11	17	28	50	53	48	56	24	26	20	26	17	12	11	6	8	-
1	2	1	2	1	0	3	8	16	14	31	37	48	60	48	33	27	28	14	16	7	5	6	3	-
4	1	3	2	0	4	1	4	17	22	41	48	46	57	31	30	34	17	13	13	11	10	4	7	-
2	3	3	2	1	0	3	7	9	26	47	39	56	41	33	28	37	24	14	17	6	8	4	3	-

AM Peak 1130 - 1230 (188), AM PHF=0.89

MetroCount Traffic Executive

Event Counts

2042 -- English (ENU)

Datasets:

Site: 02.CLAIREMONT DR (I-5 NB RAMPS - DENVER ST) EASTBOUND
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 4 - West bound. - Lane= 0, Excluded from totals.
Survey Duration: 21:36 Monday, February 18, 2013 => 13:09 Sunday, February 24, 2013
File: 0090224Feb2013.EC0 (Plus)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, February 19, 2013 => 0:00 Sunday, February 24, 2013

* Tuesday, February 19, 2013=13241, 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	
90	49	19	18	37	77	262	509	735	621	636	788	757	765	881	1250	1315	1388	1005	616	503	464	318	144	
33	18	9	1	4	11	40	117	148	163	146	186	193	179	182	250	305	373	260	180	132	117	98	40	22
26	12	3	6	7	13	53	96	182	161	147	201	203	194	232	345	344	375	274	139	136	134	79	54	22
19	8	3	2	9	24	64	138	211	154	183	173	190	198	237	341	321	343	250	146	114	127	76	27	23
12	11	4	9	17	30	105	159	194	144	161	229	171	194	230	315	346	297	221	151	122	86	65	23	13

AM Peak 1145 - 1245 (814), AM PHF=0.89 PM Peak 1645 - 1745 (1436), PM PHF=0.96

* Wednesday, February 20, 2013=13462, 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	40	33	27	30	83	237	407	651	571	630	688	883	774	950	1203	1368	1465	1158	713	560	458	289	170	
22	9	11	7	5	17	31	80	132	157	165	166	198	198	216	263	339	350	308	210	142	129	78	62	28
22	10	8	5	5	5	42	96	137	129	132	145	216	207	242	334	324	393	319	199	147	110	76	38	27
23	10	9	5	6	27	77	109	185	162	164	165	209	170	227	294	364	402	274	153	137	110	84	39	24
13	11	5	10	14	34	88	123	197	124	169	212	261	199	266	312	342	321	259	152	135	109	51	32	18

AM Peak 1145 - 1245 (835), AM PHF=0.97 PM Peak 1645 - 1745 (1486), PM PHF=0.92

* Thursday, February 21, 2013=14041, 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	
97	49	39	33	38	93	274	543	750	620	648	714	870	821	967	1266	1285	1441	1163	785	570	468	326	187	
28	9	18	11	7	14	38	119	154	161	162	168	198	194	217	283	318	357	329	233	155	120	92	56	32
27	20	6	4	9	18	47	106	180	170	163	183	237	213	246	322	296	363	299	212	145	117	93	44	25
24	12	12	12	9	25	81	146	205	131	163	166	199	205	238	354	352	379	296	152	139	119	84	49	21
18	8	3	6	13	36	109	172	212	159	161	198	237	210	267	307	320	343	240	189	132	112	58	39	14

AM Peak 1145 - 1245 (831), AM PHF=0.88 PM Peak 1700 - 1800 (1441), PM PHF=0.95

* Friday, February 22, 2013=14873, 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	
91	50	50	24	29	106	263	530	725	667	697	873	865	939	1088	1413	1387	1492	1059	760	561	557	385	268	
32	18	18	9	4	12	42	90	144	157	173	223	198	228	251	282	346	335	282	215	137	167	87	87	45
25	6	8	4	8	21	56	120	167	158	174	199	237	231	274	375	357	438	282	202	169	143	108	68	44
21	14	12	3	6	34	64	141	212	171	180	210	219	220	265	401	333	377	254	199	128	123	101	51	44
14	12	12	8	12	39	103	180	203	182	171	241	211	261	298	355	352	342	241	144	127	124	90	63	41

AM Peak 1145 - 1245 (895), AM PHF=0.93 PM Peak 1645 - 1745 (1502), PM PHF=0.86

* Saturday, February 23, 2013=13190, 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	
174	119	100	49	40	74	143	288	539	673	843	911	1002	1056	1015	1033	1010	1034	783	600	547	473	411	276	
45	35	36	16	8	11	27	40	99	154	183	200	235	288	246	279	250	252	236	167	151	109	131	89	-
44	30	30	17	7	13	27	56	139	175	217	223	270	264	236	261	258	285	193	137	157	125	107	61	-
44	31	15	10	16	20	41	71	128	161	215	239	255	248	241	238	244	268	187	136	129	134	90	74	-
41	24	19	6	9	31	49	121	174	184	228	250	243	257	293	256	258	229	167	161	111	106	85	52	-

AM Peak 1145 - 1245 (1009), AM PHF=0.93

MetroCount Traffic Executive

Event Counts

2043 -- English (ENU)

Datasets:

Site: 02.CLAIREMONT DR (I-5 NB RAMPS - DENVER ST) WESTBOUND
Input A: 2 - East bound. - Lane= 0, Excluded from totals.
Input B: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 21:36 Monday, February 18, 2013 => 13:09 Sunday, February 24, 2013
File: 0090224Feb2013.EC0 (Plus)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, February 19, 2013 => 0:00 Sunday, February 24, 2013

* Tuesday, February 19, 2013=13777, 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	22	24	28	94	297	812	1528	1352	1029	732	797	781	718	759	940	970	896	719	411	306	286	167	76	
16	6	10	5	8	33	118	331	342	298	179	191	216	187	185	214	255	244	189	128	84	88	52	23	17
7	7	5	5	17	62	177	387	325	285	179	193	184	159	190	194	242	220	211	107	67	76	51	24	9
7	2	5	6	23	99	238	411	365	244	202	205	190	203	197	245	243	235	172	86	77	68	34	18	13
7	7	6	12	46	103	280	399	320	204	173	209	191	170	188	288	230	198	148	90	78	55	30	11	3

AM Peak 0715 - 0815 (1539), AM PHF=0.94 PM Peak 1530 - 1630 (1029), PM PHF=0.89

* Wednesday, February 20, 2013=14122, 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	23	24	33	92	313	777	1410	1250	1012	770	780	789	888	882	993	912	970	752	489	369	266	199	93	
17	6	4	8	13	39	106	331	307	298	198	185	190	253	207	198	264	278	196	117	97	96	62	29	25
9	6	6	4	10	61	170	315	317	254	190	191	203	210	230	217	212	224	202	118	97	70	50	33	10
13	6	7	11	27	102	231	384	301	218	186	222	201	218	220	256	215	237	192	135	86	51	49	12	9
3	5	7	10	42	112	271	381	325	243	196	183	195	208	226	323	221	232	162	120	89	50	38	19	5

AM Peak 0700 - 0800 (1410), AM PHF=0.92 PM Peak 1515 - 1615 (1059), PM PHF=0.82

* Thursday, February 21, 2013=14684, 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	25	25	35	91	297	776	1478	1430	1071	789	819	823	874	911	974	1005	943	786	494	363	341	190	103	
25	7	5	6	13	39	122	332	366	311	215	220	189	222	200	208	301	246	220	149	100	98	61	23	20
10	10	8	5	11	57	162	377	341	243	200	188	210	219	245	223	258	263	207	131	92	107	50	27	14
9	4	2	16	24	95	229	351	331	282	197	223	222	221	226	246	241	208	187	117	106	64	44	32	13
5	4	10	8	43	106	263	419	393	236	179	190	202	212	240	297	206	227	172	98	66	73	35	21	13

AM Peak 0715 - 0815 (1511), AM PHF=0.90 PM Peak 1530 - 1630 (1101), PM PHF=0.92

* Friday, February 22, 2013=15953, 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	
60	34	28	41	90	328	722	1459	1366	1109	878	936	958	878	942	1098	1145	1157	865	576	483	343	289	172	
20	11	4	10	13	34	126	331	331	307	224	228	237	215	225	280	325	257	263	180	133	94	68	44	30
14	4	7	12	11	65	146	346	337	309	222	239	231	220	240	250	277	310	217	150	129	88	75	53	25
13	8	7	10	24	108	205	396	335	256	207	251	238	239	224	233	292	306	194	127	113	79	77	37	19
13	11	10	9	42	121	245	386	364	238	225	220	252	204	254	336	252	284	191	119	109	82	69	38	22

AM Peak 0700 - 0800 (1459), AM PHF=0.92 PM Peak 1545 - 1645 (1229), PM PHF=0.91

* Saturday, February 23, 2013=13651, 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	
96	63	58	33	67	147	317	535	871	1059	1010	1035	1078	1009	982	920	992	827	779	520	446	363	280	168	
30	18	25	15	12	20	45	94	178	230	270	255	253	263	244	252	242	225	221	161	126	91	87	43	-
25	9	9	5	10	24	79	128	209	272	234	265	286	230	265	231	256	218	200	140	108	96	72	44	-
19	18	12	6	23	49	95	136	244	266	259	247	276	250	243	210	275	200	166	99	109	101	54	35	-
22	18	12	7	22	54	98	178	242	291	248	269	263	267	231	228	220	184	194	120	104	75	67	46	-

AM Peak 0915 - 1015 (1098), AM PHF=0.94

MetroCount Traffic Executive Vehicle Counts

2046 -- English (ENU)

Datasets:

Site: 03.INGULF ST (MORENA BLVD - DENVER ST) EASTBOUND
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 21:25 Monday, February 18, 2013 => 13:06 Sunday, February 24, 2013
File: 0090324Feb2013.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, February 19, 2013 => 0:00 Sunday, February 24, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: East (bound)

* Tuesday, February 19, 2013 - Total=2342, 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	5	3	4	4	14	73	119	165	139	136	163	174	157	144	210	191	201	131	107	85	56	37	18	
3	2	0	0	2	0	9	23	42	35	39	42	53	42	46	58	43	54	37	23	21	13	7	2	5
0	1	2	1	0	5	15	28	44	37	33	45	42	40	29	48	43	63	28	31	22	11	16	5	0
2	0	1	0	1	4	21	32	41	35	33	42	45	33	29	55	53	43	32	32	12	21	7	2	1
1	2	0	3	1	5	28	36	38	32	31	34	34	42	40	49	52	41	34	21	30	11	7	9	0

AM Peak 1115 - 1215 (174), AM PHF=0.82 PM Peak 1630 - 1730 (222), PM PHF=0.88

* Wednesday, February 20, 2013 - Total=2461, 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	5	6	1	4	14	68	158	170	127	134	156	177	161	154	222	179	214	164	117	99	62	37	26	
5	2	2	0	0	2	13	28	39	31	28	31	38	53	38	51	48	51	46	31	31	19	10	7	1
0	0	2	0	1	3	10	41	46	31	36	45	36	45	46	55	43	70	31	33	31	20	12	12	2
1	0	1	0	1	4	22	46	41	31	29	36	47	28	35	56	43	54	44	25	24	10	12	3	2
0	3	1	1	2	5	23	43	44	34	41	44	56	35	35	60	45	39	43	28	13	13	3	4	1

AM Peak 0730 - 0830 (174), AM PHF=0.95 PM Peak 1500 - 1600 (222), PM PHF=0.93

* Thursday, February 21, 2013 - Total=2666, 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	4	6	4	4	17	78	140	160	132	140	157	188	185	190	210	205	269	182	131	103	83	56	16	
1	2	1	2	0	2	16	24	38	44	30	38	48	38	52	48	46	79	40	41	23	20	17	4	6
2	0	1	1	0	4	14	37	43	35	29	27	37	57	41	47	46	78	48	25	33	24	20	4	3
2	0	1	1	0	6	20	47	45	28	40	53	50	40	47	53	52	60	51	40	23	30	7	5	3
1	2	3	0	2	5	28	32	34	25	41	39	53	50	50	62	61	52	43	25	24	9	12	3	1

AM Peak 1130 - 1230 (177), AM PHF=0.83 PM Peak 1645 - 1745 (278), PM PHF=0.88

* Friday, February 22, 2013 - Total=2902, 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	7	8	9	4	15	67	147	168	160	170	177	201	192	185	221	254	225	185	152	136	97	74	35	
6	2	2	5	2	2	15	26	42	54	41	47	51	55	40	51	66	56	44	44	42	29	31	11	8
3	2	1	3	1	3	12	37	46	46	41	42	51	56	54	53	61	51	56	38	39	21	16	11	6
3	1	2	1	0	3	16	44	44	29	47	37	44	46	41	63	60	61	43	34	28	24	13	7	3
1	2	3	0	1	7	24	40	36	31	41	51	55	35	50	54	67	57	42	36	27	23	14	6	2

AM Peak 1145 - 1245 (197), AM PHF=0.97 PM Peak 1600 - 1700 (254), PM PHF=0.95

* Saturday, February 23, 2013 - Total=2576, 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	16	12	6	7	3	24	62	103	158	198	196	237	204	227	222	188	173	163	116	88	74	47	33	
8	2	4	4	1	1	2	6	15	36	54	49	70	50	53	77	60	49	49	39	39	14	10	11	-
6	3	5	0	1	0	5	10	22	38	47	40	48	47	58	43	50	40	37	23	12	19	16	10	-
3	5	1	1	2	1	6	20	28	41	40	43	65	49	52	45	48	43	28	28	21	23	12	6	-
2	6	2	1	3	1	11	26	38	43	57	64	54	58	64	57	30	41	49	26	16	18	9	6	-

AM Peak 1145 - 1245 (247), AM PHF=0.88

MetroCount Traffic Executive Vehicle Counts

2047 -- English (ENU)

Datasets:

Site: 03.INGULF ST (MORENA BLVD - DENVER ST) WESTBOUND
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 21:25 Monday, February 18, 2013 => 13:06 Sunday, February 24, 2013
File: 0090324Feb2013.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, February 19, 2013 => 0:00 Sunday, February 24, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: West (bound)

*** Tuesday, February 19, 2013 - Total=1879, 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	4	0	2	2	13	32	96	142	113	116	139	132	134	125	154	165	168	142	72	53	35	25	9	
0	2	0	0	1	1	9	20	27	33	25	25	39	22	28	32	41	50	42	25	18	6	10	1	2
3	2	0	2	0	5	7	22	39	36	25	45	29	35	37	35	46	47	47	19	14	15	2	2	2
3	0	0	0	0	4	5	24	37	21	39	31	32	43	37	39	41	42	25	13	12	5	10	4	2
0	0	0	0	1	3	11	30	39	23	27	38	32	34	23	48	37	29	28	15	9	9	3	2	0

AM Peak 1115 - 1215 (153), AM PHF=0.85 PM Peak 1545 - 1645 (176), PM PHF=0.92

*** Wednesday, February 20, 2013 - Total=2002, 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	4	3	2	4	9	39	97	109	112	114	113	157	144	159	166	161	218	164	86	66	36	22	11	
2	3	2	0	0	1	6	16	24	35	24	30	43	33	44	38	39	43	42	33	15	9	6	4	1
2	0	0	0	1	2	7	29	23	32	30	23	34	38	37	43	38	70	41	17	18	12	0	3	3
2	1	0	1	2	3	8	18	29	21	34	25	36	32	37	35	40	52	36	22	17	8	9	1	0
0	0	1	1	1	3	18	34	33	24	26	35	44	41	41	50	44	53	45	14	16	7	7	3	0

AM Peak 1145 - 1245 (148), AM PHF=0.86 PM Peak 1700 - 1800 (218), PM PHF=0.78

*** Thursday, February 21, 2013 - Total=2115, 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	2	2	4	10	37	99	141	118	115	145	146	137	151	157	193	224	177	96	58	57	24	17	
1	0	1	1	0	3	7	22	31	28	24	40	34	32	33	32	50	59	56	29	19	11	8	4	2
3	1	1	1	0	3	6	25	34	30	34	40	36	37	48	36	49	58	39	20	11	17	5	8	2
0	0	0	0	1	0	13	22	31	25	26	33	38	31	32	47	50	54	45	25	17	16	5	3	2
0	0	0	0	3	4	11	30	45	35	31	32	38	37	38	42	44	53	37	22	11	13	6	2	1

AM Peak 1100 - 1200 (145), AM PHF=0.91 PM Peak 1700 - 1800 (224), PM PHF=0.95

*** Friday, February 22, 2013 - Total=2283, 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	2	6	3	2	15	36	99	136	126	122	162	152	120	160	195	240	219	168	106	91	56	40	20	
2	1	1	1	1	2	2	18	23	40	22	30	30	21	46	35	53	50	46	31	23	18	9	8	5
2	0	2	1	0	3	9	29	33	33	27	52	47	28	28	42	63	56	40	28	22	14	12	5	8
2	0	0	0	0	5	7	24	35	27	47	34	38	41	41	62	60	65	40	31	25	13	14	3	2
1	1	3	1	1	5	18	28	45	26	26	46	37	30	45	56	64	48	42	16	21	11	5	4	1

AM Peak 1100 - 1200 (162), AM PHF=0.78 PM Peak 1600 - 1700 (240), PM PHF=0.94

*** Saturday, February 23, 2013 - Total=2076, 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	12	6	5	1	6	17	51	108	163	190	163	189	190	156	156	139	156	120	92	50	48	23	19	
5	2	4	2	0	2	3	7	19	34	57	34	61	34	40	41	33	33	46	27	16	14	5	8	-
8	4	1	2	0	0	3	10	34	40	43	39	42	47	46	49	33	40	28	23	14	12	5	2	-
2	4	0	1	1	3	5	15	22	42	46	55	47	44	41	32	35	38	19	22	13	19	7	6	-
1	2	1	0	0	1	6	19	33	47	44	35	39	65	29	34	38	45	27	20	7	3	6	3	-

AM Peak 0945 - 1045 (193), AM PHF=0.85

MetroCount Traffic Executive Vehicle Counts

2011 -- English (ENU)

Datasets:

Site: 04.DENVER ST (CLAIREMONT DR - INGULF ST) NORTHBOUND
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 16:18 Monday, February 11, 2013 => 16:21 Saturday, February 16, 2013
File: 0090418Feb2013.EC0 (Plus)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, February 12, 2013 => 16:21 Saturday, February 16, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)

*** Tuesday, February 12, 2013 - Total=4718, 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	8	6	4	10	46	172	378	397	305	257	286	296	290	298	409	391	380	279	174	120	110	54	32	
5	0	2	1	0	7	28	82	93	92	52	63	78	82	78	75	119	107	81	52	32	35	29	7	7
4	2	0	0	3	10	43	99	103	82	63	67	79	66	56	87	84	104	63	45	30	32	10	6	4
3	3	4	2	2	8	40	94	108	67	80	71	62	65	87	116	104	93	80	35	26	27	11	12	4
4	3	0	1	5	21	61	103	93	64	62	85	77	77	77	131	84	76	55	42	32	16	4	7	5

AM Peak 0745 - 0845 (407), AM PHF=0.94 PM Peak 1515 - 1615 (453), PM PHF=0.86

*** Wednesday, February 13, 2013 - Total=5096, 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	10	8	3	20	45	183	374	434	357	243	332	317	329	370	422	333	384	312	216	174	104	67	39	
7	6	1	1	5	7	22	79	93	122	60	73	99	74	93	98	94	93	80	59	64	26	19	17	11
4	1	5	0	4	14	38	93	103	86	49	82	65	84	88	80	70	88	77	52	37	26	21	7	4
4	1	2	1	6	8	56	95	127	76	67	79	86	92	79	116	78	116	65	55	42	26	16	9	6
5	2	0	1	5	16	67	107	111	73	67	98	67	79	110	128	91	87	90	50	31	26	11	6	6

AM Peak 0815 - 0915 (463), AM PHF=0.91 PM Peak 1500 - 1600 (422), PM PHF=0.82

*** Thursday, February 14, 2013 - Total=5240, 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	
27	16	11	5	14	37	162	347	429	339	230	311	356	417	378	431	405	430	308	192	130	123	97	45	
11	4	3	1	3	7	25	75	103	122	45	76	70	143	91	101	87	103	92	43	29	33	26	14	7
4	4	5	2	3	13	32	91	94	74	60	80	108	114	113	97	98	120	88	61	36	31	27	11	11
6	2	3	1	4	8	56	85	111	79	64	76	85	72	81	116	108	118	67	54	29	35	24	11	4
6	6	0	2	4	9	49	96	121	64	61	79	93	88	93	117	112	89	61	34	36	24	20	9	5

AM Peak 0815 - 0915 (448), AM PHF=0.92 PM Peak 1645 - 1745 (453), PM PHF=0.94

*** Friday, February 15, 2013 - Total=4728, 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	
27	10	6	8	16	44	143	274	290	269	298	313	316	347	341	314	350	360	302	212	197	123	107	61	
7	2	3	2	7	5	20	49	71	68	71	73	77	85	89	78	86	92	86	54	66	35	24	14	10
11	4	1	2	1	8	30	59	72	77	79	69	85	71	78	77	83	88	88	62	51	39	29	19	10
4	2	1	1	4	11	47	66	75	60	69	83	68	93	87	94	80	98	71	52	38	27	34	14	7
5	2	1	3	4	20	46	100	72	64	79	88	86	98	87	65	101	82	57	44	42	22	20	14	12

AM Peak 1130 - 1230 (333), AM PHF=0.95 PM Peak 1645 - 1745 (379), PM PHF=0.94

*** Saturday, February 16, 2013 - Total=4515, 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	14	25	11	9	17	56	109	197	269	342	388	395	392	377	310	275	343	309	217	170	118	82	51	
10	5	9	4	0	6	6	26	40	64	84	79	92	102	92	100	70	88	78	55	54	33	18	10	-
10	2	6	1	3	2	12	20	50	57	77	104	104	102	96	67	68	73	81	58	38	29	23	11	-
7	2	7	3	3	3	15	30	48	67	91	115	100	96	99	68	63	90	83	63	41	31	19	16	-
12	5	3	3	3	6	23	33	59	81	90	90	99	92	90	75	74	92	67	41	37	25	22	14	-

AM Peak 1115 - 1215 (401), AM PHF=0.87

MetroCount Traffic Executive Vehicle Counts

2012 -- English (ENU)

Datasets:

Site: 04.DENVER ST (CLAIREMONT DR - INGULF ST) SOUTHBOUND
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 16:18 Monday, February 11, 2013 => 16:21 Saturday, February 16, 2013
File: 0090418Feb2013.EC0 (Plus)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, February 12, 2013 => 16:21 Saturday, February 16, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)

*** Tuesday, February 12, 2013 - Total=4371, 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	8	8	2	5	35	86	232	271	247	219	274	276	281	304	446	427	417	281	212	138	90	63	33	
3	2	4	1	1	6	16	34	62	70	55	64	53	65	67	101	87	101	83	52	46	21	19	7	4
6	1	1	1	0	6	14	67	53	59	60	65	78	65	72	116	116	105	66	55	34	20	17	10	4
5	3	3	0	2	9	17	60	62	53	59	61	72	68	83	117	114	112	71	62	39	25	15	8	4
2	2	0	0	2	14	39	71	94	65	45	84	73	83	82	112	110	99	61	43	19	24	12	8	3

AM Peak 1145 - 1245 (287), AM PHF=0.85 PM Peak 1500 - 1600 (446), PM PHF=0.95

*** Wednesday, February 13, 2013 - Total=4665, 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	6	5	7	29	93	227	320	260	220	316	293	287	325	436	375	460	378	225	171	107	72	28	
4	6	0	1	1	2	13	42	68	74	53	74	64	78	74	94	91	132	93	55	47	29	18	12	5
4	2	2	0	5	8	10	55	63	53	47	63	63	61	90	110	99	105	92	65	40	29	24	6	5
4	1	2	3	1	5	24	66	83	57	55	85	77	73	76	127	90	118	95	50	41	20	11	5	2
3	1	2	1	0	14	46	64	106	76	65	94	89	75	85	105	95	105	98	55	43	29	19	5	2

AM Peak 0815 - 0915 (326), AM PHF=0.77 PM Peak 1700 - 1800 (460), PM PHF=0.87

*** Thursday, February 14, 2013 - Total=4824, 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	19	7	6	6	24	81	240	302	246	222	322	378	351	343	418	440	451	361	224	131	120	81	37	
5	3	1	0	2	3	9	48	68	53	50	68	90	95	75	93	104	113	108	78	37	29	12	10	9
5	6	3	1	1	6	14	54	66	60	58	93	79	98	90	93	101	112	87	58	31	40	21	16	7
2	7	3	3	0	7	21	60	70	68	58	73	94	76	93	101	112	129	88	49	28	30	25	6	1
2	3	0	2	3	8	37	78	98	65	56	88	115	82	85	131	123	97	78	39	35	21	23	5	5

AM Peak 1145 - 1245 (351), AM PHF=0.93 PM Peak 1645 - 1745 (477), PM PHF=0.92

*** Friday, February 15, 2013 - Total=4350, 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	
22	15	6	9	6	22	70	176	184	234	241	296	316	319	311	372	402	421	313	198	144	122	98	53	
9	3	2	1	1	1	6	43	40	56	41	63	70	71	80	88	90	104	89	55	45	32	23	17	11
7	5	1	3	1	7	14	38	43	58	69	67	86	72	65	91	107	113	89	41	47	33	34	13	8
1	3	0	2	2	5	19	35	42	50	62	79	72	87	77	87	103	111	67	60	25	28	22	11	7
5	4	3	3	2	9	31	60	59	70	69	87	88	89	89	106	102	93	68	42	27	29	19	12	5

AM Peak 1130 - 1230 (322), AM PHF=0.93 PM Peak 1645 - 1745 (430), PM PHF=0.95

*** Saturday, February 16, 2013 - Total=4350, 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	17	23	12	7	9	24	86	150	229	373	409	414	431	407	291	340	291	291	187	115	82	79	52	
11	3	7	5	0	2	3	13	39	49	82	90	96	100	99	81	78	85	71	45	37	18	17	18	-
8	1	9	2	2	3	4	16	33	48	92	104	91	114	118	86	88	72	78	43	31	25	23	16	-
7	5	4	2	1	3	5	16	42	48	109	110	104	108	95	64	83	65	69	48	25	19	21	10	-
5	8	3	3	4	1	12	41	36	84	90	105	123	109	95	60	91	69	73	51	22	20	18	8	-

AM Peak 1115 - 1215 (415), AM PHF=0.94

MetroCount Traffic Executive Event Counts

2051 -- English (ENU)

Datasets:

Site: 05.MORENA BLVD (NORTH OF GESNER ST) NORTHBOUND
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration: 17:33 Monday, April 08, 2013 => 11:38 Monday, April 15, 2013
File: 090515Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=6099, 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	15	8	10	40	119	487	609	389	294	304	391	383	364	500	458	460	391	303	224	188	100	42	
4	2	5	1	1	5	13	100	183	106	92	61	99	66	86	106	147	127	88	85	79	45	29	17	1
2	3	4	0	1	4	20	89	153	99	64	60	106	105	81	122	103	107	96	51	42	50	38	8	4
5	3	4	3	4	14	27	134	148	92	54	82	83	105	90	141	99	126	108	83	57	52	16	10	8
4	2	2	4	4	17	59	164	126	93	85	102	104	108	108	132	110	101	99	85	47	41	17	8	3

AM Peak 0745 - 0845 (647), AM PHF=0.89 PM Peak 1515 - 1615 (541), PM PHF=0.92

* Wednesday, April 10, 2013=6267, 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	16	17	10	18	37	134	443	579	378	323	382	409	425	404	496	459	453	372	370	229	147	98	61	
1	3	7	1	4	3	13	98	192	105	91	84	119	103	93	125	122	112	110	90	72	41	33	26	9
4	8	3	3	2	4	20	76	133	100	76	99	113	94	105	116	106	119	86	99	62	34	18	15	13
8	6	6	2	4	11	35	106	122	88	69	95	94	103	95	119	103	113	81	105	56	41	23	8	5
3	0	2	4	8	19	66	163	133	86	87	105	83	125	113	137	129	109	95	76	40	32	24	12	5

AM Peak 0745 - 0845 (610), AM PHF=0.80 PM Peak 1500 - 1600 (496), PM PHF=0.91

* Thursday, April 11, 2013=6307, 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	25	9	9	11	32	140	430	587	355	323	381	451	477	448	454	489	470	381	316	211	146	89	49	
9	13	4	3	0	2	12	94	172	121	72	85	129	108	113	115	113	106	107	83	60	44	18	15	9
13	3	0	2	1	6	16	66	130	72	83	87	106	111	113	111	136	128	76	100	47	43	26	8	14
5	2	3	3	3	8	36	118	128	83	73	105	96	116	118	108	121	125	93	67	49	36	21	15	6
5	7	2	1	7	16	76	153	158	80	95	105	121	142	105	120	119	112	106	68	55	24	25	12	6

AM Peak 0800 - 0900 (587), AM PHF=0.85 PM Peak 1545 - 1645 (490), PM PHF=0.90

* Friday, April 12, 2013=6593, 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	
35	30	14	7	13	40	133	393	505	352	373	387	455	450	510	556	496	507	391	302	220	185	128	115	
9	14	4	1	0	3	15	90	148	76	84	82	106	120	129	133	127	137	115	76	67	57	46	30	23
14	7	2	4	1	6	24	76	144	66	108	92	125	93	106	132	124	124	106	79	59	53	32	27	13
6	5	3	0	2	9	28	100	111	106	89	103	99	110	122	148	120	109	95	82	38	44	22	28	17
6	5	5	2	10	22	67	128	103	104	93	111	125	127	154	144	125	138	76	65	56	32	28	31	12

AM Peak 0745 - 0845 (530), AM PHF=0.90 PM Peak 1445 - 1545 (566), PM PHF=0.92

* Saturday, April 13, 2013=5131, 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	
65	43	23	15	15	17	44	111	217	311	398	407	419	462	433	379	432	378	259	201	167	160	106	75	
23	8	7	5	1	3	7	24	55	72	95	110	115	131	103	99	107	113	65	62	35	52	33	21	-
13	13	6	4	2	4	9	23	38	65	101	102	94	94	94	105	96	97	72	52	38	38	26	22	-
17	11	6	4	5	5	13	29	76	84	93	91	99	126	118	85	113	91	66	43	58	29	27	13	-
12	11	5	2	7	5	16	36	49	91	110	105	111	112	118	91	116	78	57	44	36	41	20	20	-

AM Peak 1030 - 1130 (413), AM PHF=0.94

MetroCount Traffic Executive

Event Counts

2052 -- English (ENU)

Datasets:

Site: 05.MORENA BLVD (NORTH OF GESNER ST) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 17:33 Monday, April 08, 2013 => 11:38 Monday, April 15, 2013
File: 090515Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=6130, 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	13	1	3	21	62	117	433	390	343	353	373	412	422	399	483	548	640	397	285	205	117	67	35	
3	5	0	3	1	14	17	79	83	91	86	102	101	152	83	75	116	177	112	78	55	44	19	14	5
7	5	1	0	1	8	26	110	90	78	89	99	100	97	114	130	119	145	107	76	52	25	19	10	3
5	2	0	0	6	15	34	108	97	103	92	91	106	85	102	134	145	185	99	73	53	25	16	5	5
2	1	0	0	13	25	41	137	121	72	87	81	106	89	101	145	169	134	79	59	45	23	13	6	3

AM Peak 0715 - 0815 (436), AM PHF=0.80 PM Peak 1645 - 1745 (674), PM PHF=0.91

* Wednesday, April 10, 2013=6335, 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	22	6	2	13	53	139	401	381	367	300	358	463	386	417	531	539	747	456	298	203	118	83	41	
5	8	0	0	2	8	27	64	94	99	63	82	119	95	90	115	151	190	142	91	70	39	27	14	5
3	9	2	0	3	15	33	110	90	82	75	95	104	90	104	138	120	157	117	82	57	30	20	6	15
5	1	4	1	6	12	37	106	97	69	67	88	119	79	129	139	134	227	96	66	43	29	16	9	1
3	4	0	1	2	18	43	122	101	118	97	94	122	124	94	140	136	173	102	59	34	20	20	12	0

AM Peak 1145 - 1245 (435), AM PHF=0.91 PM Peak 1700 - 1800 (747), PM PHF=0.82

* Thursday, April 11, 2013=6588, 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	
21	9	5	2	22	47	150	404	386	340	390	422	482	449	499	480	608	704	494	275	209	102	51	43	
5	1	4	1	3	6	21	79	72	100	113	96	135	117	96	109	139	181	148	77	56	33	14	11	9
15	1	0	0	2	12	44	94	89	81	111	119	103	123	130	101	131	165	131	89	56	31	8	10	10
1	6	0	0	9	12	35	96	115	94	88	122	125	113	133	130	154	209	112	57	48	20	17	10	4
0	1	1	1	9	17	51	136	110	66	79	86	119	96	141	141	185	150	104	52	50	19	12	12	5

AM Peak 1115 - 1215 (461), AM PHF=0.85 PM Peak 1645 - 1745 (740), PM PHF=0.88

* Friday, April 12, 2013=6915, 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	13	11	11	18	51	129	396	421	384	390	439	451	442	483	603	645	653	498	361	203	131	92	68	
9	2	3	0	1	13	27	75	107	116	87	106	110	109	104	122	187	193	137	104	56	22	27	17	18
10	3	2	6	2	10	30	86	91	91	94	115	124	105	129	152	151	154	120	90	65	42	26	23	9
4	4	3	4	6	11	25	102	121	86	115	118	109	109	124	166	158	153	134	90	47	34	22	10	12
5	4	3	1	9	18	48	135	103	91	94	100	109	120	126	164	151	154	108	79	35	34	17	18	21

AM Peak 0745 - 0845 (452), AM PHF=0.84 PM Peak 1515 - 1615 (667), PM PHF=0.89

* Saturday, April 13, 2013=5220, 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	
60	46	19	15	12	16	71	130	190	324	437	455	459	451	418	403	406	438	307	193	139	106	75	56	
18	2	10	6	2	4	11	27	34	71	120	109	135	130	101	108	100	98	98	54	40	24	28	20	-
9	13	3	2	0	1	22	29	44	80	107	109	103	101	112	102	107	118	74	48	43	19	15	17	-
12	17	3	4	3	7	23	35	59	67	99	116	106	114	99	91	105	120	65	47	33	39	21	10	-
21	14	3	3	7	4	15	40	53	107	112	123	117	106	107	103	94	103	70	44	24	24	11	10	-

AM Peak 1115 - 1215 (481), AM PHF=0.89

MetroCount Traffic Executive

Event Counts

2053 -- English (ENU)

Datasets:

Site: 06.MORENA BLVD (GESNER ST - INGULF ST) NORTHBOUND
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration: 17:39 Monday, April 08, 2013 => 11:05 Monday, April 15, 2013
File: 090615Apr2013.EC0 (Regular)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

*** Tuesday, April 09, 2013=5538, 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	7	11	8	10	30	113	409	561	337	252	277	369	338	345	456	421	410	364	281	206	189	95	37	
3	1	4	1	1	4	13	87	173	94	70	61	87	65	79	112	135	114	78	72	70	46	30	14	1
4	3	3	0	1	4	18	67	147	83	60	56	94	81	73	97	90	95	91	51	42	50	31	7	4
3	3	2	4	5	9	27	103	130	89	51	69	79	91	86	122	97	102	97	80	48	55	14	10	5
5	0	2	3	3	13	55	153	112	72	72	91	110	102	108	126	100	99	99	79	46	39	20	6	3

AM Peak 0745 - 0845 (603), AM PHF=0.87 PM Peak 1515 - 1615 (479), PM PHF=0.89

*** Wednesday, April 10, 2013=5586, 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	11	14	6	12	31	102	371	527	347	286	338	344	391	387	434	421	406	357	304	201	148	83	56	
1	3	5	1	3	4	10	75	177	98	83	71	102	94	75	104	106	110	104	76	59	40	28	22	8
4	6	2	1	2	4	19	67	127	100	64	79	97	91	102	104	101	108	94	77	56	35	15	15	9
5	2	5	2	1	10	30	84	115	76	63	87	71	95	92	99	101	93	80	89	46	41	20	10	9
3	0	2	2	6	13	44	146	109	74	77	102	75	112	118	128	113	95	80	63	41	32	20	9	3

AM Peak 0745 - 0845 (565), AM PHF=0.80 PM Peak 1515 - 1615 (436), PM PHF=0.85

*** Thursday, April 11, 2013=5617, 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	17	8	8	9	26	126	354	533	321	281	331	374	420	408	411	427	414	337	308	203	142	84	51	
8	5	3	1	0	4	11	78	160	108	65	68	107	108	93	123	107	94	101	93	54	45	20	16	10
9	4	0	3	1	3	19	55	121	68	72	80	92	100	97	90	113	125	68	87	49	41	27	10	11
9	2	3	3	1	7	36	88	119	72	71	96	81	98	118	101	112	103	81	60	53	29	15	12	7
3	6	2	1	7	12	60	133	133	74	74	88	95	115	101	98	95	93	88	68	47	27	22	13	6

AM Peak 0745 - 0845 (533), AM PHF=0.83 PM Peak 1415 - 1515 (439), PM PHF=0.89

*** Friday, April 12, 2013=5916, 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	31	15	7	9	31	122	347	441	301	319	325	431	412	432	504	445	466	343	270	226	186	120	104	
10	15	4	1	0	2	14	81	131	71	76	72	111	108	93	118	113	121	96	65	68	54	44	32	15
11	6	3	4	1	6	24	66	122	67	96	75	117	95	96	130	110	112	103	68	64	58	28	23	13
7	3	4	0	2	8	28	81	100	80	71	88	93	105	104	128	101	99	76	77	45	44	27	26	17
6	7	4	2	6	15	56	119	89	84	76	91	111	104	140	129	121	135	69	61	50	30	21	23	14

AM Peak 0745 - 0845 (471), AM PHF=0.90 PM Peak 1445 - 1545 (516), PM PHF=0.92

*** Saturday, April 13, 2013=4676, 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	41	27	15	13	13	42	90	188	283	324	361	397	423	406	344	376	353	238	211	160	154	98	65	
15	7	9	4	1	2	5	17	41	53	84	95	104	116	101	91	97	102	54	61	37	50	34	16	-
13	14	6	4	2	4	8	23	37	64	86	91	90	88	95	97	81	94	74	63	39	38	22	18	-
17	10	8	4	3	3	16	25	70	81	69	88	99	113	106	78	98	86	58	44	50	34	25	13	-
14	10	5	3	7	4	13	26	40	85	86	88	104	107	105	79	100	72	52	43	34	33	17	18	-

AM Peak 1145 - 1245 (380), AM PHF=0.91

MetroCount Traffic Executive

Event Counts

2054 -- English (ENU)

Datasets:

Site: 06.MORENA BLVD (GESNER ST - INGULF ST) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 17:39 Monday, April 08, 2013 => 11:05 Monday, April 15, 2013
File: 090615Apr2013.EC0 (Regular)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=4892, 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	11	2	3	14	51	93	341	323	275	275	318	330	298	337	372	435	521	350	224	145	92	46	26	
3	4	0	3	1	12	13	66	68	71	70	83	77	92	68	69	90	135	105	65	34	29	14	12	1
5	4	2	0	1	8	21	83	74	66	75	80	86	63	99	102	85	119	100	58	40	22	15	6	1
3	2	0	0	4	12	20	76	83	78	72	76	77	66	85	88	123	159	83	51	41	21	11	4	4
2	1	0	0	8	19	39	117	99	61	59	79	91	78	85	113	137	109	62	50	30	20	6	4	3

AM Peak 0715 - 0815 (344), AM PHF=0.73 PM Peak 1645 - 1745 (550), PM PHF=0.86

* Wednesday, April 10, 2013=5009, 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	18	5	2	9	42	109	330	306	290	259	296	368	313	336	407	424	550	392	222	154	83	52	37	
1	6	0	0	3	8	22	47	74	77	57	62	97	84	68	89	122	155	125	69	51	28	13	12	3
1	7	1	0	1	14	22	87	69	72	66	83	77	82	86	114	86	131	100	64	42	21	12	7	7
4	1	4	1	3	8	30	86	78	57	54	79	92	62	99	107	109	145	87	47	34	20	11	8	0
3	4	0	1	2	12	35	110	86	84	83	72	102	86	84	97	108	120	81	42	27	14	16	10	1

AM Peak 0715 - 0815 (357), AM PHF=0.81 PM Peak 1700 - 1800 (550), PM PHF=0.89

* Thursday, April 11, 2013=5134, 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	7	2	17	36	103	324	311	266	291	340	373	345	381	381	464	568	395	220	137	81	42	35	
3	0	4	1	1	6	14	53	56	78	83	77	97	90	78	86	114	145	116	71	34	25	14	8	6
7	1	2	0	3	11	28	74	69	68	75	91	89	97	96	76	102	133	97	68	38	28	7	8	6
0	7	0	0	7	8	25	69	95	74	71	91	95	79	105	102	110	157	102	45	28	11	12	11	2
1	1	1	1	6	12	36	129	92	47	62	82	92	80	102	117	138	134	81	36	37	17	9	8	3

AM Peak 1145 - 1245 (363), AM PHF=0.94 PM Peak 1645 - 1745 (573), PM PHF=0.91

* Friday, April 12, 2013=5481, 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	15	12	5	12	48	108	335	315	286	296	357	373	343	374	486	490	523	415	284	165	103	76	49	
6	3	4	0	1	11	19	56	83	77	64	85	93	83	86	99	122	153	115	80	39	18	20	13	13
6	3	3	4	3	10	26	62	69	69	70	100	107	81	107	123	120	126	105	76	55	33	17	17	7
2	5	2	0	4	12	22	94	78	58	80	84	80	89	85	127	119	125	102	71	37	27	20	9	5
3	4	3	1	4	16	41	123	86	82	83	88	93	91	96	138	130	120	93	58	34	25	19	10	17

AM Peak 1130 - 1230 (372), AM PHF=0.87 PM Peak 1645 - 1745 (533), PM PHF=0.87

* Saturday, April 13, 2013=4128, 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	46	17	8	12	14	51	113	188	256	323	355	353	354	327	330	320	321	246	159	103	90	59	47	
13	3	7	3	3	2	9	22	35	68	82	89	90	95	78	85	83	74	75	45	29	21	23	12	-
7	13	3	2	0	1	17	26	42	67	76	84	78	77	81	79	87	85	58	42	31	17	13	15	-
5	17	3	2	1	6	10	34	58	51	75	94	87	90	82	81	73	85	62	39	28	34	12	10	-
17	13	4	1	8	5	15	31	53	70	90	89	98	92	86	85	77	77	51	33	15	18	11	10	-

AM Peak 1045 - 1145 (356), AM PHF=0.95

MetroCount Traffic Executive

Event Counts

2055 -- English (ENU)

Datasets:

Site: 07.MORENA BLVD (INGULF ST - MILTON ST) NORTHBOUND
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration: 17:57 Monday, April 08, 2013 => 11:59 Monday, April 15, 2013
File: 090715Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=7343, 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	5	14	13	17	40	152	509	684	418	365	379	506	493	463	585	570	529	484	375	296	245	120	57	
8	0	5	2	1	6	20	106	198	120	100	87	116	100	122	142	178	149	110	96	87	58	39	21	3
5	2	3	0	2	8	30	98	173	104	92	79	140	119	94	139	130	123	110	76	63	64	38	13	5
6	3	2	6	7	11	39	132	163	102	87	98	118	130	107	159	139	139	131	106	75	76	21	13	7
9	0	4	5	7	15	63	174	150	93	87	116	132	146	141	146	124	118	134	98	72	48	22	10	4

AM Peak 0745 - 0845 (708), AM PHF=0.89 PM Peak 1515 - 1615 (621), PM PHF=0.87

* Wednesday, April 10, 2013=7412, 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	13	20	14	15	48	150	470	685	446	381	432	486	540	518	560	528	530	458	394	294	213	134	70	
3	4	7	3	1	8	14	77	204	130	93	96	126	133	110	138	128	140	136	101	81	60	43	29	9
5	7	3	1	4	13	33	106	167	111	91	112	135	129	134	144	134	146	107	94	77	50	23	17	13
7	2	5	2	1	12	41	105	150	104	81	111	113	131	123	129	120	127	110	115	73	59	37	12	9
4	0	5	8	9	15	63	182	164	101	117	113	112	147	152	150	146	118	105	85	63	45	31	12	8

AM Peak 0745 - 0845 (703), AM PHF=0.86 PM Peak 1445 - 1545 (562), PM PHF=0.92

* Thursday, April 11, 2013=7456, 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	25	16	12	13	40	154	472	685	416	378	429	501	523	526	564	583	538	463	425	283	176	127	72	
9	7	4	3	0	7	18	82	181	137	73	89	132	137	125	151	138	140	125	123	79	56	35	22	16
13	4	4	3	2	6	26	78	168	89	97	106	134	121	126	131	155	145	100	119	63	46	41	13	14
9	6	4	4	0	11	48	134	153	94	95	123	116	134	134	135	154	128	109	86	70	36	27	20	12
8	8	4	2	11	17	63	179	184	96	113	112	119	131	142	149	137	127	130	98	72	38	24	17	9

AM Peak 0800 - 0900 (685), AM PHF=0.93 PM Peak 1545 - 1645 (595), PM PHF=0.96

* Friday, April 12, 2013=7816, 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	31	16	14	14	52	167	438	569	377	425	445	545	555	568	625	601	610	467	379	308	253	164	145	
16	14	5	2	2	6	20	93	168	86	99	100	126	150	115	168	155	174	127	91	91	77	59	51	23
14	5	3	8	2	11	37	98	146	91	119	112	155	135	126	155	155	155	125	97	74	66	45	29	16
12	3	4	1	4	14	38	103	114	98	105	116	126	134	155	157	139	132	123	94	73	69	30	31	21
9	9	4	3	6	22	72	146	142	104	103	118	139	137	173	146	152	149	93	98	70	42	30	34	15

AM Peak 0745 - 0845 (573), AM PHF=0.85 PM Peak 1445 - 1545 (652), PM PHF=0.94

* Saturday, April 13, 2013=6259, 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	
75	51	32	22	16	17	70	109	212	378	423	494	544	534	540	500	472	469	343	282	232	214	141	94	
23	12	10	6	1	4	9	21	49	72	105	135	136	136	131	131	141	139	80	83	59	66	44	19	-
16	18	7	4	2	2	13	23	45	99	102	125	132	122	133	149	110	107	96	72	52	56	35	27	-
21	8	10	6	4	6	24	31	61	96	94	119	129	137	126	106	118	121	93	65	63	50	38	25	-
15	13	5	6	9	5	24	34	57	112	123	115	147	139	151	115	103	103	75	63	58	42	24	23	-

AM Peak 1145 - 1245 (512), AM PHF=0.94

MetroCount Traffic Executive

Event Counts

2056 -- English (ENU)

Datasets:

Site: 07.MORENA BLVD (INGULF ST - MILTON ST) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 17:57 Monday, April 08, 2013 => 11:59 Monday, April 15, 2013
File: 090715Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=6227, 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	13	5	3	17	65	110	401	361	357	357	422	435	381	419	473	566	628	456	314	207	122	70	31	
3	4	0	1	1	13	16	70	83	101	95	99	105	106	96	95	123	170	131	78	46	37	18	14	6
7	5	2	0	3	11	22	101	80	88	91	112	107	85	106	106	110	151	137	84	54	31	22	4	2
5	2	0	1	5	18	26	96	93	88	84	110	104	83	117	127	153	179	107	67	61	24	17	7	5
3	2	3	1	8	24	46	135	106	82	88	102	120	108	101	146	180	129	82	85	46	30	13	6	4

AM Peak 1115 - 1215 (428), AM PHF=0.96 PM Peak 1645 - 1745 (680), PM PHF=0.94

* Wednesday, April 10, 2013=6242, 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	19	11	2	10	53	129	369	349	358	322	401	459	408	408	504	539	646	492	303	230	107	70	39	
6	6	1	1	3	9	21	52	82	98	82	81	117	112	88	111	131	173	142	95	71	31	19	13	5
2	7	3	0	1	19	31	102	85	97	83	104	102	112	97	120	119	155	114	80	64	29	18	8	9
5	1	4	1	4	9	33	91	85	71	69	107	111	82	124	135	135	167	124	66	52	30	19	8	6
4	5	3	0	2	17	44	124	98	93	89	111	131	103	100	139	154	151	112	63	44	17	14	10	5

AM Peak 1145 - 1245 (439), AM PHF=0.94 PM Peak 1645 - 1745 (649), PM PHF=0.94

* Thursday, April 11, 2013=6423, 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	10	8	4	16	49	116	372	366	363	391	432	427	437	455	478	589	688	508	289	184	111	65	46	
5	0	3	3	2	7	13	62	79	100	104	90	111	119	95	115	161	176	133	96	42	34	20	9	11
9	1	3	0	2	16	28	86	77	103	109	112	100	119	105	101	132	169	132	84	51	35	8	13	7
6	6	1	0	8	9	28	80	101	88	89	113	112	102	126	121	144	183	129	62	42	21	23	15	2
5	3	1	1	4	18	47	144	109	73	90	118	105	98	131	142	153	162	115	48	49	21	15	9	4

AM Peak 1115 - 1215 (453), AM PHF=0.96 PM Peak 1700 - 1800 (688), PM PHF=0.94

* Friday, April 12, 2013=6989, 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	
24	18	11	7	16	64	130	400	373	382	362	457	497	446	469	600	644	669	526	345	224	157	101	73	
11	3	4	1	1	13	19	70	90	99	82	112	132	112	97	145	154	190	155	95	54	38	31	21	22
7	4	4	5	6	17	30	79	82	92	81	106	140	109	123	140	172	166	129	95	66	43	28	23	13
2	5	1	0	4	17	30	100	102	91	98	114	114	115	123	150	168	159	126	85	56	35	20	14	4
4	6	2	1	5	18	52	152	100	101	101	126	111	111	127	166	150	154	117	71	48	41	22	15	14

AM Peak 1145 - 1245 (511), AM PHF=0.91 PM Peak 1615 - 1715 (680), PM PHF=0.89

* Saturday, April 13, 2013=5340, 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	59	25	14	18	18	70	134	246	330	427	460	473	443	442	420	415	374	316	209	131	119	87	62	
22	6	11	3	4	2	14	27	46	87	108	118	117	109	111	112	108	86	96	60	48	30	34	15	-
13	16	4	4	0	4	23	30	58	82	99	112	113	112	108	100	120	103	76	57	29	27	17	20	-
4	20	6	5	5	7	13	36	72	70	102	119	126	98	106	103	86	96	77	52	31	33	15	11	-
14	17	4	2	9	5	20	42	70	91	119	112	118	125	117	107	101	89	68	40	23	29	21	16	-

AM Peak 1045 - 1145 (467), AM PHF=0.98

MetroCount Traffic Executive Event Counts

2057 -- English (ENU)

Datasets:

Site:	08.MORENA BLVD (MILTON ST - ASHTON ST) NORTHBOUND
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration:	18:25 Monday, April 08, 2013 => 11:50 Monday, April 15, 2013
File:	090815Apr2013.EC0 (Regular)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=7815, 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	7	15	17	12	48	175	548	753	449	378	442	535	514	469	613	601	558	513	496	308	252	120	64	
9	0	6	1	1	10	21	108	184	130	105	104	117	104	113	150	182	159	113	95	86	57	33	22	2
4	3	1	1	1	7	30	116	197	117	101	96	148	125	107	149	133	133	121	86	74	72	42	15	4
5	3	2	9	3	13	47	141	188	112	77	115	123	135	115	171	154	142	131	114	70	74	22	13	8
10	1	6	6	7	19	78	180	186	91	96	127	147	151	135	144	133	124	148	111	79	50	23	14	5

AM Peak 0800 - 0900 (753), AM PHF=0.96 PM Peak 1515 - 1615 (644), PM PHF=0.89

* Wednesday, April 10, 2013=7900, 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	18	13	23	46	177	512	763	497	411	466	554	541	503	594	560	589	473	413	296	225	127	69	
2	7	5	2	2	9	16	71	203	143	103	97	143	131	105	135	133	157	132	108	87	62	43	23	9
4	7	3	1	3	9	28	121	179	125	99	119	151	125	138	168	147	159	108	98	64	55	24	19	9
8	2	6	3	3	11	47	118	188	106	93	118	131	136	115	146	131	144	121	112	73	67	34	11	9
5	1	4	7	15	18	86	203	193	123	117	133	130	149	146	146	150	129	113	95	73	41	26	16	9

AM Peak 0745 - 0845 (772), AM PHF=0.95 PM Peak 1645 - 1745 (610), PM PHF=0.96

* Thursday, April 11, 2013=7862, 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	
36	23	20	15	15	47	162	503	746	422	400	454	535	543	544	568	641	581	485	433	285	202	126	82	
9	8	6	3	1	8	20	83	165	140	76	97	137	130	130	149	150	140	132	121	82	55	35	21	17
9	4	3	5	5	6	28	85	186	88	107	110	144	137	138	131	158	149	114	116	62	55	39	18	16
9	7	6	5	0	13	46	146	186	96	100	127	129	140	131	155	165	148	115	94	67	49	27	23	12
9	4	5	2	9	20	69	190	209	99	117	121	125	136	145	134	169	144	125	104	75	44	25	20	12

AM Peak 0800 - 0900 (746), AM PHF=0.89 PM Peak 1600 - 1700 (641), PM PHF=0.95

* Friday, April 12, 2013=8277, 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	29	13	15	14	54	177	448	664	392	440	170	585	592	592	660	649	640	489	402	325	271	162	142	
17	13	5	3	3	7	17	95	187	85	110	107	139	167	102	170	166	185	144	112	94	76	57	52	24
16	7	1	7	3	14	34	104	157	90	127	119	156	151	141	173	165	156	128	100	77	70	47	32	20
12	2	3	1	4	13	45	98	151	102	100	125	133	136	170	172	157	142	112	89	86	75	30	26	19
12	7	4	4	4	21	81	152	170	116	104	121	158	139	180	147	161	157	105	102	68	50	29	33	15

AM Peak 0800 - 0900 (664), AM PHF=0.89 PM Peak 1445 - 1545 (693), PM PHF=0.97

* Saturday, April 13, 2013=6592, 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	
78	56	32	22	18	17	65	125	270	392	429	534	565	590	559	512	500	492	362	293	250	213	158	94	
24	12	8	6	2	4	9	20	50	80	103	132	144	145	124	132	152	152	95	87	67	69	55	19	-
20	20	8	6	2	2	13	22	52	91	98	126	130	147	151	144	115	107	91	76	55	51	35	27	-
19	11	9	4	4	5	23	40	97	96	106	117	146	157	128	108	118	132	98	66	68	52	39	25	-
15	13	7	6	10	6	21	43	71	125	123	129	146	142	156	128	116	102	79	65	61	42	29	23	-

AM Peak 1145 - 1245 (549), AM PHF=0.94

MetroCount Traffic Executive

Event Counts

2058 -- English (ENU)

Datasets:

Site: 08.MORENA BLVD (MILTON ST - ASHTON ST) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 18:25 Monday, April 08, 2013 => 11:50 Monday, April 15, 2013
File: 090815Apr2013.EC0 (Regular)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=6838, 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	12	5	5	17	77	137	396	438	453	403	430	449	435	448	523	610	702	486	320	222	141	83	31	
3	3	0	1	2	16	20	73	112	133	109	97	116	123	113	104	150	180	146	86	47	40	25	13	7
6	5	3	0	3	14	27	101	85	116	104	117	106	100	112	122	120	186	140	79	50	37	19	5	3
5	2	0	2	6	21	28	95	116	103	92	115	105	97	121	135	156	192	121	73	69	25	22	7	6
5	2	2	2	6	27	62	128	125	102	99	102	123	115	102	163	185	145	80	83	56	39	17	6	4

AM Peak 0830 - 0930 (489), AM PHF=0.92 PM Peak 1645 - 1745 (742), PM PHF=0.97

* Wednesday, April 10, 2013=6892, 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	18	11	4	14	64	155	389	395	448	343	452	499	462	430	576	578	716	535	319	233	114	79	44	
7	6	1	1	3	7	29	54	95	132	73	99	132	120	88	118	145	205	148	96	64	36	23	15	7
3	7	2	0	2	25	32	114	96	123	97	109	110	116	111	131	127	182	132	84	62	32	20	11	9
6	1	4	2	5	11	40	108	88	93	75	120	113	100	127	161	147	178	127	70	56	31	22	7	8
4	4	4	1	4	21	55	113	117	100	99	125	144	126	104	167	160	152	128	69	51	15	14	11	5

AM Peak 1130 - 1230 (486), AM PHF=0.92 PM Peak 1645 - 1745 (723), PM PHF=0.88

* Thursday, April 11, 2013=7037, 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	13	8	7	18	57	136	368	412	425	434	446	449	547	473	519	651	742	545	307	203	121	79	51	
7	0	3	4	2	8	13	62	95	137	117	98	118	174	104	124	183	199	153	102	46	40	24	11	11
9	1	2	0	4	18	34	95	88	116	116	113	104	141	100	110	147	174	146	85	56	37	12	14	11
8	9	2	2	8	12	31	87	104	89	100	119	111	121	134	134	159	198	135	61	49	22	25	20	4
5	3	1	1	4	20	58	124	126	84	102	117	117	112	136	152	162	172	112	59	52	22	18	6	5

AM Peak 0830 - 0930 (483), AM PHF=0.88 PM Peak 1700 - 1800 (742), PM PHF=0.93

* Friday, April 12, 2013=7687, 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	22	14	7	18	76	153	404	426	460	416	489	540	519	488	664	705	704	571	379	242	170	112	85	
11	4	6	1	1	14	21	70	114	124	102	113	155	125	103	157	166	208	174	101	61	45	36	25	20
11	5	3	2	6	20	33	89	89	115	93	121	149	135	131	140	173	169	144	107	65	41	25	24	17
4	8	2	3	5	24	36	110	101	108	107	125	119	134	121	167	194	162	126	89	58	37	29	18	6
5	5	3	1	6	19	63	135	123	114	114	131	118	125	133	200	173	166	128	83	58	47	22	18	17

AM Peak 1130 - 1230 (559), AM PHF=0.90 PM Peak 1615 - 1715 (746), PM PHF=0.90

* Saturday, April 13, 2013=5825, 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	60	30	15	13	24	72	147	264	363	458	508	510	477	470	476	453	388	340	236	164	132	92	78	
20	6	11	1	3	5	14	34	54	93	110	124	127	126	121	123	124	103	107	68	55	30	31	22	-
17	15	6	6	0	7	25	27	59	90	105	130	125	119	118	108	125	99	78	61	41	34	23	25	-
6	21	8	6	5	7	13	40	72	80	107	134	135	99	113	117	101	99	78	63	38	38	16	14	-
17	18	5	2	5	6	20	47	79	101	137	121	124	134	119	128	104	87	78	44	31	30	23	17	-

AM Peak 1045 - 1145 (523), AM PHF=0.96

MetroCount Traffic Executive Event Counts

2059 -- English (ENU)

Datasets:

Site:	09.MORENA BLVD (ASHTON ST - MORENA BLVD NORTH SPLIT) NORTHBOUND
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration:	18:36 Monday, April 08, 2013 => 11:35 Monday, April 15, 2013
File:	090915Apr2013.EC0 (Plus)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=7760, 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	15	14	16	11	40	159	528	747	437	387	462	542	501	464	624	625	613	472	390	306	228	104	56	
7	6	6	1	2	5	16	95	189	123	98	101	120	110	112	153	170	167	122	93	89	63	31	21	3
5	5	1	2	1	8	25	116	183	122	97	119	154	120	109	158	160	156	125	75	68	63	32	13	4
6	3	3	9	2	9	44	133	179	112	86	111	123	136	107	174	164	156	116	120	74	59	21	10	9
5	1	4	4	6	18	75	185	196	81	107	132	146	135	138	140	132	134	109	103	75	44	21	12	7

AM Peak 0800 - 0900 (747), AM PHF=0.95 PM Peak 1530 - 1630 (642), PM PHF=0.93

* Wednesday, April 10, 2013=7766, 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	15	13	13	16	41	148	496	731	452	401	495	542	508	518	599	583	636	495	401	292	185	97	69	
3	6	2	2		7	17	78	194	129	105	96	144	132	100	133	135	170	138	109	90	64	28	21	8
4	5	4	2	3	5	25	100	164	118	97	128	135	124	151	177	163	164	127	111	67	47	21	18	15
9	2	5	3	2	10	34	113	178	98	89	126	139	123	117	146	136	157	119	107	69	41	30	16	9
7	2	2	6	11	19	73	206	197	108	111	146	125	130	150	143	150	147	112	75	66	34	18	14	8

AM Peak 0745 - 0845 (741), AM PHF=0.90 PM Peak 1645 - 1745 (639), PM PHF=0.94

* Thursday, April 11, 2013=7751, 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	27	24	14	15	46	138	495	705	394	400	466	524	534	517	572	659	622	474	437	262	186	119	85	
8	9	10	2	1	2	14	74	154	128	82	103	137	127	122	137	151	164	133	126	76	45	32	23	15
15	7	4	5	4	6	20	87	186	89	111	100	145	145	133	149	169	166	120	120	52	49	35	21	14
9	10	6	5	2	13	41	149	159	91	106	126	114	131	126	143	180	153	103	94	59	46	26	28	14
8	1	4	2	9	25	64	185	207	87	103	138	129	132	138	143	160	140	119	97	75	46	26	13	13

AM Peak 0800 - 0900 (705), AM PHF=0.85 PM Peak 1615 - 1715 (672), PM PHF=0.94

* Friday, April 12, 2013=8137, 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	31	18	17	14	55	148	446	611	360	441	468	578	579	605	654	704	678	482	378	304	223	169	124	
15	13	4	7	4	6	14	80	168	80	117	100	125	143	121	164	175	176	133	112	88	65	49	42	17
14	8	2	5	3	14	30	102	147	88	121	118	166	155	137	176	175	173	132	100	75	58	41	33	17
14	2	3	2	3	12	40	100	136	102	99	118	139	139	173	171	178	170	118	79	81	59	36	27	20
13	8	9	3	4	23	64	166	161	90	105	133	148	142	175	144	176	159	100	87	61	41	43	22	17

AM Peak 0745 - 0845 (616), AM PHF=0.92 PM Peak 1615 - 1715 (705), PM PHF=0.99

* Saturday, April 13, 2013=6522, 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
71	48	33	20	20	16	57	115	276	403	404	532	576	583	557	484	509	495	360	299	228	198	149	93
17	8	10	4	1	2	8	16	57	81	90	133	151	131	137	128	147	143	95	90	64	59	47	16
17	18	6	6	3	4	13	21	53	92	99	126	129	153	140	126	117	115	86	71	51	52	40	24
20	12	11	7	6	2	19	31	86	102	101	128	155	149	122	107	127	134	98	69	66	47	32	31
17	10	7	3	10	8	17	47	81	128	115	145	142	151	158	124	119	104	81	69	47	41	30	22

AM Peak 1145 - 1245 (579), AM PHF=0.93

MetroCount Traffic Executive

Event Counts

2060 -- English (ENU)

Datasets:

Site: 09.MORENA BLVD (ASHTON ST - MORENA BLVD NORTH SPLIT) SOUTHBOUND
 Input A: 1 - North bound. - Lane= 0, Excluded from totals.
 Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
 Survey Duration: 18:36 Monday, April 08, 2013 => 11:35 Monday, April 15, 2013
 File: 090915Apr2013.EC0 (Plus)
 Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=6636, 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	14	8	5	16	84	150	415	453	447	382	443	430	438	437	503	574	654	443	274	193	139	88	34	
2	4	2	1	2	16	21	73	119	130	99	103	107	119	103	101	146	179	128	82	35	38	28	15	5
5	4	3	0	4	12	28	105	88	113	102	116	106	107	112	117	118	168	121	60	56	40	21	9	4
5	3	1	2	6	27	36	105	117	102	94	117	100	103	130	128	139	165	111	66	58	21	20	7	6
3	3	2	2	4	29	65	132	130	103	87	107	118	110	93	158	172	143	84	66	44	40	19	3	5

AM Peak 0830 - 0930 (489), AM PHF=0.94 PM Peak 1645 - 1745 (683), PM PHF=0.95

* Wednesday, April 10, 2013=6659, 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	17	9	3	13	67	160	404	395	409	342	429	474	454	431	562	545	674	465	296	213	138	86	56	
5	6	2	1	3	7	28	62	97	132	79	95	127	121	89	118	153	192	129	90	63	42	24	19	8
4	7	3	1	3	27	36	116	96	105	93	110	106	114	121	122	114	168	110	74	49	38	24	12	8
6	2	2	1	4	11	45	115	88	84	67	117	111	101	109	155	144	164	116	73	49	35	24	14	11
5	2	2	0	3	22	53	111	115	89	103	108	130	119	113	168	135	150	111	60	53	23	14	11	6

AM Peak 1115 - 1215 (461), AM PHF=0.91 PM Peak 1700 - 1800 (674), PM PHF=0.88

* Thursday, April 11, 2013=6818, 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	
33	14	11	5	21	60	158	364	413	420	403	444	427	520	469	500	625	688	494	277	198	144	79	55	
8	0	6	2	2	7	18	60	93	128	105	106	117	161	107	125	163	188	132	88	46	43	23	14	20
8	1	2	0	4	17	35	95	106	114	102	111	99	138	106	110	158	158	132	69	57	46	22	9	11
11	10	2	2	8	13	41	94	95	90	96	112	104	119	116	137	159	182	116	61	45	24	18	24	9
6	3	1	1	7	24	64	116	119	89	100	116	108	103	140	130	145	160	115	59	50	32	16	8	5

AM Peak 0830 - 0930 (455), AM PHF=0.89 PM Peak 1700 - 1800 (688), PM PHF=0.92

* Friday, April 12, 2013=7461, 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	25	14	9	20	72	159	410	423	452	411	424	499	544	493	609	690	670	517	336	244	183	118	100	
20	6	5	3	2	11	18	69	117	118	96	102	139	140	113	144	169	201	159	99	67	41	41	32	19
11	6	3	1	6	21	42	95	96	114	99	108	137	133	124	138	171	167	134	92	68	45	22	24	18
9	6	2	4	7	24	42	108	78	116	109	115	109	140	127	147	181	154	124	71	48	51	30	23	9
5	7	4	1	5	17	57	138	133	106	107	100	114	132	129	181	169	149	101	74	61	47	25	22	16

AM Peak 1130 - 1230 (490), AM PHF=0.88 PM Peak 1615 - 1715 (721), PM PHF=0.90

* Saturday, April 13, 2013=5620, 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	55	30	15	11	27	69	149	270	337	458	487	492	476	437	460	419	342	308	247	159	141	103	71	
19	6	9	0	2	6	13	24	62	77	114	131	112	133	113	124	112	84	93	69	49	30	32	16	-
18	14	6	6	1	7	25	33	56	89	100	116	119	116	112	100	113	96	76	55	41	38	23	22	-
9	21	10	6	3	7	13	38	69	76	112	131	140	102	106	121	98	87	73	65	40	36	29	19	-
16	14	5	3	5	8	18	54	84	95	133	110	121	126	106	116	97	76	66	58	29	37	19	14	-

AM Peak 1045 - 1145 (510), AM PHF=0.96

MetroCount Traffic Executive

Event Counts

2061 -- English (ENU)

Datasets:

Site: 10.WEST MORENA BLVD (MORENA BLVD NORTH SPLIT - VEGA ST) NORTHBOUND
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration: 19:12 Monday, April 08, 2013 => 10:23 Monday, April 15, 2013
File: 091015Apr2013.EC0 (Plus)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=4766, 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	4	4	4	5	28	92	366	501	298	222	282	337	287	298	390	362	362	286	244	166	140	56	31	
2	0	1	0	0	3	16	57	145	80	58	61	70	73	66	92	99	91	70	56	54	41	16	11	2
2	3	0	0	2	2	14	91	113	87	49	79	105	61	66	86	94	116	77	42	27	40	20	9	6
1	1	2	3	1	8	22	91	130	83	52	67	77	79	80	109	90	84	73	86	46	32	9	6	3
1	0	1	1	2	15	40	128	114	49	63	75	85	74	86	103	81	71	66	61	39	27	11	5	3

AM Peak 0745 - 0845 (516), AM PHF=0.89 PM Peak 1530 - 1630 (404), PM PHF=0.93

* Wednesday, April 10, 2013=4609, 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	5	6	7	6	20	94	344	487	248	250	291	323	282	306	350	355	362	274	210	174	111	50	45	
2	2	1	0	0	2	12	49	141	64	64	71	86	72	54	82	82	100	78	51	57	42	17	13	1
6	2	2	0	0	2	12	65	100	68	57	63	73	76	92	92	85	101	77	55	35	21	12	13	3
3	1	2	2	1	7	22	73	118	64	62	74	85	62	74	93	86	78	67	61	44	28	14	10	5
3	0	1	5	5	9	48	158	129	52	68	83	79	73	86	84	103	83	53	43	38	20	7	9	3

AM Peak 0745 - 0845 (516), AM PHF=0.82 PM Peak 1630 - 1730 (389), PM PHF=0.95

* Thursday, April 11, 2013=4547, 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	11	5	8	7	26	84	329	453	231	226	278	306	298	283	354	388	371	264	239	174	107	58	41	
1	2	1	0	0	1	9	47	95	73	42	65	73	86	71	84	93	104	76	66	56	19	16	8	9
3	3	2	3	0	3	17	54	111	56	67	60	82	79	69	87	91	100	65	76	33	36	23	11	8
5	4	2	3	1	7	21	92	114	57	58	73	80	67	75	93	108	84	61	53	43	30	9	17	7
3	2	0	1	6	15	37	137	134	45	60	81	71	67	68	90	96	84	62	45	42	22	10	5	5

AM Peak 0745 - 0845 (456), AM PHF=0.83 PM Peak 1630 - 1730 (407), PM PHF=0.94

* Friday, April 12, 2013=4698, 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	6	5	21	90	280	407	190	247	269	345	322	359	388	404	398	262	194	171	137	90	63	
9	8	1	1	1	1	8	41	110	41	65	56	81	97	69	83	104	101	72	52	51	40	28	26	6
8	2	0	3	1	5	17	65	89	43	63	66	99	74	78	110	101	110	79	56	34	33	21	12	7
7	2	2	0	1	3	26	62	100	58	61	64	82	81	106	98	103	94	60	42	43	37	22	17	15
5	4	5	2	2	12	39	113	108	48	59	83	83	70	107	98	98	94	51	44	43	28	20	8	10

AM Peak 0745 - 0845 (412), AM PHF=0.91 PM Peak 1630 - 1730 (411), PM PHF=0.94

* Saturday, April 13, 2013=3670, 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	
38	30	14	10	11	12	25	59	124	207	250	299	330	321	296	299	298	283	210	178	136	117	74	52	
6	6	2	2	0	4	2	9	30	33	60	86	83	82	71	76	79	81	58	46	34	38	20	8	-
7	13	5	4	1	3	9	11	18	48	67	69	66	78	75	95	66	69	46	52	32	25	18	14	-
15	6	3	3	3	0	7	12	37	59	52	67	94	75	74	62	79	76	54	42	38	28	21	16	-
10	5	4	1	7	5	7	27	40	67	72	77	88	87	77	67	74	57	52	39	32	26	15	14	-

AM Peak 1145 - 1245 (319), AM PHF=0.85

MetroCount Traffic Executive

Event Counts

2062 -- English (ENU)

Datasets:

Site: 10.WEST MORENA BLVD (MORENA BLVD NORTH SPLIT - VEGA ST) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 19:12 Monday, April 08, 2013 => 10:23 Monday, April 15, 2013
File: 091015Apr2013.EC0 (Plus)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=4907, 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	7	6	3	14	53	101	330	362	343	261	317	318	321	319	369	410	503	340	210	134	98	61	22	
1	1	2	0	2	13	13	60	102	106	72	82	77	88	70	75	108	134	101	64	27	26	17	9	2
4	2	2	0	3	9	16	79	76	84	71	79	79	84	83	85	81	131	104	45	34	30	13	8	3
2	2	1	2	5	17	27	82	94	72	71	84	83	66	99	94	103	131	78	50	44	9	16	3	3
2	2	1	1	4	15	45	109	91	82	48	73	80	84	67	116	119	108	58	52	29	33	15	2	3

AM Peak 0745 - 0845 (381), AM PHF=0.87 PM Peak 1645 - 1745 (514), PM PHF=0.96

* Wednesday, April 10, 2013=4887, 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	13	5	2	11	51	108	316	298	316	244	309	344	341	307	406	405	515	336	213	151	97	58	33	
2	4	2	1	1	6	17	52	74	99	57	72	78	94	57	82	105	160	100	71	43	29	18	10	6
3	6	2	0	3	19	20	84	75	78	72	75	88	88	90	90	86	126	71	51	38	24	13	6	5
3	1	1	1	4	7	32	90	69	69	49	92	78	72	75	116	112	116	76	47	34	26	16	10	7
3	2	0	0	3	19	39	91	82	71	66	71	101	88	85	120	103	114	90	44	36	18	11	7	3

AM Peak 0715 - 0815 (338), AM PHF=0.93 PM Peak 1700 - 1800 (515), PM PHF=0.80

* Thursday, April 11, 2013=5008, 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	
21	11	3	3	17	44	116	286	318	314	278	342	335	353	343	361	463	525	365	191	138	99	52	34	
6	0	1	1	1	5	7	45	75	103	67	82	92	101	84	89	123	143	96	62	34	26	15	8	12
5	1	1	0	4	13	19	67	74	83	81	85	77	101	84	87	128	126	106	51	37	36	17	7	6
7	7	1	2	7	11	37	79	79	65	62	84	80	72	84	88	116	135	81	36	34	15	13	9	6
3	3	0	0	5	16	53	96	90	64	68	92	87	80	92	97	97	121	83	43	33	22	7	10	3

AM Peak 0830 - 0930 (355), AM PHF=0.86 PM Peak 1700 - 1800 (525), PM PHF=0.92

* Friday, April 12, 2013=5460, 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	
27	20	6	12	11	48	110	321	319	341	305	333	350	385	356	446	504	511	401	234	162	126	77	59	
12	6	3	5	1	7	12	54	100	92	78	84	92	100	84	97	120	155	128	76	49	24	29	22	14
6	2	1	1	3	18	26	65	70	85	65	82	98	89	88	102	119	131	114	62	47	33	13	13	11
6	5	1	4	4	16	32	92	53	85	77	88	79	104	85	112	133	114	88	48	28	38	18	17	4
3	7	1	2	3	8	40	110	97	80	86	80	82	92	100	136	133	111	72	49	38	32	17	7	11

AM Peak 0730 - 0830 (371), AM PHF=0.84 PM Peak 1630 - 1730 (551), PM PHF=0.89

* Saturday, April 13, 2013=4123, 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	36	22	9	5	22	44	96	197	240	334	374	373	363	311	351	319	261	225	182	112	98	68	46	
14	4	6	1	2	5	7	16	33	48	77	95	90	108	80	97	82	65	55	54	32	20	24	9	-
11	6	5	2	1	5	14	21	44	69	80	100	97	93	82	83	89	73	62	41	25	30	16	14	-
4	13	6	4	0	4	9	29	54	58	76	103	96	79	76	92	73	64	60	50	31	24	17	14	-
11	13	5	2	2	8	15	31	66	65	102	77	90	83	74	80	75	60	48	37	24	25	11	9	-

AM Peak 1045 - 1145 (398), AM PHF=0.97

MetroCount Traffic Executive

Event Counts

2063 -- English (ENU)

Datasets:

Site: 11.WEST MORENA BLVD (VEGA ST & BUENOS AVE) NORTHBOUND
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration: 19:28 Monday, April 08, 2013 => 11:58 Monday, April 15, 2013
File: 091115Apr2013.EC0 (Plus)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

*** Tuesday, April 09, 2013=5073, 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	3	6	7	35	94	382	521	312	249	347	366	323	309	409	382	366	330	224	173	143	53	31	
2	0	1	0	0	7	14	58	143	72	62	78	76	80	70	90	105	97	75	50	54	43	16	10	3
2	3	0	0	1	6	14	94	121	94	66	101	110	85	72	98	88	107	85	40	35	39	19	10	6
2	1	0	4	1	8	26	96	128	84	56	83	78	86	87	115	92	92	87	79	48	33	6	5	2
1	0	2	2	5	15	40	134	130	63	66	86	103	74	81	107	98	70	83	55	36	29	12	6	3

AM Peak 0745 - 0845 (525), AM PHF=0.92 PM Peak 1515 - 1615 (424), PM PHF=0.92

*** Wednesday, April 10, 2013=4996, 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	4	4	8	6	24	98	344	512	284	316	326	356	317	346	378	357	397	294	223	194	104	49	47	
3	2	1	0	0	2	12	49	144	66	81	71	94	76	85	86	98	103	85	58	64	36	16	13	2
6	1	2	0	0	1	14	66	109	84	72	79	91	83	86	101	71	100	85	56	40	21	13	16	2
2	1	1	3	2	7	21	75	129	69	84	91	87	82	70	109	89	95	67	61	49	29	13	11	5
3	0	0	5	5	14	51	155	131	65	80	85	84	77	106	83	100	99	57	48	41	18	7	7	3

AM Peak 0745 - 0845 (536), AM PHF=0.87 PM Peak 1445 - 1545 (401), PM PHF=0.92

*** Thursday, April 11, 2013=4889, 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	10	3	6	8	25	94	349	467	260	251	295	341	350	329	372	397	403	289	245	182	110	53	43		
2	2	0	0	0	2	8	49	104	81	60	69	87	91	75	93	100	107	81	65	57	21	13	8	8	
2	3	2	2	3	3	20	57	104	68	57	63	88	98	81	83	97	107	61	78	36	34	22	10	11	
5	3	1	3	1	5	22	97	116	58	71	84	84	85	85	106	110	90	66	56	49	30	9	19	8	
3	2	0	1	4	15	44	146	144	54	63	79	83	76	88	91	91	99	82	47	40	25	9	6	4	
AM Peak 0745 - 0845 (469), AM PHF=0.80 PM Peak 1630 - 1730 (415), PM PHF=0.94																									

*** Friday, April 12, 2013=5162, 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	14	7	5	6	24	96	304	411	221	296	310	401	343	423	413	427	408	320	223	174	146	102	60	
8	8	1	1	1	1	9	42	120	43	69	73	98	104	87	91	112	97	85	59	47	43	35	25	8
11	2	0	2	1	4	22	67	80	59	76	74	101	91	92	114	96	120	106	62	39	37	20	13	9
8	1	3	0	1	3	24	75	100	61	74	78	98	78	120	103	116	96	60	49	47	37	28	13	13
4	3	3	2	3	16	42	120	111	59	78	86	105	71	125	105	104	96	70	53	42	30	19	9	10

AM Peak 0745 - 0845 (420), AM PHF=0.87 PM Peak 1430 - 1530 (449), PM PHF=0.90

*** Saturday, April 13, 2013=4461, 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	28	13	9	12	18	33	70	150	268	317	383	427	393	390	393	356	323	229	207	168	118	71	51	
8	5	1	2	0	7	2	13	37	42	77	94	104	102	95	105	83	85	62	53	48	39	23	8	-
9	12	5	4	1	4	13	13	26	63	77	89	90	99	98	115	85	78	51	57	38	29	19	15	-
13	6	4	2	4	0	10	12	41	76	73	96	113	101	91	81	93	84	57	50	44	29	17	14	-
10	5	3	1	7	7	8	32	47	88	90	104	120	92	107	92	95	76	60	47	38	21	12	14	-

AM Peak 1145 - 1245 (411), AM PHF=0.91

MetroCount Traffic Executive

Event Counts

2064 -- English (ENU)

Datasets:

Site: 11.WEST MORENA BLVD (VEGA ST & BUENOS AVE) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 19:28 Monday, April 08, 2013 => 11:58 Monday, April 15, 2013
File: 091115Apr2013.EC0 (Plus)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=5181, 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	6	6	3	15	52	101	311	364	333	268	352	364	374	355	378	429	536	341	229	151	117	65	24	
2	1	1	0	3	13	13	58	106	105	66	87	84	95	73	82	120	139	93	64	35	39	20	10	2
4	1	2	0	3	8	17	75	75	76	71	93	91	108	100	78	83	142	95	51	35	33	13	10	2
4	2	1	2	5	18	26	80	91	73	72	85	90	77	98	97	105	133	83	60	52	15	13	2	2
1	2	2	1	4	14	45	98	92	80	60	87	100	95	84	122	121	122	70	54	29	30	19	2	3

AM Peak 0745 - 0845 (370), AM PHF=0.87 PM Peak 1700 - 1800 (536), PM PHF=0.95

* Wednesday, April 10, 2013=5222, 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	13	6	2	10	54	108	306	306	321	282	350	358	369	341	430	438	523	367	245	175	114	65	34	
2	4	2	1	1	5	16	48	75	96	53	73	87	101	66	94	123	168	119	81	48	46	22	11	7
2	5	2	0	3	21	19	82	74	83	85	81	79	91	107	91	91	129	76	63	51	25	12	7	4
2	2	2	1	3	9	32	87	72	70	63	107	84	86	79	118	117	123	80	52	41	24	22	9	7
3	2	0	0	3	19	41	91	86	73	82	91	108	92	90	128	107	103	93	50	35	19	9	7	3

AM Peak 1115 - 1215 (364), AM PHF=0.85 PM Peak 1645 - 1745 (527), PM PHF=0.79

* Thursday, April 11, 2013=5293, 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	
21	10	3	3	21	42	111	285	326	300	272	364	368	379	393	399	486	550	394	213	154	108	60	35	
7	0	1	1	1	6	6	47	78	96	63	88	86	101	103	103	122	148	102	74	37	29	22	8	12
4	1	1	0	4	11	18	64	75	80	71	93	93	114	96	90	138	128	101	60	42	39	18	9	8
7	7	1	2	10	11	39	82	79	59	67	79	99	82	92	101	117	154	91	38	41	17	13	9	8
3	2	0	0	6	15	48	93	95	66	71	105	91	84	102	106	110	121	101	41	34	23	7	9	3

AM Peak 1145 - 1245 (382), AM PHF=0.91 PM Peak 1700 - 1800 (550), PM PHF=0.89

* Friday, April 12, 2013=5852, 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	6	11	10	47	112	313	322	320	340	362	395	412	392	476	565	528	422	283	205	149	80	57	
12	8	3	4	1	8	13	49	105	90	81	89	95	95	93	111	152	159	126	94	63	30	30	21	17
8	2	1	1	3	16	26	68	70	79	74	95	121	96	92	116	124	138	120	73	51	39	14	12	15
8	4	1	4	4	15	34	93	53	83	91	92	79	118	101	122	138	117	96	64	40	51	21	18	8
3	5	1	2	2	8	39	105	94	68	95	87	101	103	106	128	151	115	81	53	51	29	15	6	16

AM Peak 1130 - 1230 (395), AM PHF=0.82 PM Peak 1630 - 1730 (585), PM PHF=0.92

* Saturday, April 13, 2013=4790, 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	47	23	10	6	23	42	98	178	248	355	420	418	434	411	425	372	333	286	212	145	106	81	63	
17	12	7	1	2	5	7	17	36	48	83	120	107	129	105	101	102	86	74	63	43	26	31	11	-
15	8	5	2	0	7	14	20	39	69	81	107	110	116	110	106	101	96	76	50	38	29	19	24	-
8	15	6	4	2	4	7	29	46	61	89	106	106	90	97	109	94	80	79	58	32	26	19	18	-
16	12	5	3	2	7	14	32	57	71	103	88	96	100	100	110	77	73	57	42	32	25	13	10	-

AM Peak 1045 - 1145 (436), AM PHF=0.91

MetroCount Traffic Executive Event Counts

2113 -- English (ENU)

Datasets:

Site:	12.WEST MORENA BLVD (BUENOS AVE - MORENA BLVD) NORTHBOUND
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration:	15:20 Monday, April 08, 2013 => 10:27 Monday, April 15, 2013
File:	091215Apr2013.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=6052, 15 minute drops

[illegible]

* Wednesday, April 10, 2013=6065, 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	6	7	10	18	45	172	465	633	385	420	409	447	415	390	442	383	418	357	232	199	105	52	48
3	2	4	1	4	3	22	71	179	84	122	91	106	116	88	116	103	104	106	55	62	34	16	18
6	2	2	1	1	8	26	84	141	103	94	97	113	99	98	116	79	111	105	58	43	22	13	14
2	1	1	2	3	11	35	120	157	98	96	114	112	101	90	121	100	100	71	68	50	30	16	9
2	1	0	6	10	24	90	191	157	100	109	108	116	100	116	90	102	103	76	51	45	19	7	3

AM Peak 0745 - 0845 (667), AM PHF=0.87 PM Peak 1445 - 1545 (468), PM PHF=0.97

* Thursday, April 11, 2013=6013, 15 minute drops

[illegible]

* Friday, April 12, 2013=6551, 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
27	16	8	11	23	43	146	412	552	317	405	414	534	451	518	501	495	437	363	267	226	200	115	76
8	10	3	1	3	6	15	60	172	80	97	96	112	122	96	105	128	108	112	63	51	61	30	30
11	2	1	4	3	8	32	95	108	80	115	106	135	123	131	164	118	131	105	72	58	62	31	17
7	1	1	2	7	8	35	98	130	78	89	89	144	99	136	119	126	106	75	66	62	43	32	16
1	3	3	4	10	21	64	159	143	80	105	124	144	108	155	114	124	93	72	67	56	34	22	14

AM Peak 0745 - 0845 (568), AM PHF=0.83 PM Peak 1430 - 1530 (559), PM PHF=0.85

* Saturday, April 13, 2013=5184, 15 minute drops

[illegible]

MetroCount Traffic Executive

Event Counts

2065 -- English (ENU)

Datasets:

Site: 12.WEST MORENA BLVD (BUENOS AVE - MORENA BLVD) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 15:20 Monday, April 08, 2013 => 10:27 Monday, April 15, 2013
File: 091215Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=6068, 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	
10	9	6	7	15	55	114	315	383	392	330	426	444	424	400	469	544	630	398	274	178	149	69	31	
1	1	1	3	3	16	14	62	115	124	73	99	105	103	92	97	143	182	117	84	48	53	21	12	2
4	3	2	0	3	10	25	80	75	86	103	116	117	123	113	105	110	161	108	63	38	40	15	12	2
3	2	1	3	5	17	28	83	100	87	87	106	116	90	107	125	135	157	94	75	53	20	14	4	2
2	3	2	1	4	13	48	90	94	95	68	105	106	109	90	143	157	131	80	52	40	36	19	3	3

AM Peak 1145 - 1245 (442), AM PHF=0.94 PM Peak 1645 - 1745 (656), PM PHF=0.90

* Wednesday, April 10, 2013=6207, 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	12	8	2	12	58	122	326	335	361	354	418	466	451	396	516	575	606	438	287	200	145	71	42	
2	3	4	1	2	6	18	57	86	112	66	88	116	116	83	121	157	209	128	97	47	60	22	12	7
2	5	2	0	3	25	23	78	78	86	95	106	110	117	115	104	107	139	98	71	58	32	13	12	4
2	2	1	1	2	12	39	88	79	78	83	119	108	101	92	132	167	141	98	68	45	31	27	12	10
3	2	1	0	5	16	42	104	92	85	110	106	133	118	107	160	146	117	116	52	50	22	9	6	3

AM Peak 1130 - 1230 (449), AM PHF=0.95 PM Peak 1630 - 1730 (660), PM PHF=0.79

* Thursday, April 11, 2013=6265, 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	
24	12	4	4	23	41	121	309	368	338	326	419	462	459	446	489	598	679	444	270	185	134	69	46	
7	1	2	1	1	6	8	51	89	102	70	95	111	116	112	115	145	194	128	94	42	40	23	15	11
4	3	1	1	4	8	26	70	89	87	82	108	116	117	108	116	153	157	119	70	49	44	22	11	8
10	6	1	2	11	13	40	89	87	65	92	95	125	129	117	136	165	171	92	53	54	24	14	11	9
3	2	0	0	7	15	48	100	104	84	84	121	111	98	109	123	137	157	105	54	41	26	10	9	5

AM Peak 1145 - 1245 (473), AM PHF=0.95 PM Peak 1700 - 1800 (679), PM PHF=0.87

* Friday, April 12, 2013=6761, 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	
33	24	9	10	19	51	106	343	346	367	385	441	514	499	468	567	641	614	479	308	218	174	86	64	
11	8	4	5	3	10	12	57	109	96	99	107	136	127	121	141	162	192	143	104	66	41	32	22	18
8	2	3	1	6	14	27	72	73	95	86	111	151	106	100	142	149	157	130	76	58	51	14	17	16
9	7	1	2	7	17	29	97	61	94	90	113	102	145	127	127	179	132	114	66	46	51	22	18	13
5	7	1	2	4	10	38	118	104	83	111	111	126	122	121	158	152	133	92	62	49	32	18	7	39

AM Peak 1130 - 1230 (510), AM PHF=0.84 PM Peak 1630 - 1730 (679), PM PHF=0.88

* Saturday, April 13, 2013=5450, 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	
86	63	31	17	8	22	45	108	181	289	416	470	454	485	469	478	422	387	320	232	165	132	98	77	
18	20	12	2	3	4	7	19	35	61	97	127	114	148	121	127	120	105	86	75	50	45	31	12	-
16	11	6	4	0	4	16	21	41	72	96	120	127	131	120	105	114	110	83	63	47	38	24	29	-
13	19	8	7	2	7	7	31	49	69	113	121	106	105	102	122	95	92	79	51	32	23	29	21	-
39	13	5	4	3	8	15	37	57	89	111	103	107	101	127	125	93	80	73	43	37	27	15	15	-

AM Peak 1045 - 1145 (478), AM PHF=0.94

MetroCount Traffic Executive

Event Counts

2066 -- English (ENU)

Datasets:

Site: 13.MORENA BLVD (WEST MORENA BLVD - NAPA ST) NORTHBOUND
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration: 15:48 Monday, April 08, 2013 => 11:26 Monday, April 15, 2013
File: 091315Apr2013.EC0 (Regular)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=14431, 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	
41	19	20	22	41	140	383	1088	1308	925	810	887	1036	924	917	1080	983	976	820	706	569	463	183	97	
17	5	9	4	7	18	52	176	321	223	201	214	233	225	190	256	264	247	208	197	169	127	65	39	10
10	8	4	5	3	29	61	226	334	258	215	230	317	246	237	268	244	255	209	172	160	139	50	22	15
5	1	3	6	11	37	121	287	351	240	189	204	240	234	251	288	232	257	219	194	124	115	39	15	12
9	5	4	7	20	57	150	400	303	205	205	240	247	219	240	269	244	218	185	144	117	82	29	21	8

AM Peak 0745 - 0845 (1404), AM PHF=0.88 PM Peak 1515 - 1615 (1088), PM PHF=0.94

* Wednesday, April 10, 2013=14561, 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	22	22	18	47	135	416	1079	1312	952	808	934	1010	929	931	1045	1014	1089	863	671	527	377	193	127	
10	8	12	2	8	15	61	170	352	236	234	219	225	235	211	260	272	273	222	219	142	108	60	39	8
15	6	5	7	7	28	80	217	295	233	187	232	265	251	231	264	255	273	232	170	105	93	51	38	15
12	4	4	3	12	32	101	286	344	247	190	251	273	212	244	265	249	301	208	150	138	85	47	24	10
8	4	1	7	21	61	175	407	322	237	198	233	248	232	247	256	239	243	201	132	143	92	35	26	6

AM Peak 0745 - 0845 (1397), AM PHF=0.86 PM Peak 1700 - 1800 (1089), PM PHF=0.91

* Thursday, April 11, 2013=14620, 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	26	25	21	34	147	399	1050	1268	851	804	925	1083	952	1024	1037	1074	1137	812	705	517	359	197	140	
8	7	6	4	3	24	46	182	306	246	197	208	257	252	263	272	273	281	224	195	170	85	55	38	21
15	7	10	7	5	22	78	165	295	227	197	212	287	253	273	247	272	283	189	188	121	110	67	35	21
10	6	7	5	8	38	112	318	334	176	202	245	266	237	248	276	280	317	195	146	108	82	35	46	19
6	6	2	5	18	64	164	386	333	202	208	260	273	211	241	242	250	257	205	176	120	83	40	21	15

AM Peak 0745 - 0845 (1321), AM PHF=0.86 PM Peak 1700 - 1800 (1137), PM PHF=0.90

* Friday, April 12, 2013=14938, 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	
76	40	26	26	38	128	384	979	1173	788	896	956	1163	998	1148	1073	1092	1037	860	619	523	433	284	200	
21	15	9	5	5	22	55	165	309	207	229	218	276	266	242	246	275	271	242	182	127	110	89	65	26
21	8	7	5	8	18	84	197	272	203	226	259	330	260	300	289	267	299	239	171	144	131	56	52	28
19	7	2	8	9	31	91	287	292	182	228	236	276	233	283	283	287	250	209	125	145	101	76	42	25
15	10	8	8	16	58	155	331	302	197	214	244	281	240	324	256	264	218	171	141	109	92	64	42	29

AM Peak 0745 - 0845 (1202), AM PHF=0.91 PM Peak 1200 - 1300 (1163), PM PHF=0.88

* Saturday, April 13, 2013=11834, 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	
108	60	54	28	36	54	171	307	569	767	809	921	1030	1000	960	967	875	759	648	547	411	367	245	145	
26	9	14	7	4	15	31	60	137	168	211	222	246	247	227	249	223	188	191	143	108	118	71	35	-
28	23	13	9	3	9	31	51	112	185	188	230	239	261	240	256	205	186	169	139	99	98	66	42	-
25	10	12	8	10	13	50	76	152	182	194	225	287	228	225	231	225	208	157	137	98	83	61	35	-
29	19	15	4	19	18	59	120	169	233	218	245	259	266	268	231	223	179	132	129	106	68	48	33	-

AM Peak 1145 - 1245 (1017), AM PHF=0.89

MetroCount Traffic Executive

Event Counts

2067 -- English (ENU)

Datasets:

Site: 13.MORENA BLVD (WEST MORENA BLVD - NAPA ST) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 15:48 Monday, April 08, 2013 => 11:26 Monday, April 15, 2013
File: 091315Apr2013.EC0 (Regular)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=14116, 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	28	22	16	28	108	280	729	974	874	838	984	1055	986	953	1012	1288	1387	931	614	389	318	183	90	
5	3	6	7	5	27	37	126	262	266	184	253	266	267	220	246	336	397	267	183	115	102	66	30	16
9	6	2	2	5	22	67	170	198	182	247	246	288	233	254	221	283	347	231	148	87	79	40	27	13
10	12	9	3	8	27	73	215	243	214	219	230	265	237	269	282	322	329	209	161	96	65	36	15	14
10	8	6	4	10	33	103	219	271	213	189	256	237	250	211	263	347	314	225	123	91	74	42	19	17

AM Peak 1145 - 1245 (1074), AM PHF=0.93 PM Peak 1645 - 1745 (1420), PM PHF=0.89

* Wednesday, April 10, 2013=14342, 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	
60	33	27	10	23	113	289	733	874	876	835	979	1040	992	933	1146	1301	1401	980	620	501	314	167	101	
16	8	7	2	4	17	42	131	207	244	172	222	264	268	220	286	338	470	267	210	123	114	53	30	18
13	6	3	0	4	36	59	170	202	183	219	241	266	264	252	246	286	325	244	159	151	81	47	29	14
14	13	11	4	7	24	85	208	205	227	206	274	244	209	232	295	356	321	222	152	115	67	39	24	22
17	6	6	4	8	37	104	225	261	222	239	243	267	251	230	320	321	285	248	99	113	52	28	19	6

AM Peak 1130 - 1230 (1046), AM PHF=0.95 PM Peak 1630 - 1730 (1472), PM PHF=0.78

* Thursday, April 11, 2013=14550, 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	
60	35	22	14	41	93	284	698	929	783	824	989	1103	1059	980	1088	1314	1444	995	709	475	325	185	109	
18	7	5	2	6	18	34	120	188	230	197	218	273	274	231	234	324	406	277	197	132	88	62	30	26
14	10	5	5	8	20	65	150	225	195	203	258	264	262	262	270	342	371	275	186	125	100	57	31	19
22	15	9	3	13	25	73	201	250	155	221	253	285	280	248	311	346	364	232	169	114	72	35	27	31
6	3	3	4	14	30	113	228	266	203	204	261	281	245	240	274	303	304	212	158	104	66	32	21	17

AM Peak 1145 - 1245 (1082), AM PHF=0.95 PM Peak 1700 - 1800 (1444), PM PHF=0.89

* Friday, April 12, 2013=14985, 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	
93	76	39	30	34	105	262	744	837	849	868	1032	1143	1042	990	1213	1395	1338	1029	664	456	373	222	157	
26	22	11	8	5	17	35	112	238	206	204	251	281	289	244	297	344	420	296	211	133	92	65	54	49
19	9	14	9	7	26	62	151	173	228	186	266	341	239	253	289	329	363	310	183	117	104	54	43	35
31	29	9	8	9	30	71	227	184	208	208	256	244	277	247	291	376	293	224	148	113	109	55	35	38
17	17	5	5	14	33	95	254	243	208	270	260	277	237	246	336	347	262	200	123	94	68	49	26	83

AM Peak 1130 - 1230 (1137), AM PHF=0.83 PM Peak 1630 - 1730 (1506), PM PHF=0.90

* Saturday, April 13, 2013=12077, 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	
204	156	80	46	22	42	123	275	536	692	912	1001	991	1022	981	948	929	810	700	521	361	283	237	210	
49	57	26	8	8	7	21	52	102	139	210	269	269	299	243	246	265	205	181	152	92	81	76	49	-
35	31	19	10	2	8	30	45	119	170	212	253	255	290	232	217	251	222	195	143	105	79	58	63	-
38	38	16	16	3	13	25	81	141	171	214	237	222	213	228	235	203	199	152	126	79	55	59	49	-
83	31	19	13	9	15	47	97	176	212	276	242	246	221	278	251	211	185	173	102	86	69	44	49	-

AM Peak 1045 - 1145 (1035), AM PHF=0.94

MetroCount Traffic Executive Event Counts

2068 -- English (ENU)

Datasets:

Site: 14.MORENA BLVD (NAPA ST/ SHERMAN ST - LINDA VISTA RD) NORTHBOUND
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration: 13:58 Monday, April 08, 2013 => 9:53 Monday, April 15, 2013
File: 091415Apr2013.INCOMPLETE.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Thursday, April 11, 2013

*** Tuesday, April 09, 2013=9175, 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	23	23	16	66	137	435	810	1067	664	562	586	650	602	557	627	537	471	421	311	256	180	92	58	
14	10	9	4	10	15	57	142	291	167	167	153	160	140	126	163	140	111	115	83	78	52	32	19	13
8	5	4	1	16	31	77	176	230	178	151	162	168	167	157	151	144	136	117	76	65	51	23	14	8
4	1	5	6	13	35	128	234	273	189	108	136	137	151	130	163	118	108	99	94	73	43	21	15	6
5	7	6	6	28	58	174	258	273	131	137	135	185	145	144	150	135	117	90	59	41	35	16	11	5

AM Peak 0800 - 0900 (1067), AM PHF=0.92 PM Peak 1200 - 1300 (650), PM PHF=0.88

*** Wednesday, April 10, 2013=10856, 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	35	23	21	50	148	438	747	891	825	593	620	702	720	871	1008	853	821	606	380	259	99	66	54	
13	15	8	4	6	23	65	123	242	177	176	138	157	155	182	252	259	216	176	124	112	26	13	11	-
8	11	10	5	8	30	101	139	206	217	126	150	179	175	172	247	197	205	157	97	54	26	19	28	-
6	3	4	4	15	25	103	203	215	247	134	182	187	147	186	291	192	193	132	73	64	30	24	10	-
5	7	1	8	22	71	170	283	229	185	158	150	180	244	332	219	205	209	142	86	29	17	11	6	-

AM Peak 0745 - 0845 (945), AM PHF=0.84

MetroCount Traffic Executive Event Counts

2069 -- English (ENU)

Datasets:

Site: 14.MORENA BLVD (NAPA ST/ SHERMAN ST - LINDA VISTA RD) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 13:58 Monday, April 08, 2013 => 9:53 Monday, April 15, 2013
File: 091415Apr2013.INCOMPLETE.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Thursday, April 11, 2013

*** Tuesday, April 09, 2013=11519, 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	14	14	14	25	88	164	481	663	693	677	910	867	892	744	990	1142	1066	823	519	322	213	119	66	
8	4	0	8	3	21	34	83	203	174	187	226	188	250	168	197	324	380	264	171	106	74	48	26	11
3	3	2	0	3	16	37	118	118	161	164	275	192	255	182	206	262	328	198	128	75	57	30	20	13
3	7	8	4	8	20	34	118	202	195	188	183	263	192	189	333	313	200	226	130	63	35	20	9	9
3	0	4	2	12	31	59	163	140	163	139	227	225	196	205	254	244	159	136	90	79	48	21	12	6

AM Peak 1100 - 1200 (910), AM PHF=0.83 PM Peak 1630 - 1730 (1264), PM PHF=0.83

*** Wednesday, April 10, 2013=12167, 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	
38	15	19	10	20	93	215	473	713	718	780	949	955	960	863	1058	1242	1015	804	463	380	232	100	57	
11	6	4	2	4	7	39	92	194	176	199	180	270	258	214	278	380	416	238	178	85	95	29	23	-
13	2	1	0	1	36	43	117	159	152	192	256	226	284	245	238	250	243	208	117	107	53	20	20	-
9	5	10	5	3	22	58	124	177	213	186	244	245	202	210	314	366	192	181	101	93	43	35	10	-
6	2	5	4	13	28	76	141	184	177	204	269	215	217	194	229	247	165	178	68	96	42	18	4	-

AM Peak 1115 - 1215 (1038), AM PHF=0.96

MetroCount Traffic Executive

Event Counts

2103 -- English (ENU)

Datasets:

Site: 15.MORENA BLVD (SOUTH OF LINDA VISTA RD) NORTHBOUND
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration: 13:26 Monday, April 08, 2013 => 9:46 Monday, April 15, 2013
File: 91515Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=18710, 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	44	38	35	127	447	770	1425	1625	1188	1062	1139	1257	1139	1161	1301	1270	1343	1048	720	605	463	264	178	
31	17	15	8	14	65	106	259	398	294	289	275	317	262	287	314	323	340	277	189	161	115	81	50	31
17	7	4	7	25	127	164	333	376	311	298	302	328	292	311	322	311	374	272	185	166	119	73	48	22
8	8	10	8	29	121	208	435	423	313	239	267	291	289	286	341	293	311	230	175	160	110	52	38	17
11	12	9	12	60	135	293	399	428	272	236	296	321	297	277	325	343	319	270	171	119	119	59	43	13

AM Peak 0800 - 0900 (1625), AM PHF=0.95 PM Peak 1645 - 1745 (1367), PM PHF=0.91

* Wednesday, April 10, 2013=18323, 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	
83	64	43	38	102	345	762	1320	1569	1375	1063	1081	1240	1170	1170	1280	1209	1299	984	671	515	466	297	186	
31	23	17	8	15	47	127	250	400	335	269	250	307	292	273	297	325	319	257	176	143	117	87	56	22
22	15	13	8	17	84	172	271	373	340	255	269	329	291	276	332	317	359	244	176	133	120	81	60	26
17	8	8	5	28	75	187	390	416	368	240	271	289	275	307	329	269	318	242	162	132	105	76	34	18
13	19	5	17	42	139	277	410	381	333	299	291	315	313	315	322	299	304	242	157	107	125	53	37	25

AM Peak 0745 - 0845 (1598), AM PHF=0.96 PM Peak 1515 - 1615 (1307), PM PHF=0.99

* Thursday, April 11, 2013=18809, 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	
91	55	43	41	111	431	726	1357	1553	1209	1033	1182	1248	1225	1229	1275	1320	1397	996	741	571	442	326	215	
22	15	13	6	14	60	110	238	338	353	251	266	329	296	295	290	348	391	255	188	170	103	84	60	26
26	13	11	13	25	110	144	248	359	316	243	294	303	328	319	339	327	381	264	202	139	117	88	63	45
18	13	10	10	24	123	189	421	389	240	280	308	299	326	304	344	315	313	229	168	145	111	74	52	54
25	14	9	12	49	139	283	451	468	300	259	315	318	276	311	303	330	313	249	184	118	111	80	40	32

AM Peak 0730 - 0830 (1568), AM PHF=0.87 PM Peak 1630 - 1730 (1417), PM PHF=0.91

* Friday, April 12, 2013=19362, 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	
156	91	71	41	99	328	757	1277	1442	1187	1120	1203	1320	1289	1335	1310	1378	1239	967	799	645	521	499	292	
26	32	23	12	15	38	133	234	339	306	285	300	345	327	293	319	341	289	257	206	174	127	113	110	35
45	24	16	6	15	76	162	310	363	309	282	302	307	330	371	334	393	322	240	221	176	139	129	72	49
54	11	17	9	29	92	173	372	376	276	262	275	311	318	343	339	302	306	231	174	170	136	116	56	48
32	24	15	14	40	123	290	362	365	297	292	327	358	314	328	319	343	323	240	199	126	120	142	55	41

AM Peak 0800 - 0900 (1442), AM PHF=0.96 PM Peak 1530 - 1630 (1391), PM PHF=0.89

* Saturday, April 13, 2013=14649, 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	
172	131	121	55	61	130	231	474	863	936	1012	1097	1247	1172	1106	1024	1030	873	728	641	512	448	377	212	
35	27	41	15	11	20	26	83	164	221	244	240	299	304	267	246	266	240	181	183	139	121	105	60	-
49	46	42	10	13	31	56	99	199	230	265	259	305	281	285	268	263	213	178	172	124	130	109	59	-
48	27	21	11	15	34	51	119	228	236	238	299	309	306	257	249	265	219	186	136	129	117	99	49	-
41	31	17	19	22	46	98	174	272	250	265	300	335	282	298	262	236	202	183	151	120	81	64	44	-

AM Peak 1145 - 1245 (1212), AM PHF=0.98

MetroCount Traffic Executive

Event Counts

2104 -- English (ENU)

Datasets:

Site: 15.MORENA BLVD (SOUTH OF LINDA VISTA RD) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 13:26 Monday, April 08, 2013 => 9:46 Monday, April 15, 2013
File: 91515Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=17759, 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	30	28	36	71	237	454	982	1008	911	919	1069	1247	1191	1212	1360	1474	1566	1195	916	700	653	284	168	
22	5	1	9	7	44	92	186	283	215	226	250	312	298	298	302	391	466	335	273	210	188	95	67	34
12	8	2	5	12	44	102	256	209	229	198	284	329	324	274	314	368	412	296	243	170	202	74	39	21
10	12	18	8	23	56	109	242	277	244	240	247	316	279	331	383	386	374	305	203	161	137	61	35	16
11	5	7	14	29	95	152	298	240	224	255	289	291	290	310	361	330	315	259	197	159	127	54	27	14

AM Peak 1145 - 1245 (1245), AM PHF=0.95 PM Peak 1630 - 1730 (1592), PM PHF=0.85

* Wednesday, April 10, 2013=17953, 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	
85	36	57	36	65	222	435	955	1034	898	945	1061	1189	1205	1246	1440	1542	1580	1248	953	733	516	291	184	
34	13	10	4	12	27	86	190	279	220	234	225	296	316	269	408	429	476	355	307	163	165	94	62	21
21	6	11	8	10	52	91	231	247	204	256	311	320	339	322	337	358	393	281	259	185	124	77	46	21
16	12	23	10	13	71	123	251	247	231	233	287	302	268	342	366	410	403	287	219	204	106	77	40	23
14	5	14	14	31	73	135	284	262	244	223	239	272	283	315	329	346	309	326	169	181	122	43	36	17

AM Peak 1145 - 1245 (1156), AM PHF=0.90 PM Peak 1630 - 1730 (1624), PM PHF=0.85

* Thursday, April 11, 2013=18320, 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	53	49	38	79	200	451	1020	978	875	955	1066	1322	1194	1326	1402	1602	1616	1242	983	718	586	293	194	
21	12	11	4	14	32	66	219	262	246	200	221	316	292	302	330	454	457	337	288	212	166	99	78	37
21	14	7	8	13	45	104	234	231	212	247	271	338	292	313	335	370	370	320	249	175	166	84	39	36
23	15	25	9	16	59	126	257	238	215	247	279	354	306	381	386	426	433	298	233	180	132	64	43	35
17	12	6	17	36	64	156	311	248	203	262	296	315	305	330	352	352	358	287	214	152	123	47	34	30

AM Peak 1145 - 1245 (1303), AM PHF=0.92 PM Peak 1700 - 1800 (1616), PM PHF=0.88

* Friday, April 12, 2013=19021, 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	
138	69	70	43	66	203	462	950	1069	948	1017	1217	1355	1331	1395	1492	1594	1617	1250	916	624	545	383	273	
37	21	14	13	16	34	86	163	306	224	251	260	350	342	340	384	422	447	375	288	211	143	109	107	46
36	13	10	12	14	45	103	235	242	257	251	326	370	349	311	356	367	432	347	260	158	125	109	69	47
35	20	34	10	15	55	123	250	266	231	258	324	340	317	406	396	456	407	268	205	147	175	76	55	42
30	15	12	9	22	70	151	303	255	237	258	308	296	324	339	357	350	333	261	164	108	103	90	42	93

AM Peak 1145 - 1245 (1367), AM PHF=0.92 PM Peak 1630 - 1730 (1684), PM PHF=0.92

* Saturday, April 13, 2013=14562, 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	
228	171	117	57	70	109	197	354	612	794	939	1090	1204	1201	1141	1183	1145	1000	814	663	499	421	315	243	
46	64	30	14	19	21	38	70	113	163	238	273	296	322	276	306	318	262	240	180	154	126	88	66	-
47	44	16	21	15	26	54	64	150	182	206	284	303	316	259	312	285	270	215	161	122	101	81	64	-
42	35	42	12	10	26	53	119	182	226	253	262	318	295	314	299	296	253	182	161	101	107	88	58	-
93	28	29	11	26	37	53	102	167	224	243	272	288	269	293	266	247	216	178	162	123	88	59	56	-

AM Peak 1145 - 1245 (1188), AM PHF=0.93

MetroCount Traffic Executive

Event Counts

2071 -- English (ENU)

Datasets:

Site: 16.MORENA BLVD (WEST MORENA BLVD & KNOXVILLE ST) NORTHBOUND
Input A: 3 - South bound. - Lane= 0, Excluded from totals.
Input B: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 17:08 Monday, April 08, 2013 => 11:41 Monday, April 15, 2013
File: 091615Apr2013.EC0 (Base)
Data type: Axle sensors - Split (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=4593, 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	13	17	11	16	28	102	208	312	256	266	289	323	324	283	365	400	357	311	240	202	126	79	51	
5	3	5	1	3	3	8	42	62	72	73	66	74	68	69	96	104	107	83	63	54	32	28	14	7
4	4	4	0	2	7	21	41	80	57	62	68	80	94	81	104	97	89	74	53	57	37	18	16	3
6	3	2	6	6	3	37	60	69	56	62	69	83	81	58	87	105	79	89	64	46	34	15	11	9
5	4	6	4	5	15	37	66	102	72	70	87	86	82	76	79	95	82	66	61	45	23	18	10	7

AM Peak 1145 - 1245 (323), AM PHF=0.93 PM Peak 1615 - 1715 (403), PM PHF=0.94

* Wednesday, April 10, 2013=4808, 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	17	16	15	17	29	110	222	293	292	235	320	344	338	317	355	377	405	329	295	177	149	82	52	
7	4	4	2	3	6	18	42	72	91	61	62	75	87	79	79	87	99	83	79	45	40	20	19	10
3	4	3	10	3	5	20	50	68	69	61	78	97	72	82	111	116	102	93	91	48	46	20	11	10
9	4	6	1	4	7	29	53	77	57	44	80	85	92	74	80	82	101	86	68	45	32	24	11	6
7	5	3	2	7	12	44	78	77	76	69	102	87	88	82	86	93	104	69	58	40	33	19	11	7

AM Peak 1145 - 1245 (359), AM PHF=0.88 PM Peak 1700 - 1800 (405), PM PHF=0.98

* Thursday, April 11, 2013=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	
33	22	21	6	11	39	91	231	330	261	250	313	359	357	331	353	385	369	313	279	146	140	103	55	
10	9	5	1	1	4	16	41	78	68	64	65	91	73	83	89	90	82	85	71	35	39	29	23	12
10	4	3	2	4	7	13	55	96	64	61	81	98	99	80	96	101	100	73	72	37	28	26	13	14
6	6	5	2	1	11	25	71	65	62	67	78	74	86	80	73	105	97	73	56	29	34	26	8	11
7	3	8	1	6	17	37	64	92	69	59	89	97	100	90	95	89	90	82	80	45	39	22	11	9

AM Peak 1130 - 1230 (355), AM PHF=0.91 PM Peak 1545 - 1645 (391), PM PHF=0.93

* Friday, April 12, 2013=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	
46	22	16	18	11	55	102	233	300	269	288	355	368	242	358	398	429	431	315	269	198	152	120	95	
12	8	5	6	1	7	17	51	90	64	88	82	88	79	88	110	112	115	90	75	68	37	29	30	12
14	8	4	7	3	18	23	48	73	70	72	94	97	0	73	103	108	113	76	66	52	46	28	34	14
11	3	4	2	4	16	26	46	58	56	60	90	91	65	96	100	103	102	76	65	52	39	32	15	11
9	3	3	3	4	14	36	88	80	79	69	90	93	98	102	85	106	101	74	64	27	31	32	16	10

AM Peak 1145 - 1245 (365), AM PHF=0.94 PM Peak 1630 - 1730 (437), PM PHF=0.95

* Saturday, April 13, 2013=4429, 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	31	36	18	17	16	57	103	192	273	261	373	361	395	373	314	315	333	247	199	157	145	106	66	
12	9	12	4	3	2	8	18	47	62	48	76	93	88	84	78	90	83	60	64	47	39	39	13	-
14	4	6	1	2	3	17	21	49	60	70	94	87	110	101	74	86	81	65	45	39	38	27	16	-
11	9	8	12	10	4	16	29	38	71	82	98	98	110	74	88	63	92	64	46	40	36	24	22	-
10	10	11	1	2	7	17	37	60	81	62	106	84	88	115	75	77	78	58	44	32	33	17	15	-

AM Peak 1115 - 1215 (390), AM PHF=0.92

MetroCount Traffic Executive

Event Counts

2070 -- English (ENU)

Datasets:

Site: 16.MORENA BLVD (WEST MORENA BLVD & KNOXVILLE ST) SOUTHBOUND
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 1 - North bound. - Lane= 0, Subtracted from totals. (/2.000)
Survey Duration: 17:08 Monday, April 08, 2013 => 11:41 Monday, April 15, 2013
File: 091615Apr2013.EC0 (Base)
Data type: Axle sensors - Split (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=3794, 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	7	6	4	9	46	105	164	179	183	214	281	324	288	289	293	332	342	243	165	110	105	64	33	
4	3	1	1	2	6	26	35	50	44	58	52	68	92	69	65	89	84	50	42	28	35	19	8	5
4	2	2	1	2	9	13	42	31	54	51	90	69	65	78	75	87	115	58	46	34	20	24	13	10
4	1	1	1	3	18	30	44	51	49	50	63	91	75	62	62	57	76	77	37	21	26	9	10	10
3	1	2	1	3	13	36	43	48	36	56	76	97	57	80	91	99	68	59	41	28	26	13	3	4

AM Peak 1145 - 1245 (303), AM PHF=0.84 PM Peak 1645 - 1745 (373), PM PHF=0.81

* Wednesday, April 10, 2013=4096, 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	12	10	12	13	56	156	229	208	240	254	254	304	236	259	280	340	353	280	198	160	101	78	42	
5	5	2	1	0	6	32	49	64	77	52	51	79	63	56	44	102	91	59	46	51	25	23	16	9
10	3	2	4	3	12	43	68	44	57	60	66	76	63	67	60	77	91	85	52	40	31	26	14	3
10	3	3	7	5	24	37	56	45	45	56	70	81	61	77	83	88	83	71	56	29	24	19	8	11
4	1	3	0	6	15	45	56	56	62	86	67	68	50	61	94	74	89	65	45	41	22	10	5	2

AM Peak 1145 - 1245 (303), AM PHF=0.93 PM Peak 1545 - 1645 (360), PM PHF=0.89

* Thursday, April 11, 2013=4127, 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	7	7	9	18	50	138	214	246	268	275	339	242	315	253	335	304	322	253	184	123	94	75	38	
9	2	3	5	2	3	41	41	72	69	78	71	59	89	64	84	81	76	67	51	30	35	26	6	20
3	1	1	2	4	12	35	67	65	78	60	95	58	86	65	75	74	83	50	38	36	20	19	18	11
11	2	3	1	7	10	35	48	63	69	66	104	51	95	49	103	72	84	75	53	29	21	15	11	9
2	2	0	1	5	26	28	58	47	53	72	70	74	46	76	74	78	81	61	43	29	19	17	4	2

AM Peak 1045 - 1145 (341), AM PHF=0.82 PM Peak 1245 - 1345 (344), PM PHF=0.91

* Friday, April 12, 2013=4088, 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	
41	21	22	9	21	76	126	221	250	281	276	281	331	258	428	509	498	223	135	61	10	5	5	4	
20	4	8	1	1	9	26	53	63	67	61	67	98	84	118	123	128	83	21	34	4	3	3	3	1
11	4	9	2	9	13	31	54	62	86	73	76	84	0	107	120	129	68	48	10	3	0	1	0	1
9	9	3	3	8	35	32	55	73	66	78	70	81	55	116	118	125	51	38	11	0	1	2	0	1
2	5	2	3	4	20	38	60	52	63	65	69	69	119	88	149	117	22	29	7	3	2	0	2	1

AM Peak 1145 - 1245 (331), AM PHF=0.84 PM Peak 1545 - 1645 (530), PM PHF=0.89

* Saturday, April 13, 2013=1144, 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	10	9	0	1	9	27	17	29	42	159	246	288	87	44	37	30	21	23	23	8	22	8	5	
1	3	1	0	0	3	3	6	12	3	40	57	88	54	8	3	17	4	10	10	4	5	2	3	-
1	2	3	0	0	0	13	5	5	8	32	60	46	10	10	10	8	2	5	8	4	7	0	3	-
1	2	3	0	0	3	4	4	7	4	33	74	75	18	13	11	2	7	3	2	1	5	4	0	-
1	4	3	0	1	4	7	3	5	27	55	56	80	5	14	14	3	8	6	4	0	6	3	0	-

AM Peak 1115 - 1215 (277), AM PHF=0.79

MetroCount Traffic Executive

Event Counts

2072 -- English (ENU)

Datasets:

Site: 17.MORENA BLVD (KNOXVILLE ST-TECOLOTE 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: 16:47 Monday, April 08, 2013 => 11:12 Monday, April 15, 2013
File: 0917N15Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=8203, 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	
30	18	22	16	20	33	139	492	609	411	421	483	517	519	616	676	695	647	553	490	336	237	152	77	
11	4	9	3	2	4	11	60	124	106	92	106	133	113	131	147	184	170	133	127	97	78	53	28	12
6	7	5	1	3	9	23	77	130	100	96	112	120	147	167	199	177	149	141	130	102	57	40	20	8
8	3	3	6	8	4	54	137	141	100	110	126	134	123	167	172	167	151	152	121	70	59	30	16	9
5	4	5	6	7	16	52	220	215	105	123	140	130	136	151	159	167	178	127	113	68	43	30	13	10

AM Peak 0745 - 0845 (614), AM PHF=0.70 PM Peak 1515 - 1615 (713), PM PHF=0.90

* Wednesday, April 10, 2013=8471, 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	23	13	15	17	45	158	495	576	437	422	529	559	555	668	625	674	706	584	526	318	271	146	76	
12	7	4	5	2	11	19	65	131	127	103	114	111	150	149	119	147	172	129	142	92	70	38	25	19
8	7	5	7	3	6	33	87	110	113	122	136	146	126	169	181	192	174	166	145	78	73	35	19	17
9	5	3	1	4	10	44	105	167	91	92	127	141	139	169	140	169	192	159	131	80	62	40	20	10
10	4	1	2	8	18	63	239	170	108	106	152	161	141	182	186	167	169	130	108	69	66	33	13	12

AM Peak 0745 - 0845 (645), AM PHF=0.68 PM Peak 1700 - 1800 (706), PM PHF=0.92

* Thursday, April 11, 2013=8324, 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	26	20	9	16	47	137	485	575	419	439	495	539	564	659	666	667	675	555	479	301	234	174	90	
19	12	7	3	2	6	24	70	135	115	101	107	136	138	139	151	177	167	155	127	82	58	48	32	15
17	6	2	1	4	8	20	77	130	91	98	122	146	134	152	146	160	174	124	137	68	64	47	24	18
10	7	4	4	4	10	39	141	146	98	132	132	113	148	194	195	167	190	146	91	76	51	34	16	15
12	1	7	1	6	23	54	198	165	116	109	135	144	145	174	175	164	145	131	124	75	61	45	19	15

AM Peak 0745 - 0845 (608), AM PHF=0.77 PM Peak 1530 - 1630 (706), PM PHF=0.91

* Friday, April 12, 2013=8832, 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	31	23	20	18	56	158	487	545	432	463	535	567	566	751	729	743	719	550	447	329	247	200	160	
15	12	7	6	1	7	22	78	126	113	132	138	134	130	137	203	181	167	157	128	100	67	50	53	27
18	9	7	5	8	15	32	69	112	120	110	141	142	143	190	185	191	200	140	107	88	69	52	44	19
15	4	5	4	6	17	41	124	148	100	97	130	137	126	195	175	182	175	139	102	85	62	53	27	16
15	6	4	5	3	17	63	216	160	100	124	126	155	167	230	166	190	177	114	111	56	50	45	36	21

AM Peak 0745 - 0845 (601), AM PHF=0.70 PM Peak 1415 - 1515 (817), PM PHF=0.89

* Saturday, April 13, 2013=7203, 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	
83	52	45	25	25	23	72	138	294	506	451	547	580	610	584	522	541	547	424	338	260	233	188	122	
27	11	19	7	6	2	14	25	68	113	90	119	146	150	136	137	134	149	105	110	76	58	59	28	-
19	9	11	4	5	3	19	25	64	117	123	136	142	166	161	122	136	127	117	72	73	61	54	31	-
16	14	7	12	8	8	19	36	70	141	124	150	161	148	123	131	128	152	94	79	63	63	40	37	-
21	18	8	2	6	10	20	52	92	136	115	142	131	147	164	133	144	119	109	77	48	52	36	26	-

AM Peak 1145 - 1245 (591), AM PHF=0.92

MetroCount Traffic Executive

Event Counts

2073 -- English (ENU)

Datasets:

Site: 17.MORENA BLVD (KNOXVILLE ST-TECOLOTE 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: 16:49 Monday, April 08, 2013 => 11:10 Monday, April 15, 2013
File: 0917S15Apr2013.EC0 (Plus)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=8277, 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	15	16	9	23	122	267	607	816	591	571	516	537	495	589	591	696	590	433	266	170	209	88	48	
7	6	5	2	2	19	54	128	296	170	154	130	150	134	106	143	210	164	115	74	52	48	22	11	5
3	3	3	2	7	29	46	138	142	156	117	139	120	118	139	137	155	171	103	58	43	28	30	20	8
5	3	2	3	9	37	67	135	201	142	157	147	135	114	103	130	156	146	116	60	39	85	26	10	10
3	3	6	2	6	39	102	207	178	124	143	101	133	129	242	182	176	110	99	74	37	49	11	7	6

AM Peak 0745 - 0845 (845), AM PHF=0.71 PM Peak 1545 - 1645 (702), PM PHF=0.84

* Wednesday, April 10, 2013=8339, 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	18	12	14	28	111	257	665	833	564	480	528	512	562	560	648	668	609	415	312	237	146	86	51	
5	5	1	2	2	15	47	137	274	190	120	124	159	171	99	190	194	173	102	68	77	47	30	15	8
8	4	3	3	9	30	62	146	170	130	131	126	110	146	136	126	171	161	118	84	63	43	26	17	6
10	8	3	7	8	33	66	171	172	125	127	139	131	133	120	142	171	147	110	71	44	28	20	13	10
6	1	5	2	9	34	82	212	217	119	102	140	114	113	206	191	133	129	87	90	53	29	11	7	5

AM Peak 0800 - 0900 (833), AM PHF=0.76 PM Peak 1545 - 1645 (726), PM PHF=0.93

* Thursday, April 11, 2013=8037, 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	12	12	11	33	95	254	596	777	560	460	512	497	484	571	678	655	592	464	263	186	151	92	59	
8	4	4	3	3	15	63	116	272	160	121	125	140	121	121	198	220	156	136	71	53	42	25	17	16
6	1	3	3	7	23	49	126	164	125	106	121	122	133	117	125	156	148	102	61	38	38	28	19	11
10	4	5	1	8	21	71	146	182	144	102	145	116	137	102	177	149	143	131	80	54	40	20	10	12
5	3	0	4	15	36	71	209	160	132	133	123	120	95	231	179	130	145	95	52	41	31	19	13	4

AM Peak 0745 - 0845 (826), AM PHF=0.76 PM Peak 1530 - 1630 (732), PM PHF=0.83

* Friday, April 12, 2013=8637, 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	15	14	12	41	110	230	596	688	601	501	524	540	543	608	726	786	626	459	320	239	194	122	105	
16	2	3	1	1	15	45	109	209	158	116	130	142	150	123	212	244	177	129	87	61	52	45	35	13
11	4	7	3	8	21	52	110	159	150	133	113	110	133	138	160	201	170	113	85	52	46	29	30	16
12	6	3	2	15	41	59	161	153	177	128	146	171	134	137	151	156	149	115	81	66	47	32	25	17
4	4	1	6	18	34	75	217	168	117	125	135	118	127	211	204	186	130	102	67	60	49	16	15	14

AM Peak 0730 - 0830 (745), AM PHF=0.86 PM Peak 1545 - 1645 (804), PM PHF=0.83

* Saturday, April 13, 2013=6845, 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	
60	48	28	23	26	52	115	256	386	453	583	738	556	496	524	486	454	379	375	272	180	160	105	96	
13	11	7	7	5	9	22	43	86	94	130	197	157	129	106	106	125	88	104	68	39	47	37	32	-
16	13	9	6	4	10	31	79	86	113	136	224	131	107	138	121	117	77	105	70	61	41	24	31	-
17	15	5	5	5	14	26	65	92	125	164	169	135	123	131	130	98	119	86	69	50	32	27	15	-
14	9	7	5	12	19	37	69	123	121	154	149	134	137	149	129	114	95	81	65	31	41	18	18	-

AM Peak 1045 - 1145 (744), AM PHF=0.83

MetroCount Traffic Executive Event Counts

2074 -- English (ENU)

Datasets:

Site:	18.MORENA BLVD (TECOLOTE RD - BUENOS 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:	16:24 Monday, April 08, 2013 => 11:33 Monday, April 15, 2013
File:	0918N15Apr2013.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=7879, 15 minute drops

[illegible]

* Wednesday, April 10, 2013=7446, 15 minute drops

[illegible]

* Thursday, April 11, 2013=8210, 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		
21	14	14	12	10	71	196	549	600	460	428	540	600	523	607	576	664	658	501	424	330	216	120	82		
6	4	3	4	2	9	30	108	155	136	108	127	161	142	161	138	184	172	122	133	106	58	37	29	13	
9	3	4	2	3	11	45	109	131	112	104	114	161	122	147	138	169	156	112	109	83	63	38	19	11	
3	4	5	3	1	21	63	153	157	98	103	145	142	135	154	157	169	199	133	78	54	48	21	20	10	
3	3	2	3	4	31	58	181	157	115	114	154	137	125	145	143	143	143	131	134	105	88	48	24	14	12

AM Peak 0745 - 0845 (624), AM PHF=0.86 PM Peak 1645 - 1745 (669), PM PHF=0.84

* Friday, April 12, 2013=8417, 15 minute drops

[illegible]

* Saturday, April 13, 2013=6579, 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	61	41	20	15	22	96	163	279	404	405	527	566	577	538	557	495	325	369	304	228	243	260	97	
21	15	13	6	4	2	20	31	82	88	96	115	132	131	128	148	121	103	117	81	53	83	51	21	-
15	16	5	4	2	3	19	33	54	112	99	135	136	151	143	141	117	97	100	77	51	54	43	18	-
14	11	9	6	3	9	32	46	64	103	103	135	159	144	124	145	130	88	78	81	57	52	35	34	-
39	19	14	4	6	8	25	53	79	101	108	143	139	152	144	124	128	38	75	66	67	54	37	24	-

AM Peak 1145 - 1245 (569), AM PHF=0.90

MetroCount Traffic Executive

Event Counts

2075 -- English (ENU)

Datasets:

Site: 18.MORENA BLVD (TECOLOTE RD - BUENOS 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: 16:25 Monday, April 08, 2013 => 11:30 Monday, April 15, 2013
File: 0918S15Apr2013.EC0 (Regular)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=7095, 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	19	15	5	17	60	157	352	436	485	461	472	559	537	527	588	609	597	433	271	174	145	97	60	
10	3	8	1	2	15	26	64	98	137	112	127	167	152	119	139	153	162	121	57	48	44	44	17	11
4	3	1	1	2	14	36	77	96	109	116	118	125	112	135	133	134	161	99	77	39	34	21	16	8
7	10	4	0	2	12	47	108	113	134	113	89	140	135	150	164	137	138	96	73	53	35	14	12	13
5	3	2	3	11	20	49	104	130	106	121	139	128	139	124	153	185	137	118	64	34	32	18	16	15

AM Peak 1145 - 1245 (569), AM PHF=0.85 PM Peak 1645 - 1745 (645), PM PHF=0.87

* Wednesday, April 10, 2013=7385, 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	22	7	10	52	159	345	472	473	489	505	556	560	546	543	655	639	462	307	260	131	76	51	
11	5	8	1	0	11	19	53	97	120	106	127	147	143	138	121	167	159	105	85	72	37	20	16	17
8	3	5	0	3	7	38	87	102	110	129	118	131	120	121	134	155	183	129	88	77	39	29	15	9
13	13	6	3	4	14	53	103	127	117	122	119	142	163	149	142	171	156	123	73	54	28	12	12	12
15	4	3	3	3	21	49	103	147	128	133	142	137	136	139	147	163	142	105	62	58	27	15	8	3

AM Peak 1145 - 1245 (561), AM PHF=0.96 PM Peak 1630 - 1730 (675), PM PHF=0.92

* Thursday, April 11, 2013=7388, 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	
41	25	15	9	19	52	157	331	465	423	499	497	549	535	523	557	644	626	490	398	234	161	95	49	
17	5	5	0	0	9	30	60	97	118	114	117	147	116	131	115	153	186	128	86	66	41	29	7	9
9	7	6	3	9	13	38	73	101	106	127	124	143	135	121	133	163	161	133	113	66	46	26	17	8
12	11	3	1	1	17	39	89	119	95	135	133	126	155	131	173	160	141	130	108	63	39	15	17	17
3	2	1	5	10	13	50	109	148	105	124	124	133	130	141	137	170	138	100	92	40	35	25	9	8

AM Peak 1130 - 1230 (547), AM PHF=0.93 PM Peak 1615 - 1715 (678), PM PHF=0.91

* Friday, April 12, 2013=7603, 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	33	30	16	20	54	140	354	455	462	480	540	582	471	540	601	696	612	462	346	248	215	125	82	
9	5	6	2	2	8	25	49	119	106	112	141	158	84	123	154	203	175	119	108	62	66	34	26	24
8	11	15	7	2	11	34	81	94	120	100	142	143	131	140	138	159	177	148	89	65	58	34	22	19
17	12	6	5	4	19	38	108	97	116	124	115	145	139	143	144	173	133	101	80	68	42	31	20	14
8	5	4	2	12	17	44	118	146	120	145	144	136	118	135	165	161	127	95	70	53	49	26	15	17

AM Peak 1145 - 1245 (589), AM PHF=0.93 PM Peak 1545 - 1645 (700), PM PHF=0.86

* Saturday, April 13, 2013=5984, 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	
73	64	39	25	12	21	72	141	307	370	452	510	493	479	444	439	503	396	333	269	181	156	113	99	
24	23	11	4	4	5	15	22	56	91	109	119	114	143	115	109	132	95	88	67	36	37	48	27	-
19	13	12	9	1	4	14	20	60	93	103	146	128	116	94	107	129	99	105	66	52	38	24	30	-
14	16	8	9	1	6	17	43	83	94	105	113	115	117	111	113	135	104	65	67	46	39	18	18	-
17	12	8	4	6	7	26	56	108	92	136	134	136	104	124	110	108	99	76	69	47	43	23	24	-

AM Peak 1045 - 1145 (513), AM PHF=0.88

MetroCount Traffic Executive

Event Counts

2076 -- English (ENU)

Datasets:

Site: 19.MORENA BLVD (BUENOS AVE - MORENA BLVD SOUTH SPLIT) NORTHBOUND
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration: 16:06 Monday, April 08, 2013 => 12:03 Monday, April 15, 2013
File: 091915Apr2013.INCOMPLETE.EC0 (Regular)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Friday, April 12, 2013

* Tuesday, April 09, 2013=7991, 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	9	13	8	21	67	199	554	624	483	411	438	540	515	547	629	549	593	456	447	370	307	124	65	
12	4	5	1	3	8	22	87	135	124	93	105	123	121	118	143	153	137	121	129	107	74	51	29	6
7	3	4	3	2	16	36	101	147	119	107	99	160	151	123	166	118	164	113	127	110	91	37	10	9
3	0	1	1	9	18	75	162	184	129	101	104	134	131	147	163	149	152	126	103	72	86	23	10	6
6	2	3	3	7	25	67	206	159	112	110	132	123	113	160	158	129	141	96	89	82	57	13	16	8

AM Peak 0745 - 0845 (671), AM PHF=0.82 PM Peak 1515 - 1615 (639), PM PHF=0.96

* Wednesday, April 10, 2013=8455, 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	20	14	9	26	63	204	605	686	559	418	520	578	545	562	579	637	659	522	433	334	264	130	63	
6	6	7	1	4	8	30	109	181	149	118	125	131	122	151	131	170	151	126	164	80	71	36	19	7
9	7	4	6	5	13	47	117	151	142	112	127	141	140	136	134	169	161	124	107	81	69	32	17	9
6	3	3	1	9	18	53	160	178	139	92	141	165	139	156	154	163	196	138	87	82	57	35	13	4
8	4	0	1	8	24	74	220	177	131	97	128	142	144	120	160	136	152	135	76	91	68	28	15	2

AM Peak 0745 - 0845 (730), AM PHF=0.83 PM Peak 1545 - 1645 (662), PM PHF=0.97

* Thursday, April 11, 2013=8387, 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	
22	14	18	10	18	83	205	570	635	492	448	559	623	534	624	589	642	680	475	404	314	225	116	91	
7	4	5	3	2	13	29	106	152	142	108	125	150	134	170	145	170	168	128	109	110	64	36	27	-
9	4	7	2	5	15	44	103	142	114	114	133	169	122	159	145	154	166	104	108	81	68	32	27	-
4	4	5	3	3	23	64	170	170	106	106	136	152	157	151	156	164	202	110	86	54	46	22	26	-
2	2	1	2	8	32	68	192	172	130	121	165	153	122	145	143	154	146	133	102	70	48	26	12	-

AM Peak 0730 - 0830 (656), AM PHF=0.85

MetroCount Traffic Executive

Event Counts

2077 -- English (ENU)

Datasets:

Site: 19.MORENA BLVD (BUENOS AVE - MORENA BLVD SOUTH SPLIT) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 16:06 Monday, April 08, 2013 => 12:03 Monday, April 15, 2013
File: 091915Apr2013.INCOMPLETE.EC0 (Regular)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Friday, April 12, 2013

* Tuesday, April 09, 2013=7622, 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	16	9	15	54	166	368	469	441	471	526	577	594	581	543	714	673	481	325	210	175	115	62	
5	3	5	4	2	12	24	56	116	111	103	168	167	172	128	147	178	206	140	94	70	50	46	19	13
5	2	1	2	2	13	41	82	104	99	118	114	158	110	181	122	165	175	110	84	46	38	25	16	11
7	9	8	0	3	8	48	123	110	125	121	102	142	152	151	148	183	137	107	74	49	49	24	12	12
8	4	2	3	8	21	54	108	139	106	130	142	111	162	122	126	189	155	124	74	45	38	21	15	13

AM Peak 1145 - 1245 (608), AM PHF=0.91 PM Peak 1630 - 1730 (752), PM PHF=0.91

* Wednesday, April 10, 2013=8148, 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	22	19	8	12	59	161	371	497	479	486	621	672	677	560	597	704	723	500	324	303	160	94	56	
13	5	3	1	2	11	22	68	116	111	102	172	194	171	140	140	181	228	122	106	82	48	29	18	11
11	1	1	0	2	11	36	90	110	90	115	136	175	146	129	139	167	189	134	79	88	44	34	14	10
12	11	11	3	4	14	44	105	112	144	124	138	134	157	150	163	178	153	118	84	64	34	13	13	13
13	5	4	4	4	23	59	108	159	135	146	176	170	203	142	156	178	154	127	55	69	34	18	11	3

AM Peak 1130 - 1230 (682), AM PHF=0.88 PM Peak 1630 - 1730 (773), PM PHF=0.85

* Thursday, April 11, 2013=7870, 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	25	16	9	17	50	160	342	500	414	475	530	563	585	543	595	705	748	502	427	262	190	114	65	
11	7	2	1	3	11	25	64	103	115	115	117	149	140	136	124	178	233	145	92	76	50	39	16	-
10	8	5	4	4	11	38	81	120	102	124	146	127	144	145	141	184	214	134	115	76	53	35	20	-
13	8	6	2	2	13	35	98	135	90	122	135	139	147	121	189	184	157	126	115	55	48	20	16	-
3	2	3	2	8	15	62	100	142	108	114	132	149	155	142	142	160	145	98	105	55	40	21	13	-

AM Peak 1115 - 1215 (562), AM PHF=0.94

MetroCount Traffic Executive

Event Counts

2078 -- English (ENU)

Datasets:

Site: 20.NAPA ST (MORENA BLVD - LINDA VISTA RD) NORTHBOUND
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Subtracted from totals. (/ -2.000)
Survey Duration: 14:16 Monday, April 08, 2013 => 12:07 Monday, April 15, 2013
File: 092015Apr2013.EC0 (Regular)
Data type: Axle sensors - Split (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=14650, 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	22	13	17	29	117	331	907	1062	821	740	817	961	922	989	1135	1249	1372	951	792	590	466	205	104	
10	2	3	5	4	21	42	140	277	236	156	167	246	223	204	276	342	338	257	223	170	125	77	42	11
12	6	2	6	4	21	60	183	238	208	227	215	281	227	268	284	296	362	250	212	160	137	44	24	16
10	8	5	2	11	33	100	251	300	202	186	186	219	262	276	308	299	368	233	190	130	109	45	19	14
13	7	3	4	10	42	131	333	247	176	172	250	216	210	242	268	313	305	211	168	131	96	41	20	18

AM Peak 0745 - 0845 (1148), AM PHF=0.86 PM Peak 1645 - 1745 (1381), PM PHF=0.94

* Wednesday, April 10, 2013=14926, 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	31	27	16	37	112	318	1064	1116	807	696	882	978	923	968	1103	1260	1355	1000	795	591	438	220	135	
11	6	10	1	2	16	38	158	331	231	171	206	221	240	240	252	323	318	236	274	149	153	75	48	19
16	13	7	5	8	29	64	249	249	172	206	199	266	264	238	278	311	382	275	201	146	94	77	31	13
14	7	8	5	12	28	88	277	269	201	164	240	258	187	252	286	313	380	246	181	148	103	31	33	10
18	6	2	5	15	40	128	380	268	205	155	238	235	234	239	288	314	276	244	140	149	89	38	23	7

AM Peak 0715 - 0815 (1237), AM PHF=0.81 PM Peak 1645 - 1745 (1393), PM PHF=0.91

* Thursday, April 11, 2013=15170, 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	43	22	18	34	116	310	971	1011	735	818	849	1094	1027	1100	1108	1380	1362	944	824	571	427	216	148	
19	10	4	3	2	21	39	173	236	194	217	192	291	275	257	294	329	332	260	229	180	101	57	37	34
13	13	7	8	9	17	68	162	253	203	192	180	268	240	310	245	353	369	230	221	152	141	65	40	25
10	12	6	3	6	32	90	304	271	147	199	228	261	264	274	298	389	363	214	201	119	92	57	43	17
7	9	6	4	17	47	114	333	251	192	210	250	276	249	259	272	310	299	240	174	121	94	38	29	20

AM Peak 0730 - 0830 (1125), AM PHF=0.84 PM Peak 1630 - 1730 (1399), PM PHF=0.90

* Friday, April 12, 2013=15611, 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	
95	54	32	29	35	115	297	942	1032	754	847	925	1183	1050	1159	1199	1376	1360	996	690	534	437	277	197	
34	13	11	5	8	18	41	157	272	193	205	227	299	282	272	284	342	382	263	198	134	101	77	65	40
25	8	11	8	10	16	67	164	220	179	189	243	335	288	292	315	356	390	299	176	154	121	67	53	31
17	19	5	11	8	31	74	263	245	190	239	234	268	256	278	310	383	313	256	145	149	117	68	42	31
20	15	6	5	10	50	115	359	296	193	215	222	282	225	318	290	296	275	179	172	97	99	65	37	34

AM Peak 1145 - 1245 (1123), AM PHF=0.84 PM Peak 1630 - 1730 (1451), PM PHF=0.93

* Saturday, April 13, 2013=12004, 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	
135	106	82	42	47	35	141	280	595	716	769	886	1019	939	954	905	974	869	746	541	396	393	264	175	
40	22	27	13	9	6	40	50	133	171	206	216	236	245	240	249	264	194	212	135	118	101	86	52	-
31	26	20	13	6	3	25	45	123	190	161	222	229	250	248	241	242	237	190	144	82	102	62	48	-
31	24	16	8	13	14	36	83	155	160	200	221	281	203	222	222	214	258	196	154	93	95	57	40	-
34	35	19	9	19	13	41	102	184	195	203	228	274	242	244	194	254	181	149	108	105	96	60	36	-

AM Peak 1145 - 1245 (974), AM PHF=0.87

MetroCount Traffic Executive

Event Counts

2079 -- English (ENU)

Datasets:

Site: 20.NAPA ST (MORENA BLVD - LINDA VISTA RD) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 14:16 Monday, April 08, 2013 => 12:07 Monday, April 15, 2013
File: 092015Apr2013.EC0 (Regular)
Data type: Axle sensors - Split (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=8889, 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	21	13	11	17	64	177	436	553	482	505	546	744	606	590	547	870	869	703	411	267	239	128	62	
7	1	2	6	1	14	22	66	123	152	102	125	228	145	128	138	232	185	185	107	74	75	48	25	14
9	3	4	3	3	13	33	99	106	113	148	150	223	159	158	127	156	237	179	106	67	53	25	19	8
8	9	5	0	6	16	54	145	147	111	128	131	159	169	168	165	209	248	173	96	59	52	29	11	13
10	8	2	2	7	21	69	127	179	106	127	140	135	134	136	118	274	200	166	103	67	60	28	8	18

AM Peak 1145 - 1245 (750), AM PHF=0.82 PM Peak 1645 - 1745 (943), PM PHF=0.86

* Wednesday, April 10, 2013=8977, 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	37	22	9	16	56	162	454	492	528	466	628	680	626	571	645	796	926	632	400	351	213	138	83	
14	3	12	0	1	11	23	78	117	166	86	124	177	185	143	143	198	228	172	132	89	77	43	24	14
8	13	3	0	3	21	30	83	122	105	139	168	186	167	139	149	178	269	135	102	121	57	57	20	10
13	13	5	3	5	11	56	148	115	125	115	186	171	136	137	156	203	206	136	102	75	50	21	23	9
18	9	3	6	7	14	54	146	139	133	127	151	147	139	153	198	219	224	189	65	66	29	18	17	10

AM Peak 1130 - 1230 (699), AM PHF=0.94 PM Peak 1700 - 1800 (926), PM PHF=0.86

* Thursday, April 11, 2013=9095, 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	24	15	8	24	55	151	418	528	463	490	605	736	682	583	583	763	947	720	453	348	221	140	104	
14	4	3	0	1	10	17	70	92	162	119	123	207	185	150	110	185	204	194	103	117	49	35	26	22
10	8	4	6	8	11	37	95	124	108	91	145	173	177	154	152	203	308	205	130	111	64	50	26	17
9	8	3	1	6	15	45	129	141	80	147	173	182	172	136	167	202	260	170	121	70	52	31	32	11
10	5	5	1	10	20	54	124	172	114	134	165	174	149	144	155	175	176	152	100	50	57	24	21	14

AM Peak 1145 - 1245 (726), AM PHF=0.88 PM Peak 1700 - 1800 (947), PM PHF=0.77

* Friday, April 12, 2013=9201, 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	62	35	21	21	63	159	434	470	475	495	610	784	662	575	661	919	808	677	421	284	236	149	124	
22	11	14	4	4	10	18	79	103	115	130	153	209	199	140	162	221	215	200	120	65	58	40	48	33
17	11	12	9	4	12	44	65	100	116	100	164	218	181	145	170	198	240	202	117	71	56	36	38	24
11	28	6	5	2	18	34	138	103	112	122	127	150	151	126	152	263	172	150	92	91	74	38	17	25
14	12	3	3	11	23	64	153	165	133	143	167	208	131	166	178	238	181	125	92	58	49	36	21	35

AM Peak 1145 - 1245 (743), AM PHF=0.85 PM Peak 1630 - 1730 (956), PM PHF=0.91

* Saturday, April 13, 2013=7558, 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	
116	107	74	32	28	20	78	165	394	449	569	654	625	565	647	561	583	481	427	297	189	212	168	125	
33	26	19	9	11	2	19	30	83	96	127	167	149	158	153	146	163	115	118	72	53	43	62	34	-
24	19	27	12	4	2	14	22	81	134	148	202	161	173	148	135	162	142	114	98	45	57	40	44	-
25	28	16	6	7	5	16	52	104	94	135	132	145	140	152	143	118	114	104	71	44	51	30	28	-
35	34	12	5	6	11	29	62	127	125	160	154	170	94	195	138	141	111	92	57	47	62	36	20	-

AM Peak 1030 - 1130 (663), AM PHF=0.82

MetroCount Traffic Executive

Event Counts

2080 -- English (ENU)

Datasets:

Site: 21.NAPA ST (LINDA VISTA ROAD - RILEY ST) NORTHBOUND
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration: 12:40 Monday, April 08, 2013 => 8:57 Monday, April 15, 2013
File: 092115Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=8831, 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	
21	11	6	12	21	102	235	699	856	569	547	521	638	572	534	597	590	722	533	425	267	199	100	61	
9	1	1	2	0	15	40	96	168	203	121	117	191	129	131	172	130	189	143	108	83	70	36	22	8
3	3	1	1	4	20	40	171	166	127	177	122	166	163	134	126	149	178	152	114	76	42	26	7	5
4	3	1	0	7	30	66	216	255	128	131	133	153	139	134	129	147	215	131	116	49	54	23	20	8
5	4	3	9	10	37	90	218	268	112	119	149	129	142	136	171	165	141	108	87	60	33	16	12	4

AM Peak 0815 - 0915 (891), AM PHF=0.83 PM Peak 1645 - 1745 (746), PM PHF=0.87

* Wednesday, April 10, 2013=8968, 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	10	13	15	25	84	251	670	890	584	532	521	607	602	579	576	645	697	573	420	274	198	113	69	
8	2	4	1	1	10	32	124	252	153	107	117	168	134	140	160	153	191	186	127	92	63	36	19	8
5	1	4	6	6	16	48	135	209	107	155	119	137	172	178	149	158	181	113	110	75	47	29	19	8
8	4	3	2	7	30	91	186	216	146	126	152	156	129	142	137	189	184	127	109	47	36	18	11	9
4	3	2	6	11	29	82	225	213	179	146	133	146	168	120	132	145	142	148	75	61	52	30	20	2

AM Peak 0745 - 0845 (902), AM PHF=0.89 PM Peak 1630 - 1730 (705), PM PHF=0.93

* Thursday, April 11, 2013=8722, 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	
27	22	7	12	22	73	227	681	785	534	540	503	586	590	607	625	544	746	533	380	290	177	102	115	
8	3	2	2	3	11	28	105	166	198	116	112	156	140	142	171	138	218	143	126	100	53	38	30	8
8	6	0	3	6	17	38	147	168	122	184	107	134	145	159	153	127	146	121	86	65	43	28	24	12
9	6	4	2	5	20	69	202	210	95	144	136	143	152	171	148	159	238	132	90	65	40	20	40	9
2	7	1	6	8	25	93	228	242	119	97	149	154	154	135	153	120	145	139	78	60	41	17	21	7

AM Peak 0815 - 0915 (817), AM PHF=0.85 PM Peak 1700 - 1800 (746), PM PHF=0.78

* Friday, April 12, 2013=8551, 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	
36	26	21	16	20	75	217	554	707	464	517	570	596	604	571	597	693	658	546	385	274	168	127	115	
8	8	5	4	4	12	40	84	186	114	132	133	165	159	129	162	171	151	181	125	82	43	46	36	15
12	4	5	4	6	13	38	113	164	108	105	125	150	154	126	136	144	181	141	99	77	51	28	20	17
9	6	6	6	4	20	61	151	184	114	132	144	142	135	150	181	202	204	116	71	62	39	34	35	14
7	8	5	2	6	30	78	207	174	128	149	169	139	156	166	118	177	122	108	91	54	36	19	24	13

AM Peak 0745 - 0845 (740), AM PHF=0.89 PM Peak 1645 - 1745 (712), PM PHF=0.87

* Saturday, April 13, 2013=6461, 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	49	57	17	17	38	83	150	341	394	435	530	597	511	507	479	499	458	361	270	218	193	110	91	
15	18	16	6	3	10	20	32	57	89	116	110	124	131	127	137	134	119	101	66	69	50	46	31	-
17	10	10	6	5	7	18	30	80	101	86	103	153	138	140	115	122	116	113	79	52	47	22	20	-
14	12	12	2	2	12	19	47	100	102	114	153	164	129	104	118	118	117	85	60	46	57	17	22	-
13	9	19	3	7	9	27	41	105	103	119	165	157	113	137	110	126	106	63	65	52	40	26	18	-

AM Peak 1145 - 1245 (605), AM PHF=0.92

MetroCount Traffic Executive

Event Counts

2081 -- English (ENU)

Datasets:

Site: 21.NAPA ST (LINDA VISTA ROAD - RILEY ST) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 12:40 Monday, April 08, 2013 => 8:57 Monday, April 15, 2013
File: 092115Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

*** Tuesday, April 09, 2013=8872, 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	
33	15	12	6	52	142	231	331	448	448	487	553	709	584	581	536	868	874	597	526	374	263	128	79	
11	3	4	0	5	26	33	66	104	122	93	114	179	141	123	144	271	197	160	168	87	60	49	31	21
13	1	2	2	15	37	59	86	83	119	114	156	201	129	127	104	205	236	145	141	93	76	25	15	17
5	5	3	1	10	32	48	91	128	107	116	149	180	171	187	128	194	257	143	106	101	60	27	21	8
4	6	3	3	23	48	92	90	133	101	164	135	150	144	144	161	199	185	150	113	94	68	27	12	7

AM Peak 1145 - 1245 (694), AM PHF=0.87 PM Peak 1645 - 1745 (888), PM PHF=0.86

*** Wednesday, April 10, 2013=8640, 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	18	12	9	40	140	244	326	400	494	441	562	590	568	547	539	828	864	597	525	346	272	147	84	
21	1	7	3	5	19	53	66	112	132	92	130	134	134	114	159	252	207	161	161	77	88	41	28	15
17	3	3	0	11	40	62	68	92	107	108	151	139	153	149	125	196	242	150	135	90	77	41	27	7
8	5	1	4	8	37	58	85	89	124	114	151	179	127	115	119	174	194	116	126	83	49	37	16	11
7	9	1	2	17	44	72	108	108	132	127	131	139	155	170	136	207	221	171	105	96	59	29	13	13

AM Peak 1145 - 1245 (582), AM PHF=0.81 PM Peak 1700 - 1800 (864), PM PHF=0.89

*** Thursday, April 11, 2013=8959, 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	13	11	41	117	190	308	381	514	547	583	694	666	574	589	779	875	650	529	376	233	131	102	
15	2	6	1	4	19	37	65	94	154	114	136	171	153	134	124	217	194	164	169	123	58	44	33	14
7	8	1	5	14	30	46	73	71	123	133	129	153	195	154	145	199	247	169	119	86	58	26	28	22
11	4	2	3	10	26	43	77	90	110	143	173	187	170	126	145	191	238	140	107	85	68	37	25	8
13	2	5	2	14	42	64	93	127	128	158	146	184	149	161	176	173	197	177	134	83	49	25	17	10

AM Peak 1145 - 1245 (656), AM PHF=0.88 PM Peak 1700 - 1800 (875), PM PHF=0.89

*** Friday, April 12, 2013=8565, 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	35	34	10	32	129	203	344	429	478	475	560	693	682	625	661	869	663	518	327	285	182	170	111	
14	11	16	2	4	18	46	61	114	109	128	140	158	183	146	167	218	166	146	86	78	43	45	37	18
22	11	11	4	7	35	51	101	87	130	127	134	176	188	137	174	221	190	157	94	83	53	53	34	18
8	8	4	3	6	30	41	81	94	118	112	138	174	173	166	158	245	156	95	78	73	45	37	25	21
10	6	3	1	15	47	65	102	135	122	108	149	185	139	176	162	186	152	120	70	52	41	37	17	21

AM Peak 1145 - 1245 (657), AM PHF=0.94 PM Peak 1600 - 1700 (869), PM PHF=0.89

*** Saturday, April 13, 2013=6844, 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	
78	45	46	12	17	47	117	210	333	440	496	620	685	536	570	479	483	374	327	282	205	195	156	97	
18	13	19	4	4	8	7	47	62	105	119	130	153	147	128	146	133	98	78	65	55	52	49	29	-
18	10	13	5	3	10	21	50	72	114	128	151	201	121	145	94	129	89	86	85	54	52	37	28	-
21	9	10	0	6	14	27	51	82	91	111	166	151	130	141	121	107	101	100	70	58	39	32	24	-
21	14	4	3	4	15	63	63	117	131	139	174	180	139	157	119	115	87	64	63	39	53	38	16	-

AM Peak 1130 - 1230 (693), AM PHF=0.86

MetroCount Traffic Executive

Event Counts

2082 -- English (ENU)

Datasets:

Site: 22.NAPA ST (RILEY ST - FRIARS 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: 12:05 Monday, April 08, 2013 => 9:01 Monday, April 15, 2013
File: 0922N15Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=7336, 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	12	9	12	16	97	208	663	688	494	480	431	506	457	434	503	451	552	435	323	201	177	102	67	
8	1	1	3	0	10	32	115	148	169	111	85	149	119	112	133	98	145	118	83	55	51	35	16	11
2	5	1	1	6	14	31	171	138	109	163	95	136	127	118	117	110	152	104	81	75	41	25	7	5
6	4	4	0	3	33	58	187	195	117	105	118	132	108	110	109	121	152	104	92	35	49	26	29	12
7	2	3	8	8	40	88	191	209	100	102	133	89	104	95	145	124	104	110	68	37	37	16	16	4

AM Peak 0815 - 0915 (710), AM PHF=0.85 PM Peak 1645 - 1745 (572), PM PHF=0.94

* Wednesday, April 10, 2013=7647, 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	14	17	14	25	74	230	647	789	502	425	437	495	485	494	497	541	567	448	346	221	183	101	69	
11	2	5	0	1	7	26	111	205	120	112	94	160	130	115	130	121	147	122	88	66	53	37	18	14
5	3	5	7	9	10	46	131	174	95	111	110	104	144	166	111	158	159	108	91	56	40	22	13	9
12	6	2	1	6	25	88	203	185	125	95	120	115	93	119	123	135	137	97	94	45	33	18	11	14
4	3	6	6	10	32	70	204	226	163	108	114	116	119	95	133	128	125	122	73	55	58	25	29	8

AM Peak 0800 - 0900 (789), AM PHF=0.87 PM Peak 1645 - 1745 (570), PM PHF=0.90

* Thursday, April 11, 2013=7342, 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	21	11	13	15	70	231	622	679	439	476	421	485	459	519	527	435	577	436	312	231	141	91	94	
14	2	4	1	2	8	30	100	140	156	120	99	136	116	130	142	105	170	108	111	77	41	33	17	10
9	8	0	5	4	16	39	137	146	91	140	87	121	128	124	118	91	129	104	74	52	36	28	16	9
14	6	6	1	3	23	68	177	191	85	135	116	109	90	145	127	142	165	106	77	56	28	17	36	8
8	5	1	6	6	23	95	208	203	109	82	120	119	125	121	141	97	114	118	51	47	36	13	26	9

AM Peak 0815 - 0915 (694), AM PHF=0.86 PM Peak 1700 - 1800 (577), PM PHF=0.85

* Friday, April 12, 2013=7279, 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	
35	25	30	23	18	68	204	528	606	420	444	494	526	492	459	486	557	506	451	309	223	154	111	117	
10	8	5	10	6	12	35	78	168	102	112	108	156	138	96	129	142	120	145	93	67	42	47	31	17
9	3	7	4	5	11	44	114	154	102	83	106	136	114	108	121	121	122	104	68	63	40	26	20	18
8	5	9	6	3	18	51	166	141	108	112	150	117	110	134	121	135	178	106	76	46	33	22	39	16
9	10	10	3	4	28	75	170	143	109	138	132	118	131	122	115	160	87	97	73	48	40	17	27	18

AM Peak 0730 - 0830 (658), AM PHF=0.97 PM Peak 1645 - 1745 (579), PM PHF=0.82

* Saturday, April 13, 2013=5605, 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	
68	51	54	18	12	38	91	142	314	336	341	434	477	435	454	449	440	408	296	233	189	152	94	82	
17	17	12	6	2	12	18	30	59	75	93	100	104	107	118	105	124	107	75	69	51	38	40	21	-
18	12	8	4	4	6	21	32	71	84	61	80	126	125	133	113	98	102	83	59	48	37	21	21	-
16	11	8	4	2	10	22	37	87	79	92	132	118	113	73	119	113	99	75	53	41	46	14	24	-
18	12	27	4	4	11	31	44	98	100	95	124	129	91	131	113	106	102	64	52	50	32	20	16	-

AM Peak 1130 - 1230 (485), AM PHF=0.92

MetroCount Traffic Executive

Event Counts

2084 -- English (ENU)

Datasets:

Site: 22.NAPA ST (RILEY ST - FRIARS 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: 11:54 Monday, April 08, 2013 => 9:07 Monday, April 15, 2013
File: 0922S15Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=6351, 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	
33	13	11	5	49	114	169	221	263	309	329	349	458	388	386	384	587	701	457	415	306	221	116	72	
13	3	5	0	4	21	24	46	55	80	56	74	118	99	90	103	172	160	121	137	63	52	43	26	21
11	1	0	2	14	33	49	56	56	80	79	94	141	83	91	68	149	180	114	99	78	64	22	15	14
5	5	4	2	12	23	35	59	80	79	80	86	90	100	99	103	138	213	119	83	86	50	27	19	8
4	4	2	1	19	37	62	61	73	71	115	95	109	106	108	110	129	149	104	97	79	56	25	12	7

AM Peak 1145 - 1245 (444), AM PHF=0.79 PM Peak 1700 - 1800 (701), PM PHF=0.82

* Wednesday, April 10, 2013=6273, 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	15	13	5	35	128	188	213	272	355	302	345	353	361	389	409	611	667	429	391	284	242	143	80	
21	1	8	1	4	15	41	51	71	88	68	87	94	75	79	106	178	164	103	125	56	68	39	28	13
14	2	3	0	10	42	48	45	65	84	80	81	82	84	104	96	148	187	116	84	72	69	36	26	5
8	6	1	2	7	33	53	48	60	92	69	92	87	86	92	94	145	168	85	103	73	46	36	14	9
7	6	1	2	14	38	47	69	77	91	85	86	91	116	114	113	141	149	125	80	84	59	32	12	14

AM Peak 0900 - 1000 (355), AM PHF=0.97 PM Peak 1700 - 1800 (667), PM PHF=0.89

* Thursday, April 11, 2013=6267, 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	
41	19	10	8	32	106	143	199	267	341	362	384	434	421	370	423	612	670	436	341	266	174	114	98	
13	4	5	1	4	20	26	47	71	92	75	88	100	99	93	84	179	150	121	112	83	45	42	31	12
5	9	0	4	12	31	35	41	52	84	93	86	103	117	92	108	160	196	114	77	60	38	22	26	17
9	4	1	2	6	22	39	50	67	75	100	104	116	109	82	103	139	176	96	81	64	51	32	22	8
14	2	4	1	10	34	43	61	77	90	96	107	116	98	104	129	135	149	105	72	60	40	18	20	5

AM Peak 1145 - 1245 (425), AM PHF=0.92 PM Peak 1700 - 1800 (670), PM PHF=0.86

* Friday, April 12, 2013=6144, 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	30	31	7	31	110	168	224	279	307	338	381	436	475	436	447	635	496	377	266	234	151	151	100	
12	7	14	2	4	16	33	45	73	65	95	103	91	130	102	108	154	123	98	61	62	37	37	36	17
17	8	10	2	6	33	48	58	59	78	82	92	117	127	103	104	165	154	112	83	68	48	47	32	13
8	6	4	2	6	23	29	56	67	73	86	86	110	119	119	117	163	117	74	71	64	34	35	16	20
5	9	3	1	15	38	59	66	81	91	76	100	118	100	113	118	154	103	94	52	41	32	33	16	21

AM Peak 1145 - 1245 (418), AM PHF=0.90 PM Peak 1600 - 1700 (635), PM PHF=0.96

* Saturday, April 13, 2013=4943, 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	
71	40	35	14	12	39	86	154	201	282	361	378	417	401	402	352	352	304	261	217	182	165	139	83	
17	12	12	5	1	4	6	33	38	62	90	89	99	92	101	110	101	77	62	54	47	46	40	28	-
13	11	11	5	2	7	18	41	45	77	82	90	107	110	96	74	105	77	64	59	42	37	36	22	-
20	5	9	0	5	15	16	39	41	60	90	91	95	92	100	87	74	80	80	52	52	33	26	18	-
21	12	3	4	4	13	46	42	78	84	100	108	116	109	106	81	73	72	56	53	42	49	37	15	-

AM Peak 1145 - 1245 (409), AM PHF=0.95

MetroCount Traffic Executive

Event Counts

2086 -- English (ENU)

Datasets:

Site: 23.MILTON ST (EAST OF MORENA BLVD) EASTBOUND
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 18:18 Monday, April 08, 2013 => 11:46 Monday, April 15, 2013
File: 092315Apr2013.EC0 (Plus)
Data type: Axle sensors - Split (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=1583, 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	2	3	6	14	8	34	136	161	91	74	97	89	95	116	142	121	90	103	71	58	33	16	19	
2	1	1	0	0	1	1	16	24	31	23	30	18	32	23	32	26	34	21	17	20	5	3	6	1
3	1	0	0	2	1	2	37	24	27	25	20	28	18	27	44	24	20	29	15	18	6	4	6	0
1	0	1	6	1	3	12	26	49	16	11	22	20	12	37	33	37	20	21	15	5	17	3	4	2
2	0	1	0	11	3	19	57	65	18	16	25	23	34	30	33	35	17	32	25	16	6	6	3	0

AM Peak 0830 - 0930 (171), AM PHF=0.66 PM Peak 1430 - 1530 (143), PM PHF=0.81

* Wednesday, April 10, 2013=1617, 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	3	4	0	8	17	45	111	180	112	91	83	131	102	121	127	102	112	87	60	53	38	20	10	
1	2	0	0	0	8	2	11	28	26	23	8	28	35	21	32	25	31	18	15	20	6	8	1	0
0	1	3	0	0	2	5	19	47	29	24	29	37	22	26	41	31	33	21	20	11	8	2	3	2
2	0	1	0	0	5	11	25	49	26	26	20	27	22	37	35	20	26	26	17	11	17	6	3	0
0	0	0	0	8	2	28	57	56	32	18	26	41	24	37	20	27	23	23	9	12	7	4	3	0

AM Peak 0745 - 0845 (181), AM PHF=0.79 PM Peak 1430 - 1530 (146), PM PHF=0.90

* Thursday, April 11, 2013=1565, 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	3	5	2	13	16	34	121	162	71	83	87	121	109	126	111	118	110	81	72	58	31	23	10	
0	1	2	0	0	4	4	16	20	22	12	21	23	23	19	30	27	30	21	13	16	4	5	1	1
2	1	0	1	5	4	6	21	30	18	30	16	38	23	30	21	26	31	27	19	10	8	6	4	0
0	1	3	1	8	7	7	27	48	19	20	26	25	30	41	31	21	30	16	20	14	10	6	3	2
0	0	0	0	0	2	17	58	65	12	22	24	36	34	37	29	44	19	17	21	19	9	7	2	1

AM Peak 0815 - 0915 (163), AM PHF=0.63 PM Peak 1415 - 1515 (137), PM PHF=0.83

* Friday, April 12, 2013=1614, 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	2	2	4	3	23	29	121	187	95	68	88	102	102	125	168	109	106	93	70	40	42	16	22	
1	0	0	0	2	12	1	17	35	26	17	19	20	29	23	34	36	29	30	20	10	13	4	13	2
0	0	0	0	0	2	2	24	39	23	13	23	20	27	32	46	25	24	20	21	9	7	3	4	4
2	1	2	3	0	6	10	24	57	25	17	21	29	22	33	51	23	21	27	13	15	11	6	1	2
1	1	0	1	1	3	16	57	57	21	21	25	33	25	38	38	26	32	16	17	6	11	3	4	1

AM Peak 0745 - 0845 (187), AM PHF=0.82 PM Peak 1515 - 1615 (170), PM PHF=0.83

* Saturday, April 13, 2013=1139, 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	9	4	1	11	2	10	40	64	75	86	77	92	91	74	79	115	82	81	49	32	23	26	13	
2	1	1	1	0	0	0	8	11	18	22	21	30	13	24	19	25	24	20	10	9	6	8	1	-
4	4	3	0	2	0	3	7	20	26	17	29	18	29	24	17	26	24	20	12	8	3	4	2	-
2	4	0	0	0	1	3	9	18	19	34	11	18	23	15	21	27	22	30	15	8	10	4	7	-
1	0	0	0	9	1	4	16	16	13	14	16	26	26	11	23	37	12	11	12	7	4	11	3	-

AM Peak 1030 - 1130 (98), AM PHF=0.73

MetroCount Traffic Executive Event Counts

2111 -- English (ENU)

Datasets:

Site: 23.MILTON ST (EAST OF MORENA BLVD) WESTBOUND
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Subtracted from totals. (/ -2.000)
Survey Duration: 18:18 Monday, April 08, 2013 => 11:46 Monday, April 15, 2013
File: 092315Apr2013.EC0 (Plus)
Data type: Axle sensors - Split (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=2086, 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	1	1	3	12	19	54	150	204	181	137	116	99	132	167	206	163	145	123	59	50	38	17	9	
2	0	0	1	1	3	6	25	67	56	38	21	32	35	28	42	63	39	37	12	10	6	4	3	1
2	1	0	0	5	7	7	24	35	66	43	29	19	25	32	49	40	35	29	22	13	7	5	4	2
2	0	1	2	1	2	13	40	48	23	30	32	23	29	43	56	30	37	39	15	16	13	3	2	0
1	0	0	0	5	7	29	62	55	36	27	35	25	44	66	60	31	35	20	11	12	13	5	0	0

AM Peak 0830 - 0930 (225), AM PHF=0.85 PM Peak 1515 - 1615 (228), PM PHF=0.90

* Wednesday, April 10, 2013=2065, 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	1	4	3	10	24	51	121	180	161	114	120	138	173	176	195	126	152	111	78	54	37	28	10	
1	0	1	1	0	6	5	22	56	48	20	27	36	47	25	43	28	50	34	18	16	8	13	2	1
2	1	2	0	2	7	10	24	41	35	34	24	30	41	59	49	35	40	23	23	18	12	5	7	3
0	0	0	1	0	4	14	30	29	44	28	31	34	41	33	64	35	34	25	22	8	10	3	0	1
0	0	1	1	8	8	22	46	55	34	33	39	38	45	61	40	29	29	30	15	13	7	7	1	0

AM Peak 0845 - 0945 (182), AM PHF=0.82 PM Peak 1445 - 1545 (216), PM PHF=0.85

* Thursday, April 11, 2013=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	
5	3	2	2	11	21	48	132	191	164	122	117	158	172	157	164	177	151	109	87	38	34	21	8	
1	0	0	1	0	6	3	25	57	68	29	34	50	77	30	48	57	48	31	30	12	9	6	2	3
3	1	0	0	3	2	13	26	33	41	27	23	42	42	25	32	42	29	36	25	13	13	9	1	2
1	2	2	1	8	8	12	28	40	30	39	32	35	25	35	29	38	50	23	13	7	7	5	5	0
0	0	0	0	1	6	21	54	62	26	28	28	32	29	68	55	41	24	20	20	6	6	3	0	1

AM Peak 0830 - 0930 (210), AM PHF=0.78 PM Peak 1545 - 1645 (191), PM PHF=0.85

* Friday, April 12, 2013=2207, 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	5	2	2	6	26	42	155	187	169	119	134	142	154	156	226	175	171	116	87	48	34	21	29	
3	1	0	0	1	8	4	25	61	53	37	33	42	36	37	46	44	42	40	25	9	9	8	7	1
2	0	0	1	0	6	11	33	34	41	26	32	32	36	30	39	32	42	24	23	18	5	1	4	3
0	2	1	1	1	10	9	42	30	42	31	38	31	47	28	70	53	35	27	19	10	8	9	12	1
1	2	1	0	4	3	19	55	63	33	26	32	37	36	61	72	48	52	25	21	11	13	3	7	0

AM Peak 0845 - 0945 (198), AM PHF=0.79 PM Peak 1500 - 1600 (226), PM PHF=0.78

* Saturday, April 13, 2013=1559, 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	5	4	7	7	21	40	85	126	135	138	136	107	124	124	136	94	91	56	50	27	24	18	
1	0	2	0	0	3	1	8	21	36	25	33	41	29	38	27	31	33	23	22	11	4	4	5	-
3	2	1	1	1	1	4	3	21	33	37	41	32	20	33	24	35	22	31	9	17	12	9	3	-
1	1	2	3	1	2	11	13	14	31	46	35	29	24	29	40	39	18	23	15	13	7	8	6	-
0	1	0	0	6	1	6	17	30	27	27	30	35	34	24	34	31	21	15	11	9	5	4	4	-

AM Peak 1115 - 1215 (147), AM PHF=0.89

MetroCount Traffic Executive Vehicle Counts

2107 -- English (ENU)

Datasets:

Site: 24.KNOXVILLE ST (MORENA BLVD - SAVANNAH ST) EASTBOUND
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 19:40 Monday, April 08, 2013 => 11:44 Monday, April 15, 2013
File: 092415Apr2013.EC0 (Plus)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: East (bound)

* Tuesday, April 09, 2013 - Total=417, 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	0	2	0	0	5	10	11	19	23	28	30	43	47	39	38	49	18	1	19	26	5	3	0	
1	0	0	0	0	0	3	5	1	4	13	9	17	13	11	8	10	11	0	5	11	3	0	0	0
0	0	0	0	0	2	3	2	4	3	3	10	8	10	3	13	14	5	0	4	1	0	3	0	0
0	0	0	0	0	0	1	3	8	7	7	8	9	12	13	10	18	2	0	5	7	2	0	0	0
0	0	2	0	0	3	3	1	6	9	5	3	9	12	12	7	7	0	1	5	7	0	0	0	0

AM Peak 1115 - 1215 (38), AM PHF=0.56 PM Peak 1615 - 1715 (50), PM PHF=0.69

* Wednesday, April 10, 2013 - Total=503, 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	0	1	8	10	19	17	39	52	37	40	35	51	61	28	25	31	24	18	3	3	
0	0	0	0	0	0	0	3	2	1	9	13	8	8	10	6	16	11	6	5	5	10	1	0	1
0	0	0	1	0	0	2	3	4	7	8	11	7	11	11	18	14	5	7	6	9	6	0	2	0
0	0	0	0	0	1	1	3	6	4	10	16	12	11	4	14	19	8	9	12	7	1	1	0	0
0	0	0	0	0	0	5	1	7	5	12	12	10	10	10	13	12	4	3	8	3	1	1	1	1

AM Peak 1045 - 1145 (52), AM PHF=0.81 PM Peak 1545 - 1645 (62), PM PHF=0.82

* Thursday, April 11, 2013 - Total=432, 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	0	1	1	2	2	14	24	31	24	40	41	51	55	50	27	21	17	15	8	4	2	
1	0	0	0	0	1	2	1	2	6	7	6	12	11	16	16	18	9	14	5	7	0	2	0	1
0	0	0	0	0	0	0	0	5	4	8	5	11	12	11	12	7	10	7	0	1	6	0	0	0
0	0	0	0	0	0	0	1	4	7	6	11	10	7	9	15	14	4	0	9	4	1	1	0	1
1	0	0	0	1	0	0	0	3	7	10	2	7	11	15	12	11	4	0	3	3	1	1	2	0

AM Peak 1130 - 1230 (36), AM PHF=0.75 PM Peak 1445 - 1545 (58), PM PHF=0.91

* Friday, April 12, 2013 - Total=560, 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	0	0	2	7	9	11	29	30	38	43	51	50	55	59	35	49	32	30	24	3	1	
1	0	0	0	0	1	0	3	1	5	8	5	12	14	9	17	14	12	17	10	8	4	1	0	0
0	0	0	0	0	0	1	0	4	10	8	10	6	15	15	19	16	5	9	10	9	2	1	0	0
1	0	0	0	0	1	4	3	2	7	3	15	14	10	6	7	15	13	13	7	12	5	0	1	0
0	0	0	0	0	0	2	3	4	7	11	8	11	12	20	12	14	5	10	5	1	13	1	0	1

AM Peak 1115 - 1215 (45), AM PHF=0.75 PM Peak 1445 - 1545 (63), PM PHF=0.79

* Saturday, April 13, 2013 - Total=282, 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	0	0	0	0	7	5	6	14	8	24	17	20	27	12	19	33	31	20	18	11	7	2	0	
0	0	0	0	0	2	1	1	4	3	2	6	7	6	7	0	7	13	7	8	4	2	1	0	-
0	0	0	0	0	0	2	1	3	3	5	3	6	6	5	0	8	6	4	4	4	4	0	0	-
0	0	0	0	0	2	0	2	2	0	12	1	3	6	0	2	8	9	6	3	0	1	1	0	-
1	0	0	0	0	3	2	2	5	2	5	7	4	9	0	17	10	3	3	3	3	0	0	0	-

AM Peak 1015 - 1115 (28), AM PHF=0.58

MetroCount Traffic Executive Vehicle Counts

2108 -- English (ENU)

Datasets:

Site: 24.KNOXVILLE ST (MORENA BLVD - SAVANNAH ST) WESTBOUND
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 19:40 Monday, April 08, 2013 => 11:44 Monday, April 15, 2013
File: 092415Apr2013.EC0 (Plus)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: West (bound)

* Tuesday, April 09, 2013 - Total=423, 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	0	3	0	2	8	16	27	47	39	36	31	38	39	34	32	30	13	2	15	8	2	0	0	0
1	0	0	0	0	1	6	8	8	10	13	6	13	9	9	11	13	4	0	4	4	1	0	0	0
0	0	3	0	0	3	5	4	8	10	8	8	5	12	12	6	10	9	0	5	4	0	0	0	0
0	0	0	0	0	1	4	7	16	8	7	6	9	12	9	8	2	0	0	1	0	1	0	0	0
0	0	0	0	2	3	1	8	15	11	8	11	11	6	4	7	5	0	2	5	0	0	0	0	0

AM Peak 0830 - 0930 (51), AM PHF=0.80 PM Peak 1245 - 1345 (44), PM PHF=0.92

* Wednesday, April 10, 2013 - Total=511, 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	7	20	27	43	28	44	49	38	45	36	39	34	25	23	37	7	4	2	1	1
0	0	0	0	0	3	5	10	7	11	16	10	6	10	12	5	11	6	1	8	2	3	0	0	1
0	0	0	1	0	0	6	4	10	4	8	16	16	7	11	14	7	8	3	7	2	0	0	0	0
0	0	0	0	0	1	4	9	10	6	8	13	6	14	5	11	5	4	11	22	1	0	1	1	0
0	0	0	0	1	3	5	4	16	7	12	10	10	14	8	9	11	7	8	0	2	1	1	0	1

AM Peak 1045 - 1145 (51), AM PHF=0.80 PM Peak 1330 - 1430 (51), PM PHF=0.91

* Thursday, April 11, 2013 - Total=419, 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	0	4	7	4	24	35	46	30	22	36	47	38	42	25	18	6	16	6	6	2	3	0
1	0	0	0	0	2	4	7	6	18	5	4	9	15	12	11	7	6	1	4	1	0	1	0	0
0	0	0	0	0	0	0	3	11	8	4	7	9	13	7	8	5	4	5	2	2	3	0	0	0
0	0	0	0	1	1	0	4	9	11	9	10	9	10	6	12	7	3	0	4	1	2	1	0	0
1	0	0	0	3	4	0	10	9	9	12	1	9	9	13	11	6	5	0	6	2	1	0	3	0

AM Peak 0815 - 0915 (47), AM PHF=0.65 PM Peak 1245 - 1345 (47), PM PHF=0.78

* Friday, April 12, 2013 - Total=589, 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	0	2	9	26	26	34	39	39	43	37	45	58	43	53	33	38	34	23	5	2	0	0
0	0	0	0	0	4	6	6	8	16	14	7	7	14	15	16	15	15	14	14	7	2	0	0	0
0	0	0	0	1	1	7	6	9	12	6	13	8	15	16	8	9	3	4	3	10	2	1	0	0
0	0	0	0	0	2	4	6	6	6	3	8	14	11	6	11	12	14	9	14	10	5	1	0	0
0	0	0	0	1	2	9	8	11	8	11	9	11	10	16	7	15	6	6	7	1	0	1	0	0

AM Peak 0830 - 0930 (45), AM PHF=0.70 PM Peak 1415 - 1515 (59), PM PHF=0.92

* Saturday, April 13, 2013 - Total=280, 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	4	6	3	8	30	6	28	19	25	38	17	8	26	25	15	12	5	3	1	0	0
0	0	0	1	1	1	1	1	6	5	2	6	5	6	11	0	8	9	2	6	2	1	1	0	-
0	0	0	0	2	1	1	3	8	0	7	6	8	4	6	0	7	8	6	0	1	1	0	0	-
0	0	0	0	0	3	1	2	4	0	11	1	6	12	0	3	6	7	3	4	1	0	0	0	-
0	0	0	0	1	1	0	2	12	1	8	6	6	16	0	5	5	1	4	2	1	1	0	0	-

AM Peak 1015 - 1115 (32), AM PHF=0.73

MetroCount Traffic Executive

Event Counts

2087 -- English (ENU)

Datasets:

Site: 25.TECOLOTE RD (MORENA BLVD - I-5 NB RAMPS) EASTBOUND
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 4 - West bound. - Lane= 0, Excluded from totals.
Survey Duration: 19:57 Monday, April 08, 2013 => 11:15 Monday, April 15, 2013
File: 092515Apr2013.EC0 (Plus)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=11759, 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	32	29	19	32	82	246	678	813	664	697	721	790	789	879	976	986	1015	694	589	372	300	216	104	
14	3	10	3	1	13	36	85	200	179	148	196	224	184	185	201	221	272	187	140	119	81	79	33	18
6	9	8	4	4	21	45	130	184	151	180	151	175	190	236	260	251	248	192	171	98	88	61	29	10
13	10	7	7	8	15	93	218	198	170	176	173	206	200	258	250	245	241	152	142	73	70	34	20	12
9	10	5	5	19	34	73	246	232	165	193	201	186	216	201	265	269	255	164	137	84	62	43	22	17

AM Peak 0730 - 0830 (847), AM PHF=0.86 PM Peak 1615 - 1715 (1037), PM PHF=0.95

* Wednesday, April 10, 2013=12103, 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	39	30	13	22	81	253	634	827	716	712	808	838	814	914	897	1068	1086	747	563	400	296	181	113	
18	9	8	6	4	13	39	85	162	205	166	192	183	227	215	189	223	270	187	140	101	80	48	41	22
10	7	13	0	2	12	54	122	183	167	191	209	216	160	215	235	281	295	211	151	110	73	52	29	19
12	14	7	3	7	25	69	178	232	155	159	177	204	217	245	220	282	281	192	132	95	77	42	24	16
17	9	3	4	9	32	91	249	251	190	196	231	236	210	239	254	284	240	158	140	95	67	40	20	11

AM Peak 0815 - 0915 (870), AM PHF=0.87 PM Peak 1630 - 1730 (1130), PM PHF=0.96

* Thursday, April 11, 2013=12233, 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	
68	32	27	17	31	92	222	709	809	694	748	748	800	814	926	963	1034	1050	763	652	376	317	231	117	
22	8	6	3	3	9	42	87	183	182	154	162	209	186	214	203	238	276	212	145	100	74	71	32	16
19	10	9	4	10	18	47	125	186	160	205	196	216	193	221	233	263	309	202	176	94	92	63	39	24
16	12	6	3	5	26	61	229	187	167	218	173	175	219	249	283	264	250	190	160	101	79	40	27	22
11	3	6	7	13	39	73	269	254	186	173	218	201	216	243	245	269	215	159	171	81	73	58	19	20

AM Peak 0730 - 0830 (866), AM PHF=0.80 PM Peak 1630 - 1730 (1117), PM PHF=0.91

* Friday, April 12, 2013=12458, 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	48	44	33	27	89	229	694	750	723	699	809	844	834	965	1004	1041	985	732	594	433	338	272	194	
16	12	9	12	3	12	40	99	168	166	180	197	217	231	210	265	259	258	208	166	122	106	58	57	34
24	10	20	8	8	20	54	131	163	196	155	206	207	195	231	245	253	271	215	148	106	84	67	42	41
22	14	8	9	7	26	61	203	189	171	159	194	211	196	257	246	258	224	155	140	107	75	77	48	23
20	13	7	4	9	32	75	261	230	191	206	213	210	213	268	249	272	234	155	140	99	73	70	48	18

AM Peak 1145 - 1245 (847), AM PHF=0.98 PM Peak 1630 - 1730 (1058), PM PHF=0.97

* Saturday, April 13, 2013=10272, 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	82	57	46	29	33	115	290	543	725	718	775	835	848	763	720	769	711	539	432	389	325	252	168	
34	22	21	10	8	3	18	56	97	191	171	186	225	228	192	193	178	172	113	118	93	79	89	42	-
41	18	17	10	6	8	24	53	115	175	191	166	223	203	174	170	211	197	156	97	114	86	61	52	-
23	20	8	20	8	9	28	75	143	179	160	212	186	215	187	184	200	186	125	104	103	79	46	42	-
18	22	11	7	7	14	45	106	189	180	197	213	201	202	211	174	180	157	145	114	79	82	56	32	-

AM Peak 1130 - 1230 (872), AM PHF=0.97

MetroCount Traffic Executive

Event Counts

2088 -- English (ENU)

Datasets:

Site: 25.TECOLOTE RD (MORENA BLVD - I-5 NB RAMPS) WESTBOUND
Input A: 2 - East bound. - Lane= 0, Excluded from totals.
Input B: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 19:57 Monday, April 08, 2013 => 11:15 Monday, April 15, 2013
File: 092515Apr2013.EC0 (Plus)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=11573, 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	20	25	19	32	156	379	915	936	697	668	689	744	728	770	812	790	786	735	557	413	404	173	96	
9	7	7	2	6	28	70	180	312	175	151	163	171	192	169	208	213	201	177	149	110	96	56	33	18
11	5	8	7	7	39	73	196	209	186	144	171	186	187	165	208	184	208	166	153	114	94	51	25	20
7	3	4	8	10	50	121	255	220	182	200	180	198	184	179	171	191	209	183	134	94	128	42	19	17
7	5	6	2	9	40	116	285	195	155	173	175	191	166	257	226	202	169	210	121	96	86	25	19	10

AM Peak 0730 - 0830 (1061), AM PHF=0.85 PM Peak 1430 - 1530 (851), PM PHF=0.83

* Wednesday, April 10, 2013=11728, 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	
65	40	24	22	38	144	361	903	919	736	663	734	739	771	747	833	830	827	658	670	447	310	160	93	
18	12	5	4	6	16	57	190	288	228	174	188	165	207	151	223	230	221	176	195	111	105	54	34	10
20	9	6	9	6	37	83	208	217	169	146	178	200	202	204	201	210	228	163	181	110	75	47	25	10
17	11	9	6	15	42	97	254	209	175	190	186	196	173	185	204	219	196	168	173	101	60	36	22	11
10	8	4	4	11	49	125	251	205	165	154	183	179	189	207	207	172	183	151	122	126	70	24	12	14

AM Peak 0730 - 0830 (1009), AM PHF=0.88 PM Peak 1545 - 1645 (865), PM PHF=0.94

* Thursday, April 11, 2013=11775, 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	25	16	21	41	141	385	908	915	706	674	754	778	755	808	834	892	877	687	559	402	279	162	114	
10	7	3	7	5	17	76	179	299	194	169	178	208	190	190	229	244	248	170	142	121	87	47	36	19
10	4	5	3	11	26	84	212	210	168	172	170	209	196	190	177	228	195	168	161	99	68	55	33	21
11	8	8	4	9	42	110	246	211	186	149	202	197	199	184	232	233	235	192	132	89	71	30	26	19
14	6	0	7	16	57	116	273	197	158	185	204	165	171	244	196	188	200	157	125	94	53	30	19	14

AM Peak 0715 - 0815 (1028), AM PHF=0.86 PM Peak 1545 - 1645 (901), PM PHF=0.92

* Friday, April 12, 2013=12055, 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	
73	37	22	28	44	133	357	864	852	745	699	781	825	799	861	883	859	818	705	539	434	310	214	179	
19	10	8	7	4	21	60	155	233	194	174	178	203	193	180	234	225	228	205	154	112	81	77	50	23
21	9	6	4	9	19	83	188	212	179	185	171	210	201	224	220	205	201	176	148	96	80	46	47	27
19	8	6	6	14	51	103	262	199	198	181	229	216	225	214	208	224	204	161	127	116	77	43	52	31
14	10	2	11	17	43	111	260	209	176	160	203	196	180	244	221	205	186	165	111	111	72	49	31	42

AM Peak 0730 - 0830 (965), AM PHF=0.92 PM Peak 1415 - 1515 (915), PM PHF=0.94

* Saturday, April 13, 2013=9788, 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	107	47	39	29	60	165	277	483	600	674	822	820	742	709	817	685	598	580	390	323	321	231	153	
23	26	17	10	6	8	28	52	115	122	164	209	211	164	157	203	177	135	196	94	73	103	70	41	-
27	29	11	12	3	9	43	64	106	154	175	205	215	195	184	216	172	131	146	104	85	71	41	41	-
31	30	7	9	6	22	42	83	113	158	184	219	204	184	170	208	172	166	118	100	84	75	62	39	-
42	22	12	9	14	21	52	80	149	166	152	191	191	199	198	190	165	166	120	93	82	72	58	32	-

AM Peak 1130 - 1230 (834), AM PHF=0.95

MetroCount Traffic Executive

Event Counts

2090 -- English (ENU)

Datasets:

Site: 26.BUENOS AVE (SOUTH OF CUDAHY PL) NORTHBOUND
Input A: 3 - South bound. - Lane= 0, Excluded from totals.
Input B: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 15:04 Monday, April 08, 2013 => 10:19 Monday, April 15, 2013
File: 092615Apr2013.EC0 (Base)
Data type: Axle sensors - Split (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=726, 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	0	1	5	10	19	17	38	38	61	64	69	41	51	70	77	73	24	27	22	15	2	3	
0	0	0	0	1	3	6	4	9	3	13	13	24	13	12	13	24	22	7	6	6	5	2	1	0
0	3	0	0	1	5	9	2	7	13	13	16	17	11	12	26	4	20	2	8	3	2	0	0	0
0	0	0	1	0	0	3	4	14	17	17	17	17	10	22	26	29	23	10	3	7	8	0	2	0
0	0	0	0	3	2	2	7	9	6	18	18	13	7	5	6	21	9	5	10	6	0	0	0	0

AM Peak 1130 - 1230 (75), AM PHF=0.79 PM Peak 1630 - 1730 (91), PM PHF=0.80

* Wednesday, April 10, 2013=628, 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	1	5	0	11	15	13	45	32	44	50	62	32	27	73	86	60	26	19	21	9	1	0	
0	0	1	0	0	1	1	2	7	6	3	6	24	5	3	19	21	24	4	12	0	4	0	0	1
0	0	0	3	0	3	7	3	25	7	15	10	10	17	12	16	12	13	12	2	5	2	1	0	0
0	0	0	2	0	5	1	3	10	8	5	25	13	7	6	20	31	14	4	5	1	1	0	0	2
0	0	0	0	0	2	6	5	4	12	21	9	15	4	6	19	23	10	6	0	15	2	0	0	0

AM Peak 1115 - 1215 (68), AM PHF=0.69 PM Peak 1630 - 1730 (90), PM PHF=0.73

* Thursday, April 11, 2013=626, 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	3	0	2	2	5	16	14	34	13	20	57	65	24	34	76	98	72	31	24	26	0	1	10	
1	1	0	0	1	4	6	3	10	2	3	16	30	2	8	23	19	29	0	16	6	0	1	3	0
0	0	0	2	0	0	1	0	19	4	2	12	13	8	10	14	19	20	9	4	5	0	0	3	0
2	0	0	0	1	0	5	4	4	3	2	17	8	7	14	36	34	11	13	3	7	0	0	3	1
0	2	0	0	0	1	6	7	2	4	13	12	15	8	2	4	27	12	10	1	8	0	0	1	0

AM Peak 1130 - 1230 (71), AM PHF=0.60 PM Peak 1630 - 1730 (110), PM PHF=0.81

* Friday, April 12, 2013=657, 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	0	2	6	9	14	16	28	49	34	56	68	69	53	64	54	32	38	16	20	6	17	6	
0	0	0	0	0	3	2	0	8	10	11	13	19	25	13	31	10	15	20	6	3	3	9	2	0
0	0	0	0	2	1	7	0	5	6	3	15	13	8	12	8	9	8	7	4	8	0	5	2	0
1	0	0	2	0	5	1	4	5	20	6	12	17	18	12	19	29	6	7	1	7	1	2	2	5
0	3	0	0	4	1	4	12	11	13	15	17	20	18	17	7	6	3	4	5	2	2	1	0	6

AM Peak 1145 - 1245 (66), AM PHF=0.86 PM Peak 1215 - 1315 (74), PM PHF=0.74

* Saturday, April 13, 2013=241, 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	
10	6	2	4	3	0	2	9	19	17	18	16	22	11	15	16	10	13	17	8	12	7	6	4	
0	4	0	0	0	0	0	0	0	6	1	2	3	5	4	8	1	7	3	7	4	2	2	0	-
0	1	1	0	0	0	2	1	11	4	8	4	0	3	3	3	1	3	2	0	8	4	0	3	-
5	1	1	2	2	0	0	4	7	0	4	6	9	2	2	1	4	2	7	1	0	0	4	1	-
6	0	0	3	1	0	0	4	1	8	5	4	10	1	6	4	4	1	5	0	0	1	0	0	-

AM Peak 0815 - 0915 (24), AM PHF=0.57

MetroCount Traffic Executive

Event Counts

2089 -- English (ENU)

Datasets:

Site: 26.BUENOS AVE (SOUTH OF CUDAHY PL) SOUTHBOUND
Input A: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B: 1 - North bound. - Lane= 0, Subtracted from totals. (/2.000)
Survey Duration: 15:04 Monday, April 08, 2013 => 10:19 Monday, April 15, 2013
File: 092615Apr2013.EC0 (Base)
Data type: Axle sensors - Split (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=544, 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	1	1	3	2	24	57	69	59	53	16	54	42	45	24	29	20	20	13	9	4	0	1	
0	0	1	0	1	0	5	12	16	11	15	0	11	7	14	7	5	3	6	6	4	1	0	0	0
0	1	0	0	0	1	5	13	30	26	12	6	12	16	10	6	4	7	2	2	1	0	0	0	0
1	0	0	0	0	0	5	11	9	10	19	3	16	8	12	9	10	6	9	3	3	3	0	1	0
0	0	0	1	2	2	9	22	15	13	8	8	16	11	10	3	10	4	3	2	2	0	0	0	0

AM Peak 0730 - 0830 (78), AM PHF=0.66 PM Peak 1230 - 1330 (54), PM PHF=0.84

* Wednesday, April 10, 2013=483, 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	3	4	0	7	28	58	60	40	49	22	44	44	23	23	26	9	17	14	13	1	2	1	
0	0	3	4	0	1	5	5	17	13	22	4	11	19	4	7	5	2	4	6	3	0	0	0	0
0	0	0	0	0	3	5	18	19	8	10	7	8	9	8	8	6	7	8	5	1	1	1	0	0
0	0	0	1	0	1	2	11	16	5	7	5	14	5	3	6	10	0	2	3	7	0	1	0	0
0	0	0	0	0	2	17	24	8	14	11	6	12	12	8	3	6	1	3	1	2	0	0	1	0

AM Peak 0745 - 0845 (75), AM PHF=0.80 PM Peak 1230 - 1330 (52), PM PHF=0.70

* Thursday, April 11, 2013=517, 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	0	4	1	9	29	46	59	40	41	36	49	38	29	34	20	23	20	18	12	1	1	7	
0	1	0	0	0	6	1	5	30	11	11	5	18	12	9	13	5	4	2	9	8	0	0	2	0
0	0	0	4	0	0	9	7	13	11	13	17	11	12	10	11	3	5	8	4	2	1	0	3	0
0	0	0	0	1	1	10	20	11	10	12	3	11	7	3	5	10	7	8	1	2	0	1	1	0
0	3	0	0	0	2	10	14	5	8	5	11	11	8	7	7	3	8	3	4	1	0	0	1	0

AM Peak 0730 - 0830 (77), AM PHF=0.64 PM Peak 1200 - 1300 (49), PM PHF=0.70

* Friday, April 12, 2013=517, 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	5	0	2	1	4	18	57	67	43	48	37	61	22	18	26	25	16	21	14	9	11	12	6	
0	0	0	0	0	2	0	7	19	21	13	12	13	5	7	9	7	7	8	5	2	4	4	1	0
0	0	0	2	0	1	4	13	18	7	18	14	19	6	5	6	9	2	3	1	3	1	4	2	0
0	0	0	0	0	1	6	17	13	8	10	2	12	8	4	8	6	5	9	3	2	5	2	2	0
0	5	0	0	1	0	8	20	17	7	7	9	18	4	2	4	3	3	2	5	2	1	2	1	2

AM Peak 0730 - 0830 (74), AM PHF=0.94 PM Peak 1200 - 1300 (61), PM PHF=0.82

* Saturday, April 13, 2013=190, 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	0	5	1	2	4	6	14	24	22	12	13	17	8	14	10	11	13	4	5	4	2	1	
0	1	0	1	0	1	0	2	2	1	8	3	4	3	3	4	2	4	0	1	2	1	0	0	-
0	0	0	0	1	1	2	2	4	6	5	5	1	4	2	5	3	2	5	0	3	2	1	1	-
0	0	0	4	0	0	0	0	4	3	3	4	5	2	2	2	4	2	2	2	0	0	1	0	-
2	0	0	0	0	0	2	2	4	14	7	0	4	8	1	3	1	3	6	1	0	1	0	0	-

AM Peak 0915 - 1015 (30), AM PHF=0.54

MetroCount Traffic Executive

Event Counts

2091 -- English (ENU)

Datasets:

Site: 27.CUDAHY PL (EAST OF BUENOS AVE) EASTBOUND
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 4 - West bound. - Lane= 0, Subtracted from totals. (/ -2.000)
Survey Duration: 14:49 Monday, April 08, 2013 => 10:15 Monday, April 15, 2013
File: 092715Apr2013.EC0 (Base)
Data type: Axle sensors - Split (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=585, 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	4	3	2	16	14	25	39	39	43	75	59	41	50	74	57	27	11	6	0	0	0	5	
0	0	4	3	0	0	4	5	8	12	6	13	10	10	18	18	9	18	7	2	0	0	0	3	0
0	0	0	0	0	4	4	14	8	9	23	24	18	14	7	15	18	4	2	2	0	0	0	3	0
0	0	0	0	1	9	6	2	17	12	8	13	24	9	17	18	20	3	1	2	0	0	0	0	0
0	0	0	0	1	4	0	4	6	7	7	26	8	8	9	24	11	2	1	0	0	0	0	0	0

AM Peak 1145 - 1245 (77), AM PHF=0.74 PM Peak 1500 - 1600 (74), PM PHF=0.78

* Wednesday, April 10, 2013=591, 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	3	3	0	15	19	37	41	41	49	52	73	42	70	34	51	20	22	6	3	8	4	2	
0	1	3	0	0	0	6	4	15	10	11	11	22	4	21	8	15	9	0	2	1	6	1	0	0
0	0	0	3	0	8	7	13	4	12	7	9	15	13	12	7	5	0	7	1	1	0	1	0	0
0	0	0	0	0	5	4	7	13	4	18	18	21	15	19	7	23	9	11	1	1	1	2	2	0
0	0	0	0	0	2	3	14	10	16	14	14	16	10	18	13	8	2	5	2	0	1	0	0	0

AM Peak 1145 - 1245 (71), AM PHF=0.82 PM Peak 1200 - 1300 (73), PM PHF=0.84

* Thursday, April 11, 2013=599, 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	2	4	0	4	14	24	36	49	48	42	59	73	54	27	54	58	25	10	5	5	5	2	5	
0	0	4	0	1	0	2	3	12	12	17	11	13	20	12	9	11	7	1	3	3	0	0	3	0
0	0	0	0	0	0	15	9	17	7	5	19	20	13	5	5	14	9	4	1	1	3	0	0	0
0	2	0	0	3	10	2	10	12	13	7	8	28	16	2	19	26	8	2	1	0	1	2	2	0
0	0	0	0	1	4	6	14	8	17	14	22	13	6	10	22	8	2	3	0	1	1	0	0	0

AM Peak 1145 - 1245 (82), AM PHF=0.74 PM Peak 1215 - 1315 (80), PM PHF=0.73

* Friday, April 12, 2013=610, 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	4	4	8	10	22	50	44	38	62	125	52	31	38	66	30	11	5	1	4	3	3	2	
0	0	4	0	0	0	6	18	6	3	21	27	18	9	15	28	8	4	5	0	4	1	3	0	0
0	0	0	0	5	1	9	12	12	19	11	43	13	7	2	20	4	1	1	0	0	2	0	0	0
0	0	0	4	0	7	5	13	16	4	17	12	9	10	14	9	9	4	0	0	0	0	0	1	0
0	0	0	0	3	2	3	8	11	13	14	44	13	7	7	10	9	2	0	1	0	0	0	1	0

AM Peak 1100 - 1200 (125), AM PHF=0.72 PM Peak 1430 - 1530 (68), PM PHF=0.61

* Saturday, April 13, 2013=118, 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	1	0	2	0	1	8	11	19	12	15	10	8	5	6	6	5	0	3	5	5	1	0	
0	0	0	0	2	0	0	4	4	6	1	7	3	3	2	2	4	2	0	1	1	0	0	0	-
0	0	1	0	0	0	1	3	3	7	8	4	2	0	0	1	0	1	0	1	3	3	0	0	-
0	0	0	0	0	0	0	0	2	0	4	3	4	1	1	1	1	2	0	1	1	0	1	0	-
0	0	0	0	0	0	0	1	2	7	0	2	1	4	3	2	2	0	0	0	0	2	0	0	-

AM Peak 0900 - 1000 (19), AM PHF=0.71

MetroCount Traffic Executive

Event Counts

2092 -- English (ENU)

Datasets:

Site: 27.CUDAHY PL (EAST OF BUENOS AVE) WESTBOUND
Input A: 2 - East bound. - Lane= 0, Excluded from totals.
Input B: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 14:49 Monday, April 08, 2013 => 10:15 Monday, April 15, 2013
File: 092715Apr2013.EC0 (Base)
Data type: Axle sensors - Split (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=484, 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	0	0	0	7	14	25	27	53	40	49	39	51	47	42	41	22	8	6	7	1	0	0	5	
5	0	0	0	0	0	3	6	7	10	8	11	16	15	6	11	6	2	2	0	1	0	0	0	0
0	0	0	0	0	3	5	6	21	12	16	13	9	10	10	18	1	1	1	2	0	0	0	0	0
0	0	0	0	2	3	4	11	13	12	7	8	21	14	11	8	7	2	0	5	0	0	0	5	0
0	0	0	0	5	8	14	5	13	7	18	7	6	9	15	5	8	3	4	0	0	0	0	0	0

AM Peak 0815 - 0915 (57), AM PHF=0.69 PM Peak 1430 - 1530 (54), PM PHF=0.75

* Wednesday, April 10, 2013=551, 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	6	5	17	23	41	39	51	58	57	68	45	53	23	25	11	7	14	4	1	0	0	0
0	4	2	0	0	0	0	10	14	7	20	14	12	2	10	7	9	2	0	3	0	0	0	0	0
0	0	0	6	0	5	3	9	6	17	8	4	22	6	18	4	1	0	2	4	3	0	0	0	5
0	0	0	0	2	7	8	16	9	11	11	19	15	22	9	8	9	5	3	0	0	1	0	0	0
0	0	0	0	3	5	13	7	10	17	20	21	20	15	17	4	6	5	2	7	1	0	0	0	0

AM Peak 1130 - 1230 (73), AM PHF=0.85 PM Peak 1200 - 1300 (68), PM PHF=0.79

* Thursday, April 11, 2013=493, 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	1	2	0	6	17	40	59	41	40	30	34	60	38	32	35	20	15	6	4	1	5	3	2	
0	0	0	0	3	0	21	12	10	6	5	7	11	10	5	14	3	4	2	0	0	1	0	0	0
5	0	0	0	0	4	3	5	9	12	9	8	19	13	11	4	6	5	2	2	0	3	0	0	0
0	0	2	0	0	5	8	32	16	9	6	13	13	13	9	7	10	1	0	0	0	0	1	2	0
0	1	0	0	3	8	9	11	6	13	12	6	17	3	9	10	1	5	2	2	1	1	2	0	0

AM Peak 0730 - 0830 (62), AM PHF=0.49 PM Peak 1200 - 1300 (60), PM PHF=0.78

* Friday, April 12, 2013=510, 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	6	5	18	23	25	70	48	59	35	62	42	37	23	20	12	9	7	1	0	3	10	
0	0	0	0	0	1	4	4	20	18	21	6	19	19	5	10	4	2	1	0	0	0	2	2	0
0	0	0	0	0	1	8	8	17	13	14	6	13	7	12	5	7	2	4	7	0	0	1	3	0
0	0	0	6	2	11	3	8	18	9	12	4	9	6	11	4	10	3	1	0	1	0	0	0	0
0	0	0	0	3	6	8	5	16	9	13	20	22	11	9	6	0	5	3	0	0	0	0	5	0

AM Peak 0800 - 0900 (70), AM PHF=0.90 PM Peak 1200 - 1300 (62), PM PHF=0.70

* Saturday, April 13, 2013=138, 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	0	2	0	4	6	17	8	12	10	11	17	8	8	19	2	3	0	1	4	4	5	
0	0	0	0	0	0	1	3	6	5	3	3	2	3	2	4	5	1	0	0	0	0	0	0	-
0	0	0	0	0	0	0	1	3	4	4	3	5	3	2	0	3	0	1	0	0	2	0	5	-
0	0	0	0	0	0	0	0	2	0	4	0	4	8	3	3	6	0	2	0	1	2	4	0	-
0	0	0	0	2	0	3	2	6	0	1	4	0	3	2	1	5	1	0	0	0	0	0	0	-

AM Peak 0800 - 0900 (17), AM PHF=0.69

MetroCount Traffic Executive

Event Counts

2093 -- English (ENU)

Datasets:

Site: 28.SHERMAN ST (MORENA BLVD - GRANT ST) NORTHBOUND
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Subtracted from totals. (/2.000)
Survey Duration: 14:32 Monday, April 08, 2013 => 11:53 Monday, April 15, 2013
File: 092815Apr2013.EC0 (Regular)
Data type: Axle sensors - Split (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=3840, 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	6	3	4	32	54	95	193	226	234	268	279	333	297	265	389	398	279	213	99	102	36	22	11	
5	4	1	3	3	21	9	44	51	46	82	66	88	77	68	83	100	103	68	32	22	5	14	5	0
0	1	0	0	5	2	23	42	69	53	70	89	96	74	50	76	75	59	57	21	43	16	6	5	3
1	1	2	0	8	11	32	46	56	64	66	53	89	71	46	141	123	63	54	26	18	7	2	1	0
1	1	0	1	17	20	32	63	51	72	51	72	61	75	102	90	101	54	34	20	20	8	1	1	3

AM Peak 1145 - 1245 (344), AM PHF=0.90 PM Peak 1515 - 1615 (407), PM PHF=0.72

* Wednesday, April 10, 2013=3935, 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	18	14	50	159	236	196	219	271	302	305	369	331	388	374	242	174	116	97	34	10	16	
0	1	0	0	1	12	34	51	48	40	83	68	83	102	78	105	121	84	70	35	27	14	0	3	1
3	2	3	0	3	8	36	41	51	52	65	78	73	94	95	84	79	61	41	43	33	4	5	12	1
0	0	4	6	2	9	32	77	54	71	63	87	83	80	82	106	112	45	44	23	13	9	3	0	
3	0	0	12	9	21	58	68	44	57	60	69	66	94	77	94	62	52	20	16	25	8	3	2	2

AM Peak 1115 - 1215 (317), AM PHF=0.91 PM Peak 1545 - 1645 (406), PM PHF=0.84

* Thursday, April 11, 2013=3360, 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	9	2	10	33	40	112	208	182	213	248	275	310	232	275	325	299	223	145	87	69	26	23	14	
1	4	1	0	5	9	19	35	46	54	50	55	82	48	80	65	77	64	46	23	25	9	6	4	2
1	4	1	7	5	3	27	64	42	48	53	67	90	71	52	96	67	58	41	28	26	10	0	3	1
0	2	1	2	9	10	28	54	44	57	72	74	72	52	87	89	83	61	24	19	12	3	10	8	5
2	0	0	2	14	19	39	55	50	55	73	80	67	62	56	76	73	40	35	18	7	5	7	0	2

AM Peak 1130 - 1230 (325), AM PHF=0.90 PM Peak 1515 - 1615 (337), PM PHF=0.88

* Friday, April 12, 2013=3710, 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	11	21	9	17	41	87	183	182	269	275	307	345	302	311	324	308	276	163	99	59	73	27	16	
2	5	4	3	1	9	15	39	51	55	75	61	104	76	70	73	73	88	55	43	25	24	12	5	3
1	1	3	6	4	5	17	34	44	75	76	68	87	78	82	89	69	69	39	22	10	15	5	3	2
5	3	9	0	1	5	17	58	39	76	54	67	69	71	114	90	108	64	44	20	15	21	8	4	2
2	3	5	0	11	23	38	53	49	64	71	112	86	77	46	72	59	56	26	15	10	14	3	5	6

AM Peak 1145 - 1245 (371), AM PHF=0.83 PM Peak 1200 - 1300 (345), PM PHF=0.83

* Saturday, April 13, 2013=1998, 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	6	14	9	16	20	30	74	112	135	139	204	175	231	219	149	135	115	83	60	27	22	4	14	
3	3	1	0	3	3	5	11	29	23	37	61	49	62	64	34	36	21	36	10	8	5	0	1	-
2	1	5	5	4	8	9	14	23	25	28	58	48	70	45	42	26	34	25	24	7	11	2	5	-
2	0	4	3	4	1	11	28	22	34	35	32	54	55	59	38	37	34	15	11	10	4	0	1	-
6	2	4	2	5	9	6	22	39	53	40	53	25	46	52	35	37	27	8	16	3	3	2	7	-

AM Peak 1100 - 1200 (204), AM PHF=0.84

MetroCount Traffic Executive

Event Counts

2094 -- English (ENU)

Datasets:

Site: 28.SHERMAN ST (MORENA BLVD - GRANT ST) SOUTHBOUND
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 14:32 Monday, April 08, 2013 => 11:53 Monday, April 15, 2013
File: 092815Apr2013.EC0 (Regular)
Data type: Axle sensors - Split (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=3203, 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	
10	12	9	4	36	54	188	263	258	272	263	247	286	258	231	250	189	139	106	50	40	18	19	9	
7	6	9	0	7	11	23	68	85	66	65	71	75	71	55	70	47	44	34	21	13	1	9	1	5
0	0	0	0	9	8	35	65	73	45	71	64	70	47	48	52	53	32	26	6	11	9	7	2	4
1	5	0	0	9	16	40	62	50	97	73	54	74	73	62	65	48	31	27	18	11	3	2	5	0
2	1	0	4	11	20	91	69	51	64	55	58	68	67	66	63	42	33	20	6	6	5	1	1	3

AM Peak 0930 - 1030 (296), AM PHF=0.76 PM Peak 1200 - 1300 (286), PM PHF=0.96

* Wednesday, April 10, 2013=3454, 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	19	4	19	20	69	200	274	239	305	255	275	253	305	250	279	207	192	121	80	52	13	9	9	
5	10	2	2	0	13	34	65	74	63	73	56	47	80	69	59	55	42	29	27	28	5	1	1	1
4	3	2	0	7	11	56	70	54	83	50	60	75	85	71	59	50	42	33	21	10	1	2	3	1
0	5	0	6	8	15	48	69	62	85	59	93	45	52	46	83	54	45	32	14	9	5	5	4	1
3	1	0	11	6	32	63	70	49	75	74	67	87	88	65	78	49	64	28	18	5	3	2	1	7

AM Peak 0915 - 1015 (315), AM PHF=0.93 PM Peak 1300 - 1400 (305), PM PHF=0.87

* Thursday, April 11, 2013=3178, 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	
10	13	5	8	32	78	193	241	250	282	245	272	257	231	271	221	188	125	109	83	27	13	19	9	
1	6	1	0	8	6	31	56	49	71	62	76	74	52	70	69	49	27	28	21	9	6	5	3	1
1	2	4	2	9	7	27	42	72	65	58	56	65	66	69	55	50	35	27	14	6	1	2	1	6
1	5	1	2	5	22	36	74	65	66	68	66	51	53	58	52	47	23	19	18	11	0	5	5	3
7	0	0	4	10	44	100	70	64	80	57	74	68	62	75	46	44	42	35	31	1	6	7	0	2

AM Peak 0900 - 1000 (282), AM PHF=0.88 PM Peak 1400 - 1500 (271), PM PHF=0.91

* Friday, April 12, 2013=3587, 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	20	23	8	16	69	212	260	232	306	258	347	315	288	273	236	208	184	120	86	53	32	13	23	
1	8	3	5	3	9	32	61	64	88	70	96	92	73	73	74	42	61	23	34	23	12	7	8	4
6	5	6	0	4	10	50	63	60	73	57	68	78	78	76	48	59	35	37	12	13	9	4	9	3
3	4	11	4	7	15	33	64	46	66	56	87	67	68	66	43	50	38	27	14	10	9	3	3	2
2	3	3	0	2	36	97	73	63	80	75	98	79	70	58	71	57	50	33	27	7	3	0	4	7

AM Peak 1130 - 1230 (354), AM PHF=0.91 PM Peak 1200 - 1300 (315), PM PHF=0.86

* Saturday, April 13, 2013=2278, 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	11	11	11	18	20	67	102	116	157	214	216	256	249	184	181	136	110	86	60	23	25	5	10	
4	6	5	0	4	1	14	19	19	39	50	45	68	73	61	58	23	27	28	23	6	12	0	0	-
3	1	1	1	3	6	20	17	20	43	47	44	79	60	35	35	30	31	20	24	12	6	2	2	-
2	2	3	3	3	2	18	32	31	36	54	51	62	40	47	48	40	24	18	8	5	4	0	1	-
7	2	2	7	8	12	16	35	47	39	64	77	48	78	42	41	43	30	21	5	0	4	3	7	-

AM Peak 1145 - 1245 (285), AM PHF=0.90

MetroCount Traffic Executive

Event Counts

2095 -- English (ENU)

Datasets:

Site: 29.LINDA VISTA RD (MORENA BLVD - NAPA ST) EASTBOUND
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 4 - West bound. - Lane= 0, Excluded from totals.
Survey Duration: 13:16 Monday, April 08, 2013 => 8:49 Monday, April 15, 2013
File: 092915Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=11149, 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	
33	25	17	16	68	314	400	742	822	631	580	606	732	694	724	784	797	961	707	465	396	315	198	127	
15	5	5	4	5	48	59	143	166	171	142	141	181	166	181	185	200	251	177	126	109	76	67	33	20
6	7	1	5	11	97	101	191	187	146	172	153	212	166	192	198	201	257	182	126	103	84	50	34	16
6	6	6	2	18	92	93	229	212	159	145	142	174	169	186	195	184	226	158	97	99	76	37	24	13
6	7	5	5	34	78	147	180	258	156	121	171	165	193	166	207	213	228	191	116	86	79	44	36	9

AM Peak 0815 - 0915 (827), AM PHF=0.80 PM Peak 1700 - 1800 (961), PM PHF=0.93

* Wednesday, April 10, 2013=10812, 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	32	27	17	54	201	394	680	804	684	577	564	717	678	676	818	831	861	700	443	323	321	233	124	
20	11	11	6	9	23	65	141	191	196	138	122	182	173	155	185	211	220	180	110	76	82	78	38	17
16	7	7	2	11	57	86	143	191	154	148	152	189	182	162	206	226	230	159	128	87	85	65	38	17
13	4	5	2	13	47	97	207	213	160	126	125	156	139	177	216	178	217	175	112	90	67	49	24	12
9	10	4	7	21	74	146	190	210	175	166	166	190	184	183	211	217	195	187	93	71	88	42	24	13

AM Peak 0815 - 0915 (809), AM PHF=0.95 PM Peak 1645 - 1745 (883), PM PHF=0.96

* Thursday, April 11, 2013=11077, 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	22	20	57	285	346	669	751	684	567	618	742	711	694	800	835	936	657	503	392	311	234	156	
17	7	6	5	11	43	54	131	168	215	125	130	192	143	150	173	199	274	163	137	100	77	63	46	18
17	8	4	7	11	83	79	147	178	175	139	150	171	187	181	207	211	243	177	138	99	87	56	43	31
12	9	5	5	11	82	86	199	174	136	151	166	170	192	180	219	202	215	160	114	97	73	56	33	36
13	8	7	3	25	78	127	192	232	159	153	173	211	189	184	202	224	205	158	115	97	75	59	34	23

AM Peak 0815 - 0915 (798), AM PHF=0.86 PM Peak 1645 - 1745 (955), PM PHF=0.87

* Friday, April 12, 2013=11322, 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	
108	53	40	17	50	192	369	702	764	649	612	648	749	801	782	778	867	783	613	498	400	319	356	176	
18	15	16	5	9	23	70	135	166	158	145	155	191	197	180	196	215	189	172	129	98	73	75	65	24
31	18	6	1	6	47	79	154	201	165	158	153	175	215	229	201	230	195	150	135	119	77	91	46	28
36	8	11	5	15	54	86	220	203	160	138	153	183	203	204	205	197	185	140	105	106	82	88	38	32
23	12	7	6	20	69	135	194	195	167	171	188	201	187	170	178	226	214	152	130	78	87	102	27	21

AM Peak 0730 - 0830 (780), AM PHF=0.89 PM Peak 1600 - 1700 (867), PM PHF=0.94

* Saturday, April 13, 2013=8513, 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	
104	87	81	37	26	69	101	256	550	485	572	636	709	652	624	595	629	542	408	351	303	292	256	153	
24	19	30	9	6	9	7	44	98	131	138	141	174	145	142	142	184	152	88	87	86	67	72	44	-
28	31	31	6	7	14	26	60	129	142	134	148	173	186	154	151	165	130	100	94	65	81	74	45	-
32	18	12	7	7	28	22	54	151	101	152	184	165	167	155	139	147	138	110	79	79	76	61	36	-
21	19	8	15	6	19	47	99	173	112	149	164	197	154	174	164	134	122	110	91	74	68	49	29	-

AM Peak 1130 - 1230 (694), AM PHF=0.95

MetroCount Traffic Executive

Event Counts

2096 -- English (ENU)

Datasets:

Site: 29.LINDA VISTA RD (MORENA BLVD - NAPA ST) WESTBOUND
Input A: 2 - East bound. - Lane= 0, Excluded from totals.
Input B: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 13:16 Monday, April 08, 2013 => 8:49 Monday, April 15, 2013
File: 092915Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=10917, 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	17	19	26	53	178	349	717	634	498	523	550	761	692	731	800	794	929	736	571	488	491	201	122	
16	0	1	3	6	26	75	144	169	116	109	130	206	175	179	187	216	272	204	174	142	133	70	47	22
9	5	0	6	11	33	66	182	139	126	110	129	225	187	172	188	209	227	176	152	118	161	47	24	11
8	6	14	5	18	41	90	173	171	133	141	145	169	163	195	192	196	240	192	119	118	114	48	29	8
10	6	4	13	19	78	119	218	155	124	163	148	161	167	186	234	174	191	165	127	111	84	37	22	9

AM Peak 1145 - 1245 (748), AM PHF=0.83 PM Peak 1700 - 1800 (929), PM PHF=0.86

* Wednesday, April 10, 2013=10783, 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	26	45	27	50	163	328	661	662	503	508	584	659	662	727	810	822	953	759	634	467	336	218	136	
22	9	7	4	8	20	62	139	194	126	124	132	151	173	139	261	225	242	211	201	111	90	76	40	16
11	4	13	7	9	31	69	152	159	116	139	170	199	197	171	188	205	231	161	169	105	83	59	30	18
8	10	15	5	11	58	88	169	150	124	134	158	163	145	220	183	194	276	170	148	127	73	50	32	15
9	3	10	11	22	54	110	202	160	138	111	124	147	148	198	179	199	204	218	116	124	91	34	35	12

AM Peak 0730 - 0830 (723), AM PHF=0.90 PM Peak 1700 - 1800 (953), PM PHF=0.86

* Thursday, April 11, 2013=11113, 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	
60	42	32	30	50	147	339	745	600	501	524	580	773	673	774	791	870	951	767	622	474	430	196	147	
16	9	7	3	14	21	44	165	179	143	111	119	181	189	179	202	253	245	216	196	136	113	59	64	30
18	9	4	4	9	37	72	174	137	120	119	126	208	143	184	192	207	225	177	143	118	120	60	25	28
15	11	18	9	7	44	108	185	152	120	144	161	209	157	227	184	219	263	210	141	112	100	47	31	17
12	14	3	14	21	46	116	221	133	119	151	175	177	185	185	214	192	219	165	142	109	98	30	27	14

AM Peak 1145 - 1245 (771), AM PHF=0.92 PM Peak 1700 - 1800 (951), PM PHF=0.91

* Friday, April 12, 2013=11281, 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	32	49	35	44	145	330	649	690	545	563	666	766	788	831	820	862	909	738	572	378	335	261	193	
30	11	10	10	13	25	62	124	198	134	149	134	199	196	207	240	216	255	225	191	124	76	70	84	22
28	8	5	7	9	33	70	159	168	142	138	192	211	212	172	180	223	226	200	154	92	77	67	50	30
17	5	26	10	8	37	88	159	177	127	156	176	199	188	239	218	246	235	160	123	97	114	58	33	20
14	8	9	8	15	50	111	208	147	143	121	164	157	192	213	183	177	194	154	105	65	69	66	27	31

AM Peak 1145 - 1245 (773), AM PHF=0.92 PM Peak 1700 - 1800 (909), PM PHF=0.89

* Saturday, April 13, 2013=8535, 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	
103	88	82	32	58	81	149	225	391	526	491	620	689	632	623	729	688	576	443	394	310	286	198	129	
22	26	20	10	18	19	28	48	75	130	131	151	153	173	141	213	184	159	125	103	102	95	58	49	-
30	23	11	12	13	17	41	45	91	120	104	157	173	162	150	183	182	140	129	79	73	56	43	27	-
20	24	30	4	10	20	41	64	122	141	133	161	203	157	174	184	172	147	104	101	57	76	54	24	-
31	16	22	6	17	25	39	69	104	135	125	152	161	140	158	149	150	131	85	111	79	60	44	29	-

AM Peak 1145 - 1245 (680), AM PHF=0.84

MetroCount Traffic Executive

Event Counts

2097 -- English (ENU)

Datasets:

Site: 30.LINDA VISTA RD (NAPA ST - MARIAN WY) 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: 12:58 Monday, April 08, 2013 => 11:22 Monday, April 15, 2013
File: 0930E15Apr2013.EC0 (Plus)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=13313, 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	32	13	18	27	243	372	971	1049	754	768	688	807	819	901	877	983	1166	889	573	490	410	271	145	
21	5	3	7	1	40	49	159	214	272	183	138	230	181	212	209	255	319	233	154	149	99	94	37	23
9	11	1	6	0	72	78	244	223	153	241	182	227	219	276	200	211	305	236	153	108	105	70	40	17
7	6	6	2	8	86	114	313	271	160	213	170	188	187	224	220	219	249	191	129	112	107	56	27	13
15	10	3	3	18	46	131	255	343	170	131	198	163	233	190	248	299	294	229	138	121	99	52	41	16

AM Peak 0815 - 0915 (1108), AM PHF=0.81 PM Peak 1645 - 1745 (1171), PM PHF=0.92

* Wednesday, April 10, 2013=13046, 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	
69	64	34	16	34	121	320	842	954	785	668	685	856	780	849	1026	956	1164	849	601	477	411	311	178	
23	15	11	3	4	21	43	153	206	214	159	152	231	186	214	215	222	302	216	165	129	120	99	51	29
17	15	9	3	4	33	55	178	230	159	162	180	197	217	229	257	231	315	180	173	136	110	90	45	19
13	18	6	3	8	21	86	252	261	190	165	162	203	174	209	268	245	282	206	149	108	91	64	36	24
16	16	8	7	18	47	136	259	258	223	183	192	226	205	198	286	258	266	248	115	105	91	60	47	12

AM Peak 0815 - 0915 (962), AM PHF=0.92 PM Peak 1700 - 1800 (1164), PM PHF=0.93

* Thursday, April 11, 2013=13538, 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	
84	42	25	12	31	225	312	893	1062	848	719	662	833	844	860	926	978	1180	872	629	538	435	302	229	
29	9	6	4	7	38	39	148	206	296	163	140	240	186	224	194	233	329	226	165	138	110	93	70	29
19	9	7	3	1	60	60	204	248	245	185	145	206	199	227	222	247	295	240	163	161	121	78	55	39
24	14	6	2	4	77	88	294	284	137	203	176	185	237	216	244	239	298	220	151	111	99	67	58	47
12	10	6	3	19	50	126	248	325	171	169	202	203	223	194	267	260	258	187	151	129	107	64	47	32

AM Peak 0815 - 0915 (1152), AM PHF=0.89 PM Peak 1645 - 1745 (1182), PM PHF=0.90

* Friday, April 12, 2013=13202, 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	
147	85	50	27	34	132	304	788	873	736	650	731	831	900	895	883	1011	1004	833	665	516	437	417	259	
29	22	20	10	5	17	45	139	172	193	155	189	221	247	187	216	241	226	241	161	128	98	87	95	51
39	21	11	6	5	28	58	149	208	168	148	172	216	223	244	210	230	274	186	175	146	107	94	68	40
47	25	12	5	8	42	84	256	233	182	132	178	187	220	244	234	281	253	201	159	130	121	108	58	43
32	17	7	6	16	45	117	245	261	194	217	193	208	212	221	224	260	252	205	170	113	112	129	39	37

AM Peak 0815 - 0915 (894), AM PHF=0.86 PM Peak 1630 - 1730 (1040), PM PHF=0.93

* Saturday, April 13, 2013=10230, 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	166	113	46	32	44	69	236	659	503	566	723	755	776	714	713	806	728	573	458	388	423	334	238	
51	42	42	18	6	6	10	35	99	141	143	171	199	186	184	163	212	179	150	124	114	101	106	61	-
40	44	41	8	12	7	15	45	158	136	126	176	169	208	165	191	230	192	160	117	78	119	85	74	-
43	40	17	9	7	19	15	66	178	105	145	190	179	203	162	170	193	186	127	105	97	111	75	55	-
37	40	13	11	7	12	29	91	225	122	153	187	209	180	204	190	172	171	137	114	100	93	69	49	-

AM Peak 1115 - 1215 (751), AM PHF=0.95

MetroCount Traffic Executive

Event Counts

2099 -- English (ENU)

Datasets:

Site: 30.LINDA VISTA RD (NAPA ST - MARIAN WY) 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: 13:00 Monday, April 08, 2013 => 11:55 Monday, April 15, 2013
File: 0930W15Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=13051, 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	
55	18	17	18	47	150	330	811	679	551	608	603	907	740	867	967	1039	1136	858	763	744	723	273	151	
23	3	2	1	8	24	53	160	186	134	119	124	249	188	192	233	351	275	221	258	189	179	103	63	34
14	5	0	7	7	30	69	192	174	141	127	132	323	197	193	231	244	306	211	198	197	257	62	33	29
10	6	13	4	17	33	94	207	184	136	161	163	174	189	263	214	224	314	209	150	185	153	58	26	11
8	4	2	6	15	63	115	253	136	140	202	185	161	167	220	290	220	242	218	157	174	135	51	29	11

AM Peak 1145 - 1245 (930), AM PHF=0.72 PM Peak 1700 - 1800 (1136), PM PHF=0.91

* Wednesday, April 10, 2013=13033, 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	
85	30	39	23	42	135	303	762	702	556	514	642	760	680	843	981	1114	1304	988	860	658	538	294	184	
34	5	14	5	4	16	55	159	190	144	154	153	162	185	157	283	397	308	210	294	120	153	99	61	23
29	7	7	5	8	25	65	167	152	147	134	177	246	186	184	229	235	350	237	224	135	123	75	47	19
11	8	14	7	14	45	78	187	178	139	133	183	194	158	256	225	225	381	206	182	179	114	62	39	15
11	10	4	6	16	50	106	249	183	127	93	129	159	152	246	244	258	266	336	160	225	150	58	37	16

AM Peak 0715 - 0815 (793), AM PHF=0.80 PM Peak 1700 - 1800 (1304), PM PHF=0.86

* Thursday, April 11, 2013=13330, 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	
73	37	34	20	37	149	326	824	674	540	606	659	1035	715	882	913	1214	1301	875	791	641	563	257	169	
23	9	14	3	13	20	48	174	201	143	131	151	259	188	227	218	425	305	234	250	177	146	86	66	45
19	7	4	3	6	26	69	189	162	146	125	125	365	195	212	186	287	340	197	180	148	162	71	38	42
15	9	13	6	5	45	80	224	162	121	168	182	212	155	243	233	256	394	224	167	163	137	50	36	22
16	12	3	8	13	58	130	238	149	131	183	202	199	177	201	277	248	263	220	194	154	120	51	30	25

AM Peak 1145 - 1245 (1038), AM PHF=0.71 PM Peak 1700 - 1800 (1301), PM PHF=0.83

* Friday, April 12, 2013=12791, 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	
134	45	43	24	39	136	321	742	718	559	607	732	1041	828	1031	940	980	1019	784	608	475	425	337	229	
45	19	18	9	9	17	58	142	189	147	170	165	238	211	251	250	251	294	211	173	135	102	85	92	37
42	8	3	7	8	28	68	166	170	138	155	196	340	243	217	242	263	271	232	163	135	103	82	69	28
22	13	18	3	7	39	87	190	181	142	152	188	257	197	297	232	273	240	168	145	122	144	82	40	36
25	6	4	5	16	52	108	244	180	133	132	183	207	178	266	217	194	214	173	127	84	78	88	28	22

AM Peak 1145 - 1245 (1017), AM PHF=0.75 PM Peak 1430 - 1530 (1054), PM PHF=0.89

* Saturday, April 13, 2013=9528, 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	102	75	34	50	66	148	280	455	563	516	639	727	726	683	823	740	633	499	436	397	384	280	155	
37	24	27	15	11	17	26	50	102	134	134	153	180	173	135	233	199	144	161	109	105	134	68	48	-
28	33	12	9	11	9	35	53	97	123	99	164	178	163	171	214	181	166	120	83	94	82	70	38	-
36	21	28	4	11	19	47	87	130	150	138	174	185	181	196	205	191	194	125	123	85	90	69	31	-
22	24	8	7	17	21	40	90	126	157	145	149	185	210	182	172	169	130	93	122	113	79	74	38	-

AM Peak 1145 - 1245 (691), AM PHF=0.93

MetroCount Traffic Executive

Vehicle Counts

2109 -- English (ENU)

Datasets:

Site: 31.RILEY ST (NAPA ST - LAUTETTA ST) EASTBOUND
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 12:11 Monday, April 08, 2013 => 11:21 Monday, April 15, 2013
File: 093115Apr2013.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: East (bound)

* Tuesday, April 09, 2013 - Total=784, 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	0	0	0	1	11	26	66	53	56	55	49	49	55	57	69	56	71	38	25	15	18	8	5	0
0	0	0	0	0	1	6	12	7	24	6	6	13	17	10	15	10	23	8	7	5	5	1	4	0
1	0	0	0	0	1	3	17	7	16	21	13	16	11	12	19	15	22	14	8	3	3	3	0	0
0	0	0	0	0	0	6	26	15	6	18	17	10	17	26	12	10	9	4	4	1	3	4	1	0
0	0	0	0	1	9	11	11	24	10	10	13	10	10	9	23	21	17	12	6	6	7	0	0	0

AM Peak 0830 - 0930 (79), AM PHF=0.82 PM Peak 1630 - 1730 (76), PM PHF=0.83

* Wednesday, April 10, 2013 - Total=821, 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	1	1	2	8	25	62	96	89	48	41	58	46	54	36	65	63	60	29	18	9	5	5	0
0	0	0	0	0	1	6	13	16	23	18	8	12	13	11	12	19	19	13	9	5	2	3	0	0
0	0	0	0	0	1	3	13	7	21	12	8	18	13	17	5	21	17	8	6	4	2	1	3	0
0	0	0	1	0	1	5	17	22	16	10	13	11	9	14	8	9	14	8	7	5	3	1	0	0
0	0	1	0	2	5	11	19	51	29	8	12	17	11	12	11	16	13	31	7	4	2	0	2	0

AM Peak 0830 - 0930 (117), AM PHF=0.57 PM Peak 1645 - 1745 (66), PM PHF=0.87

* Thursday, April 11, 2013 - Total=852, 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	2	1	0	1	5	29	59	57	83	66	50	76	80	71	49	52	54	38	36	15	11	12	5	2
0	0	1	0	0	1	8	8	14	53	15	9	24	20	24	13	13	20	12	8	4	4	2	1	2
0	2	0	0	0	1	5	18	10	12	19	18	21	21	21	7	15	13	7	16	3	4	4	1	0
0	0	0	0	0	0	3	20	11	9	21	10	11	21	10	11	16	15	7	10	4	0	3	2	0
0	0	0	0	1	3	13	13	22	9	11	13	20	18	16	18	8	6	12	2	4	3	3	1	3

AM Peak 0830 - 0930 (98), AM PHF=0.46 PM Peak 1315 - 1415 (84), PM PHF=0.88

* Friday, April 12, 2013 - Total=744, 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	0	1	5	9	26	55	40	46	49	44	47	47	51	65	76	54	51	28	20	5	10	7	1
2	2	0	0	2	4	7	11	9	12	9	11	14	7	8	18	24	11	10	13	7	3	4	2	1
0	0	0	1	0	0	4	16	9	15	12	10	11	21	17	19	15	17	11	5	8	0	2	0	0
0	1	0	0	0	0	4	11	6	4	15	13	9	6	14	16	26	17	16	2	4	0	0	1	1
3	0	0	0	3	5	11	17	16	15	13	10	13	13	12	12	11	9	14	8	1	2	4	4	4

AM Peak 0700 - 0800 (55), AM PHF=0.81 PM Peak 1545 - 1645 (77), PM PHF=0.74

* Saturday, April 13, 2013 - Total=484, 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	6	2	0	3	8	10	21	28	36	39	41	46	49	41	33	30	22	19	11	7	9	12	5	-
1	2	1	0	1	0	2	7	7	14	9	12	12	11	14	6	5	8	4	4	1	2	4	0	-
0	0	1	0	1	1	1	7	4	11	11	10	6	17	9	10	7	8	7	3	2	0	0	2	-
1	2	0	0	1	2	3	3	12	8	10	7	15	10	8	9	11	4	3	3	3	5	4	2	-
4	2	0	0	0	5	4	4	5	3	9	12	13	11	10	8	7	2	5	1	1	2	4	1	-

AM Peak 1145 - 1245 (45), AM PHF=0.75

MetroCount Traffic Executive Vehicle Counts

2110 -- English (ENU)

Datasets:

Site: 31.RILEY ST (NAPA ST - LAUTETTA ST) WESTBOUND
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 12:11 Monday, April 08, 2013 => 11:21 Monday, April 15, 2013
File: 093115Apr2013.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: West (bound)

* Tuesday, April 09, 2013 - Total=885, 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	1	0	2	6	18	31	35	34	39	47	82	70	56	64	93	113	80	48	35	17	3	9	
0	0	1	0	0	1	8	6	8	10	12	15	24	12	14	20	37	33	24	18	9	6	0	6	1
0	0	0	0	0	3	2	5	6	8	4	9	30	29	13	11	17	23	20	12	5	5	2	0	1
1	1	0	0	2	1	3	15	14	8	5	9	10	17	13	13	19	41	27	9	10	2	1	3	0
0	0	0	0	0	1	5	5	7	8	18	14	18	12	16	20	20	16	9	9	11	4	0	0	1

AM Peak 1145 - 1245 (78), AM PHF=0.65 PM Peak 1645 - 1745 (117), PM PHF=0.71

* Wednesday, April 10, 2013 - Total=866, 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	0	3	1	2	5	20	28	37	32	52	40	60	50	50	74	88	99	92	70	34	9	13	4	
1	0	1	0	0	1	5	7	8	7	12	13	11	6	7	14	42	25	28	38	12	0	2	2	0
1	0	0	0	0	2	4	2	9	4	16	13	22	13	12	16	13	21	15	9	10	1	2	1	0
0	0	1	1	1	2	2	9	11	11	12	7	13	15	14	19	26	38	18	13	6	1	5	0	0
1	0	1	0	1	0	9	10	9	10	12	7	14	16	17	25	7	15	31	10	6	7	4	1	0

AM Peak 1015 - 1115 (53), AM PHF=0.83 PM Peak 1545 - 1645 (106), PM PHF=0.63

* Thursday, April 11, 2013 - Total=935, 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	2	4	14	34	38	33	46	62	80	85	65	76	107	97	72	51	29	23	10	6	
0	0	0	0	0	0	5	6	12	8	6	7	21	19	15	28	40	25	26	24	6	11	1	3	0
0	0	0	0	1	1	1	8	9	6	11	16	22	22	12	18	26	14	16	13	7	6	2	0	2
0	0	0	0	1	2	4	10	7	10	18	15	20	20	16	11	17	42	12	8	9	4	4	1	1
0	0	0	1	0	1	4	10	10	9	11	24	17	24	22	19	24	16	18	6	7	2	3	2	0

AM Peak 1145 - 1245 (87), AM PHF=0.91 PM Peak 1600 - 1700 (107), PM PHF=0.67

* Friday, April 12, 2013 - Total=833, 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	0	0	3	12	18	38	31	30	45	51	70	57	74	61	100	73	63	44	34	9	7	6	
0	0	0	0	1	4	3	6	7	8	8	20	17	13	18	19	30	12	18	18	11	3	0	2	1
2	1	0	0	0	1	5	8	8	9	16	9	30	15	13	9	21	14	17	14	12	0	1	1	0
1	0	0	0	1	2	2	5	7	6	12	8	15	13	24	24	35	36	16	7	7	5	3	1	0
0	3	0	0	1	5	8	19	9	7	9	14	8	16	19	9	14	11	12	5	4	1	3	2	0

AM Peak 1145 - 1245 (76), AM PHF=0.63 PM Peak 1600 - 1700 (100), PM PHF=0.71

* Saturday, April 13, 2013 - Total=578, 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	4	4	0	2	8	10	13	19	26	36	43	74	52	60	48	53	43	36	14	8	13	5	6	
1	3	2	0	0	0	4	3	4	7	10	13	11	11	17	19	11	11	12	4	3	1	1	3	-
0	0	2	0	0	0	2	1	2	6	10	9	14	14	14	14	15	10	15	0	4	4	0	0	-
0	1	0	0	0	5	2	6	11	9	8	8	28	16	16	7	10	12	3	3	0	3	1	0	-
0	0	0	0	2	3	2	3	2	4	8	13	21	11	13	8	17	10	6	7	1	5	3	3	-

AM Peak 1145 - 1245 (66), AM PHF=0.59

MetroCount Traffic Executive

Event Counts

2105 -- English (ENU)

Datasets:

Site: **32.FRIARS RD (NAPA ST - COLUSSA ST) EASTBOUND**
 Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
 Input B: 4 - West bound. - Lane= 0, Excluded from totals.
 Survey Duration: 11:23 Monday, April 08, 2013 => 10:28 Monday, April 15, 2013
 File: 93215Apr2013.EC0 (Base)
 Data type: Axle sensors - Separate (Count)

Profile:

Filter time: **0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013**

* Tuesday, April 09, 2013=9821, 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	16	11	4	11	69	274	555	529	535	520	523	583	514	557	599	944	1159	820	666	371	298	158	76	
12	3	5	0	3	6	42	84	122	174	110	117	150	128	134	139	218	308	228	185	116	76	53	32	11
9	3	4	2	2	9	64	110	122	120	134	122	158	113	145	128	221	288	195	191	95	89	41	13	15
5	3	2	1	1	21	67	175	118	121	131	142	137	126	132	154	227	285	212	155	87	64	30	15	9
6	7	0	1	5	33	102	187	168	121	146	142	139	148	147	179	279	279	186	136	74	70	34	16	10

AM Peak 0730 - 0830 (605), AM PHF=0.81 PM Peak 1700 - 1800 (1159), PM PHF=0.94

* Wednesday, April 10, 2013=10025, 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	20	13	8	9	71	275	537	486	532	522	595	579	535	577	683	954	1169	857	632	418	258	164	91	
11	3	3	0	0	3	36	96	127	113	140	159	145	140	139	155	216	306	227	174	133	72	45	33	7
15	5	5	4	2	13	65	101	109	129	121	135	119	127	147	158	249	306	202	155	104	66	48	25	10
9	6	3	1	2	14	77	170	124	140	126	160	152	127	159	154	230	279	198	160	105	60	41	15	7
10	6	2	3	5	41	97	170	127	151	135	142	164	141	132	216	260	279	231	143	77	60	30	18	8

AM Peak 1100 - 1200 (595), AM PHF=0.93 PM Peak 1700 - 1800 (1169), PM PHF=0.96

* Thursday, April 11, 2013=10086, 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	24	11	8	22	63	250	507	524	543	552	591	626	569	602	664	955	1169	860	655	370	260	154	80	
7	4	5	3	0	8	34	93	117	153	127	150	141	137	152	155	219	334	207	191	125	71	51	26	14
10	8	1	4	5	14	46	121	122	121	136	136	168	139	130	150	232	294	234	167	89	71	28	25	17
7	8	5	1	6	17	71	142	120	116	164	153	155	160	147	167	257	286	223	165	79	66	52	15	14
8	4	0	0	5	24	100	152	166	153	126	153	162	134	174	193	248	256	197	132	78	52	23	14	11

AM Peak 1145 - 1245 (616), AM PHF=0.92 PM Peak 1700 - 1800 (1169), PM PHF=0.87

* Friday, April 12, 2013=10133, 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	35	24	19	9	63	265	509	441	498	577	637	629	650	633	800	1069	975	779	612	344	236	180	98	
14	11	11	4	3	10	39	95	102	130	162	168	135	187	152	201	254	247	219	159	107	71	49	26	28
17	12	8	6	0	7	65	100	111	105	118	147	177	168	154	184	221	279	200	164	77	71	54	21	22
14	5	3	7	2	15	66	147	94	112	145	167	159	128	155	192	271	260	173	146	99	41	44	29	21
11	7	2	2	4	31	95	168	136	151	152	155	159	167	173	223	324	190	188	144	61	54	33	22	24

AM Peak 1100 - 1200 (637), AM PHF=0.95 PM Peak 1630 - 1730 (1120), PM PHF=0.87

* Saturday, April 13, 2013=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	
95	60	39	13	11	19	80	180	333	475	626	672	637	653	650	612	635	639	540	430	346	217	160	98	
28	20	13	5	2	4	9	40	56	81	148	155	131	161	161	174	168	158	143	129	92	63	52	27	-
22	19	9	6	2	1	16	42	73	126	155	184	175	170	158	130	163	168	128	113	101	44	41	28	-
21	9	8	1	4	6	21	33	80	111	168	170	166	171	174	134	151	157	148	77	91	43	30	21	-
24	12	9	1	3	8	34	65	125	158	156	163	166	151	158	174	153	157	121	113	63	68	38	22	-

AM Peak 1100 - 1200 (672), AM PHF=0.91

MetroCount Traffic Executive

Event Counts

2106 -- English (ENU)

Datasets:

Site: 32.FRIARS RD (NAPA ST - COLUSSA ST) WESTBOUND
Input A: 2 - East bound. - Lane= 0, Excluded from totals.
Input B: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 11:23 Monday, April 08, 2013 => 10:28 Monday, April 15, 2013
File: 93215Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=9163, 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	10	10	12	45	151	332	684	728	599	500	506	572	564	542	582	616	761	649	485	326	269	144	58	
7	3	2	2	5	28	53	113	177	161	123	130	155	147	129	154	139	200	184	128	79	75	54	23	9
6	1	2	2	10	40	71	143	174	157	129	113	159	154	119	127	167	184	146	138	100	73	29	12	8
6	4	2	3	14	37	88	194	196	150	116	139	131	131	140	140	150	195	164	116	74	61	39	10	12
4	2	4	5	16	46	121	235	182	132	132	124	128	132	154	162	161	183	156	103	74	61	22	13	3

AM Peak 0745 - 0845 (780), AM PHF=0.83 PM Peak 1700 - 1800 (761), PM PHF=0.95

* Wednesday, April 10, 2013=9525, 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	9	11	19	46	161	353	824	838	576	485	565	544	542	555	611	662	708	675	487	348	278	135	66	
9	3	4	3	4	22	55	127	229	142	140	146	151	137	137	164	161	175	188	147	99	92	49	29	7
8	1	0	4	12	43	73	168	213	117	122	119	139	148	113	132	170	190	171	120	86	73	33	16	11
12	4	2	3	12	38	111	248	204	168	111	155	126	131	142	163	166	191	153	113	88	48	24	6	7
3	1	5	9	18	58	115	282	192	149	113	146	129	127	164	152	166	153	163	108	75	65	29	15	2

AM Peak 0730 - 0830 (971), AM PHF=0.86 PM Peak 1715 - 1815 (721), PM PHF=0.95

* Thursday, April 11, 2013=9207, 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	
27	25	8	10	57	149	322	712	727	494	504	537	605	564	542	574	626	770	655	500	339	251	138	76	
7	8	2	2	10	20	50	136	174	128	139	127	164	144	125	123	161	193	166	152	97	81	41	22	18
11	5	1	2	8	45	68	138	177	124	115	132	147	134	134	144	139	182	168	120	100	68	41	27	6
7	9	3	1	15	36	92	197	211	117	139	139	141	139	149	154	158	227	162	116	72	52	27	17	11
2	3	2	5	24	49	112	242	167	125	112	139	153	148	135	154	169	169	159	113	70	50	29	10	7

AM Peak 0745 - 0845 (803), AM PHF=0.83 PM Peak 1700 - 1800 (770), PM PHF=0.85

* Friday, April 12, 2013=9414, 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	15	4	13	45	151	338	647	748	501	541	580	601	604	601	656	733	703	588	452	321	270	170	94	
18	5	0	3	9	25	53	108	201	124	145	128	167	146	139	155	190	170	178	142	87	80	56	31	17
6	1	0	3	12	34	72	135	191	128	124	151	139	174	141	168	150	181	144	99	96	73	53	20	14
11	2	1	1	9	43	83	193	165	128	133	156	150	133	161	172	178	193	130	111	70	64	38	23	19
7	7	3	6	15	49	131	212	192	122	139	145	146	153	161	162	215	159	137	101	68	54	23	20	13

AM Peak 0730 - 0830 (795), AM PHF=0.94 PM Peak 1645 - 1745 (759), PM PHF=0.88

* Saturday, April 13, 2013=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	
62	30	22	14	23	52	117	249	426	546	555	622	645	571	578	600	587	563	443	366	311	258	148	103	
17	12	2	3	5	10	16	62	87	131	137	150	160	155	154	146	140	151	125	100	87	68	42	24	-
14	6	2	5	4	11	28	52	94	135	119	137	153	154	147	136	136	136	123	102	73	72	42	38	-
19	4	10	1	7	13	39	63	105	140	139	184	171	139	132	161	144	147	107	79	73	68	30	25	-
13	8	8	5	7	19	35	72	140	141	161	151	162	123	145	158	168	130	89	86	78	51	34	16	-

AM Peak 1130 - 1230 (648), AM PHF=0.88

MetroCount Traffic Executive Event Counts

2101 -- English (ENU)

Datasets:

Site: 33.FRIARS RD (WEST OF NAPA ST) EASTBOUND
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 4 - West bound. - Lane= 0, Excluded from totals.
Survey Duration: 11:36 Monday, April 08, 2013 => 11:19 Monday, April 15, 2013
File: 093315Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=7054, 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	7	6	1	26	80	116	566	586	392	426	348	370	365	447	461	658	789	499	385	215	149	91	57	
10	2	2	0	2	20	16	62	113	146	104	67	103	99	132	90	153	214	132	109	71	40	24	22	9
4	2	3	1	7	22	33	132	112	80	144	69	97	81	123	122	138	213	134	103	60	31	27	10	10
1	2	1	0	3	18	26	202	151	88	100	99	89	87	93	101	154	182	108	93	43	38	22	11	5
4	1	0	0	14	20	41	170	210	79	78	113	82	98	101	148	213	181	126	80	42	40	18	14	4

AM Peak 0815 - 0915 (619), AM PHF=0.74 PM Peak 1645 - 1745 (821), PM PHF=0.96

* Wednesday, April 10, 2013=7231, 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	27	11	6	18	67	122	476	495	398	378	403	430	387	448	511	696	808	591	386	239	146	96	66	
9	5	2	0	1	11	12	78	97	80	101	122	102	97	139	127	149	208	152	110	88	36	23	22	8
10	5	5	4	9	17	35	84	117	93	80	97	99	101	128	110	168	229	133	93	59	42	30	17	7
5	10	3	1	4	12	30	143	129	104	100	87	111	92	108	131	164	190	142	99	48	36	22	14	6
4	7	1	1	4	27	45	172	153	121	97	97	119	98	74	144	216	182	164	84	45	32	21	13	3

AM Peak 0730 - 0830 (528), AM PHF=0.77 PM Peak 1645 - 1745 (842), PM PHF=0.92

* Thursday, April 11, 2013=7332, 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	
24	20	9	5	24	70	149	508	608	400	444	376	390	356	469	513	683	819	537	406	211	148	99	69	
8	3	6	3	4	16	21	63	112	126	102	85	95	88	137	125	132	223	155	117	76	46	30	20	14
7	5	1	2	5	20	24	126	114	73	147	87	108	79	110	98	165	207	129	109	52	34	20	17	13
6	8	1	1	4	20	30	167	111	85	121	92	103	99	114	143	193	197	134	110	50	36	30	17	13
3	4	1	0	11	14	74	152	221	116	75	113	85	91	109	147	194	192	121	70	33	32	19	15	11

AM Peak 0815 - 0915 (621), AM PHF=0.70 PM Peak 1645 - 1745 (821), PM PHF=0.92

* Friday, April 12, 2013=6971, 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	35	26	11	16	54	95	397	394	370	387	398	435	398	446	562	732	711	512	408	191	138	125	82	
14	11	8	3	3	11	15	50	71	100	102	109	101	123	99	142	164	202	138	94	64	49	28	15	25
13	12	11	3	5	14	21	77	93	68	77	97	111	98	112	124	172	181	141	113	41	35	37	15	21
13	9	5	5	2	13	31	129	98	86	89	96	113	79	114	130	179	193	109	98	49	24	30	26	22
13	3	2	0	6	16	29	141	133	117	119	98	110	98	122	167	217	135	125	104	37	31	30	26	22

AM Peak 0730 - 0830 (433), AM PHF=0.77 PM Peak 1645 - 1745 (793), PM PHF=0.91

* Saturday, April 13, 2013=5687, 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
93	75	43	7	9	18	49	127	259	301	404	418	404	453	451	445	452	434	367	296	260	125	122	82
25	20	19	4	2	2	6	23	40	52	102	113	76	94	101	106	109	105	98	95	68	24	46	20
21	24	12	2	3	4	14	39	64	84	91	97	115	121	116	98	110	118	93	71	74	29	20	23
22	15	7	1	1	5	12	22	65	69	104	97	106	137	104	90	109	100	92	54	78	29	27	21
25	16	5	0	3	7	17	43	90	96	108	111	107	102	130	152	125	111	85	77	40	43	29	18

AM Peak 1030 - 1130 (421), AM PHF=0.93

MetroCount Traffic Executive

Event Counts

2102 -- English (ENU)

Datasets:

Site: 33.FRIARS RD (WEST OF NAPA ST) WESTBOUND
Input A: 2 - East bound. - Lane= 0, Excluded from totals.
Input B: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 11:36 Monday, April 08, 2013 => 11:19 Monday, April 15, 2013
File: 093315Apr2013.EC0 (Base)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, April 09, 2013 => 0:00 Sunday, April 14, 2013

* Tuesday, April 09, 2013=593, 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	0	0	0	0	3	9	23	27	27	40	40	66	42	56	47	60	49	39	26	18	12	7	4	
0	0	0	0	0	0	2	4	6	5	13	7	24	6	14	14	14	8	11	11	3	3	2	1	2
2	0	0	0	0	1	1	4	7	7	5	10	22	15	7	9	21	10	12	5	8	3	1	1	1
0	0	0	0	0	2	4	7	7	8	10	11	12	11	18	13	14	19	9	3	2	3	3	0	1
1	0	0	0	0	1	3	8	7	7	13	12	9	11	18	12	12	13	8	8	5	4	2	2	0

AM Peak 1145 - 1245 (69), AM PHF=0.73 PM Peak 1200 - 1300 (66), PM PHF=0.70

* Wednesday, April 10, 2013=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	
4	1	1	0	0	1	28	201	158	99	89	108	114	113	124	143	150	188	158	122	91	80	38	20	
2	0	0	0	0	0	1	33	45	23	31	36	30	22	31	42	50	58	45	49	21	26	12	6	6
1	1	0	0	0	1	2	47	44	16	21	23	28	35	23	27	37	42	41	25	23	22	10	8	1
1	0	0	0	0	0	9	58	38	32	17	27	33	25	29	35	38	56	29	22	26	14	9	3	1
0	0	1	0	0	1	17	64	32	28	21	23	23	31	41	40	26	33	43	27	21	18	7	4	2

AM Peak 0715 - 0815 (213), AM PHF=0.84 PM Peak 1700 - 1800 (188), PM PHF=0.82

* Thursday, April 11, 2013=1906, 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	
10	6	4	1	3	14	37	111	121	73	123	118	151	116	115	130	148	201	132	105	74	57	39	23	
6	1	1	0	2	3	5	19	37	16	25	23	38	31	30	25	48	50	29	39	19	15	14	7	7
1	2	0	1	0	4	10	20	21	18	29	30	40	27	30	29	37	46	39	22	22	12	10	4	1
1	3	1	0	0	1	11	38	30	22	31	32	42	30	24	34	35	67	33	25	15	16	6	9	4
2	1	2	0	2	6	12	34	33	18	39	33	32	28	32	42	29	39	32	21	18	15	9	4	2

AM Peak 1145 - 1245 (152), AM PHF=0.92 PM Peak 1700 - 1800 (201), PM PHF=0.75

* Friday, April 12, 2013=1726, 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	6	2	1	3	10	27	86	103	69	90	101	123	129	132	147	164	142	99	73	65	73	49	24	
7	2	1	0	1	1	1	12	31	16	24	27	41	26	34	37	46	35	30	17	15	19	15	8	5
1	1	1	0	2	2	5	18	27	17	15	36	28	37	36	41	24	32	22	25	22	21	19	6	5
4	1	0	1	0	5	9	31	19	16	24	19	29	37	31	40	44	41	26	19	14	18	10	5	6
2	3	0	1	1	3	13	25	27	21	28	20	26	30	31	31	51	35	23	13	15	16	6	5	5

AM Peak 1145 - 1245 (117), AM PHF=0.72 PM Peak 1600 - 1700 (164), PM PHF=0.81

* Saturday, April 13, 2013=1512, 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	
21	9	9	2	3	6	12	29	55	83	114	122	119	132	112	118	108	111	82	70	73	57	41	29	
5	4	5	1	2	1	1	6	10	20	30	32	29	34	34	31	29	26	24	13	21	16	9	6	-
5	2	1	0	0	2	4	7	11	19	26	23	26	37	26	28	21	29	17	24	16	16	13	11	-
6	1	4	0	1	1	6	7	19	25	32	35	31	32	25	29	26	33	20	19	14	10	7	8	-
5	3	0	1	1	3	2	9	16	20	27	33	35	29	28	31	33	24	21	15	23	16	14	5	-

AM Peak 1100 - 1200 (122), AM PHF=0.87

Morena Blvd Station Area Planning Study

Appendix C:

LOS Reports - Existing Conditions

HCM Signalized Intersection Capacity Analysis

Existing AM

1: Morena Bl & Gesner

2/16/2013

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	37	62	527	37	44	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4		6.0		4.4	5.9
Lane Util. Factor	1.00		0.95		1.00	0.95
Frpb, ped/bikes	0.99		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.92		0.99		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1655		3499		1770	3539
Flt Permitted	0.98		1.00		0.95	1.00
Satd. Flow (perm)	1655		3499		1770	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	67	573	40	48	334
RTOR Reduction (vph)	62	0	2	0	0	0
Lane Group Flow (vph)	45	0	611	0	48	334
Confl. Peds. (#/hr)				3		
Confl. Bikes (#/hr)		2	6			4
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	5.7		49.9		4.4	58.8
Effective Green, g (s)	5.7		49.9		4.4	58.8
Actuated g/C Ratio	0.08		0.67		0.06	0.79
Clearance Time (s)	4.4		6.0		4.4	5.9
Vehicle Extension (s)	2.0		4.4		2.0	4.2
Lane Grp Cap (vph)	126		2334		104	2781
v/s Ratio Prot	c0.03		c0.17		c0.03	0.09
v/s Ratio Perm						
v/c Ratio	0.36		0.26		0.46	0.12
Uniform Delay, d1	32.8		5.0		34.1	1.9
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.6		0.3		1.2	0.1
Delay (s)	33.4		5.3		35.2	2.0
Level of Service	C		A		D	A
Approach Delay (s)	33.4		5.3			6.2
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			8.3		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.29			
Actuated Cycle Length (s)			74.8		Sum of lost time (s)	14.8
Intersection Capacity Utilization			37.3%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

Existing AM

2: I-5 NB Ramp & Clairmont

2/16/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	250	336	0	0	837	657	34	0	311	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0	5.5		5.5			
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00		1.00			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		0.99			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	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			3539	1583	1770		1565			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	1770	3539			3539	1583	1770		1565			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	258	346	0	0	863	677	35	0	321	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	401	0	0	0	0	0	0
Lane Group Flow (vph)	258	346	0	0	863	276	35	0	321	0	0	0
Confl. Peds. (#/hr)						6			1			
Confl. Bikes (#/hr)		4			1							
Turn Type	Prot	NA			NA	Prot	Prot		custom			
Protected Phases	7	4			8	8	2		2			
Permitted Phases									4			
Actuated Green, G (s)	12.9	41.7			23.8	23.8	6.1		47.8			
Effective Green, g (s)	12.9	41.7			23.8	23.8	6.1		47.8			
Actuated g/C Ratio	0.22	0.72			0.41	0.41	0.10		0.82			
Clearance Time (s)	5.0	5.0			5.0	5.0	5.5		5.5			
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lane Grp Cap (vph)	391	2531			1444	646	185		1430			
v/s Ratio Prot	c0.15	0.10			c0.24	0.17	0.02		c0.02			
v/s Ratio Perm									0.18			
v/c Ratio	0.66	0.14			0.60	0.43	0.19		0.22			
Uniform Delay, d1	20.7	2.6			13.5	12.4	23.8		1.2			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	3.1	0.0			0.4	0.2	0.2		0.0			
Delay (s)	23.8	2.6			13.9	12.5	24.0		1.2			
Level of Service	C	A			B	B	C		A			
Approach Delay (s)		11.7			13.3			3.4			0.0	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		11.5			HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio		0.58										
Actuated Cycle Length (s)		58.3			Sum of lost time (s)				15.5			
Intersection Capacity Utilization		63.5%			ICU Level of Service				B			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Morena Bl & Infulf

Existing AM
2/16/2013

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	85	36	526	149	13	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		5.3	5.3	4.4	5.0
Lane Util. Factor	0.97		0.95	1.00	1.00	0.95
Frpb, ped/bikes	0.99		1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.96		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	2980		3185	1393	1593	3185
Flt Permitted	0.97		1.00	1.00	0.95	1.00
Satd. Flow (perm)	2980		3185	1393	1593	3185
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	94	40	584	166	14	370
RTOR Reduction (vph)	36	0	0	39	0	0
Lane Group Flow (vph)	98	0	584	127	14	370
Confl. Peds. (#/hr)				1		
Confl. Bikes (#/hr)		1	5	1		4
Turn Type	Prot		NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases				2		
Actuated Green, G (s)	6.7		52.6	52.6	1.2	58.5
Effective Green, g (s)	6.7		52.6	52.6	1.2	58.5
Actuated g/C Ratio	0.09		0.70	0.70	0.02	0.78
Clearance Time (s)	4.9		5.3	5.3	4.4	5.0
Vehicle Extension (s)	2.0		4.2	4.2	2.0	4.0
Lane Grp Cap (vph)	265		2230	975	25	2480
v/s Ratio Prot	c0.03		c0.18		c0.01	0.12
v/s Ratio Perm				0.09		
v/c Ratio	0.37		0.26	0.13	0.56	0.15
Uniform Delay, d1	32.2		4.1	3.7	36.7	2.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		0.3	0.3	15.9	0.1
Delay (s)	32.5		4.4	4.0	52.6	2.2
Level of Service	C		A	A	D	A
Approach Delay (s)	32.5		4.3			4.0
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			7.2		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.28			
Actuated Cycle Length (s)			75.1		Sum of lost time (s)	14.6
Intersection Capacity Utilization			28.6%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

Existing AM

4: Denver & Clairmont

2/16/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	362	133	77	899	24	286	15	90	30	12	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.1	5.1	4.4	4.4		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		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	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.87		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1593	3185	1378	1593	3170		1593	1437		1593	1415	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1593	3185	1378	1593	3170		1593	1437		1593	1415	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	107	369	136	79	917	24	292	15	92	31	12	257
RTOR Reduction (vph)	0	0	91	0	1	0	0	62	0	0	216	0
Lane Group Flow (vph)	107	369	45	79	940	0	292	45	0	31	53	0
Confl. Peds. (#/hr)			4			5			9			3
Confl. Bikes (#/hr)			3		2	1					2	1
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	8.1	26.9	26.9	7.2	26.7		16.2	26.6		2.7	13.1	
Effective Green, g (s)	8.1	26.9	26.9	7.2	26.7		16.2	26.6		2.7	13.1	
Actuated g/C Ratio	0.10	0.33	0.33	0.09	0.32		0.20	0.32		0.03	0.16	
Clearance Time (s)	4.4	5.1	5.1	4.4	4.4		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	4.3	4.3	2.0	3.9		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	156	1042	450	139	1029		313	465		52	225	
v/s Ratio Prot	c0.07	0.12		0.05	c0.30		c0.18	0.03		0.02	c0.04	
v/s Ratio Perm			0.03									
v/c Ratio	0.69	0.35	0.10	0.57	0.91		0.93	0.10		0.60	0.24	
Uniform Delay, d1	35.8	21.0	19.2	36.0	26.6		32.5	19.4		39.2	30.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.5	0.9	0.4	3.2	13.6		33.3	0.0		11.6	0.2	
Delay (s)	45.4	22.0	19.7	39.2	40.3		65.7	19.4		50.8	30.4	
Level of Service	D	C	B	D	D		E	B		D	C	
Approach Delay (s)		25.6			40.2			53.3			32.5	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			37.6			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			82.2			Sum of lost time (s)			18.8			
Intersection Capacity Utilization			87.0%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: Morena Bl & Milton

Existing AM
2/16/2013

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	88	71	629	103	59	339
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		5.4		4.4	5.3
Lane Util. Factor	1.00		0.95		1.00	0.95
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.94		0.98		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1703		3450		1770	3539
Flt Permitted	0.97		1.00		0.95	1.00
Satd. Flow (perm)	1703		3450		1770	3539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	93	75	662	108	62	357
RTOR Reduction (vph)	38	0	9	0	0	0
Lane Group Flow (vph)	130	0	761	0	62	357
Confl. Peds. (#/hr)				7	7	
Confl. Bikes (#/hr)			8			2
Parking (#/hr)				0		
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	8.5		24.8		4.0	33.3
Effective Green, g (s)	8.5		24.8		4.0	33.3
Actuated g/C Ratio	0.16		0.48		0.08	0.64
Clearance Time (s)	5.1		5.4		4.4	5.3
Vehicle Extension (s)	2.0		4.0		2.0	4.0
Lane Grp Cap (vph)	277		1639		135	2257
v/s Ratio Prot	c0.08		c0.22		c0.04	0.10
v/s Ratio Perm						
v/c Ratio	0.47		0.46		0.46	0.16
Uniform Delay, d1	19.8		9.2		23.1	3.8
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.5		0.3		0.9	0.0
Delay (s)	20.3		9.5		24.0	3.9
Level of Service	C		A		C	A
Approach Delay (s)	20.3		9.5			6.8
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			10.0		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.46			
Actuated Cycle Length (s)			52.2		Sum of lost time (s)	14.9
Intersection Capacity Utilization			45.7%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

8: Morena Bl & Ashton St

Existing AM
2/16/2013

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	33	25	713	24	4	414
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		5.4		4.4	5.3
Lane Util. Factor	1.00		0.95		1.00	0.95
Frpb, ped/bikes	1.00		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.94		1.00		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1706		3518		1765	3539
Flt Permitted	0.97		1.00		0.95	1.00
Satd. Flow (perm)	1706		3518		1765	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	37	28	792	27	4	460
RTOR Reduction (vph)	26	0	2	0	0	0
Lane Group Flow (vph)	39	0	817	0	4	460
Confl. Peds. (#/hr)				6	6	
Confl. Bikes (#/hr)			8			5
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	3.5		30.5		0.8	35.8
Effective Green, g (s)	3.5		30.5		0.8	35.8
Actuated g/C Ratio	0.07		0.62		0.02	0.72
Clearance Time (s)	4.9		5.4		4.4	5.3
Vehicle Extension (s)	2.0		4.3		2.0	4.0
Lane Grp Cap (vph)	120		2167		28	2559
v/s Ratio Prot	c0.02		c0.23		0.00	c0.13
v/s Ratio Perm						
v/c Ratio	0.32		0.38		0.14	0.18
Uniform Delay, d1	21.9		4.8		24.0	2.2
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.6		0.2		0.9	0.0
Delay (s)	22.5		4.9		24.9	2.2
Level of Service	C		A		C	A
Approach Delay (s)	22.5		4.9			2.4
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			4.9		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.38			
Actuated Cycle Length (s)			49.5		Sum of lost time (s)	14.7
Intersection Capacity Utilization			32.4%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

9: West Morena/Morena Bl & Morena

Existing AM
2/16/2013

	↑	↖	↙	↓	↘	↗
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑↑		↖	↑↑	↖	↗
Volume (vph)	450	21	92	334	8	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5	5.5	5.5	5.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3512		1770	3539	1770	1553
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3512		1770	3539	1770	1553
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	511	24	105	380	9	318
RTOR Reduction (vph)	3	0	0	0	0	264
Lane Group Flow (vph)	532	0	105	380	9	54
Confl. Peds. (#/hr)		1	1			10
Confl. Bikes (#/hr)	5			5		
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases						8
Actuated Green, G (s)	12.1		6.0	23.6	7.1	7.1
Effective Green, g (s)	12.1		6.0	23.6	7.1	7.1
Actuated g/C Ratio	0.29		0.14	0.57	0.17	0.17
Clearance Time (s)	5.5		5.5	5.5	5.5	5.5
Vehicle Extension (s)	2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	1019		254	2002	301	264
v/s Ratio Prot	c0.15		c0.06	0.11	0.01	
v/s Ratio Perm						c0.03
v/c Ratio	0.52		0.41	0.19	0.03	0.21
Uniform Delay, d1	12.4		16.2	4.4	14.4	14.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		0.4	0.0	0.0	0.1
Delay (s)	12.6		16.6	4.4	14.4	15.0
Level of Service	B		B	A	B	B
Approach Delay (s)	12.6			7.1	15.0	
Approach LOS	B			A	B	
Intersection Summary						
HCM 2000 Control Delay		11.2		HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio		0.41				
Actuated Cycle Length (s)		41.7		Sum of lost time (s)		16.5
Intersection Capacity Utilization		40.7%		ICU Level of Service		A
Analysis Period (min)		15				
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

10: Morena & Knoxville

Existing AM
2/16/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	0	9	448	1	28	27	329	275	11	178	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5			4.5	4.5		4.5	
Lane Util. Factor		1.00			1.00			1.00	1.00		1.00	
Frpb, ped/bikes		0.99			1.00			1.00	0.96		1.00	
Flpb, ped/bikes		1.00			1.00			1.00	1.00		1.00	
Frt		0.88			0.99			1.00	0.85		1.00	
Flt Protected		1.00			0.96			1.00	1.00		1.00	
Satd. Flow (prot)		1607			1761			1855	1518		1846	
Flt Permitted		0.97			0.73			0.97	1.00		0.97	
Satd. Flow (perm)		1569			1348			1801	1518		1799	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	1	0	10	521	1	33	31	383	320	13	207	8
RTOR Reduction (vph)	0	6	0	0	4	0	0	0	193	0	2	0
Lane Group Flow (vph)	0	5	0	0	551	0	0	414	127	0	226	0
Confl. Peds. (#/hr)	4		1	1		4	2		13	13		2
Confl. Bikes (#/hr)				2	3			2	1		1	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)		24.2			24.2			21.8	21.8		21.8	
Effective Green, g (s)		24.2			24.2			21.8	21.8		21.8	
Actuated g/C Ratio		0.44			0.44			0.40	0.40		0.40	
Clearance Time (s)		4.5			4.5			4.5	4.5		4.5	
Vehicle Extension (s)		2.0			2.0			2.0	2.0		2.0	
Lane Grp Cap (vph)		690			593			713	601		713	
v/s Ratio Prot												
v/s Ratio Perm		0.00			c0.41			c0.23	0.08		0.13	
v/c Ratio		0.01			0.93			0.58	0.21		0.32	
Uniform Delay, d1		8.7			14.6			13.0	10.9		11.5	
Progression Factor		1.00			1.00			1.00	1.00		1.00	
Incremental Delay, d2		0.0			20.6			3.4	0.8		1.2	
Delay (s)		8.7			35.1			16.4	11.7		12.6	
Level of Service		A			D			B	B		B	
Approach Delay (s)		8.7			35.1			14.4			12.6	
Approach LOS		A			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			21.6			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			55.0			Sum of lost time (s)			9.0			
Intersection Capacity Utilization			66.8%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing AM

11: Morena & Tecolote

2/16/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	431	59	333	10	24	11	386	195	31	18	132	477
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.5	5.5	5.0	5.0		5.5	5.5			5.5	5.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.91	0.91			0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99		1.00	1.00			0.99	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.99			0.92	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98			1.00	1.00
Satd. Flow (prot)	3433	1863	1547	1770	1762		1610	3266			1610	1485
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98			1.00	1.00
Satd. Flow (perm)	3433	1863	1547	1770	1762		1610	3266			1610	1485
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	463	63	358	11	26	12	415	210	33	19	142	513
RTOR Reduction (vph)	0	0	263	0	11	0	0	6	0	0	37	240
Lane Group Flow (vph)	463	63	95	11	27	0	216	436	0	0	314	83
Confl. Peds. (#/hr)						5			12			
Confl. Bikes (#/hr)			2			1		5	1	1	1	1
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4									6
Actuated Green, G (s)	15.7	21.1	21.1	0.7	6.6		15.8	15.8			20.3	20.3
Effective Green, g (s)	15.7	21.1	21.1	0.7	6.6		15.8	15.8			20.3	20.3
Actuated g/C Ratio	0.20	0.27	0.27	0.01	0.08		0.20	0.20			0.26	0.26
Clearance Time (s)	5.0	5.5	5.5	5.0	5.0		5.5	5.5			5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	678	495	411	15	146		320	649			411	379
v/s Ratio Prot	c0.13	0.03		0.01	0.02		c0.13	0.13			c0.19	
v/s Ratio Perm			c0.06									0.06
v/c Ratio	0.68	0.13	0.23	0.73	0.18		0.68	0.67			0.76	0.22
Uniform Delay, d1	29.5	22.2	22.8	39.3	33.9		29.4	29.4			27.3	23.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	2.3	0.0	0.1	93.0	0.2		4.4	2.2			7.4	0.1
Delay (s)	31.8	22.2	22.9	132.2	34.1		33.8	31.6			34.7	23.4
Level of Service	C	C	C	F	C		C	C			C	C
Approach Delay (s)		27.5			56.1			32.3			29.3	
Approach LOS		C			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			30.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			79.4			Sum of lost time (s)			21.5			
Intersection Capacity Utilization			63.0%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

13: Morena & Buenos

Existing AM
2/16/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	5	25	63	4	13	13	647	17	4	368	39
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	4.9	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.99			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	
Frt		0.93			0.98		1.00	1.00		1.00	0.99	
Flt Protected		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1676			1737		1765	1854		1767	1831	
Flt Permitted		0.86			0.73		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1464			1324		1765	1854		1767	1831	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	23	5	27	69	4	14	14	711	19	4	404	43
RTOR Reduction (vph)	0	24	0	0	12	0	0	1	0	0	4	0
Lane Group Flow (vph)	0	31	0	0	75	0	14	729	0	4	443	0
Confl. Peds. (#/hr)	7		4	4		7	3		2	2		3
Confl. Bikes (#/hr)	1	4			2							
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)		7.1			7.1		0.8	32.9		0.8	32.9	
Effective Green, g (s)		7.1			7.1		0.8	32.9		0.8	32.9	
Actuated g/C Ratio		0.13			0.13		0.01	0.60		0.01	0.60	
Clearance Time (s)		4.9			4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		188			170		25	1109		25	1095	
v/s Ratio Prot							c0.01	c0.39		0.00	0.24	
v/s Ratio Perm		0.02			c0.06							
v/c Ratio		0.17			0.44		0.56	0.66		0.16	0.40	
Uniform Delay, d1		21.3			22.1		26.9	7.3		26.8	5.9	
Progression Factor		1.00			1.00		0.74	1.82		1.00	1.00	
Incremental Delay, d2		0.2			0.7		14.9	2.8		1.1	1.1	
Delay (s)		21.5			22.8		34.9	16.1		27.9	7.0	
Level of Service		C			C		C	B		C	A	
Approach Delay (s)		21.5			22.8			16.5			7.2	
Approach LOS		C			C			B			A	
Intersection Summary												
HCM 2000 Control Delay		14.0										
HCM 2000 Volume to Capacity ratio		0.62										
Actuated Cycle Length (s)		55.0										
Intersection Capacity Utilization		52.9%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

14: Morena Bl/Morena & West Morena

Existing AM
2/16/2013

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			 
Volume (vph)	582	697	458	4	0	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0			5.0
Lane Util. Factor	0.91	0.91	0.95			0.88
Frpb, ped/bikes	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	1.00	1.00			0.85
Flt Protected	0.95	0.99	1.00			1.00
Satd. Flow (prot)	1610	3357	3535			2787
Flt Permitted	0.95	0.99	1.00			1.00
Satd. Flow (perm)	1610	3357	3535			2787
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	654	783	515	4	0	399
RTOR Reduction (vph)	0	0	2	0	0	122
Lane Group Flow (vph)	464	973	517	0	0	277
Confl. Peds. (#/hr)				1		
Confl. Bikes (#/hr)		2	2			8
Turn Type	Split	NA	NA			Prot
Protected Phases	2	2	4			6
Permitted Phases						
Actuated Green, G (s)	32.4	32.4	12.6			32.4
Effective Green, g (s)	32.4	32.4	12.6			32.4
Actuated g/C Ratio	0.59	0.59	0.23			0.59
Clearance Time (s)	5.0	5.0	5.0			5.0
Vehicle Extension (s)	2.0	2.0	2.0			2.0
Lane Grp Cap (vph)	948	1977	809			1641
v/s Ratio Prot	0.29	c0.29	c0.15			0.10
v/s Ratio Perm						
v/c Ratio	0.49	0.49	0.64			0.17
Uniform Delay, d1	6.5	6.5	19.1			5.2
Progression Factor	0.77	0.75	0.93			1.00
Incremental Delay, d2	1.7	0.8	1.2			0.0
Delay (s)	6.7	5.7	19.0			5.2
Level of Service	A	A	B			A
Approach Delay (s)		6.0	19.0		5.2	
Approach LOS		A	B		A	
Intersection Summary						
HCM 2000 Control Delay			8.7		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.53			
Actuated Cycle Length (s)			55.0		Sum of lost time (s)	10.0
Intersection Capacity Utilization			45.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

16: West Morena & Vega Dwy

Existing AM
2/16/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	1	0	3	4	5	14	458	8	10	362	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5		5.5	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.91	
Frpb, ped/bikes		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	
Frt		1.00			0.94		1.00	1.00		1.00	1.00	
Flt Protected		0.96			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1795			1736		1770	3530		1770	5085	
Flt Permitted		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1863			1758		1770	3530		1770	5085	
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
Adj. Flow (vph)	3	1	0	3	4	5	15	498	9	11	393	0
RTOR Reduction (vph)	0	0	0	0	5	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	7	0	15	506	0	11	393	0
Confl. Bikes (#/hr)								7			8	3
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)		0.8			0.8		1.3	20.2		0.8	19.7	
Effective Green, g (s)		0.8			0.8		1.3	20.2		0.8	19.7	
Actuated g/C Ratio		0.02			0.02		0.03	0.53		0.02	0.51	
Clearance Time (s)		5.5			5.5		5.5	5.5		5.5	5.5	
Vehicle Extension (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		38			36		60	1861		36	2615	
v/s Ratio Prot							0.01	c0.14		0.01	c0.08	
v/s Ratio Perm		0.00			c0.00							
v/c Ratio		0.11			0.20		0.25	0.27		0.31	0.15	
Uniform Delay, d1		18.4			18.4		18.0	5.0		18.5	4.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4			1.0		0.8	0.0		1.8	0.0	
Delay (s)		18.8			19.4		18.8	5.0		20.2	4.9	
Level of Service		B			B		B	A		C	A	
Approach Delay (s)		18.8			19.4			5.4			5.3	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		5.6			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.29										
Actuated Cycle Length (s)		38.3			Sum of lost time (s)			16.5				
Intersection Capacity Utilization		25.4%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

17: West Morena & Buenos

Existing AM
2/16/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	13	16	11	25	8	94	473	39	20	335	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9	4.9	4.9	4.9		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	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		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1711	1801	1561	1766	1795		1770	3493		1770	5059	
Flt Permitted	0.73	1.00	1.00	0.75	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1320	1801	1561	1390	1795		1770	3493		1770	5059	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	5	15	18	12	28	9	107	538	44	23	381	12
RTOR Reduction (vph)	0	0	16	0	8	0	0	3	0	0	2	0
Lane Group Flow (vph)	5	15	2	12	29	0	107	579	0	23	391	0
Confl. Peds. (#/hr)			3	3			1		1	1		1
Confl. Bikes (#/hr)								1			7	1
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)	7.4	7.4	7.4	7.4	7.4		7.3	51.4		1.1	45.2	
Effective Green, g (s)	7.4	7.4	7.4	7.4	7.4		7.3	51.4		1.1	45.2	
Actuated g/C Ratio	0.10	0.10	0.10	0.10	0.10		0.10	0.69		0.01	0.61	
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	3.6		2.0	4.3	
Lane Grp Cap (vph)	131	179	155	138	179		174	2422		26	3085	
v/s Ratio Prot		0.01			c0.02		c0.06	c0.17		0.01	0.08	
v/s Ratio Perm	0.00		0.00	0.01								
v/c Ratio	0.04	0.08	0.01	0.09	0.16		0.61	0.24		0.88	0.13	
Uniform Delay, d1	30.1	30.3	30.1	30.3	30.5		32.1	4.2		36.4	6.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.1	0.0	0.1	0.2		4.5	0.2		123.3	0.1	
Delay (s)	30.2	30.3	30.1	30.4	30.7		36.5	4.4		159.7	6.2	
Level of Service	C	C	C	C	C		D	A		F	A	
Approach Delay (s)		30.2			30.6			9.4			14.7	
Approach LOS		C			C			A			B	
Intersection Summary												
HCM 2000 Control Delay			12.8			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.29									
Actuated Cycle Length (s)			74.1			Sum of lost time (s)			14.2			
Intersection Capacity Utilization			42.7%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

18: Morena Bl & Napa & Sherman

Existing AM
2/16/2013

												
Movement	EBL	EBR	EBR2	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations												
Volume (vph)	24	11	42	130	678	10	429	350	45	4	14	557
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	5.3		4.4	5.3			4.9	4.4
Lane Util. Factor	1.00	1.00		1.00	0.95		0.97	0.95			1.00	0.95
Frpb, ped/bikes	1.00	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	1.00
Frt	1.00	0.85		1.00	1.00		1.00	0.98			0.86	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1583		1770	3529		3433	3466			1593	1504
Flt Permitted	0.30	1.00		0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	552	1583		1770	3529		3433	3466			1593	1504
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
Adj. Flow (vph)	26	12	46	141	737	11	466	380	49	4	15	605
RTOR Reduction (vph)	0	51	0	0	0	0	0	8	0	0	260	16
Lane Group Flow (vph)	26	7	0	141	748	0	466	421	0	0	55	293
Confl. Peds. (#/hr)			16	5		15			5	16		
Confl. Bikes (#/hr)					2	2	7	7			3	
Turn Type	Perm	Prot		Prot	NA		Prot	NA		Perm	Prot	pm+ov
Protected Phases		4		5	2		1	6			8	1
Permitted Phases	4									8		8
Actuated Green, G (s)	13.5	13.5		16.6	62.1		19.8	65.3			13.5	33.3
Effective Green, g (s)	13.5	13.5		16.6	62.1		19.8	65.3			13.5	33.3
Actuated g/C Ratio	0.12	0.12		0.15	0.56		0.18	0.59			0.12	0.30
Clearance Time (s)	4.9	4.9		4.4	5.3		4.4	5.3			4.9	4.4
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	67	194		267	1992		617	2057			195	455
v/s Ratio Prot		0.00		0.08	c0.21		c0.14	c0.12				c0.12
v/s Ratio Perm	0.05										0.03	0.08
v/c Ratio	0.39	0.04		0.53	0.38		0.76	0.20			0.28	0.64
Uniform Delay, d1	44.4	42.5		43.1	13.2		42.8	10.3			43.9	33.2
Progression Factor	1.00	1.00		1.24	1.12		1.08	0.74			3.78	1.31
Incremental Delay, d2	1.4	0.0		0.7	0.0		4.5	0.2			0.2	1.6
Delay (s)	45.8	42.5		54.0	14.9		50.9	7.8			166.1	45.0
Level of Service	D	D		D	B		D	A			F	D
Approach Delay (s)	43.6				21.1			30.3			106.1	
Approach LOS	D				C			C			F	
Intersection Summary												
HCM 2000 Control Delay			46.4			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)			14.6			
Intersection Capacity Utilization			71.1%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

19: Morena Bl & Linda Vista

Existing AM
2/16/2013

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	705	0	853	784	0	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2		5.5	5.5		5.3
Lane Util. Factor	0.97		0.95	1.00		0.95
Frpb, ped/bikes	1.00		1.00	0.98		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		3539	1544		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		3539	1544		3539
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	792	0	958	881	0	431
RTOR Reduction (vph)	0	0	0	465	0	0
Lane Group Flow (vph)	792	0	958	416	0	431
Confl. Bikes (#/hr)			2	6	8	
Turn Type	Prot		NA	Perm		NA
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	18.3		26.0	26.0		26.2
Effective Green, g (s)	18.3		26.0	26.0		26.2
Actuated g/C Ratio	0.33		0.47	0.47		0.48
Clearance Time (s)	5.2		5.5	5.5		5.3
Vehicle Extension (s)	3.6		3.9	3.9		4.7
Lane Grp Cap (vph)	1142		1672	729		1685
v/s Ratio Prot	c0.23		c0.27			0.12
v/s Ratio Perm				0.27		
v/c Ratio	0.69		0.57	0.57		0.26
Uniform Delay, d1	15.9		10.5	10.5		8.6
Progression Factor	1.00		1.00	1.00		0.92
Incremental Delay, d2	1.4		1.4	3.2		0.4
Delay (s)	17.4		11.9	13.7		8.3
Level of Service	B		B	B		A
Approach Delay (s)	17.4		12.8			8.3
Approach LOS	B		B			A
Intersection Summary						
HCM 2000 Control Delay			13.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.62			
Actuated Cycle Length (s)			55.0		Sum of lost time (s)	10.7
Intersection Capacity Utilization			53.1%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

20: Napa & Linda Vista

Existing AM
2/16/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	27	639	139	61	451	281	322	140	26	232	272	150
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	4.9	4.9
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95		0.95	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.99		1.00	1.00	0.93
Flpb, ped/bikes	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	0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (prot)	1770	3415		1770	3255		1681	1697		1681	1763	1476
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (perm)	1770	3415		1770	3255		1681	1697		1681	1763	1476
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	32	761	165	73	537	335	383	167	31	276	324	179
RTOR Reduction (vph)	0	14	0	0	69	0	0	5	0	0	0	137
Lane Group Flow (vph)	32	912	0	73	803	0	287	289	0	248	352	42
Confl. Peds. (#/hr)			26			19			42			16
Bus Blockages (#/hr)	0	0	4	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	5			1			4	4		3	3	
Permitted Phases		2			6							3
Actuated Green, G (s)	4.5	36.4		6.7	38.6		21.8	21.8		26.0	26.0	26.0
Effective Green, g (s)	4.5	36.4		6.7	38.6		21.8	21.8		26.0	26.0	26.0
Actuated g/C Ratio	0.04	0.33		0.06	0.35		0.20	0.20		0.24	0.24	0.24
Clearance Time (s)	4.4	4.9		4.4	4.9		4.9	4.9		4.9	4.9	4.9
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	72	1130		107	1142		333	336		397	416	348
v/s Ratio Prot	0.02			c0.04			c0.17	0.17		0.15	c0.20	
v/s Ratio Perm		c0.27			0.25							0.03
v/c Ratio	0.44	0.81		0.68	0.70		0.86	0.86		0.62	0.85	0.12
Uniform Delay, d1	51.5	33.6		50.6	30.8		42.6	42.6		37.6	40.1	33.0
Progression Factor	0.98	1.02		1.00	1.00		1.62	1.63		1.12	1.11	2.29
Incremental Delay, d2	1.2	3.0		13.3	1.6		23.6	23.3		2.0	13.2	0.1
Delay (s)	51.7	37.1		64.0	32.4		92.6	92.8		44.4	57.6	75.8
Level of Service	D	D		E	C		F	F		D	E	E
Approach Delay (s)		37.6			34.8			92.7			57.5	
Approach LOS		D			C			F			E	
Intersection Summary												
HCM 2000 Control Delay			51.4			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				19.1		
Intersection Capacity Utilization			70.7%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing AM

21: Mildred/Miriam Wy & Linda Vista

2/16/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	439	646	30	4	668	45	95	16	3	10	0	44
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	5.6			4.9			4.9	4.4
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			1.00	1.00
Frt	1.00	0.99		1.00	0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.95	1.00
Satd. Flow (prot)	1770	3510		1770	3502			1765			1765	1574
Flt Permitted	0.95	1.00		0.95	1.00			0.75			0.75	1.00
Satd. Flow (perm)	1770	3510		1770	3502			1386			1388	1574
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	523	769	36	5	795	54	113	19	4	12	0	52
RTOR Reduction (vph)	0	3	0	0	5	0	0	1	0	0	0	16
Lane Group Flow (vph)	523	802	0	5	844	0	0	135	0	0	12	36
Confl. Peds. (#/hr)	2		4	4		2	8		3	3		8
Confl. Bikes (#/hr)		9	1		6		1	21	1			
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	7	4		3	8			2			6	7
Permitted Phases							2			6		6
Actuated Green, G (s)	44.8	35.1		44.9	34.5			15.8			15.8	60.6
Effective Green, g (s)	44.8	35.1		44.9	34.5			15.8			15.8	60.6
Actuated g/C Ratio	0.41	0.32		0.41	0.31			0.14			0.14	0.55
Clearance Time (s)	4.4	4.9		4.4	5.6			4.9			4.9	4.4
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	720	1120		722	1098			199			199	867
v/s Ratio Prot	c0.30	0.23		0.00	c0.24							0.02
v/s Ratio Perm								c0.10			0.01	0.01
v/c Ratio	0.73	0.72		0.01	0.77			0.68			0.06	0.04
Uniform Delay, d1	27.4	33.1		19.3	34.1			44.7			40.7	11.4
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	3.1	1.8		0.0	5.2			7.0			0.0	0.0
Delay (s)	30.5	34.9		19.3	39.3			51.7			40.7	11.4
Level of Service	C	C		B	D			D			D	B
Approach Delay (s)		33.2			39.2			51.7			16.9	
Approach LOS		C			D			D			B	
Intersection Summary												
HCM 2000 Control Delay			36.0			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)			14.9			
Intersection Capacity Utilization			70.4%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

22: Napa & Riley

Existing AM
2/16/2013

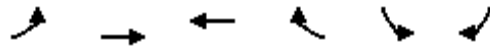
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	99	12	28	3	6	16	53	227	69	54	555	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.97			0.91		1.00	0.97		1.00	0.99	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1734			1671		1770	3387		1770	3492	
Flt Permitted		0.77			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1383			1601		1770	3387		1770	3492	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	116	14	33	4	7	19	62	267	81	64	653	51
RTOR Reduction (vph)	0	23	0	0	15	0	0	39	0	0	9	0
Lane Group Flow (vph)	0	140	0	0	15	0	62	309	0	64	695	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		1			5	2	
Permitted Phases	4			8				6				
Actuated Green, G (s)		10.4			10.4		6.2	24.8		4.8	23.4	
Effective Green, g (s)		10.4			10.4		6.2	24.8		4.8	23.4	
Actuated g/C Ratio		0.19			0.19		0.11	0.45		0.09	0.43	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		261			302		199	1527		154	1485	
v/s Ratio Prot							0.04			c0.04	c0.20	
v/s Ratio Perm		c0.10			0.01			0.09				
v/c Ratio		0.54			0.05		0.31	0.20		0.42	0.47	
Uniform Delay, d1		20.1			18.3		22.4	9.1		23.8	11.3	
Progression Factor		1.00			1.00		0.95	1.32		1.00	1.00	
Incremental Delay, d2		1.1			0.0		0.2	0.2		0.7	1.1	
Delay (s)		21.2			18.3		21.5	12.3		24.4	12.4	
Level of Service		C			B		C	B		C	B	
Approach Delay (s)		21.2			18.3			13.7			13.4	
Approach LOS		C			B			B			B	
Intersection Summary												
HCM 2000 Control Delay		14.5			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.46										
Actuated Cycle Length (s)		55.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		48.6%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

23: Friars & Napa

Existing AM

2/16/2013



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	285	340	285	347	192	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.0	5.6	5.6	4.9	4.9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.95	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	0.99	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1593	3185	3185	1356	3046	1277
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1593	3185	3185	1356	3046	1277
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	365	436	365	445	246	45
RTOR Reduction (vph)	0	0	0	321	2	32
Lane Group Flow (vph)	365	436	365	124	249	8
Confl. Peds. (#/hr)				23	10	
Confl. Bikes (#/hr)	5		3		2	3
Turn Type	Prot	NA	NA	Perm	Perm	Perm
Protected Phases	7	4	8			
Permitted Phases				8	6	6
Actuated Green, G (s)	20.1	43.2	19.1	19.1	14.4	14.4
Effective Green, g (s)	20.1	43.2	19.1	19.1	14.4	14.4
Actuated g/C Ratio	0.29	0.63	0.28	0.28	0.21	0.21
Clearance Time (s)	4.4	6.0	5.6	5.6	4.9	4.9
Vehicle Extension (s)	2.0	4.6	4.2	4.2	5.0	5.0
Lane Grp Cap (vph)	467	2008	888	378	640	268
v/s Ratio Prot	c0.23	0.14	c0.11			
v/s Ratio Perm				0.09	c0.08	0.01
v/c Ratio	0.78	0.22	0.41	0.33	0.39	0.03
Uniform Delay, d1	22.2	5.4	20.1	19.6	23.3	21.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.7	0.1	0.5	0.8	0.8	0.1
Delay (s)	29.9	5.5	20.6	20.4	24.1	21.6
Level of Service	C	A	C	C	C	C
Approach Delay (s)		16.6	20.5		23.8	
Approach LOS		B	C		C	
Intersection Summary						
HCM 2000 Control Delay			19.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.54			
Actuated Cycle Length (s)			68.5		Sum of lost time (s)	14.9
Intersection Capacity Utilization			52.6%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

Existing AM

24: Friars & Colusa

2/16/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	405	5	8	694	52	40	3	48	60	4	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7		4.4	6.0			4.9	4.9		4.9	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	1.00		1.00	1.00			1.00	1.00		1.00	0.98
Flpb, ped/bikes	1.00	1.00		0.99	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1770	3531		1745	3494			1772	1583		1780	1553
Flt Permitted	0.95	1.00		0.95	1.00			0.69	1.00		0.70	1.00
Satd. Flow (perm)	1770	3531		1745	3494			1276	1583		1309	1553
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	53	476	6	9	816	61	47	4	56	71	5	40
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	47	0	0	33
Lane Group Flow (vph)	53	482	0	9	873	0	0	51	9	0	76	7
Confl. Peds. (#/hr)	18		10	18		10	8					8
Confl. Bikes (#/hr)		7			5							1
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		6
Actuated Green, G (s)	3.7	30.0		0.8	26.8			9.1	9.1		9.1	9.1
Effective Green, g (s)	3.7	30.0		0.8	26.8			9.1	9.1		9.1	9.1
Actuated g/C Ratio	0.07	0.55		0.01	0.49			0.17	0.17		0.17	0.17
Clearance Time (s)	4.4	5.7		4.4	6.0			4.9	4.9		4.9	4.9
Vehicle Extension (s)	2.0	6.1		2.0	6.4			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	119	1929		25	1705			211	262		216	257
v/s Ratio Prot	c0.03	c0.14		0.01	c0.25							
v/s Ratio Perm								0.04	0.01		c0.06	0.00
v/c Ratio	0.45	0.25		0.36	0.51			0.24	0.04		0.35	0.03
Uniform Delay, d1	24.6	6.5		26.8	9.6			19.9	19.2		20.3	19.2
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.0	0.2		3.2	0.8			0.2	0.0		0.4	0.0
Delay (s)	25.6	6.7		30.0	10.4			20.1	19.2		20.6	19.2
Level of Service	C	A		C	B			C	B		C	B
Approach Delay (s)		8.6			10.5			19.7			20.1	
Approach LOS		A			B			B			C	
Intersection Summary												
HCM 2000 Control Delay			11.2			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			54.9			Sum of lost time (s)			15.3			
Intersection Capacity Utilization			49.3%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: Morena Bl & Jellett

Existing AM
2/16/2013

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 		 	 
Volume (veh/h)	12	15	707	34	19	403
Sign Control	Stop		Free		Free	Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	768	37	21	438
Pedestrians			6			6
Lane Width (ft)			12.0			12.0
Walking Speed (ft/s)			4.0			4.0
Percent Blockage			1			1
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1175			441
pX, platoon unblocked	0.95	0.95			0.95	
vC, conflicting volume	1053	409			805	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	960	284			700	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	98			98	
cM capacity (veh/h)	236	676			852	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	29	512	293	21	219	219
Volume Left	13	0	0	21	0	0
Volume Right	16	0	37	0	0	0
cSH	370	1700	1700	852	1700	1700
Volume to Capacity	0.08	0.30	0.17	0.02	0.13	0.13
Queue Length 95th (ft)	6	0	0	2	0	0
Control Delay (s)	15.6	0.0	0.0	9.3	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	15.6	0.0		0.4		
Approach LOS	C					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			30.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Denver & Infulf/Ingulf

Existing AM
2/16/2013

																			
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations																			
Sign Control		Stop			Stop			Stop			Stop								
Volume (vph)	181	17	6	3	23	70	0	168	3	12	118	106							
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89							
Hourly flow rate (vph)	203	19	7	3	26	79	0	189	3	13	133	119							
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2														
Volume Total (vph)	229	108	192	146	119														
Volume Left (vph)	203	3	0	13	0														
Volume Right (vph)	7	79	3	0	119														
Hadj (s)	0.19	-0.40	0.02	0.08	-0.67														
Departure Headway (s)	5.4	5.1	5.3	5.8	5.0														
Degree Utilization, x	0.35	0.15	0.29	0.23	0.17														
Capacity (veh/h)	618	636	629	586	671														
Control Delay (s)	11.3	9.0	10.5	9.3	7.8														
Approach Delay (s)	11.3	9.0	10.5	8.6															
Approach LOS	B	A	B	A															
Intersection Summary																			
Delay				9.9															
Level of Service				A															
Intersection Capacity Utilization				40.8%	ICU Level of Service	A													
Analysis Period (min)				15															

HCM Unsignalized Intersection Capacity Analysis

12: Morena & Savannah

Existing AM
2/16/2013

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	14	616	417	31	7	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	16	708	479	36	8	7
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		748	779			
pX, platoon unblocked						
vC, conflicting volume	517				1239	499
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	517				1239	499
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				96	99
cM capacity (veh/h)	1047				190	570
Direction, Lane #	NB 1	NB 2	SB 1	SE 1		
Volume Total	16	708	515	15		
Volume Left	16	0	0	8		
Volume Right	0	0	36	7		
cSH	1047	1700	1700	275		
Volume to Capacity	0.02	0.42	0.30	0.05		
Queue Length 95th (ft)	1	0	0	4		
Control Delay (s)	8.5	0.0	0.0	18.9		
Lane LOS	A			C		
Approach Delay (s)	0.2		0.0	18.9		
Approach LOS				C		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			42.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

Existing PM Peak Hour

1: Morena Bl & Cesner

2/1/2014

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	28	58	384	41	123	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0		5.5	5.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frpb, ped/bikes	0.99		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.91		0.99		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1642		3473		1770	3539
Flt Permitted	0.98		1.00		0.95	1.00
Satd. Flow (perm)	1642		3473		1770	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	63	417	45	134	587
RTOR Reduction (vph)	57	0	5	0	0	0
Lane Group Flow (vph)	36	0	457	0	134	587
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	7.6		43.3		8.4	57.2
Effective Green, g (s)	7.6		43.3		8.4	57.2
Actuated g/C Ratio	0.10		0.58		0.11	0.76
Clearance Time (s)	5.0		5.0		5.5	5.0
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Lane Grp Cap (vph)	166		2010		198	2706
v/s Ratio Prot	c0.02		0.13		c0.08	c0.17
v/s Ratio Perm						
v/c Ratio	0.22		0.23		0.68	0.22
Uniform Delay, d1	30.9		7.6		31.9	2.5
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.2		0.3		7.0	0.2
Delay (s)	31.1		7.9		38.9	2.7
Level of Service	C		A		D	A
Approach Delay (s)	31.1		7.9			9.4
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			10.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.29			
Actuated Cycle Length (s)			74.8		Sum of lost time (s)	15.5
Intersection Capacity Utilization			44.0%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

2: I-5 NB Ramp & Clairmont

Existing PM Peak Hour

2/1/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	97	721	0	0	663	352	117	0	787	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5	5.5	5.5		5.5			
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00		1.00			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		0.98			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1593	3185			3185	1425	1593		1399			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	1593	3185			3185	1425	1593		1399			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	101	751	0	0	691	367	122	0	820	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	241	0	0	0	0	0	0
Lane Group Flow (vph)	101	751	0	0	691	126	122	0	820	0	0	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA			NA	Prot	Prot		custom			
Protected Phases	7	4			8	8	2		2			
Permitted Phases									4			
Actuated Green, G (s)	6.6	31.0			18.9	18.9	13.1		44.1			
Effective Green, g (s)	6.6	31.0			18.9	18.9	13.1		44.1			
Actuated g/C Ratio	0.12	0.56			0.34	0.34	0.24		0.80			
Clearance Time (s)	5.5	5.5			5.5	5.5	5.5		5.5			
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lane Grp Cap (vph)	190	1791			1092	488	378		1399			
v/s Ratio Prot	0.06	0.24			0.22	0.09	0.08		0.14			
v/s Ratio Perm									0.45			
v/c Ratio	0.53	0.42			0.63	0.26	0.32		0.59			
Uniform Delay, d1	22.8	6.9			15.2	13.0	17.3		2.1			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	1.4	0.1			0.9	0.1	0.2		0.4			
Delay (s)	24.2	7.0			16.1	13.1	17.5		2.5			
Level of Service	C	A			B	B	B		A			
Approach Delay (s)		9.0			15.1			4.4			0.0	
Approach LOS		A			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		9.7			HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio		0.84										
Actuated Cycle Length (s)		55.1			Sum of lost time (s)				16.5			
Intersection Capacity Utilization		86.5%			ICU Level of Service				E			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Morena Bl & Infulf

Existing PM Peak Hour

2/1/2014

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	175	23	398	175	29	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5	5.5	5.5	5.5
Lane Util. Factor	0.97		0.95	1.00	1.00	0.95
Frpb, ped/bikes	0.99		1.00	0.96	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	0.85	1.00	1.00
Flt Protected	0.96		1.00	1.00	0.95	1.00
Satd. Flow (prot)	3383		3539	1514	1770	3539
Flt Permitted	0.96		1.00	1.00	0.95	1.00
Satd. Flow (perm)	3383		3539	1514	1770	3539
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	180	24	410	180	30	545
RTOR Reduction (vph)	14	0	0	64	0	0
Lane Group Flow (vph)	190	0	410	116	30	545
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type	Prot		NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases				2		
Actuated Green, G (s)	9.8		52.5	52.5	2.8	60.8
Effective Green, g (s)	9.8		52.5	52.5	2.8	60.8
Actuated g/C Ratio	0.12		0.64	0.64	0.03	0.75
Clearance Time (s)	5.5		5.5	5.5	5.5	5.5
Vehicle Extension (s)	2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	406		2276	974	60	2636
v/s Ratio Prot	c0.06		0.12		c0.02	c0.15
v/s Ratio Perm				0.08		
v/c Ratio	0.47		0.18	0.12	0.50	0.21
Uniform Delay, d1	33.5		5.9	5.6	38.7	3.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		0.2	0.2	2.4	0.2
Delay (s)	33.8		6.0	5.9	41.1	3.3
Level of Service	C		A	A	D	A
Approach Delay (s)	33.8		6.0			5.3
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			9.8		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.27			
Actuated Cycle Length (s)			81.6		Sum of lost time (s)	16.5
Intersection Capacity Utilization			39.4%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

4: Denver & Clairmont

Existing PM Peak Hour

2/1/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	186	984	282	117	643	47	209	14	152	83	14	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.86		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1593	3185	1364	1593	3144		1583	1421		1583	1422	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.63	1.00		0.61	1.00	
Satd. Flow (perm)	1593	3185	1364	1593	3144		1043	1421		1020	1422	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	196	1036	297	123	677	49	220	15	160	87	15	152
RTOR Reduction (vph)	0	0	156	0	5	0	0	117	0	0	111	0
Lane Group Flow (vph)	196	1036	141	123	721	0	220	58	0	87	56	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4				2			6		
Actuated Green, G (s)	13.7	33.4	33.4	8.6	28.3		21.1	21.1		21.1	21.1	
Effective Green, g (s)	13.7	33.4	33.4	8.6	28.3		21.1	21.1		21.1	21.1	
Actuated g/C Ratio	0.18	0.43	0.43	0.11	0.36		0.27	0.27		0.27	0.27	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	279	1362	583	175	1139		281	383		275	384	
v/s Ratio Prot	c0.12	c0.33		0.08	0.23			0.04			0.04	
v/s Ratio Perm			0.10				c0.21			0.09		
v/c Ratio	0.70	0.76	0.24	0.70	0.63		0.78	0.15		0.32	0.15	
Uniform Delay, d1	30.3	19.0	14.3	33.5	20.6		26.4	21.7		22.7	21.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.4	2.3	0.1	10.0	0.9		12.3	0.1		0.2	0.1	
Delay (s)	36.7	21.3	14.4	43.5	21.5		38.7	21.8		23.0	21.7	
Level of Service	D	C	B	D	C		D	C		C	C	
Approach Delay (s)		21.9			24.6			31.2			22.2	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			23.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			78.1			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			82.6%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: Morena Bl & Milton

Existing PM Peak Hour

2/1/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	L	R
Volume (vph)	54	88	544	73	37	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5		5.5	5.5
Lane Util. Factor	1.00		0.95		1.00	0.95
Frpb, ped/bikes	0.99		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.92		0.98		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1655		3463		1770	3539
Flt Permitted	0.98		1.00		0.95	1.00
Satd. Flow (perm)	1655		3463		1770	3539
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	56	91	561	75	38	660
RTOR Reduction (vph)	76	0	8	0	0	0
Lane Group Flow (vph)	71	0	628	0	38	660
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	6.3		19.7		2.1	27.3
Effective Green, g (s)	6.3		19.7		2.1	27.3
Actuated g/C Ratio	0.14		0.44		0.05	0.61
Clearance Time (s)	5.5		5.5		5.5	5.5
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Lane Grp Cap (vph)	233		1529		83	2166
v/s Ratio Prot	c0.04		c0.18		0.02	c0.19
v/s Ratio Perm						
v/c Ratio	0.30		0.41		0.46	0.30
Uniform Delay, d1	17.2		8.5		20.7	4.1
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.3		0.1		1.5	0.0
Delay (s)	17.4		8.6		22.2	4.2
Level of Service	B		A		C	A
Approach Delay (s)	17.4		8.6			5.1
Approach LOS	B		A			A
Intersection Summary						
HCM 2000 Control Delay			7.8		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.41			
Actuated Cycle Length (s)			44.6		Sum of lost time (s)	16.5
Intersection Capacity Utilization			45.1%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

8: Morena Bl & Napier

Existing PM Peak Hour

2/1/2014

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	51	29	576	81	36	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5		5.5	5.5
Lane Util. Factor	1.00		0.95		1.00	0.95
Frpb, ped/bikes	0.99		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.95		0.98		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1705		3459		1770	3539
Flt Permitted	0.97		1.00		0.95	1.00
Satd. Flow (perm)	1705		3459		1770	3539
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	53	30	594	84	37	691
RTOR Reduction (vph)	27	0	8	0	0	0
Lane Group Flow (vph)	56	0	670	0	37	691
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	4.7		23.4		2.1	31.0
Effective Green, g (s)	4.7		23.4		2.1	31.0
Actuated g/C Ratio	0.10		0.50		0.04	0.66
Clearance Time (s)	5.5		5.5		5.5	5.5
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Lane Grp Cap (vph)	171		1733		79	2349
v/s Ratio Prot	c0.03		c0.19		0.02	c0.20
v/s Ratio Perm						
v/c Ratio	0.33		0.39		0.47	0.29
Uniform Delay, d1	19.5		7.2		21.8	3.3
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.4		0.1		1.6	0.0
Delay (s)	19.9		7.3		23.4	3.3
Level of Service	B		A		C	A
Approach Delay (s)	19.9		7.3			4.3
Approach LOS	B		A			A
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)			46.7		Sum of lost time (s)	16.5
Intersection Capacity Utilization			43.3%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

9: West Morena/Morena Bl & Morena

Existing PM Peak Hour

2/1/2014

	↑	↖	↙	↓	↘	↗
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑↑		↖	↑↑	↖	↗
Volume (vph)	387	26	191	501	15	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5	5.5	5.5	5.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3499		1770	3539	1770	1552
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3499		1770	3539	1770	1552
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	391	26	193	506	15	316
RTOR Reduction (vph)	5	0	0	0	0	266
Lane Group Flow (vph)	412	0	193	506	15	50
Confl. Peds. (#/hr)		10	10		10	10
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases						8
Actuated Green, G (s)	10.7		9.9	26.1	7.0	7.0
Effective Green, g (s)	10.7		9.9	26.1	7.0	7.0
Actuated g/C Ratio	0.24		0.22	0.59	0.16	0.16
Clearance Time (s)	5.5		5.5	5.5	5.5	5.5
Vehicle Extension (s)	2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	848		397	2094	280	246
v/s Ratio Prot	c0.12		c0.11	0.14	0.01	
v/s Ratio Perm						c0.03
v/c Ratio	0.49		0.49	0.24	0.05	0.20
Uniform Delay, d1	14.3		14.9	4.3	15.7	16.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		0.3	0.0	0.0	0.1
Delay (s)	14.5		15.2	4.3	15.8	16.3
Level of Service	B		B	A	B	B
Approach Delay (s)	14.5			7.3	16.3	
Approach LOS	B			A	B	
Intersection Summary						
HCM 2000 Control Delay		11.4		HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio		0.41				
Actuated Cycle Length (s)		44.1		Sum of lost time (s)		16.5
Intersection Capacity Utilization		43.1%		ICU Level of Service		A
Analysis Period (min)		15				
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

10: Morena & Knoxville

Existing PM Peak Hour

2/1/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	6	33	206	1	24	23	391	284	11	293	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0	5.0		5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Frpb, ped/bikes		0.98			1.00	0.96		1.00	0.96		1.00	
Flpb, ped/bikes		1.00			0.99	1.00		1.00	1.00		1.00	
Frt		0.90			1.00	0.85		1.00	0.85		1.00	
Flt Protected		0.99			0.95	1.00		1.00	1.00		1.00	
Satd. Flow (prot)		1637			1756	1522		1856	1521		1852	
Flt Permitted		0.95			0.69	1.00		0.97	1.00		0.99	
Satd. Flow (perm)		1564			1276	1522		1813	1521		1828	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	7	6	34	212	1	25	24	403	293	11	302	7
RTOR Reduction (vph)	0	26	0	0	0	19	0	0	111	0	1	0
Lane Group Flow (vph)	0	21	0	0	213	6	0	427	182	0	319	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8		8	4		
Actuated Green, G (s)		15.7			15.7	15.7		42.3	42.3		42.3	
Effective Green, g (s)		15.7			15.7	15.7		42.3	42.3		42.3	
Actuated g/C Ratio		0.23			0.23	0.23		0.62	0.62		0.62	
Clearance Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	
Vehicle Extension (s)		2.0			2.0	2.0		2.0	2.0		2.0	
Lane Grp Cap (vph)		361			294	351		1127	946		1137	
v/s Ratio Prot												
v/s Ratio Perm		0.01			c0.17	0.00		c0.24	0.12		0.17	
v/c Ratio		0.06			0.72	0.02		0.38	0.19		0.28	
Uniform Delay, d1		20.4			24.2	20.2		6.4	5.5		5.9	
Progression Factor		1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		0.0			7.3	0.0		1.0	0.5		0.6	
Delay (s)		20.4			31.5	20.2		7.3	6.0		6.5	
Level of Service		C			C	C		A	A		A	
Approach Delay (s)		20.4			30.3			6.8			6.5	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay		11.4			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.47										
Actuated Cycle Length (s)		68.0			Sum of lost time (s)			10.0				
Intersection Capacity Utilization		56.5%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing PM Peak Hour

11: Morena & Tecolote

2/1/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	472	55	545	25	66	30	443	193	17	17	176	319
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.5	5.5	5.0	5.0		5.5	5.5			5.5	5.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.91	0.91			0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.97	1.00	0.99		1.00	1.00			0.99	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.99			0.96	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			1.00	1.00
Satd. Flow (prot)	3433	1863	1530	1770	1761		1610	3281			1677	1466
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97			1.00	1.00
Satd. Flow (perm)	3433	1863	1530	1770	1761		1610	3281			1677	1466
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	519	60	599	27	73	33	487	212	19	19	193	351
RTOR Reduction (vph)	0	0	424	0	18	0	0	3	0	0	14	209
Lane Group Flow (vph)	519	60	175	27	88	0	243	472	0	0	282	58
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4									6
Actuated Green, G (s)	15.8	23.6	23.6	1.3	9.6		16.9	16.9			17.4	17.4
Effective Green, g (s)	15.8	23.6	23.6	1.3	9.6		16.9	16.9			17.4	17.4
Actuated g/C Ratio	0.20	0.29	0.29	0.02	0.12		0.21	0.21			0.22	0.22
Clearance Time (s)	5.0	5.5	5.5	5.0	5.0		5.5	5.5			5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	672	544	447	28	209		337	687			361	316
v/s Ratio Prot	c0.15	0.03		0.02	0.05		c0.15	0.14			c0.17	
v/s Ratio Perm			c0.11									0.04
v/c Ratio	0.77	0.11	0.39	0.96	0.42		0.72	0.69			0.78	0.18
Uniform Delay, d1	30.7	20.9	22.8	39.7	33.0		29.7	29.5			29.9	25.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	5.0	0.0	0.2	153.1	0.5		6.3	2.3			9.7	0.1
Delay (s)	35.8	20.9	23.0	192.7	33.5		36.0	31.7			39.6	25.9
Level of Service	D	C	C	F	C		D	C			D	C
Approach Delay (s)		28.5			65.8			33.2			33.1	
Approach LOS		C			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			32.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			80.7			Sum of lost time (s)			21.5			
Intersection Capacity Utilization			68.5%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

13: Morena & Buenos

Existing PM Peak Hour

2/1/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	4	30	57	6	21	26	521	32	11	596	43
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	4.9	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Frt		0.95			0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.97			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1687			1707		1770	1841		1770	1839	
Flt Permitted		0.82			0.80		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1420			1410		1770	1841		1770	1839	
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
Adj. Flow (vph)	62	4	33	62	7	23	28	566	35	12	648	47
RTOR Reduction (vph)	0	29	0	0	20	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	70	0	0	72	0	28	599	0	12	692	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
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)		8.5			8.5		2.6	44.1		1.2	42.7	
Effective Green, g (s)		8.5			8.5		2.6	44.1		1.2	42.7	
Actuated g/C Ratio		0.12			0.12		0.04	0.65		0.02	0.63	
Clearance Time (s)		4.9			4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		177			176		67	1193		31	1154	
v/s Ratio Prot							c0.02	0.33		0.01	c0.38	
v/s Ratio Perm		0.05			c0.05							
v/c Ratio		0.40			0.41		0.42	0.50		0.39	0.60	
Uniform Delay, d1		27.4			27.4		32.0	6.2		33.0	7.6	
Progression Factor		1.10			1.00		0.95	1.53		1.00	1.00	
Incremental Delay, d2		0.5			0.6		1.4	1.4		2.9	2.3	
Delay (s)		30.7			28.0		31.7	10.9		35.9	9.9	
Level of Service		C			C		C	B		D	A	
Approach Delay (s)		30.7			28.0			11.8			10.3	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		13.3										
HCM 2000 Volume to Capacity ratio		0.56										
Actuated Cycle Length (s)		68.0										
Intersection Capacity Utilization		51.2%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

14: Morena Bl/Morena & West Morena

Existing PM Peak Hour

2/1/2014

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	447	620	682	17	0	618
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0			5.0
Lane Util. Factor	0.91	0.91	0.95			0.88
Frpb, ped/bikes	1.00	1.00	1.00			0.97
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	1.00	1.00			0.85
Flt Protected	0.95	0.99	1.00			1.00
Satd. Flow (prot)	1607	3344	3524			2707
Flt Permitted	1.00	0.95	1.00			1.00
Satd. Flow (perm)	1692	3236	3524			2707
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	471	653	718	18	0	651
RTOR Reduction (vph)	0	0	4	0	0	84
Lane Group Flow (vph)	235	889	732	0	0	567
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Perm	NA	NA			Perm
Protected Phases		2	4			
Permitted Phases	2					6
Actuated Green, G (s)	38.6	38.6	19.4			38.6
Effective Green, g (s)	38.6	38.6	19.4			38.6
Actuated g/C Ratio	0.57	0.57	0.29			0.57
Clearance Time (s)	5.0	5.0	5.0			5.0
Vehicle Extension (s)	2.0	2.0	2.0			2.0
Lane Grp Cap (vph)	960	1836	1005			1536
v/s Ratio Prot			c0.21			
v/s Ratio Perm	0.14	c0.27				0.21
v/c Ratio	0.24	0.48	0.73			0.37
Uniform Delay, d1	7.4	8.8	21.9			8.0
Progression Factor	0.97	0.95	1.00			1.72
Incremental Delay, d2	0.6	0.9	2.3			0.1
Delay (s)	7.7	9.2	24.2			13.9
Level of Service	A	A	C			B
Approach Delay (s)		8.9	24.2		13.9	
Approach LOS		A	C		B	
Intersection Summary						
HCM 2000 Control Delay			14.7		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.57			
Actuated Cycle Length (s)			68.0		Sum of lost time (s)	10.0
Intersection Capacity Utilization			57.3%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

16: West Morena & Vega Dwy

Existing PM Peak Hour

2/1/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	4	20	36	11	5	67	323	17	9	493	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5		5.5	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			0.99		1.00	1.00		0.99	1.00	
Frt		0.95			0.99		1.00	0.99		1.00	1.00	
Flt Protected		0.97			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1696			1766		1770	3507		1756	3520	
Flt Permitted		0.81			0.76		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1406			1391		1770	3507		1756	3520	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	27	4	21	38	12	5	71	340	18	9	519	16
RTOR Reduction (vph)	0	19	0	0	4	0	0	3	0	0	2	0
Lane Group Flow (vph)	0	33	0	0	51	0	71	355	0	9	533	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
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)		4.7			4.7		3.8	24.2		0.7	21.1	
Effective Green, g (s)		4.7			4.7		3.8	24.2		0.7	21.1	
Actuated g/C Ratio		0.10			0.10		0.08	0.52		0.02	0.46	
Clearance Time (s)		5.5			5.5		5.5	5.5		5.5	5.5	
Vehicle Extension (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		143			141		145	1840		26	1611	
v/s Ratio Prot							c0.04	c0.10		0.01	c0.15	
v/s Ratio Perm		0.02			c0.04							
v/c Ratio		0.23			0.36		0.49	0.19		0.35	0.33	
Uniform Delay, d1		19.0			19.3		20.2	5.8		22.5	8.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			0.6		0.9	0.0		2.9	0.0	
Delay (s)		19.3			19.9		21.2	5.8		25.4	8.0	
Level of Service		B			B		C	A		C	A	
Approach Delay (s)		19.3			19.9			8.3			8.3	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		9.5			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.36										
Actuated Cycle Length (s)		46.1			Sum of lost time (s)			16.5				
Intersection Capacity Utilization		38.6%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing PM Peak Hour

17: West Morena & Buenos

2/1/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	28	82	32	19	34	45	372	34	39	507	4
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	5.8		4.4	5.5	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			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	
Frt		0.91			0.95		1.00	0.99		1.00	1.00	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1663			1703		1770	3483		1770	3534	
Flt Permitted		0.97			0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1613			1463		1770	3483		1770	3534	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	12	30	88	34	20	37	48	400	37	42	545	4
RTOR Reduction (vph)	0	75	0	0	31	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	55	0	0	60	0	48	431	0	42	549	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
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)		10.3			10.3		4.4	39.1		3.5	38.5	
Effective Green, g (s)		10.3			10.3		4.4	39.1		3.5	38.5	
Actuated g/C Ratio		0.15			0.15		0.06	0.58		0.05	0.57	
Clearance Time (s)		4.9			4.9		4.4	5.8		4.4	5.5	
Vehicle Extension (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		244			221		114	2002		91	2000	
v/s Ratio Prot							c0.03	0.12		0.02	c0.16	
v/s Ratio Perm		0.03			c0.04							
v/c Ratio		0.23			0.27		0.42	0.22		0.46	0.27	
Uniform Delay, d1		25.4			25.5		30.6	7.0		31.3	7.6	
Progression Factor		1.00			1.35		1.35	0.88		1.00	1.00	
Incremental Delay, d2		0.2			0.2		0.9	0.2		1.3	0.3	
Delay (s)		25.5			34.6		42.0	6.4		32.7	7.9	
Level of Service		C			C		D	A		C	A	
Approach Delay (s)		25.5			34.6			9.9			9.7	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay		13.1										
HCM 2000 Volume to Capacity ratio		0.29										
Actuated Cycle Length (s)		68.0										
Intersection Capacity Utilization		43.4%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

18: Morena Bl & Napa & Sherman

Existing PM Peak Hour

2/1/2014

												
Movement	EBL	EBR	EBR2	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations												
Volume (vph)	37	33	160	70	375	16	685	656	33	15	12	568
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	5.3		4.4	5.3			4.9	4.4
Lane Util. Factor	1.00	1.00		1.00	0.95		0.97	0.95			1.00	0.95
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			0.96	1.00
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.85		1.00	0.99		1.00	0.99			0.86	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1755	1583		1770	3513		3433	3506			1538	1501
Flt Permitted	0.28	1.00		0.95	1.00		0.95	1.00			0.49	1.00
Satd. Flow (perm)	517	1583		1770	3513		3433	3506			760	1501
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	38	34	163	71	383	16	699	669	34	15	12	580
RTOR Reduction (vph)	0	146	0	0	3	0	0	2	0	0	249	68
Lane Group Flow (vph)	38	51	0	71	396	0	699	701	0	0	56	234
Confl. Peds. (#/hr)	10	10	10	10		10	10		10	10	10	10
Turn Type	Perm	Prot		Prot	NA		Prot	NA		Perm	Prot	pm+ov
Protected Phases		4		5	2		1	6			8	1
Permitted Phases	4									8		8
Actuated Green, G (s)	14.3	14.3		28.7	20.1		87.0	78.4			14.3	101.3
Effective Green, g (s)	14.3	14.3		28.7	20.1		87.0	78.4			14.3	101.3
Actuated g/C Ratio	0.11	0.11		0.21	0.15		0.64	0.58			0.11	0.74
Clearance Time (s)	4.9	4.9		4.4	5.3		4.4	5.3			4.9	4.4
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	54	166		373	519		2196	2021			79	1118
v/s Ratio Prot		0.03		0.04	c0.11		c0.20	c0.20				0.13
v/s Ratio Perm	0.07										c0.07	0.02
v/c Ratio	0.70	0.31		0.19	0.76		0.32	0.35			0.71	0.21
Uniform Delay, d1	58.8	56.3		44.1	55.7		11.1	15.2			58.9	5.2
Progression Factor	1.00	1.00		0.78	0.80		0.86	0.84			4.37	0.01
Incremental Delay, d2	28.7	0.4		0.1	9.9		0.3	0.4			14.1	0.0
Delay (s)	87.5	56.7		34.3	54.5		9.9	13.2			271.2	0.1
Level of Service	F	E		C	D		A	B			F	A
Approach Delay (s)	61.6				51.5			11.6			136.3	
Approach LOS	E				D			B			F	
Intersection Summary												
HCM 2000 Control Delay	50.7			HCM 2000 Level of Service			D					
HCM 2000 Volume to Capacity ratio	0.45											
Actuated Cycle Length (s)	136.0			Sum of lost time (s)			14.6					
Intersection Capacity Utilization	70.6%			ICU Level of Service			C					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

19: Morena Bl & Linda Vista

Existing PM Peak Hour

2/1/2014

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	873	0	504	848	0	821
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5	5.5		5.5
Lane Util. Factor	0.97		0.95	1.00		0.95
Frpb, ped/bikes	1.00		1.00	0.96		1.00
Flpb, ped/bikes	1.00		1.00	1.00		1.00
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		3539	1521		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		3539	1521		3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	909	0	525	883	0	855
RTOR Reduction (vph)	0	0	0	444	0	0
Lane Group Flow (vph)	909	0	525	439	0	855
Confl. Peds. (#/hr)	10	10		10	10	
Turn Type	Prot		NA	Perm		NA
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	23.2		33.8	33.8		33.8
Effective Green, g (s)	23.2		33.8	33.8		33.8
Actuated g/C Ratio	0.34		0.50	0.50		0.50
Clearance Time (s)	5.5		5.5	5.5		5.5
Vehicle Extension (s)	2.0		2.0	2.0		2.0
Lane Grp Cap (vph)	1171		1759	756		1759
v/s Ratio Prot	c0.26		0.15			0.24
v/s Ratio Perm				c0.29		
v/c Ratio	0.78		0.30	0.58		0.49
Uniform Delay, d1	20.1		10.1	12.1		11.3
Progression Factor	1.90		1.00	1.00		0.77
Incremental Delay, d2	1.5		0.4	3.2		0.9
Delay (s)	39.7		10.5	15.3		9.6
Level of Service	D		B	B		A
Approach Delay (s)	39.7		13.5			9.6
Approach LOS	D		B			A
Intersection Summary						
HCM 2000 Control Delay			20.0		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.66			
Actuated Cycle Length (s)			68.0		Sum of lost time (s)	11.0
Intersection Capacity Utilization			58.1%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

20: Napa & Linda Vista

Existing PM Peak Hour

2/1/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	37	638	219	204	657	358	452	266	24	230	193	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95		0.95	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	0.95
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.96		1.00	0.95		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.99		0.95	0.99	1.00
Satd. Flow (prot)	1770	3374		1770	3311		1681	1729		1681	1760	1509
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.99		0.95	0.99	1.00
Satd. Flow (perm)	1770	3374		1770	3311		1681	1729		1681	1760	1509
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	39	679	233	217	699	381	481	283	26	245	205	135
RTOR Reduction (vph)	0	25	0	0	50	0	0	1	0	0	0	113
Lane Group Flow (vph)	39	887	0	217	1030	0	390	399	0	220	230	22
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	7			3			6	6		5	5	
Permitted Phases		4			8							5
Actuated Green, G (s)	6.5	36.0		14.1	43.6		43.3	43.3		22.6	22.6	22.6
Effective Green, g (s)	6.5	36.0		14.1	43.6		43.3	43.3		22.6	22.6	22.6
Actuated g/C Ratio	0.05	0.26		0.10	0.32		0.32	0.32		0.17	0.17	0.17
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	84	893		183	1061		535	550		279	292	250
v/s Ratio Prot	0.02			c0.12			c0.23	0.23		c0.13	0.13	
v/s Ratio Perm		0.26			c0.31							0.01
v/c Ratio	0.46	0.99		1.19	0.97		0.73	0.72		0.79	0.79	0.09
Uniform Delay, d1	63.1	49.9		61.0	45.6		41.1	41.1		54.4	54.4	48.0
Progression Factor	1.01	0.99		1.00	1.00		1.30	1.30		1.21	1.21	2.55
Incremental Delay, d2	1.1	23.8		125.4	20.8		8.2	7.8		12.5	12.0	0.1
Delay (s)	64.7	73.0		186.4	66.4		61.7	61.3		78.2	77.6	122.5
Level of Service	E	E		F	E		E	E		E	E	F
Approach Delay (s)		72.7			86.4			61.5			88.2	
Approach LOS		E			F			E			F	
Intersection Summary												
HCM 2000 Control Delay			77.7			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			136.0			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			87.8%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

21: Mildred/Miriam Wy & Linda Vista

Existing PM Peak Hour

2/1/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	256	824	94	5	773	42	68	7	10	122	21	446
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			4.9			5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	1.00
Frt	1.00	0.98		1.00	0.99			0.98			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.96	1.00
Satd. Flow (prot)	1770	3472		1762	3508			1750			1776	1552
Flt Permitted	0.95	1.00		0.95	1.00			0.67			0.75	1.00
Satd. Flow (perm)	1770	3472		1762	3508			1215			1381	1552
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	281	905	103	5	849	46	75	8	11	134	23	490
RTOR Reduction (vph)	0	8	0	0	5	0	0	9	0	0	0	380
Lane Group Flow (vph)	281	1000	0	5	890	0	0	85	0	0	157	110
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	12.0	32.6		0.9	21.5			12.6			12.5	12.5
Effective Green, g (s)	12.0	32.6		0.9	21.5			12.6			12.5	12.5
Actuated g/C Ratio	0.20	0.53		0.01	0.35			0.21			0.20	0.20
Clearance Time (s)	5.0	5.0		5.0	5.0			4.9			5.0	5.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	2.0
Lane Grp Cap (vph)	348	1855		25	1236			250			282	318
v/s Ratio Prot	c0.16	0.29		0.00	c0.25							
v/s Ratio Perm								0.07			c0.11	0.07
v/c Ratio	0.81	0.54		0.20	0.72			0.34			0.56	0.35
Uniform Delay, d1	23.4	9.3		29.7	17.1			20.7			21.8	20.8
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	12.2	0.2		1.4	1.7			0.3			1.4	0.2
Delay (s)	35.6	9.4		31.1	18.8			21.0			23.1	21.0
Level of Service	D	A		C	B			C			C	C
Approach Delay (s)		15.1			18.9			21.0			21.5	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	61.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

22: Napa & Riley

Existing PM Peak Hour

2/1/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	94	12	64	54	15	53	44	552	119	47	407	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.94		1.00	0.97		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1700			1695		1770	3420		1770	3495	
Flt Permitted		0.79			0.79		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1378			1360		1770	3420		1770	3495	
Peak-hour factor, PHF	0.97	0.97	0.97	0.98	0.97	0.98	0.98	0.98	0.97	0.97	0.98	0.98
Adj. Flow (vph)	97	12	66	55	15	54	45	563	123	48	415	29
RTOR Reduction (vph)	0	42	0	0	44	0	0	17	0	0	5	0
Lane Group Flow (vph)	0	133	0	0	80	0	45	669	0	48	439	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		1			5	2	
Permitted Phases	4			8				6				
Actuated Green, G (s)		12.0			12.0		6.3	36.6		4.4	34.7	
Effective Green, g (s)		12.0			12.0		6.3	36.6		4.4	34.7	
Actuated g/C Ratio		0.18			0.18		0.09	0.54		0.06	0.51	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		243			240		163	1840		114	1783	
v/s Ratio Prot							0.03			c0.03	0.13	
v/s Ratio Perm		c0.10			0.06			c0.20				
v/c Ratio		0.55			0.33		0.28	0.36		0.42	0.25	
Uniform Delay, d1		25.5			24.5		28.7	9.0		30.6	9.3	
Progression Factor		1.00			1.00		1.13	1.08		1.00	1.00	
Incremental Delay, d2		1.4			0.3		0.1	0.2		0.9	0.3	
Delay (s)		26.9			24.8		32.7	9.9		31.5	9.7	
Level of Service		C			C		C	A		C	A	
Approach Delay (s)		26.9			24.8			11.3			11.8	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		14.4			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.41										
Actuated Cycle Length (s)		68.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		50.6%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

23: Friars & Napa

Existing PM Peak Hour

2/1/2014



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	149	663	342	291	460	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.97	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	0.99	1.00
Frt	1.00	1.00	1.00	0.85	0.99	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1593	3185	3185	1381	3046	1273
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1593	3185	3185	1381	3046	1273
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	157	698	360	306	484	233
RTOR Reduction (vph)	0	0	0	227	4	150
Lane Group Flow (vph)	157	698	360	79	503	60
Confl. Peds. (#/hr)	10			10	10	10
Turn Type	Prot	NA	NA	Perm	Perm	Perm
Protected Phases	7	4	8			
Permitted Phases				8	6	6
Actuated Green, G (s)	8.3	26.4	13.1	13.1	14.6	14.6
Effective Green, g (s)	8.3	26.4	13.1	13.1	14.6	14.6
Actuated g/C Ratio	0.16	0.52	0.26	0.26	0.29	0.29
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	259	1648	818	354	871	364
v/s Ratio Prot	c0.10	c0.22	0.11			
v/s Ratio Perm				0.06	c0.17	0.05
v/c Ratio	0.61	0.42	0.44	0.22	0.58	0.17
Uniform Delay, d1	19.8	7.6	15.9	14.9	15.6	13.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	0.1	0.1	0.1	0.6	0.1
Delay (s)	22.6	7.7	16.0	15.1	16.1	13.7
Level of Service	C	A	B	B	B	B
Approach Delay (s)		10.4	15.6		15.4	
Approach LOS		B	B		B	
Intersection Summary						
HCM 2000 Control Delay			13.6		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.56			
Actuated Cycle Length (s)			51.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			52.5%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

24: Friars & Colusa

Existing PM Peak Hour

2/1/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	931	35	38	523	49	24	4	24	102	7	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98		1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.99	1.00		0.99	1.00
Frt	1.00	0.99		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1770	3516		1770	3483			1776	1553		1768	1553
Flt Permitted	0.95	1.00		0.95	1.00			0.72	1.00		0.72	1.00
Satd. Flow (perm)	1770	3516		1770	3483			1336	1553		1327	1553
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	60	990	37	40	556	52	26	4	26	109	7	53
RTOR Reduction (vph)	0	2	0	0	5	0	0	0	21	0	0	43
Lane Group Flow (vph)	60	1025	0	40	603	0	0	30	5	0	116	10
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		6
Actuated Green, G (s)	4.1	26.2		2.3	24.4			10.4	10.4		10.4	10.4
Effective Green, g (s)	4.1	26.2		2.3	24.4			10.4	10.4		10.4	10.4
Actuated g/C Ratio	0.08	0.49		0.04	0.45			0.19	0.19		0.19	0.19
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	134	1709		75	1576			257	299		256	299
v/s Ratio Prot	c0.03	c0.29		0.02	0.17							
v/s Ratio Perm								0.02	0.00		c0.09	0.01
v/c Ratio	0.45	0.60		0.53	0.38			0.12	0.02		0.45	0.03
Uniform Delay, d1	23.8	10.0		25.3	9.8			18.0	17.6		19.2	17.7
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.9	0.4		3.6	0.1			0.1	0.0		0.5	0.0
Delay (s)	24.7	10.4		28.9	9.8			18.0	17.6		19.7	17.7
Level of Service	C	B		C	A			B	B		B	B
Approach Delay (s)		11.2			11.0			17.8			19.1	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM 2000 Control Delay			12.0			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			53.9			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			57.2%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: Morena Bl & Jellett

Existing PM Peak Hour

2/1/2014

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	26	577	31	44	620
Sign Control	Stop		Free		Free	Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	23	30	656	35	50	705
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)			1175		441	
pX, platoon unblocked	0.97					
vC, conflicting volume	1126	345			691	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1069	345			691	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	95			94	
cM capacity (veh/h)	198	651			900	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	52	437	254	50	352	352
Volume Left	23	0	0	50	0	0
Volume Right	30	0	35	0	0	0
cSH	327	1700	1700	900	1700	1700
Volume to Capacity	0.16	0.26	0.15	0.06	0.21	0.21
Queue Length 95th (ft)	14	0	0	4	0	0
Control Delay (s)	18.1	0.0	0.0	9.2	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	18.1	0.0		0.6		
Approach LOS	C					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			33.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 6: Infulf/Ingulf & Denver

Existing PM Peak Hour
2/1/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	218	22	5	1	15	39	4	107	3	32	151	241
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	253	26	6	1	17	45	5	124	3	37	176	280
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	285	64	133	493								
Volume Left (vph)	253	1	5	37								
Volume Right (vph)	6	45	3	280								
Hadj (s)	0.20	-0.39	0.03	-0.29								
Departure Headway (s)	5.8	5.7	5.7	4.9								
Degree Utilization, x	0.46	0.10	0.21	0.67								
Capacity (veh/h)	574	519	560	708								
Control Delay (s)	13.8	9.4	10.3	17.2								
Approach Delay (s)	13.8	9.4	10.3	17.2								
Approach LOS	B	A	B	C								
Intersection Summary												
Delay				14.8								
Level of Service				B								
Intersection Capacity Utilization				58.0%	ICU Level of Service	B						
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

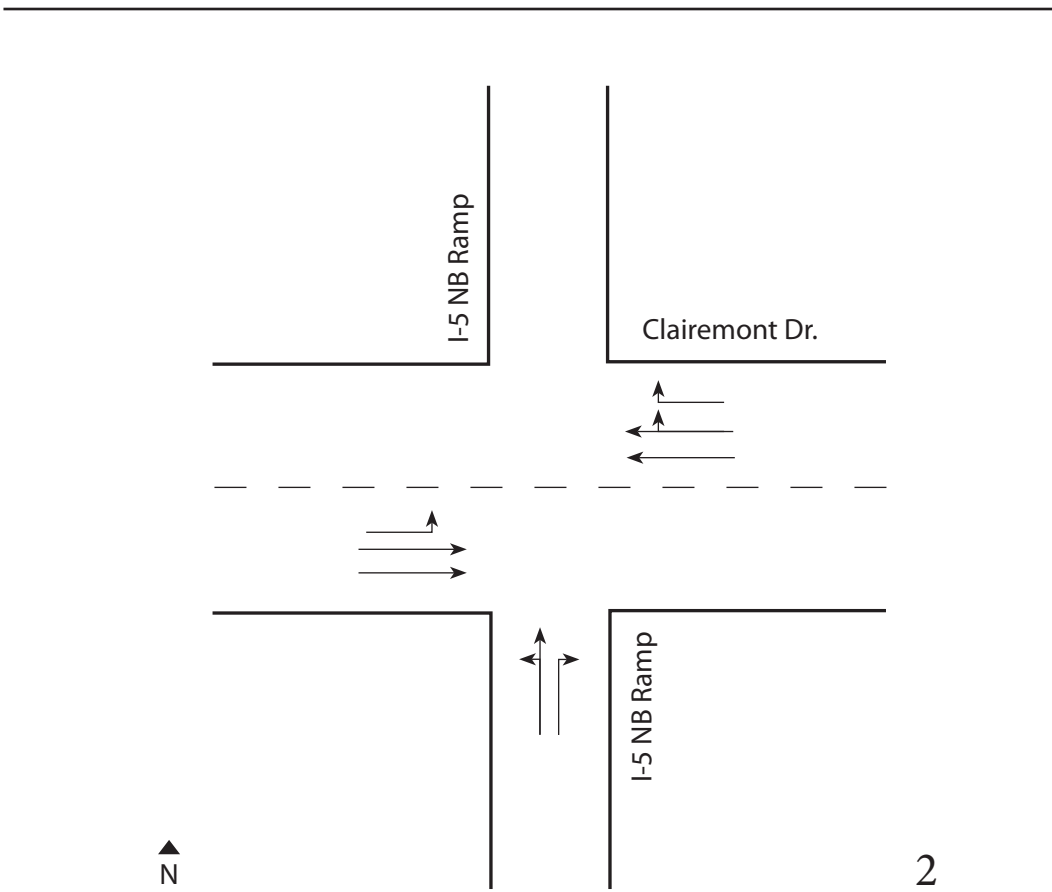
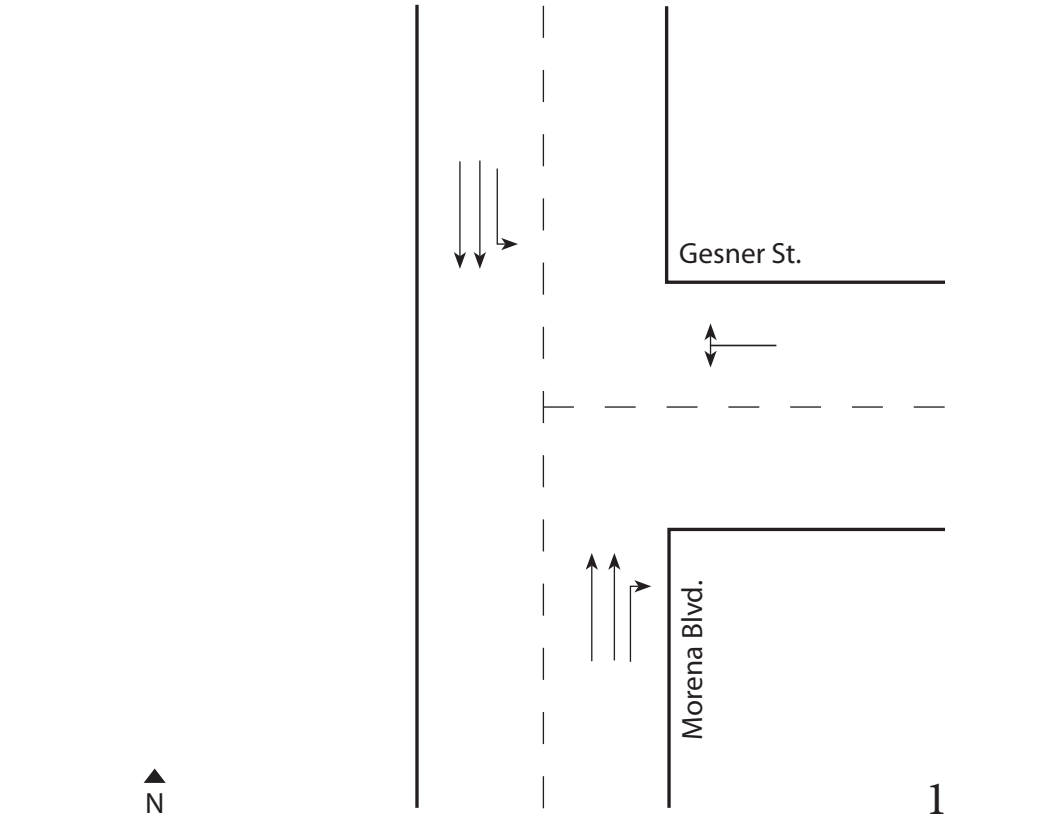
12: Morena & Savannah

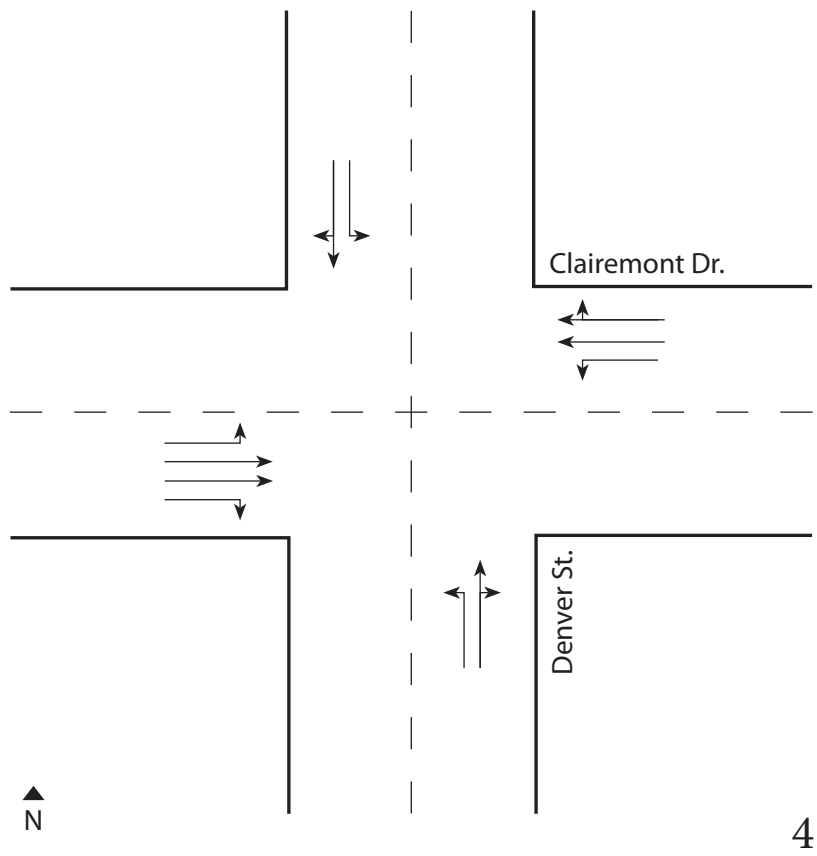
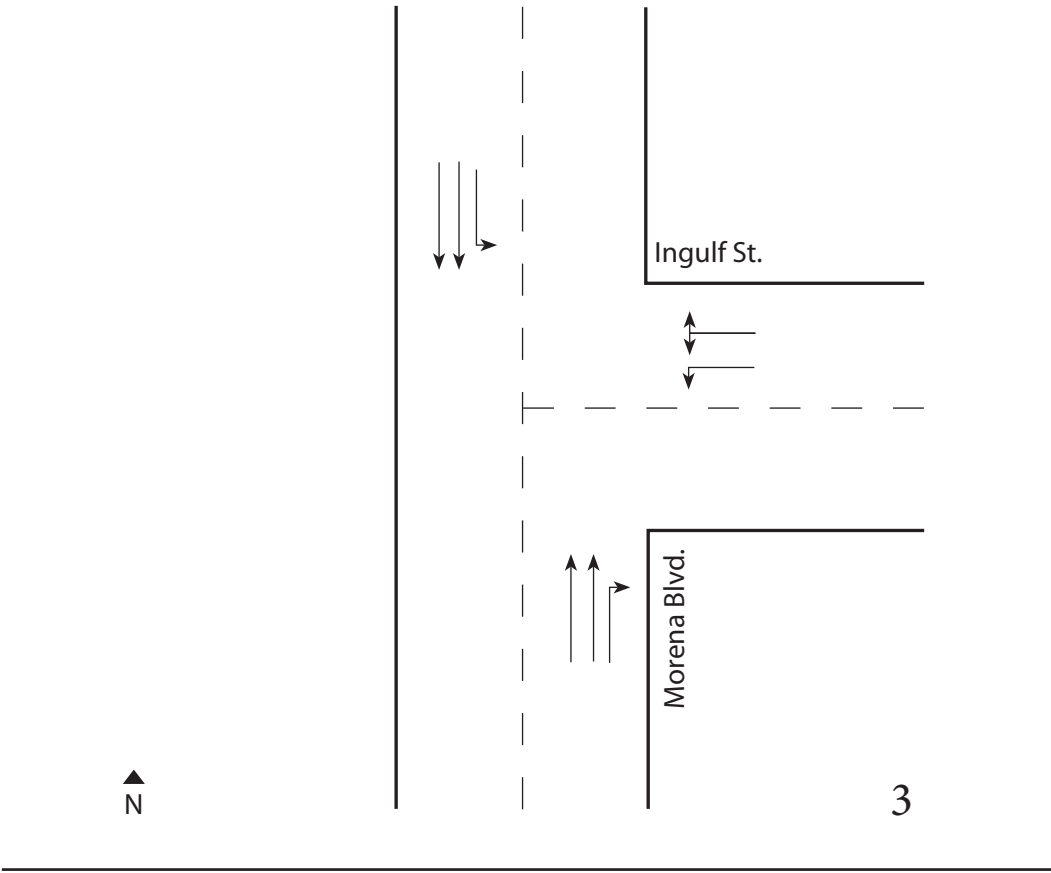
Existing PM Peak Hour
2/1/2014

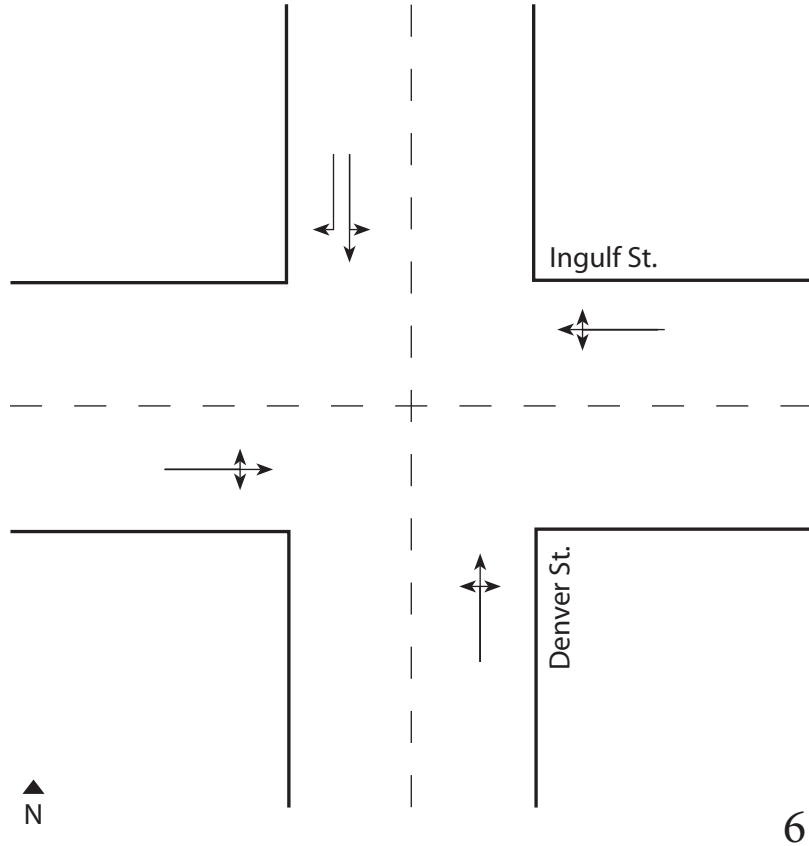
						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	4	598	699	26	32	24
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	650	760	28	35	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		748	431			
pX, platoon unblocked	0.78				0.78	0.78
vC, conflicting volume	788				1433	774
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	583				1413	565
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				70	94
cM capacity (veh/h)	770				117	407
Direction, Lane #	NB 1	NB 2	SB 1	SE 1		
Volume Total	4	650	788	61		
Volume Left	4	0	0	35		
Volume Right	0	0	28	26		
cSH	770	1700	1700	169		
Volume to Capacity	0.01	0.38	0.46	0.36		
Queue Length 95th (ft)	0	0	0	38		
Control Delay (s)	9.7	0.0	0.0	37.9		
Lane LOS	A			E		
Approach Delay (s)	0.1		0.0	37.9		
Approach LOS				E		
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			48.4%		ICU Level of Service	A
Analysis Period (min)			15			

Morena Blvd Station Area Planning Study

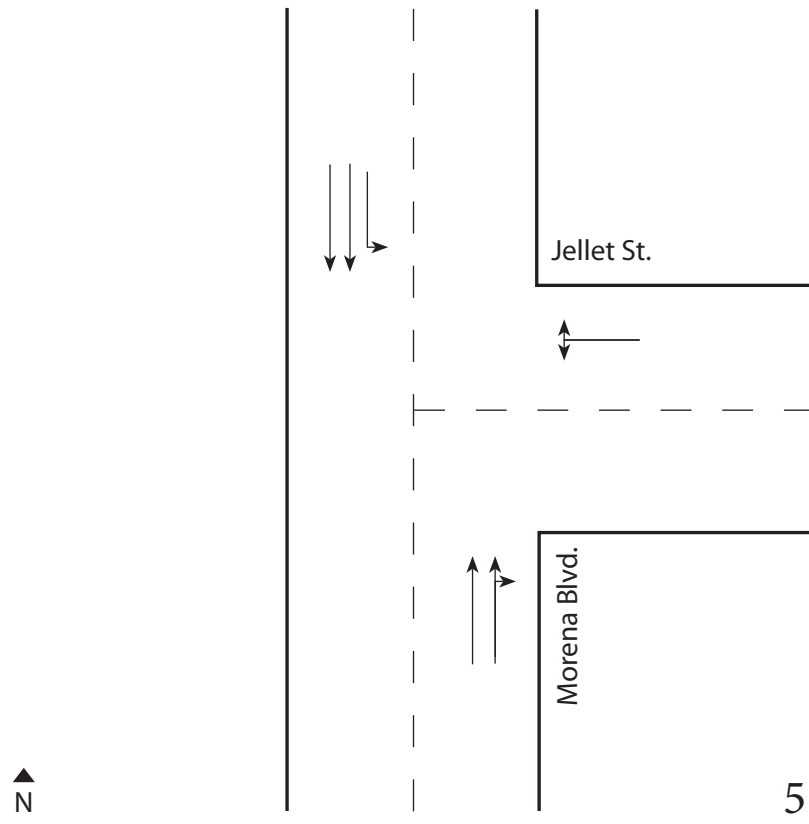
Traffic Analysis Appendix: Intersection Geometry Diagrams



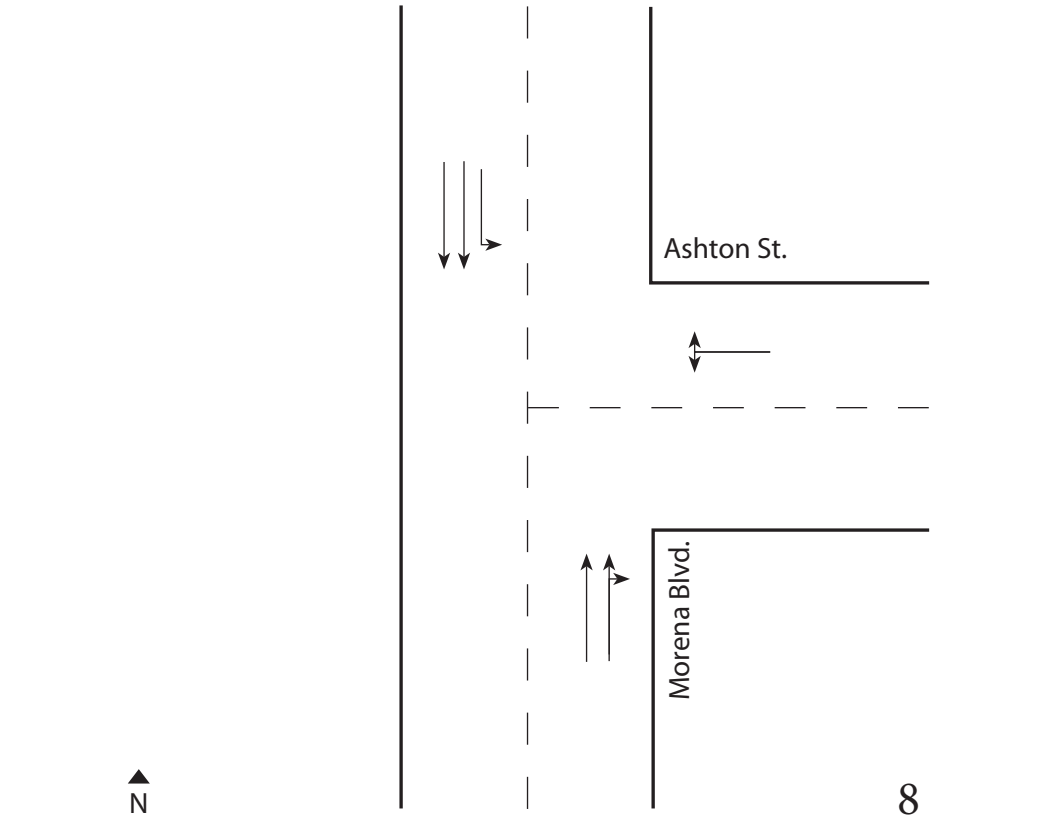
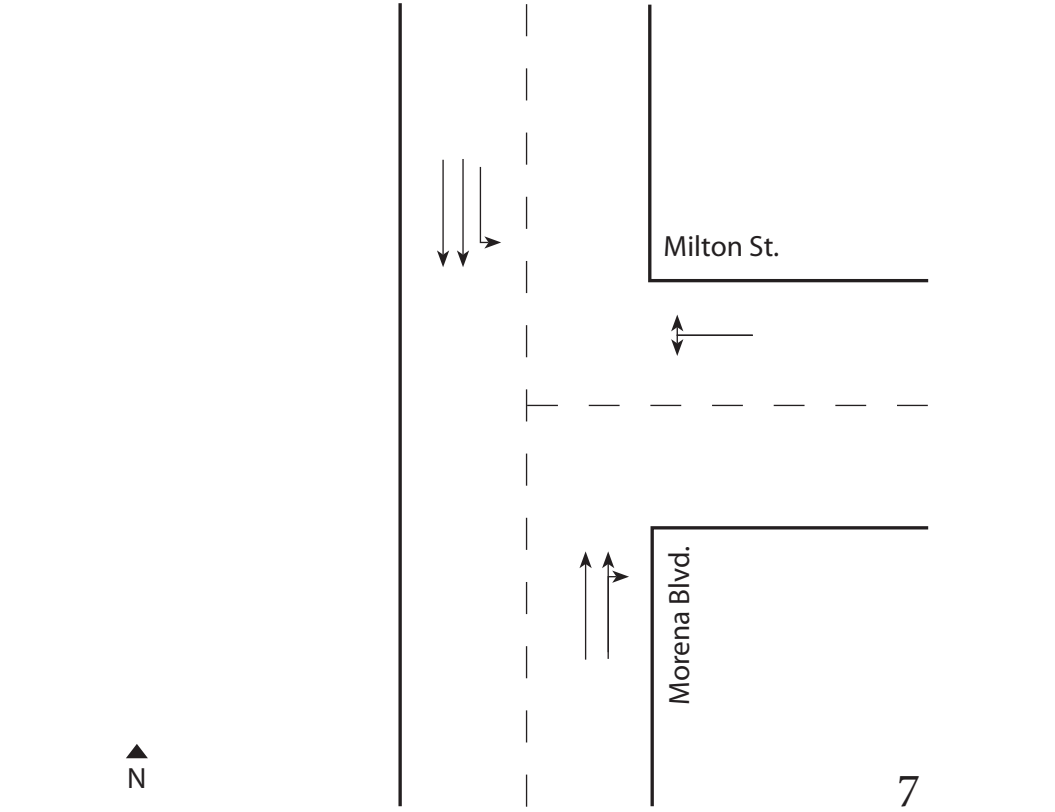


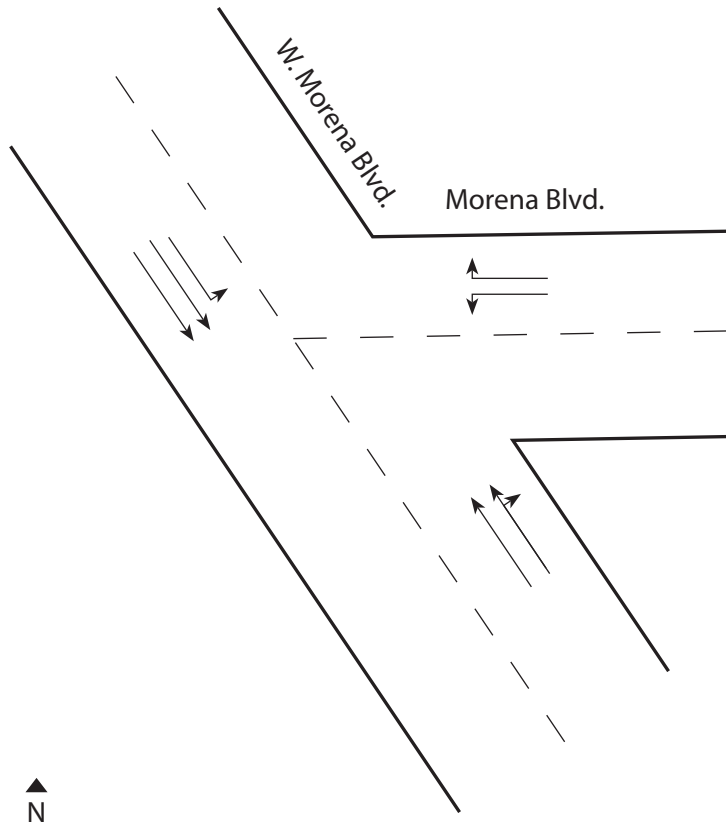


6

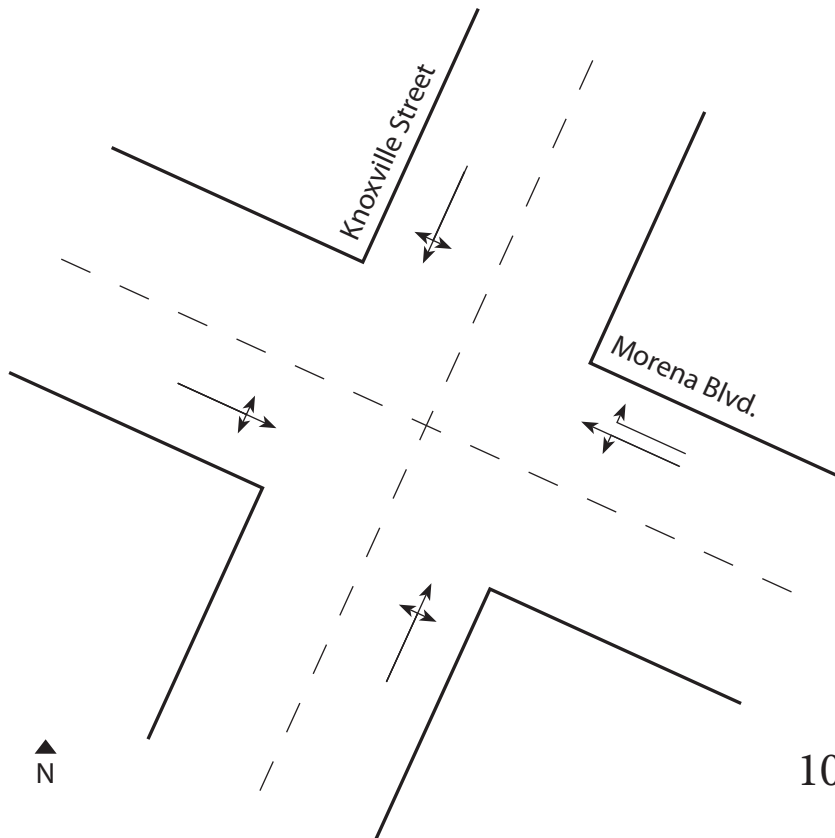


5

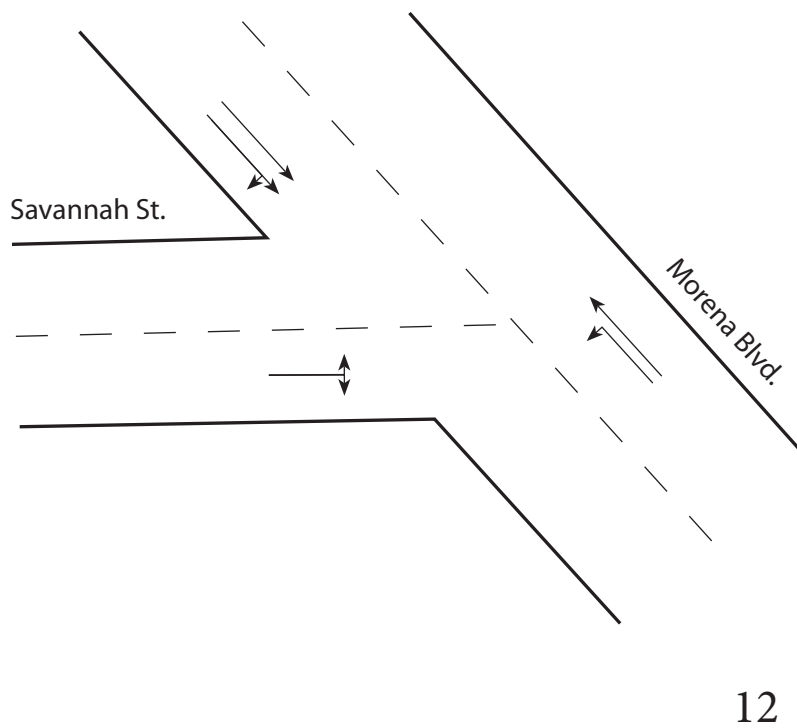
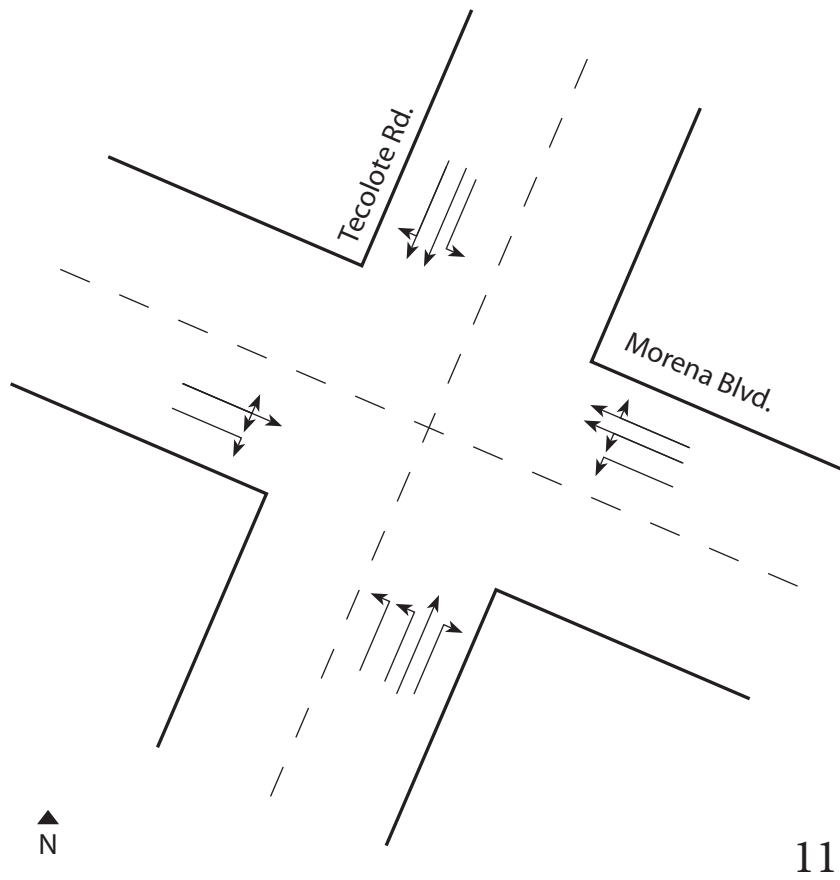


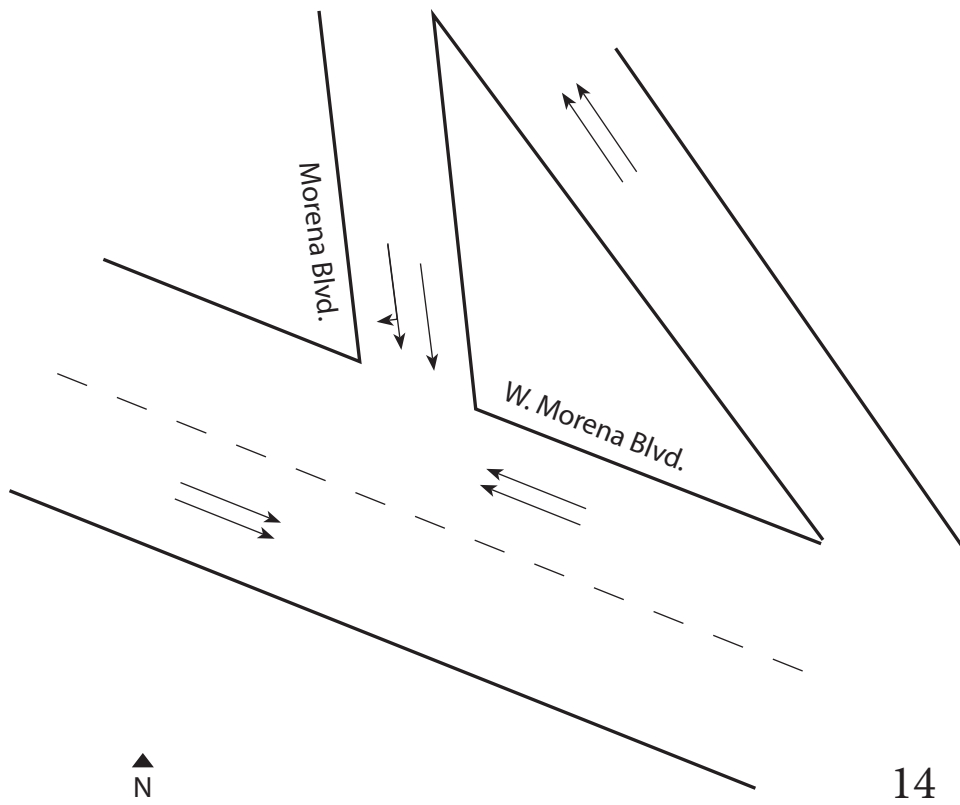
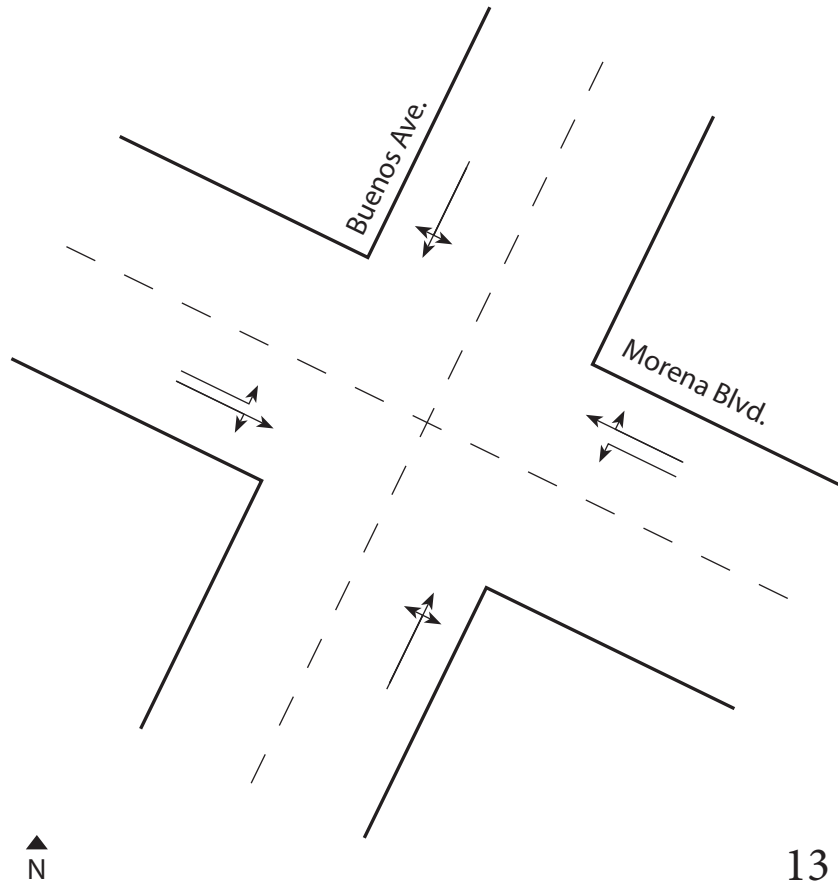


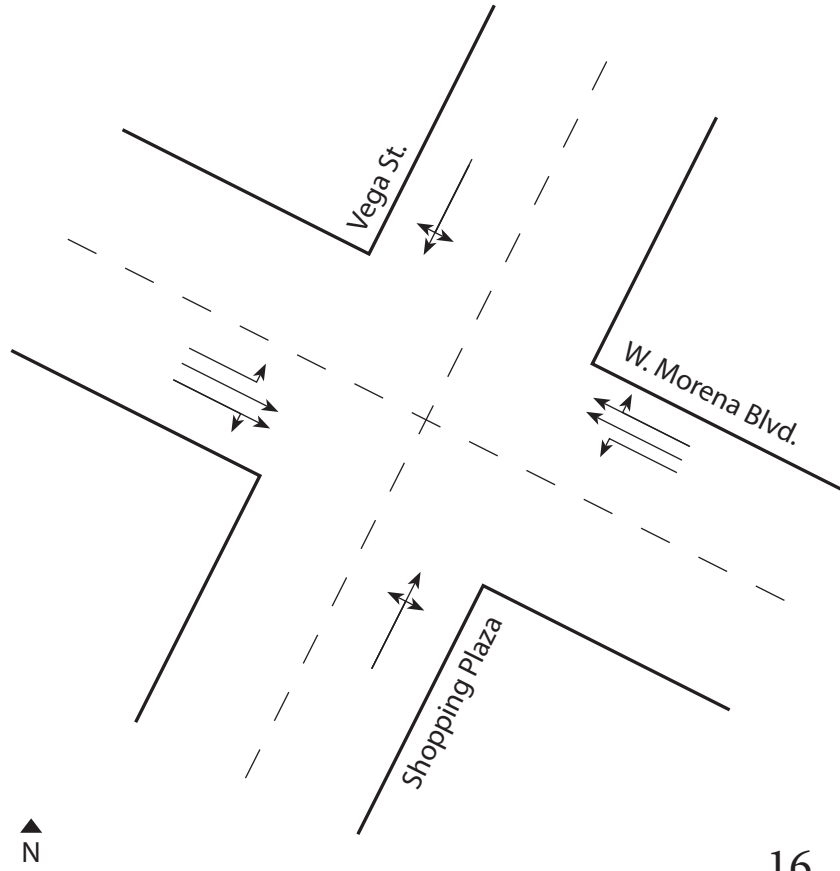
9



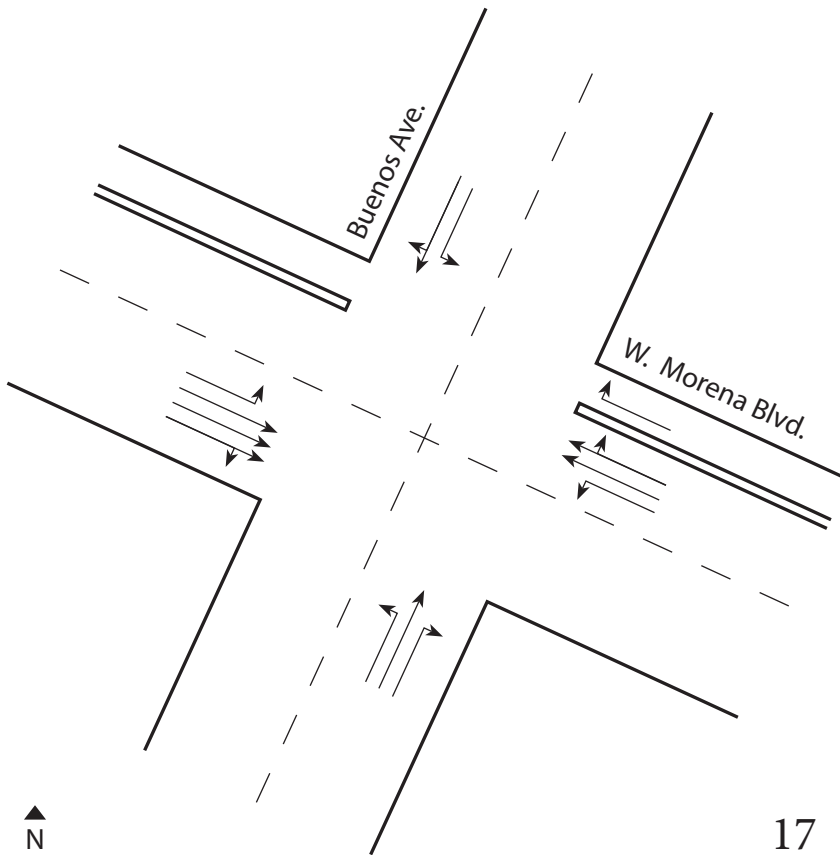
10



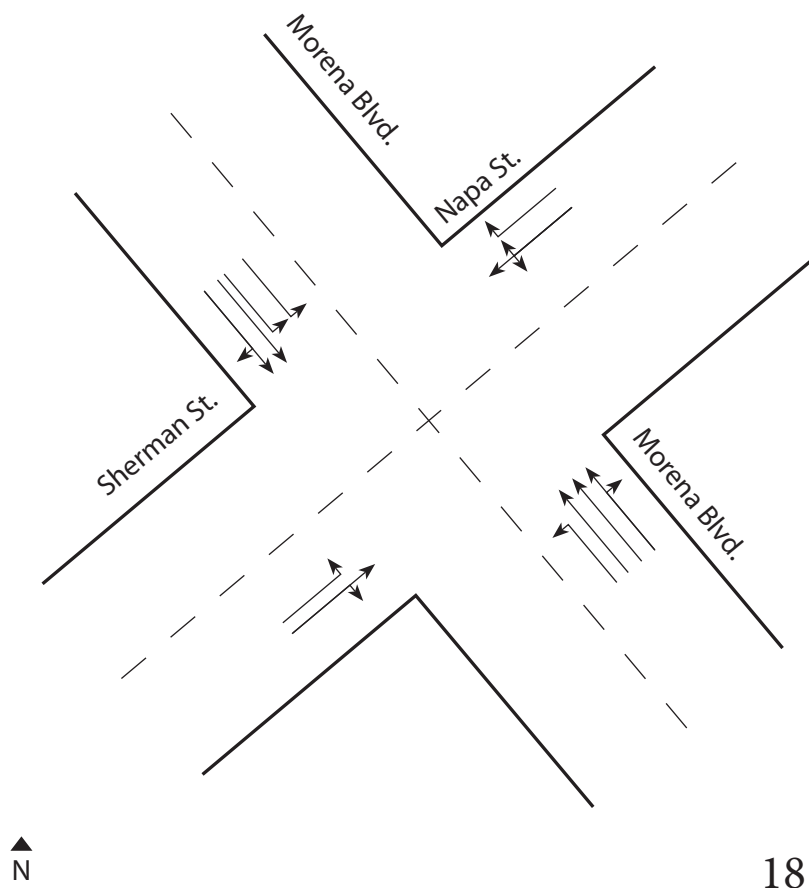




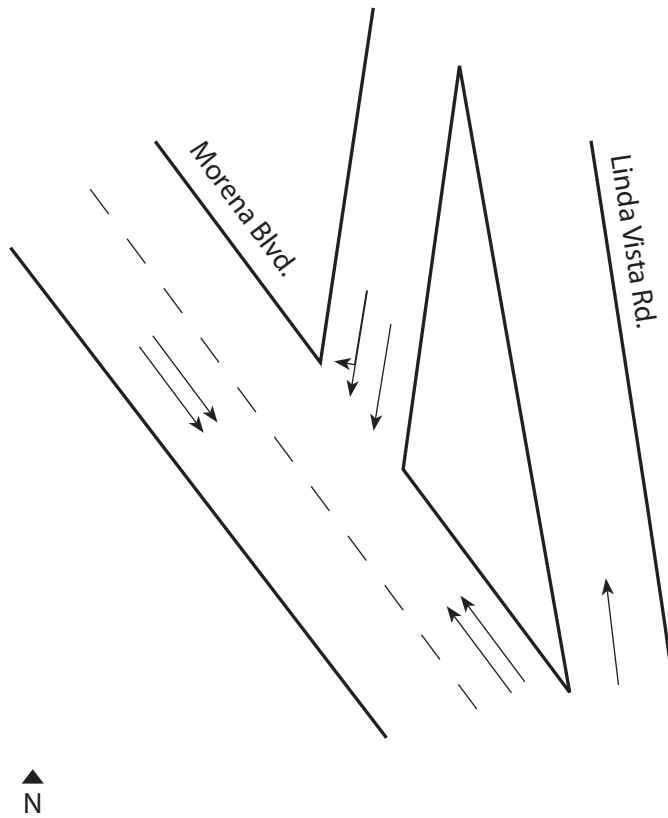
16



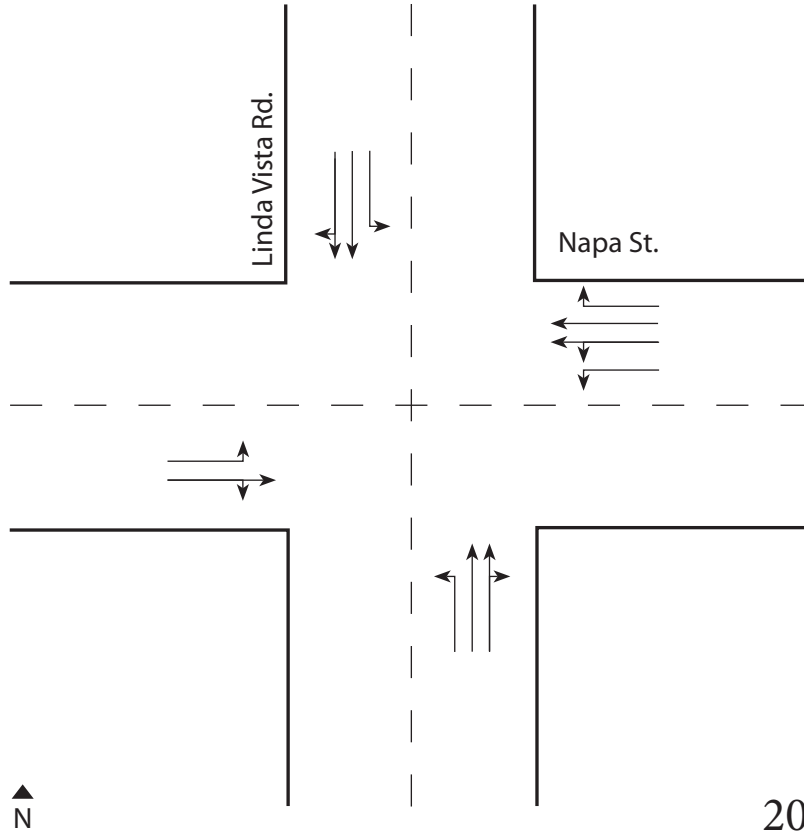
17



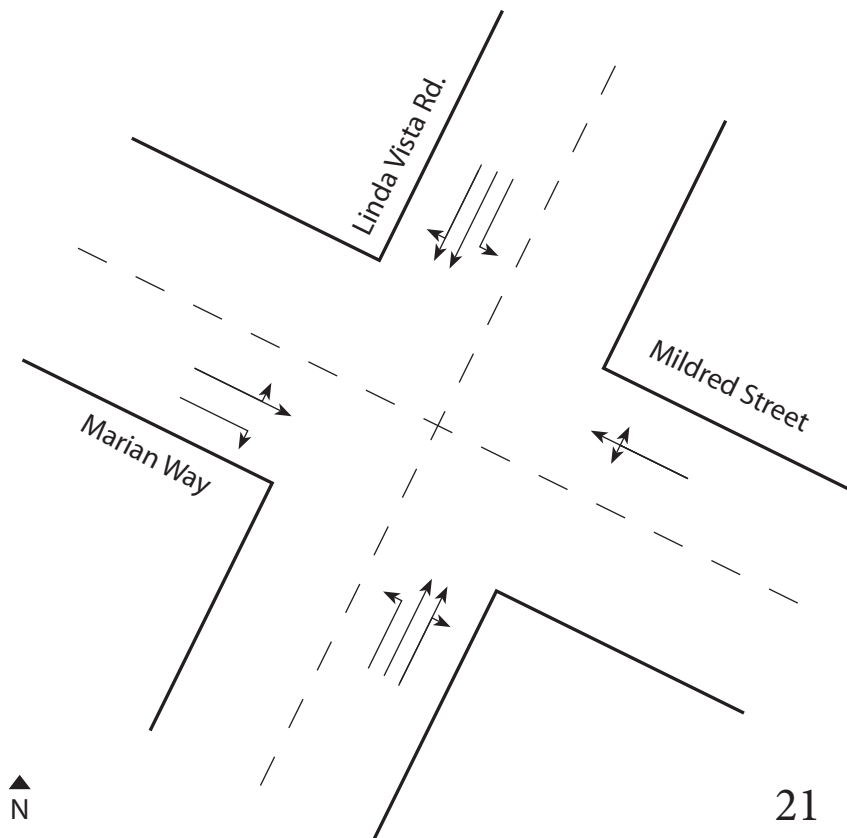
18



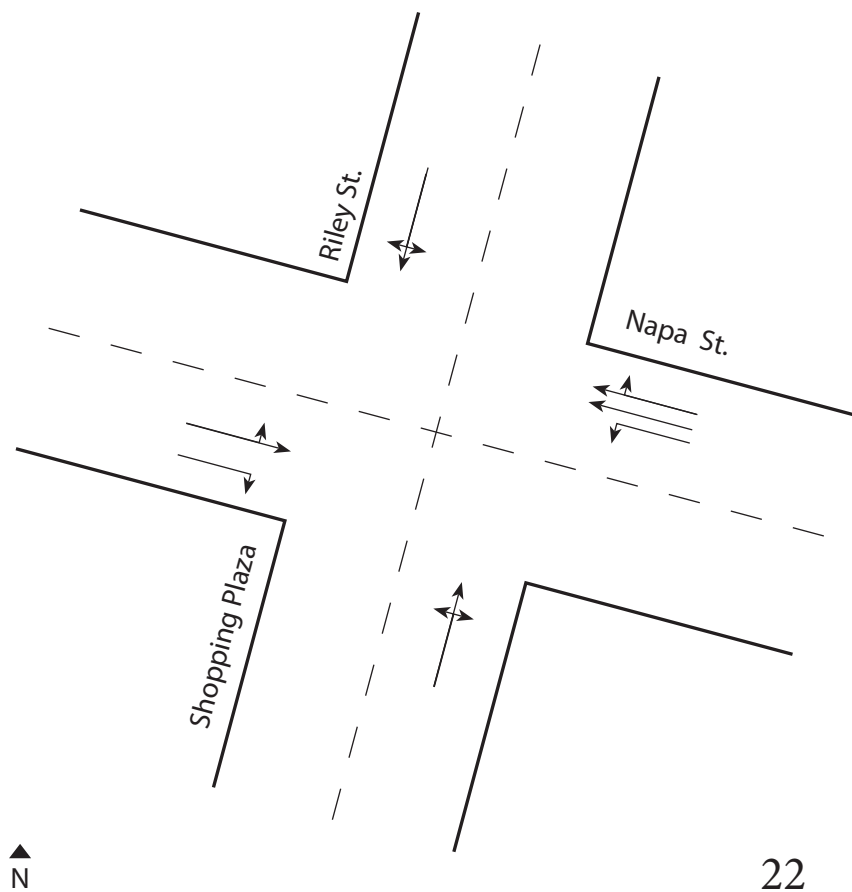
19



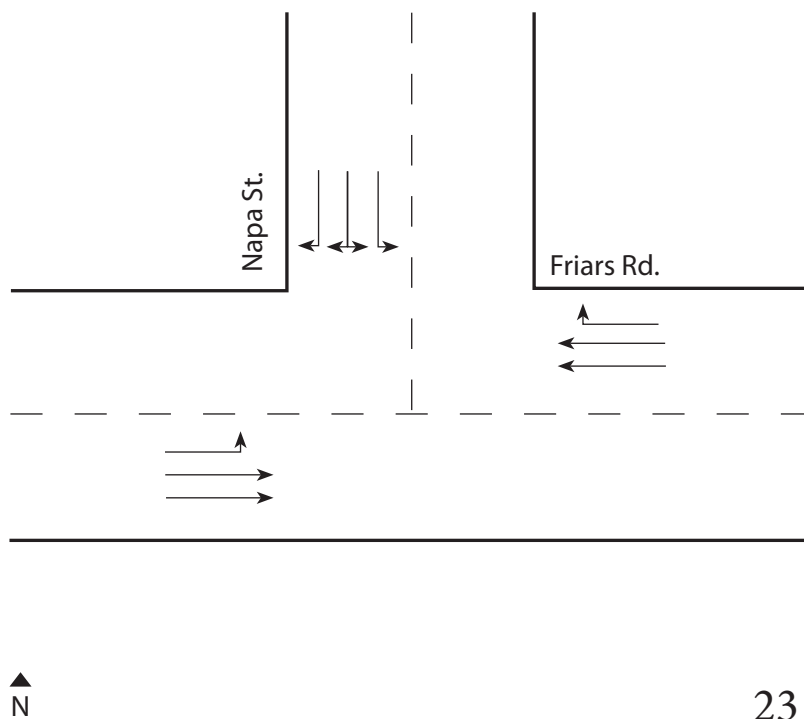
20



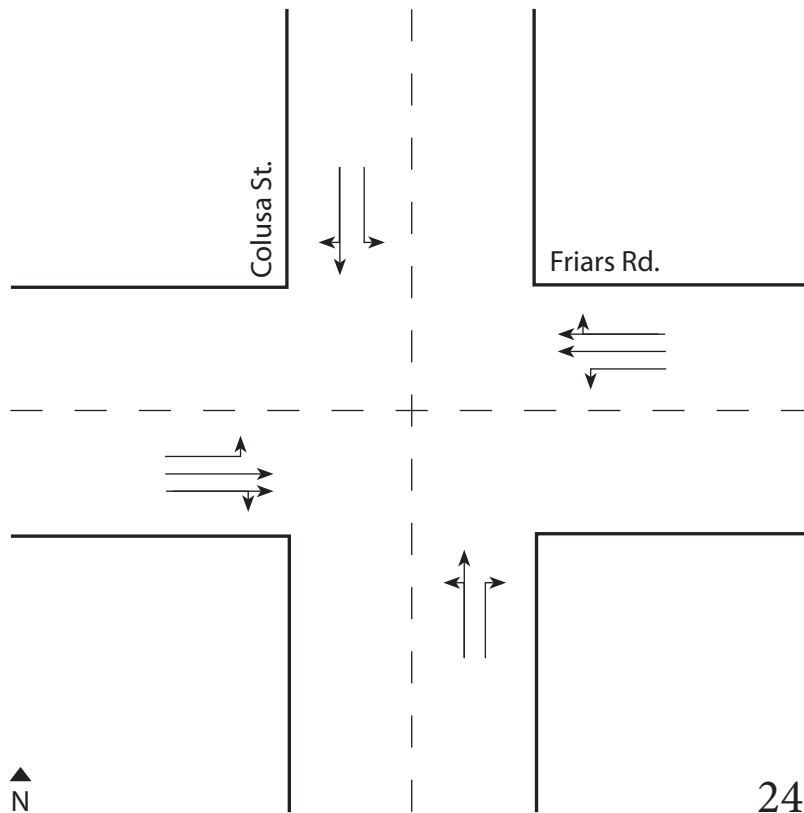
21



22



23



Morena Blvd Station Area Planning Study

Traffic Analysis Appendix: Signal Timing Reports - Coordinated

INTERSECTION: Buenos St & Morena Blvd

Group Assignment:
Field Master Assignment: NONEN/S Street Name: MORENA BL
E/W Street Name: BUENOS STLast Database Change:
System Ref. Number:

Row	Column # →	Phase # →	Phase							
			1	2	3	4	5	6	7	8
0	Ped Walk			7		7		7		7
1	Ped FDW			12		16		8		15
2	Min Green		4	7		4	4	7		4
3	Type 3 Limit									
4	Add/Veh									
5	Veh Extn		2.0	3.9		2.0	2.0	3.9		2.0
6	Max Gap		2.0	3.9		2.0	2.0	3.9		2.0
7	Min Gap		2.0	0.2		2.0	2.0	0.2		2.0
8	Max Limit		30	60		40	30	60		40
9	Max Limit 2									
A	Bus Adv									
B	Call to Phs							0.1		
C	Reduce By			0.1				0.8		
D	Every			0.8						
E	Yellow		3.4	3.9		3.9	3.4	3.9		3.9
F	Red Clear		1.0	1.0		1.0	1.0	1.0		1.0

Phase Timing - Bank 1
F + Phase + Row

<F Page>

Row	E	F	Row
RR-1 Delay		Permit	12_456_8
RR-1 Clear		Red Lock	
EV-A Delay	0	Yellow Lock	
EV-A Clear	0	Min Recall	
EV-B Delay	0	Ped Recall	
EV-B Clear	0	Peds (View)	2_4_6_8
EV-C Delay	0	Rest In Walk	
EV-C Clear	0	Red Rest	
EV-D Delay	0	Dbl Entry	4_8
EV-D Clear	0	Max Recall	
RR-2 Delay		Soft Recall	2_6
RR-2 Clear		Max 2	
View EV Delay	---	Cond Serv	
View EV Clear	---	Ped Lock	12345678
View RR Delay	---	Yellow Start	2_6
View RR Clear	---	1st Phases	4_8

Preempt Timing
F + E + RowPhase Functions <F Page>
F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
Start / Revert Times		
Drop Number	4	C + 0 + 0
Zone Number	4	C + 0 + 1
Area Number	5	C + 0 + 2
Area Address	87	C + 0 + 3
QuicNet Channel	COM52:	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	2_4_6_8	0
Lag Phases		<C Page>

Overlap Timing

Row	9	C	D	0
Overlap A	Green	Yellow	Red	Load-
Overlap B	Clear	Change	Clear	Switch #
Overlap C				
Overlap D				

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		
F + 0 + 8		

Disable Ports	234
Disable Communication Ports	
D + D + 9	

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = FlashManual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Timing Sheet By: LEM

Approved By: FLG

Drawing Number: 26733-1-d

Timing Implemented On: 4/21/10

INTERSECTION: Buenos St & Morena Blvd

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0	00 : 01	E	1234567	1
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions
 0 = Permitted Phases
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest in Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 2 - Phase Bank 2
 Bit 3 - Phase Bank 3
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 7 - Detector Count Monitor
 Bit 8 - Real Time Split Monitor
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omil	
6	Overlap B - Green Omil	
7	Overlap C - Green Omil	
8	Overlap D - Green Omil	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags

1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 = Remote Download
 6 = Special Event
 7 = Prelimed Operation
 8 = Split Ring Operation

IC Select Flags

1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Day of Week

1 = Sunday
 2 = Monday
 3 = Tuesday
 4 = Wednesday
 5 = Thursday
 6 = Friday
 7 = Saturday

Time and Date

8-0 Hour, Minute, Day-of-Week
 8-1 Day-of-Month, Year, Month
 8-F Seconds

Program Information

C + C + 0 = program
 C + C + F = version

Assign 5 Outputs

1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 =

Remote Download

C + 0 + 4 = 1 -255
 w/ E + E + E bit 5 on

Disable Parity	0	D+B+0
----------------	---	-------

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

INTERSECTION: Buenos St & Morena Blvd

223 Program

	1	3			
Row	Delay	Carry-over	Detector Name	332 Input File	Detector Number
0				111	14
1		1.8		212U	1
2				212L	5
3				213U	21
4				213L	25
5				214	9
6				315	16
7	5.0			416U	3
8	4.0			416L	7
9				417U	23
A				417L	27
B				418	11
C				119U	18
D				319L	20
E	---	---	---	---	---
F	---	---	---	---	---

	2	4			
Row	Delay	Carry-over	Detector Name	332 Input File	Detector Number
0				5J1	13
1		1.8		6J2U	2
2				6J2L	6
3				6J3U	22
4				6J3L	26
5				6J4	10
6				7J5	15
7	5.0			8J6U	4
8				8J6L	8
9				8J7U	24
A				8J7L	28
B				8J8	12
C				5J9U	17
D				7J9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 - - - -	1234
C	13 14 15 16 17 18 19 20	12345678
D	- - - - 21 22 23 24	5678
E	- - - - - - - -	1234
F	- 25 26 27 28 - - -	2345

Active Detectors <D Page>

Row	0	Detector #
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

INTERSECTION: Buenos St & Morena Blvd

Coordination Timing By:

10/27/2009

Implemented On:

Row	Column # → Plan Name →	Plan								
		1	2	3	4	5	6	7	8	9
			MID			AM	PM			
0	Cycle Length		96			55	68			
1	Phase 1 - ForceOff		42			30	30			
2	Phase 2 - ForceOff		0			0	0			
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff		30			20	20			
5	Phase 5 - ForceOff		45			33	33			
6	Phase 6 - ForceOff		0			0	0			
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff		30			20	20			
9	Ring Offset									
A	Offset A		13			40	5			
B	Offset B									
C	Offset C									
D	Permissive		10			6	7			
E	Hold Release		255			255	255			
F	Ped Shift		0			0	0			

Coordination

<C Page>

C + Plan + ROW

FOR OBSERVATION ONLY

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	08 : 30	E	A	1234567
2	10 : 30	2	A	23456
3	13 : 30	6	A	23456
4	18 : 00	E	A	1234567
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

E		Row	F
		0	Free Lag
		1	Plan 1 - Lag
		2	Plan 2 - Lag
		3	Plan 3 - Lag
		4	Plan 4 - Lag
		5	Plan 5 - Lag
		6	Plan 6 - Lag
		7	Plan 7 - Lag
		8	Plan 8 - Lag
		9	Plan 9 - Lag
		A	Coord Max *
		B	Coord Lag *
		C	
		D	
		E	
		F	

Sync Phases

C + E + FUNCTION #

Lag Phases

<C Page>

C + F + FUNCTION #

Transition Type	0
TBC Transition	
C + D + D	
Transition Type	
0 = Shortway	
Non-zero = Lengthen	

① BAD Ø8 LOOPS

INTERSECTION: Buenos St & W Morena Bl

223 Program

Group Assignment:
Field Master Assignment:

N/S Street Name: W MORENA BL
E/W Street Name: BUENOS ST

Last Database Change:
System Ref. Number:

		W. Morena		Buenos		W. Morena		Buenos	
Column # →		Phase							
Phase # →		1	2	3	4	5	6	7	8
Row		←	↓		←	↘	↑		→
0	Ped Walk		7				7		7
1	Ped FDW		15				9		28
2	Min Green	4	7		4	4	7		6 ① A
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	3.6		2.0	2.0	4.3		2.0
6	Max Gap	2.0	3.6		2.0	2.0	4.3		2.0
7	Min Gap	2.0	0.2		2.0	2.0	0.2		2.0
8	Max Limit	30	60		40	30	60		40
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.9				0.7		
E	Yellow	3.4	4.8		3.9	3.4	4.5		3.9
F	Red Clear	1.0	1.0		1.0	1.0	1.0		1.0

Phase Timing - Bank 1

F + Phase + Row

<F Page>

Preempt Timing

F + E + Row

Phase Functions <F Page>

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

Start / Revert Times

Drop Number	8	C + 0 + 0
Zone Number	8	C + 0 + 1
Area Number	5	C + 0 + 2
Area Address	91	C + 0 + 3
QuicNet Channel	COM52:	(QuicNet)

Communication Addresses

C + F + 0	F	Row
Free Lag	2 4 6 8	0

Lag Phases <C Page>

Overlap Timing

		9	C	D	0
		Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash 255 (minutes)

Downtime Before Auto Manual Flash

F + 0 + 8

Disable Ports 234

Disable Communication Ports

D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Timing Sheet By: LEM

Approved By: FLG

Drawing Number: 20407-5-D

Timing Implemented On: 4/21/10

41

INTERSECTION: Buenos St & W Morena BI

223 Program

Row	Time	Function	Day of Week	Column F
0	00 : 01	E	1234567	1
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omil	
6	Overlap B - Green Omil	
7	Overlap C - Green Omil	
8	Overlap D - Green Omil	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

E + E + ROW

For access, set F + 9 + E = 1

T.O.D. Functions
 0 = Permitted Phases
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 2 - Phase Bank 2
 Bit 3 - Phase Bank 3
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 7 - Detector Count Monitor
 Bit 8 - Real Time Split Monitor
 F = Output Bits 1 thru 4

Extra 1 Flags
 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 = Remote Download
 6 = Special Event
 7 = Prelimed Operation
 8 = Split Ring Operation

IC Select Flags
 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

Day of Week

1 = Sunday
 2 = Monday
 3 = Tuesday
 4 = Wednesday
 5 = Thursday
 6 = Friday
 7 = Saturday

Time and Date

8-0 Hour, Minute, Day-of-Week
 8-1 Day-of-Month, Year, Month
 8-F Seconds

Program Information

C + C + 0 = program
 C + C + F = version

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

E + F + ROW

<E Page>

Assign 5 Outputs
 1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 =

Disable Parity 0 D+B+0
Dial-Up Telephone Communications
 (If set to a non-zero value, parity will be disabled)

Remote Download

C + 0 + 4 = 1 -255
 w/ E + E + E bit 5 on

	1	3			
Row	Delay	Carry-over	Detector Name	332 Input File	Detector Number
0				1I1	14
1		1.8		2I2U	1
2				2I2L	5
3				2I3U	21
4				2I3L	25
5				2I4	9
6				3I5	16
7	5.0			4I6U	3
8				4I6L	7
9	7.0			4I7U	23
A				4I7L	27
B				4I8	11
C				1I9U	18
D				3I9L	20
E	---	---	---	---	---
F	---	---	---	---	---

	2	4			
Row	Delay	Carry-over	Detector Name	332 Input File	Detector Number
0				5J1	13
1		1.8		6J2U	2
2				6J2L	6
3				6J3U	22
4				6J3L	26
5				6J4	10
6				7J5	15
7	10.0			8J6U	4
8				8J6L	8
9				8J7U	24
A				8J7L	28
B				8J8	12
C				5J9U	17
D				7J9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carrvoer <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- 21 22 23 24	5678
E	-- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	0	Detector #
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

INTERSECTION: Buenos St & W Morena Bl

223 Program

Coordination Timing By: LG
Implemented On: 10/27/2009

Row	Column # -->	Plan Name -->	Plan								
			1	2	3	4	5	6	7	8	9
				MID		AM	PM				
0		Cycle Length		96		55	68				
1		Phase 1 - ForceOff		50		40	30				
2		Phase 2 - ForceOff		0		0	0				
3		Phase 3 - ForceOff									
4		Phase 4 - ForceOff		38		25	20				
5		Phase 5 - ForceOff		50		40	30				
6		Phase 6 - ForceOff		0		0	0				
7		Phase 7 - ForceOff									
8		Phase 8 - ForceOff		38		25	20				
9		Ring Offset									
A		Offset A		46		11	8				
B		Offset B									
C		Offset C									
D		Permissive		10		6	7				
E		Hold Release		255		255	255				
F		Ped Shift		0		5	0				

Coordination

<C Page>

C + Plan + ROW

FOR OBSERVATION ONLY

Master Plan C + A + 2
Current Plan C + A + 3
Next Plan C + A + 4
T.O.D. Plan C + A + 5
Master Cycle C + A + 0
Ring A Cycle C + B + 0
Ring B Cycle C + D + 0
Min Cycle C + A + E
Max Cycle C + B + E

Row	Time	Plan	Offset	Day of Week
0	06 : 30	4	A	23456
1	08 : 30	E	A	1234567
2	10 : 30	2	A	23456
3	13 : 30	E	A	1234567
4	15 : 30	5	A	23456
5	18 : 00	E	A	1234567
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

E		Row	F	
		0	Free Lag	2 4 6 8
Plan 1		1	Plan 1 - Lag	
Plan 2	2 6	2	Plan 2 - Lag	2 4 6 8
Plan 3		3	Plan 3 - Lag	
Plan 4	2 6	4	Plan 4 - Lag	2 4 6 8
Plan 5	2 6	5	Plan 5 - Lag	2 4 6 8
Plan 6		6	Plan 6 - Lag	
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

Transition Type	0
TBC Transition	
C + D + D	

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: LINDA VISTA RD @ MARIAN/MILDRED

Group Assignment: NONE
Field Master Assignment: NONE

N/S Street Name: MILDRED
E/W Street Name: LINDA VISTA

Last Database Change:
System Ref. Number: 882

223 gram

2A

Column # -->		Phase							
Phase # -->		1	2	3	4	5	6	7	8
Row									
0	Ped Walk		7		7		7		
1	Ped FDW		10		22		15		
2	Min Green	4	10		7	4	10		
3	Type 3 Limit								
4	Add/Veh		1.6				1.6		
5	Veh Extn	2.0	6.5		2.0	2.0	5.3		
6	Max Gap	2.0	6.5		2.0	2.0	5.3		
7	Min Gap	2.0	2.0		2.0	2.0	2.0		
8	Max Limit	30	60		40	40	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.7				0.9		
E	Yellow	3.4	3.9		3.9	3.4	4.6		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		
	Grade								

Phase Timing - Bank 1
F + Phase + Row

<F Page>

E		F		Row
RR-1 Delay		Permit	12_456_	0
RR-1 Clear		Red Lock		1
EV-A Delay		Yellow Lock		2
EV-A Clear		Min Recall	2_6_	3
EV-B Delay		Ped Recall		4
EV-B Clear		Peds (View)	2_4_6_	5
EV-C Delay	0	Rest In Walk		6
EV-C Clear	0	Red Rest		7
EV-D Delay		Dbl Entry		8
EV-D Clear		Max Recall		9
RR-2 Delay		Soft Recall		A
RR-2 Clear		Max 2		B
View EV Delay	---	Cond Serv		C
View EV Clear	---	Ped Lock	12345678	D
View RR Delay	---	Yellow Start	2_6_	E
View RR Clear	---	1st Phases	4_	F

Preempt Timing

F + E + Row

Phase Functions <F Page>

F + F + Row

Max Initial	28
Red Revert	5.0
All Red Start	0.0

F + 0 + E

F + 0 + F

F + C + O

Start / Revert Times	
Drop Number	7
Zone Number	7
Area Number	5
Area Address	104
QuicNet Channel	COM51:

C + 0 + 0

C + 0 + 1

C + 0 + 2

C + 0 + 3

(QuicNet)

Communication Addresses	
C + F + O	F
Free Lag	2_4_6_
Lag Phases	0

<C Page>

Overlap Timing

Row		9	G	D	0
		Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		

F + 0 + 8

Disable Ports	234
---------------	-----

Disable Communication Ports

D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Timing Sheet By: JS2

Approved By: FLG

Drawing Number: 29468-2

Timing Implemented On: 6/1/10

INTERSECTION: LINDA VISTA RD @ MARIAN/MILDRED

Row	Time	Function	Day of Week	Column F Phases/Bits
0	00 : 01	E	1234567	1
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions

- 0 = Permitted Phases
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Veh Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Veh Max Recall
- A = Veh Soft Recall
- B = Maximum 2
- C = Conditional Service
- D = Free Lag Phases
- E = Bit 1 - Local Override
- Bit 2 - Phase Bank 2
- Bit 3 - Phase Bank 3
- Bit 4 - Disable Detector OFF Monitor
- Bit 7 - Detector Count Monitor
- Bit 8 - Real Time Split Monitor
- F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	5
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration

E + F + ROW

<E Page>

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	1 345
E	Extra 1 Config. Bits	
F	IC Select (Interconnect)	2

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 = Remote Download
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1 -255
- w/ E + E + E bit 5 on

Disable Parity

0

D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

	1	3
Row	Delay	Carry-over
0		
1		
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A	10.0	
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- 21 22 23 24	5678
-- -- -- -- -- --	1234
-- 25 26 27 28 -- --	2345

Active Detectors <D Page>

Row
0
1
2
3
4
5
6
7
8

	0
Detector #	
System Det. # 1	
System Det. # 2	
System Det. # 3	
System Det. # 4	
System Det. # 5	
System Det. # 6	
System Det. # 7	
System Det. # 8	

System Detectors <D Page>

	2	4
Row	Delay	Carry-over
0		
1		
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	F+C+1
Time Before Yellow	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	F+D+1
Time Before Yellow	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

INTERSECTION: LINDA VISTA RD @ MARIAN WILDER

Coordination Timing By:
Implemented On:

KH&A
2/3/2010

Row	Plan Name	Plan								
		1	2	3	4	5	6	7	8	9
						AM	PM			
0	Cycle Length					110	136			
1	Phase 1 - ForceOff					47	58			
2	Phase 2 - ForceOff					0	0			
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff					31	44			
5	Phase 5 - ForceOff					80	86			
6	Phase 6 - ForceOff					0	0			
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset					8	127			
A	Offset A									
B	Offset B									
C	Offset C									
D	Permissive					11	14			
E	Hold Release					255	255			
F	Ped Shift					0	0			

Coordination

C + Plan + ROW

<C Page>

FOR OBSERVATION ONLY

Master Plan C + A + 2
Current Plan C + A + 3
Next Plan C + A + 4
T.O.D. Plan C + A + 5
Master Cycle C + A + 0
Ring A Cycle C + B + 0
Ring B Cycle C + D + 0
Min Cycle C + A + E
Max Cycle C + B + E

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	09 : 00	E	A	1234567
2	13 : 30	6	A	23456
3	18 : 00	E	A	1234567
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination
<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

	E	Row	F	
			Free Lag	2 4 6
Plan 1		1	Plan 1 - Lag	
Plan 2		2	Plan 2 - Lag	
Plan 3		3	Plan 3 - Lag	
Plan 4		4	Plan 4 - Lag	
Plan 5	2 6	5	Plan 5 - Lag	2 4 6
Plan 6	2 6	6	Plan 6 - Lag	2 4 6
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases
C + E + FUNCTION #

Lag Phases
C + F + FUNCTION #

Transition Type 0
TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

FIELD MASTER

210

COORDINATION TIMING

		Plan								
Feature		1	2	3	4	5	6	7	8	9
Cycle	0	98	96	120						0
Plan Up	1									1
Plan Down	2									2

Keystrokes: C - Plan - Feature

TIME BASE COORDINATION

EVENTS 1 - 16

				Day of Week						
				S	M	T	W	T	F	S
	Time	Plan	Offset	1	2	3	4	5	6	7
0	0630	1	A		X	X	X	X	X	
1	0900	2	A	X						X
2	1030	2	A		X	X	X	X	X	
3	1330	3	A		X	X	X	X	X	
4	1800	2	A		X	X	X	X	X	
5	1900	E	A	X						X
6	2000	E	A	X	X	X	X	X	X	X
7										
8										
9										
A										
B										
C										
D										
E										
F										

Keystrokes: 9 - Event #

Plan 1-9 TBC Coordination

D Traffic Responsive

E Free (Non-coordinated)

F Flash

Number of Locals

(D-0-0) = 9

Submaster Address

(C-0-0) =

Manual Plan

(C-A-1) = 0

Auto = 0

Free = 14

Flash = 15

8-0 Hour, Minute, Day of Week

8-1 Day of Month, Year, Month

8-F Seconds

0 0
1 0
2 0
3 0
4 0
5 0
6 0
7 0
8 0
9 0

A			b
3	0	4	A

LEVEL PLAN OFFSET

LEVEL:

1=Manual Control

2=Central Master Control

3=Time of Day

4=Traffic Responsive

5=Backup Plan

PLAN:

[See above]

OFFSET:

A=Inbound

B=Outbound

C=Average

Master Controller is at LINDA VISTA RD & MORENA BL.

SYSTEM NAME

MORENA

LOCAL INTERSECTIONS

210

Address		Intersection Name
C F 1	1	FRIARS RD. & NAPA ST.
	2	RILEY ST. & NAPA ST.
	3	LINDA VISTA RD & NAPA ST.
	4	LINDA VISTA RD & MORENA BL.
	5	MORENA BL & NAPA ST. / SHERMAN ST.
	6	MORENA BL & W. MORENA BL (S)
	7	BUENOS AV. & MORENA BL.
	8	BUENOS AV & W. MORENA BL.
C F 2	9	VEGA ST & W. MORENA BL.
	10	
	11	
	12	
	13	
	14	
	15	
	16	
C F 3	17	
	18	
	19	
	20	
	21	
	22	
	23	
	24	
C F 4	25	
	26	
	27	
	28	
	29	
	30	
	31	
	32	

LOCAL RESPONSE DISPLAY

Local
Response
1 - 8
(C-F-1)

F			1
C	0	4	8

MASTER TIMING

KEY	CONTROLLER NUMBER
C-F-1	1 - 8
C-F-2	9 - 16
C-F-3	17 - 24
C-F-4	25 - 32

INTERSECTION: LINDA VISTA RD @ MORENA BL

Group Assignment: NONE
Field Master Assignment: NONE

N/S Street Name: MORENA BL
E/W Street Name: LINDA VISTA RD

223 F ram

Last Database Change:
System Ref. Number: 794

Column # → Phase # →		Morena Bl				Linda Vista Rd			
		1	2	3	4	5	6	7	8
0	Ped Walk		↑				↓		↖
1	Ped FDW								
2	Min Green		10				10		7
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn		3.9				4.7		3.6
6	Max Gap		3.9				4.7		3.6
7	Min Gap		0.2				0.2		0.2
8	Max Limit		40				40		40
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		0.1
D	Every		0.8				0.7		0.9
E	Yellow		4.5				4.3		4.2
F	Red Clear		1.0				1.0		2.0
	Grade								

Phase Timing - Bank 1
F + Phase + Row

<F Page>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	
EV-B Clear	
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F + E + Row

	F	Row
Permit	2 6 8	0
Red Lock		1
Yellow Lock		2
Min Recall	2 6	3
Ped Recall		4
Peds (View)		5
Rest In Walk		6
Red Rest		7
Dbl Entry		8
Max Recall		9
Soft Recall		A
Max 2		B
Cond Serv		C
Ped Lock	12345678	D
Yellow Start	2 6	E
1st Phases	8	F

Phase Functions <F Page>

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
Start / Revert Times		
Drop Number	1	C + 0 + 0
Zone Number	1	C + 0 + 1
Area Number	5	C + 0 + 2
Area Address	78	C + 0 + 3
QuicNet Channel	COM51:	(QuicNet)

Communication Addresses		
C + F + 0	F	Row
Free Lag	2 6 8	0
Lag Phases <C Page>		

		Overlap Timing			
		9	C	D	0
		Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page>
F + COLOR +

<D Page>
D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		
F + 0 + 8		

Disable Ports	234
Disable Communication Ports	
D + D + 9	

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Timing Sheet By: JS2

Approved By: FLG

Drawing Number: 680119-D

Timing Implemented On: 6/1/10

INTERSECTION: LINDA VISTA RD @ MORENA BL

Row	Time	Function	Day of Week	Column F Phases/Bits
0	00 : 01	E	1234567	1
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions
 0 = Permitted Phases
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 2 - Phase Bank 2
 Bit 3 - Phase Bank 3
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 7 - Detector Count Monitor
 Bit 8 - Real Time Split Monitor
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	
7	Ped 4P	
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

<E Page>

E + F + ROW

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Extra 1 Flags
 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 = Remote Download
 6 = Special Event
 7 = Prelimed Operation
 8 = Split Ring Operation

IC Select Flags

1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

Day of Week

1 = Sunday
 2 = Monday
 3 = Tuesday
 4 = Wednesday
 5 = Thursday
 6 = Friday
 7 = Saturday

Assign 5 Outputs
 1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 =

Time and Date

8-0 Hour, Minute, Day-of-Week
 8-1 Day-of-Month, Year, Month
 8-F Seconds

Program Information

C + C + 0 = program
 C + C + F = version

Remote Download

C + 0 + 4 = 1-255
 w/ E + E + E bit 5 on

Disable Parity

0

D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

INTERSECTION: LINDA VISTA RD @ MORENA BL

223 Program

Row	1 Delay	3 Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	212U	1
	212L	5
	213U	21
	213L	25
	214	9
	315	16
	416U	3
	416L	7
	417U	23
	417L	27
	418	11
	119U	18
	319L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- 21 22 23 24	5678
-- -- -- -- -- --	1234
-- 25 26 27 28 -- --	2345

Active Detectors <D Page>

Row
0
1
2
3
4
5
6
7
8

0 Detector #
System Det. # 1
System Det. # 2
System Det. # 3
System Det. # 4
System Det. # 5
System Det. # 6
System Det. # 7
System Det. # 8

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	F+C+1
Time Before Yellow	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	F+D+1
Time Before Yellow	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

INTERSECTION: LINDA VISTA RD @ MIKUNA BL

Coordination Timing By:
Implemented On:

KH&A
2/3/2010

Row	Column # → Plan Name →	Plan								
		1	2	3	4	5	6	7	8	9
			MDWE			AM	PM			
0	Cycle Length		48			55	68			
1	Phase 1 - ForceOff					0	0			
2	Phase 2 - ForceOff		0							
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff									
5	Phase 5 - ForceOff									
6	Phase 6 - ForceOff		0			0	0			
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff		26			29	37			
9	Ring Offset									
A	Offset A		17			5	15			
B	Offset B									
C	Offset C									
D	Permissive		5			6	7			
E	Hold Release		255			255	255			
F	Ped Shift		0			0	0			

Coordination

<C Page>

C + Plan + ROW

FOR OBSERVATION ONLY

Master Plan C + A + 2
Current Plan C + A + 3
Next Plan C + A + 4
T.O.D. Plan C + A + 5
Master Cycle C + A + 0
Ring A Cycle C + B + 0
Ring B Cycle C + D + 0
Min Cycle C + A + E
Max Cycle C + B + E

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	09 : 00	2	A	1 7
2	10 : 30	2	A	23456
3	13 : 30	6	A	23456
4	18 : 00	2	A	23456
5	19 : 00	E	A	1 7
6	20 : 00	E	A	1234567
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination

<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

	E	Row		F	
				2	6 8
		0	Free Lag		
Plan 1		1	Plan 1 - Lag		
Plan 2	2 6	2	Plan 2 - Lag	2	6 8
Plan 3		3	Plan 3 - Lag		
Plan 4		4	Plan 4 - Lag		
Plan 5	2 6	5	Plan 5 - Lag	2	6 8
Plan 6	2 6	6	Plan 6 - Lag	2	6 8
Plan 7		7	Plan 7 - Lag		
Plan 8		8	Plan 8 - Lag		
Plan 9		9	Plan 9 - Lag		
Coord Ped*		A	Coord Max *		
NEMA Hold		B	Coord Lag *		
		C			
		D			
		E			
		F			

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

Transition Type 0
TBC Transition
C + D + D
Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: LINDA VISTA RD @ NAPA ST

Group Assignment: NONE
Field Master Assignment: NONE

N/S Street Name: NAPA ST
E/W Street Name: LINDA VISTA RD

223 Program

Last Database Change:
System Ref. Number: 795

Column # ---->		Linda Vista Rd	Napa St	Napa St	Linda Vista Rd				
Phase # ---->		Phase							
Row		1	2	3	4	5	6	7	8
									
0	Ped Walk		5	5	5		5		
1	Ped FDW		22	17	16		11		
2	Min Green	4	7	7	10	4	7		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.3	3.0	2.0	2.0	3.4		
6	Max Gap	2.0	4.3	3.0	2.0	2.0	3.4		
7	Min Gap	2.0	0.2	3.0	2.0	2.0	0.2		
8	Max Limit	30	50	40	40	30	50		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.7				0.9		
E	Yellow	3.4	3.9	3.9	3.9	3.4	4.4		
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0		
	Grade								

Phase Timing - Bank 1

Phase Timing - Bank 1
F + Phase + Row

<F Page>

RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F + E + Row

Permit	123456
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
Peds (View)	234_6
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	2_6
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2_6
1st Phases	4

Phase Functions <F Page>

F + F + Row

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E

F + 0 + F

F + C + 0

Start / Revert Times

Drop Number	2
Zone Number	2
Area Number	5
Area Address	79
QuicNet Channel	COM51:

C + 0 + 0

C + 0 + 1

C + 0 + 2

C + 0 + 3

(QuicNet)

Communication Addresses

C + F + 0	F	Row
Free Lag	23_6	0

Lag Phases <C Page>

Overlap Timing

Row	9	C	D	0
Overlap A	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap B				
Overlap C				
Overlap D				

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255
----------------	-----

(minutes)

Downtime Before Auto Manual Flash

F + 0 + 8

Disable Ports	234
---------------	-----

Disable Communication Ports

D + D + 9

Manual Plan	0
Manual Offset	0

C + A + 1

C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Timing Sheet By: JS2

Approved By: FLG

Drawing Number: 27197-1-D

Timing Implemented On: 6/1/10

INTERSECTION: LINDA VISTA RD @ NAPA ST

Row	Time	Function	Day of Week	Column F Phases/Bits
0	00 : 01	E	1234567	1
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions

0 = Permitted Phases

1 = Red Lock

2 = Yellow Lock

3 = Veh Min Recall

4 = Ped Recall

5 =

6 = Rest In Walk

7 = Red Rest

8 = Double Entry

9 = Veh Max Recall

A = Veh Soft Recall

B = Maximum 2

C = Conditional Service

D = Free Lag Phases

E = Bit 1 - Local Override

Bit 2 - Phase Bank 2

Bit 3 - Phase Bank 3

Bit 4 - Disable Detector

OFF Monitor

Bit 7 - Detector Count Monitor

Bit 8 - Real Time Split Monitor

F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	3
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

<E Page>

E + F + ROW

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	3
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags

1 = TBC Type 1

2 = NEMA Ext. Coord

3 = Auto Daylight Savings

4 = EV Advance

5 = Remote Download

6 = Special Event

7 = Prelimed Operation

8 = Split Ring Operation

IC Select Flags

1 =

2 = Modem

3 = 7-Wire Slave

4 = Flash / Free

5 =

6 = Simplex Master

7 = 7-Wire Master

8 = Offset Interrupter

Day of Week

1 = Sunday

2 = Monday

3 = Tuesday

4 = Wednesday

5 = Thursday

6 = Friday

7 = Saturday

Assign 5 Outputs

1 = Right Turn Overlap

2 = TOD Outputs

3 = EV Beacon - Steady

4 = EV Beacon - Flashing

5 = Special Event Outputs

6 = Phase 3 & 7 Ped

7 = Advanced Warning Sign

8 =

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Program Information

C + C + 0 = program

C + C + F = version

Remote Download

C + 0 + 4 = 1-255

w/ E + E + E bit 5 on

Disable Parity

0

D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

For access, set F + 9 + E = 1

Configuration

E + E + ROW

	1	3
Row	Delay	Carry-over
0	2.0	
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

	2	4
Row	Delay	Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- 21 22 23 24	5678
E	-- -- -- -- -- --	1234
F	-- 25 26 27 28 -- --	2345

Active Detectors <D Page>

Row	0	Detector #
0		
1	System Det. # 1	
2	System Det. # 2	
3	System Det. # 3	
4	System Det. # 4	
5	System Det. # 5	
6	System Det. # 6	
7	System Det. # 7	
8	System Det. # 8	

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

INTERSECTION: LINDA VISTA @ PALM

Row	Column # → Plan Name →	Plan							
		1	2	3	4	5	6	7	8
			MD/WE			AM	PM		
0	Cycle Length		96			110	136		
1	Phase 1 - ForceOff		68			79	98		
2	Phase 2 - ForceOff		0			0	0		
3	Phase 3 - ForceOff		49			66	29		
4	Phase 4 - ForceOff		29			38	70		
5	Phase 5 - ForceOff		63			79	82		
6	Phase 6 - ForceOff		0			0	0		
7	Phase 7 - ForceOff								
8	Phase 8 - ForceOff								
9	Ring Offset								
A	Offset A		3			37	47		
B	Offset B								
C	Offset C								
D	Permissive		10			11	14		
E	Hold Release		255			255	255		
F	Ped Shift		0			0	0		

Coordination <C Page>
C + Plan + ROW

Coordination Timing By: KH&A
Implemented On: 2/3/2010

FOR OBSERVATION ONLY

Master Plan C + A + 2
Current Plan C + A + 3
Next Plan C + A + 4
T.O.D. Plan C + A + 5
Master Cycle C + A + 0
Ring A Cycle C + B + 0
Ring B Cycle C + D + 0
Min Cycle C + A + E
Max Cycle C + B + E

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	09 : 00	2	A	1 7
2	10 : 30	2	A	23456
3	13 : 30	6	A	23456
4	18 : 00	2	A	23456
5	19 : 00	E	A	1 7
6	20 : 00	E	A	1234567
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination
<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

E		Row	F	
		0	Free Lag	23 6
Plan 1		1	Plan 1 - Lag	
Plan 2	2 6	2	Plan 2 - Lag	23 6
Plan 3		3	Plan 3 - Lag	
Plan 4		4	Plan 4 - Lag	
Plan 5	2 6	5	Plan 5 - Lag	23 6
Plan 6	2 6	6	Plan 6 - Lag	2 4 6
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	4
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases
C + E + FUNCTION #

Lag Phases <C Page>
C + F + FUNCTION #

Transition Type 0
TBC Transition
C + D + D
Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: MORENA BLVD @ NAPA ST/SHERMAN

Group Assignment:
Field Master Assignment:

N/S Street Name: MORENA
E/W Street Name: NAPA/SHERMAN

223 Pr m

Column # -->		MORENA				NAPA/SHERMAN			
Phase # -->		1	2	3	4	5	6	7	8
Row		1+8	↑			←	↓		→
0	Ped Walk								
1	Ped FDW		7				7		7
2	Min Green	4	10				22		19
3	Type 3 Limit					4	10		7
4	Add/Veh								
5	Veh Extn	2.0	3.7						
6	Max Gap	2.0	3.7			2.0	2.6		2.0
7	Min Gap	2.0	0.2			2.0	2.6		2.0
8	Max Limit	30	60			2.0	0.2		2.0
9	Max Limit 2	40				30	60		40
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1						
D	Every		0.9				0.1		
E	Yellow	3.4	4.1				1.2		
F	Red Clear	1.0	1.0			3.4	4.3		3.9
Phase Timing - Bank 1						1.0	1.0		1.0
F + Phase + Row									

<F Page>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	
EV-B Clear	
EV-C Delay	0
EV-C Clear	0
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---
F + E + Row	

	F	Row
Permit	12__56__8	0
Red Lock		1
Yellow Lock		2
Min Recall	__2__6__	3
Ped Recall		4
Peds (View)	__2__6__8	5
Rest In Walk		6
Red Rest		7
Dbl Entry		8
Max Recall		9
Soft Recall		A
Max 2		B
Cond Serv		C
Ped Lock	12345678	D
Yellow Start	__2__6__	E
1st Phases	____8	F

Max Initial	0	F + D + E
Red Revert	5.0	F + D + F
All Red Start	0.0	F + C + O

Start / Revert Times		
Drop Number	13	C + D + 0
Zone Number	13	C + D + 1
Area Number	5	C + D + 2
Area Address	108	C + D + 3
QuicNet Channel	COM 52	(QuicNet)

Communication Addresses		
C + F + O	F	Row
Free Lag	1_6_8	0
Lag Phases		<C Page>

Overlap Timing				
	9	C	D	0
Row	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>

F + COLOR +

<D Page>

D + D + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		
F + D + 8		

Disable Ports	234
Disable Communication Ports	
D + D + 9	

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Timing Sheet By: M2S
Approved By: FLG
Drawing Number: 25887-7-D
Timing Implemented On: 04/14/10

INTERSECTION: MORENA BLVD @ NAPA CIRCLE

Row	Time	Function	Day of Week	Column F Phases/Bits
0	12 : 30	B	23456	1
1	18 : 30	B	23456	1
2	00 : 01	E	1234567	1
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions
 0 = Permitted Phases
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 2 - Phase Bank 2
 Bit 3 - Phase Bank 3
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 7 - Detector Count Monitor
 Bit 8 - Real Time Split Monitor
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	1 8
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration

<E Page>

E + F + ROW

Day of Week

1 = Sunday

2 = Monday

3 = Tuesday

4 = Wednesday

5 = Thursday

6 = Friday

7 = Saturday

Assign 5 Outputs

1 = Right Turn Overlap

2 = TOD Outputs

3 = EV Beacon - Steady

4 = EV Beacon - Flashing

5 = Special Event Outputs

6 = Phase 3 & 7 Ped

7 = Advanced Warning Sign

8 = Bus Advance

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	8
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags

1 = TBC Type 1

2 = NEMA Ext. Coord

3 = Auto Daylight Savings

4 = EV Advance

5 = Remote Download

6 = Special Event

7 = Prelimed Operation

8 = Split Ring Operation

IC Select Flags

1 =

2 = Modem

3 = 7-Wire Slave

4 = Flash / Free

5 =

6 = Simplex Master

7 = 7-Wire Master

8 = Offset Interrupter

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Time and Date

B-0 Hour, Minute, Day-of-Week

B-1 Day-of-Month, Year, Month

B-F Seconds

Program Information

C + C + 0 = program

C + C + F = version

Remote Download

C + 0 + 4 = 1 -255

w/ E + E + E bit 5 on

Disable Parity	0	D+B+0
----------------	---	-------

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

	1	3
Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- --	2345

Active Detectors <D Page>

	0
Row	Detector #
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

	2	4
Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9	10.0	
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Column # →	Plan Name →	Plan								
		1	2	3	4	5	6	7	8	9
Row			Mid & Weekend			AM	PM			
0	Cycle Length		96			110	136			
1	Phase 1 - ForceOff		52			43	0			
2	Phase 2 - ForceOff		0			0	70			
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff									
5	Phase 5 - ForceOff		88			98	58			
6	Phase 6 - ForceOff		0			0	0			
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff		75			74	35			
9	Ring Offset									
A	Offset A		77			32	6			
B	Offset B									
C	Offset C									
D	Permissive		10			11	14			
E	Hold Release		255			255	255			
F	Ped Shift		0			0	0			

Coordination

<C Page>

C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	09 : 00	2	A	1 7
2	10 : 30	2	A	23456
3	13 : 30	6	A	23456
4	18 : 00	2	A	23456
5	19 : 00	E	A	1 7
6	20 : 00	E	A	1234567
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Coordination Timing By: KH&A
Implemented On: 1/26/2010

FOR OBSERVATION ONLY

Master Plan C + A + 2
Current Plan C + A + 3
Next Plan C + A + 4
T.O.D. Plan C + A + 5
Master Cycle C + A + 0
Ring A Cycle C + B + 0
Ring B Cycle C + D + 0
Min Cycle C + A + E
Max Cycle C + B + E

E		Row	F	
		0	Free Lag	
Plan 1		1	Plan 1 - Lag	
Plan 2	2 6	2	Plan 2 - Lag	1 6 8
Plan 3		3	Plan 3 - Lag	
Plan 4		4	Plan 4 - Lag	
Plan 5	2 6	5	Plan 5 - Lag	1 6 8
Plan 6	1 6	6	Plan 6 - Lag	1 6 8
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	2
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases

<C Page>

C + F + FUNCTION #

Transition Type 0
TBC Transition
C + D + D
Transition Type
0 = Shortway
Non-zero = Lengthen

TRAFFIC SIGNAL TIMING

PROGR.

200



TECLOUTE RD. MORENA BL PHASE TIMING

INTERVAL		PHASE								PREEMPT	
		1	2	3	4	5	6	7	8		E
WALK	0	7	7	7						RR1 DELAY	0
FLASH D/W	1	11	17	20						RR1 CLEAR	1
MIN GREEN	2	8	7	8	10					EVA DELAY	2
TYPE 3 DET	3									EVA CLEAR	3
ADD/VEH	4	2	2							EVB DELAY	4
VEH EXTEN *	5	4.8	4.8	3.0	3.0					EVB CLEAR	5
MAX GAP *	6	4.8	4.8	3.0	3.0					EVC DELAY	6
MIN GAP *	7	3.0	2	3.0	3.0					EVC CLEAR	7
MAX EXTEN	8	30	45	45	45					EVD DELAY	8
MAX 2	9	30	45	45	45					EVD CLEAR	9
	A									RR2 DELAY	A
CALL TO PHASE	B									RR2 CLEAR	B
REDUCE BY	C	0.1	0.1							EV CLR TMR	C
REDUCE EVERY	D	1.1	1.1	4.1	4.1					EV DLY TMR	D
YELLOW	E	3.0	3.5	3.0	3.0					RR CLR TMR	E
RED CLEAR	F	1	1	1	1					RR DLY TMR	F

MAX INITIAL (F-O-E) = 24 KEYSTROKES: F + PHASE + LOCATION

RED REVERT (F-O-F) = 5

* MUST BE SAME FOR NON-DENSITY OPERATION

ALL RED START (F-C-O) = 0

PHASE FUNCTION FLAGS

KEYSTROKES: F+F+FUNCTION#

		PHASE							
		1	2	3	4	5	6	7	8
PERMIT	0	X	X	X	X				
RED LOCK	1								
YELLOW LOCK	2	X	X	X	X				
VEH RECALL	3								
PED RECALL	4								
PEDS	5	X	X	X	X	X	X	X	X
REST IN WALK	6								
RED REST	7								
DOUBLE ENTRY	8								
MAX RECALL	9								
SOFT RECALL	A	X							
MAX 2	B								
COND SERVE	C								
RESERVED	D	X	X	X	X	X	X	X	X
STARTUP	E	X							
FIRST PHASES	F		X	X					

FUNCTION

OVERLAP TIMING

KEYSTROKE: F+ COLOR CODE+OVERLAP

C00-3
C01-3
C02-5
C03-86
Com 52

OVERLAP A
OVERLAP B
OVERLAP C
OVERLAP D

9 C D
GREEN YELLO RED

PHASE SEQUENCES (CFO)

LAG 0 (FREE)

PHASE							
1	2	3	4	5	6	7	8
	X	X	X				

FLG
2-29-96

Ø2 GREEN AT MORENA BL & TECLOUTE RD CONNECTED TO Ø2 & Ø6 GREEN AT KNOXVILLE ST &

LOC: MORENA BL & TECLOUTE RD

DATE: 5/20/93

MORENA BL THROUGH
PAGE 1 OF EV RELAY

DETECTOR TIMES (332 CABINET)

	SET DELAY	SET CARRY	OBS COUNT	OBS DELAY	OBS CARRY						
	1	2	3	4	5	6	7	8	9	A	
0	111	5J1	111	5J1	111	5J1	111	5J1	111	5J1	
1	212L	6J2U	212U	6J2L	212U	6J2U	212U	6J2U	212U	6J2U	
2	212L	6J2L	212L	6J2L	212L	6J2L	212L	6J2L	212L	6J2L	
3	213U	6J3U	213U	6J3U	213U	6J3U	213U	6J3U	213U	6J3U	
4	213L	6J3L	213L	6J3L			213L	6J3L	213L	6J3L	
5	214	6J4	214	6J4			214	6J4	214	6J4	
6	315	7J5	315	7J5	315	7J5	315	7J5	315	7J5	
7	416U	8J6U	416U	8J6U	416U	8J6U	416U	8J6U	416U	8J6U	
8	416L	8J6L	416L	8J6L	416L	8J6L	416L	8J6L	416L	8J6L	
9	417U	8J7U	417U	8J7U	417U	8J7U	417U	8J7U	417U	8J7U	
A	417L	8J7L	417L	8J7L			417L	8J7L	417L	8J7L	
B	418	8J8	418	8J8			418	8J8	418	8J8	
C	119U	5J9U	119U	5J9U	119U	5J9U	119U	5J9U	119U	5J9U	
D	319L	7J9L	319L	7J9L	319L	7J9L	319L	7J9L	319L	7J9L	
E											
F											

KEYSTROKES: D + X + Y

CURRENT TIME AND DATE

8-0 HOUR, MINUTE, DAY OF WEEK
8-1 DAY OF MONTH, YEAR, MONTH
8-F SECONDS

KEYSTROKES: E+E+INTERVAL

	PHASE	1	2	3	4	5	6	7	8
0 EXCLU PH									
1 RR1 GRN CL									
2 RR2 GRN CL									
3 RR2 LTD									
4									
5 OLA GOMIT	X								
6 OLB GOMIT									
7 OLC GOMIT									
8 OLD GOMIT									
9 OU FL VEL									
A EMUEH A									
B EMUEH B					X				
C EMUEH C									
D EMUEH D					X				
E EXTRA	X	X	X	X	X				
F IC SELECT	X	X							

INTERVAL

EXTRA (E+E+E)

- 1-TBC TYPE 1
- 2-NEMA COOD
- 3-DAYLIGHT SAV
- 4-EV ADVANCE
- 6-SPECIAL EVENT
- 7-PRETIMED
- 8-SPLIT RING

- ICSEL: (E+E+F)
- 1- SIMPLEX IN
 - 2-2-WAY MODEM
 - 3-7 WIRE IN
 - 4-FLH/FREE
 - 5- SIMPLEX OUT
 - 7-7 WIRE OUT

- ASSIGNS (E+F+F)
- 1-RT OVERLAP
 - 2-TOD OUTPUTS
 - 3-STEADY EV BEAC
 - 4-FLASH EV BEAC

INTERVAL

	PHASE	1	2	3	4	5	6	7	8
0									
1 RR OLAP A									
2 RR OLAP B									
3 RR OLAP C									
4 RR OLAP D									
5 PED2P				X					
6 PED6P	X								
7 PED4P				X					
8 PED8P									
9 FLH YEL									
A OVERLAP A		X	X						
B OVERLAP B									
C OVERLAP C									
D OVERLAP D									
E RESTRICT									
F ASSIGNS	X								

TIME OF DAY FEATURES

FUNCTION BY PHASE

	TIME	FUNCT	DAY OF WEEK	1	2	3	4	5	6	7
			S	M	T	W	T	F	S	
0	0001	E	X	X	X	X	X	X	X	X
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

EVENT

KEYSTROKES: 7+EVENT #

KEYSTROKES:
D-F-EVENT #

TIME OF DAY LOCAL FUNCTION CODES

0 - PERMIT	7 - RED REST	E - 1 - LOCAL OVERRIDE	F - TOD OUTPUTS
1 - RED LOCK	8 - DBL ENTRY	2 - PHASE BANK 2	1 - TOD OUT 1
2 - YELLOW DCK	9 - VEH MAX ACL	3 - PHASE BANK 3	2 - TOD OUT 2
3 - VEH RECALL	A - SOFT RECALL	7 - DET COUNT	3 - TOD OUT 3
4 - PED RECALL	B - MAX 11 EXT	8 - SPLIT MONITOR	4 - TOD OUT 4
5 - RESERVED	C - CONO SERVE		
6 - REST IN WALK	D - TOD LAG D		

CONFIGURATION DATA

NOTE: "E" KEY ENABLED (F-9-E = 0)

KEYSTROKES: E+F+INTERVAL

INTERSECTION: Morena Bl & W. Morena Bl (south)

223 Program

Group Assignment:
Field Master Assignment:

N/S Street Name: MORENA BL
E/W Street Name: W. MORENA BL

Last Database Change:
System Ref. Number:

		Morena		Morena		W. Morena			
Column # ---->		Phase							
Phase # ---->		1	2	3	4	5	6	7	8
Row									
0	Ped Walk								
1	Ped FDW								
2	Min Green		10		10		10		
3	Type 3 Limit								
4	Add/Veh		2.0		2.0		2.0		
5	Veh Extn		3.8		8.0		3.8		
6	Max Gap		3.8		8.0		3.8		
7	Min Gap		2.0		2.5		2.0		
8	Max Limit		60		60		60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		
D	Every		1.7		0.5		1.7		
E	Yellow		4.0		3.9		4.8		
F	Red Clear		1.0		1.0		1.0		

Phase Timing - Bank 1

F + Phase + Row

<F Page>

E	
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	
EV-B Clear	
EV-C Delay	0
EV-C Clear	0
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F + E + Row

F	
Permit	2_4_6
Red Lock	
Yellow Lock	2_4_6
Min Recall	2_6
Ped Recall	
Peds (View)	
Rest In Walk	
Red Rest	
Dbt Entry	2_6
Max Recall	
Soft Recall	
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2_6
1st Phases	4

Phase Functions <F Page>

F + F + Row

Max Initial	32	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
Start / Revert Times		
Drop Number	12	C + 0 + 0
Zone Number	12	C + 0 + 1
Area Number	5	C + 0 + 2
Area Address	103	C + 0 + 3
QuicNet Channel	COM52:	(QuicNet)

Communication Addresses

C + F + 0	F	Row
Free Lag	2_4_6	0

Lag Phases <C Page>

Overlap Timing

Row		9	C	D	0
		Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		

F + 0 + 8

Disable Ports	234
Disable Communication Ports	

D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Timing Sheet By: LEM

Approved By: *FLG*

Drawing Number: 22121-5-D

Timing Implemented On: 4/21/10

(57)

Row	Time	Function	Day of Week	Column F
0	00 : 01	E	1234567	1
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions

0 = Permitted Phases

1 = Red Lock

2 = Yellow Lock

3 = Veh Min Recall

4 = Ped Recall

5 =

6 = Rest In Walk

7 = Red Rest

8 = Double Entry

9 = Veh Max Recall

A = Veh Soft Recall

B = Maximum 2

C = Conditional Service

D = Free Lag Phases

E = Bit 1 - Local Override

Bit 2 - Phase Bank 2

Bit 3 - Phase Bank 3

Bit 4 - Disable Detector

OFF Monitor

Bit 7 - Detector Count Monitor

Bit 8 - Real Time Split Monitor

F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	
7	Ped 4P	
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 6
B	EV-B Phases	
C	EV-C Phases	4
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Extra 1 Flags

1 = TBC Type 1

2 = NEMA Ext. Coord

3 = Auto Daylight Savings

4 = EV Advance

5 = Remote Download

6 = Special Event

7 = Prelimed Operation

8 = Split Ring Operation

IC Select Flags

1 =

2 = Modem

3 = 7-Wire Slave

4 = Flash / Free

5 =

6 = Simplex Master

7 = 7-Wire Master

8 = Offset Interrupter

Day of Week

1 = Sunday

2 = Monday

3 = Tuesday

4 = Wednesday

5 = Thursday

6 = Friday

7 = Saturday

Assign 5 Outputs

1 = Right Turn Overlap

2 = TOD Outputs

3 = EV Beacon - Steady

4 = EV Beacon - Flashing

5 = Special Event Outputs

6 = Phase 3 & 7 Ped

7 = Advanced Warning Sign

8 =

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity

0

D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

Program Information

C + C + 0 = program

C + C + F = version

Remote Download

C + 0 + 4 = 1 -255

w/ E + E + E bit 5 on

	1	3
Row	Delay	Carry-over
0		
1		
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
	---	---
	---	---

	2	4
Row	Delay	Carry-over
0		
1		
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
	---	---
	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	0	Detector #
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

INTERSECTION: Morena Bl & W. Morena Bl (south)

223 Program

Row	Column # -->	Plan Name -->	Plan						
			1	2	3	4	5	6	7
0	Cycle Length			48			55	68	
1	Phase 1 - ForceOff								
2	Phase 2 - ForceOff			0			0	0	
3	Phase 3 - ForceOff								
4	Phase 4 - ForceOff			22			22	23	
5	Phase 5 - ForceOff								
6	Phase 6 - ForceOff			0			0	0	
7	Phase 7 - ForceOff								
8	Phase 8 - ForceOff								
9	Ring Offset								
A	Offset A			28			41	1	
B	Offset B								
C	Offset C								
D	Permissive			5			6	7	
E	Hold Release			255			255	255	
F	Ped Shift			0			0	0	

Coordination

<C Page>

C + Plan + ROW

Coordination Timing By:

Implemented On:

10/27/2009

FOR OBSERVATION ONLY

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	09 : 00	2	A	1 7
2	10 : 30	2	A	23456
3	13 : 30	6	A	23456
4	18 : 00	2	A	23456
5	19 : 00	E	A	1 7
6	20 : 00	E	A	1234567
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Row	Plan	Free Lag	Plan 1 - Lag	Plan 2 - Lag	Plan 3 - Lag	Plan 4 - Lag	Plan 5 - Lag	Plan 6 - Lag	Plan 7 - Lag	Plan 8 - Lag	Plan 9 - Lag	Coord Max *	Coord Lag *
0													
1	Plan 1												
2	Plan 2	2 6											
3	Plan 3												
4	Plan 4												
5	Plan 5	2 6											
6	Plan 6	2 6											
7	Plan 7												
8	Plan 8												
9	Plan 9												
A	Coord Ped*												
B	NEMA Hold												
C													
D													
E													
F													

Sync Phases

C + E + FUNCTION #

Lag Phases

<C Page>

C + F + FUNCTION #

Transition Type 0

TBC Transition
C + D + D

Transition Type

0 = Shortway
Non-zero = Lengthen

TRAFFIC SIGNAL TIMING -

PROGRAM

20051

PHASE TIMING										PREEMPT	
INTERVAL	1	2	3	4	5	6	7	8		E	
WALK	0	7						7	RR1 DELAY		0
FLASH D/W	1	24						4	RR1 CLEAR		1
MIN GREEN	2	4	10			10			EVA DELAY	0	2
TYPE 3 DET	3								EVA CLEAR	3	3
ADD/VEH	4								EVB DELAY		4
VEH EXTEN *	5	2	4.0			3.4		2	EVB CLEAR		5
MAX GAP *	6	2	4.0			3.4		2	EVC DELAY	0	6
MIN GAP *	7	2	0.2			0.2		2	EVC CLEAR	3	7
MAX EXTEN	8	30	60			60		40	EVD DELAY		8
MAX 2	9								EVD CLEAR		9
	A								RR2 DELAY		A
									RR2 CLEAR		B
CALL TO PHASE	B	6	6						EV CLR TMR		C
REDUCE BY	C		0.1			0.1			EV DLY TMR		D
REDUCE EVERY	D	2.1	0.8			0.9		4.1	RR CLR TMR		E
YELLOW	E	3.0	4.0			4.0		3.0	RR DLY TMR		F
RED CLEAR	F	1.0	1.0			1.0		1.0			

MAX INITIAL (F-O-E) = 0

RED REVERT (F-O-F) = 5

ALL RED START (F-C-O) = 0

* MUST BE SAME FOR NON-DENSITY OPERATION

PHASE FUNCTION FLAGS

KEYSTROKES: F+F+FUNCTION#

FUNCTION		PHASE							
		1	2	3	4	5	6	7	8
PERMIT	0	X	X					X	X
RED LOCK	1								
YELLOW LOCK	2								
VEH RECALL	3								
PED RECALL	4								
PEDS View	5	X	X	X	X	X	X	X	X
REST IN WALK	6								
RED REST	7								
DOUBLE ENTRY	8								
MAX RECALL	9								
SOFT RECALL	A	X						X	
MAX 2	B								
COND SERVE	C								
RESERVED	D	X	X	X	X	X	X	X	X
STARTUP	E	X						X	
FIRST PHASES	F								X

OVERLAP TIMING

KEYSTROKE: F+ COLOR CODE+OVERLAP

C00 - 5
C01 - 5
C02 - 5
C03 - 88
Com 52

OVERLAP A
OVERLAP B
OVERLAP C
OVERLAP D

9 C D
GREEN YELLO RED

PHASE SEQUENCES (CFO)

LAG 0 (FREE)	PHASE							
	1	2	3	4	5	6	7	8
	X					X		X

LDC MORENA BL G W MORENA BL DATE: 9-15-93
10.45

DETECTOR TIMES (332 CABINET)

		SET DELAY		SET CARRY		OBS COUNT		OBS DELAY		OBS CARRY	
		1	2	3	4	5	6	7	8	9	A
Y	0	111	511	111	511	111	511	111	511	111	511
	1	212L	612L	212L	612L	212L	612L	212L	612L	212L	612L
	2	212L	612L	212L	612L	212L	612L	212L	612L	212L	612L
	3	213L	613L	213L	613L	213L	613L	213L	613L	213L	613L
	4	213L	613L	213L	613L			213L	613L	213L	613L
	5	214	614	214	614			214	614	214	614
	6	315	715	315	715	315	715	315	715	315	715
	7	416L	816L	416L	816L	416L	816L	416L	816L	416L	816L
	8	416L	816L	416L	816L	416L	816L	416L	816L	416L	816L
	9	417L	817L	417L	817L	417L	817L	417L	817L	417L	817L
	A	417L	817L	417L	817L			417L	817L	417L	817L
X	B	418	818	418	818			418	818	418	818
	C	119L	519L	119L	519L	119L	519L	119L	519L	119L	519L
	D	119L	519L	119L	519L	119L	519L	119L	519L	119L	519L
	E										
	F										

KEYSTROKES: D + X + Y

TIME OF DAY FEATURES

		DAY OF WEEK						
		S	M	T	W	T	F	S
EVENT	0	0530	C		X	X	X	X
	1	0800	C		X	X	X	X
	2	0001	Z		X	X	X	X
	3							
	4							
	5							
	6							
	7							
	8							
	9							
	A							
	B							
	C							
	D							
	E							
	F							

KEYSTROKES: 7+EVENT #

KEYSTROKES: D-F-EVENT #

TIME OF DAY LOCAL FUNCTION CODES

0 - PERMIT	7 - RED REST	E - 1 - LOCAL OVERRIDE	F - TOD OUTPUTS
1 - RED LOCK	8 - DBL ENTRY	2 - PHASE BRNK 2	1 - TOD OUT 1
2 - YELLOW OCK	9 - VEH MAX ACL	3 - PHASE BRNK 3	2 - TOD OUT 2
3 - VEH RECALL	A - SOFT RECALL	7 - DET COUNT	3 - TOD OUT 3
4 - PED RECALL	B - MAX 11 EXT	8 - SPLIT MONITOR	4 - TOD OUT 4
5 - RESERVED	C - COND SERVE		
6 - REST IN WALK	D - TOD LAG B		

CURRENT TIME AND DATE

8-0 HOUR, MINUTE, DAY OF WEEK
8-1 DAY OF MONTH, YEAR, MONTH
8-F SECONDS

CONFIGURATION DATA

NOTE "E" KEY ENABLED (F-9-E = 0)

KEYSTROKES: E+E+INTERVAL

KEYSTROKES: E-F+INTERVAL

INTERVAL

		PHASE							
		1	2	3	4	5	6	7	8
INTERVAL	0	EXCLU PH							
	1	ARR1 GRN CL							
	2	ARR2 GRN CL							
	3	ARR2 LTD							
	4								
	5	OLA GOMIT							X
	6	OLA GOMIT							
	7	OLA GOMIT							
	8	OLA GOMIT							
	9	OU FL VEL							
	A	ARR1 GRN R		X					
	B	ARR1 GRN E							
	C	ARR1 GRN C		X			X		
	D	ARR1 GRN D							
	E	EXTRA		X	X	X	X		
	F	IC SELECT		X					

EXTRA (E+E+E)

- 1-TBC TYPE 1
- 2-NEMA COOD
- 3-DAYLIGHT SAV
- 4-EV ADVANCE
- 6-SPECIAL EVENT
- 7-PRETIMED
- 8-SPLIT RING

ICSEL (E+E+F)

- 1- SIMPLEX IN
- 2-2-WAY MODEM
- 3-7 WIRE IN
- 4-FLH/FREE
- 5-SIMPLEX OUT
- 7-7 WIRE OUT

ASSIGNS (E+F+F)

- 1-ART OVERLAP
- 2-TOD OUTPUTS
- 3-STEADY EV BEAC
- 4-FLASH EV BEAC

INTERVAL

		PHASE							
		1	2	3	4	5	6	7	8
INTERVAL	0								
	1	ARR OLAP A							
	2	ARR OLAP E							
	3	ARR OLAP C							
	4	ARR OLAP D							
	5	PED2P		X					
	6	PED6P							
	7	PED4P							
	8	PED6P							X
	9	FLP YELD							
	A	ARR OLAP A		X					X
	B	ARR OLAP B							
	C	ARR OLAP C							
	D	ARR OLAP D							
	E	RESTRAINT							
	F	ASSIGNS		X					

INTERSECTION: NAPA ST @ RILEY ST

Group Assignment:
Field Master Assignment:

N/S Street Name: NAPA
E/W Street Name: RILEY

223 Program

Column # ---->		NAPA		RILEY		TROLLEY STATION			
Phase # ---->		1	2	3	4	5	6	7	8
Row			↓↑		←→		↑↓		→←
0	Ped Walk		7		7		7		7
1	Ped FDW		10		21		10		23
2	Min Green		10		4		10		4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn		5.0		2.0		4.8		2.0
6	Max Gap		5.0		2.0		4.8		2.0
7	Min Gap		0.2		2.0		0.2		2.0
8	Max Limit		60		40		60		40
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.6				0.7		
E	Yellow		3.9		3.9		3.9		3.9
F	Red Clear		1.0		1.0		1.0		1.0

Phase Timing - Bank 1

F + Phase + Row

<F Page>

Phase Timing - Bank 1
F + Phase + Row

<F Page>

E		F		Row
RR-1 Delay		Permit	2_4_6_8	0
RR-1 Clear		Red Lock		1
EV-A Delay	0	Yellow Lock		2
EV-A Clear	0	Min Recall	2_6	3
EV-B Delay	0	Ped Recall		4
EV-B Clear	0	Peds (View)	2_4_6_8	5
EV-C Delay	0	Rest In Walk		6
EV-C Clear	0	Red Rest		7
EV-D Delay	0	Dbl Entry	4_8	8
EV-D Clear	0	Max Recall		9
RR-2 Delay		Soft Recall		A
RR-2 Clear		Max 2		B
View EV Delay	---	Cond Serv		C
View EV Clear	---	Ped Lock	12345678	D
View RR Delay	---	Yellow Start	2_6	E
View RR Clear	---	1st Phases	4_8	F

F + E + Row

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

Start / Revert Times		
Drop Number	3	C + 0 + 0
Zone Number	3	C + 0 + 1
Area Number	5	C + 0 + 2
Area Address	80	C + 0 + 3
QuicNet Channel	COM 51	(QuicNet)

Communication Addresses		
C + F + 0	F	Row
Free Lag	2_4_6_8	0
Lag Phases		<C Page>

Overlap Timing		9	C	D	0
		Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page>
F + COLOR +

<D Page>
D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		
F + 0 + 8		

Disable Ports	234
Disable Communication Ports	
D + D + 9	

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Timing Sheet By: M2S
Approved By: FLG
Drawing Number: 33302-10-D
Timing Implemented On: 04/14/10

INTERSECTION: NAPA ST @ RILEY ST

Row	Time	Function	Day of Week	Column F Phases/Bits
0	00 : 01	E	1234567	1
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions
 0 = Permitted Phases
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 2 - Phase Bank 2
 Bit 3 - Phase Bank 3
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 7 - Detector Count Monitor
 Bit 8 - Real Time Split Monitor
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	4
C	EV-C Phases	6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Extra 1 Flags
 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 = Remote Download
 6 = Special Event
 7 = Pretimed Operation
 8 = Split Ring Operation

IC Select Flags

1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

Day of Week

1 = Sunday
 2 = Monday
 3 = Tuesday
 4 = Wednesday
 5 = Thursday
 6 = Friday
 7 = Saturday

Assign 5 Outputs

1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 = Bus Advance

Time and Date

8-0 Hour, Minute, Day-of-Week
 8-1 Day-of-Month, Year, Month
 8-F Seconds

Program Information

C + C + 0 = program
 C + C + F = version

Remote Download

C + 0 + 4 = 1 -255
 w/ E + E + E bit 5 on

Disable Parity

0

D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

	1	3
Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	5.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

	2	4
Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	5.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- 21 22 23 24	5678
-- -- -- -- -- --	1234
-- 25 26 27 28 -- --	2345

Active Detectors <D Page>

Row
0
1
2
3
4
5
6
7
8

	0
Detector #	
System Det. # 1	
System Det. # 2	
System Det. # 3	
System Det. # 4	
System Det. # 5	
System Det. # 6	
System Det. # 7	
System Det. # 8	

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Row	Column # -->	Plan								
		1	2	3	4	5	6	7	8	9
Plan Name -->		Mid & Weekend				AM	PM			
0	Cycle Length		48			55	68			
1	Phase 1 - ForceOff									
2	Phase 2 - ForceOff		0			0	0			
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff		22			28	30			
5	Phase 5 - ForceOff									
6	Phase 6 - ForceOff		0			0	0			
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff		22			28	30			
9	Ring Offset									
A	Offset A		42			37	44			
B	Offset B									
C	Offset C									
D	Permissive		6			6	7			
E	Hold Release		255			255	255			
F	Ped Shift		0			0	0			

Coordination

<C Page>

C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	09 : 00	2	A	1 7
2	10 : 30	2	A	23456
3	13 : 30	6	A	23456
4	18 : 00	2	A	23456
5	19 : 00	E	A	1 7
6	20 : 00	E	A	1234567
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Coordination Timing By: KH&A
Implemented On: 1/26/2010

FOR OBSERVATION ONLY

Master Plan C + A + 2
Current Plan C + A + 3
Next Plan C + A + 4
T.O.D. Plan C + A + 5
Master Cycle C + A + 0
Ring A Cycle C + B + 0
Ring B Cycle C + D + 0
Min Cycle C + A + E
Max Cycle C + B + E

E		Row	F	
		0	Free Lag	
Plan 1		1	Plan 1 - Lag	
Plan 2	2 6	2	Plan 2 - Lag	2 4 6 8
Plan 3		3	Plan 3 - Lag	
Plan 4		4	Plan 4 - Lag	
Plan 5	2 6	5	Plan 5 - Lag	2 4 6 8
Plan 6	2 6	6	Plan 6 - Lag	2 4 6 8
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases

<C Page>

C + F + FUNCTION #

Transition Type 0
TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

Row	1	3	Detector Name	332 Input File	Detector Number
0	Delay	Carry-over			
1		1.8		111	14
2				2I2U	1
3				2I2L	5
4				2I3U	21
5				2I3L	25
6				2I4	9
7	5.0			3I5	16
8				4I6U	3
9				4I6L	7
A				4I7U	23
B				4I7L	27
C				4I8	11
D				1I9U	18
E		---	---	3I9L	20
F	---	---	---	---	---

Row	2	4	Detector Name	332 Input File	Detector Number
0	Delay	Carry-over			
1		1.8		5J1	13
2				6J2U	2
3				6J2L	6
4				6J3U	22
5				6J3L	26
6				6J4	10
7				7J5	15
8				8J6U	4
9				8J6L	8
A				8J7U	24
B				8J7L	28
C				8J8	12
D				5J9U	17
E	---	---	---	7J9L	19
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- 21 22 23 24	5678
E	-- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	0	Detector #
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)
(These parameters are NOT downloaded.)

Coordination Timing By: FLG
Implemented On: 03/31/99

DOC
4/2/03

Row	Plan Name →	Plan							
		1	2	3	4	5	6	7	8
		AM	Mid						
0	Cycle Length	54 49	96						
1	Phase 1 - ForceOff	31	47						
2	Phase 2 - ForceOff	0	0						
3	Phase 3 - ForceOff								
4	Phase 4 - ForceOff	20	37						
5	Phase 5 - ForceOff	31	51						
6	Phase 6 - ForceOff	0	0						
7	Phase 7 - ForceOff								
8	Phase 8 - ForceOff	20	37						
9	Ring Offset								
A	Offset A	35	17						
B	Offset B								
C	Offset C								
D	Permissive	5	10						
E	Hold Release	255	255						
F	Ped Shift	0	0						

Coordination

<C Page>

C + Plan + ROW

FOR OBSERVATION ONLY

Master Plan C + A + 2
Current Plan C + A + 3
Next Plan C + A + 4
T.O.D. Plan C + A + 5
Master Cycle C + A + 0
Ring A Cycle C + B + 0
Ring B Cycle C + D + 0
Min Cycle C + A + E
Max Cycle C + B + E

Row	Time	Plan	Offset	Day of Week
0	06:30	1	A	23456
1	08:30	E	A	1234567
2	10:30	E	A	23456
3	13:30	E	A	23456
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination
<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

E		Row	F	
		0	Free Lag	2_4_6_8
Plan 1	2_6	1	Plan 1 - Lag	2_4_6_8
Plan 2	2_6	2	Plan 2 - Lag	2_4_6_8
Plan 3		3	Plan 3 - Lag	
Plan 4		4	Plan 4 - Lag	
Plan 5		5	Plan 5 - Lag	
Plan 6		6	Plan 6 - Lag	
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases
C + E + FUNCTION #

Lag Phases
C + F + FUNCTION #

<C Page>

Transition Type 0
TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: Vega St & West Morena Bl

223 Program

Group Assignment:
Field Master Assignment:

N/S Street Name: W. Morena Bl
EW Street Name: Vega St

Last Change: 03/31/99 Drawing Number: 26882-1-D
Timing Sheet By: FLG Sys. Ref. Number:
Approved By: *zac* Timing implemented on:

Row	Phase #	Morena		Vega		Morena		Vega	
		1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		7
1	Ped FDW		12		24		17		24
2	Min Green	4	10		4	4	10		4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.4		2.0	2.0	3.9		2.0
6	Max Gap	2.0	4.4		2.0	2.0	3.9		2.0
7	Min Gap	2.0	0.2		2.0	2.0	0.2		2.0
8	Max Limit	30	60		40	30	60		40
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.7				0.8		
E	Yellow	<i>2.4</i> 3.0	4.7		<i>3.9</i> 3.0	<i>3.4</i> 3.0	4.7		<i>3.9</i> 3.0
F	Red Clear	1.0	1.0		1.0	1.0	1.0		1.0

Phase Timing - Bank 1
F + Phase + Row

<F Page>

Row	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F + E + Row

Row	F
Permit	12_456_8
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
Peds (View)	2_4_6_8
Rest In Walk	
Red Rest	
Dbl Entry	4_8
Max Recall	
Soft Recall	2_6
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2_6
1st Phases	4_8

Phase Functions

F + F + Row

<F Page>

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + 0

Start / Revert Times

Drop Number	78
Zone Number	7
Area Number	5
Area Address	90
QuicNet Channel	Com 52

C + 0 + 0
C + 0 + 1
C + 0 + 2
C + 0 + 3
(QuicNet)

Communication Addresses

C + F + 0	F	Row
Free Lag	2_4_6_8	0
Lag Phases	<C Page>	

Row	Overlap	Green	Yellow	Red	Load-Switch #
A	Overlap A				
B	Overlap B				
C	Overlap C				
D	Overlap D				

Overlap Timing <F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash 255 (minutes)
Downtime Before Auto Manual Flash
F + 0 + 8

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset 0
= Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Disable Ports	234
Disable Communications Ports	
D + D + 9	

00

Row	Time	Function	Day of Week	Column F Phases/Bits
0	00:01	E	1234567	1
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions
 0 = Permitted Phases
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 2 - Phase Bank 2
 Bit 3 - Phase Bank 3
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 7 - Detector Count Monitor
 Bit 8 - Real Time Split Monitor
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags
 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 = Remote Download
 6 = Special Event
 7 = Prelimed Operation
 8 = Split Ring Operation

IC Select Flags
 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

Configuration

For access, set F + 9 + E = 1

E + E + ROW

Day of Week

-1 = Sunday
 2 = Monday
 3 = Tuesday
 4 = Wednesday
 5 = Thursday
 6 = Friday
 7 = Saturday

Time and Date

B-0 Hour, Minute, Day-of-Week
 B-1 Day-of-Month, Year, Month
 B-F Seconds

Program Information

C + C + 0 = program
 C + C + F = version

Assign 5 Outputs

1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 =

Disable Parity

0

D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

(This parameter is NOT downloaded)

Remote Download

C + 0 + 4 = 1 - 255
 w/ E + E + E bit 5 on

Morena Blvd Station Area Planning Study

Traffic Analysis Appendix: Signal Timing Reports - Stand Alone

INTERSECTION: Ashton St. & Morena Bl.

27 Program

Group Assignment:
Field Master Assignment:

N/S Street Name:
E/W Street Name:

Morena
Ashton

Last Change: N/A
Timing Sheet By: BJU
Approved By:

Drawing Number: 30733-1-
Sys. Ref. Number:
Timing implemented on: 4/18/02 11:30

Morena

Morena

Ashton

Column # -->

Phase # -->

Row	Phase # -->	1	2	3	4	5	6	7	8
0	Ped Walk		7						7
1	Ped FDW		17 14	11/4/02			11/4/02	20	
2	Min Green	4	10				10		4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.3				4.0		2.0
6	Max Gap	2.0	4.3				4.0		2.0
7	Min Gap	2.0	0.2				0.2		2.0
8	Max Limit	30	60				60		40
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs	6	6						
C	Reduce By		0.1				0.1		
D	Every		1.5 0.7	11/4/02			0.8 1.6	11/4/02	
E	Yellow	3 3.0	4.3				4.4	11/4/02	3.0
F	Red Clear	1.0	1.0				1.0		1.0

Phase Timing - Bank 1

F + Phase + Row

<F Page>

Row	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F + E + Row

Row	F
Permit	12 6 8
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
Peds (View)	2 8
Rest in Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	2 6
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2 6
1st Phases	8

Phase Functions

F + F + Row

<F Page>

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E

F + 0 + F

F + C + 0

Start / Revert Times

Drop Number	9
Zone Number	9
Area Number	5
Area Address	102
QuicNet Channel	DIGL60

C + 0 + 0

C + 0 + 1

C + 0 + 2

C + 0 + 3

(QuicNet) Com 52

Row	Overlap A	Overlap B	Overlap C	Overlap D
A				
B				
C				
D				

Overlap Timing <F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Communication Addresses

C + F + O	F	Row
Free Lag	2 6 8	0

Lag Phases

<C Page>

Downtime Flash 255 (minutes)

Downtime Before Auto Manual Flash

F + 0 + 8

Manual Plan	14	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset 0
= Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Disable Ports 234

Disable Communications Ports

D + D + 9

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions

0 = Permitted Phases

1 = Red Lock

2 = Yellow Lock

3 = Veh Min Recall

4 = Ped Recall

5 =

6 = Rest In Walk

7 = Red Rest

8 = Double Entry

9 = Veh Max Recall

A = Veh Soft Recall

B = Maximum 2

C = Conditional Service

D = Free Lag Phases

E = Bit 1 - Local Override

Bit 2 - Phase Bank 2

Bit 3 - Phase Bank 3

Bit 4 - Disable Detector

OFF Monitor

Bit 7 - Detector Count Monitor

Bit 8 - Real Time Split Monitor

F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	
7	Ped 4P	
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

E + F + ROW

<E Page>

Day of Week

1 = Sunday

2 = Monday

3 = Tuesday

4 = Wednesday

5 = Thursday

6 = Friday

7 = Saturday

Assign 5 Outputs

1 = Right Turn Overlap

2 = TOD Outputs

3 = EV Beacon - Steady

4 = EV Beacon - Flashing

5 = Special Event Outputs

6 = Phase 3 & 7 Ped

7 = Advanced Warning Sign

8 =

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Program Information

C + C + 0 = program

C + C + F = version

Remote Download

C + 0 + 4 = 1-255

w/ E + E + E bit 5 on

Disable Parity 0 D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

(This parameter is NOT downloaded)

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1

E + E + ROW

Extra 1 Flags

1 = TBC Type 1

2 = NEMA Ext. Coord

3 = Auto Daylight Savings

4 = EV Advance

5 = Remote Download

6 = Special Event

7 = Pretimed Operation

8 = Split Ring Operation

IC Select Flags

1 =

2 = Modem

3 = 7-Wire Slave

4 = Flash / Free

5 =

6 = Simplex Master

7 = 7-Wire Master

8 = Offset Interrupter

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0				1I1	14
1		1.8		2I2U	1
2		1.8		2I2L	5
3				2I3U	21
4				2I3L	25
5				2I4	9
6				3I5	16
7				4I6U	3
8				4I6L	7
9				4I7U	23
A				4I7L	27
B				4I8	11
C				1I9U	18
D				3I9L	20
E		---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0				5J1	13
1		1.8		6J2U	2
2		1.8		6J2L	6
3				6J3U	22
4				6J3L	26
5				6J4	10
6				7J5	15
7	10.0			8J6U	4
8	2.0			8J6L	8
9				8J7U	24
A				8J7L	28
B				8J8	12
C				5J9U	17
D				7J9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	0 Detector #
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

(These parameters are NOT downloaded.)

		Plan								
Column # ---->		1	2	3	4	5	6	7	8	9
Row	Plan Name ---->									
0	Cycle Length									
1	Phase 1 - ForceOff									
2	Phase 2 - ForceOff									
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff									
5	Phase 5 - ForceOff									
6	Phase 6 - ForceOff									
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A									
B	Offset B									
C	Offset C									
D	Permissive									
E	Hold Release									
F	Ped Shift									

<C Page>

Coordination Timing By:
Implemented On:

FOR OBSERVATION ONLY

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

		E	Row	F
			0	Free Lag
Plan 1			1	Plan 1 - Lag
Plan 2			2	Plan 2 - Lag
Plan 3			3	Plan 3 - Lag
Plan 4			4	Plan 4 - Lag
Plan 5			5	Plan 5 - Lag
Plan 6			6	Plan 6 - Lag
Plan 7			7	Plan 7 - Lag
Plan 8			8	Plan 8 - Lag
Plan 9			9	Plan 9 - Lag
Coord Ped*			A	Coord Max *
NEMA Hold			B	Coord Lag *
			C	
			D	
			E	
			F	

Sync Phases

C + E + FUNCTION #

Lag Phases

<C Page>

C + F + FUNCTION #

Transition Type	0
TBC Transition	
C + D + D	

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: Clairemont Dr @ Denver St

223 Program

Group Assignment:
Field Master Assignment:

N/S Street Name: Denver
E/W Street Name: Clairemont

Last Database Change:
System Ref. Number:

Row	Column # → Phase # →	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		7
1	Ped FDW		19		28		15		28
2	Min Green	4	10	4	4	4	10	4	4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.3	2.0	2.0	2.0	3.9	2.0	2.0
6	Max Gap	2.0	4.3	2.0	2.0	2.0	3.9	2.0	2.0
7	Min Gap	2.0	0.2	2.0	2.0	2.0	0.2	2.0	2.0
8	Max Limit	30	50	30	30	30	50	30	30
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.7				0.8		
E	Yellow	3.4	4.1	3.4	3.9	3.4	4.9	3.4	3.9
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
	Grade								

Phase Timing - Bank 1
F + Phase + Row

<F Page>

	E	F	Row
RR-1 Delay		Permit 12345678	0
RR-1 Clear		Red Lock	1
EV-A Delay	1	Yellow Lock	2
EV-A Clear	0	Min Recall	3
EV-B Delay	1	Ped Recall	4
EV-B Clear	0	Peds (View) 2_4_6_8	5
EV-C Delay	1	Rest In Walk	6
EV-C Clear	0	Red Rest	7
EV-D Delay	1	Dbt Entry	8
EV-D Clear	0	Max Recall	9
RR-2 Delay		Soft Recall 2_6_	A
RR-2 Clear		Max 2	B
View EV Delay	---	Cond Serv	C
View EV Clear	---	Ped Lock 12345678	D
View RR Delay	---	Yellow Start 2_6_	E
View RR Clear	---	1st Phases 3_7_	F

Preempt Timing

F + E + Row

Phase Functions <F Page>

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + O

Start / Revert Times

Drop Number		C + 0 + 0
Zone Number		C + 0 + 1
Area Number		C + 0 + 2
Area Address		C + 0 + 3
QuicNet Channel	DIG158	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	2_4_6_8	0

Lag Phases <C Page>

Overlap Timing

Row	9	C	D	0
	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash 255 (minutes)

Downtime Before Auto Manual Flash

F + 0 + 8

Disable Ports 234

Disable Communication Ports

D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Timing Sheet By: FLG

Approved By: FLG

Drawing Number:

Timing Implemented On:

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions
 0 = Permitted Phases
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 2 - Phase Bank 2
 Bit 3 - Phase Bank 3
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 7 - Detector Count Monitor
 Bit 8 - Real Time Split Monitor
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Extra 1 Flags
 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 = Remote Download
 6 = Special Event
 7 = Pretimed Operation
 8 = Split Ring Operation

IC Select Flags

1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

Day of Week

1 = Sunday
 2 = Monday
 3 = Tuesday
 4 = Wednesday
 5 = Thursday
 6 = Friday
 7 = Saturday

Assign 5 Outputs

1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 =

Time and Date

8-0 Hour, Minute, Day-of-Week
 8-1 Day-of-Month, Year, Month
 8-F Seconds

Program Information

C + C + 0 = program
 C + C + F = version

Remote Download

C + 0 + 4 = 1-255
 w/ E + E + E bit 5 on

Disable Parity	0
----------------	---

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

	1	3
Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

	2	4
Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carrvoer <D Page>

D + X (across) + ROW

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- 21 22 23 24	5678
-- -- -- -- -- --	1234
-- 25 26 27 28 -- --	2345

Active Detectors <D Page>

Row
0
1
2
3
4
5
6
7
8

	0
Detector #	
System Det. # 1	0
System Det. # 2	0
System Det. # 3	0
System Det. # 4	0
System Det. # 5	0
System Det. # 6	0
System Det. # 7	0
System Det. # 8	0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

INTERSECTION: Clairemont Dr @ Denver St

223 Prog

Row	Column # -->	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	116	116		100					
1	Phase 1 - ForceOff	83	83		15					
2	Phase 2 - ForceOff	0	0		0					
3	Phase 3 - ForceOff	28	68		76					
4	Phase 4 - ForceOff	68	40		45					
5	Phase 5 - ForceOff	79	79		15					
6	Phase 6 - ForceOff	0	0		0					
7	Phase 7 - ForceOff	14	14		30					
8	Phase 8 - ForceOff	68	68		76					
9	Ring Offset									
A	Offset A	0	0		0					
B	Offset B									
C	Offset C									
D	Permissive	12	12		12					
E	Hold Release	255	255		255					
F	Ped Shift	0	0		0					

Coordination

<C Page>

C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	07:00	4	A	23456
1	09:00	E	A	1234567
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Coordination Timing By:
Implemented On:

FOR OBSERVATION ONLY

Master Plan C + A + 2
Current Plan C + A + 3
Next Plan C + A + 4
T.O.D. Plan C + A + 5
Master Cycle C + A + 0
Ring A Cycle C + B + 0
Ring B Cycle C + D + 0
Min Cycle C + A + E
Max Cycle C + B + E

E		Row	F	
		0	Free Lag	2 4 6 8
Plan 1	2 6	1	Plan 1 - Lag	2 4 6 8
Plan 2	2 6	2	Plan 2 - Lag	23 6 8
6		3	Plan 3 - Lag	
Plan 4	2 6	4	Plan 4 - Lag	1 3 5 8
Plan 5		5	Plan 5 - Lag	
Plan 6		6	Plan 6 - Lag	
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

Transition Type	0
TBC Transition	
C + D + D	

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: COLUSA St & FRIARS Rd

Last Database Change:
System Ref. Number:Group Assignment:
Field Master Assignment:N/S Street Name: COLUSA St
E/W Street Name: FRIARS Rd

FRIARS

COLUSA

FRIARS

COLUSA

Column # -->	1	2	3	4	5	6	7	8
Phase # -->	1	2	3	4	5	6	7	8
0	Ped Walk	7		7		7		
1	Ped FDW	17		24		9		
2	Min Green	4	10	4	4	10		4
3	Type 3 Limit							
4	Add/Veh							
5	Veh Extn	2.0	6.1	2.0	2.0	6.4		2.0
6	Max Gap	2.0	6.1	2.0	2.0	6.4		2.0
7	Min Gap	2.0	0.2	2.0	2.0	0.2		2.0
8	Max Limit	30	60	40	30	60		40
9	Max Limit 2							
A	Bus Adv							
B	Call to Phs							
C	Reduce By		0.1			0.1		
D	Every		0.5			0.5		
E	Yellow	3.4	4.7	3.9	3.4	5.0		3.9
F	Red Clear	1.0	1.0	1.0	1.0	1.0		1.0
	Grade							

Phase Timing - Bank 1

F + Phase + Row

<F Page>

Overlap Timing

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

Start / Revert Times

Drop Number	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	5	C + 0 + 2
Area Address	82	C + 0 + 3
QuicNet Channel	DIGI 47:	(QuicNet)

Communication Addresses

C + F + 0	F	Row
Free Lag	2_4_6_8	0

Lag Phases <C Page>

	9	C	D	0
Row	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		
	F + 0 + 8	

Disable Ports	234
Disable Communication Ports	
	D + D + 9

RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	
EV-B Clear	
EV-C Delay	0
EV-C Clear	0
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F + E + Row

Permit	12_456_8	0
Red Lock		1
Yellow Lock		2
Min Recall		3
Ped Recall		4
Peds (View)	2_4_6_	5
Rest In Walk		6
Red Rest		7
Dbl Entry	4_8	8
Max Recall		9
Soft Recall	2_6_	A
Max 2		B
Cond Serv		C
Ped Lock	12345678	D
Yellow Start	2_6_	E
1st Phases	4_8	F

Phase Functions <F Page>

F + F + Row

Manual Plan	14	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = FlashManual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Timing Sheet By: WXX

Approved By: EFF

Drawing Number:

Timing Implemented On: 2/24/05

INTERSECTION: COLUSA St & FRIARS Rd

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>
D + F + ROW

T.O.D. Functions
 0 = Permitted Phases
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 2 - Phase Bank 2
 Bit 3 - Phase Bank 3
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 7 - Detector Count Monitor
 Bit 8 - Real Time Split Monitor
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration
E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags
 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 = Remote Download
 6 = Special Event
 7 = Pretimed Operation
 8 = Split Ring Operation

IC Select Flags
 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs
 1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 =

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1 -255
- w/ E + E + E bit 5 on

Disable Parity 0 D+B+0
Dial-Up Telephone Communications
 (If set to a non-zero value, parity will be disabled)

For access, set F + 9 + E = 1

Configuration
E + E + ROW

INTERSECTION: COLUSA St & FRIARS Rd

223 Program

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	212U	1
	212L	5
	213U	21
	213L	25
	214	9
	315	16
	416U	3
	416L	7
	417U	23
	417L	27
	418	11
	119U	18
	319L	20
---	---	---
---	---	---

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 - - - -	1234
13 14 15 16 17 18 19 20	12345678
- - - - 21 22 23 24	5678
- - - - - - - -	1234
- - 25 26 27 28 - - - -	2345

Active Detectors <D Page>

Row
0
1
2
3
4
5
6
7
8

0	Detector #
System Det. # 1	0
System Det. # 2	0
System Det. # 3	0
System Det. # 4	0
System Det. # 5	0
System Det. # 6	0
System Det. # 7	0
System Det. # 8	0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

INTERSECTION: E. Mission Bay Dr/ Pacific Highway @ Sea World Dr

Last Database Change:
System Ref. Number:

Group Assignment:
Field Master Assignment:

N/S Street Name: Sea World Dr
E/W Street Name: E. Mission Bay Dr/ Pacific Highway

Sea World

E. Mission Bay

Sea World

Pacific Highway

Row	Column # → Phase # →	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		22
1	Ped FDW		22		24		10	4	4
2	Min Green	4	10	4	4	4			
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.4	2.0	3.0	2.0	4.2	2.0	2.0
6	Max Gap	2.0	4.4	2.0	3.0	2.0	4.2	2.0	2.0
7	Min Gap	2.0	0.2	2.0	3.0	2.0	0.2	2.0	2.0
8	Max Limit	30	70	30	30	30	70	30	30
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs						0.1		
C	Reduce By		0.1				0.7		
D	Every		0.7						
E	Yellow	3.4	4.3	3.4	4.1	3.4	4.2	3.4	4.5
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1
F + Phase + Row

<F Page>

Preempt Timing

F + E + Row

Phase Functions <F Page>
F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

Start / Revert Times

Drop Number	2	C + 0 + 0
Zone Number	2	C + 0 + 1
Area Number	5	C + 0 + 2
Area Address	85	C + 0 + 3
QuicNet Channel	COM52	(QuicNet)

Communication Addresses

C + F + 0	F	Row
Free Lag	2 4 6 8	0
Lag Phases	<C Page>	

Overlap Timing

Row	Overlap Timing			
	g	C	D	0
Overlap A	Green	Yellow	Red	Load-Switch #
Overlap B	Clear	Change	Clear	
Overlap C				
Overlap D				

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		
F + 0 + 8		

Disable Ports	234
Disable Communication Ports	
D + D + 9	

Manual Plan	14	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Timing Sheet By: KT
Approved By: FLG

Drawing Number: 19078-D-7

Timing Implemented On:

INTERSECTION: E. Mission Bay Dr/ Pacific Highway Sea World Dr

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Function

7 + ROW

<D Page>
D + F + ROW

T.O.D. Functions
 0 = Permitted Phases
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 2 - Phase Bank 2
 Bit 3 - Phase Bank 3
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 7 - Detector Count Monitor
 Bit 8 - Real Time Split Monitor
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	23
B	Overlap B - Phases	67
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration
E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	2
6	Overlap B - Green Omit	6
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

For access, set F + 9 + E = 1

Configuration
E + E + ROW

Extra 1 Flags
 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 = Remote Download
 6 = Special Event
 7 = Prelimed Operation
 8 = Split Ring Operation

IC Select Flags
 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Program Information

- C + C + 0 = program
- C + C + F = version

Assign 5 Outputs
 1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 =

Remote Download

- C + 0 + 4 = 1 -255
- w/ E + E + E bit 5 on

Disable Parity 0 D+B+0
Dial-Up Telephone Communications
 (If set to a non-zero value, parity will be disabled)

Row	1	3
	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- 21 22 23 24	5678
-- -- -- -- --	1234
-- 25 26 27 28 -- --	2345

Active Detectors <D Page>

Row
0
1
2
3
4
5
6
7
8

0	Detector #
	System Det. # 1
	System Det. # 2
	System Det. # 3
	System Det. # 4
	System Det. # 5
	System Det. # 6
	System Det. # 7
	System Det. # 8

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Row	2	4
	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

INTERSECTION: FRIARS RD @ NAPA ST

223 Program

Group Assignment:
Field Master Assignment:

N/S Street Name: NAPA
E/W Street Name: FRIARS

FRIARS PED NAPA FRIARS

Row	Column # → Phase # →	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk		7	7			7		
1	Ped FDW		17	20			20		
2	Min Green		7	4	4	4	7		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn		4.6	0.0	5.0	2.0	4.2		
6	Max Gap		4.6	0.0	5.0	2.0	4.2		
7	Min Gap		0.2	0.0	0.2	2.0	0.2		
8	Max Limit		30	0	20	30	30		
9	Max Limit 2		40		40		40		
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		
D	Every		0.7		0.6		0.8		
E	Yellow		5.0	3.0	3.9	3.4	4.6		
F	Red Clear		1.0		1.0	1.0	1.0		

Phase Timing - Bank 1
F + Phase + Row

<F Page>

Row	E	F	Row
RR-1 Delay		Permit	0
RR-1 Clear		Red Lock	1
EV-A Delay	0	Yellow Lock	2
EV-A Clear	0	Min Recall	3
EV-B Delay	0	Ped Recall	4
EV-B Clear	0	Peds (View)	5
EV-C Delay	0	Rest In Walk	6
EV-C Clear	0	Red Rest	7
EV-D Delay		Dbt Entry	8
EV-D Clear		Max Recall	9
RR-2 Delay		Soft Recall	A
RR-2 Clear		Max 2	B
View EV Delay	---	Cond Serv	C
View EV Clear	---	Ped Lock	D
View RR Delay	---	Yellow Start	E
View RR Clear	---	1st Phases	F

F + E + Row

F + F + Row

Overlap Timing

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + O

Start / Revert Times

Drop Number	4	C + 0 + 0
Zone Number	4	C + 0 + 1
Area Number	5	C + 0 + 2
Area Address	81	C + 0 + 3
QuicNet Channel	COM 51	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	23 6	0

Lag Phases <C Page>

Row	Overlap A	Overlap B	Overlap C	Overlap D	A	B	C	D	0
					Green	Yellow	Red	Load-Switch #	
					Clear	Change	Clear		

<F Page>
F + COLOR +

<D Page>
D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		

F + 0 + 8

Disable Ports	234
Disable Communication Ports	

D + D + 9

Manual Plan	14	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Timing Sheet By: M2S

Approved By: FLG

Drawing Number: 26904-82-D

Timing Implemented On: 05/03/10

INTERSECTION: FRIARS RD @ NAPA ST

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0	16 : 00	B	23456	2 4 6
1	18 : 30	B	23456	
2	00 : 01	E	1234567	1
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

T.O.D. Functions
 0 = Permitted Phases
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 2 - Phase Bank 2
 Bit 3 - Phase Bank 3
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 7 - Detector Count Monitor
 Bit 8 - Real Time Split Monitor
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	
8	Ped 8P	3
9	Yellow Flash Phases	
A	Overlap A - Phases	4 6
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

TOD Function

7 + ROW

<D Page>

D + F + ROW

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Configuration

E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	6
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags
 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 = Remote Download
 6 = Special Event
 7 = Prelimed Operation
 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Assign 5 Outputs
 1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 = Bus Advance

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1 -255
- w/E + E + E bit 5 on

Disable Parity 0 D+B+0

Dial-Up Telephone Communications
 (If set to a non-zero value, parity will be disabled)

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0				1I1	14
1		1.8		2I2U	1
2				2I2L	5
3				2I3U	21
4				2I3L	25
5				2I4	9
6				3I5	16
7		1.8		4I6U	3
8				4I6L	7
9				4I7U	23
A				4I7L	27
B				4I8	11
C				1I9U	18
D				3I9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 - - - -	1234
13 14 15 16 17 18 19 20	12345678
- - - - 21 22 23 24	5678
- - - - - - - -	1234
- 25 26 27 28 - - -	2345

Active Detectors <D Page>

Row
0
1
2
3
4
5
6
7
8

0 Detector #
System Det. # 1
System Det. # 2
System Det. # 3
System Det. # 4
System Det. # 5
System Det. # 6
System Det. # 7
System Det. # 8

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	F+C+1
Time Before Yellow	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	F+D+1
Time Before Yellow	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0				5J1	13
1		1.8		6J2U	2
2				6J2L	6
3				6J3U	22
4				6J3L	26
5				6J4	10
6				7J5	15
7				8J6U	4
8				8J6L	8
9				8J7U	24
A				8J7L	28
B				8J8	12
C				5J9U	17
D				7J9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

INTERSECTION: Sea World Dr @ Friars Rd

223 Prc m

Group Assignment:
Field Master Assignment:

N/S Street Name: Friars
EW Street Name: Sea World

Last Database Change:
System Ref. Number:

Sea World

Sea World

Friars

Row	Column # → Phase # →	Phase							
		1	2	3	4	5	6	7	8
									
0	Ped Walk		7						7
1	Ped FDW		21						20
2	Min Green	4	7				7		4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.0				5.2		2.0
6	Max Gap	2.0	4.0				5.2		2.0
7	Min Gap	2.0	0.2				0.2		2.0
8	Max Limit	30	60				60		40
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.8				0.6		
E	Yellow	3.4	5.2				4.4		5.2
F	Red Clear	1.0	1.0				1.0		1.0
	Grade								

Phase Timing - Bank 1
F + Phase + Row

<F Page>

Overlap Timing

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

Start / Revert Times

Drop Number		C + 0 + 0
Zone Number		C + 0 + 1
Area Number		C + 0 + 2
Area Address		C + 0 + 3
QuicNet Channel		(QuicNet)

Communication Addresses

C + F + 0	F	Row
Free Lag	2 6 8	0

Lag Phases <C Page>

Row	Overlap A	Overlap B	Overlap C	Overlap D	Row	9	C	D	0
						Green Clear	Yellow Change	Red Clear	Load-Switch #
	A	B	C	D					

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash 255 (minutes)

Downtime Before Auto Manual Flash

F + 0 + 8

Disable Ports 234

Disable Communication Ports

D + D + 9

Row	E	F	Row
0	RR-1 Delay	Permit 12 6 8	0
1	RR-1 Clear	Red Lock	1
2	EV-A Delay	Yellow Lock	2
3	EV-A Clear	Min Recall 2 6	3
4	EV-B Delay	Ped Recall	4
5	EV-B Clear	Peds (View) 2 8	5
6	EV-C Delay	Rest In Walk	6
7	EV-C Clear	Red Rest	7
8	EV-D Delay	Dbl Entry	8
9	EV-D Clear	Max Recall	9
A	RR-2 Delay	Soft Recall	A
B	RR-2 Clear	Max 2	B
C	View EV Delay ---	Cond Serv	C
D	View EV Clear ---	Ped Lock 12345678	D
E	View RR Delay ---	Yellow Start 2 6	E
F	View RR Clear ---	1st Phases 8	F

Preempt Timing

F + E + Row

Phase Functions <F Page>

F + F + Row

Manual Plan	14	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Timing Sheet By: FLG
Approved By: EFF

Drawing Number:
Timing Implemented On:

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions
 0 = Permitted Phases
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 2 - Phase Bank 2
 Bit 3 - Phase Bank 3
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 7 - Detector Count Monitor
 Bit 8 - Real Time Split Monitor
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	
7	Ped 4P	
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	8
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration

E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	
B	EV-B Phases	
C	EV-C Phases	
D	EV-D Phases	
E	Extra 1 Config. Bits	1 34
F	IC Select (Interconnect)	2

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Extra 1 Flags
 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 = Remote Download
 6 = Special Event
 7 = Pretimed Operation
 8 = Split Ring Operation

IC Select Flags
 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

Day of Week

1 = Sunday
 2 = Monday
 3 = Tuesday
 4 = Wednesday
 5 = Thursday
 6 = Friday
 7 = Saturday

Assign 5 Outputs
 1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 =

Time and Date

8-0 Hour, Minute, Day-of-Week
 8-1 Day-of-Month, Year, Month
 8-F Seconds

Program Information

C + C + 0 = program
 C + C + F = version

Remote Download

C + 0 + 4 = 1-255
 w/ E + E + E bit 5 on

Disable Parity	0	D+
----------------	---	----

Dial-Up Telephone Communications
 (If set to a non-zero value, parity will be disabled)

	1	3
Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- -- 21 22 23 24	5678
-- -- -- -- -- -- -- --	1234
-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row
0
1
2
3
4
5
6
7
8

0	Detector #
System Det. # 1	
System Det. # 2	
System Det. # 3	
System Det. # 4	
System Det. # 5	
System Det. # 6	
System Det. # 7	
System Det. # 8	

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

	2	4
Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

INTERSECTION: Gesner St. & Morena Bl.

2nd Program

Group Assignment:
Field Master Assignment:

N/S Street Name: Morena
EW Street Name: Gesner

Last Change: N/A
Timing Sheet By: BJU
Approved By:

Drawing Number: 30733-
Sys. Ref. Number:
Timing implemented on: 4/25/02, 13:45, *KA*

Row	Morena							
	Column # →	1	2	3	4	5	6	7
Phase # →		1	2	3	4	5	6	7
N		←	→	←	→	←	→	←
0	Ped Walk		7					7
1	Ped FDW		9					19
2	Min Green	4	10				10	4
3	Type 3 Limit							
4	Add/Veh							
5	Veh Extn	2.0	4.4				4.2	2.0
6	Max Gap	2.0	4.4				4.2	2.0
7	Min Gap	2.0	0.2				0.2	2.0
8	Max Limit	30	60				60	40
9	Max Limit 2							
A	Bus Adv							
B	Call to Phs	6	6					
C	Reduce By		0.1				0.1	
D	Every		0.7				0.8	
E	Yellow	3.4 3.0	4.9				5.0	3.1 3.0
F	Red Clear	1.0	1.0				1.0	1.0

Phase Timing - Bank 1
F + Phase + Row

<F Page>

Max Initial	0
Red Revert	5.0
All Red Start	0.0

Start / Revert Times

Drop Number	6
Zone Number	6
Area Number	5
Area Address	99
QuicNet Channel	DIGI 69

Communication Addresses

C + F + O	F	Row
Free Lag	2 6 8	0

1 on Phase

F + 0 + E
F + 0 + F
F + C + O

C + 0 + 0
C + 0 + 1
C + 0 + 2
C + 0 + 3

(QuicNet) com52

Row	Overlap A	Overlap B	Overlap C	Overlap D
A				
B				
C				
D				

Overlap Timing <F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		

E	
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F + E + Row

F	
Permit	12 6 8
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
Peds (View)	2 8
Rest In Walk	
Red Rest	
DbI Entry	
Max Recall	
Soft Recall	2 6
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2 6
1st Phases	8

Phase Functions

F + F + Row

Manual Plan	14	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset 0
= Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Disable Ports	234
Disable Communications Ports	

INTERSECTION: Gesner St. & Morena Bl.

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions
 0 = Permitted Phases
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 2 - Phase Bank 2
 Bit 3 - Phase Bank 3
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 7 - Detector Count Monitor
 Bit 8 - Real Time Split Monitor
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	
7	Ped 4P	
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

<E Page>

E + F + ROW

Day of Week

1 = Sunday

2 = Monday

3 = Tuesday

4 = Wednesday

5 = Thursday

6 = Friday

7 = Saturday

Assign 5 Outputs

1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 =

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags

1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 = Remote Download
 6 = Special Event
 7 = Pretimed Operation
 8 = Split Ring Operation

IC Select Flags

1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Program Information

C + C + 0 = program

C + C + F = version

Remote Download

C + 0 + 4 = 1 -255

w/ E + E + E bit 5 on

Disable Parity 0 D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

(This parameter is NOT downloaded)

Configuration

For access, set F + 9 + E = 1

E + E + ROW

Row	1	3	Detector Name	332 Input File	Detector Number
0	Delay	Carry-over		1I1	14
1		1.8		2I2U	1
2		1.8		2I2L	5
3				2I3U	21
4				2I3L	25
5				2I4	9
6				3I5	16
7				4I6U	3
8				4I6L	7
9				4I7U	23
A				4I7L	27
B				4I8	11
C				1I9U	18
D				3I9L	20
E		---	---	---	---
F	---	---	---	---	---

Row	2	4	Detector Name	332 Input File	Detector Number
0	Delay	Carry-over		5J1	13
1		1.8		6J2U	2
2		1.8		6J2L	6
3				6J3U	22
4				6J3L	26
5				6J4	10
6				7J5	15
7	10.0 7.0			8J6U	4
8	3.0			8J6L	8
9				8J7U	24
A				8J7L	28
B				8J8	12
C				5J9U	17
D				7J9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	0	Detector #
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)
(These parameters are NOT downloaded.)

Row	Column # ---->	Plan Name ---->	Plan								
			1	2	3	4	5	6	7	8	9
0		Cycle Length									
1		Phase 1 - ForceOff									
2		Phase 2 - ForceOff									
3		Phase 3 - ForceOff									
4		Phase 4 - ForceOff									
5		Phase 5 - ForceOff									
6		Phase 6 - ForceOff									
7		Phase 7 - ForceOff									
8		Phase 8 - ForceOff									
9		Ring Offset									
A		Offset A									
B		Offset B									
C		Offset C									
D		Permissive									
E		Hold Release									
F		Ped Shift									

<C Page>

Coordination Timing By:
Implemented On:

FOR OBSERVATION ONLY

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination
<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

	E	Row	F
		0	Free Lag
Plan 1		1	Plan 1 - Lag
Plan 2		2	Plan 2 - Lag
Plan 3		3	Plan 3 - Lag
Plan 4		4	Plan 4 - Lag
Plan 5		5	Plan 5 - Lag
Plan 6		6	Plan 6 - Lag
Plan 7		7	Plan 7 - Lag
Plan 8		8	Plan 8 - Lag
Plan 9		9	Plan 9 - Lag
Coord Ped*		A	Coord Max *
NEMA Hold		B	Coord Lag *
		C	
		D	
		E	
		F	

Sync Phases
C + E + FUNCTION #

Lag Phases

<C Page>
C + F + FUNCTION #

Transition Type	0
TBC Transition	
C + D + D	

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: Morena BI & Ingulf St

Group Assignment:
Field Master Assignment:

N/S Street Name: Morena BI
EW Street Name: Ingulf St

223 P. ram

Last Change:
Timing Sheet By: DOC
Approved By: *zuc*

Drawing Number: 25119-82-D
Sys. Ref. Number:
Timing Implemented on:

Column # -->		Morena BI		Morena BI		Ingulf St	
Phase # -->		1	2	3	4	5	6
Row							
0	Ped Walk		7				7
1	Ped FDW		10				20
2	Min Green	4	10			10	4
3	Type 3 Limit						
4	Add/Veh						
5	Veh Extn	2.0	4.2			4.0	2.0
6	Max Gap	2.0	4.2			4.0	2.0
7	Min Gap	2.0	0.2			0.2	2.0
8	Max Limit	30	60			60	40
9	Max Limit 2						
A	Bus Adv						
B	Call to Phs	6	6				
C	Reduce By		0.1			0.1	
D	Every		0.7			0.8	
E	Yellow	3.4	3.0	4.3		4.4	3.9
F	Red Clear	1.0	1.0			1.0	1.0

Phase Timing - Bank 1
F + Phase + Row

<F Page>

RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing
F + E + Row

Permit	12_6_8
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
Peds (View)	_2_8
Rest In Walk	
Red Rest	
Dbt Entry	
Max Recall	
Soft Recall	_2_6_
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	_2_6_
1st Phases	_8

Phase Functions

F + F + Row

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number	10
Zone Number	10
Area Number	5
Area Address	100
QuicNet Channel	Com52

C + 0 + 0
C + 0 + 1
C + 0 + 2
C + 0 + 3

Communication Addresses

C + F + O	
Free Lag	2_6_8
Lag Phases	0

<C Page>

Row		Green Clear	Yellow Change	Red Clear	Load-Switch #
A	Overlap A				
B	Overlap B				
C	Overlap C				
D	Overlap D				

Overlap Timing <F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash 265 -60 (minutes)

Downtime Before Auto Manual Flash

F + 0 + 8

Manual Plan	14
Manual Offset	

C + A + 1
C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Disable Ports	234
---------------	-----

Disable Communications Ports

D + D + 9

Moena

PHASE TIMING

	1	2	3	4	5	6	7	8	PREEMPT
INTERVAL	1	2	3	4	5	6	7	8	E
WALK	0	7		7		7		7	RR1 DELAY
FLASH D/M	1	//		//		9		//	RR1 CLEAR
MIN GREEN	2	*7		4		*7		4	EV1 DELAY
TYPE 3 DET	3								EV1 CLEAR
ADD/VEH	4								EVB DELAY
VEH EXTEN *	5	2.8		2.0		2.8		2.0	EVB CLEAR
MAX GAP *	6	2.8		2.0		2.8		2.0	EVC DELAY
MIN GAP *	7	1.2		2.0		1.2		2.0	EVC CLEAR
MAX EXTEN	8	60		40		60		40	EUD DELAY
MAX 2	9	30				30			EUD CLEAR
CALL TO PHASE	B								RR2 DELAY
REDUCE BY	C	0.1				0.1			RR2 CLEAR
REDUCE EVERY	D	1.2				1.2			EV CLR THR
YELLOW	E	3.5		3.0		3.5		3.0	RR CLR THR
RED CLEAR	F	1.0		1.0		1.0		1.0	RR DLY THR

MAX INITIAL (F-O-E) = 0 KEYSTROKES: F + PHASE + LOCATION RED REVERT (F-O-F) = 5

* MUST BE SAME FOR NON-DENSITY OPERATION

ALL RED START (F-C-O) =

PHASE FUNCTION FLAGS

KEYSTROKES: F+F+FUNCTION#

	1	2	3	4	5	6	7	8
PERMIT	0	X	X	X	X	X	X	X
RED LOCK	1							
YELLOW LOCK	2							
VEH RECALL	3	X				X		
PED RECALL	4							
PEDS	5	X	X	X	X	X	X	X
BEST IN WALK	6							
RED REST	7							
DOUBLE ENTRY	8	X	X	X	X	X	X	X
MAX RECALL	9							
SOFT RECALL	A							
MAX 2	B							
COND SERVE	C							
RESERVED	D	X	X	X	X	X	X	X
STARTUP	E	X			X			
FIRST PHASES	F		X					X

OVERLAP TIMING

KEYSTROKE: F + COLOR CODE+OVERLAP

9	C	D
GREEN	YELLOW	RED
OVERLAP A		
OVERLAP B		
OVERLAP C		
OVERLAP D		

FUNCTION

PHASE SEQUENCES (CFO)

LAG 0 (FREE)	1	2	3	4	5	6	7	8
	X	X	X	X	X	X	X	X

TOD OUTPUT ACTIVATED BY 2ND DELAY TO TURN THE GREEN

SIGNAL RECAPTURED BY D2 GREEN AT MOENA BL & TOLUOTE RD THROUGH EV DELAY

LOC MOENA ST & MOENA BL

DATE: 5/20/93

**FUNCTION
BY PHASE**

DRY OF WEEK

BY PHASE

[illegible]

KEYSTROKES:
D-F-EDENT 

TIME OF DRY LOCAL FUNCTION CODES

F - 100 OUTPUTS
1 - 100 OUT 1
2 - 100 OUT 2
3 - 100 OUT 3
4 - 100 OUT 4

CONFIGURATION DATA

NOTE: "E" KEY ENABLED (F-5-E ≠ 0)

NOTE: "E" KEY EMPHELED (F-5-E = 0)

KEYSTROKES: E+F+INTEGRAL

1-TBC TYPE 1
2-NEMA COOD
3-DAYLIGHT SAW
4-EU ADVANCE
6-SPECIAL EVENT
7-PRETIMED
8-SPLIT RING

2-2-WAY MODEM
3-7 WIRE IN
4-FLH/FREE
5-SIMPLEX OUT
7-7 WIRE OUT

1-HI OVERLAP
2-TOP OUTPUTS
3-STEADY EV BEAC
4-FLASH EV BEAC

INTERVAL

		PHASE						
		1	2	3	4	5	6	7
0								
1	RR OLAP A							
2	RR OLAP B							
3	RR OLAP C							
4	RR OLAP D							
5	PED2P			X				
6	PED6P					X		
7	PED4P				X			
8	PED8P							X
9	FLH YELD							
A	QUERLAP A							
B	QUERLAP B							
C	QUERLAP C							
D	QUERLAP D							
E	RESTRICT							
F	POSITIONS							

ERSECTION: INTERSECTION: Morena Blvd & Milton St

223 P. ram

Group Assignment:
Field Master Assignment:

N/S Street Name Morena Blvd
EW Street Name Milton St

Last Change:
Timing Sheet By: DOC
Approved By: *ZUC*
Drawing Number: 25119-83-D
Sys. Ref. Number:
Timing implemented on:

Row	Column # → Phase # →	Morena Blvd							
		1	2	3	4	5	6	7	8
0	Ped Walk		7						7
1	Ped FDW		11						18
2	Min Green	4	10				10		4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.0				4.0		2.0
6	Max Gap	2.0	4.0				4.0		2.0
7	Min Gap	2.0	0.2				0.2		2.0 0.2
8	Max Limit	30	60				60		40
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs	6	6						
C	Reduce By		0.1				0.1		
D	Every		0.8				0.8		
E	Yellow	3.4 3.0	4.3				4.4		4.1
F	Red Clear	1.0	1.0				1.0		1.0

Phase Timing - Bank 1
F + Phase + Row

<F Page>

Row	E
0	RR-1 Delay
1	RR-1 Clear
2	EV-A Delay
3	EV-A Clear
4	EV-B Delay
5	EV-B Clear
6	EV-C Delay
7	EV-C Clear
8	EV-D Delay
9	EV-D Clear
A	RR-2 Delay
B	RR-2 Clear
C	View EV Delay
D	View EV Clear
E	View RR Delay
F	View RR Clear

Preempt Timing

F + E + Row

Row	F
0	Permit
1	Red Lock
2	Yellow Lock
3	Min Recall
4	Ped Recall
5	Peds (View)
6	Rest In Walk
7	Red Rest
8	Dbt Entry
9	Max Recall
A	Soft Recall
B	Max 2
C	Cond Serv
D	Ped Lock
E	Yellow Start
F	1st Phases

Phase Functions

F + F + Row

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number	11
Zone Number	11
Area Number	5
Area Address	101
QuicNet Channel	Com 52

C + 0 + 0
C + 0 + 1
C + 0 + 2
C + 0 + 3
(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	2 6 8	0
Lag Phases	<C Page>	

Row	9	C	D	0
A	Green	Yellow	Red	Load-Switch #
B	Clear	Change	Clear	
C				
D				

Overlap Timing <F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash 255 60 (minutes)
Downtime Before Auto Manual Flash
F + 0 + 8

Manual Plan	14	C + A + 1
Manual Offset		C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Disable Ports	234
Disable Communications Ports	
D + D + 9	

INTERSECTION: INTERSECTION: Morena Blvd & Milton St

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

T.O.D. Functions
 0 = Permitted Phases
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 2 - Phase Bank 2
 Bit 3 - Phase Bank 3
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 7 - Detector Count Monitor
 Bit 8 - Real Time Split Monitor
 F = Output Bits 1 thru 4

TOD Function

<D Page>

7 + ROW

D + F + ROW

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags
 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 = Remote Download
 6 = Special Event
 7 = Pretimed Operation
 8 = Split Ring Operation

IC Select Flags
 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

Configuration

For access, set F + 9 + E = 1

E + E + ROW

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	
7	Ped 4P	
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

<E Page>

E + F + ROW

Day of Week

1 = Sunday
 2 = Monday
 3 = Tuesday
 4 = Wednesday
 5 = Thursday
 6 = Friday
 7 = Saturday

Assign 5 Outputs
 1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 =

Time and Date

8-0 Hour, Minute, Day-of-Week
 8-1 Day-of-Month, Year, Month
 8-F Seconds

Program Information

C + C + 0 = program
 C + C + F = version

Remote Download

C + 0 + 4 = 1-255
 w/ E + E + E bit 5 on

Disable Parity 0 D+B+0

Dial-Up Telephone Communications
 (If set to a non-zero value, parity will be disabled)
 (This parameter is NOT downloaded)

	1	3			
Row	Delay	Carry-over	Detector Name	332 Input File	Detector Number
0				1I1	14
1		1.8		2I2U	1
2				2I2L	5
3				2I3U	21
4				2I3L	25
5				2I4	9
6				3I5	16
7				4I6U	3
8	10.0			4I6L	7
9				4I7U	23
A				4I7L	27
B				4I8	11
C				1I9U	18
D				3I9L	20
E		---	---	---	---
F	---	---	---	---	---

	2	4			
Row	Delay	Carry-over	Detector Name	332 Input File	Detector Number
0				5J1	13
1		1.8		6J2U	2
2				6J2L	6
3				6J3U	22
4				6J3L	26
5				6J4	10
6				7J5	15
7				8J6U	4
8				8J6L	8
9				8J7U	24
A				8J7L	28
B				8J8	12
C				5J9U	17
D				7J9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- 21 22 23 24	5678
E	-- -- -- -- -- --	1234
F	-- 25 26 27 28 -- --	2345

Active Detectors <D Page>

Row	0	Detector #
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)
(These parameters are NOT downloaded.)